

Eastwood Elementary

Safe Routes to School Action Plan



SafeRoutes

Hillsboro Safe Routes To School



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Introduction

WHAT IS SAFE ROUTES TO SCHOOL? The City of Hillsboro Safe Routes to School (SRTS) Program works to promote and support the use of safe, healthy and active transportation (like walking and biking) to and from school. The benefits of walking and biking include increased daily physical activity, enhanced student alertness and readiness to learn, improved air quality around the school, and reduced vehicle congestion at and around the school. According to a [2009 school travel study¹](#), almost 50% of students nationally walked or biked to school in 1969. In 2009, approximately 13% of students nationally were using active transportation to get to school. This significant decrease in walking or biking to school occurred in just a generation and a half. The City of Hillsboro SRTS Coordinator is working with each school to develop a comprehensive SRTS Program specific to each school's unique context and environment to help increase the number of students walking and biking to/from school.

The principles of the SRTS Program are outlined nationally by the "Six E's", which include:

Equity – Reduce health and wealth disparities by providing equitable services in all school communities.

Education – Students learn lifelong safety behaviors and skills. Parents learn about the benefits of active transportation for students to/from school.

Encouragement – Parents and students are invited to engage in biking and walking events and activities that promote healthy and active transportation options.

Enforcement – Promote safe walking and biking through consistent enforcement of traffic laws around schools.

Engineering – Implement engineering improvements such as improved sidewalks, crossings, and other traffic calming devices to support students as they walk or bike to school.

Evaluation – Survey parents and students regarding modes of travel to and from school, assess the neighborhood travel routes, and drop-off and pick-up processes at the school; evaluate the success of the SRTS Program as a whole.

This Action Plan identifies challenges to walking or biking to Eastwood Elementary School and identifies the potential engineering and programmatic strategies to address those barriers. The Action Plan is available for use by the City, the Eastwood SRTS Project Team, (see page 3) the Hillsboro School District, parents, students and community members as a framework to guide Eastwood's work on SRTS.

Safe Routes to School Goals

1. Increase the number of students walking or biking to school;
2. Reduce the number of driving trips to schools;
3. Improve traffic and environmental factors around schools;
4. Identify barriers and possible solutions to safe, active commuting.

¹ [http://www.ajpmonline.org/article/S0749-3797\(11\)00263-7/pdf](http://www.ajpmonline.org/article/S0749-3797(11)00263-7/pdf)

School Information

School Name: **Eastwood Elementary**

School Address: **2100 NE Lincoln Street, Hillsboro, OR 97124-3575**

County: **Washington County**

School District: **Hillsboro School District**

School Website: <https://www.hsd.k12.or.us/eastwood>

Enrollment: **479 students**

Enrollment by Grade

(2017): **K-72; 1st-46; 2nd-81; 3rd-73; 4th-67; 5th-73; 6th-68**

Free/Reduced Lunch

(2016/2017): **All students receive lunch through the Community Eligibility Provision²**

Action Plan Contact: **Bernadette Le, Bernadette.le@hillsboro-oregon.gov, 503-681-5294**

THE PROJECT TEAM & KEY PARTNERS:

School Principal: **Lindsay Garcia**

School Staff: **Sheila Vega**

Parent Representatives: **Mary Danner
Heather Garrison
Rosalina Carrizal**

City Safe Routes to

School Coordinator: **Bernadette Le (present), Carolyn Baar (at time plan commenced)**

² 2016-17 Hillsboro School District Annual State Report Card Data Summary, <https://www.hsd.k12.or.us/>

Eastwood Walk Boundary and Suggested Walk Paths

The walking boundary of Eastwood Elementary, set by the school district, is well under the 1 mile distance identified in the School district transportation policy.

Factors including difficult crossings and high volume roadways limit much of the boundary to under ½ mile. The MAX Transit Rail Line bisects the school attendance area, which results in approximately half of the students in the attendance boundary receiving bus services.

Walking routes (identified as Suggested Walk Paths) on this map were identified by the school district prior to the beginning of this project.

