

School Board Briefing/Proposed Action Report

Informational (no action required by Board) **Action Report** (Board will be required to take action)



DATE: October 15, 2015
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I. TITLE

Approval of Transportation Service Standards and Revised Bell Times for School Year 2016-2017

For Introduction: October 21, 2015
For Action: November 4, 2015

II. WHY BOARD ACTION IS NECESSARY

The School Board annually adopts the proposed Transportation Service Standards for the upcoming school year per Board Policy No. 6600.

This action is also a continuation toward implementation of the 2014-15 Board Governance Priority and Superintendent SMART goal for the 2015-16 school year with regard to bell times revisions.

III. FISCAL IMPACT/REVENUE SOURCE

The recommended change to arrival and departure times incorporated into these standards is the cost-neutral modified flip of times as requested by the School Board.

Transportation costs will increase in 2016/17 due to enrollment growth, boundary changes and Special Education program service updates. That amount is estimated to be \$182,500.00.

The revenue source for this motion is the General Fund.

Expenditure: One-time Annual Other Source

IV. POLICY IMPLICATION

Board Policy No. 6600, Transportation, states that Transportation Service Standards shall be reviewed annually for implementation at the start of the next school year.

V. RECOMMENDED MOTION

I move that the School Board approve the recommended Transportation Service Standards as attached to the Board Action Report for the 2016-2017 school year that include the changes to bell times, and authorize the Superintendent to implement the standards, with minor modifications as necessary for implementation.

VI. BOARD COMMITTEE RECOMMENDATION

This motion was reviewed at the Operations Committee of the Whole meeting October 15, 2015. The Committee moved this item forward to the full Board with a recommendation for approval.

VII. BACKGROUND INFORMATION

This action updates exceptions in the Transportation Services Standards for 2016/17.

Resolution 2013/14-10 was approved by the School Board in March of 2014 in response to ongoing discussions between School Boards and Superintendents since 2008 around the benefits of shifting to later start times for adolescents. The Resolution directed the Superintendent to determine feasibility, costs, impacts and logistics of shifting to later start times for adolescents, for implementation in the 2016-2017 school year, while continuing to simplify the transportation standards and align them with the Student Assignment Plan. The Bell Time Analysis is the outcome of this directive.

Phase 1 – Review of Research, Operational Considerations, Options, and Community

Feedback: At the request of the Board, Seattle Public Schools (SPS) conducted an extensive community engagement process, beginning in November 2014 and continuing through August 2015, including:

- Conducted six Community Engagement District Initiatives to collect feedback from parents, students, community members and staff on the bell time topic, determining support for a change in start/end times, as well as identifying areas that may potentially be positively or adversely affected by a bell time change (see *XI. Timeline for Implementation / Community Engagement* for more details)
- Reviewed data from schools and school districts nationally, regionally and locally that have studied the bell time topic
- Reviewed scientific research on changing bell times in school districts and the outcomes for students
- Analyzed District operations, including transportation, athletics, before/after school activities, Joint Use Agreement with Seattle Parks and Recreation, and Master Scheduling, to better understand the effects of a potential bell time change
- Began a Programmatic Environmental Impact Study (EIS), mandated under the Washington State Environmental Protection Act (SEPA), to determine if a change in bell times would have adverse impacts to the environment
- Held a School Board Work Session to review the findings of the six community engagement initiatives and operational analysis; the Board asked to consider a no-cost option addressing equity concerns from parents for community consideration

Phase 2 – Final Draft Recommendation: Development of the Final Draft Recommendation continued into Fall 2015 with another round of community engagement:

- Created a preliminary draft for principal feedback; adjustments were made based on input received
- Reviewed data with the Superintendent's cabinet to look at possible mitigations throughout the organization
- Held five regional community meetings across the city to present the Superintendent's Final Draft Recommendation and collect more feedback on school specific start/end times under the proposal
- Created a translated survey for use by the Parent Teacher Student Association (PTSA), school communities, community-based organizations at the request of local PTSAs.
- Continued to take input from the arrivaltimes@seattleschools.org e-mail
- Sent targeted communications to community-based organizations to elicit feedback

Phase 3 – Board Action on Transportation Service Standards and the Superintendent's Final Recommendation on Bell Times

Staff has continued to refine school assignment in tiering, based on input from communities and a review of impacts and possible mitigations for Title I schools. A Board Operations Committee of the Whole was scheduled for October 15, 2015 to discuss the Final Recommendation in the context of the Transportation Service Standards.

VIII. STATEMENT OF ISSUE

The adoption of the Transportation Service Standards is an annual action by the Board of Directors and includes setting arrival and departure times for schools; after Board action, the Superintendent sets start and end times for schools days. This year the Transportation Service Standards are updated with:

- Formatting changes
- Appeals process
- Sunsetting of Hazel Wolf exceptions, as they will be located in their new school site.
- For 2016/17, the Board action will be based upon a decision to include a later arrival time for adolescents.

The Bell Time Analysis yielded a number of important areas to focus upon for review and mitigation if District bell times are changed:

1. Transportation
 - a. Cost
 - b. Budget Neutral Routing
 - c. Student Safety
2. Athletics
 - a. League Sports
 - b. Facilities and their capacity
 - c. Minimizing lost instructional time for student athletes
3. Joint Use Agreement with Seattle Parks and Recreation
 - a. Facility capacity
 - b. Community use
 - c. Revenue impacts
4. Before- and After-School Activities

- a. Childcare (before and/or after school)
 - b. Student Employment
 - c. Equity
5. Schools / Master Scheduling
- a. Integration of 24 credit graduation requirements
 - b. 2017-2018 increased instructional time
 - c. Student Safety

These areas will require strategies for alleviating any potential adverse impacts resulting from changing bell times.

IX. ALTERNATIVES

Adopt the Transportation Service Standards with one of the following alternative arrival/departure times:

1. No Change – don't adopt a bell time change. This is not recommended due to the outcome of the community engagement.
2. Adopt the straight flip of elementary and high school bell times. This is not recommended because the high schools would be in tier 3; the late dismissal time for high schools would have a significant impact on the Joint Use Agreement with the City of Seattle and the availability of fields for adult use.
3. Adopt the modified flip at an additional transportation cost of \$3 million as presented to the Board in August. This is not recommended because the Board wanted a cost-neutral modified flip.
4. Adopt a cost neutral modified flip with elementary schools being in Tier 3 to support older siblings being available for childcare (per equity analysis) as presented to the community during Phase 2 of the Bell Time Analysis. This is not recommended as impacts to Title I schools, programming and community supports were significant.
5. Adopt a two-tier transportation routing system, which was part of the recommendation of the Bell Times Analysis Task Force. This is not recommended because it was determined that the additional minimum cost of \$8 million was cost-prohibitive.

X. RESEARCH AND DATA SOURCES / BENCHMARKS

The District has benchmarked best practices from the Council of Great City Schools and larger school districts in the State of Washington and input from the Superintendent Transportation Task Force.

The District benchmarked bell times processes with districts across the country that studied and/or implemented a significant change in bell times, guided by the Children's National Medical Center's [School Start Time Change: An In-Depth Examination of School Districts in the United States](#).

Other research on later start times for secondary students:

Beebe, D. W. (Director) Teens & Sleep: Impact of Inadequate Sleep on Adolescent Health. Lecture conducted from University of Minnesota Center for Applied Research and Educational Improvement in the College of Education and Human Development.

Carrell, S., Machakian, T., & West, J. (2011). 5) A's from Zzzz's? The Causal Effect of School Start Time on the Academic Achievement of Adolescents. *American Economic Journal, Economic Policy* 3, 62-81. Retrieved March 3, 2015, from <http://www.aeaweb.org/articles.php?doi=10.1257/pol.3.3.62>

Danner, F., & Phillips, B. (2008). Adolescent Sleep, School Start Times, and Teen Motor Vehicle Crashes. *Journal of Clinical Sleep Medicine, Vol. 4* (No. 6), 533-535.

