

Lincoln Street 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 school. The benefits of walking and biking to school 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, almost 50% of students nationally, walked or biked to school in 1969. In 2009, approximately 13% of students 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.¹ 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 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 barriers or challenges to walking or biking to Lincoln Street 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 Lincoln Street SRTS Project

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)



Team, the Hillsboro School District, parents, students and community members as a framework to guide Lincoln Street Elementary's work on SRTS.

School Information

School Name: **Lincoln Street Elementary**

School Address: **801 NE Lincoln Street Hillsboro, OR 97124**

County: **Washington County**

School District: **Hillsboro School District**

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

Enrollment: **515**

Enrollment by Grade
(2018): **K – 73; 1 – 67; 2 – 61; 3 – 59; 4 – 84; 5 – 68; 6-76**

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:

School Principal: **Carmen Brodniak**

School Staff: **Berta Lule**

Patty Flores

Parent Representatives: **Jennifer Orlando**

Barbara Steinhurst

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

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

Walk Audit

City staff walked throughout the Lincoln Street Elementary walk boundary on two mornings in April to observe the walking routes. On April 17th, the City's Safe Routes to School Coordinator walked all of the suggested walking routes in the Lincoln Elementary School walk boundary by herself and on April 23rd the Coordinator walked with a parent.

The area within the walk boundary has a combination of commercial, residential, and institutional (government, churches, etc.) uses and two MAX stops (SE Washington Street between 7th and 8th Avenues and SE Washington Street between 3rd and 4th Avenues). Lincoln Street (west of 5th), Main Street, and Washington Street are part of Hillsboro's historic downtown. These streets have higher traffic volumes and most of the commercial and institutional uses.



Figure 3: Crosswalk Enhancement at 2nd Avenue and Lincoln St

The suggested walking path indicates that Main Street is the path for students coming from south-west of the school. Although the speed limit is 20 MPH on Main Street, the high levels of traffic along this road may discourage some parents from using this route. On an average day, NE Lincoln Street between NE 7th Avenue and 8th Avenue has 1790 vehicles while E Main Street between NE 4th and 5th Avenues has 5700 vehicles.



Figure 4: Sidewalks with Planting Strip

The remainder of the walk zone is primarily residential. All of the streets in the walk zone south of Grant Ave and west of the school have sidewalks (see Appendix D for Sidewalk Gap Map). Many of the streets are low volume and have a planting strip between the sidewalk and the road. The buffer between the sidewalk and the vehicle traffic increases pedestrian comfort, especially for young children using the sidewalks. Staff and parents identified multiple locations on the suggested walk paths where vegetation encroached on the sidewalk, limited sightlines, and created conditions that were uncomfortable for children and parents. Locations were also identified where cars were observed parked across the sidewalk.

NE 5th Avenue is identified as a suggested walk path for students travelling from the northwest portion of the walk boundary. This road receives the southbound traffic from Jackson School Road bound for downtown Hillsboro and TV Highway. A parent stated that this road is busy during the morning with faster moving vehicles.

A few areas in the walk zone do not have sidewalks, including NE 3rd and 4th Avenues north of Grant Street as well as the area known as the Birchwood Neighborhood (between NE Grant Street, NE 6th Avenue, NE Jackson Street, and NE Cornell). NE Birchwood Road is identified as a suggested walk path and is located within the Birchwood Triangle. Many properties have a gravel shoulder along these roads.

Parents are concerned about their children walking on the street without sidewalks and choose to walk with their children to school.

Although students living east of Cornell receive hazard bussing from Hillsboro School District, city staff have been told some students cross at Lincoln and Cornell. Staff observed high levels of traffic along Cornell as well as eastbound vehicles on Lincoln Street turning north onto Cornell.