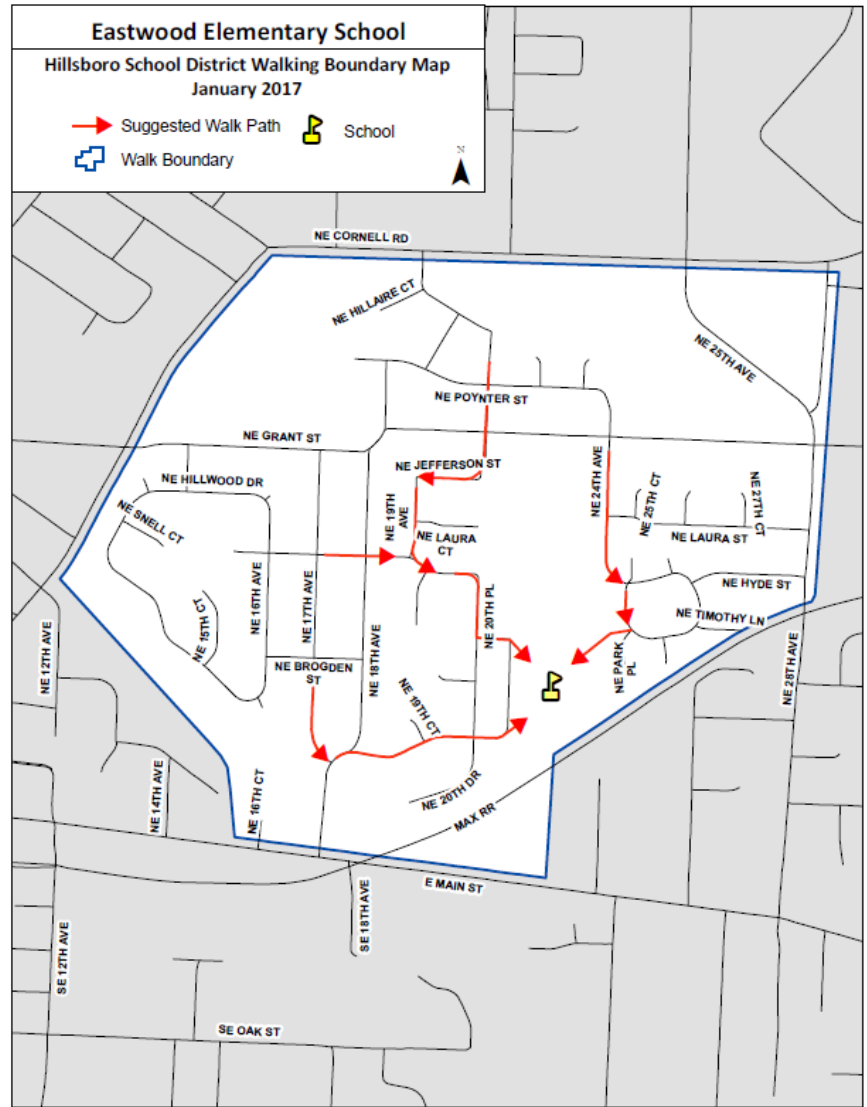


Figure 2: Eastwood School Walking Boundary

Walk Audit

On three different occasions City staff walked the majority of the Hillsboro School District suggested walk paths. These walks were conducted with parents and students during walk to school hours. Staff also drove all the routes in the walk zone and used the City of Hillsboro sidewalk inventory to evaluate the routes.

The majority of the walk zone is made up of low volume, neighborhood roads. Although they lack sidewalks, the low volume of the roadways allows pedestrians to walk along the edge of the roadway and does not present a major barrier for walkers.



The roadway that presents the greatest challenge for pedestrians is NE 18th Avenue between E Main St and NE Lincoln St. This stretch of roadway has sidewalk gaps and limited pedestrian visibility due to hills, curves, lush landscaping and mature trees. Rainy, foggy mornings exacerbate visibility issues.

Many Eastwood students choose to walk from the East Park, Woodland Park, and Gateway Commons multifamily complexes on the south side of Main Street. These pedestrians use the rapid flashing beacon to cross Main Street and

then share the roadway on NE 18th with the vehicles. Eastwood students receive bus service from these locations but parents will often walk the whole family to school as part of dropping off their pre-kindergarten student, who do not receive bus service. A significant number of Poynter Middle School students also use this route to NE 17th Ave. During the walking audit, parents expressed concerns about cars failing to yield for pedestrians at the rapid flashing beacon on Main Street.



Parking at Eastwood is limited. Staff and parents share less than 40 spaces with buses and parents dropping off/picking up children. The entrance to the school at the intersection of NE 20th Place and NE Lincoln has 4 marked crosswalks. This area is highly congested at peak school hours and traffic often blocks these crosswalks. Parents park on surrounding streets and walk into and out of the front of the school. The school exit has an enhanced crosswalk at NE 20th Place. The Hillsboro School District is planning to rebuild the school parking lot in the near future to improve safety and traffic flow.

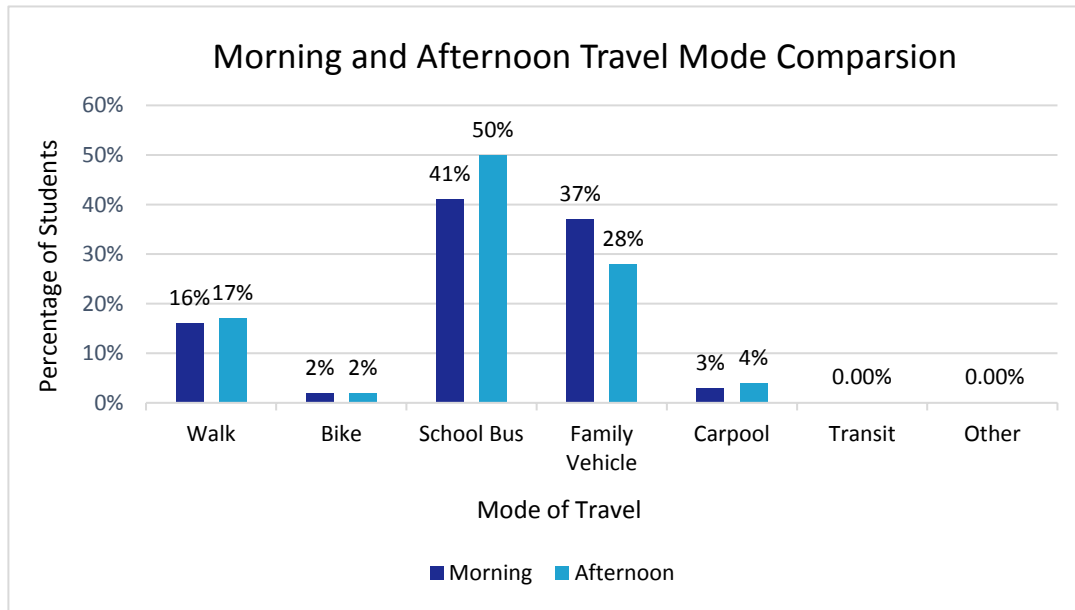
A map showing sidewalk inventory in the walk zone can be found in Appendix D.

