

**W. L. Henry
Elementary School**



**Safe Routes to School
Action Plan
2016**



WL Henry Elementary Safe Routes to School Action Plan Hillsboro School District

SECTION 1: School information

School name:	W. L. Henry Elementary				
Street address:	1060 SE 24th Avenue				
City:	Hillsboro	State:	OR	ZIP:	97123
County:	Washington	School district:	Hillsboro		
Type of school:	<input checked="" type="checkbox"/> Public school <input type="checkbox"/> Private school <input type="checkbox"/> Charter school				
School Web site (if any):	http://schools.hsd.k12.or.us/henry/HomePortada/tabid/511/Default.aspx				
Total student enrollment:	365	Grades served:	Kindergarten to 6 th grade		
Percentage of total enrollment for each grade:	K = 48, 13%, 1 st = 56, 15%, 2 nd = 55, 15%, 3 rd = 60, 16%, 4 th = 46, 13%, 5 th = 42, 12%, 6 th = 58, 16%				
Contact for Action Plan:	Alison Paulus, Principal	Phone:	503-844-1690		
E-mail:	paulusa@hsd.k12.or.us				

SECTION 2: Forming the School Team

1. The key partners of the School Team are (Instructions, Page 1):

<ul style="list-style-type: none"> School principal or designated school staff representative endorsed by the school district: 	Alison Paulus, Principal
<ul style="list-style-type: none"> A parent who represents or has the endorsement of a recognized school/parent organization or site council: 	Eliosa Rivera, Parent
<ul style="list-style-type: none"> City or county staff or representative endorsed by the local road authority: public works, planner, roadway engineer, etc. 	Joy Chang, SRTS Coordinator - Washington County Jeannie Little, Engineering Technician - City of Hillsboro Tegan Enloe, Project Manager - City of Hillsboro
<ul style="list-style-type: none"> Member of the local traffic safety committee (if one exists): 	N/A

2. Identify all other participants of the School Team (Instructions, Page 1):

<ul style="list-style-type: none"> School or district representation: facilities, maintenance, pupil transportation, etc. 	<p>Casey Waletich, Safety Director, Hillsboro SD Olga Acuna, Director of Federal Programs, Hillsboro SD Marianna Roman, WL Henry, Spanish Outreach Specialist</p>
<ul style="list-style-type: none"> Local government representation: council, commission, planner, law enforcement, EMS or fire department, bike/pedestrian advisory committee, transit agency, etc. 	<p>Victor Castro, School Safety Officer, City of Hillsboro Police</p>
<ul style="list-style-type: none"> Community representation: neighborhood association, chamber of commerce or business association, bike/ped advocates, public health, community groups, non-profit organizations, rail, trucking industry, media, marketing, etc. 	

SECTION 3: Assessing the modes of student travel

1. Briefly describe the school attendance area. Boundary maps may be available from the school district or can be downloaded and printed from the school website. If available, please include as supplemental information:

WL Henry Elementary has a small dense boundary. The southern boundary is SE Cypress Street and Tualatin Valley Hwy. The western boundary is along SE 10th Avenue. The northern boundary is SE Oak Street and then travels south at SE 18th Avenue. It moves further south at in an irregular pattern until it intersects with SE 32nd Avenue and SE Cypress Street.

The majority of the students are within a short walking distance of the school. Big concentrations of students are from the north where multi-dwelling units (SE Maple and SE Walnut Streets) are located.

2. What is the school or the school district policy regarding students' mode of travel to school? Is there a "preferred method of travel" recommended by the school or the district's pupil transportation office? Are there any travel modes not allowed? Why?

WL Henry is a walking school; bus service is only available upon special arrangement with the school district. Parents can also drop students off before school or pick them up after school via walking or by car. The following Hillsboro School District policy is in place:

Within the city limits of Hillsboro - Crossing with no assistance (no crossing guard)

Elementary Students K-6

- Two lanes of traffic
- 25 MPH or less if crossing at an uncontrolled intersection
- 500 feet of visibility in each direction
- No more than 13 cars per minute (crossing at a controlled intersection or high volume of cars; 13 or more per minute only with a crossing guard)

3. Does the school have a Supplemental Plan in place that allows students to be bused to school who live within the mile walking distance of the elementary school, or 1.5 miles for the middle school? If so, what are the health or safety reasons for the Plan?

No

4. Mapping and brainstorming session held. Include copies of maps, including Scatter Maps, with Action Plan write-up.

We identified (check the statements that apply):

- the residential areas where students are known to walk and/or bike, within the one mile walking distance for elementary students or 1.5 mile distance for middle school students.
- the routes taken by students to and from school.
- the difficult street crossings and discussed possible alternate routes.
- off-road paths that are available for walking/biking to school.
- areas where School Patrol or Adult Crossing Guard assistance occurs or where it could be beneficial if provided.
- streets where heavy traffic congestion may be hazardous to walking and/or biking.
- the areas where School Bus transportation is available.
- the areas where Supplemental Busing for hazardous busing is available.
- the arrival/departure zone (for bus, staff and parent vehicles) and how the flow of traffic influenced the safety and convenience of students walking and biking to school.

5. We walked (or biked) around the routes students take to and from school (see Instructions, Page 3.):

- a. What generalizations may be drawn from the information gathered on the “walkability” of the area around the school site?