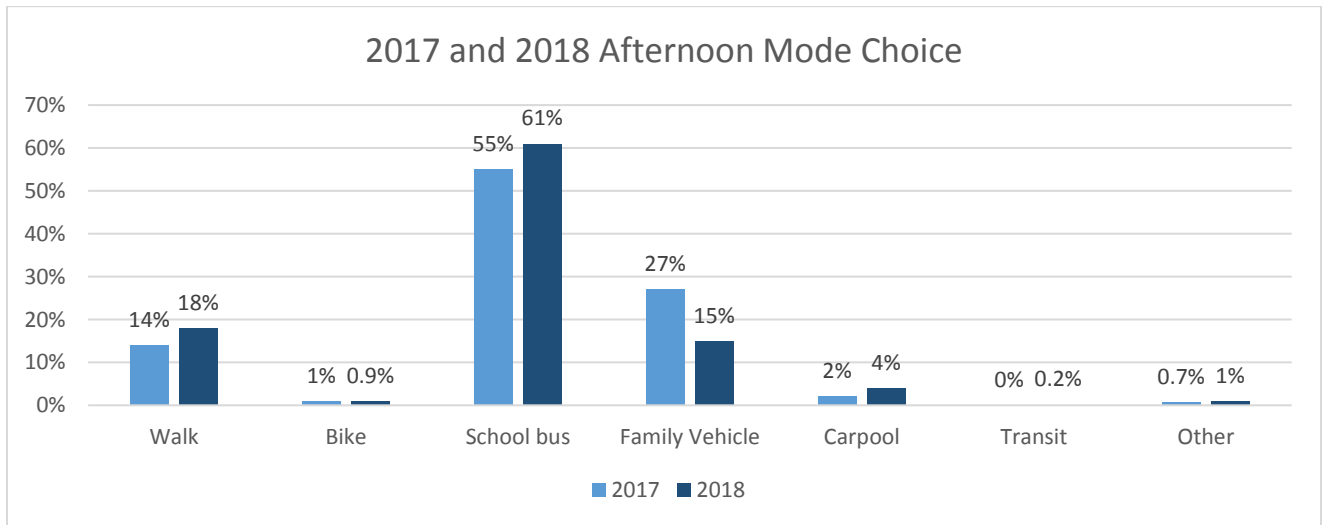
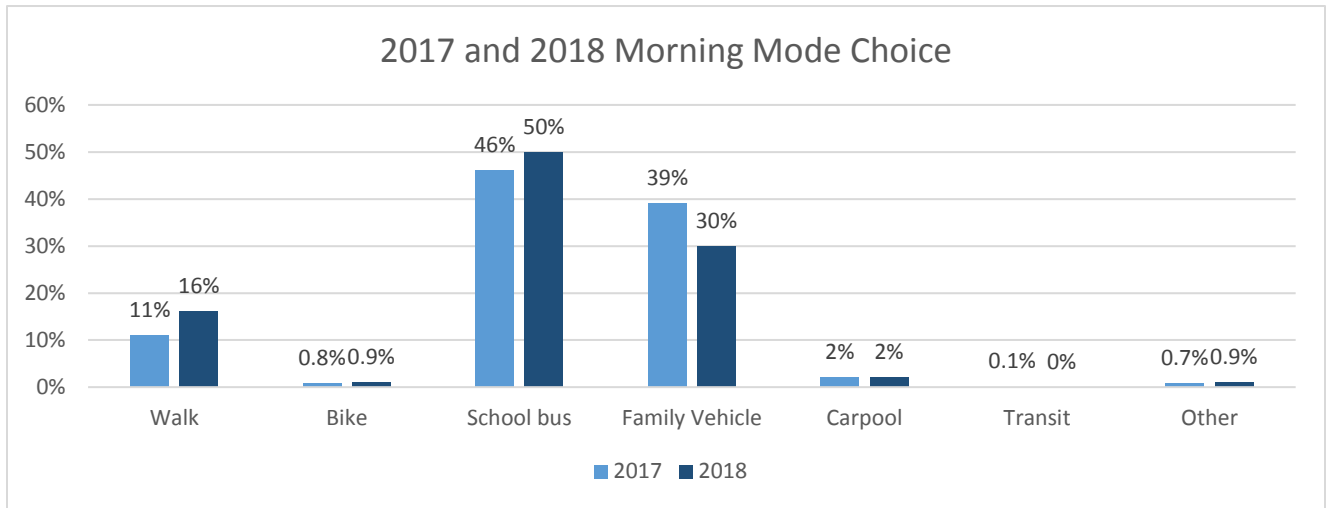


Figure 5: Birchwood Road

Evaluations and Data

Student Travel Surveys

In 2017 and 2018, student surveys were conducted to collect information about how students travel to 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 an increase in walking and riding the bus from 2017 to 2018 both in the morning and in the afternoon and a decrease in the use of family vehicles. Staff also noted a very low number of bike riders in 2017 and 2018. 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

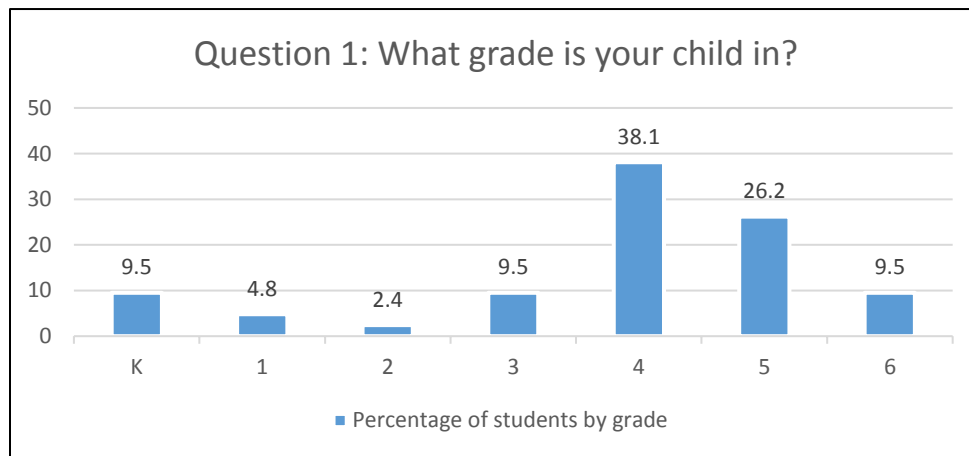
bicycles. There are also less financial constraints associated with walking; bicycle riding requires a bike and helmet to participate.

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 Lincoln Street Elementary’s Science Fair and used 6 electronic, hand held devices and offered survey incentives in the form of slap bracelets, reflectors and stickers. The survey included 5 multiple choice questions and an open ended question in both English and Spanish.