Evaluations and Data

Student Travel Surveys

On February 28, 2017, and March 1, 2017, student surveys were conducted regarding student travel modes to and from school. The surveys were performed using the in-class “hand raise” **Student Travel Tally** questionnaire from the National Center for Safe Routes to School. Teachers asked students each morning how they arrived at school and how they planned to leave school that afternoon. The results are summarized below. This data will be used as a baseline with a recommendation to repeat the survey in 2018 for comparison purposes.

School Name: Eastwood Elementary School	Set ID: 22799
School Group: City of Hillsboro Pilot Group	Month and Year Collected: February 2017
School Enrollment: 479	Date Report Generated: 03/13/2017
% of Students reached by SRTS survey: 35%	Tags: Arrival and Departure Tally Sheet
Number of Classrooms Included in Report: 8	



	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	334	16%	2%	41%	37%	3%	0.3%	0%
Afternoon	324	17%	2%	50%	28%	4%	0%	0%

Percentages may not total 100% due to rounding.

Data Observations

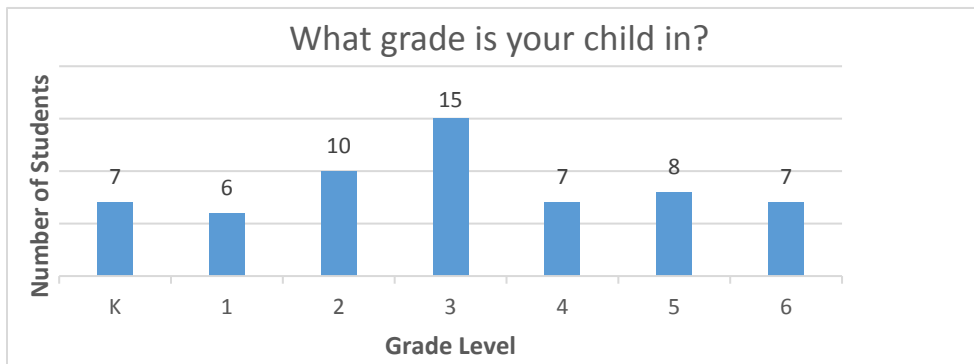
City staff noted the very low number of bike riders. Staff believe that parents walking multiple young children find it easier to manage strollers, children with school supplies and adverse weather conditions on foot rather than on bicycles. There are also less financial constraints associated with walking; bicycle riding requires a bike and helmet to participate as well as space to store the equipment. Staff also noted

the significant number of students arriving by family vehicle and believe that these are the most likely to convert to active transportation.

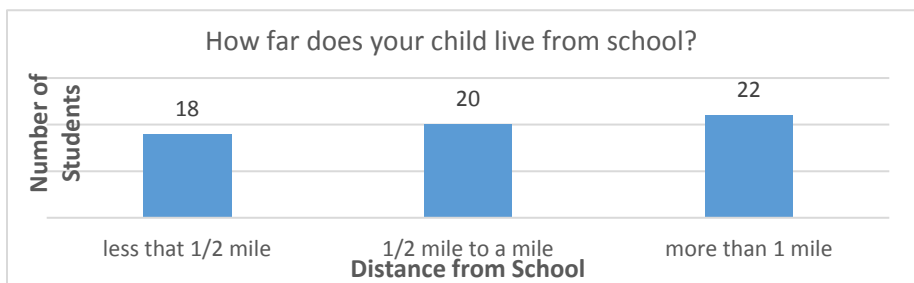
Parent Surveys

In addition to the Student Travel Data tallies, the City conducted a Parent Survey to gather additional information about how students get to and from school and to learn about concerns and issues related to walking and biking to school. The City set up a table at Eastwood’s Spring Fling, which traditionally has strong parent attendance. The city used 8 electronic, hand held devices and offered survey incentives in the form of slap bracelets, pencil toppers and reusable bags. The 5 question survey was presented in both English and Spanish. A total of 59 parents took the survey. Results follow:

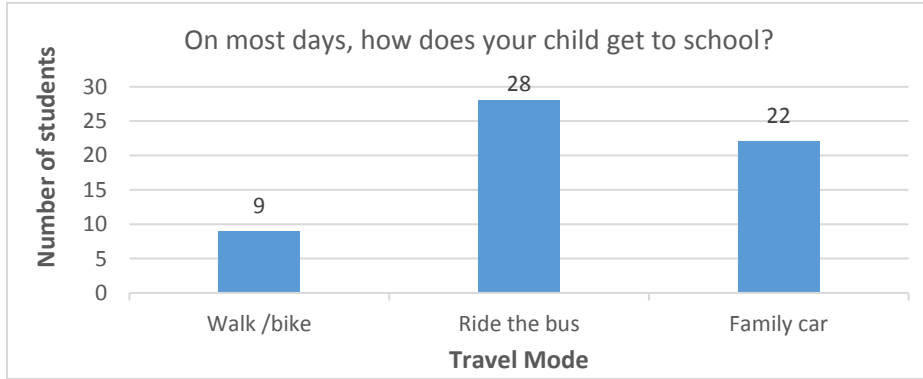
The parents taking the survey were asked what grade their child was in. Respondents answered for children in all grades with the largest number of respondents from the 3rd grade.