Dexter, D., Bijwadia, J., Schilling, D., & Applebaugh, G. (2003). Sleep, Sleepiness and School Start Times: A Preliminary Study. *Wisconsin Medical Journal, 102*(1), 44-46.

Edwards, F. (2012). Do Schools Begin Too Early? *Education Next, Summer 2012*, 53-57.

Eide, E., & Showalter, M. (2012). Sleep and Student Achievement. *Eastern Economic Journal, 2012* (38), 512-524.

Foss, Robert D., Smith, Richard L., Shi, Funan, O'Brien, Natalie P. (2010). *School Start Times and Teenage Driver Motor Vehicle Crashes*. The University of North Carolina Highway Safety Research Center.

Han, June. (2014). *Adolescent Sleep Delay and School Start Times: A Review of the Literature and Lessons Learned from Other Districts*. *Impact of School Start Time on Student Learning*. (2013). Washington, D.C.: Hanover Research.

Jacob, Brian A., Rockoff, Jonah E. (2011). *Organizing Schools to Improve Student Achievement: Start Times, Grade Configurations, and Teacher Assignments*

Meldrum, R., & Restivo, E. (2014). 7) The behavioral and health consequences of sleep deprivation among U.S. high school students: Relative deprivation matters. *Preventive Medicine, 63*, 24-28. Retrieved March 5, 2015, from www.elsevier.com/locate/ypmed

O'Malley, E., & O'Malley, M. (2008). School Start Time and Its Impact on Learning and Behavior. *Sleep and Psychiatric Disorders in Children and Adolescents*, 79-94.

Owens, J., Belon, K., & Moss, P. (2010). Impact of Delaying School Start Time on Adolescent Sleep, Mood, and Behavior. *Archives of Pediatrics and Adolescent Medicine, Vol. 164*(No. 7), 608-614.

School Start Time Change: An In-Depth Examination of School Districts in the United States. (2014). Washington, D.C.: Children's National Medical Center.

School Start Time Study - Technical Report, Volume II: Analysis of Student Survey Data. (n.d.). St. Paul, MN: Center for Applied Research & Educational Improvement: University of Minnesota.

Wahlstrom, K. (2002). 2) Changing Times: Finding from the First Longitudinal Study of Later High School Start Times. *NASSP Bulletin*, 86(633), 3-21.

Wahlstrom, K., Dretzke, B., Gordon, M., Peterson, K., Edwards, K., & Gdula, J. (2014). *Examining the Impact of Later High School Start Times on the Health and Academic Performance of High School Students: A Multi-Site Study*. Center for Applied Research and Educational Improvement. St. Paul, MN: University of Minnesota

Wolfson, A., & Carskadon, M. (1998). Sleep Schedules and Daytime Functioning in Adolescents. *Child Development*, 69(4), 875-887.

Wortman, J. (n.d.). Lack of Sleep Increases Injury Rate in Teenage Athletes. Retrieved March 5, 2015, from <http://breakingmuscle.com/health-medicine/lack-sleep-increases-injury-rate-teenage-athletes>

XI. TIMELINE FOR IMPLEMENTATION / COMMUNITY ENGAGEMENT

Phase 1:

Public Outreach / Community Engagement for Bell Time Analysis:

From November 2014 to July 2015, six initiatives were undertaken to determine public preference for a bell time change and identify possible affects to families, whether positive or negative.

1. **Bell Time Analysis Task Force** - A 30 member Bell Times Task Force, including regional and grade level representation, sleep experts, community and city representatives, and staff, with intention towards a more racially and ethnically diverse membership, was convened in November of 2014.

Findings: A recommendation to the Superintendent supported changing District bell times to the Modified Flip option to support Student Learning, School Engagement, Health and Safety and Equity.

2. **Bell Time Online Survey** - Online and paper-based survey, translated into nine languages other than English, targeting parents, community members and staff of Seattle Public Schools; paper versions available at 26 Community Centers and the John Stanford Center; survey open April 28 to May 10, 2015.

Findings: The survey was open April 28 to May 10 of 2015, with 10,579 parents, 582 community members and 1,317 staff members responding to the survey questions. Overall, 61% of parents, 74% of community members and 62% of staff favored the Modified Flip bell time option.

3. **Student Climate Survey: Bell Time Analysis** - Annual survey administered to most students throughout the District to measure their opinions on a variety of education related issues. These surveys are conducted in the classroom on paper and often include subcategories of questions for specific projects.

Findings: The District received 15,921 responses. Thirty-five percent (35%) of students provide childcare before- or after-school; 30% of high school

students and 12.6% of middle school students work before or after school. A majority of students additionally preferred starting school later in the morning (66.8%)

4. **Neighbor-to-Neighbor (N2N)** - Innovative option for community discussion on important topics through facilitator-led group events using tools such as a video and informational handout; this program, in its inaugural topic was selected to be part of the Bell Time Analysis to help increase outreach opportunities and ensure the District was supporting greater two-way communication and collaboration amongst families, community members and stakeholders.

Findings: Four hundred sixty-six (466) respondents provided their input on the bell time issue, with 57.4% favoring the Modified Flip bell time schedule. Factors potentially affected the most by Modified Flip were identified as before- and after-school activities (51.9%).

5. **Community Meetings using N2N Tools** - Six regional community meetings facilitated by District staff using N2N tools (e.g. handouts and video).

Findings: Six regional meetings were held across the city between April and May of 2015, with 61 attendees providing written feedback. Eighty-four percent (84%) of participants preferred the Modified Flip option.

6. **Arrival Times Inbox** - E-mail inbox set up to collect community feedback on the bell time feasibility study.

Findings: District received 203 e-mails from the community between January 14, 2014 and August 12, 2015.

- *From the 203 e-mails received, only 14 of them (7%) expressed a desire for No Change*
- *Ninety-three percent (93%) of e-mails received indicated a desire for changing bell times, with varying nuances reflective of individual concerns*
- *Of the inputs received, the data shows a preference amongst parents of students in K-8 Schools for a second tier start time*

Since the School Board Work Session on August 26, 2015 in which public engagement information had been discussed,

- *38 additional comments received, of which 17 of them (45%) explicitly support a change to bell times, while 18 of them (47%) either request further review of their individual schools start times under Modified Flip, support No Change to bell times, or voice concerns with equity issues and safety.*

The District began a Programmatic Environmental Impact Study (EIS), mandated under the Washington State Environmental Protection Act (SEPA), to determine if a change in bell times would have adverse impacts to the environment. The draft EIS, released July

of 2015, identified areas necessitating mitigation for the three options presented to the community:

- *Transportation – Modified Flip*: SPS would coordinate with Metro to ensure adequate transit service is available for middle school students (start time would be outside Metro’s peak service hours)
- *Recreation – Modified Flip*: SPS would coordinate with Parks on scheduling facilities to minimize impacts to recreation users
- *Recreation – Extended High School Day*: SPS would coordinate with Parks on scheduling facilities to minimize impacts to recreation users
- *Public Services and Utilities – Modified Flip*: develop safety mitigation for students walking to school in the dark, including identifying well-lit routes, providing advice on reflective clothing, or adding crossing guards

A School Board Work Session was held August 26, 2015, in which the Board provided feedback on a preference for a cost neutral option that wouldn’t increase transportation costs, as well as a need for equity considerations in any changes that could be implemented.

Phase 2:

From September 29 to October 5, 2015, the District additionally held five regional community meetings in which the Superintendent’s Final Draft Recommendation was presented in detail and the community was able to review and provide feedback on the proposal, including the start and end times for individual schools.

Additionally during this time, Community Based Organizations were directly contacted by the SPS Community Partnership Department regarding the Phase 2 Superintendent Final DRAFT Recommendations. Feedback was solicited to be included in the Arrival Times e-mail data.

Finally, PTAs requested a translated document to solicit input and feedback from parents. This information was collected and reviewed.