A total of 32 responses were received. Staff requested that parents with multiple children respond to the survey for each student resulting in data that shows how parent concerns and perceptions impact how the student population travels to school. Results follow:

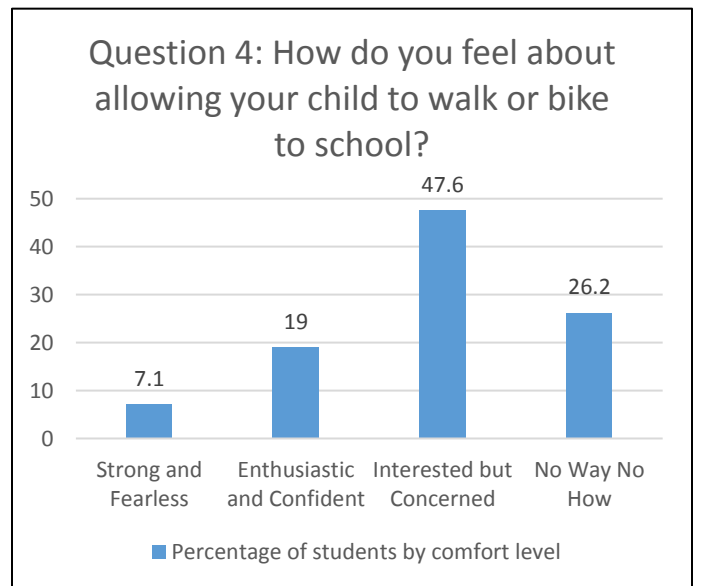
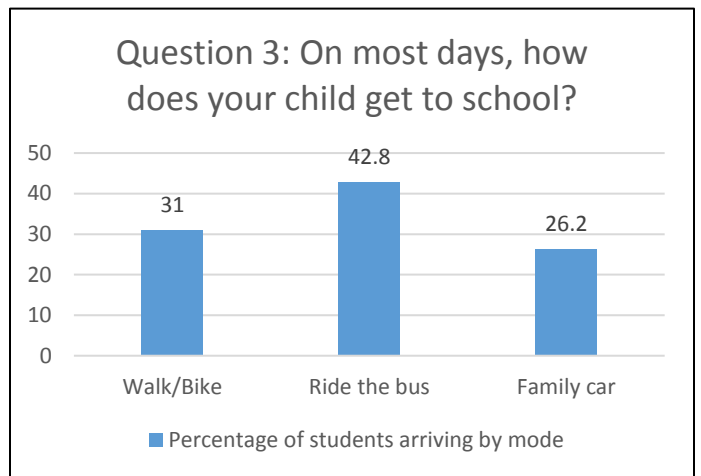
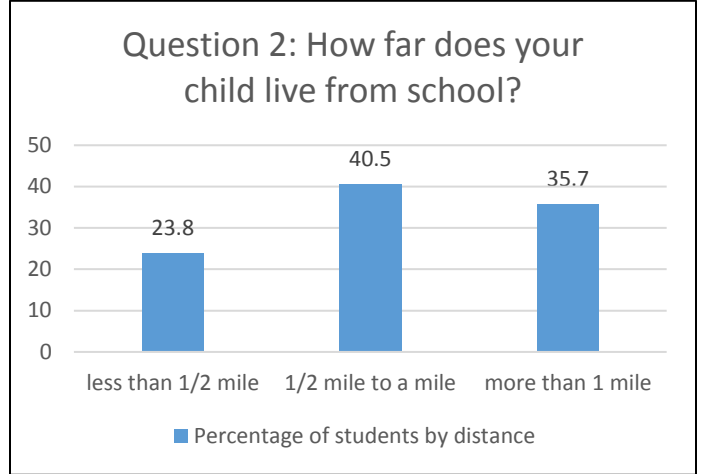
Parents were asked what grade their child was in. Higher numbers of 4th and 5th grade students were represented by the responses likely because 4th and 5th grade students were required to develop a project for the event.



Parents indicated that 64.3 % of students live less than one mile away from the school, a walkable distance if a hazard does not exist. Although the lowest percentage of students (23.8%) live less than a half mile away, a very short distance from school, the overall percentage of students living less than a mile from school is very high.

