

# Rosedale Elementary

## Safe Routes to School Action Plan



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This Action Plan was produced as part of a grant from Oregon Transportation Safety Program

# 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 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.

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<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: **Rosedale Elementary**

School Address: **3901 SE 67th Avenue, Beaverton, OR 97078**

County: **Washington County**

School District: **Hillsboro School District**

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

Enrollment: **438**

Enrollment by Grade

(2017): **K-54; 1<sup>st</sup> -57; 2<sup>nd</sup> -64; 3<sup>rd</sup> -74; 4<sup>th</sup> -54; 5<sup>th</sup> -80; 6<sup>th</sup> -55**

Action Plan Contact: **Bernadette Le, [bernadette.le@hillsboro-oregon.gov](mailto:bernadette.le@hillsboro-oregon.gov) 503-681-5294**

### THE PROJECT TEAM & KEY PARTNERS:

School Principal: **Mike Strande**

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

# 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.

## Rosedale Attendance Area

Rosedale Elementary is located in southern Hillsboro. Its attendance area boundary is displayed in Figure 1 below.

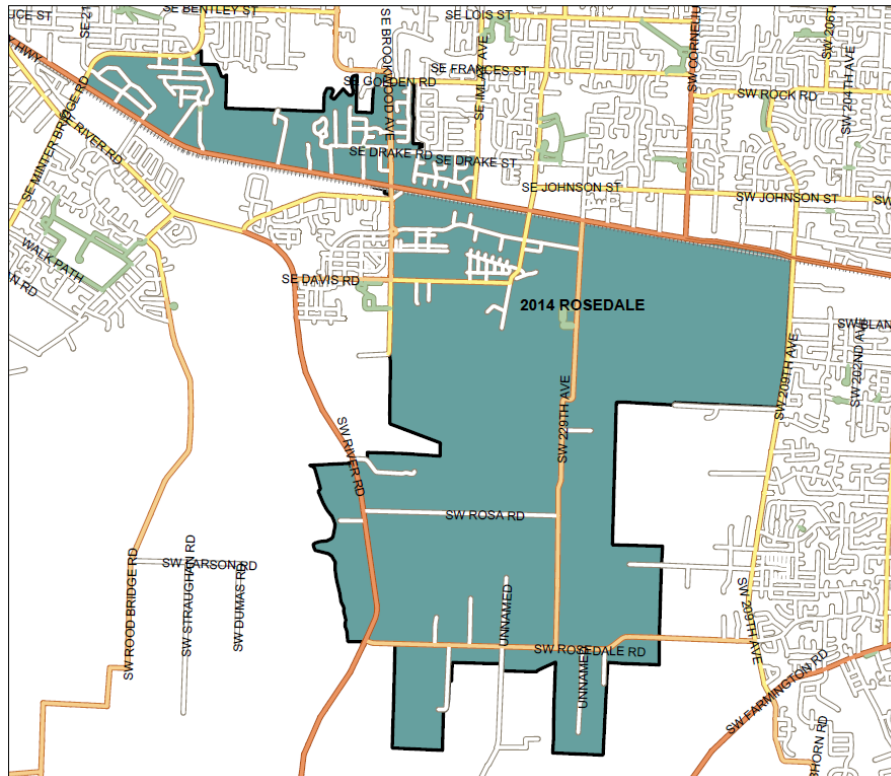


Figure 1: Rosedale Elementary School Attendance Area

## Rosedale Walk Boundary and Suggested Walk Paths

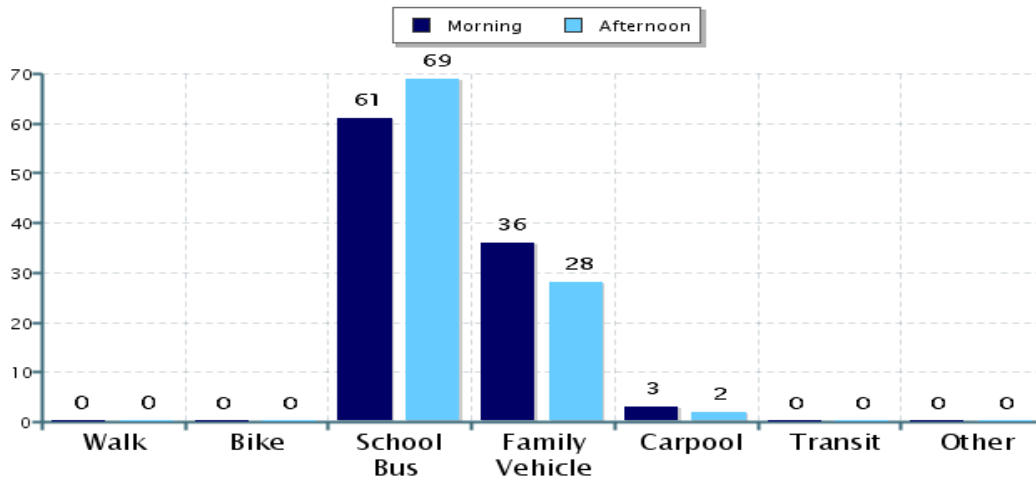
