

# W. Verne McKinney Elementary Safe Routes to School Action Plan



# W. Vern McKinney Elementary

## Safe Routes to School Action Plan

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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 study<sup>1</sup>](#), 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, while parents can learn about the benefits of active transportation and safe travel for students to 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 new sidewalks, improved crossings, and other traffic calming devices to enhance students' safety 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; as well as evaluate the success of the SRTS Program as a whole.

This Action Plan identifies challenges to walking or biking to McKinney 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 McKinney SRTS Project Team (see page X), the Hillsboro School District, parents, students and community members as a framework to guide McKinney'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

<sup>1</sup> [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: **McKinney Elementary**  
School Address: **535 NW Darnielle Street, Hillsboro, OR 97124-32214**  
County: **Washington County**  
School District: **Hillsboro School District**  
School Website: **<https://www.hsd.k12.or.us/mckinney>**  
Enrollment: **472**  
Enrollment by Grade **K-62; 1<sup>st</sup> -59; 2<sup>nd</sup> -90; 3<sup>rd</sup> -55; 4<sup>th</sup> -58; 5<sup>th</sup> -77; 6<sup>th</sup> -71**  
(2017):  
Free/Reduced Lunch **All students receive lunch through the Community Eligibility Provision<sup>2</sup>**  
(2016/2017):  
Action Plan Contact: **Bernadette Le, [Bernadette.le@hillsboro-oregon.gov](mailto:Bernadette.le@hillsboro-oregon.gov) 503-681-5294**

### THE PROJECT TEAM:

School Principal: **Justin Welch**  
School Office Manager: **Rose Roman**  
Staff: **Miranda Kessler**  
**Reyna Lara-Barajas**  
Parent Representatives: **Leigh Brant**  
**Mari Juana Esquivel**  
School Resource Officer: **Mox Herrman**  
City of Hillsboro SRTS **Bernadette Le**  
Coordinator:

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

# Existing Conditions

## District Transportation Policy

Students in grades kindergarten through 6<sup>th</sup> grade who live less than a mile from the school are encouraged to walk, bike, or carpool to school each day. In cases where the student lives more than 1 mile from the school, the Hillsboro School District's preferred method of travel is by school bus.

## District Supplemental Transportation Policy

The Supplemental Transportation Plan provides buses to transport students inside Oregon's unfunded walking distances, which is 1 mile for elementary school students and 1.5 miles for middle school students, because of hazardous conditions. Hazardous conditions are defined as difficult crossings, limited infrastructure, crossing railroad tracks, freeway crossings, and high volume and high speed roadways.

## School Attendance Area

McKinney Elementary is located in west Hillsboro. Its attendance area boundary is displayed in Figure 1 below.

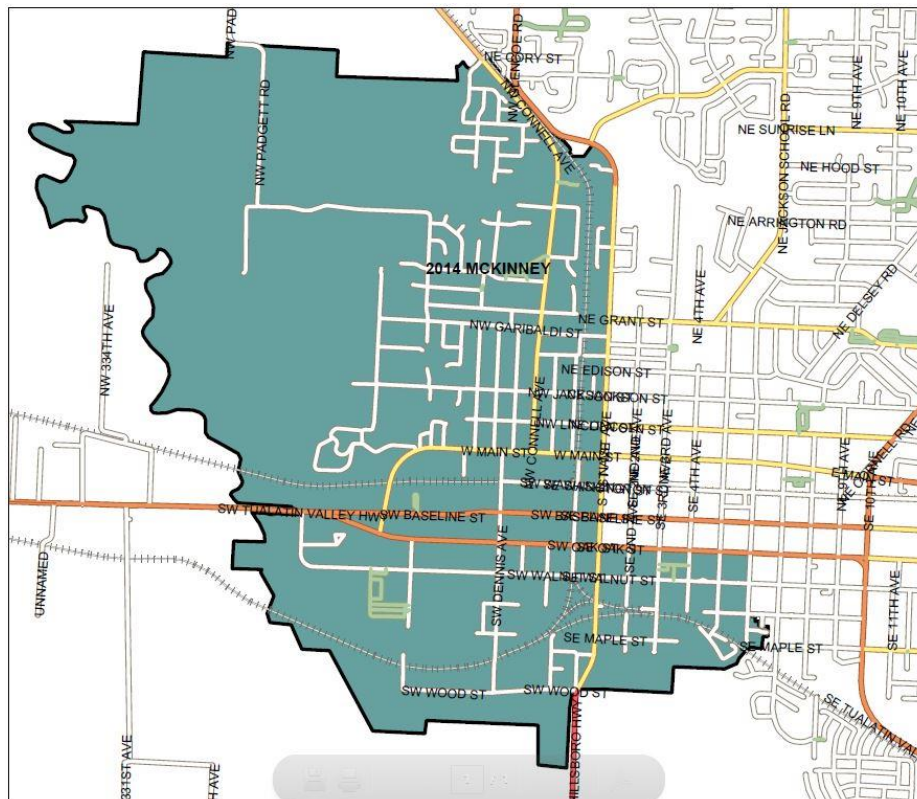


Figure 1: School Attendance Area



## Walk Audit



City staff walked through the McKinney Street Elementary walk boundary on May 15<sup>th</sup>, 2018 with two parents and two school staff people. The audit included all of the suggested walk routes, except NW 2<sup>nd</sup> Avenue, NW Val Street and NW Freeman Avenue south of NW Jackson Street. These streets have sidewalks and parents present at the tour did not request to visit those areas. A walk route frequently used by students living south of the school consisting of local streets and a path that connects NW Donelson Street and NW Darnielle Street was also walked during the audit. Observations were also gathered from the crossing guard at NW Connell Avenue and NW Garibaldi Street.

The area within the walk boundary is primarily residential with a store located on the corner of NW Connell Avenue and NW Garibaldi Street. The majority of streets are designated local streets while NW Connell Avenue, NW Garibaldi Street, and NW 13<sup>th</sup> Street are designated collector streets. Higher numbers of vehicles are expected on the collector streets.

NW Connell Avenue has sidewalks with a vegetation buffer on both sides of the street. Crosswalks are located at NW Darnielle Street and NW Garibaldi Street. The parents and staff member expressed concern about speed along NW Connell Avenue, crosswalk compliance at both intersections, and the visibility of the school zone flashing beacon. While waiting to cross the road with the parents and staff at NW Darnielle Street, City staff observed 5 cars travel through the intersection before there was a break in traffic and it was safe to cross. Parents also observed that in the morning, the length of time the 20 miles per hour (MPH) school zone flashing beacon<sup>3</sup> is active or the crossing guard is present is shorter than the time children are walking to school. The crossing guard stated that drivers usually comply with the crossing when he is present.



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<sup>3</sup> The school zone flashing beacon indicates that drivers must slow to 20 MPH when it is active. Appendix A lists when the school zone flashing beacon is active on NW Connell Avenue.