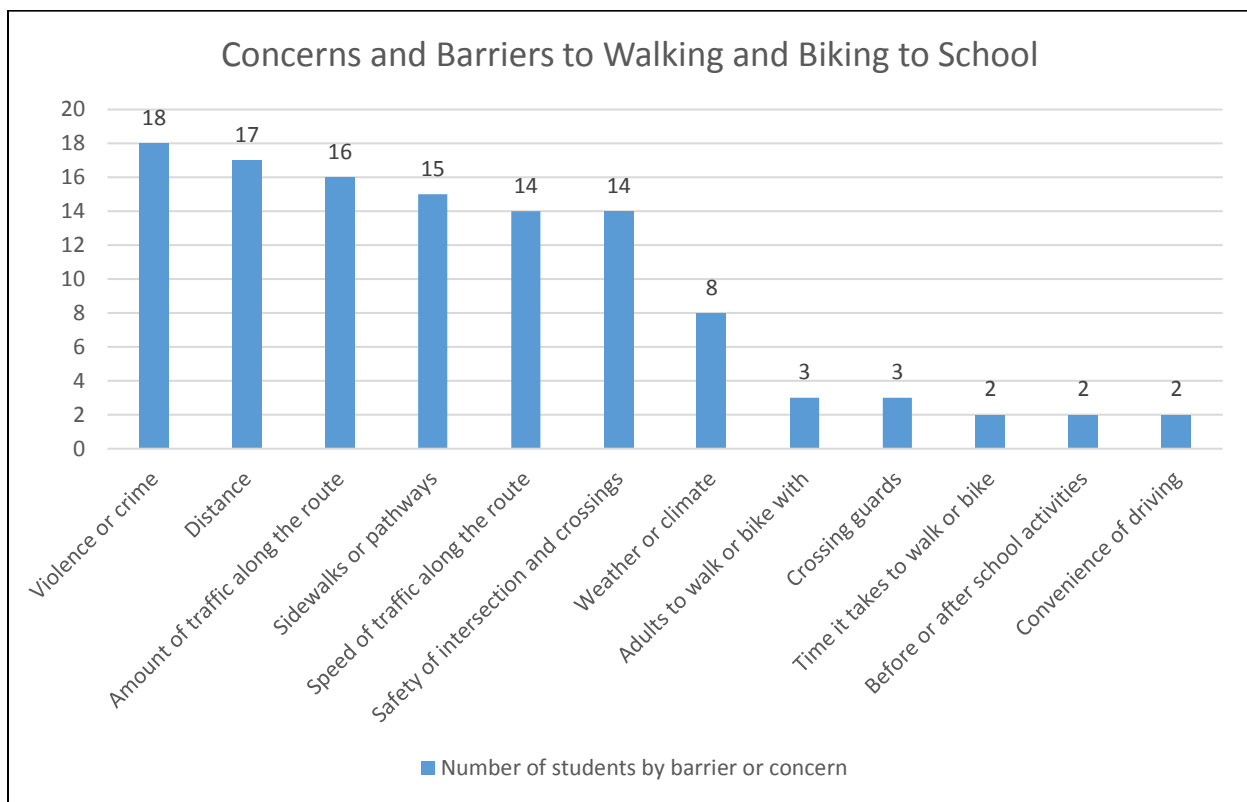
According to parent responses to the third question, the largest percentage of students (42.8%) arrive at school by school bus. The high percentage is likely due to distance from the school or receiving hazard bussing from the school. The second highest percentage of students (31%) arrived at school by walking or biking.

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 4). 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:

- Violence or crime (18)
- Distance (17)
- Amount of traffic along the route (16)
- Sidewalks or pathways (15)
- Speed of travel along the route (14)
- Safety of intersections and crossings (14)



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:

- No sidewalks in Birchwood neighborhood (3 responses). One respondent stated that cars go fast through the neighborhood.
- Lincoln Street
 - Two responses identified concerns about the intersection at Lincoln and 7th intersection.
 - One response highlighted concerns about speed along the entire length of the street.
 - One response highlighted concerns about speed at Lincoln Street and 8th Avenue.
- Jackson and 9th – concern about speed and crossing.
- Grant and Cornell

Recommendations

Should the Lincoln Street Elementary decide to implement a Safe Routes to School (SRTS) Program, City Staff makes the following specific recommendations. 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 Eastwood parents and staff (see Appendix E), Hillsboro School District representatives and the Hillsboro Police Department.

| Program Component | Existing Condition | Recommendation | Lead/Partners |
|---------------------------------------|--|---|---|
| Overall Program Implementation | Lincoln Street Elementary did not have an existing program in place. | Lincoln Street Elementary should identify a program champion to facilitate the Safe Routes to School program. | <ul style="list-style-type: none"> • Lincoln Street Elementary Staff • SRTS Coordinator |
| | Parents have suggested updates to the Walk Path Map. | Review comments and discuss updates to Walk Path Map. | <ul style="list-style-type: none"> • HSD Transportation • SRTS coordinator |
| Encouragement | No previous encouragement activities existed. | Participate in the fall Walk + Bike to School day October 2018. | <ul style="list-style-type: none"> • Lincoln Street Elementary Staff • SRTS Coordinator • PTO |
| | | Find parents and community volunteers to facilitate a walking school bus weekly or monthly. | <ul style="list-style-type: none"> • Lincoln Street Elementary Staff • SRTS Coordinator • Community volunteers |
| Education | No previous education activities existed. | Pedestrian safety curriculum will be taught in PE Spring or Fall 2018 and continuing annually. | <ul style="list-style-type: none"> • Lincoln Street Elementary Staff |

| Program Component | Existing Condition | Recommendation | Lead/Partners |
|--------------------|---|---|--|
| | | Create safety handout to educate parents about parking options on the streets surround the school, yielding to pedestrians, suggested walk map, and driveline safety. | <ul style="list-style-type: none"> • SRTS coordinator |
| | | Print safety handout and provide to school for distribution. | <ul style="list-style-type: none"> • HSD |
| | | Distribute Back to School safety handout with Back to School materials. | <ul style="list-style-type: none"> • Lincoln Street Elementary Staff |
| | | Distribute Back to School safety handout to drivers in pick-up line during first week of school. | <ul style="list-style-type: none"> • Lincoln Street Elementary Staff |
| | | Include SRTS safety reminders in parent outreach materials throughout the school year. | <ul style="list-style-type: none"> • HSD • SRTS coordinator • Lincoln Street Elementary Staff |
| Enforcement | Crossing guard enters school at 7:40 AM to prepare for her class. | Extend crossing guard time to 7:55 AM in the morning to account for late arrivals. | <ul style="list-style-type: none"> • Lincoln Street Elementary Principal |
| | Crossing guard leaves 8 th and Lincoln crosswalk 10 minutes after school is released in the afternoon. | Extend crossing guard time by 5-10 minutes. | <ul style="list-style-type: none"> • Lincoln Street Elementary Principal |