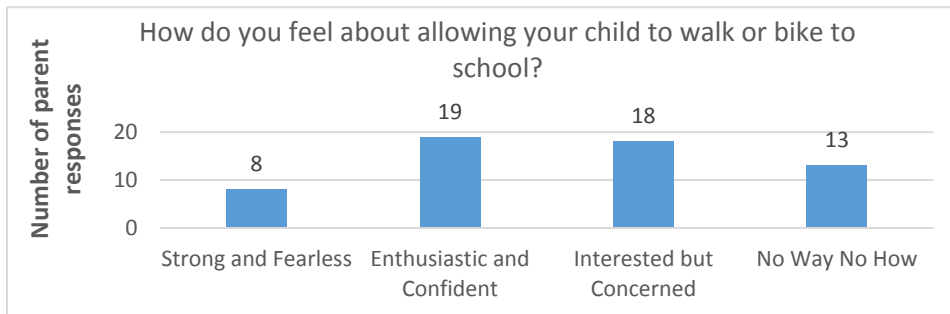
A similar number of respondents indicated that they live less than ½ mile, ½ mile to a mile, and one mile away. The majority of respondents lived within a mile from the school (63%) which indicates that they may be able to walk or bike to school.



Parents were asked “On most days how does your child get to school?” The largest number of respondents indicated that their children rode the bus (28 responses) while the second largest group drove their child in a personal vehicle (22 responses). Nine out of 58 respondents stated that their children walk or bike to school.

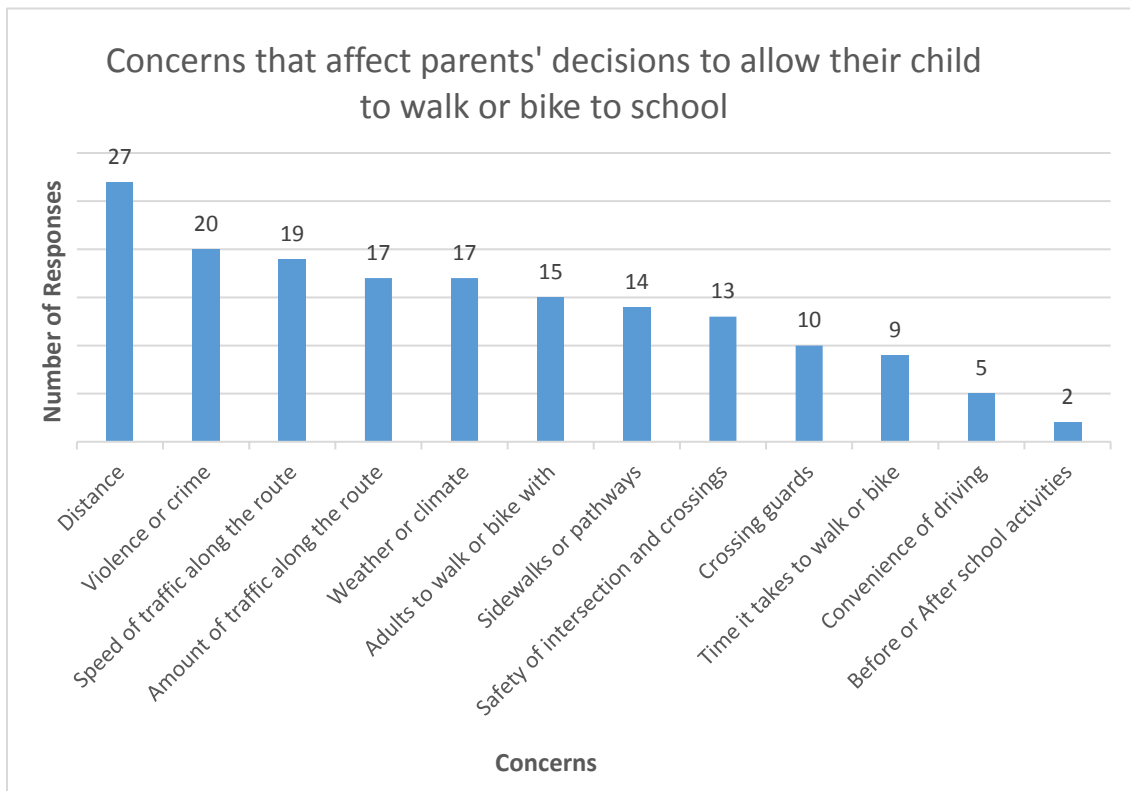


Using a scale called “Level of Stress” parents were asked to identify how they felt about allowing their child to walk or bike to school. Eighteen out of 58 respondents answered that they were “Interested but Concerned.” This category is encouraging as it represents those who might be convinced to walk or bike in the future.