Concerns about safety along NW Jackson Street, NW 13<sup>th</sup> Avenue, and NW 10<sup>th</sup> Avenue were also expressed by a parent. Only a portion of Jackson Street and NW 13<sup>th</sup> Avenue are identified as a suggested walking routes. A parent expressed concern about the portions that are within the walk boundary and do not have a suggested path due to the road width, hills, and lack of sidewalk. There are homes along both streets as well as six side streets. Students walking or biking to school use these facilities to travel to the suggested walk paths. City staff observed low traffic volumes in these locations. Vehicle speed concerns along NW Jackson Street were expressed by a parent. Concerns were also raised on NW 10<sup>th</sup> Avenue due to the narrow width of the road and the presence of drainage ditches on both sides of the road. The parent stated that it can be hard for students to walk along NW 10<sup>th</sup> Avenue when there are cars traveling both directions.



The intersections at NW Freeman Avenue/NW Jackson Street and NW 13<sup>th</sup> Avenue/NW Garibaldi Street were also identified as concerning intersections by a parent. The parents stated that at NW Freeman Avenue/NW Jackson Street drivers often fail to stop at the stop sign and at NW 13<sup>th</sup> Ave/Garibaldi Street drivers pass through the turn quickly and travel in the oncoming traffic lane.



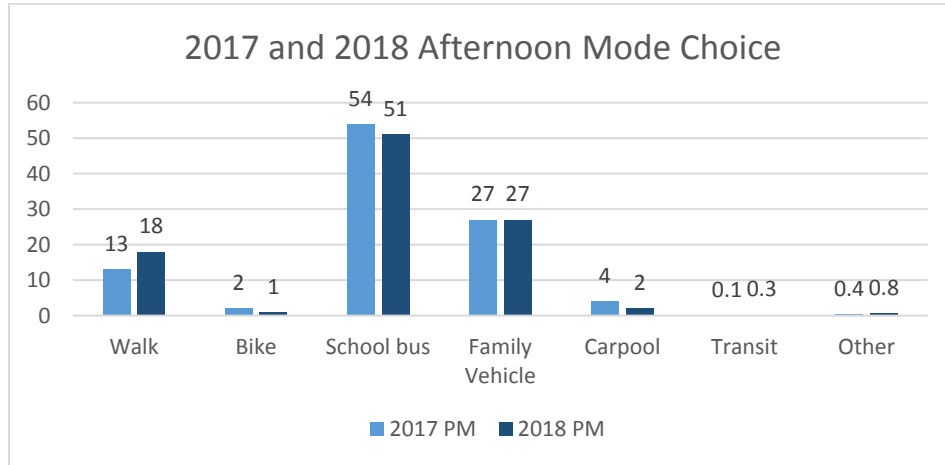
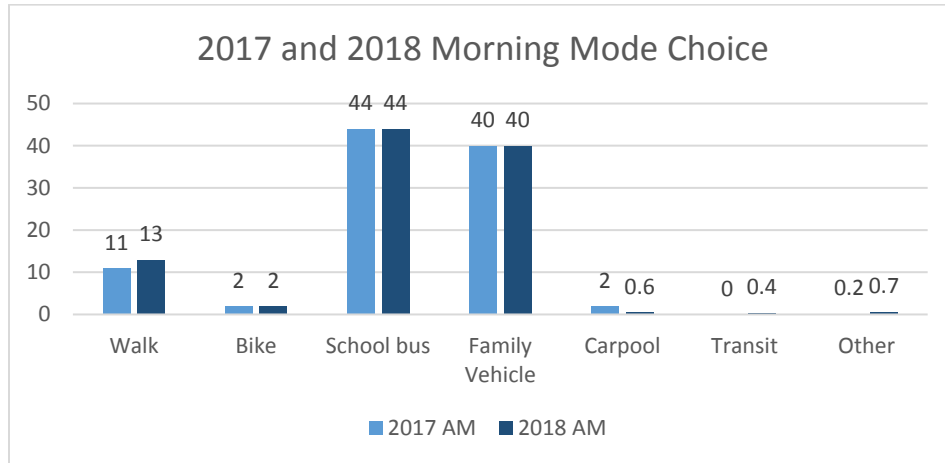
School staff and a parent communicated that some students living south of the school use the local neighborhood streets and a driveway/path that connects NW Donelson St and NW Darnielle Street to travel to school. Many of the neighborhood streets do not have sidewalks but the staff member stated she observes low traffic volumes on her route near McKinney Park to McKinney Elementary. The parent stated that many parents she knows require that their children use main streets when they are travelling alone to and from school for safety reasons and ease of locating them. Some students have been observed crossing mid-block from the driveway across NW Darnielle Street to the school. The routes along main streets that the parent described coincide with the suggested walking routes on the Walking Boundary Map.



# Evaluations and Data

## Student Travel Surveys

In 2017 and 2018, student surveys were conducted to collect information about how students to get and from school 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 of this tally are below. This data will be used as a baseline with a recommendation to repeat the survey on an annual basis.



### Data Observations

City staff noted the increase in the percentage of students walking in the morning and afternoon as well as the very low percentage of students biking in both 2017 and 2018. In 2018, the percentage of students walking to school in the morning is consistent with the national average, while the afternoon is higher than the national average<sup>4</sup>. Staff also noted the significant number of students arriving by family vehicle and believe that these are the most likely targets for conversion to active transportation.

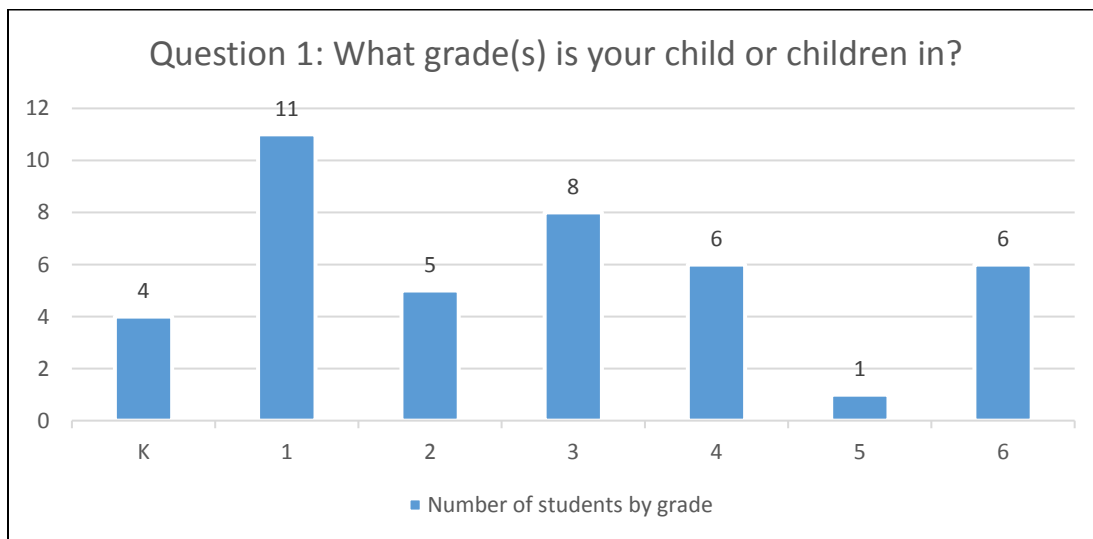
<sup>4</sup> “The Decline of Walking and Bicycling”. Pedestrian and Bicycling Information Center. [http://guide.saferoutesinfo.org/introduction/the\\_decline\\_of\\_walking\\_and\\_bicycling.cfm](http://guide.saferoutesinfo.org/introduction/the_decline_of_walking_and_bicycling.cfm)

