

A local school system can give service only within the limits of the resources made available by State government. (Absenteeism, discipline problems, breakdowns, inclement weather, etc. may result in second trips and routing disruptions.)

The Safe-Keeping of Our Children

Avoid the "phone jam" the two weeks before the start of each new school year. Contact us during late July or early August for bussing information.

Bus Routes – SDE Regulation F: A regular route pattern is usually established by traveling along main roadways and centralized streets within a community or area.



Extent of Transportation

The Legal residence must be greater than 1.5 miles from the school door entrance via the nearest pedestrian entrance point to the school, and student must reside in attendance area.

(SC-59-67-420)



Assigned Bus Stops

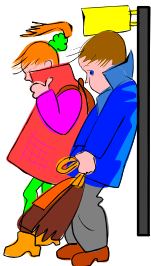
All students must ride specifically assigned busses, and board or exit at specifically assigned bus stops. If PM stop point becomes questionable, student will be returned to school.



Bus Stop Supervision

Parents and guardians are responsible for the safety, protection, and conduct of their children going to and from, and while at, the bus stop.

(SC State Law)



Students Must be at Stop

Riders must be visible at roadside edge when bus arrives. Bus will not wait for stragglers. After a warning, busses will not stop for students not visible and at the roadside point of their assigned stop.



Bus Stop Arrival Time

Busses can break down, resulting in irregular bus arrivals. This can not be controlled by RHSD3 staff. SDE recommends riders are at the roadside location of their stop 5-10 minutes before the regular arrival time of their school bus.



4 and 5 year old

Parent/Sitter Unavailable

Repeat incidents of receiving adult not visible as bus arrives could discontinue service.

Regularly transported students who reside within the one and one-half mile limit of their schools are deemed "**courtesy riders**," whereby such privilege is temporary and contingent upon availability of seats on the existing route. As route growth occurs outside the 1.5 mile limit, courtesy riders may immediately lose their riding privilege.



Waiting at the Bus Stop

Never cross the street until the bus arrives, lights are flashing **RED**, and the driver signals students to cross. **Parents must supervise children at bus stops.**



School Bus Stops

Students must be at the roadside when the bus arrives. Bus stops shall be on roadways at least **two-tenths of a mile** at safe points (as defined by State traffic criteria).

(SC-43-80-F)



Bus Rules

State laws, State regulations, and District Transportation policies are available upon request at the Transportation Complex.



Progressive Bus Discipline

School busses are classrooms in motion in traffic. Discipline violations will result in –

- Step 1:** Warning
- Step 2:** Conditional 1 Week Bus Suspension
- Step 3:** 1 Week Bus Suspension
- Step 4:** 2 Weeks Bus Suspension
- Step 5:** Bus Suspension for the remainder of the year.



Crossing a Roadway

No student is to cross any **4-lane roadway** system at any time when engaged in school bus transportation services.



Riding Unassigned Busses

Unassigned students will not be allowed on another bus without a note signed from parent and approved by principal's signature, and then, **only if seating is available.**



Authority to Manage Bus

Drivers, by State Law, have the responsibility and full authority to manage the bus. Any problems you may be experiencing should be brought to school principals or to Transportation Staff, **never to a driver.**

(SC-59-67-240)



Never Board a School Bus

Parents/citizens must never interfere with the operation of, nor board, a school bus or in any way threaten the driver or students. Staff makes all final decisions, not drivers.

(SC-59-67-245)
(see last page)



Depth of Service

School Busses shall not leave the regular route pattern to travel along roadways unless the student's legal residence is greater than **three tenths of a mile walking distance** from the regular route pattern.

(SC-59-67-420)



Community Hazards

The initial responsibility for community hazards lies with city/county government, law enforcement, and parents. **This includes sidewalks, roadway matters, and pedestrian/traffic control off of school district-owned property.**



Conduct on the Bus

Riding the bus is a privilege and not a right. Correct behavior is the responsibility of the student, not the driver. Students will be held responsible for obeying **all Student Transportation Regulations and School District Conduct Codes.**



Over-Crowded Busses

When growth results in over-crowded buses, second trips are necessary. Some students may arrive at school or at home later than usual.



Availability of Busses

The funding for school busses is the responsibility of your elected State Legislature. RHSD3 can offer services only within the limits of available resources.



School Bus Seating

Bus Drivers will determine who sits where and with whom on the bus. Drivers can use seating assignments to manage student behavior.