Community and district feedback identified that the Final DRAFT Recommendation adversely impacted the Title I schools and did not necessarily reduce the achievement gap. It was recommended that Title I schools be placed in Tiers 1 and 2 to remedy these concerns.

Phase 3:

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|------------------|---------------------------------------------------------------------------------------------------------------------|
| October 15, 2015 | Presentation of Transportation Service Standards and Revised Bell Times to the Operations Committee of the Whole |
| October 21, 2015 | Introduction of Transportation Service Standards and the Superintendent’s Final Recommendation on Bell Time Changes |
| November 4, 2015 | School Board Action on Transportation Service Standards and Revised Bell Times |

Upon approval of the Transportation Service Standards, the District will begin implementation for the 2016-2017 school year.

XII. ATTACHMENTS

- Transportation Standards FY 2016-2017 (clean and redline), including:
 - Appendix A, Transportation outside of basic eligibility
 - Appendix B, Superintendent's final recommendations on bell times

TRANSPORTATION
SERVICE STANDARDS 2016-2017
Effective 9/1/2016

Seattle Public Schools is committed to providing safe, efficient, and cost-effective transportation services to the students of our schools. This commitment is guided by the following transportation service standards:

A. ELIGIBILITY:

1. High Schools - High school students who live within the boundaries of the Seattle School District and who live more than 2.0 miles from their assigned school are eligible for an ORCA card.

Exceptions are allowed in the following areas:

- a. Except as provided in 1.c. below, students who require specialized transportation services as determined by their Individualized Education Program (I.E.P.).
- b. Except as provided in 1.c. below, students requiring medical transportation as approved by District Health Services.
- c. District transportation will not be provided for students that are enrolled in a school other than their assigned school by parent/guardian and/or student choice.

2. Middle Schools - Middle school students who live within the boundaries of the Seattle School District and who live more than 2.0 miles from their assigned school are eligible for transportation. District arranged transportation is provided for those students attending a middle school in their attendance area or linked service area. ORCA cards may be provided for students attending a school outside of their service area or linked service area, if they live farther than 2.0 miles of the school.

Exceptions are allowed in the following areas:

- a. Except as provided in 2.c. below, students who require specialized transportation services as determined by their Individualized Education Program (I.E.P.).
- b. Except as provided in 2.c. below, students requiring medical transportation as approved by District Health Services.
- c. District transportation will not be provided for students that are enrolled in a school other than their assigned school by parent/guardian and/or student choice.

3. Attendance Area Elementary / Attendance Area K-8 Schools - Elementary and K-8 students who live within the attendance area or linked attendance area boundaries and outside the designated walk boundaries are eligible for district arranged transportation.

ORCA cards may be provided for attendance area K-8 school 6th through 8th grade students who live within the boundaries of Seattle Public School District choosing a school outside of their attendance area, if they live farther than 2.0 miles of the school

Exceptions are allowed in the following areas:

- a. Except as provided in 3.c. below, students who require specialized transportation services as determined by their Individualized Education Program (I.E.P.).
 - b. Except as provided in 3.c. below, students requiring medical transportation as approved by District Health Services.
 - c. District transportation will not be provided for students that are enrolled in a school other than their assigned school by parent/guardian and/or student choice.
4. Option Elementary / Option K-8 Schools – Option School Elementary and K-8 students who live within the boundaries of their service area or linked service area and outside of the designated walk boundaries are eligible for transportation. District arranged transportation is provided for those students attending an elementary or K-8 Option School in their service area or linked service area. ORCA cards may be provided for 6th through 8th grade students who live within the boundaries of Seattle School District choosing a school outside of their service area, if they live farther than 2.0 miles of the school.

Exceptions are allowed in the following areas:

- a. Students who require specialized transportation services as determined by their Individualized Education Program (I.E.P.).
- b. Students requiring medical transportation as approved by District Health Services.

B. BUS STOP LOCATION:

Assignment Criteria - Students will be assigned to bus stops within the following guidelines:

1. Bus stops will generally be located on arterial or primary residential streets.
2. Walking distance to bus stops will be 1.0 mile or less for middle/high school students where feasible.
3. Walking distance to bus stops will be 1.0 mile or less for elementary school students where feasible. Elementary students may cross identified intersections in the recommended walk maps created by the City of Seattle School Traffic Safety Committee and City of Seattle Transportation Department.

C. BUS STOP MODIFICATION:

Requests for stop location changes may be submitted to the Transportation Office for review. Bus stops will be modified only under the following conditions:

1. Safety concern - conditions at the established bus stop do not meet the bus stop selection criteria as defined by the District guidelines.
2. Property owner complaint - upon receipt of a concern from a resident adjacent or close by an established bus stop, if after working with the students and schools associated with the bus stop the concern cannot be resolved, a relocation of the stop will be considered.
3. Students who do not use their assigned school bus may have their bus stop removed when doing so will result in reduced operating cost. Prior to a bus stop being removed, parents/guardians will be advised. Parents/guardians will be able to request reinstatement at a later date. Service will be restored within 10 working days of the request.

D. ONE-WAY RIDE TIME:

Attendance Area Elementary and Attendance Area K-8 routes will be designed to operate with travel times of 45 minutes or less where feasible. All other routes will be designed to operate with travel times of 60 minutes or less where feasible. Ride time is defined as the time the first student boards the bus until the bus arrives at school in the A.M., or in the P.M. the time the bus leaves the school until the last student is dropped off the bus.

E. SEATING ON BUSES:

A standard seat on a yellow bus is 39 inches wide. Students from Kindergarten through grade 5 may sit three to a seat. Students from grades 6 through 12 will sit two to a seat. No standees are permitted on school/charter buses.

F. BEFORE AND AFTER SCHOOL ACTIVITY BUSES:

Transportation for before school and after school activity programs for elementary and middle schools will be provided to schools and programs that have funding to cover the cost of the service. The following guidelines will apply:

1. Time requested does not conflict with regular to and from service.
2. Bus routes will be designed under the same service standards as to and from transportation.
3. Transportation service level will follow the IEP requirements for special needs students.
4. Request for services or changes to services are made at least ten (10) working days prior to the effective date.

G. RECOMMENDED BUS ARRIVAL/DEPARTURE AND SCHOOL START/END TIME SCHEDULE:

Developing recommended bus arrival/departure times and school start/end times must be coordinated, and approval of each must be completed prior to the start of the Open Enrollment process. Recommended bus arrival/departure times are a part of the Transportation Service Standards approved annually by the School Board; this year the Transportation Service Standards reflect the Bell Time Analysis, as shown in Appendix B. School start/end times are approved by the Superintendent.

The bus arrival/departure time window will be according to the attached Appendix B.

Note: Per construction Master Use Permit, Denny International Middle School and Chief Sealth International High School must begin school a minimum of 30 minutes apart.

Individual schools may request a waiver from these times provided that the requested waiver is cost neutral to the District and does not have a discriminatory impact on any protected class of students, including students with disabilities. Schools seeking a waiver are to submit their request to the Director of Logistics for review. The Director of Logistics will review requested time changes with Metro Transit (if appropriate), District Transportation Department, Director of Special Education, and respective Executive Director of Schools to identify any student service or school activity conflicts, and to determine if the request is cost neutral to the District. The Director of Logistics will provide the Executive Management Team with a recommendation, for approval or denial.

H. ALTERNATE TRANSPORTATION SERVICE ADDRESS:

The assignment address is the default transportation service address. Alternate service addresses will be considered for feasibility for the following situations:

- Child care
- After school activity

The District will assign transportation from one (1) address in the AM and one (1) address in the PM, provided the addresses qualify under the eligibility criteria and are feasible. Transportation will be considered feasible when existing service is available or a stop can be established without increasing time or cost. The District will assign transportation from (in the AM) or to (in the PM) a maximum of two (2) separate, alternate addresses per week.

The provision of transportation service to/from an alternate address will be granted for the requested school year only. Parents/guardians must re-apply for consideration of continuation each year.