## Parent Surveys

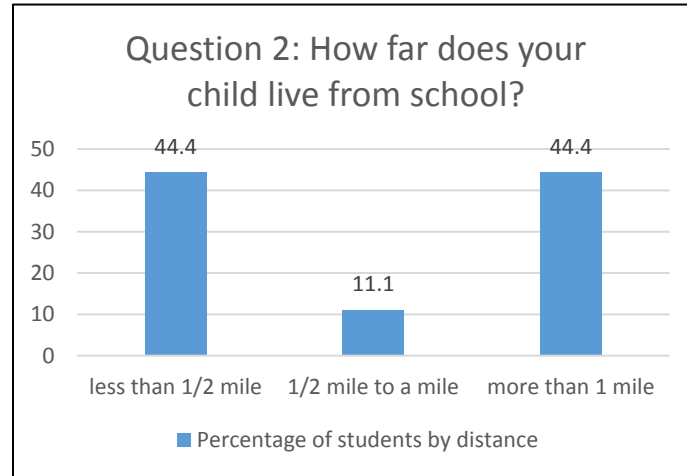
### Parent Surveys

In addition to the Student Travel Data tallies, the City conducted a Parent Survey to gather 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 McKinney STEM night and used 4 electronic, hand held devices and offered survey incentives in the form of slap bracelets, reflectors and stickers. The survey included 8 multiple choice questions and an open ended question in both English and Spanish. A total of 27 responses were received. Results follow:

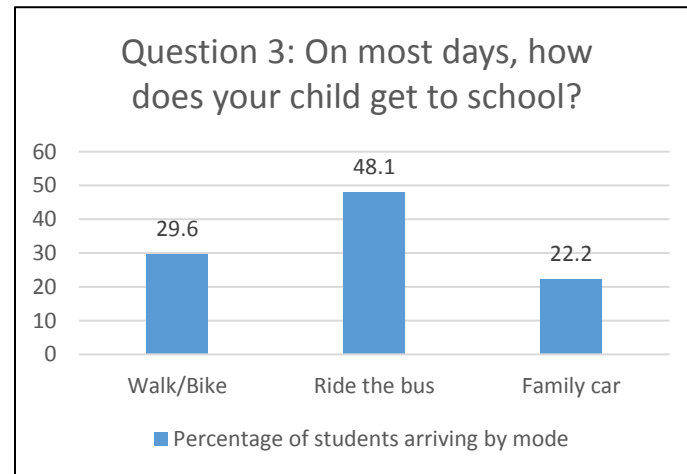
Parents were asked what grade(s) their child or children are in. Although families with students from each grade answered the survey, the highest number of families had a first grader and the lowest number of families had a fifth grader.



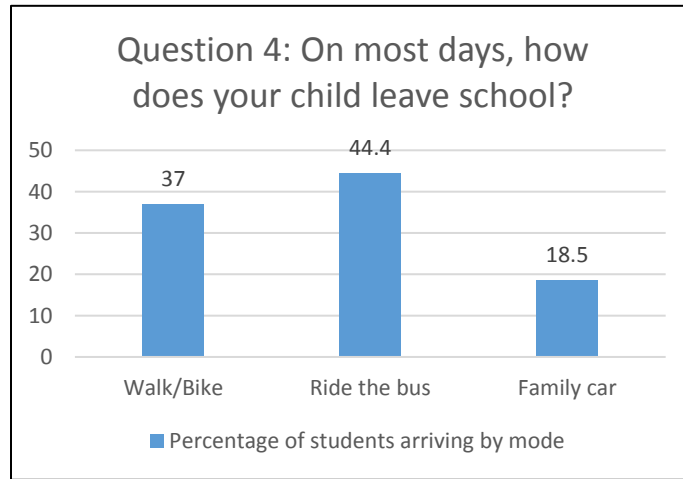
On the second question, an equal percentage of families indicated that they live very close (less than a ½ mile) and far (more than a mile) from the school.



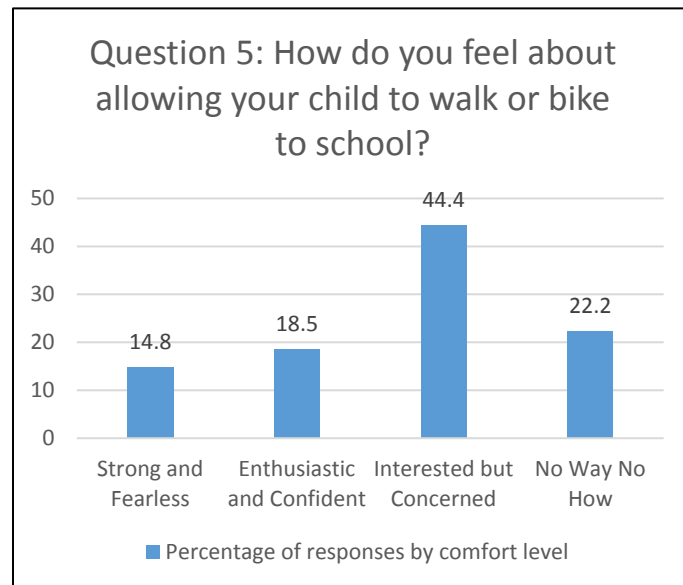
According to parent responses to the third question, the largest percentage of students (48.1%) arrive at school by school bus. The high percentage is likely due to distance from the school or receiving hazard bussing from the school. The second highest percentage of students (29.6%) arrived at school by walking or biking.



Parents indicated in the fourth questions, that a higher percentage of students walk or bike when leaving school (37%) than arriving (29.6%). Parents also responded that 3.7% less children both ride the bus and leave by car in the afternoon.