On the final question, parents were asked to identify all the issues that affect their decision to let their child walk or bike to school. Because multiple responses were allowed, the totals are greater than the number of respondents. The top five responses were:

- Distance
- Violence or Crime
- Speed of traffic along the route
- Amount of traffic along the route
- Weather or climate



Recommendations

The following specific recommendations are made for the Eastwood Elementary Safe Routes to School Program. This set of recommendations will require participation by partners, such as parent organizations, the city of Hillsboro SRTS coordinator, the Hillsboro School District and the Hillsboro Police Department. Recommendations are outlined based on the Six E's of the SRTS Program and result from the existing conditions evaluation, walk audits, survey results, and communication with Eastwood parents and staff (see Appendix E), Hillsboro School district representatives and the Hillsboro Police Department.

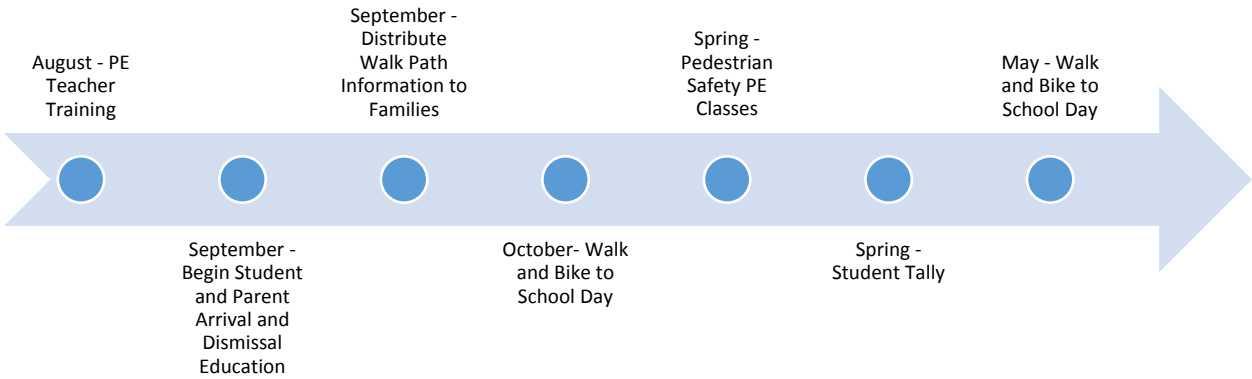
Program Component	Existing Condition	Recommendation	Lead/Partners
Encouragement	Eastwood did not have an existing program in place. The first SRTS activity was the Walk and Bike to School Day co-led with the SRTS Program Coordinator this past May.	Participate in the national Fall and Spring encouragement events, such as Walk and Bike Day.	<ul style="list-style-type: none"> ●SRTS Coordinator ●Parent Organizations ●Eastwood Staff
	Parents have stated the Suggested Walk Path maps are difficult to find on current web sites.	Put Suggested Walk Path maps in back to school packets. Have maps available at Back to School night. Post in school building.	<ul style="list-style-type: none"> ●Eastwood Staff ●Hillsboro School District
		Move Transportation page to a more easily found location on the School District's website.	<ul style="list-style-type: none"> ●Hillsboro School District
		Recruit neighborhood volunteers for Walking School Bus leaders to promote walking to school.	<ul style="list-style-type: none"> ●Parent Organizations
Education	Pedestrian safety education classes will be taught Spring 2018 during Physical Education.		<ul style="list-style-type: none"> ●Eastwood Staff

		Start a safety patrol program. This would be a student leadership and character building program that allows students to teach other students about traffic safety. Students would direct pedestrians, not traffic.	<ul style="list-style-type: none"> •SRTS Coordinator •Eastwood Staff
	Parents and staff have expressed concern over the physical configuration of the drop off and pick-up area.	<p>HSD is reconstructing the parking lot in the near future.</p> <p>Write (English and Spanish), distribute and enforce specific drop off and pick up instructions for parents to use in the new parking lot.</p> <p>Educate students and enforce how they behave at arrival and dismissal. Revisit monthly.</p>	<ul style="list-style-type: none"> •Eastwood Staff •HSD Hispanic Outreach Workers
Enforcement	Parents have concerns that cars are not stopping for pedestrians at the RRFB at 18 th / Main.	Work with Hillsboro Police Department for targeted enforcement.	<ul style="list-style-type: none"> •Hillsboro Police Department •Eastwood Parent Groups
	Parents would like to have crossing guards on 20 th Place at the intersections with NE Lincoln Street.	Evaluate request based on established criteria and current Hillsboro School District practices	<ul style="list-style-type: none"> •HSD Directors of Transportation and Safety
Engineering	<p>Multiple routes within the suggested walk paths do not have sidewalks. These include:</p> <ul style="list-style-type: none"> • NE 18th Ave: NE Grant St to NE Poynter St; and Main St to NE Lincoln St • NE 21st Ave: NE Grant St to NE Hillaire Dr 	These routes have been put into the Bicycle and Pedestrian Capital Improvement Program Sidewalk Prioritization Matrix (see Appendix B) and are under review.	<ul style="list-style-type: none"> •City of Hillsboro