| Program Component | Existing Condition | Recommendation | Lead/Partners |
|-------------------|---|---|--|
| | Parents expressed concern about safety in parking lot. | Have two staff members in the parking lot reminding parents to pull forward to the end of the loading zone. One person should be positioned at the crosswalk beside the side entrance and a second person at the end of the loading zone. | <ul style="list-style-type: none"> Lincoln Street Elementary Principal |
| | Vegetation in planting strip encroaching on sidewalk or impeding sightlines | Work with property owners to reduce encroachment and increase sightlines. | <ul style="list-style-type: none"> SRTS coordinator Code enforcement |
| | <p>Speed data is collected at 11 locations in the walk boundary. At three of these locations the 85th percentile³ is 7 or more miles above the speed limit. (Appendix A)</p> <ul style="list-style-type: none"> Jackson Street (Birchwood/6th)- 28 MPH in 20 MPH zone. E Main (4th/5th) – 28 MPH in 20 MPH zone. Grant Street (Turner/Cornell) – 32 MPH in 25 MPH zone. | <p>Consider speed enforcement in this area.</p> <p>Consider installing a speed feedback sign.</p> | <ul style="list-style-type: none"> Hillsboro Police Department |
| | Violence or crime in #1 concern expressed in the Parent Survey. | Ask HPD to attend Back to School night to talk about safety. | <ul style="list-style-type: none"> Hillsboro Police Department |

³ The 85th percentile is the speed in which 85% of drivers are driving at or below that speed.

| Program Component | Existing Condition | Recommendation | Lead/Partners |
|---------------------------|--|---|--|
| | | <p>Hold a meeting to discuss violence and crime concerns and develop strategies.</p> | <ul style="list-style-type: none"> • Hillsboro Police Department School Resource Officer • Lincoln Street Elementary Principal • SRTS coordinator |
| <p>Engineering</p> | <p>Parents expressed concern about crossing at Lincoln and 8th Ave.</p> | <p>Engineering study completed in 2018 showed 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> <p>Install “No Parking” signs 20 feet from the crosswalk on 8th Avenue on the east and west side of the street to improve sight lines.</p> <p>Install “No Parking” sign in front of the school to improve sight lines.</p> <p>Remove parking stall on south side of Lincoln Street directly west of 8th Ave to create a no parking zone for the 20 feet leading up to the intersection to improve sight lines.</p> | <ul style="list-style-type: none"> • City of Hillsboro |

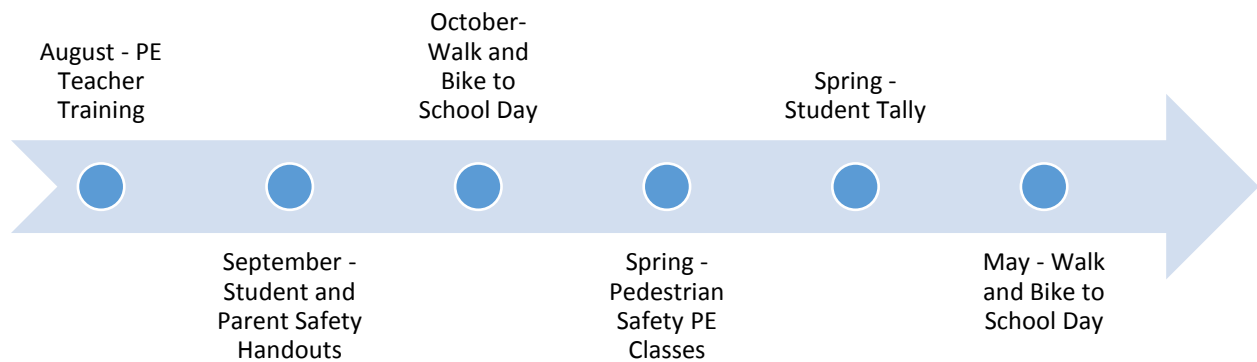
| Program Component | Existing Condition | Recommendation | Lead/Partners |
|-------------------|--|---|---|
| | | Remove one parking spot on the north side of Lincoln Street directly to the west of the crosswalk. | |
| | Parents expressed concern about distance between the school zone sign and the front of the school. | Add a school zone sign within 300 feet of the crosswalk at 8 th and Lincoln. | <ul style="list-style-type: none"> • City of Hillsboro |
| | Birchwood Road is a suggested walk path and does not have sidewalks. Parents expressed concern. | Birchwood Road was added to the BPCIP (Appendix B) and will be prioritized along with other projects in the City. | <ul style="list-style-type: none"> • City of Hillsboro |
| | Parents expressed concerns at the following crossings <ul style="list-style-type: none"> • Jackson and 9th • Grant and Cornell | Complete intersection observations at listed locations. | <ul style="list-style-type: none"> • City of Hillsboro Public Works Department |
| | SRO expressed concern about yellow paint wearing in the “no parking” area on the north side of Lincoln Street directly east of the front entrance. | Schedule paint maintenance. | <ul style="list-style-type: none"> • City of Hillsboro Public Works Department |
| Evaluation | Students travel mode was assessed spring 2017 and 2018. A survey was also conducted spring 2018 to collect information on parents’ opinions and concerns about allowing their children to walk and bike to school. | Repeat evaluations annually. | <ul style="list-style-type: none"> • Lincoln Street Elementary Staff |
| Equity | Lincoln Street Elementary has a large Hispanic population. | Provide all SRTS information in both English and Spanish. | <ul style="list-style-type: none"> •SRTS Coordinator •School Staff |

| Program Component | Existing Condition | Recommendation | Lead/Partners |
|-------------------|---|---|--|
| | 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. | Make sure all information is available for parents and students who do not have internet access by posting the maps at school and sending print out versions in the back to school packets. | <ul style="list-style-type: none"> •Lincoln Street Elementary School Staff •HSD Transportation and Safety Department |
| | Principal and parents expressed concern that some students choose to walk from hazard bus zones. | Identify strategies to include students who receive bus service in Bike and Walk to School encouragement events. | <ul style="list-style-type: none"> • SRTS Coordinator • HSD Transportation Department |
| | Staff expressed concern that some students do not have bikes or space to store a bike. | Identify grant and donation opportunities to increase bicycle, scooter, skateboard, and helmet ownership. | <ul style="list-style-type: none"> • SRTS Coordinator |