Schools may issue a temporary bus card to students who (with parent/guardian consent) wish to use an existing stop on an infrequent basis provided there is an existing stop within service assignment guidelines. Stops will not be added for this purpose.

Note: ORCA cards will not be provided for alternate service addresses.

I. NON-RESIDENT STUDENTS:

Non-resident students approved through the Seattle Public Schools Service Center to attend a Seattle public school from an out-of-District address may be authorized District provided transportation under the following conditions:

1. High School and Middle School Students may utilize existing bus stops and routes serving their assigned school. It will be their responsibility to get to and from this existing service.
2. Elementary / K-8 Students:
 - a. The parent/guardian must provide the District with an alternate or childcare address to which they will transport the student and a contact person.
 - b. The alternate or childcare address provided must be within the Seattle School District, and conform to the transportation or walk boundary eligibility for the student's school of attendance.
 - c. The parent/guardian is responsible for transporting the student to the alternate or childcare address.

Note: ORCA cards will not be provided for Non-Resident Students.

J. SPACE AVAILABLE TRANSPORTATION:

The provision of space available transportation will be allowed under the following conditions:

1. The granting of space available will be at the discretion of the Transportation Specialists.
2. Space available may be considered when the following conditions are present:
 - a. Existing stops must be used.
 - b. Access to the stop must be in accordance with Bus Stop Location Transportation Service Standards as detailed above in B. 1-3.
 - c. Space availability will be defined as five or more seats below the rated capacity of the bus assigned to the route in question after October 1st.
 - d. The granting of space available will not increase cost to the District. If service needs change during the course of the school year the authorization may be rescinded.

K. MINIMUM RIDERSHIP STANDARD FOR HIGH SCHOOLS:

Yellow school bus service will be provided to grades 9 - 12 only when there is a lack of Metro seat capacity. Generally there must be a minimum of twenty (20) or more student riders in a common service area and it is feasible to tie the route with a bus already in service.

Determination will be made based on student assignment data available to the Transportation Office on July 1st. If actual ridership drops below the minimum in the current school year, this service may be rescinded after the following actions have occurred:

- School administrator is notified
- Students/parents are notified

L. MIDDAY KINDERGARTEN SERVICE:

Midday kindergarten transportation will be provided should a parent/guardian decide to not participate in the school's full day kindergarten program. Transportation will be limited to the school attendance area.

M. TRANSPORTATION SERVICES FOR MCKINNEY-VENTO ELIGIBLE STUDENTS:

1. McKinney-Vento students with a service address within the District and attending a District school or program will be subject to the same eligibility distance standard as all other students attending the same school subject to the exceptions noted in Section A. (Eligibility).
 - a. Eligible middle and high school students will be subject to the same transportation service modes as other middle and high school students.
 - b. Eligible elementary (Grades K-5) students will receive District provided transportation service. Parents/guardians of students assigned to taxicab service may request in-lieu compensation if they choose to drive their student(s).
2. McKinney-Vento students attending a school or program outside of the District from an address within the District or attending a school or program inside the District from an address outside of the District will be provided service to the school of origin.

The cost for this service is to be shared with the sending or receiving District. Since each circumstance will be unique and require some level of agreement with participants and other Districts, the following guidelines will be followed in each case.

- a. Students in middle and high school will be assigned public transit service where feasible. Generally, feasibility will be interpreted to mean that public transit service

is available within 1.0 mile of the site and the service address, one way ride time is less than 90 minutes and transfers are three (3) or less.

In situations where public transit is not feasible, the most cost effective choice of District arranged transportation service or in-lieu compensation will be utilized.

- b. Students in grades K-5 will receive District arranged transportation service or the parent/guardian may receive in-lieu compensation.

N. SAFE ROUTES TO SCHOOL/BIKING & WALKING STUDENT WELLNESS PLAN:

The District Transportation Department shall continue to work in partnership with the City of Seattle School Traffic Safety Committee for the purpose of improving traffic safety for all of Seattle's school children. Student health and wellness in addition to reducing the District's carbon footprint shall be encouraged through the following measures:

1. Adult crossing guard placement shall be reviewed to maximize all K-8 recommended one mile walk boundaries.
2. Annual mode-choice counts (Using the Safe Routes to School Center mode choice survey) shall be conducted at each K-8 school during the first week of June.
3. In 2016-2017, each Elementary and K-8 school may operate a Walking School Bus that will be identified within the District's recommended walk maps. Walking School Bus routes shall be identified at all K-8 schools in partnership with the Transportation Department, City of Seattle Traffic Safety Committee, and school principals.

O. APPEALS

Appeals to the Transportation Review Board are a process to provide parents and/or students with an opportunity to present all concerns regarding a denied transportation request. Because the granting of transportation rests with several District offices, this process is an opportunity to ensure that transportation decisions are made with all relevant information, and in accordance with applicable District regulations.

Procedure

1. Request a review of the Transportation Review Board by:
 - a. Contacting the manager of transportation via email at transdept@seattleschools.org.
 - b. Submitting additional information to the manager of transportation via email at transdept@seattleschools.org.
2. The manager of transportation will:
 - a. Forward all information received regarding the review request to the Transportation Review Board for review.
 - b. Serve as the chairperson for the Transportation Review Board.
3. The Transportation Review Board will:
 - a. Hold a minimum of one meeting per month to review and formulate responses to transportation appeals.
 - b. Consist of representatives from the offices of:
 - i. Transportation
 - ii. Risk Management

- iii. Health Services
- iv. Enrollment Services
- c. Provide a written decision for each appeal.
- d. Send the written decision to:
 - i. Person(s) requesting the review, and
 - ii. Transportation Office.

P. GRANDFATHERING/SUPPLEMENTAL TRANSPORTATION:

See Appendix A, 2016-2017 Exceptions for Transportation

The superintendent is authorized to make minor modifications to the District Transportation Standards and/or operational procedures as required in the best interests of the district.

APPENDIX A

TRANSPORTATION OUTSIDE OF BASIC ELIGIBILITY:

1. All South Lake students receive ORCA cards regardless of eligibility standards.
2. All Interagency students receive ORCA cards regardless of eligibility standards.
3. All NOVA students receive ORCA cards regardless of eligibility standards.
4. Cascade Parent Partnership Program students receive ORCA cards as an exception to Transportation service standards.
 - a. Cards are provided to the program for distribution, possibly given to grades K-5.
5. Skill Center students receive ORCA cards regardless of Service Standards.
 - a. Program sends a list and all students are assigned cards.
6. Middle School Students (other than those that attend Aki Kurose or Jane Addams) that live more than 1.5 mile but less than 2.0 mile from their attendance area school receive ORCA cards as an exception to normal Middle School eligibility standards.
7. Aki Kurose Middle School students are provided yellow bus transportation if they reside more than 1.0 mile from the school, as an exception to normal Middle School eligibility standards.
8. Jane Addams Middle School students are provided yellow bus transportation if they reside more than 1.5 miles from the school, as an exception to normal Middle School eligibility standards.

SUPPLEMENTAL SERVICE:

1. Chief Sealth students residing in the South Park neighborhood receive District arranged transportation service in addition to ORCA cards.
2. Ingraham students residing in the SW portion of the Ingraham attendance area, west of 15th Ave NW, shall receive District arranged transportation service to school. ORCA cards shall be provided for afternoon transportation requirements.
3. Ingraham students residing outside the Ingraham attendance area may receive supplemental District arranged transportation to augment ORCA cards as required.
4. Madison Middle School students may receive supplemental District arranged transportation to augment ORCA cards as required for transportation to and from the Denny service area due to the lack of available Metro service.

OTHER EXCEPTIONS:

1. Licton Springs K-8 students that were enrolled during the 2013-14 school year that reside in the Jane Addams MS and Eckstein MS Attendance Areas and outside of the Lincoln walk area receive district provided transportation for the 2014-15, 2015-16 and 2016-2017 school years.
2. Continuing Graham Hill students that reside in the Dearborn Park, Dunlap Emerson, Martin Luther King Jr., Van Asselt and Wing Luke Attendance Areas who were eligible and assigned transportation during the 2014-15 school year will be provided with transportation for the 2015-16 school year only.