Rosedale Elementary School property fronts on SE 67<sup>th</sup> Avenue (formerly SW 229<sup>th</sup> Ave), a road classified as a neighborhood connector. The speed limit on this road is 45 mph and is, by definition of the Hillsboro School District, a hazard that requires students to be bussed. Since there are no other pedestrian or bicycle routes to access the school, all students receive bus service. There is no Walk Boundary Map or Suggest Walk Path Map for Rosedale Elementary.

## Evaluations and Data

### Student Travel Data

On February 28 and March 1, 2017 student surveys were conducted regarding student travel modes to and from school using the in-class “hand raise” **Student Travel Tally** questionnaire from the National Center for Safe Routes to School. Teachers in 15 classrooms 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.

### Morning and Afternoon Travel Mode Comparison



	Number of trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	732	0.3%	0.1%	61%	36%	3%	0%	0%
Afternoon	719	0.3%	0.1%	69%	28%	2%	0%	0.1%

Percentages may not total 100% due to rounding.

### Data Observations

As expected, less than 1% of students walked or biked to school. There is one family with 2 children that lives directly adjacent to the school. These children most likely account for the 0.1% Walk or Bike response.

## Recommendations and Next Steps

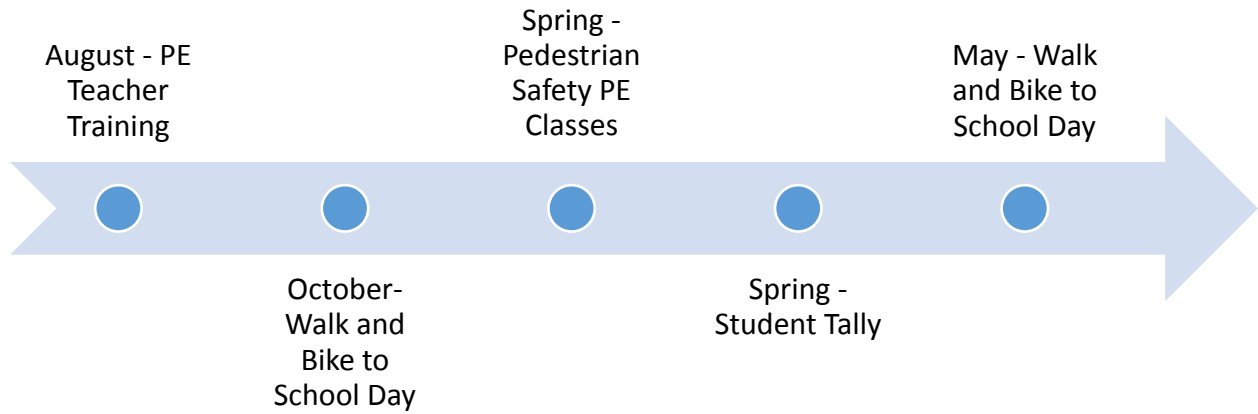
All students at Rosedale currently receive bussing from the Hillsboro School District. City staff identified a few recommendations to promote safe behavior and future development that supports active transportation.

