

Brookwood Elementary Safe Routes to School Action Plan



Brookwood 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](#), a generation and a half ago, almost 50% of students nationally walked or biked to school. In 2009, approximately 13% of students nationally were using active transportation to get to school. This 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 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 barriers or 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, the Hillsboro School District, parents, students and community members as a framework to guide Brookwood’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: Brookwood Elementary
School Address: 3960 SE Cedar Street, Hillsboro, OR 97123
County: Washington County
School District: Hillsboro School District
School Website: <http://schools.hsd.k12.or.us/>
Enrollment (2017): 350
Enrollment by Grade (2017): K-48; 1-55; 2-60; 3-49; 4-41; 6-55
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: Michelle Jensen
Parent Representatives: Rebecca Nelson
Monica Pardy
Michelle Dickinson
Julie Scott
Brittney Pulliam
Stacy Watts
School Resource Officer: Stephanie Winter
Safe Routes to School Coordinator: Bernadette Le (present)
Carolyn Baar (at time plan commenced)

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

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

Brookwood Walk Boundary and Suggested Walk Paths

The walking boundary of Brookwood Elementary, set by the school district, is well under the 1 mile distance identified in the school district transportation policy. Factors including difficult crossings, limited infrastructure, and high volume roadways limit much of the boundary to under ½ mile.

The walking paths on this map were identified by the school district prior to the beginning of this project, with the recent addition of the route along SE Brookwood Ave. The suggested walk path along the west side of SE Brookwood Ave to SE Cedar Street was added due to the recent improvements along these streets.

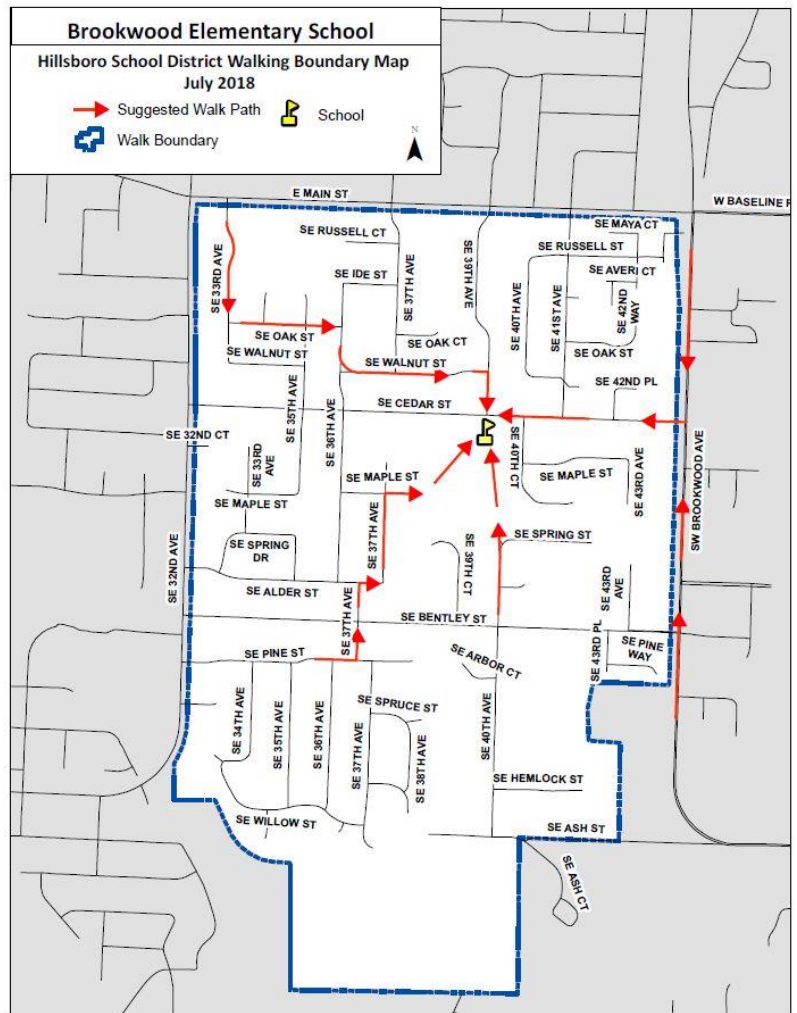


Figure 2: School Walking Boundary



Walk Audit

The SRTS Coordinator walked the majority of the walk zone during walk to school hours in fall 2017. In addition, the SRTS Coordinator walked the suggested walk routes south of the school with the School Resource Officer on June 12, 2018. Due to time constraints, the coordinator walked remaining suggested walk route north of the school independently. The coordinator also drove all the routes in the walk zone and used the City of Hillsboro sidewalk inventory to evaluate the routes in the Brookwood walk zone.

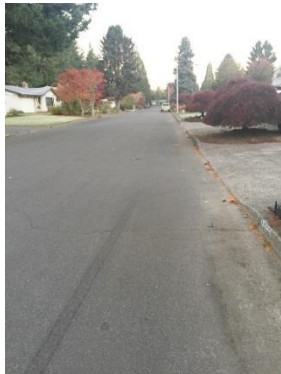


In the late summer of 2017, the City of Hillsboro broke ground on a \$5.4 million improvement to Cedar Street from 32nd Avenue to SW Brookwood Avenue. This is directly in front of Brookwood Elementary and is the only vehicle access to the school. The improvements will include curb and gutter, drainage, bike lanes, landscape strips, street trees, street lighting and sidewalks. Construction has been a challenge for buses, parents using private vehicles to drop off and pick up their children and for walkers and bikers that live on Cedar Street or in the walk zone north from Cedar to Main Street. The city and its construction contractors have worked hard to keep lines of communication open during the process to address the ongoing and ever changing challenges of operating an elementary school directly adjacent to a construction project of this magnitude. When the coordinator walked along NE Cedar Street on June 12, 2018 a portion of the sidewalk was completed on the north side of the street. This

construction is expected to finish in fall 2018. When the project is complete, it will greatly enhance opportunities for active transportation at Brookwood.

The streets along the suggested walking route that connects E Main Street to SE Cedar Street have sidewalks and a crossing guard was positioned at SE 39th Avenue and SE Cedar Street to help children cross the street to Brookwood Elementary School. The SRTS Coordinator observed large bushes adjacent to the curb cuts at SE 36th Avenue and SE Walnut Street that may impact sight lines for automobiles turning from SE 36th Avenue to SE Walnut Street.