3. Licton Springs K-8 students that reside in the 2017-18 Wilson-Pacific Middle School boundary will receive district arranged transportation to the interim site at the Lincoln building.

TRANSPORTATION
SERVICE STANDARDS 2016~~5~~-2017~~6~~
Effective 9/1/2016~~5~~

Seattle Public Schools is committed to providing safe, efficient, and cost-effective transportation services to the students of our schools. This commitment is guided by the following transportation service standards:

~~The superintendent is authorized to make minor modifications to the District Transportation Standards and/or operational procedures as required in the best interests of the district.~~

A. ELIGIBILITY:

1. High Schools - High ~~S~~School students who live within the boundaries of the Seattle ~~Public~~ School District and who live more than 2.0 miles from their assigned school are eligible for an ORCA card. ~~District arranged transportation will not be provided for those students that by parent/student choice have enrolled in a school other than their assigned school.~~

Exceptions are allowed in the following areas:

- a. Except as provided in 1.c. below, Sstudents who require specialized transportation services as determined by their Individualized Education Program (I.E.P.).
- b. Except as provided in 1.c. below, Sstudents requiring medical transportation as approved by District Health Services.
- c. District transportation will not be provided for students that are enrolled in a school other than their assigned school by parent/guardian and/or student choice.

2. Middle Schools - Middle ~~S~~School students who live within the boundaries of the Seattle ~~Public~~ School District and who live more than 2.0 miles from their assigned school are eligible for transportation. District arranged transportation is provided for those students attending a middle school in their attendance area or linked service area. ~~District arranged transportation will not be provided for those students that by parent/student choice have enrolled in a school other than their assigned school.~~ ORCA cards may be provided for students attending a school outside of their service area or linked service area, if they live farther than 2.0 miles of the school.

Exceptions are allowed in the following areas:

- a. Except as provided in 2.c. below, Sstudents who require specialized transportation services as determined by their Individualized Education Program (I.E.P.).
- b. Except as provided in 2.c. below, Sstudents requiring medical transportation as approved by District Health Services.

c. District transportation will not be provided for students that are enrolled in a school other than their assigned school by parent/guardian and/or student choice.

3. Attendance Area Elementary / Attendance Area K-8 Schools - Elementary and K-8 students who live within the attendance area or linked attendance area boundaries and outside the designated walk boundaries are eligible for district arranged transportation. ~~District arranged transportation will not be provided for those students that by parent/student choice have enrolled in a school other than their assigned school.~~ ORCA cards may be provided for attendance area K-8 school 6th through 8th grade students who live within the boundaries of Seattle Public School District choosing a school outside of their attendance area, if they live farther than 2.0 miles of the school

Exceptions are allowed in the following areas:

- a. Except as provided in 3.c. below, Sstudents who require specialized transportation services as determined by their Individualized Education Program (I.E.P.).
- b. Except as provided in 3.c. below, Sstudents requiring medical transportation as approved by District Health Services.
- c. District transportation will not be provided for students that are enrolled in a school other than their assigned school by parent/guardian and/or student choice.

4. Option Elementary / Option K-8 Schools – Option School Elementary and K-8 students who live within the boundaries of their service area or linked service area and outside of the designated walk boundaries are eligible for transportation. District arranged transportation is provided for those students attending an elementary or K-8 Option School in their service area or linked service area. ~~District arranged transportation will not be provided for students that by parent/student choice have enrolled in a school other than their assigned school.~~ ORCA cards may be provided for 6th through 8th grade students who live within the boundaries of Seattle ~~Public~~ School District choosing a school outside of their service area, if they live farther than 2.0 miles of the school.

Exceptions are allowed in the following areas:

- a. Students who require specialized transportation services as determined by their Individualized Education Program (I.E.P.).
- b. Students requiring medical transportation as approved by District Health Services.

B. BUS STOP LOCATION:

Assignment Criteria - Students will be assigned to bus stops within the following guidelines:

1. Bus stops will generally be located on arterial or primary residential streets.

2. Walking distance to bus stops will be 1.0 mile or less for middle/high school students where feasible.
3. Walking distance to bus stops will be 1.0 mile or less for elementary school students where feasible. Elementary students may cross identified intersections in the recommended walk maps created by the City of Seattle School Traffic Safety Committee and City of Seattle Transportation Department.

C. BUS STOP MODIFICATION:

Requests for stop location changes may be submitted to the Transportation Office for review. Bus stops will be modified only under the following conditions:

1. Safety concern - conditions at the established bus stop do not meet the bus stop selection criteria as defined by the District guidelines.
2. Property owner complaint - upon receipt of a concern from a resident adjacent or close by an established bus stop, if after working with the students and schools associated with the bus stop the concern cannot be resolved, a relocation of the stop will be considered.
3. Students who do not use their assigned school bus may have their bus stop removed when doing so will result in reduced operating cost. Prior to a bus stop being removed, parents/guardians will be advised. Parents/guardians will be able to request reinstatement at a later date. Service will be restored within 10 working days of the request.

D. ONE-WAY RIDE TIME:

Attendance Area Elementary and Attendance Area K-8 routes will be designed to operate with travel times of 45 minutes or less where feasible. All other routes will be designed to operate with travel times of 60 minutes or less where feasible. Ride time is defined as the time the first student boards the bus until the bus arrives at school in the A.M., or in the P.M. the time the bus leaves the school until the last student is dropped off the bus.

E. SEATING ON BUSES:

A standard seat on a yellow bus is 39 inches wide. Students from Kindergarten through grade 5 may sit three to a seat. Students from grades 6 through 12 will sit two to a seat. No standees are permitted on school/charter buses.

F. BEFORE AND AFTER SCHOOL ACTIVITY BUSES:

Transportation for before school and after school activity programs for elementary and middle schools will be provided to schools and programs that have funding to cover the cost of the service. The following guidelines will apply:

1. Time requested does not conflict with regular to and from service.
2. Bus routes will be designed under the same service standards as to and from transportation.
3. Transportation service level will follow the IEP requirements for special needs students.
4. Request for services or changes to services are made at least ten (10) working days prior to the effective date.

G. RECOMMENDED BUS ARRIVAL/DEPARTURE AND SCHOOL START/END TIME SCHEDULE:

Developing recommended bus arrival/departure times and school start/end times must be coordinated, and approval of each must be completed prior to the start of the Open Enrollment process. Recommended bus arrival/departure times are a part of the Transportation Service Standards approved annually by the School Board; this year the Transportation Service Standards reflect the Bell Time Analysis, as shown in Appendix B. School start/end times are approved by the Superintendent.

~~The bus arrival/departure time windows shall be:~~ The bus arrival/departure time window will be according to the attached Appendix B Exhibit A.

- ~~High Schools & Middle Schools: between 7:35 a.m. — 2:30 p.m.~~
- ~~First Tier Option K-8 Schools: between 7:35 a.m. — 2:30 p.m.~~
- ~~Second Tier High School or K-8: between 8:25 a.m. — 3:20 p.m.~~
- ~~Third Tier Option K-8 Schools: between 9:15 a.m. — 4:10 p.m.~~
- ~~Second Tier Elementary Schools: between 8:25 a.m. — 3:00 p.m.~~
- ~~Third Tier Elementary Schools: between 9:15 a.m. — 3:50 p.m.~~
- ~~Head Start a.m. Session: between 7:55 a.m. — 11:35 a.m.~~
- ~~Head Start p.m. Session: between 12:55 p.m. — 4:35 p.m.~~

Note: Per construction Master Use Permit, Denny International Middle School and Chief Sealth International High School must begin school a minimum of 30 minutes apart.