Communicating

One bus holds 40 to 60 students. It is common for several busses to have operational problems simultaneously. We cannot contact parents and also efficiently manage events when emergencies or breakdowns occur.



Carry-On Items

All Legal Carry-on items must fit within the student's seating space. No class projects, glass, animals, insects, containers, balloons. Class projects must be **transported by car**.

(see last page)



Acts of Vandalism

Parents will be charged should their child damage any bus equipment. Seat covers can cost up to \$40. Loss of riding privilege may remain until payment for damages are received.



Inclement Weather

Busses shall not be permitted to leave the regular route during inclement weather.



Snow Roads

Snow roads are roads that are shaded by trees such that ice and snow do not melt quickly. Busses may not be able to travel on "snow roads" during some inclement weather. Snow roads are roads where snow/ice remains after other roads have cleared.

(Call 980-2022 for info)



Travel on Private Roads

Busses need wide areas for maneuvering, clear of all hazards (limbs, posts, cars, etc.) with sufficient surfaces to support the heavy bus and a 60-ft radius to turn-a-bout. District must have signed release to operate on private roads.

(see last page)

Interference with School Bus: *SC State Law 59-67-245* No person shall willfully interfere with the operation of a school bus, either private or public, by boarding, restricting movement, or threats, either physical or verbal, to the driver or any passenger while the bus is engaged in transportation of pupils to and from school or any lawful school activity or while passengers are entering or leaving the bus, nor shall any person willfully fail or refuse to obey a lawful order of a school bus driver relating to the occupancy of a school bus. The use of threatening, obscene, or profane language addressed to the driver or any passenger entering, leaving, or waiting for a bus is disorderly conduct and any person convicted for the use of such language shall be punished as provided in *16-17-530*.

Carry-on Items: Compliance with Federal standards is mandatory by SDE. No animals, insects, weapons, balloons, glass or pressurized containers (e.g. hair spray), or class projects that are large, wooden, etc. – **none of these** are to be carried on busses by drivers or students. Up to 22"x28" paper posters are allowed if driver vision is not obstructed. Band instruments, or other items, carried on the bus must be of such size that all must be carried in the student's lap and cannot be above the seat top. Items on the seats, floor, or obstructing the aisles endanger all passengers on the bus. Class project items and large band instruments must be transported to/from school via private vehicle.

Changes in Bus Routes: SDE requires busses to be routed over public maintained roadways in the most efficient (mileage) manner possible, targeting 90-minutes per trip allowance. Basic route determination infrastructure: Setting up routes within SDE regulations and SC State Law can occur at the first of each year, or when a violation is discovered. Route changes are created by growth, overloads, bus size available, legal safety actions, bridges out, highway construction, hazardous emergencies as recognized and defined by State standards, etc. or upon discovery of an unapproved route pattern. The Department of Transportation notifies students by word-of-mouth for single stop adjustments, or by handouts for total route changes. SDE requires the local district to periodically re-evaluate its routes as necessary to cope with the above conditions or to bring unapproved routes into SDE compliance.

Turn-about Maneuvering and Ground Surface: On private-owned, unpaved roadways where the distance to a residence is greater than three tenths of a mile walking distance from a regular bus route pattern, but where 1) no adequate bus turn-about area exists, 2) or where the ground surface cannot support a 33,000 lb vehicle, property owners can deed to the appropriate government agency (upon government agency agreement) the land necessary for government to construct a school bus turn-about. Turn-about areas, with clear visibility, must be either a 60' radius or a 25' wide by 50' deep area, paved/graveled sufficient to accommodate the turn-about maneuver and the weight of the vehicle. Roadways must be a minimum of 25' wide, clear of obstructions (e.g. tree limbs), and have an adequate road base to withstand winter/or inclement weather under the weight of a loaded bus.

Non-regular Eligible Riders: Bus routes must be established according to those who ride on an almost daily basis to maintain optimum safety and efficiency, which is dependent upon establishing a fixed route pattern with stops around the same time each trip. A fixed schedule better acclimates all involved to keep their minds upon safety, families having a dependable system of timely pickup and deliveries, and maintaining assigned seating assignments. Non-regular riders cannot expect to receive the same service as regular riders, and will be notified of the necessity for them to contact the Transportation Department each time they use their bussing privilege prior to riding the bus. Busses will not return for non-regular riders. This includes irregular day care requests.

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