The majority of the streets in the walk zone that lie south of the school do not have sidewalks. However, with the exception of SE Bentley, these streets are low volume, low speed, wide, neighborhood streets that are very walkable. There are marked crosswalks at SE Bentley and SE 37th Avenue and SE Bentley Street and SE 40th Avenue. These two sections of Bentley are also marked as school zones with **Speed 20 MPH When Children Are Present** signage. While walking with the School Resource Office, the SRTS Coordinator attempted to cross at SE Bentley Street and SE 40th Avenue. Multiple cars failed to yield to the pedestrians. SE Bentley Street between SE 37th Avenue and SE 40th Avenue is hilly in sections and is narrow. Parents and the SRO report that some drivers drive quickly along SE Bentley Street. SE Bentley Street was added to the Crosswalk and Sidewalk Prioritization Review Matrix in September 2017 (appendix B).

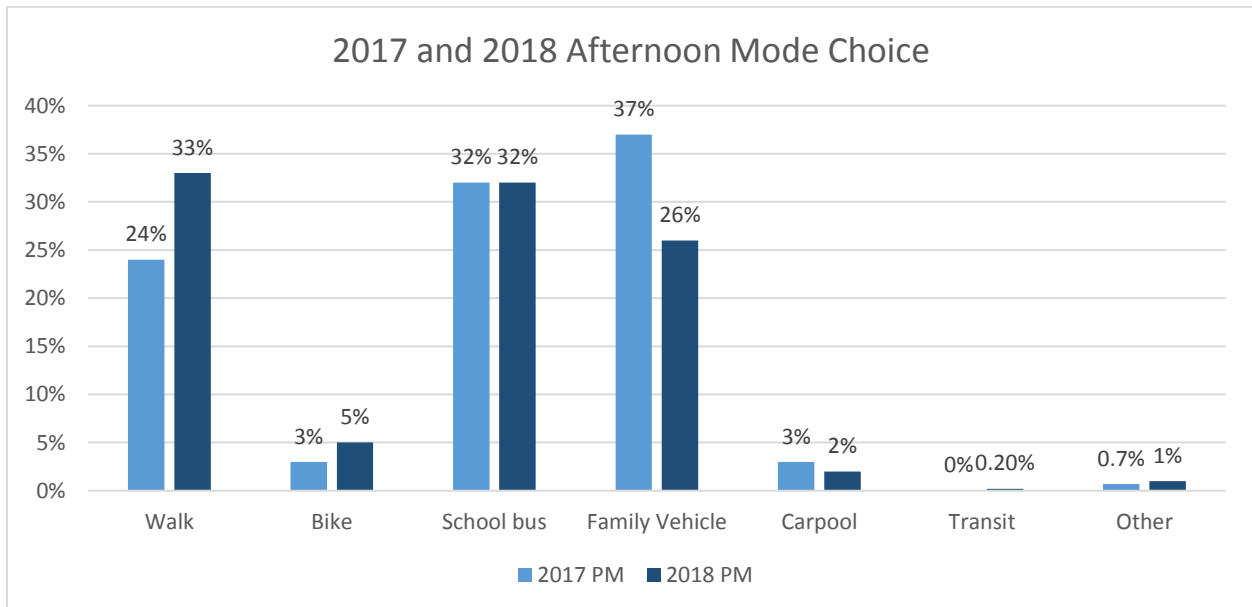
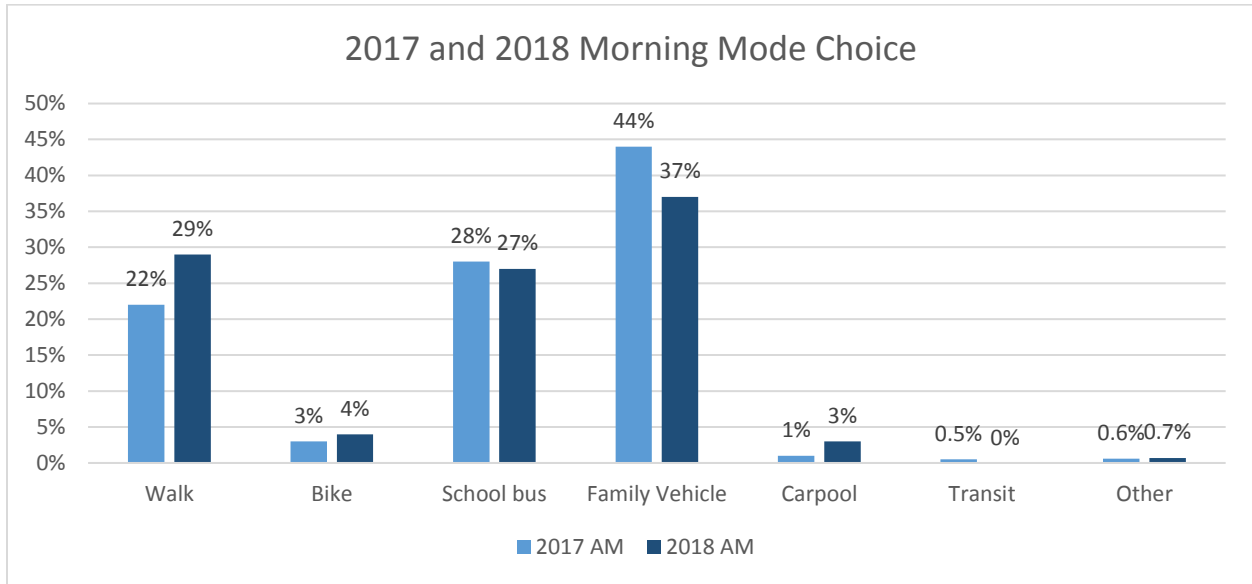


Additionally, the Hillsboro School District passed a bond in November of 2017 that includes funding a complete rebuild of Brookwood Elementary School. At the time this action plan was written, construction of the school was planned for 2019. Cedar Street will serve as the primary access route for construction traffic. Preliminary design indicates that the new school will be built in the southwest quadrant of the current school property. This construction could temporarily affect the pedestrian access points along the south and west school property boundary.