Individual schools may request a waiver from these times provided that the requested waiver is cost neutral to the District and does not have a discriminatory impact on any protected class of students, including students with disabilities. Schools seeking a waiver are to submit their request to the Director of Logistics for review. The Director of Logistics will review requested time changes with Metro Transit (if appropriate), District Transportation Department, Director of Special Education, and respective Executive Director of Schools to identify any student service or

school activity conflicts, and to determine if the request is cost neutral to the District. The Director of Logistics will provide the Executive Management Team with a recommendation, for approval or denial.

H. ALTERNATE TRANSPORTATION SERVICE ADDRESS:

The assignment address is the default transportation service address. Alternate service addresses will be considered for feasibility for the following situations:

- Child care
- After school activity

The District will assign transportation from one (1) address in the AM and one (1) address in the PM, provided the addresses qualify under the eligibility criteria and are feasible. Transportation will be considered feasible when existing service is available or a stop can be established without increasing time or cost. The District will assign transportation from (in the AM) or to (in the PM) a maximum of two (2) separate, alternate addresses per week.

The provision of transportation service to/from an alternate address will be granted for the requested school year only. Parents/guardians must re-apply for consideration of continuation each year.

Schools may issue a temporary bus card to students who (with parent/guardian consent) wish to use an existing stop on an infrequent basis provided there is an existing stop within service assignment guidelines. Stops will not be added for this purpose.

Note: ORCA cards will not be provided for alternate service addresses.

I. NON-RESIDENT STUDENTS:

Non-resident students approved through the Seattle Public Schools Service Center to attend a Seattle public school from an out-of-District address may be authorized District provided transportation under the following conditions:

1. High School and Middle School Students may utilize existing bus stops and routes serving their assigned school. It will be their responsibility to get to and from this existing service.
2. Elementary / K-8 Students:
 - a. The parent/guardian must provide the District with an alternate or childcare address to which they will transport the student and a contact person.

- b. The alternate or childcare address provided must be within the Seattle School District, and conform to the transportation or walk boundary eligibility for the student's school of attendance.
- c. The parent/guardian is responsible for transporting the student to the alternate or childcare address.

Note: ORCA cards will not be provided for Non-Resident Students.

J. SPACE AVAILABLE TRANSPORTATION:

The provision of space available transportation will be allowed under the following conditions:

1. The granting of space available will be at the discretion of the Transportation Specialists.
2. Space available may be considered when the following conditions are present:
 - a. Existing stops must be used.
 - b. Access to the stop must be in accordance with Bus Stop Location Transportation District Service Standards as detailed above in B. 1-3.
 - c. Space availability will be defined as five or more seats below the rated capacity of the bus assigned to the route in question after October 1st.
 - d. The granting of space available will not increase cost to the District. If service needs change during the course of the school year the authorization may be rescinded.
 - ~~e. The Parent/Guardian is responsible for the students safe walk to and from the bus stops, when the student attends a school other than their attendance area or linked school, and rides the bus space available.~~

K. MINIMUM RIDERSHIP STANDARD FOR HIGH SCHOOLS:

Yellow school bus service will be provided to grades 9 - 12 only when there is a lack of Metro seat capacity. Generally there must be a minimum of twenty (20) or more student riders in a common service area and it is feasible to tie the route with a bus already in service.

Determination will be made based on student assignment data available to the Transportation Office on July 1st. If actual ridership drops below the minimum in the current school year, this service may be rescinded after the following actions have occurred:

- School administrator is notified
- Students/parents are notified

L. MIDDAY KINDERGARTEN SERVICE:

Midday kindergarten transportation will be provided should a parent/guardian decide to not participate in the school's full day kindergarten program. Transportation will be limited to the school attendance area.

M. TRANSPORTATION SERVICES FOR MCKINNEY-VENTO ELIGIBLE STUDENTS:

1. McKinney-Vento students with a service address within the District and attending a District school or program will be subject to the same eligibility distance standard as all other students attending the same school subject to the exceptions noted in Section A. (Eligibility).
 - a. Eligible middle and high school students will be subject to the same transportation service modes as other middle and high school students.
 - b. Eligible elementary (Grades K-5) students will receive District provided transportation service. Parents/guardians of students assigned to taxicab service may request in-lieu compensation if they choose to drive their student(s).
2. McKinney-Vento students attending a school or program outside of the District from an address within the District or attending a school or program inside the District from an address outside of the District will be provided service to the school of origin.

The cost for this service is to be shared with the sending or receiving District. Since each circumstance will be unique and require some level of agreement with participants and other Districts, the following guidelines will be followed in each case.

- a. Students in middle and high school will be assigned public transit service where feasible. Generally, feasibility will be interpreted to mean that public transit service is available within 1.0 mile of the site and the service address, one way ride time is less than 90 minutes and transfers are three (3) or less.
In situations where public transit is not feasible, the most cost effective choice of District arranged transportation service or in-lieu compensation will be utilized.
- b. Students in grades K-5 will receive District arranged transportation service or the parent/guardian may receive in-lieu compensation.

N. SAFE ROUTES TO SCHOOL/BIKING & WALKING STUDENT WELLNESS PLAN:

The District Transportation Department shall continue to work in partnership with the City of Seattle School Traffic Safety Committee for the purpose of improving traffic safety for all of Seattle's school children. Student health and wellness in addition to reducing the District's carbon footprint shall be encouraged through the following measures:

1. Adult crossing guard placement shall be reviewed to maximize all K-8 recommended one mile walk boundaries.
2. Annual mode-choice counts (Using the Safe Routes to School Center mode choice survey) shall be conducted at each K-8 school during the first week of June.
3. In 201~~6~~5-2017~~6~~, each Elementary and K-8 school may operate a Walking School Bus that will be identified within the District's recommended walk maps. Walking School Bus routes shall be identified at all K-8 schools in partnership with the Transportation Department, City of Seattle Traffic Safety Committee, and school principals.

O. APPEALS

Appeals to the Transportation Review Board are a process to provide parents and/or students with an opportunity to present all concerns regarding a denied transportation request. Because the granting of transportation rests with several District offices, this process is an opportunity to ensure that transportation decisions are made with all relevant information, and in accordance with applicable District regulations.

Procedure

1. Request a review of the Transportation Review Board by:
 - a. Contacting the manager of transportation via email at transdept@seattleschools.org.
 - b. Submitting additional information to the manager of transportation via email at transdept@seattleschools.org.
2. The manager of transportation will:
 - a. Forward all information received regarding the review request to the Transportation Review Board for review.
 - b. Serve as the chairperson for the Transportation Review Board.
3. The Transportation Review Board will:
 - a. Hold a minimum of one meeting per month to review and formulate responses to transportation appeals.
 - b. Consist of representatives from the offices of:
 - i. Transportation
 - ii. Risk Management
 - iii. Health Services
 - iv. Enrollment Services
 - c. Provide a written decision for each appeal.
 - d. Send the written decision to:
 - i. Person(s) requesting the review, and
 - ii. Transportation Office.

PO. GRANDFATHERING/SUPPLEMENTAL TRANSPORTATION:

See Appendix A, 201~~6~~5-2017~~6~~ Exceptions for Transportation

The superintendent is authorized to make minor modifications to the District Transportation Standards and/or operational procedures as required in the best interests of the district.

APPENDIX A

TRANSPORTATION OUTSIDE OF BASIC ELIGIBILITY:

1. All South Lake students receive ORCA cards regardless of eligibility standards.
2. All Interagency students receive ORCA cards regardless of eligibility standards.
3. All NOVA students receive ORCA cards regardless of eligibility standards.
4. Cascade Parent Partnership Program students receive ORCA cards as an exception to Transportation service standards.
 - a. Cards are provided to the program for distribution, possibly given to grades K-5.
5. Skill Center students receive ORCA cards regardless of Service Standards.
 - a. Program sends a list and all students are assigned cards.
6. Middle School Students (other than those that attend Aki Kurose or Jane Addams) that live more than 1.5 mile but less than 2.0 mile from their attendance area school receive ORCA cards as an exception to normal Middle School eligibility standards.
7. Aki Kurose Middle School students are provided yellow bus transportation if they reside more than 1.0 mile from the school, as an exception to normal Middle School eligibility standards.
8. Jane Addams Middle School students are provided yellow bus transportation if they reside more than 1.5 miles from the school, as an exception to normal Middle School eligibility standards.