Next Steps

The City of Hillsboro Safe Routes to School coordinator will continue to support activities that encourage safe, active transportation for the families at Lincoln Street Elementary. The SRTS coordinator will lead an effort to activate a Lincoln Street SRTS Stakeholder group which would include champions and supporters among parents, Lincoln Street 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

Speed and Traffic Counts

The city conducts annual traffic volume counts and speed monitoring on streets throughout the city. Eleven of the annual counts fall in the walk zone for Lincoln Street Elementary. Speed and traffic counts were also collected at NE Birchwood Lane between Birchwood Circle and Birchwood Terrace in 2017.

Road Classification and Average Daily Totals

The tables below lists the Average Daily Total (ADT) for vehicles at each location, the date the data was collected, and the road classification. Roads classified collector roads are expected to have higher levels of traffic than local roads.

**Average Daily Totals (ADT) and Data Collection Dates
Lincoln Street Elementary Walking Zone**

| Street | ADT | Date Collected |
|--|------|----------------|
| NE Lincoln St (between 7 th and 8 th) | 1790 | 9/12/2017 |
| NE Jackson St (between 6 th and Birchwood) | 828 | 10/4/2017 |
| NE Lincoln St (between 1 st /2 nd) | 2369 | 9/3/2017 |
| NE Grant St (between 5 th /6 th) | 4403 | 8/3/2017 |
| NE Grant St (between Turner/Cornell) | 4790 | 9/12/2017 |
| NE Main St(between 1 st /2 nd) | 4545 | 8/31/2017 |
| E Main St (between 4 th /5 th) | 5700 | 8/24/2017 |
| E Main St (between 8 th /9 th) | 8809 | 8/3/2017 |
| SE Washington St (between 1 st /2 nd) | 2075 | 9/14/2017 |
| SE Washington St(between 5 th /6 th) | 2156 | 9/12/2017 |
| SE 2 nd Ave (between Washington/Main) | 1242 | 8/3/2017 |
| NE Birchwood Ln (Birchwood Circle/Birchwood Terrace) | 46 | 3/14/2017 |

Road Classification

| Road Name | Classification |
|------------------------|----------------|
| NE Lincoln St | Collector |
| NE Jackson St | Local |
| NE Grant St | Collector |
| NE Main St | Collector |
| SE Washington St | Local |
| SE 2 nd Ave | Local |
| NE Birchwood Ln | Local |

Speed Limits and School Zones

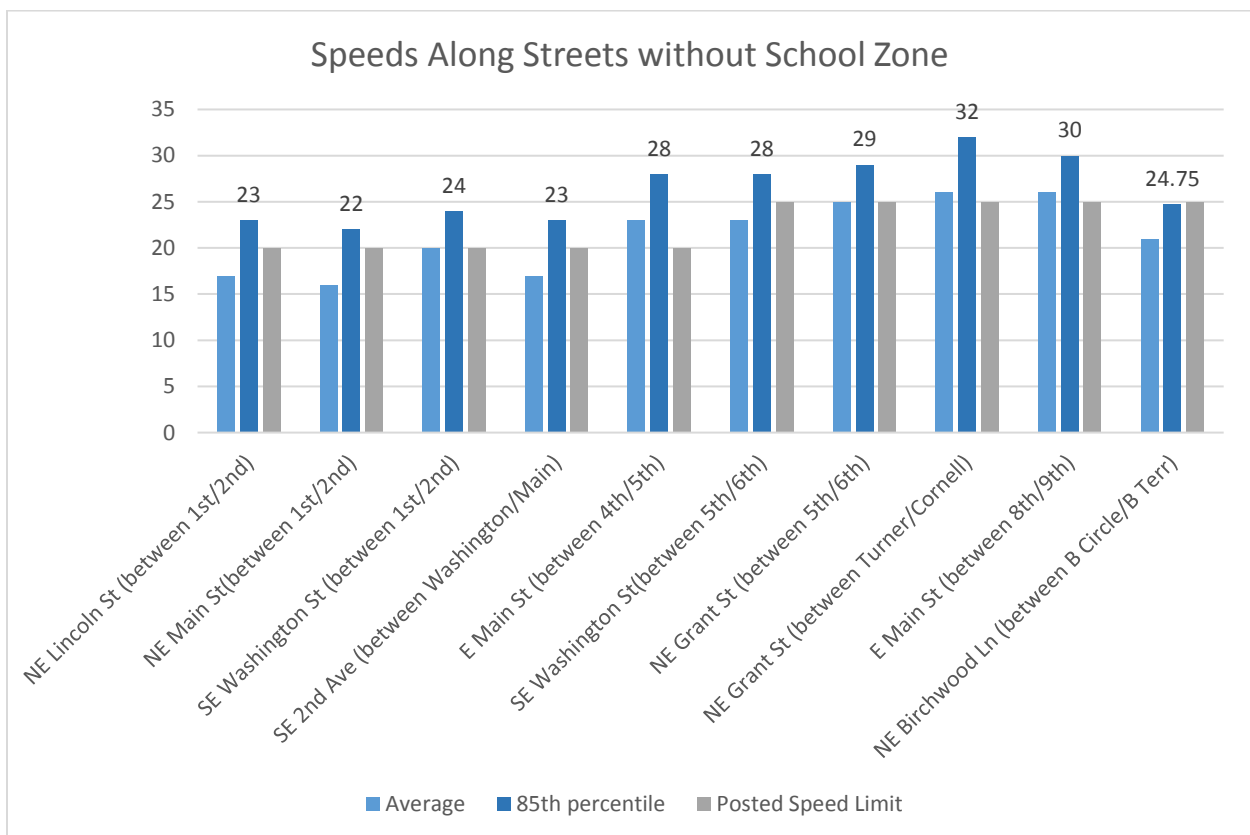
The data collection locations at NE Lincoln Street between 7th and 8th and NE Jackson Street between 6th and Birchwood are located within school zones. At these locations drivers are directed to reduce their speeds to 20 MPH between 7 AM and 5 PM.