EVALUATIONS AND DATA

Student Travel Data

In 2017 and 2018, student surveys were conducted to collect information about how students 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 for 2 or 3 mornings 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.



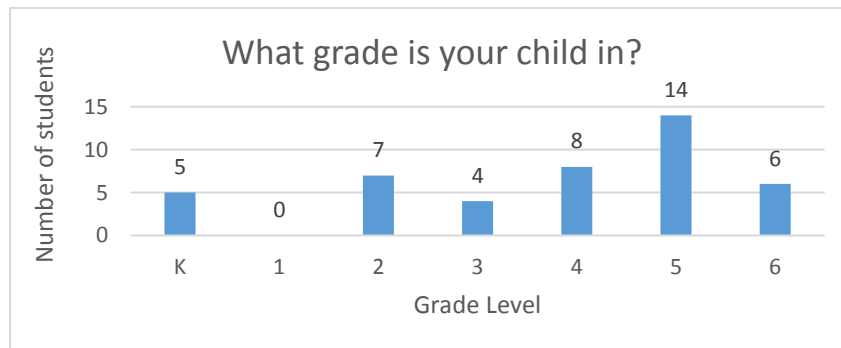
Data Observations

City staff noted the increase in the percentage of students walking and biking in the morning and afternoon. In 2018, the percentage of students walking to school in the morning and afternoon greatly exceeds the national average (29 and 33% compared to 13%)³. Staff also noted a decrease in the percentage of students arriving and departing by family vehicle in 2018. Staff believes construction delays on Cedar Street and good weather conditions may account for a portion of the change. Families that have chosen to begin walking and biking to avoid construction are likely targets for permanent conversion to active transportation.

Parent Surveys

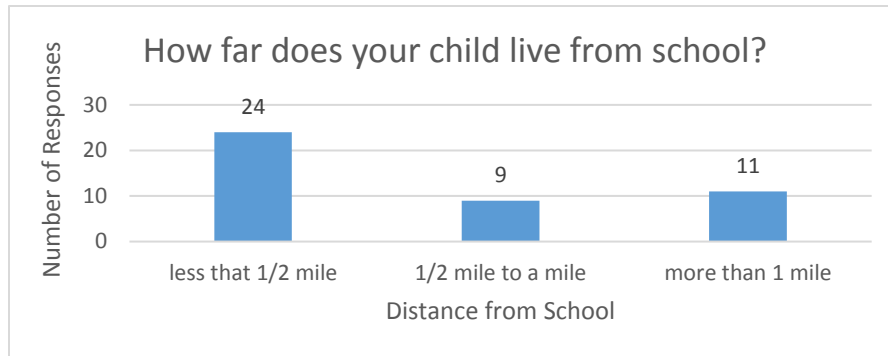
In addition to the Student Travel Data tallies, the City conducted a Parent Survey to gather information about how students get to and from school and to learn about concerns and issues related to walking and biking to school. The City set up a table at Brookwood's Family Fun Night and used 8 electronic, 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 50 parents took the survey. Results follow:

Parents were asked what grade their child was in. The responses were evenly distributed across most grades with the exception of first grade (zero respondents) and 5th grade (14 respondents).

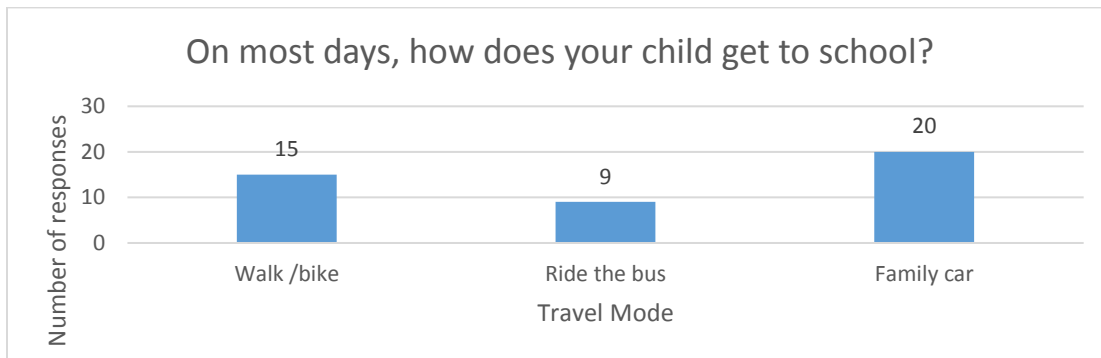


³ "The Decline of Walking and Bicycling". Pedestrian and Bicycling Information Center. http://guide.saferoutesinfo.org/introduction/the_decline_of_walking_and_bicycling.cfm

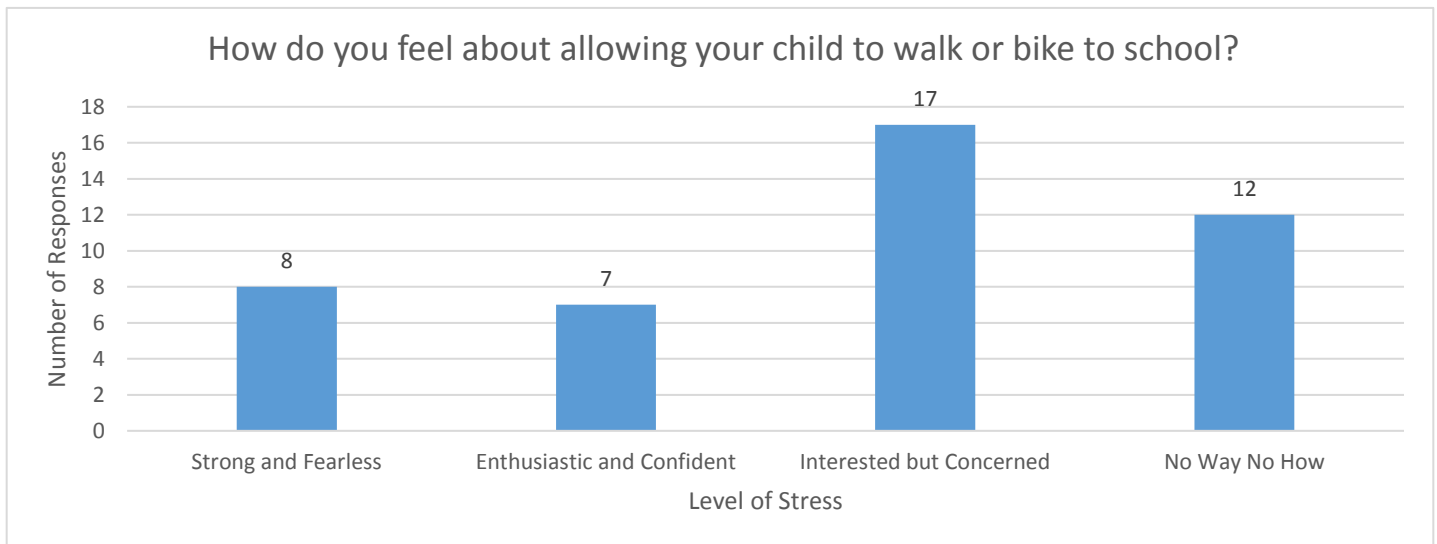
The majority of parents participating in the survey reported living less than one half mile from school.