	Parents expressed concern over the location of the bus stop at E Main and 16 th .	Evaluate bus stop location.	<ul style="list-style-type: none"> •HSD Directors of Transportation and Safety
Evaluation	Students and parents were surveyed in the Spring of 2017. Student travel mode was assessed and parents' attitudes regarding their opinions and concerns about allowing their children to walk and bike to school were assessed.	Repeat these evaluations yearly	<ul style="list-style-type: none"> •SRTS Coordinator •School Staff
Equity	Eastwood has a full time Hispanic Outreach Worker to engage Latino parents on a variety of topics. Eastwood is a bilingual school and delivers electronic and written communication in English and Spanish. Eastwood routinely provides translators at parent meetings. In the spring of 2017 the PTA-a predominately English speaking group and PAC-a predominately Spanish speaking group of parents, merged to form a single organization with co-chairmen.	Continue with established conditions. Hold SRTS meeting at alternative times keeping in mind working families and families with children on multiple schedule.	<ul style="list-style-type: none"> •Hillsboro School District •Eastwood Staff •SRTS Coordinator
	Suggested Walk Path maps are only available online. There is a concern that parents without internet access or internet skills are not able to access these maps.	<p>Make sure all information is available for parents and students who do not have internet access by posting a large, laminated Suggested Walk Path map on the community/parent board.</p> <p>Add a link to the map in a more easily found location on the School District Website.</p> <p>Send printed versions of the Suggested Walk Path map in the back to school packets.</p>	<ul style="list-style-type: none"> •Eastwood Staff •HSD Transportation and Safety Department

Next Steps

Eastwood Elementary should work to identify a parent or staff champion to help coordinate ongoing efforts with the City of Hillsboro SRST Program Coordinator. Additionally, City staff will provide city wide encouragement and education events open to all families in the community.



Appendix

Appendix A

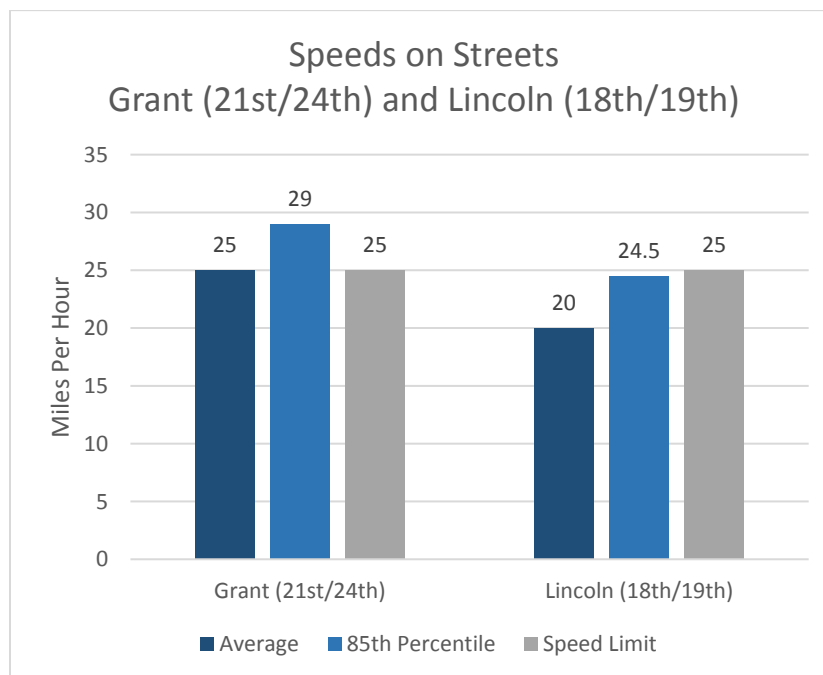
Speed and Traffic Counts

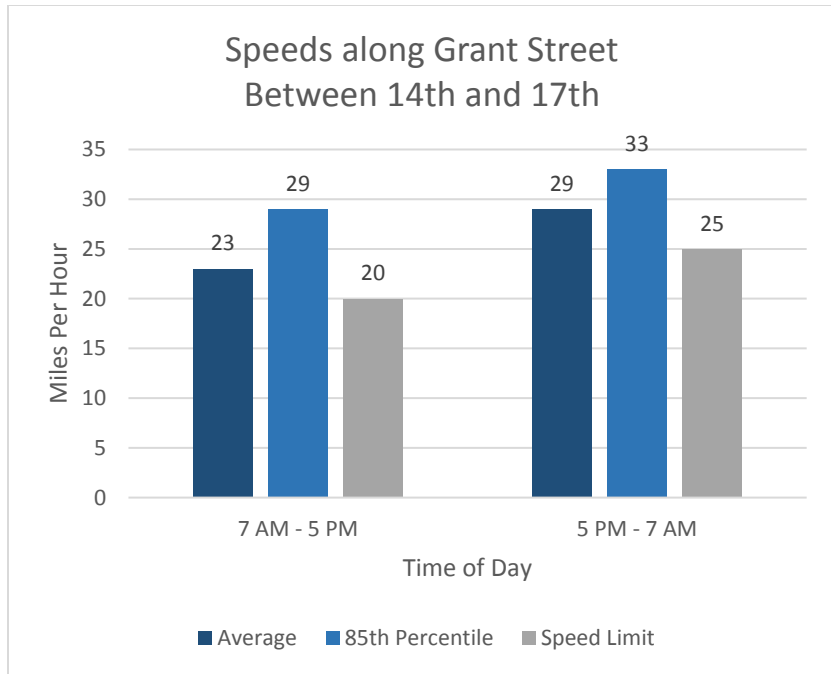
The city conducts annual traffic volume counts and speed monitoring on streets throughout the city. Three of the annual counts fall in the walk zone for Eastwood Elementary. The locations were Lincoln Street between 18th and 19th, Grant Street between 18th and 19th, and Grant Street between 21st and 24th.