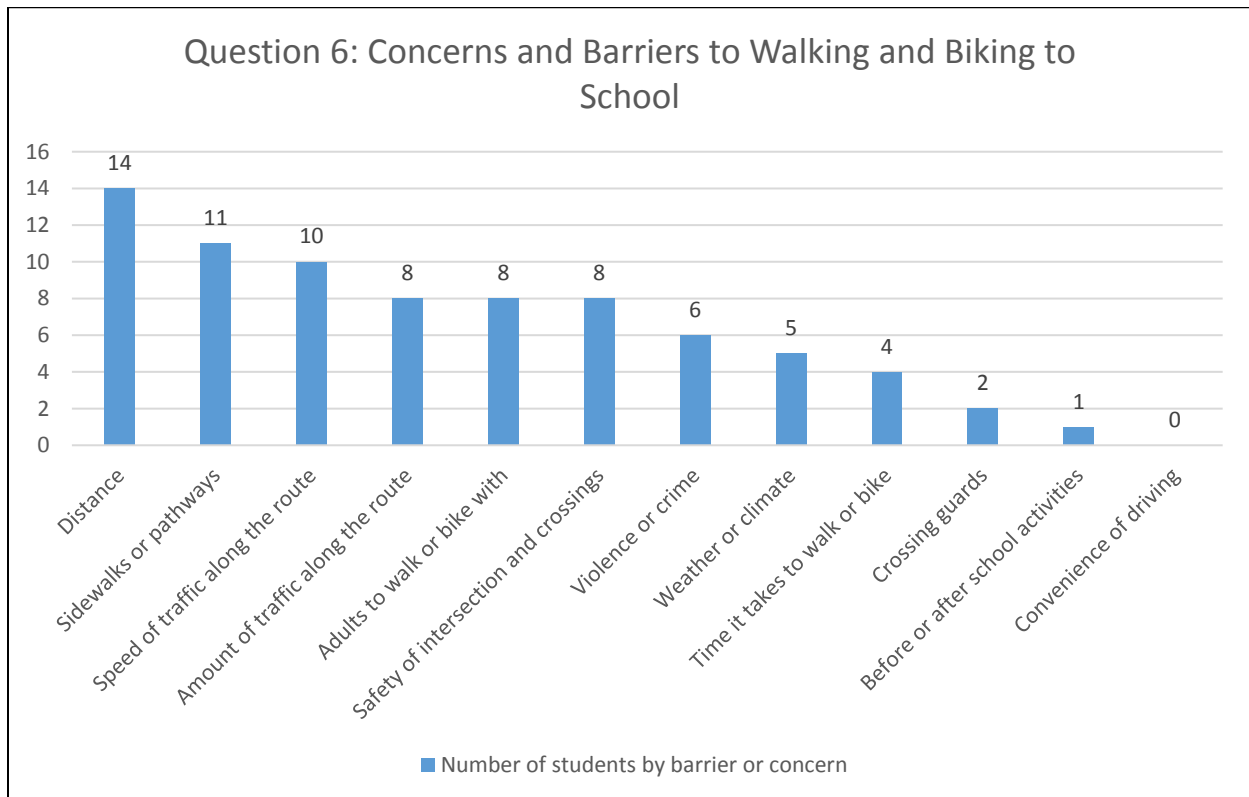


Using a scale called “Level of Stress” parents were asked to identify how they felt about allowing their child to walk or bike to school (Question 5). The highest percentage of responses that the parents are “Interested but Concerned” about their child walking or biking to school. This category is encouraging as it represents those students who might be allowed to walk or bike in the future.



On the final question, parents were asked to identify issues that affect their decision to let their child walk or bike to school. The survey allowed parents to select all the applicable answers. The top six responses were:

- Distance (14)
- Sidewalks or pathways (11)
- Speed of travel along the route (10)
- Amount of traffic along the route (8)
- Adults to walk or bike with (8)
- Safety of intersections and crossings (8)



The last question asked parents if there was an intersection, crosswalk, or other aspect of the walk route that concerned the parent. The following locations within the walk boundary were identified:

- NW Connell Avenue
  - No sidewalks from the neighborhoods north to the school. (2 comments)
  - The crosswalk on NW Connell Avenue.
  - Concerning activity at locations along NW Connell Avenue. (2 comments)
- W Main Street near the cemetery.

## Recommendations

The following specific recommendations are made for McKinney Elementary should the school administration choose to implement a Safe Routes to School Program. Note that some of the 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. Using the six Es that guide the SRTS program, City of Hillsboro staff make the following recommendations based on existing conditions, walk audits, survey results, and communication with McKinney parents and staff (see Appendix E), Hillsboro School District representatives and the Hillsboro Police Department.

<b>Program Component</b>	<b>Existing Condition</b>	<b>Recommendation</b>	<b>Lead/Partners</b>
<b>Overall program</b>	McKinney Elementary has organized Safe Routes to School events prior to the Action Plan (see Encouragement section).	Work together to expand SRTS program at McKinney Elementary.	<ul style="list-style-type: none"> <li>• McKinney Elementary staff</li> <li>• SRTS Coordinator</li> </ul>
<b>Encouragement</b>	McKinney Elementary has organized encouragement events prior to the Action Plan.	Continue to organize Walk and Bike to School events in October and May of each school year.	<ul style="list-style-type: none"> <li>• McKinney Elementary staff</li> </ul>
		Organize a walking school bus weekly or monthly.	<ul style="list-style-type: none"> <li>• McKinney Elementary staff</li> <li>• McKinney parents</li> <li>• SRTS Coordinator</li> </ul>
	Some students do not know how to ride a bike or do not have the correct sized bike or helmet.	Organize a bike rodeo to teach students bicycling skills.	<ul style="list-style-type: none"> <li>• McKinney Elementary staff</li> <li>• SRTS Coordinator</li> </ul>
		Identify grant and donation opportunities to increase bicycle and helmet ownership.	<ul style="list-style-type: none"> <li>• SRTS Coordinator</li> </ul>
<b>Education</b>	No previous education activities existed.	SRO attends school events (ie. Back to School Night, PTO meeting, PAC meeting) to discuss safety concerns with parents.	<ul style="list-style-type: none"> <li>• School Resource Officer (SRO)</li> </ul>

		Teach pedestrian safety curriculum in PE Fall 2018 and continuing annually.	<ul style="list-style-type: none"> <li>McKinney Elementary Staff</li> </ul>
		Post laminated Suggested Walk Path Map on Community/Parent board.	<ul style="list-style-type: none"> <li>McKinney Elementary Staff</li> <li>Hillsboro School District (HSD)</li> </ul>
		Create safety handout to educate parents about suggested walk map and other safety topics.	<ul style="list-style-type: none"> <li>SRTS coordinator</li> </ul>
		Print safety handout and provide to school for distribution.	<ul style="list-style-type: none"> <li>HSD</li> </ul>
		Distribute Back to School safety handout with Back to School materials.	<ul style="list-style-type: none"> <li>McKinney Elementary Staff</li> </ul>
		Include SRTS safety and encouragement reminders in parent outreach materials throughout the school year such as information about how long it takes to walk a mile and guidance for safe crossing.	<ul style="list-style-type: none"> <li>HSD</li> <li>SRTS coordinator</li> <li>McKinney Elementary Staff</li> </ul>
<b>Enforcement</b>	Parents expressed concern about traffic speed along NW Connell Avenue.	<p>Collected traffic speeds are reasonable (Appendix A) and parents are encourage to contact PD when they observe speeding behavior.</p> <p>Consider placing a mobile speed response sign on NW Connell Avenue south of NW Darnielle Street.</p>	<ul style="list-style-type: none"> <li>Hillsboro Police Department (HPD)</li> </ul>
	<p>Parents identified several additional areas of concern</p> <ul style="list-style-type: none"> <li>crosswalk compliance at NW Connell Avenue and NW Darnielle Street; NW Connell Avenue and Val; and</li> </ul>	<p>Consider varied traffic enforcement.</p> <p>Consider crosswalk or pedestrian detail.</p>	<ul style="list-style-type: none"> <li>HPD</li> <li>SRO</li> </ul>