Parents were asked "On most days, how does your child get to school?" The highest number of respondents stated that their children arrived by family car. A large percentage of respondents also indicated that their children walk or bike to school.

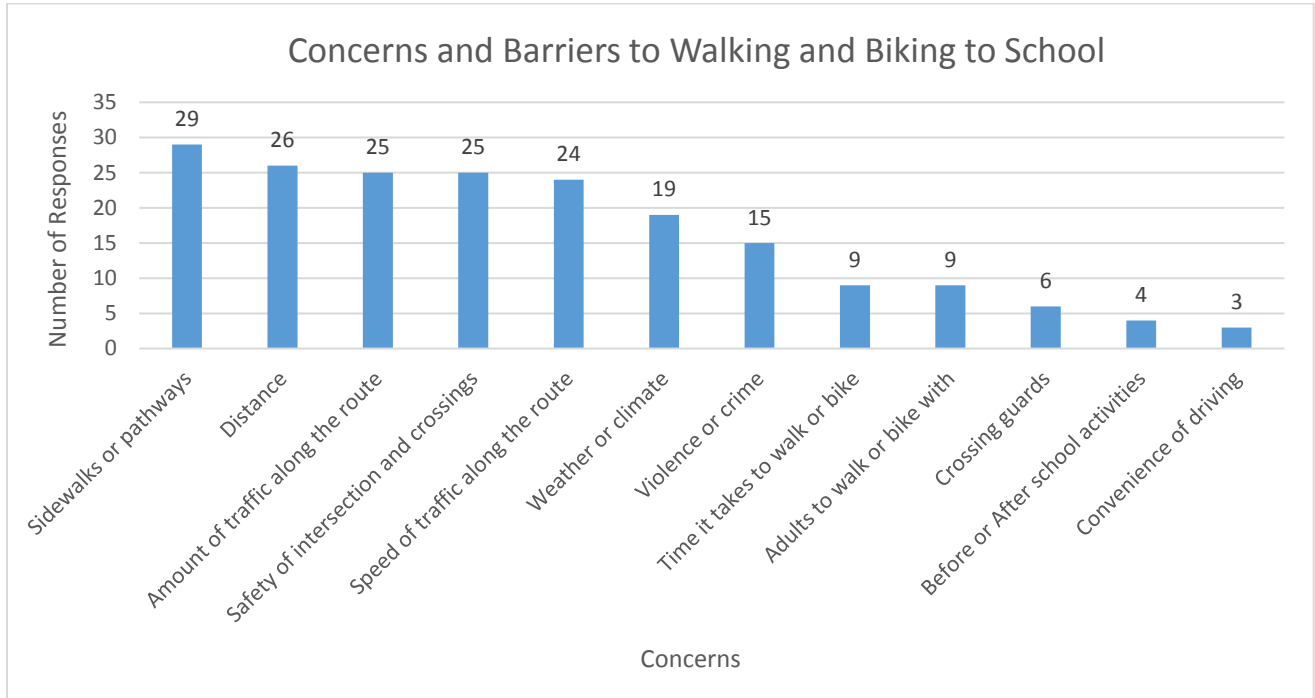


Using a scale called "Level of Stress" parents were asked to identify how they felt about allowing their child to walk or bike to school. The highest number of respondents answered that they were "Interested but Concerned." This category is encouraging as it represents those who might be convinced to 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:

- Sidewalks or pathways
- Distance
- Amount of traffic along the route
- Safety of intersections and crossings
- Speed of traffic along the route



Data Observations

City staff noted that the significant number of families already choosing active transportation at Brookwood Elementary was represented both in the student travel tallies and parent’ survey results. Staff would expect this number to increase with the completion of the improvements on Cedar Street. This project will add sidewalk and bicycle lanes directly in front of the school with the goal of improving student safety.

Recommendations

The following specific recommendations are made for Brookwood 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, the Hillsboro Police Department, and Washington County. Recommendations that require the coordination of multiple agencies or the identification of a funding source may take longer to accomplish while other recommendations may be completed in a shorter time frame.

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 Brookwood parents and staff (see Appendix E), Hillsboro School district representatives and the Hillsboro Police Department.

Program Component	Existing Condition	Recommendation	Lead/Partners
Overall program	Safe Routes to School events have been organized at Brookwood prior to the Action Plan (see Encouragement section).	Work together to expand SRTS program at Brookwood Elementary.	<ul style="list-style-type: none"> • Brookwood Elementary staff • SRTS Coordinator
Encouragement	Brookwood Booster Club organizes the Fall and Spring encouragement events.	Continue to have fall and spring encouragement events.	<ul style="list-style-type: none"> • Brookwood Elementary Booster Club
		Organize a bike rodeo in May to encourage bike safety.	<ul style="list-style-type: none"> • SRTS Coordinator • Brookwood Elementary Staff • Brookwood Elementary Booster Club
	Brookwood parents expressed concern about walking along higher traffic volume streets.	Organize a walking school bus weekly or monthly.	<ul style="list-style-type: none"> • Brookwood Elementary staff • Brookwood parents • SRTS Coordinator
Education	No previous education activities existed.	Train PE teacher on pedestrian safety curriculum.	<ul style="list-style-type: none"> • SRTS coordinator
		Teach pedestrian safety curriculum annually.	<ul style="list-style-type: none"> • Brookwood Elementary Staff
		Create Back to School safety handout to	<ul style="list-style-type: none"> • SRTS Coordinator