SUPPLEMENTAL SERVICE:

1. Chief Sealth students residing in the South Park neighborhood receive District arranged transportation service in addition to ORCA cards.
2. Ingraham students residing in the SW portion of the Ingraham attendance area, west of 15th Ave NW, shall receive District arranged transportation service to school. ORCA cards shall be provided for afternoon transportation requirements.
3. Ingraham students residing outside the Ingraham attendance area may receive supplemental District arranged transportation to augment ORCA cards as required.
4. Madison Middle School students may receive supplemental District arranged transportation to augment ORCA cards as required for transportation to and from the Denny service area due to the lack of available Metro service.

OTHER EXCEPTIONS:

- ~~1. Hazel Wolf K-8 students that were enrolled during the 2013-14 school year that reside in the Jane Addams MS and Eckstein MS Attendance Areas and outside of the John Marshall walk area receive district provided transportation for the 2014-15 and 2015-16 school years.~~
1. Licton Springs K-8 students that were enrolled during the 2013-14 school year that reside in the Jane Addams MS and Eckstein MS Attendance Areas and outside of the Lincoln walk area receive district provided transportation for the 2014-15, ~~and~~ 2015-16 and 2016-2017 school years.

3.2. _____ Continuing Graham Hill students that reside in the Dearborn Park, Dunlap Emerson, Martin Luther King Jr., Van Asselt and Wing Luke Attendance Areas who were eligible and assigned transportation during the 2014-15 school year will be provided with transportation for the 2015-16 school year only.

4.3. _____ Licton Springs K-8 students that reside in the 2017-18 Wilson-Pacific Middle School boundary will receive district arranges transportation to the interim site at the Lincoln building.

SUPERINTENDENT APPROVED MODIFICATIONS:

APPENDIX A

TRANSPORTATION OUTSIDE OF BASIC ELIGIBILITY:

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Appendix B: Superintendent's Final Bell Time Recommendation

				2015-16					Proposed 2016-17				
		SCH#	SCHOOL	TIER	ARRIVE	START	END	DEPART	TIER	ARRIVE	START	END	DEPART
	HIGH	11	BALLARD	1	7:35	7:50	2:20	2:30	2	8:35	8:50	3:20	3:30
	HIGH	24	CENTER SCHOOL	2	8:15	8:30	3:00	3:10	2	8:35	8:50	3:20	3:30
	HIGH	18	CHIEF SEALTH INT'L	2	8:25	8:40	3:10	3:20	2	8:35	8:50	3:20	3:30
	HIGH	12	CLEVELAND*	1	7:35	7:50	2:20	2:30	2	8:35	8:50	3:20	3:30
	HIGH	13	FRANKLIN	1	7:35	7:50	2:20	2:30	2	8:35	8:50	3:20	3:30
	HIGH	14	GARFIELD	1	7:35	7:50	2:20	2:30	2	8:35	8:50	3:20	3:30
	HIGH	22	NATHAN HALE	2	8:25	8:40	3:10	3:20	2	8:35	8:50	3:20	3:30
	HIGH	20	INGRAHAM	1	7:35	7:50	2:20	2:30	2	8:35	8:50	3:20	3:30
	HIGH	23	NOVA	2	8:15	8:30	3:00	3:10	2	8:35	8:50	3:20	3:30
	HIGH	21	RAINIER BEACH*	1	7:35	7:50	2:50	3:00	2	8:35	8:50	3:20	3:30
	HIGH	17	ROOSEVELT	1	7:35	7:50	2:20	2:30	2	8:35	8:50	3:20	3:30
	HIGH	983	SEATTLE WORLD SCHOOL*	1	7:35	7:50	2:20	2:30	2	8:35	8:50	3:20	3:30
	HIGH	960	SOUTH LAKE*	1	7:35	7:50	2:20	2:30	2	8:35	8:50	3:20	3:30
	HIGH	19	WEST SEATTLE	1	7:35	7:50	2:20	2:30	2	8:35	8:50	3:20	3:30
	HIGH		BRIDGES	2					2	8:35	8:50	3:20	3:30
	MIDDLE	106	JANE ADDAMS	1	7:35	7:50	2:20	2:30	2	8:35	8:50	3:20	3:30
	MIDDLE	103	DENNY INT'L	1	7:35	7:50	2:20	2:30	1	7:45	8:00	2:30	2:40
	MIDDLE	104	ECKSTEIN	1	7:35	7:50	2:20	2:30	2	8:35	8:50	3:20	3:30
	MIDDLE	105	HAMILTON INT'L	1	7:35	7:50	2:20	2:30	2	8:35	8:50	3:20	3:30
	MIDDLE	130	AKI KUROSE*	1	7:35	7:50	2:20	2:30	2	8:35	8:50	3:20	3:30
	MIDDLE	107	MADISON	1	7:35	7:50	2:20	2:30	2	8:35	8:50	3:20	3:30
	MIDDLE	118	MCCLURE	1	7:35	7:50	2:20	2:30	2	8:35	8:50	3:20	3:30
	MIDDLE	110	MERCER	1	7:35	7:50	2:20	2:30	2	8:35	8:50	3:20	3:30
	MIDDLE	117	WASHINGTON	1	7:35	7:50	2:20	2:30	2	8:35	8:50	3:20	3:30
	MIDDLE	115	WHITMAN	1	7:35	7:50	2:20	2:30	2	8:35	8:50	3:20	3:30
	K-8	289	CATHARINE BLAINE	3	9:15	9:30	4:00	4:10	3	9:25	9:40	4:10	4:20
SPECTRUM	K-8	208	BROADVIEW-THOMSON*	3	9:15	9:30	4:00	4:10	1	7:45	8:00	2:30	2:40
OPTION	K-8	972	K-8 STEM @ BOREN	3	9:15	9:30	3:40	3:50	3	9:25	9:40	4:10	4:20
OPTION	K-8	955	LICTON SPRINGS K-8 @ LINCOLN*	2	8:25	8:40	3:10	3:20	2	8:35	8:50	3:20	3:30
	K-8	249	MADRONA*	3	9:15	9:30	4:00	4:10	1	7:45	8:00	2:30	2:40
OPTION	K-8	939	ORCA	3	9:15	9:30	4:00	4:10	3	9:25	9:40	4:10	4:20
OPTION	K-8	930	PATHFINDER	2	8:25	8:40	3:10	3:20	2	8:35	8:50	3:20	3:30
OPTION	K-8	949	SALMON BAY	2	8:25	8:40	3:10	3:20	2	8:35	8:50	3:20	3:30
OPTION	K-8	291	SOUTH SHORE PK-8*	1	7:35	7:50	2:20	2:30	1	7:45	8:00	2:30	2:40
OPTION	K-8	935	TOPS K-8	2	8:25	8:40	3:10	3:20	2	8:35	8:50	3:20	3:30
OPTION	K-8	292	HAZEL WOLF K-8 @ J MARSHALL	2	8:25	8:40	3:10	3:20	2	8:35	8:50	3:20	3:30
	ELEM	201	ADAMS	3	9:15	9:30	3:40	3:50	3	9:25	9:40	3:50	4:00
	ELEM	202	ALKI	2	8:25	8:40	2:50	3:00	1	7:45	8:00	2:10	2:20
APP	ELEM	971	APP @ LINCOLN	3	9:15	9:30	3:40	3:50	3	9:25	9:40	3:50	4:00
SPECTRUM	ELEM	203	ARBOR HEIGHTS @ BOREN	2	8:25	8:40	2:50	3:00	1	7:45	8:00	2:10	2:20
	ELEM	204	DANIEL BAGLEY	3	9:15	9:30	3:40	3:50	1	7:45	8:00	2:10	2:20
	ELEM	205	BEACON HILL INT'L*	2	8:25	8:40	2:50	3:00	1	7:45	8:00	2:10	2:20
	ELEM	209	BRYANT	3	9:15	9:30	3:40	3:50	1	7:45	8:00	2:10	2:20
ELL	ELEM	211	FRANTZ COE	2	8:25	8:40	2:50	3:00	1	7:45	8:00	2:10	2:20
	ELEM	215	CONCORD INT'L*	3	9:15	9:30	3:40	3:50	1	7:45	8:00	2:10	2:20
SPECTRUM	ELEM	218	B.F. DAY	2	8:25	8:40	2:50	3:00	1	7:45	8:00	2:10	2:20
	ELEM	251	DEARBORN PARK INT'L*	2	8:25	8:40	2:50	3:00	1	7:45	8:00	2:10	2:20
BOC	ELEM	219	DUNLAP*	2	8:25	8:40	2:50	3:00	1	7:45	8:00	2:10	2:20
	ELEM	221	EMERSON*	3	9:15	9:30	3:40	3:50	1	7:45	8:00	2:10	2:20
APP	ELEM	222	FAIRMOUNT PARK	2	8:25	8:40	2:50	3:00	1	7:45	8:00	2:10	2:20