	<p>NW Connell Avenue and NW Garibaldi Street.</p> <ul style="list-style-type: none"> <li>• Drivers not stopping at NW Freeman Avenue/NW Jackson Street.</li> </ul>		
	<p>Parents expressed concern about speed along the western portion of NW Jackson Street and at the intersection of NW 13<sup>th</sup> Avenue and NW Garibaldi Street.</p>	<ul style="list-style-type: none"> <li>• Collected traffic speeds are reasonable at both locations (Appendix A). Parents are encourage to contact PD when they observe speeding behavior.</li> <li>• Consider a mobile speed response sign.</li> <li>• Consider varied traffic enforcement.</li> </ul>	<ul style="list-style-type: none"> <li>• HPD</li> </ul>
<b>Engineering</b>	<p>Public requested sidewalks at the following locations:</p> <ul style="list-style-type: none"> <li>• NW Connell Avenue from NW Darnielle Street north past NW Hayden Court;</li> <li>• NW 10<sup>th</sup> Avenue; and</li> <li>• NW Garibaldi Street from NW Freeman Avenue to NW 10<sup>th</sup> Avenue.</li> </ul>	<p>NW Connell Avenue is in the BPCIP (Appendix B) and will be prioritized along with other projects in the City.</p> <p>NW 10<sup>th</sup> Avenue and NW Garibaldi Street will be added to the BPCIP (Appendix B) and will be prioritized along with other projects in the City.</p>	<ul style="list-style-type: none"> <li>• City of Hillsboro</li> </ul>
	<p>Parents expressed concern about crossing at NW Connell Avenue and NW Darnielle Street and requested an RRFB.</p>	<p>Engineering study completed in 2018 and RRFB install request is warranted. Currently the crosswalk is fully effective with the crossing guard. It has been placed on a list for prioritization with other identified projects.</p>	<ul style="list-style-type: none"> <li>• City of Hillsboro</li> </ul>
	<p>Duration of time flashing beacon is active on NW</p>	<p>Research if beacon timing extension is necessary.</p>	<ul style="list-style-type: none"> <li>• City of Hillsboro</li> </ul>

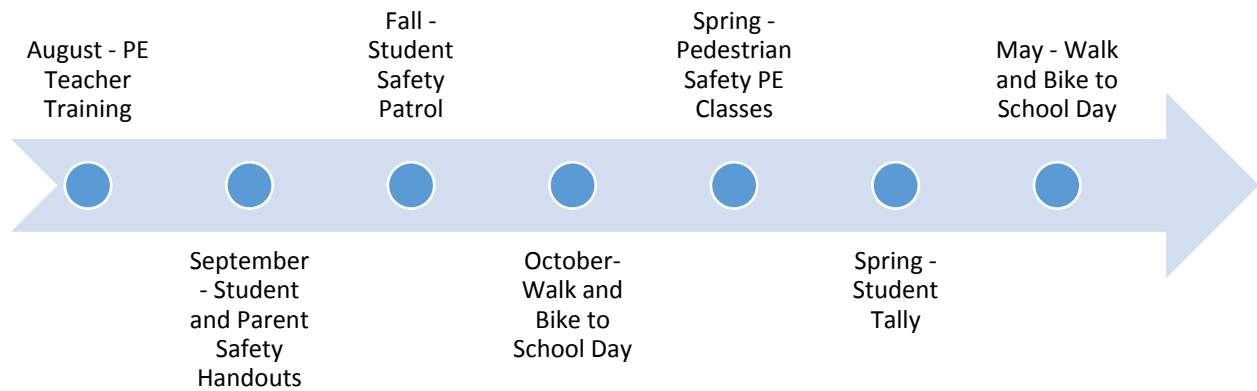


	Connell Avenue is shorter than the time students are walking to school.		<ul style="list-style-type: none"> <li>• HSD</li> </ul>
	Students have been observed by parents crossing across NW Darnielle Street at NW Darnielle Street/ NW 7 <sup>th</sup> Avenue.	Provide education to students about using crosswalk in front of McKinney Elementary.	<ul style="list-style-type: none"> <li>• City of Hillsboro</li> </ul>
<b>Evaluation</b>	Students were surveyed in the Spring of 2017 and 2018. Parents were surveyed Spring of 2018. 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"> <li>•SRTS Coordinator</li> <li>•School Staff</li> </ul>
<b>Equity</b>	McKinney has a full time Latino Family and Community Outreach Liaison to engage Latino parents on a variety of topics. McKinney delivers electronic and written communication in English and Spanish. McKinney routinely provides translators at parent meetings.	<p>Continue with established conditions.</p> <p>Hold SRTS meeting at alternative times keeping in mind working families and families with children on multiple schedule.</p>	<ul style="list-style-type: none"> <li>•McKinney Staff</li> <li>•HSD Transportation and Safety Department</li> </ul>

## Next Steps

The City of Hillsboro Safe Routes to School (SRTS) Coordinator will continue to support activities that encourage safe, active transportation for the families at McKinney Elementary. The SRTS coordinator will lead an effort to activate a McKinney SRTS Stakeholder group which would include champions and supporters among parents, McKinney staff, Hillsboro School District staff, Hillsboro Police Department and other community members. The City of Hillsboro SRTS coordinator will host meetings of the stakeholder group to address recommendations made in this action plan.

Additionally, staff will provide city wide encouragement and education events open to all families in the community.



# Appendix

## Appendix A

### Annual Speed and Traffic Counts

The city conducts annual traffic volume counts and speed monitoring on streets throughout the city. Four of the annual counts fall in the walk zone for McKinney Elementary. Three counts were conducted on NW Connell Avenue (between NW Val Street and NW Dale Street, NW Darnielle Street and NW Forest Street, and NW Jackson Street and NW Rachel Street) and one count was collected along NW Darnielle Street in front of McKinney Elementary School.

#### Road Classification and Average Daily Totals

NW Connell Avenue is classified as a collector road which means that higher levels of traffic are expected on this road. Darnielle Street is a local street indicating that lower levels of traffic are expected on this street. Table 1 lists the Average Daily Totals for each location and the date the data was collected.

**Table 1: Average Daily Totals (ADT)  
McKinney Elementary Attendance Area**

Street	ADT	Date Collected
NW Connell Avenue (between NW Val Street and NW Dale Street)	1790	9/14/2017
NW Connell Avenue (between NW Darnielle Street and NW Forest Street)	2369	9/12/2017
NW Connell Avenue (between NW Jackson Street and NW Rachel Street)	828	9/12/2017
NW Darnielle St (between NW 7 <sup>th</sup> Avenue and NW Connell Avenue)	899	9/12/2017

#### Speed Limits and School Zones

The speed limit along NW Connell Avenue is 25 MPH and includes a school zone with a flashing beacon directly beside the school. When the flashing beacon is active, it directs drivers to reduce their speeds to 20 MPH. Table 2 lists the times when the beacon is activated. An additional school zone is located along NW Connell Avenue between Forest St and Rachel St which directs drivers to reduce their speeds to 20 MPH when children are present. The data collected point between NW Darnielle Street and NW Forest Street is within the school zone, while the points between NW Val Street and NW Dale Street and between NW Jackson Street and NW Rachel Street are outside of a school zone.