The speed limit is also set at 20 MPH in the downtown Hillsboro business district following the State of Oregon’s speed zone standards⁴. The roads in the business district include Lincoln, Main, and Washington Streets from 1st Avenue to 5th Avenue.

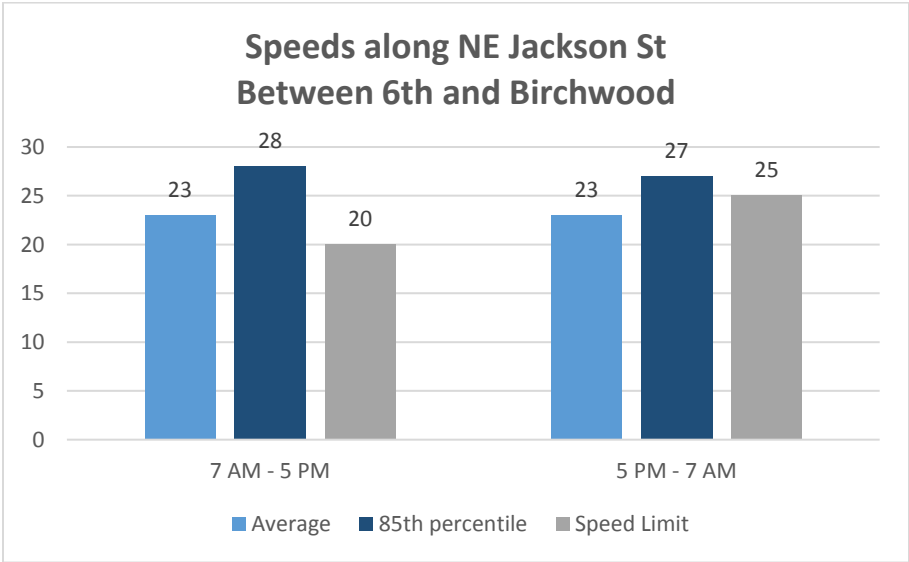
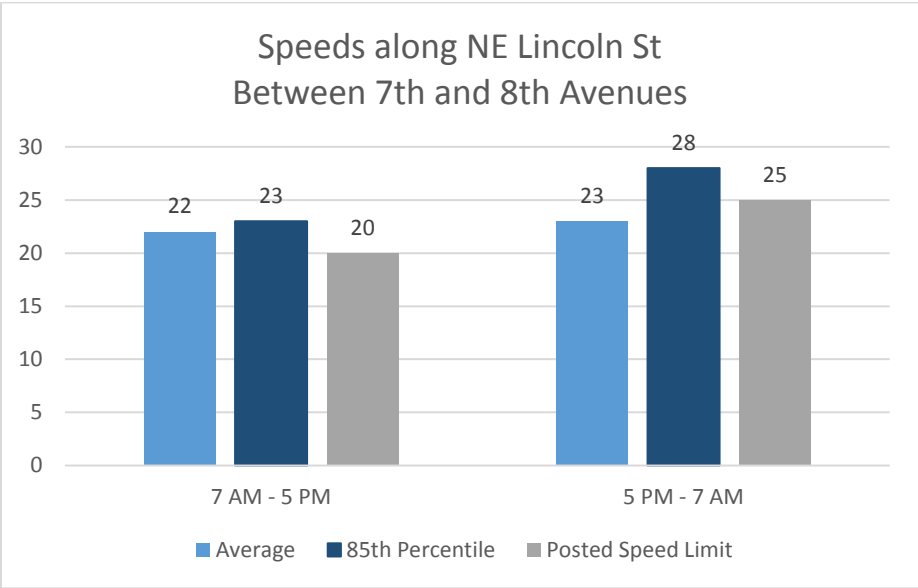
The other locations where data was collected in the Lincoln Street Elementary walk boundary are on 25 MPH roads.

Observed Speeds

The first graph below displays the average and 85th percentile speed at the 10 locations that are outside of a school zone. The second and third graphs display the average and 85th percentile speed at NE Lincoln (between 6th and 7th) and NE Jackson (between 6th and Birchwood).