Average Daily Totals (ADT) and Data Collection Dates Eastwood Walking Zone

Street	ADT	Date Collected	Road Classification
Lincoln Street (between 18 th and 19 th)	767	11/1/2017	Local
Grant Street (between 21 st and 24 th)	2068	8/17/2017	Collector
Grant Street (between 14 th to 17 th)	2034	9/12/2017	Collector

The standard speed limit at all three locations is 25 MPH. On Lincoln Street, a school zone begins west of NE 19th Ct and leads up to the school. Drivers are directed to slow to 20 MPH when children are present. Since it is unclear at what point in the day children are present and drivers should slow, the table below compares observed speeds to the 25 MPH speed limit. A second school zone is also located on Grant Street directly in front of Poynter Middle School. Drivers are directed to reduce their speeds to 20 MPH between 7 AM and 5 PM. Speed and traffic count data was collected within the school zone. The second table below compares observed speeds to the 20 MPH speed limit between 7 AM and 5 PM and the observed speeds to the 25 MPH speed limit between 5 PM and 7 AM.





Appendix B

Crosswalk and Sidewalk Prioritization Review

The Public Works department maintains the Bicycle and Pedestrian Capital Improvement Program (BPCIP), which is a prioritized work program of sidewalk, bike lane, and enhanced crossing projects. The list was last updated in 2007, and resulted in the 2010-2019 BPCIP. As Public Works is in the design phase of the final project on the 2010-2019 BPCIP it is time to develop the 2020-2029 BPCIP. In developing the 2020-2029 BPCIP, staff sought to create a system that:

- Met the Transportation Committee priorities for improvements that benefit school walk routes and serve as access within one quarter of a mile of a transit stop
- Would be transparent to the community on how projects are selected
- Aligned with goals outlined in the Transportation System Plan, Transportation Safety Action Plan, and Safe Routes to School program.

A list of evaluated projects for the update were collected from citizen requests (2007 – 2017), the Transportation System Plan, and locations requested by Hillsboro School District. Staff developed a point system to evaluate and rank each project using criteria including the roadway functional classification, average daily traffic counts, speed, whether the project was in a walk boundary for an elementary, middle or high school and if the project overlapped with the Transportation System Plan Bike Project.

During the end of 2017 and early 2018, the draft evaluation criteria and scores were presented to the Transportation Committee and the public was invited to comment on the evaluation criteria and project list. The next steps for this project will be to present the final evaluation criteria and Tier 1 project list to the Transportation committee, prepare cost estimate for the Tier 1 projects, and present a final 2020-2029 BPCIP for adoption.