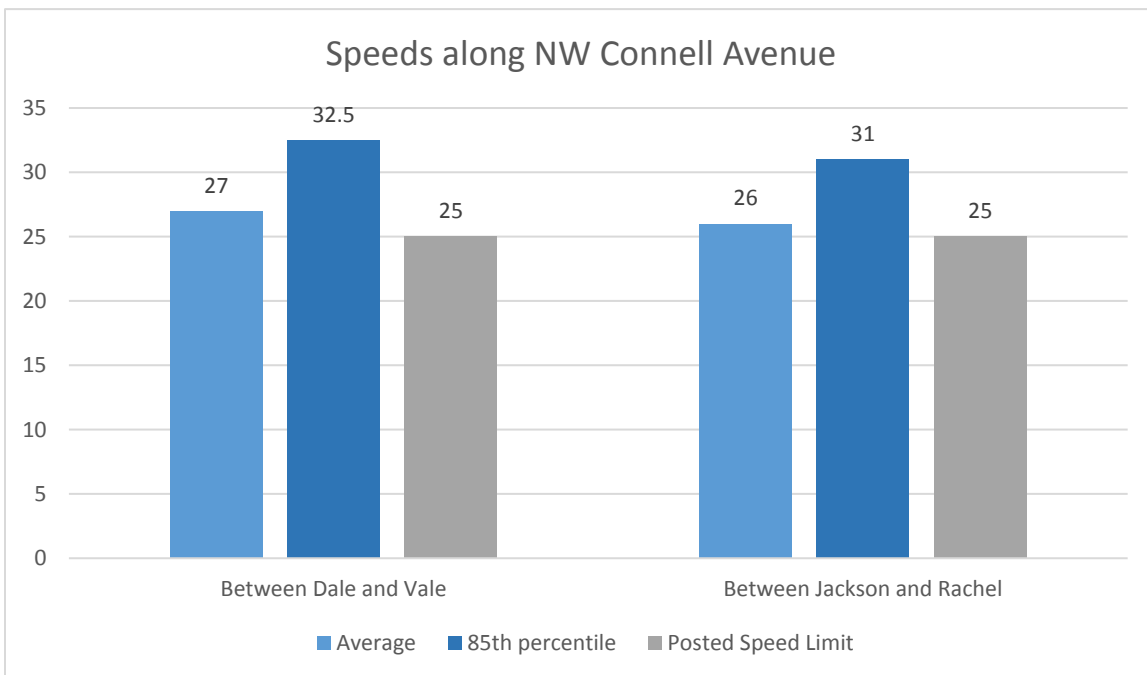
**Table 2: Times Flashing Beacon Is On**

Day	Time
Monday	7:45 AM to 8:45 AM
	2:25 PM to 3:05 PM
Tuesday	7:45 AM to 8:45 AM
	2:25 PM to 3:05 PM
Wednesday	7:45 AM to 8:45 AM
	1:55 PM to 2:35 PM
Thursday	7:45 AM to 8:45 AM
	2:25 PM to 3:05 PM
Friday	7:45 AM to 8:45 AM
	2:25 PM to 3:05 PM

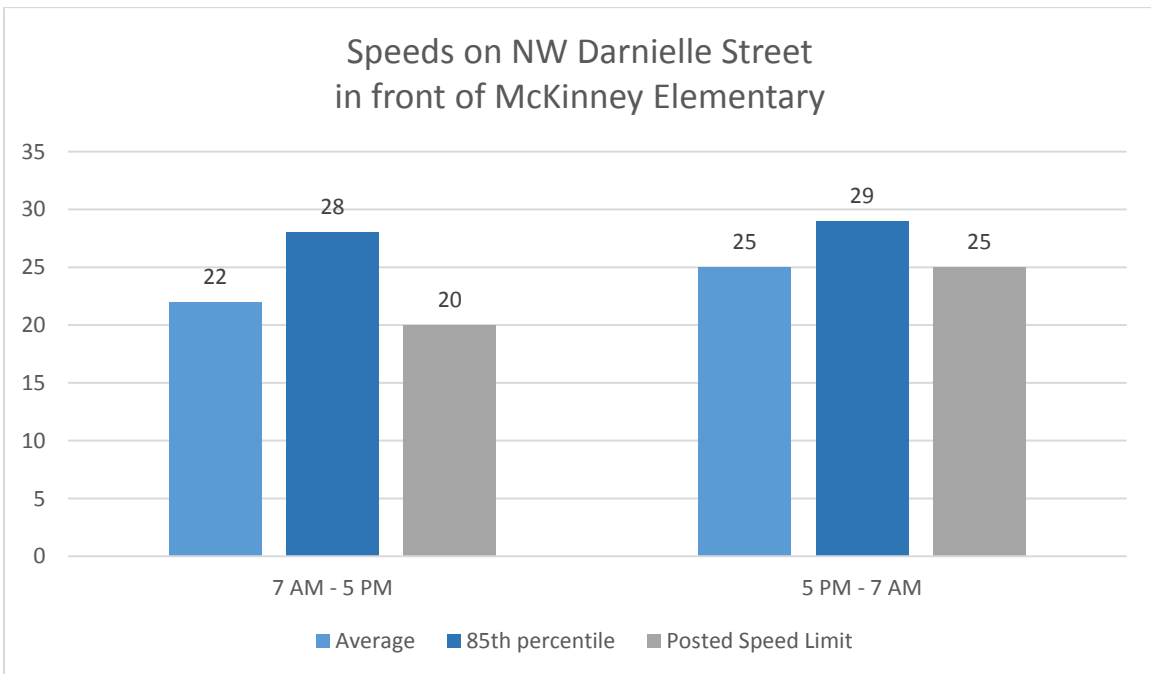
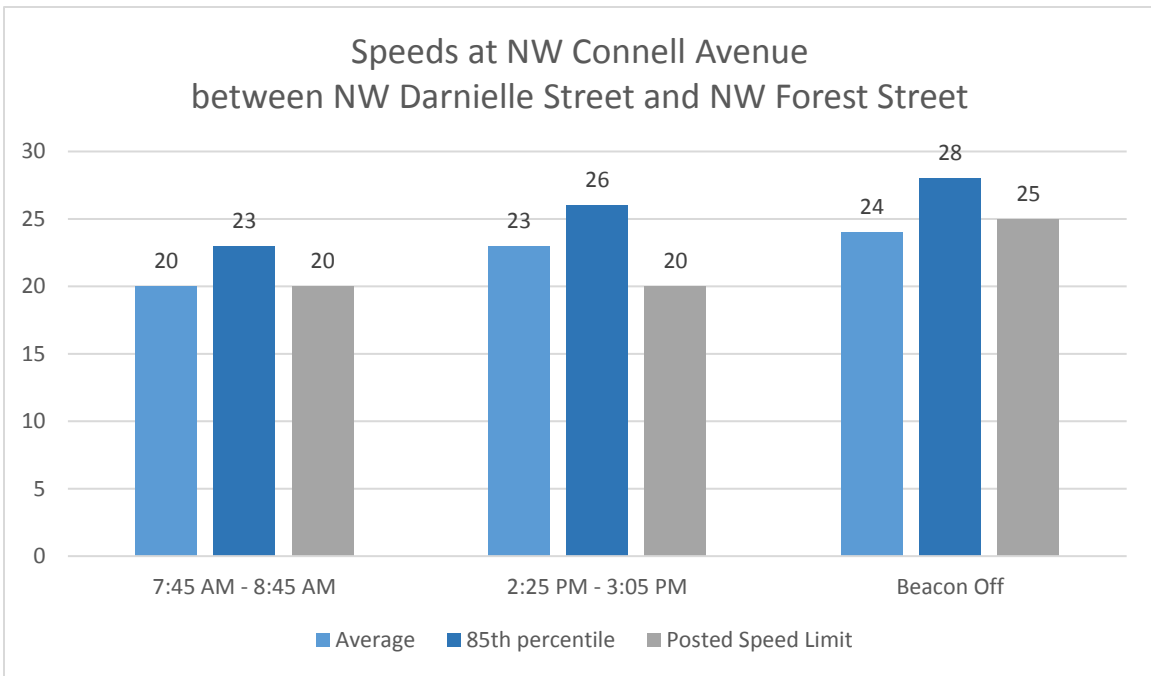
A school zone is located in front of McKinney and directs drivers to reduce their speeds to 20 MPH between 7 AM and 5 PM.