⁴ <http://www.oregon.gov/ODOT/Engineering/Pages/Speed-Zones.aspx>



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

Transportation and storm water improvements are planned along NE Jackson School Road between NE Grant St and NW Evergreen Rd. Pedestrian and bicycle improvements include cycle track, sidewalks, and street lighting. The construction on this project is planned to begin in the summer of 2020 and is estimated to be completed spring 2022. The Lincoln Street Elementary walk boundary includes NE Jackson School Road between NE 6th Avenue and NE Grant St. This project could potentially assist students residing in this area.

Appendix E

Lincoln Street Elementary Parent/Staff input

City of Hillsboro Safe Routes to School Coordinator, Bernadette Le, attended the Coffee with the Principal on 4/6/2018 and discussed safety and parking concerns around the school with nine parents. The conversation focused on the intersection at NE 8th Avenue and NE Lincoln Street, parking on public streets surrounding the school, and along NE Cornell Road.

Parents' safety concerns at NE 8th Avenue and NE Lincoln Street included:

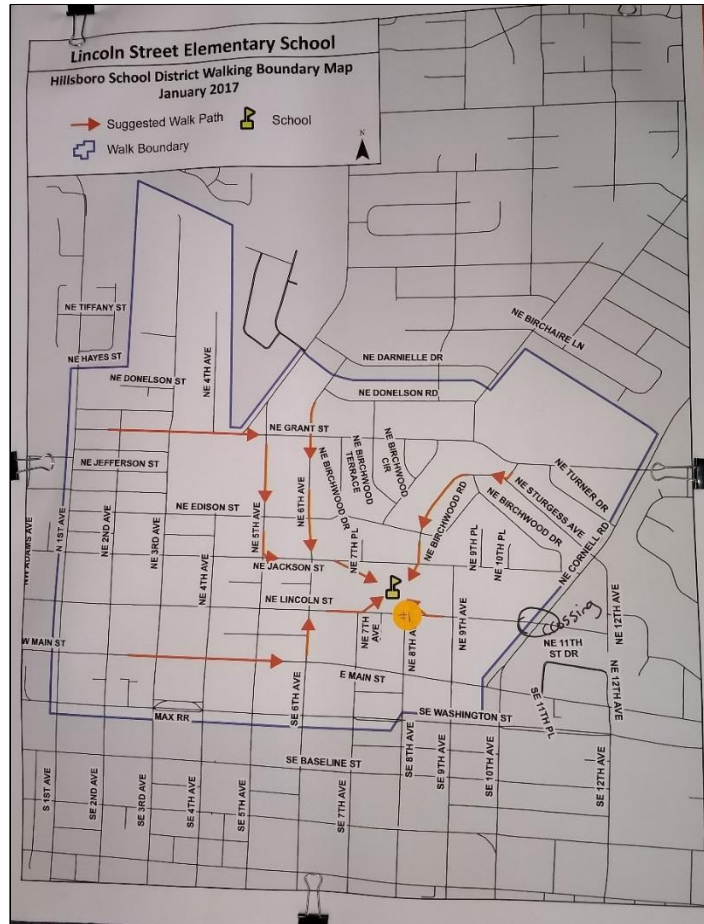
- Parents stopping in the travel lane and dropping off children. Some children are exiting their vehicles on the south side of the street and crossing through traffic to get to the school.
- Fast moving vehicles along Lincoln Street and large numbers of cars travelling along Lincoln as it is a major road eastbound from the Court House.
- Drive line backs up onto Lincoln Street both in the morning and in the afternoon. Afternoon back-up is worse than morning. An employee directs parents to not stop in the road but they have been observed stopping in the drive line parking lot through lane.
- Late arrivals have been observed crossing. Drivers are less aware and crossing guard is no longer at the crosswalk.
- Parents have been observed parking in the parallel spots on the south side of the road against the flow of traffic.
- Police officer is present periodically. Behavior improves when they are present.
- Proposed solutions:
 - Additional enforcement
 - Rectangular Rapid Flash Beacon
 - 3-way Stop

Parents' parking concerns at NE 8th Avenue and NE Lincoln Street included:

- Large number of street parking is used by university students. Same arrival time and there is no time limit on Lincoln or Jackson Streets. Parking in lot is reserved for staff and short-term visitors. Parents are not allowed to use lot to drop-off or pick-up children.
- Proposed solution:
 - A time limit be put on the street parking during hours before or after school

Parents' safety concerns at NE Cornell Road:

- Although the area east of NE Cornell Road is included in the Hazard Bus Zone, families are observed walking down NE Cornell Road and crossing at NE Lincoln Street. It is a quick walk from this location to the school so some families choose to walk instead of using the bus.
- Proposed solution:
 - Make the intersection at NE Cornell Road and NE Lincoln Street a safe crossing.



City of Hillsboro Feedback

City of Hillsboro staff reviewed the parent input from the parent meeting and the parent surveys for potential engineering improvements in the Lincoln Street walk boundary. The following table provides an update on the comments that did not result in a recommendation.

| Proposed Improvement | Staff Feedback |
|---|--|
| Intersection Improvement at NE 8 th and NE Lincoln | <ul style="list-style-type: none"> The City collects travel counts annually along NE Lincoln between 7th and 8th Avenues. The average daily total does not warrant a 3-way stop. Other solutions are described in the recommendations table. |
| NE Cornell Road and Lincoln Street | <ul style="list-style-type: none"> The city will be undertaking a comprehensive study of transportation in the downtown area including the Cornell/10th Ave corridor and Oak/Baseline corridor. City staff are aware of the challenges at the Cornell & Lincoln intersection and it will be included as a part of the study. |