		educate parents about suggested walk map and driveline safety.	
		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"> • Brookwood Elementary Staff
		Include SRTS safety reminders in parent outreach materials throughout the school year such as how long it takes to walk a mile and guidance for safe crossings.	<ul style="list-style-type: none"> • HSD • SRTS coordinator • Brookwood Elementary Staff
	Brookwood Elementary is planned to be reconstructed in the southwest quadrant of the property near multiple pedestrian access points.	Educate parents about alternative walk routes when construction impacts suggested walk routes.	<ul style="list-style-type: none"> • HSD • Brookwood Elementary Staff
	Brookwood parents expressed concern about crossing at SE Cedar Street and SE 40 th Avenue.	When SE Cedar Street construction is complete, encourage students walking and biking from areas north of SE Cedar Street to use the sidewalk on the north side of the road and cross at the SE 39 th Avenue enhanced crosswalk.	<ul style="list-style-type: none"> • Brookwood Elementary Staff
	SE Cedar Street construction will improve walkability and the ability to bike to school.	Review Suggested Walk Path map to determine if updates should be made.	<ul style="list-style-type: none"> • HSD Transportation Department
Enforcement	Parents expressed concern about speeding along Bentley Street and Cedar Street.	Collected traffic speeds are reasonable (Appendix A) and parents are encourage to contact PD when they observe speeding behavior.	<ul style="list-style-type: none"> • Hillsboro Police Department (HPD)

		Consider placing a mobile speed response sign on Bentley and Cedar Streets. Consider varied traffic enforcement.	
	Parents expressed concern about crosswalk compliance at SE Bentley Street /37 th Avenue and SE Bentley Street/SE 40 th Avenue. The SRTS Coordinator observed failures to comply with crosswalk laws when at these locations.	Consider crosswalk enforcement.	<ul style="list-style-type: none"> • Hillsboro Police Department (HPD)
	Students living in the neighborhood west of SE 32 nd Avenue and east of Brookwood Ave currently receive supplemental bussing.	<p>If additional crossing guard funding is identified, consider placing crossing guards at</p> <ul style="list-style-type: none"> • the high visibility crosswalk at SE 32nd Ave and SE Cedar Street. • an enhanced crossing on SE Brookwood Avenue. 	<ul style="list-style-type: none"> • HSD
Engineering	Public requested sidewalks at the following locations: <ul style="list-style-type: none"> • SE Bentley Street 	SE Bentley Street is in the BPCIP (Appendix B) and will be prioritized along with other projects in the City.	<ul style="list-style-type: none"> • City of Hillsboro
	Bushes were observed blocking sight lines at SE 36 th Avenue and SE Walnut Street.	Staff will notify homeowners to trim the trees.	<ul style="list-style-type: none"> • City of Hillsboro
	Brookwood Elementary is planned to be reconstructed in the southwest quadrant of the property near multiple pedestrian access points.	Minimize impacts of construction on suggested pedestrian access points.	<ul style="list-style-type: none"> • HSD

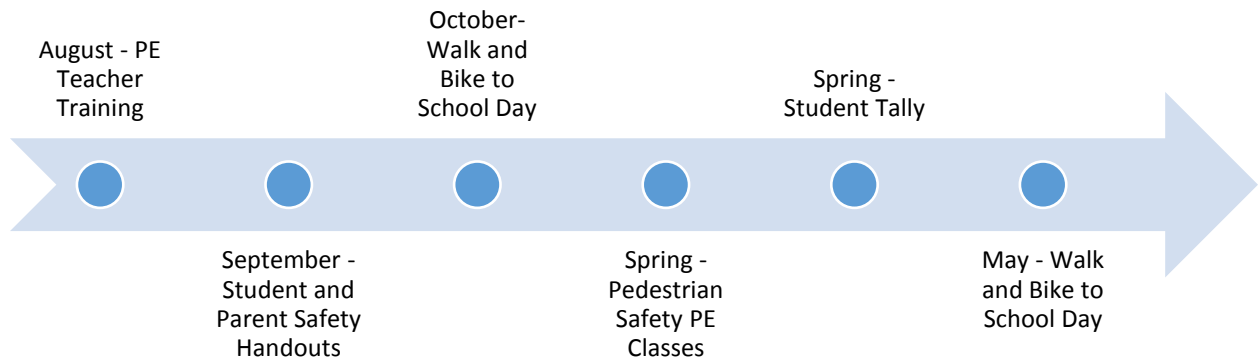
	Students on the east side of SE Brookwood Avenue are currently bussed to Brookwood Elementary.	Evaluate the installation of enhanced crossing across Brookwood Avenue. ⁴	<ul style="list-style-type: none"> • Washington County
	Students on the west side of SE 32 nd Avenue are currently bussed to Brookwood Elementary.	SE Cedar Street and SE 32 nd Avenue currently has a high visibility crosswalk. City will monitor to determine if SE Cedar Street and SE 32 nd Avenue meets the warrants for an enhanced crossing.	<ul style="list-style-type: none"> • City of Hillsboro
	RRFB was requested at SE 40 th Avenue and SE Bentley Street	Add this RRFB request to the BPCIP (Appendix B) to be analyzed and prioritized along with other projects in the City.	<ul style="list-style-type: none"> • City of Hillsboro
	Many parents expressed concern about speed along SE Bentley Street.	Annual traffic speed data shows reasonable speeds along SE Bentley Street. The feasibility and effectiveness of striping the shoulders and the centerline will be analyzed to determine if they may further encourage slow speeds.	<ul style="list-style-type: none"> • City of Hillsboro
Evaluation	Students travel mode was assessed spring 2017 and 2018. A survey was also conducted in 2017 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"> • Brookwood Elementary Staff
Equity	Principal expressed concern that some students choose to walk or bike from hazard bus zones on Bike + Walk days.	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 • Brookwood Booster Club

⁴ An enhanced crossing at SE Cedar Street and SE Brookwood Avenue was studied by the County but did not meet warrants for installation. Other locations along the portion of SE Brookwood Avenue that travels through the Brookwood Elementary attendance area may warrant an enhanced crossing.