Rosedale staff is aware of the resources available through the current SRTS program and will contact the coordinator when conditions change. City of Hillsboro SRTS staff is excited to work with Rosedale Elementary to expand the SRTS program when they begin to have students biking and walking to school.

<b>Future Program Components</b>	<b>Existing Condition</b>	<b>Recommendation</b>	<b>Lead/Partners</b>
<b>Education</b>		Teach pedestrian safety education classes during Physical Education.	<ul style="list-style-type: none"><li>•SRTS Coordinator</li><li>•Eastwood Staff</li></ul>
<b>Engineering</b>	South Hillsboro will be the largest planned development in Oregon history and is located within the Rosedale Elementary attendance area.	SRTS staff is included in the development review process to ensure infrastructure includes safe routes for students.	<ul style="list-style-type: none"><li>•SRTS Coordinator</li><li>•City of Hillsboro Planning staff</li></ul>
		SRTS staff should work with HSD staff to identify suggested walking path from the South Hillsboro development to Rosedale Elementary.	<ul style="list-style-type: none"><li>• SRTS Coordinator</li><li>•Hillsboro School District</li></ul>

## Next Steps

As the number of Rosedale Elementary neighborhood continues to develop and additional students walk and bike to school, a parent or staff champion should be identified 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

## 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 B**

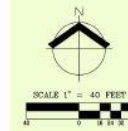
### **Projects Scheduled and Completed in the Neighborhood**

South Hillsboro, the largest master-planned community in Oregon history, is being planned within the Rosedale Elementary attendance boundary. This development will include diverse residential neighborhoods, jobs, retail centers, schools, parks, trails, greenways and transit.

On July 12, 2018, the intersection at 67<sup>th</sup> Avenue and TV Highway will be closed and 67<sup>th</sup> Avenue north of Alexander Street will become a cul-de-sac. In the short term, to access 67<sup>th</sup> Avenue drivers will need to use either the new Cornelius Pass Road or Century Boulevard intersections with TV Highway. In the long term, drivers will be able to use Century Boulevard to travel through the neighborhood and connect to 67<sup>th</sup> Avenue, south of Rosedale Elementary. The speed limit on Century will be 35 MPH.

Home construction in the area west of 67<sup>th</sup> Avenue and directly north, west, and south of Rosedale Elementary is scheduled to begin in 2018. This area will include the 2018 NW Natural Street of Dreams, a project of the Home Builders Association of Metro Portland. The development will have off-street bicycle and pedestrian connections throughout the neighborhood and a planned park. Upon build-out, students will be able to use walkways and the park to access the school at its north, west and south borders. A rapid rectangular flashing beacon (RRFB) crossing is planned at Century Boulevard by the planned park to aid safe crossings. Concept plans for the park and the larger neighborhood are provided on the following pages. Details may change as these projects are constructed but these plans provide helpful information for SRTS efforts.

When the South Hillsboro development east of 67<sup>th</sup> Avenue is built, east-west roads will be connected to 67<sup>th</sup> Avenue both north and south of Rosedale Elementary. At the time the Action Plan was written, the intersections were designated as unmarked crosswalks.



POTENTIAL PLAN ELEMENTS, LOCATIONS, AND DETAILS AS SHOWN ARE CONCEPTUAL AND SUBJECT TO CHANGE.