### Observed Speeds

The tables below compares the average and 85<sup>th</sup> percentile speeds<sup>5</sup> observed along NW Connell Avenue and NW Darnielle Street to the speed limits.

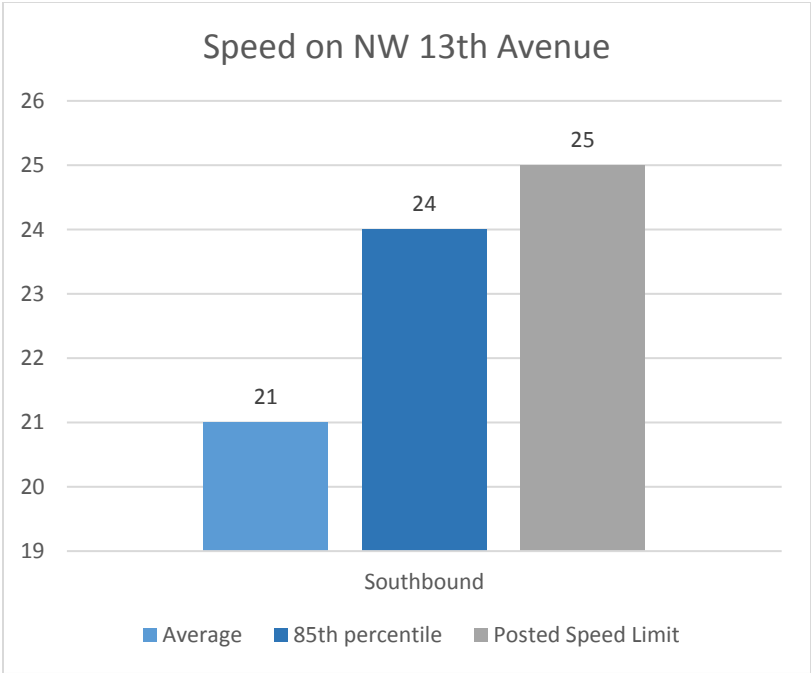
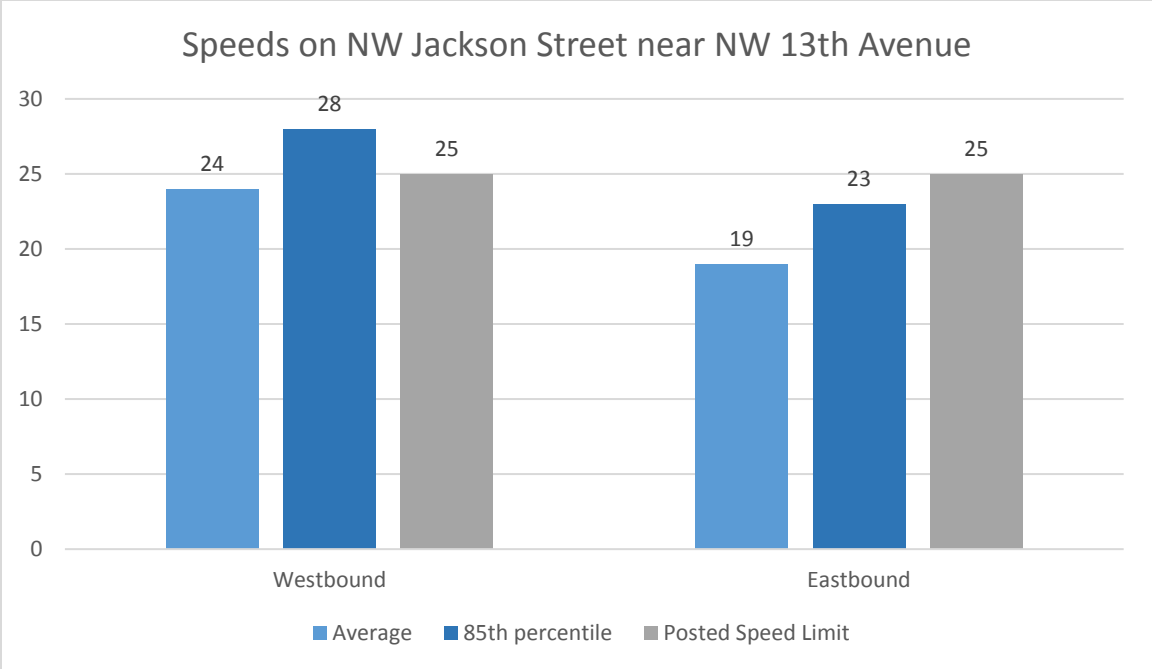


<sup>5</sup> The 85<sup>th</sup> percentile speed means that 85% of vehicles are driving at or below the listed speed.



## Other Speed and Traffic Counts

Speed data and traffic counts were collected along NW Jackson Street near NW 13<sup>th</sup> Avenue and along NW 13<sup>th</sup> Avenue near NW Jackson Street in 2016. City staff expects the speed at NW 13<sup>th</sup> Avenue and NW Garibaldi Street to be similar to the data collected in the 2016 study. The ADT along NW Jackson Street was 616 vehicles and the southbound volume along 13<sup>th</sup> was 143 vehicles. The posted speed limit in both locations is 25 MPH.



## 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

The NW Connell Avenue and NW Garibaldi Street bicycle and pedestrian project was initially scoped to include the reconstruction of NW Garibaldi Street from Ebberts to NW Connell Avenue and NW Connell Avenue from NW Garibaldi Street to NW Darnielle Street. This project added sidewalks, curbs, storm drainage, and street lights. Some of the project area had old sidewalks, but no curbs. After many years of cars driving over the sidewalks, they were in poor condition, and had settled causing the sidewalks to be covered in puddles on rainy days. This project was within the walk boundary for McKinney Elementary School.