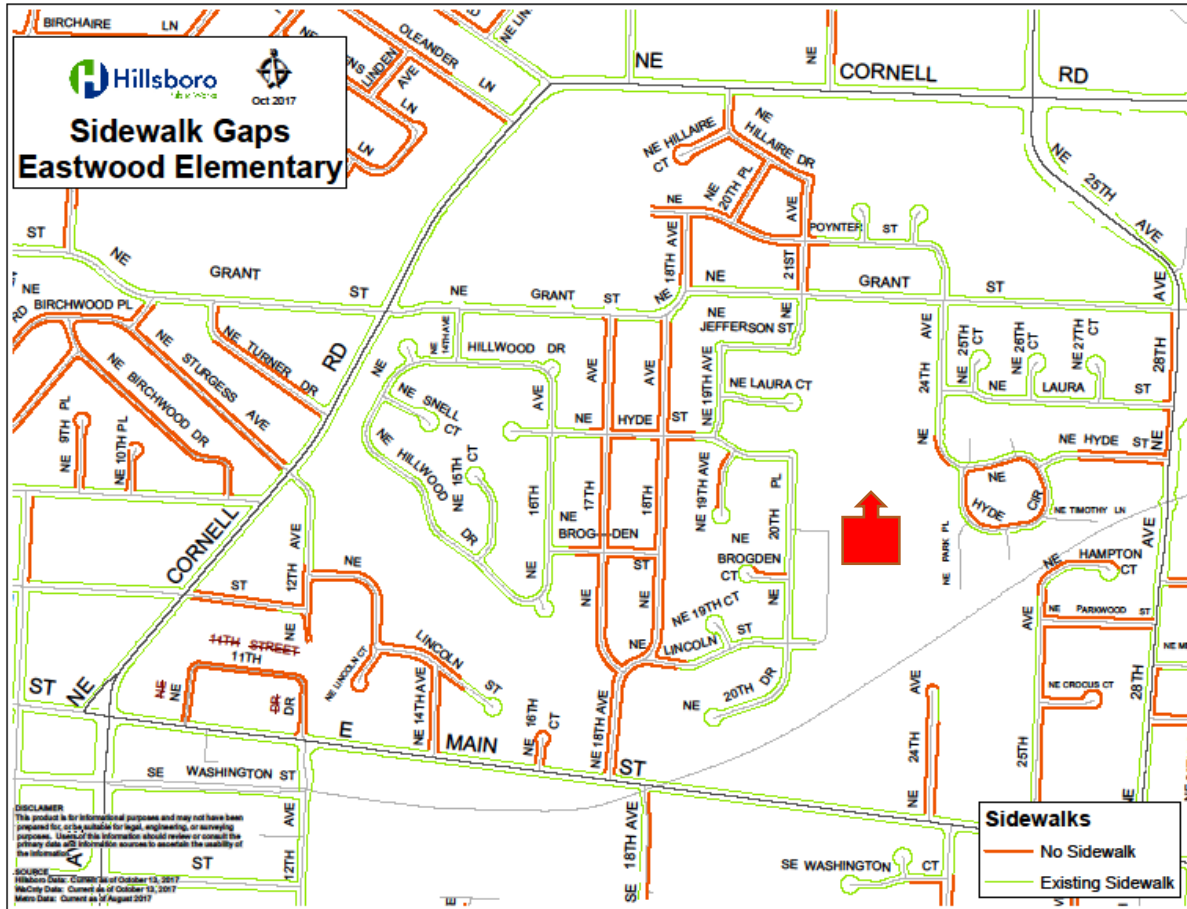
Appendix C

Projects Scheduled and Completed in Neighborhood

Two major infrastructure improvements were recently completed in the Eastwood walk boundary that could provide an improved experience for students walking or biking to school. In July 2015, sidewalks and bulb-outs were completed on NE Grant Street from 17th to 24th. A variety of bicycle and pedestrian improvements were made along 28th avenue in recent years, including sidewalks and bike lanes from north of 25th Avenue south to Hyde Street intersection, a signalized intersection at Grant Street, and a Rectangular Rapid Flash Beacon (RRFB) at Hyde Street.

Appendix D

Current Sidewalk Inventory in Eastwood Walk Route



Appendix E

Eastwood Elementary Parent/Staff input May 1, 2017

Equity

- Make sure all information is available for parents and students who do not have internet access
- Hold SRTS meetings at alternative times for those who work, those who have children on later schedules, parents who need child care to attend etc. Suggestions include 9 am; 2:30 pm and 6 or 7 pm.

Evaluation

- Staff and parents asked to have the Eastwood bus stop and route on E. Main Street heading west near NE 16th CT and NE 18th ST be evaluated by a traffic engineer, Hillsboro School District Transportation and Hillsboro Police.

Education

- Walking maps are hard to find on the web site. Increase availability
 - Do a better job of publicizing the map on school and district web site
 - Send map with the district letter that says “you are in the walking zone”
 - Make hard copies available in welcome packets
 - Have maps at back to school nights and other events parents attend
 - Post maps at the school
- Improve the map
 - Add the Shadywood Park walking trails
 - Mark where there are no sidewalks
- Start a Safety Patrol—set up before school is out for Fall 2017 start—Ask Boosters for \$100 for vests and program start up
- Reinforce / re-educate Students on the dismissal/pickup procedure
- Form a Safety committee as a combination of Staff, PTA and PAC with quarterly meetings
- Include Pre-School parents in all safety materials
- Investigate with Physical Education Instructor if Pedestrian Safety Curriculum is appropriate—can be used in PE
- Find ways to include neighborhood residents in safety education

Encouragement

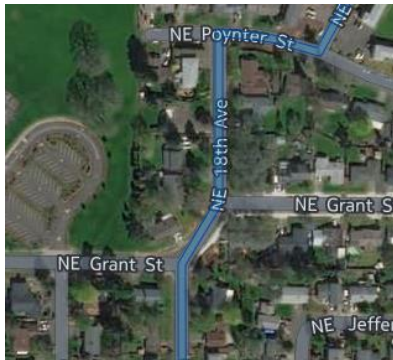
- Investigate ways to engage/encourage neighbors in general, and Senior Citizens in particular, to help with walking routes and volunteer as “eyes on the walkways” during arrival and dismissal.
- Participate in Walk and Bike to School day in October—do an evaluation after the May event for ideas and suggestions for improvement.

Engineering

- Parents' #1 Priority is a sidewalk from 18th up the hill and intersect with existing sidewalk at Lincoln.
- Parents' #2 Priority is completion of sidewalk on NE 21st Ave north from NE Grant, continuing as NE Hillarie Dr to NE Cornell Road.
- Parents and staff want to look for creative solutions to parking
- Include parent's idea and drawing for the ideal drive through solution

Enforcement

- Areas of High Concern to ask for attention from law enforcement:
 - Intersection at NE Grant St and NE 18th Ave as the 2 streets intersect



- Cars not stopping for RRFB or School bus at 18th and Main
- Find solution to get more adults involved in drop off and pick up duties
- Add Safety Patrol with adult's supervision—Produce a calendar to request Parent/Volunteer assistance