			<ul style="list-style-type: none"> • HSD Transportation Department
	Principal expressed concern that some students do not have bikes or space to store a bike at home.	Identify grant and donation opportunities to increase bicycle, scooter, skateboard, and helmet ownership.	<ul style="list-style-type: none"> • SRTS Coordinator
	Brookwood has a full time Latino Family and Community Outreach Liaison to engage Latino parents on a variety of topics. Brookwood delivers electronic and written communication in English and Spanish. The translator was available to provide assistance at parent meetings.	Continue with established conditions.	<ul style="list-style-type: none"> • Brookwood Staff • HSD Transportation and Safety Department
	Suggested Walk Path maps are available online. There is a concern that not all families have access to the internet.	Post large, laminated Suggested Walk Path map on the community/parent board. The map will include a link to the map on the website.	<ul style="list-style-type: none"> • Brookwood Staff • HSD Transportation and Safety Department

Next Steps

Brookwood 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. Two of the annual counts fall in the walk zone for Brookwood Elementary.

Road Classification and Average Daily Totals

SE Cedar Street and SE Bentley Street are classified as collector roads which means that higher levels of traffic are expected on these roads. The observed traffic volume on SE Bentley Street is within the range of expected traffic volumes for a collector road while the observed traffic volume on SE Cedar Street was below the expected range. The lower than expected traffic volumes on SE Cedar Street may be due to the street improving project.

Table 1 lists the Average Daily Totals for each location and the date the data was collected.

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

Street	ADT	Date Collected
SE Cedar Street (between SE 36 th Avenue and SE 39 th Avenue)	1342	9/13/2017
SE Bentley Street (between SE 37 th Avenue and SE 39 th Avenue)	2492	9/7/2017

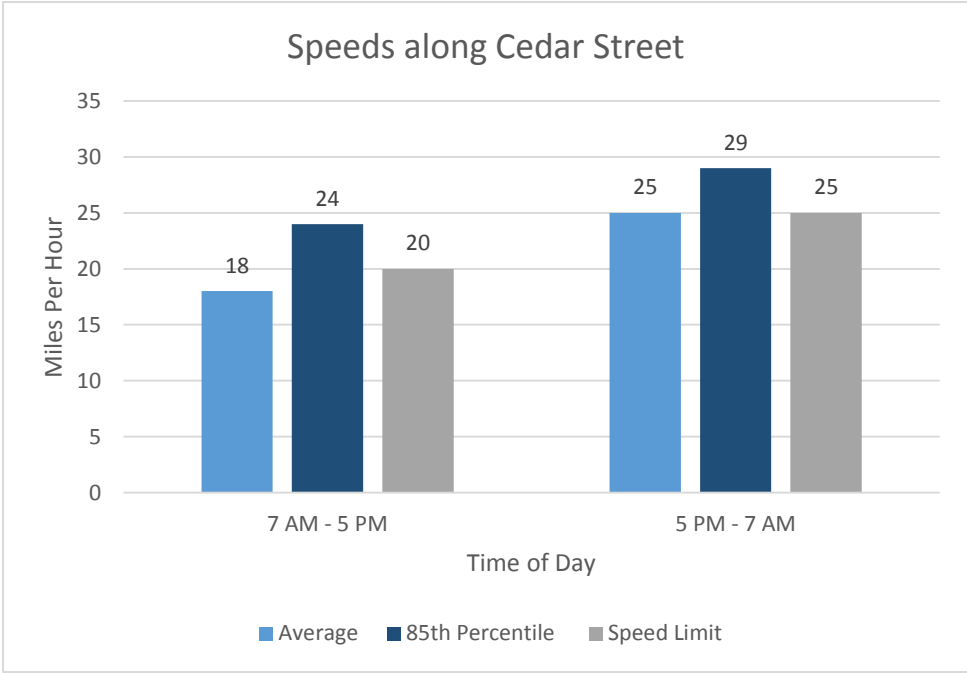
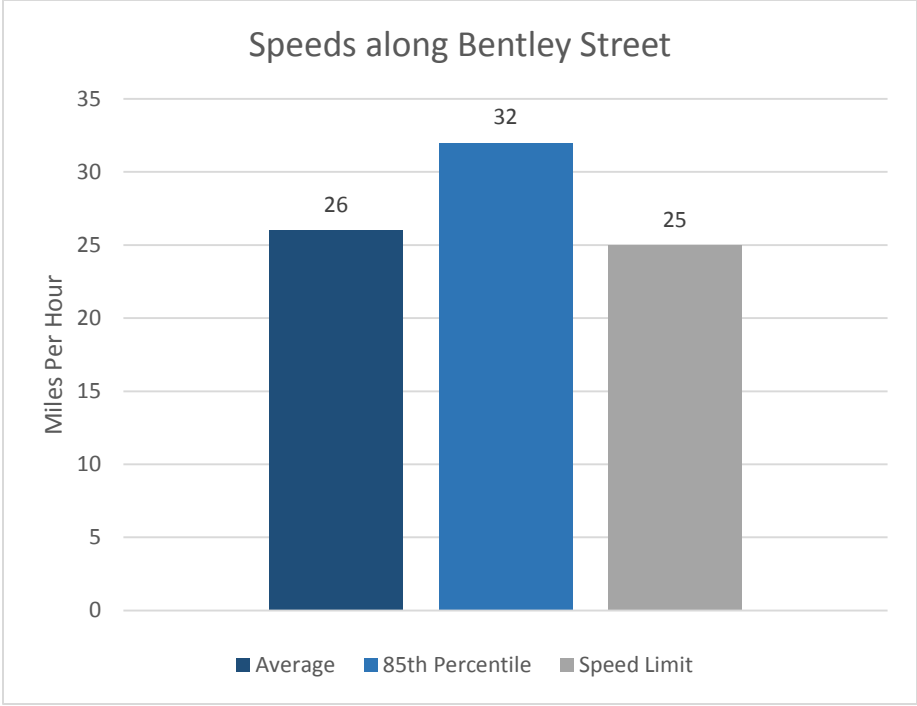
Speed Limits and School Zones

The speed limit along SE Cedar Street and SE Bentley Street is 25 MPH. A school zone is located on SE Cedar Street directly in front of the school directing drivers to reduce their speeds to 20 MPH between 7 AM and 5 PM. SE Bentley Street also includes two school zones, one leading up to and following the SE 37th Avenue intersection and another leading up to and following the SE 40th Avenue intersection. Drivers are directed to reduce their speed to 20 MPH “When Children are Present” at both of the school zones along SE Bentley Street.