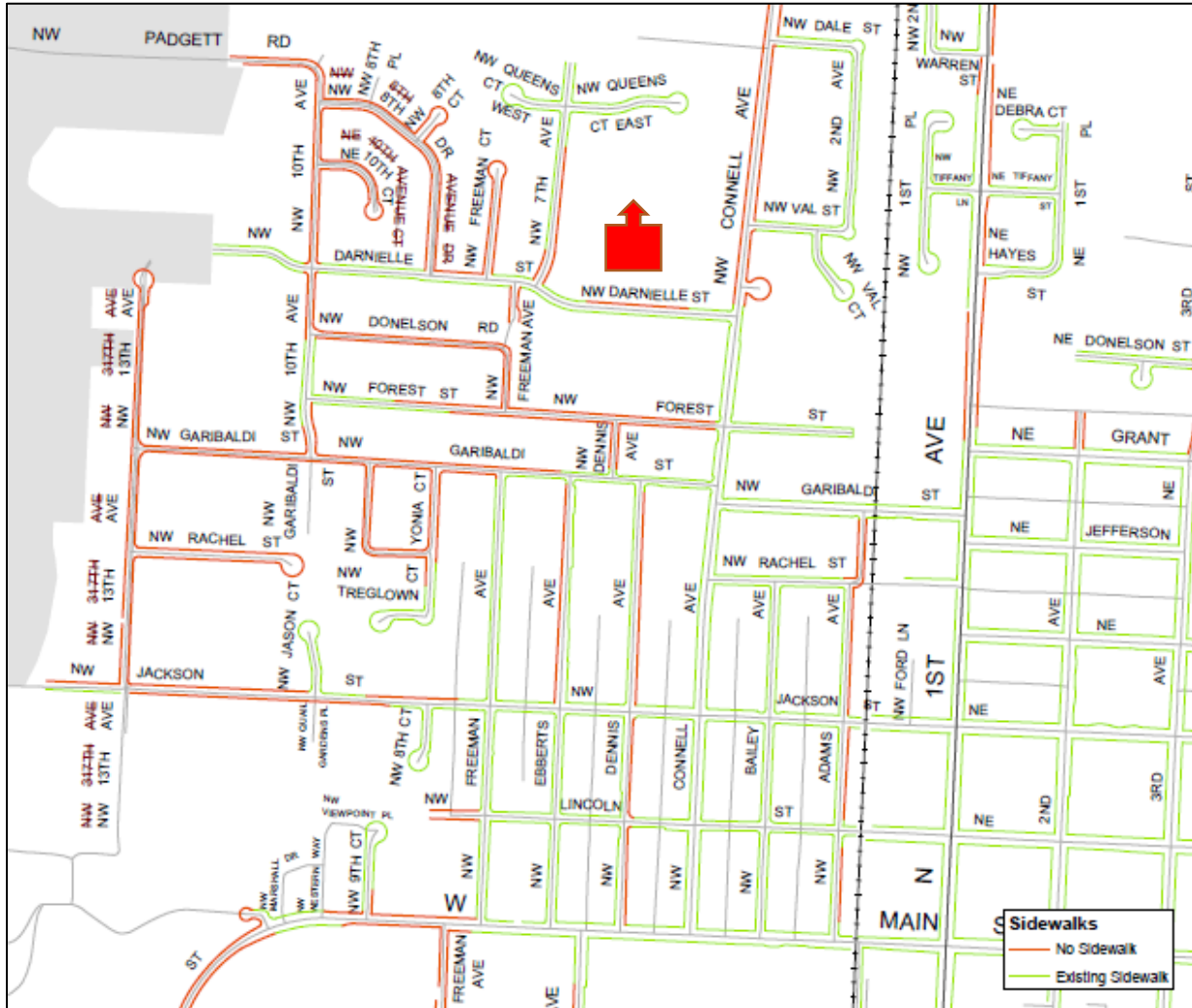
During the public meeting process, many residents questioned why the City was not improving the section of NW Garibaldi Street between 1<sup>st</sup> and NW Connell Avenue. This section was not scoped as part of the initial bicycle and pedestrian project. Construction costs for the initial project came in lower than anticipated and well below the project budget. With sufficient funds in the budget, City Council then authorized the construction of this section. In partnership with Portland and Western Railroad, the rail crossing panels were replaced as well, greatly improving the ride when crossing the tracks.





# Appendix D

## Current Sidewalk Inventory in McKinney Walk Route





- Sidewalks are not present.
- Lots of cars and many kids walk this route.
- There is a segment between NW Darnielle Street and NW Donelson Street where there are ditches on both sides and the street is narrow. This area can be tricky if there are cars coming both directions.
- Many children walk the section between Dennis Avenue and NW Garibaldi Street. The road is wide but there are no sidewalks.
- NW Garibaldi Street
  - Wider road, lots of kids walk, no sidewalk from NW Freeman to NW 10<sup>th</sup>.
- Area south of Jackson
  - This area has higher traffic and there are some uses (jail, court house) that might concern some families and affect if they allow their child to walk or bike to school.
- General comment
  - Parents mentioned that since these are elementary aged students, some families living more than a few blocks away may feel uncomfortable letting their kids walk or bike to school. City staff brought up the idea of a walking school bus and gave an example of a school in another district that has a weekly walking school bus. It was explained that the frequency can vary depending on the schools preference. The parents were interested in this concept.
    - Miranda Kessler offered to lead walking school bus from McKinney Park starting fall 2018.
  - Children are waiting at school when the doors open. This means that they are crossing NW Connell Avenue before the crossing guard is scheduled to be at the crossing (7:40 AM) at NW Darnielle Street and NW Connell Avenue. It would be helpful if the guard was there a few minutes prior to the doors opening.
  - A barrier to bicycling to school for many children is owning the correct sized bike and helmet. Some children might also not know how to cycle.

### City of Hillsboro Feedback

City of Hillsboro staff reviewed the parent input from the public outreach for potential engineering improvements in the McKinney walk boundary. The following table provides an update on the comments that did not result in a recommendation.

Concern	Staff Feedback
Safety concerns along NW 13 <sup>th</sup> Avenue and NW Jackson Street due to road width and hills.	<ul style="list-style-type: none"> <li>● The width of these roads is comparable to other unimproved roads in the City of Hillsboro and traffic volumes are low.</li> </ul>
Sight line of flashing beacon at NW Connell Avenue between NW Darnielle Street and NW Forest Street is limited due to foliage.	<ul style="list-style-type: none"> <li>● City staff observed the flashing beacon on NW Connell Avenue and foliage does not block driver's view of the beacon.</li> </ul>
W Main Street near the cemetery	<ul style="list-style-type: none"> <li>● The cemetery is 1.5 miles away from McKinney. Children receive bus service from this location.</li> </ul>

Students crossing NW Darnielle Street at NW 7<sup>th</sup> Avenue.

- A crosswalk will not be added at this location because it would be within 200 feet of the crosswalk in front of McKinney Elementary. Parents and staff should direct students to use the crosswalk in front of the school.