				2015-16					Proposed 2016-17				
		SCH#	SCHOOL	TIER	ARRIVE	START	END	DEPART	TIER	ARRIVE	START	END	DEPART
ELL	ELEM	225	GATEWOOD	2	8:25	8:40	2:50	3:00	1	7:45	8:00	2:10	2:20
	ELEM	226	BAILEY GATZERT*	2	8:25	8:40	2:50	3:00	3	9:25	9:40	3:50	4:00
	ELEM	220	GRAHAM HILL*	2	8:25	8:40	2:50	3:00	1	7:45	8:00	2:10	2:20
	ELEM	229	GREEN LAKE	2	8:25	8:40	2:50	3:00	1	7:45	8:00	2:10	2:20
	ELEM	230	GREENWOOD	2	8:25	8:40	2:50	3:00	1	7:45	8:00	2:10	2:20
BOC	ELEM	233	HAWTHORNE*	2	8:25	8:40	2:50	3:00	1	7:45	8:00	2:10	2:20
	ELEM	234	HAY	3	9:15	9:30	3:40	3:50	3	9:25	9:40	3:50	4:00
	ELEM	235	HIGHLAND PARK*	2	8:25	8:40	2:50	3:00	1	7:45	8:00	2:10	2:20
	ELEM	288	KIMBALL*	2	8:25	8:40	2:50	3:00	1	7:45	8:00	2:10	2:20
	ELEM	207	MARTIN LUTHER KING JR.*	3	9:15	9:30	3:40	3:50	1	7:45	8:00	2:10	2:20
SPECTRUM	ELEM	239	LAFAYETTE	3	9:15	9:30	3:40	3:50	3	9:25	9:40	3:50	4:00
	ELEM	242	LAURELHURST	3	9:15	9:30	3:40	3:50	3	9:25	9:40	3:50	4:00
SPECTRUM	ELEM	243	LAWTON	2	8:25	8:40	2:50	3:00	1	7:45	8:00	2:10	2:20
	ELEM	244	LESCHI*	2	8:25	8:40	2:50	3:00	1	7:45	8:00	2:10	2:20
SPECTRUM	ELEM	245	LOWELL*	3	9:15	9:30	3:40	3:50	1	7:45	8:00	2:10	2:20
	ELEM	246	LOYAL HEIGHTS	3	9:15	9:30	3:40	3:50	3	9:25	9:40	3:50	4:00
	ELEM	252	MAPLE*	3	9:15	9:30	3:40	3:50	1	7:45	8:00	2:10	2:20
APP	ELEM	212	THURGOOD MARSHALL	3	9:15	9:30	3:40	3:50	3	9:25	9:40	3:50	4:00
OPTION	ELEM	247	MCDONALD INT'L	2	8:25	8:40	2:50	3:00	1	7:45	8:00	2:10	2:20
	ELEM	248	MCGILVRA	3	9:15	9:30	3:40	3:50	1	7:45	8:00	2:10	2:20
	ELEM	255	MONTLAKE	2	8:25	8:40	2:50	3:00	1	7:45	8:00	2:10	2:20
SPECTRUM	ELEM	256	JOHN MUIR*	2	8:25	8:40	2:50	3:00	1	7:45	8:00	2:10	2:20
	ELEM	259	NORTH BEACH	3	9:15	9:30	3:40	3:50	3	9:25	9:40	3:50	4:00
	ELEM	257	NORTHGATE*	2	8:25	8:40	2:50	3:00	1	7:45	8:00	2:10	2:20
	ELEM	261	OLYMPIC HILLS @ CEDAR PARK*	2	8:25	8:40	2:50	3:00	1	7:45	8:00	2:10	2:20
	ELEM	262	OLYMPIC VIEW	3	9:15	9:30	3:40	3:50	1	7:45	8:00	2:10	2:20
OPTION	ELEM	974	QUEEN ANNE	3	9:15	9:30	3:40	3:50	1	7:45	8:00	2:10	2:20
	ELEM	264	RAINIER VIEW*	2	8:25	8:40	2:50	3:00	1	7:45	8:00	2:10	2:20
	ELEM	266	JOHN ROGERS*	2	8:25	8:40	2:50	3:00	1	7:45	8:00	2:10	2:20
	ELEM	267	ROXHILL*	3	9:15	9:30	3:40	3:50	1	7:45	8:00	2:10	2:20
	ELEM	268	SACAJAWEA	2	8:25	8:40	2:50	3:00	1	7:45	8:00	2:10	2:20
	ELEM	269	SAND POINT*	3	9:15	9:30	3:40	3:50	1	7:45	8:00	2:10	2:20
	ELEM	273	SANISLO*	3	9:15	9:30	3:40	3:50	1	7:45	8:00	2:10	2:20
	ELEM	270	SCHMITZ PARK	2	8:25	8:40	2:50	3:00	1	7:45	8:00	2:10	2:20
OPTION	ELEM	241	JOHN STANFORD INT'L	3	9:15	9:30	3:40	3:50	1	7:45	8:00	2:10	2:20
	ELEM	272	STEVENS	2	8:25	8:40	2:50	3:00	1	7:45	8:00	2:10	2:20
OPTION	ELEM	977	THORNTON CREEK	3	9:15	9:30	3:40	3:50	1	7:45	8:00	2:10	2:20
	ELEM	275	VAN ASSELT @ AAA*	3	9:15	9:30	3:40	3:50	1	7:45	8:00	2:10	2:20
SPECTRUM	ELEM	277	VIEW RIDGE	3	9:15	9:30	3:40	3:50	3	9:25	9:40	3:50	4:00
BOC	ELEM	276	VIEWLANDS*	3	9:15	9:30	3:40	3:50	1	7:45	8:00	2:10	2:20
SPECTRUM	ELEM	279	WEDGWOOD	3	9:15	9:30	3:40	3:50	1	7:45	8:00	2:10	2:20
	ELEM	236	WEST SEATTLE*	2	8:25	8:40	2:50	3:00	1	7:45	8:00	2:10	2:20
	ELEM	281	WEST WOODLAND	2	8:25	8:40	2:50	3:00	1	7:45	8:00	2:10	2:20
SPECTRUM	ELEM	282	WHITTIER	2	8:25	8:40	2:50	3:00	1	7:45	8:00	2:10	2:20
SPECTRUM	ELEM	286	WING LUKE*	3	9:15	9:30	3:40	3:50	1	7:45	8:00	2:10	2:20
	ELEM		EARLY LEARNING CENTER	2					2	8:35	8:50	3:00	3:10
	ELEM	333	EEU	2	8:25			3:00	2	8:35	8:50	3:00	3:10
			*Title 1 Schools										