**ROSEDALE PARK  
LUA / CONDITIONAL USE  
HILLSBORO OREGON**

**LANDSCAPE COLOR SHEET**

DESIGNED BY	MEP
DRAWN BY	MEP
CHECKED BY	KAW
DATE	08/18/2017

JOB NUMBER  
**4467**  
SHEET  
**PO-01**







**NATURAL RESOURCE AREAS**  
 NATURAL RESOURCE AREAS PRESERVED AND ENHANCED WITH NATIVE PLANT MATERIAL PROVIDE WILDLIFE HABITAT AND NATURAL STORMWATER CONTROL. REGIONAL TRAIL AND INTERPRETIVE SIGNAGE CONNECTS NEIGHBORHOOD WITH NATURAL ENVIRONMENT.

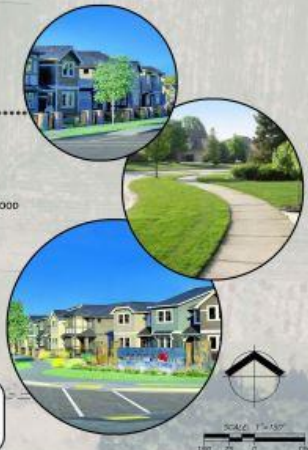
**PAVED TRAILS**  
 -PAVED TRAILS PROVIDE PEDESTRIAN CONNECTION THROUGHOUT NEIGHBORHOOD AND TAKE ADVANTAGE OF NATURAL SETTINGS AND VIEWS  
 -INTERPRETIVE SIGNAGE, BENCHES, AND OTHER AMENITIES INCREASE YEAR-AROUND USABILITY



**COMMUNITY CENTER OPEN SPACE**  
 -POOL, WATER SLIDE, SPIRASH PAD, AND GAZEBO OUTDOOR OPEN SPACE PROVIDE SEASONAL RECREATIONAL ACTIVITIES  
 -INDOOR COMMUNITY ROOMS, EXERCISE AREAS, ETC. FOR YEAR AROUND USE  
 -ROOFTOP SOLAR PANELS PROVIDE GREEN POWER FOR COMMUNITY CENTER



**CONCEPTUAL NEIGHBORHOOD PARK**  
 PLAY EQUIPMENT, NATURE AREA, PICNIC SHELTERS AND INTERACTIVE PLAY FEATURES  
 TRAIL CONNECTIONS FROM NEIGHBORHOOD TO SCHOOL  
 LOW AREAS POSITIONED TO PRESERVE HOUSING TYPES



**NEIGHBORHOOD GATEWAY**  
 ENHANCED LANDSCAPE, IDENTITY SIGNAGE, MEANINGFUL SIDEWALKS DEFINE NEIGHBORHOOD COMMUNITY AND RESIDENTIAL CHARACTER

  
 AKS ARCHITECTURAL & LANDSCAPE ARCHITECTURE, LLC  
 10000 SW 10TH AVE, SUITE 100  
 DALLAS, TEXAS 75241  
 P. 972.414.8888  
 WWW.AKSARCHITECTURE.COM  
 PREPARED BY: AMBERLEIGH MARRAS, NATALIE REEDER  
 FORESTRY PLANNING, LANDSCAPE ARCHITECTURE  
 REGISTRATION NO. 00000001

**ROSEDALE PARKS**  
**PLANNED UNIT DEVELOPMENT**  
**HILLSBORO**  
OREGON  
REGISTRATION NO. 00000001

**PRELIMINARY OVERALL**  
**AMENITY CONCEPT PLAN**

DESIGNED BY:	0661
DRAWN BY:	0661
CHECKED BY:	AKS
SCALE:	AS SHOWN
DATE:	01/26/2011

PRELIMINARY  
 NOT FOR  
 CONSTRUCTION

JOB NUMBER:	4467
SHEET:	PO-07

  
 SCALE: 1"=150'  
 150' 75' 0' 75'

SEE DRAWING ELEC. AND FDS-111 FOR MAIN AMENITY OF THE LAYOUT. PLS-01