Observed Speeds

The tables below compares the average and 85th percentile speeds⁵ observed along SE Cedar Street and SE Bentley Street to the speed limits.

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



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.

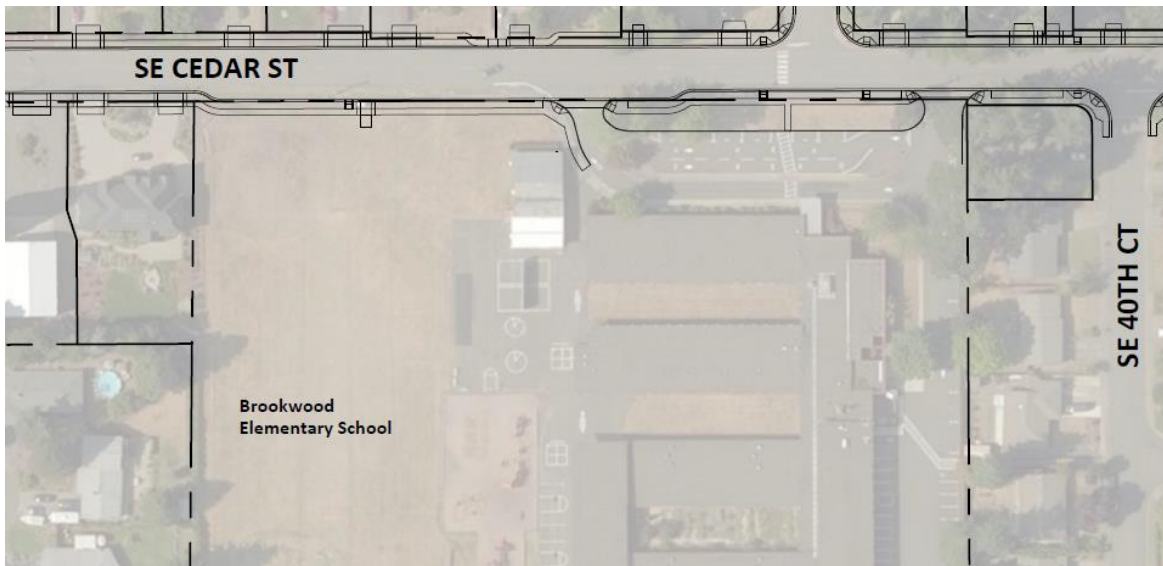
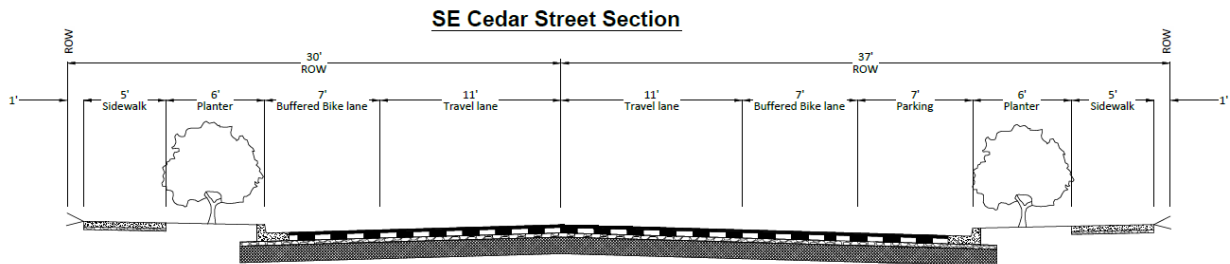
A list of evaluated projects for the update were collected from citizen requests (2007 – 2017), the Transportation System Plan, and locations requested by Hillsboro School District. Staff developed a point system to evaluate and rank each project using criteria including the roadway functional classification, 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

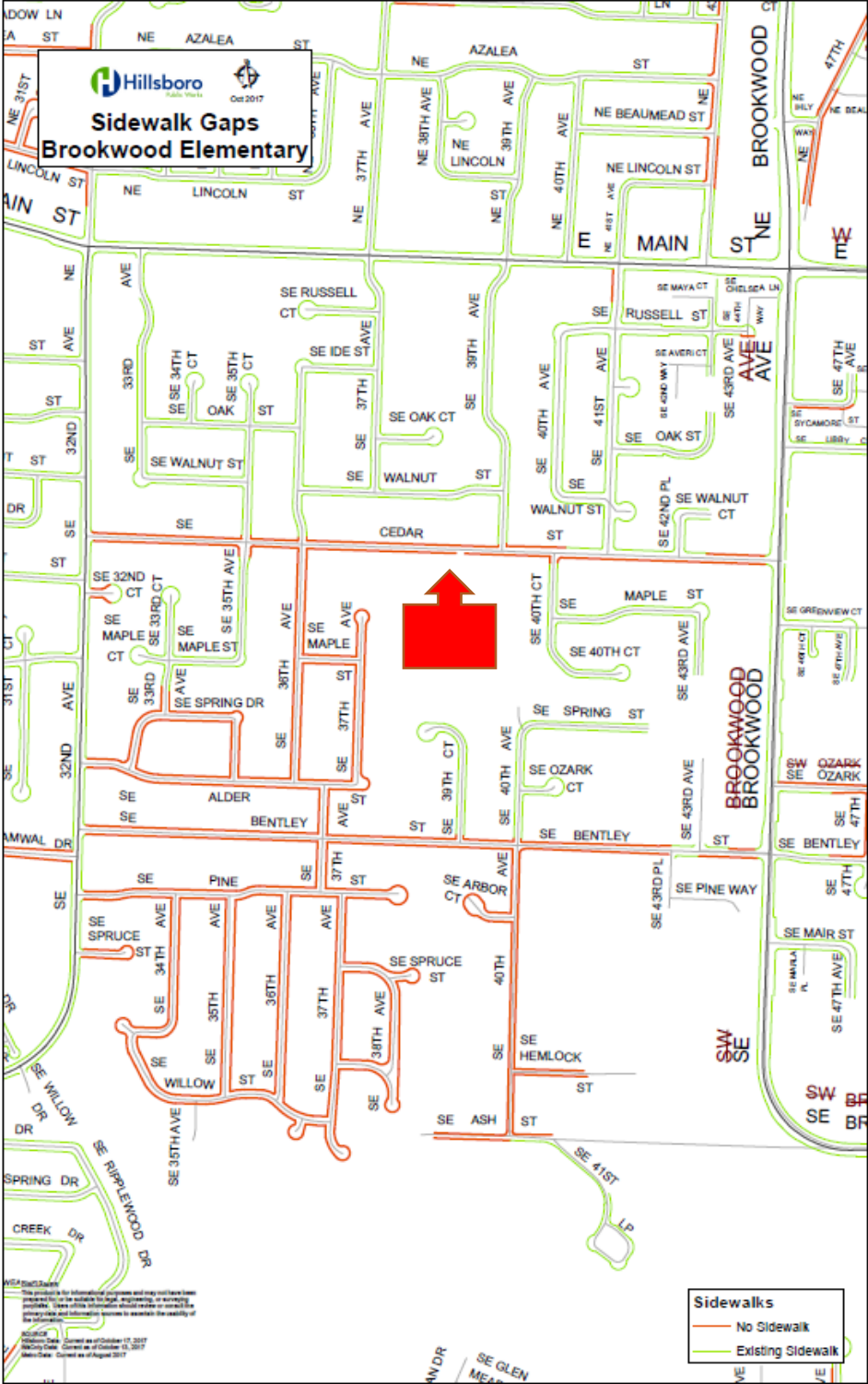
Projects Scheduled in Neighborhood

In the late summer of 2017, the City of Hillsboro broke ground on a \$5.4 million improvement to Cedar Street from 32nd Avenue to SW Brookwood Avenue. This is directly in front of Brookwood Elementary and is the only vehicle access to the school. The improvements will include curb and gutter, drainage, bike lanes, landscape strips, street trees, street lighting and sidewalks. This construction will continue through fall of 2019.



Appendix D

Current Sidewalk Inventory in Brookwood Walk Route



Appendix E

Brookwood Elementary Parent/Staff input

The SRTS Coordinator attended a Family Fun Night (May 15th), a site visit with a parent (May 25th), a meeting with the principal (May 29th), and a booster club meeting (June 5th) to provide information about the Safe Routes to School Program and receive parent input for the plan. The Coordinator also discussed walking and biking with the Latino Family and Community Outreach liaison on June 12, 2018..

Equity

- Some students choose to walk or bike across Brookwood and Main. When the school learns of this, they will contact the family and encourage them to use the bus service. The principal feels that students want to walk and bike during special events and is concerned that those events do not encourage bus ridership for kids that need that service.
- Internet access, language and socioeconomic status should be considered when developing recommendations to ensure they meet all students. The principal highlighted that some students do not have bikes or space to store a bike and some families do not have personal vehicles.
- Parents suggested that all materials should be produced in English and Spanish to reach all parents and that materials should be produced in hard copy since all families do not have internet.
- The Latino Family and Community Outreach Liaison said that most of the family she works with take the bus, have a good walking or biking plan or get dropped off by their parent.

Encouragement

- The booster club has organized encouragement events in the past.
 - In the fall
 - Parent volunteers are positioned at the entrances in the morning and pass out incentives.
 - Last year they were able to give away a helmet.
 - In the spring
 - They organize a month long challenge.
 - Students hand in a sheet and get a prize.
 - In the past they passed out ODOT fliers in the class on bike and walk days.
- Interest in doing a bike rodeo in May was expressed by parents.

Education

- Parents and principal supported bringing pedestrian safety PE curriculum to Brookwood and suggested the SRTS coordinator work with the new PE teacher during the 2018/2019 school year.

Enforcement

- Main
 - Parent expressed concern about safety walking along Main Street due to speed of traffic. Bus service is not provided along Main Street.
- Bentley
 - Parents expressed that drivers are speeding on Bentley and are not stopping for pedestrians in the crosswalk at 37th and Bentley.
 - Principal expressed concern about speeding on Cedar and parents expressed concern that traffic and speed may increase after the road improvement project is completed.

Engineering

- Bentley
 - A parent said they don't feel comfortable walking on Bentley so they use a side street and a cut through.
 - Visibility is hard on the corner of 37th and Bentley.
 - A parent asked if the school zone could be extended.
 - A parent asked if an RRFB or stop signs could be added at 37th and Bentley.
 - Parent expressed concern about the stop sign location on 37th at Bentley.
 - A parent also expressed concern at Bentley and 40th and asked if an RRFB could be installed.
 - City staff discussed other potential opportunities to slow down traffic such as striping the shoulders on Bentley and striping the center line on 37th. Staff will analyze the roadways to determine if they are appropriate treatments.
 - Parents expressed concern that there is not adequate space for high school students to wait at the bus stop.
- Cedar
 - Street project will improve walking and biking experience as there weren't sidewalks before. During construction, it is hard for people to access the school.
 - Crossing at 40th and Cedar is difficult. Parents asked if a crosswalk will be present at this location.

Parking lot

- Principal expressed concern about driving behavior in the parking lot.

City of Hillsboro Feedback on Engineering Input

City of Hillsboro staff reviewed the parent input for potential engineering improvements in the Brookwood walk boundary. The following table provides an update on the proposed improvements that were recommended by parents but were not included in the recommendations table.

Proposed Improvement	Staff Feedback
RRFB was requested at 37 th and Bentley.	This intersection will not meet federal warrants.
Stop sign requested on Bentley at 37 th .	This intersection will not meet federal warrants.
Stop sign location on 37 th at Bentley.	The stop sign location was analyzed and engineering staff determined that it is located in an appropriate location.
Improve bus stops along SE Bentley Street to increase space for high school students.	The school district was notified of the parent concern about high school bus stops along SE Bentley Street.