EXISTING CROSSING GUARDS – Hillsboro School District Paid

- SE 24th Avenue and SE Alder Street
- SE 21st Avenue and SE Maple Street

SE 24th Avenue (Walkway along main driveway to the School)

- Consider permanent or alternative treatment– currently bark chips
 - City of Hillsboro roadway – need further conversation with HSD and city on recommended walking route and existing stenciled crossing location
 - City and HSD funding priority considerations
 - Possible tagalong to a nearby Capitol Project

SE 24th Avenue and SE Alder Street

- Existing paved crosswalk with Rectangular Rapid Flash Beacon (RRFB)
- Existing crossing guard

SE 24th Avenue and SE Maple Street Intersection

- Three way intersection with paved crosswalk south side of Maple Street and west side of SE 24th Avenue – connecting to existing sidewalks on the east side of SE Maple Street
- Encourage students traveling along SE Maple Street to cross at this intersection

SE Maple Street (SE 10th Avenue to SE 24th Avenue)

- Full sidewalks on both side of the street
- Two existing crossing guards at SE 21st and SE 24th Avenues
- High volume of walkers due to multi-family housing along the route
- History of speeding along this stretch of the roadway - enforcement via speed reader board needed (City has a [Neighborhood Traffic Calming program](#) that maybe utilized).

SE Spruce Street (SE 21st Avenue to SE 28th Avenue)

- No sidewalks on both side of the street
- Low volume and wide street
- Possible pedestrian accident identified on SE Spruce Street and SE 21st Avenue
Staff from City of Hillsboro reviewed the crash history for the past five years for SE 21st Avenue and SE Spruce Street. One (1) crash was identified and it was a rear end crash that occurred on SE 21st caused by debris in the roadway. It was a non-injury crash that did not involve any pedestrians. It is plausible that a pedestrian accident/crash did occur however it was not reported to Hillsboro Police.
- Crossing on SE Spruce Street and SE 21st Avenue
 - Warrants are met for a RRFB at this crossing – it will be placed on a City RRFB priority list. This could possibly be a city and school district joint project.
 - Is it possible to have a Crossing Guard at this location? One option is to possibly move the crossing guard at SE 24th/Alder to this location.

SE Alder Street (SE 11th Avenue to SE 21st Avenue)

- The City of Hillsboro is preparing to install sidewalks along SE 11th Avenue and SE Alder Street. On 11th Avenue, the sidewalks will begin at SE Maple Street and stop at the end of the street, near the apartments just south of Alder Street. On Alder Street, the sidewalks will start at 11th Avenue and end at 21st Avenue. Improvements will include 6-foot wide curbside sidewalks, street lighting, and grouped locking mailboxes.
- To fund this project, the City of Hillsboro was awarded a Community Development Block Grant (CDBG) from the federal Department of Housing and Urban Development

(HUD). The City plans to use this grant funding with some additional City Transportation Utility Fee funds to cover all project costs.

- Estimated completion: Fall 2016

Identified Needs and Request

Engineering / Evaluation

- Consider a Crossing Guard at SE Spruce and SE 21st as long as funding needed are met
 - HSD moved the crossing guard from SE 24th/Alder to SE 21st/Spruce
- A RRFB at SE Spruce Street and SE 21st Avenue crossing is requested - warrants are met – search for funding underway
- Consider a more sustainable treatment at the walkway along the school's main access point
 - Consider funding priorities and as a tagalong on a nearby Capitol Project.

Education (Parent Meetings and Student Body Assemblies)

- SE Maple Street student population- parent identified students crossing on various street intersections along Maple. Educate/Encourage students and parents to only cross at the intersection of SE Maple and SE 24th
- RRFB Educational Video in Spanish
- Crossing the Street Educational Video in Spanish
- Walk suggested walking route
- Bike Rodeo (in afternoon or evening best time)

Enforcement

- Consider utilizing the city's Neighborhood Calming Program on SE Maple Street to address speeding concerns identified
- Continue City of Hillsboro Enforcement

b. In what ways does the school promote pedestrian safety?

- Participate in Walk and Bike to School Day Events – Scheduled in May and October
- Consider parent volunteers for Walking School Buses
- Walk suggested SRTS walking route
- RRFB Educational Video in Spanish
- Crossing the Street Educational Video in Spanish
- Discuss SRTS at school-wide parent meetings

c. What generalizations may be drawn from the information gathered on the “bikeability” of the area around the school site?

There are several options that can be utilized to bike to and from school (sidewalks and low volume streets).

d. Evaluate the bicycle facilities provided for the students' use:

There are a number of bike racks provided to the students. However, theft is a concern since many of the students don't own bike locks. School may consider using a long cable and lock to lock up all bikes at the start of school, unlocking at the end of school.

e. In what ways does the school promote bicycle safety?

Over the last few years there has been a number of bike safety events held at the School (NW Bicycle Safety Council and Hillsboro Optimist Club). As well as the Walk + Bike to school day event.

6. We conducted the In-Class Student Tally (see page 3 of Instructions) and this is how our students travel to and from school:

Travel Mode	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other
% of Students AM	27.6%	3.4%	0.3%	68.7%	0%	0%	0%
% of Students PM	27.9%	3.7%	.03%	68.1%	0%	0%	0%

7. We conducted the Parent Survey (see page 3 of Instructions).

Of the surveys that were returned, these are the TOP 5 Issues of parents whose students do NOT walk/bike to school:

- Distance
- Convenience of driving
- Time
- Before / after-school activities
- Traffic speed along route to school
- Traffic volume along route
- Adults to walk / bike with
- Sidewalks or pathways
- Safety of intersections & crossings
- Crossing guards
- Violence or crime
- Weather or climate

Section 4: Summarizing the findings

1. List the physical environmental barriers and hazards. (See Instructions, Page 5.)

There are not many physical environmental barriers and hazards in the WL Henry walking shed, with the exception of the items listed below.

- Move the Crossing Guard from SE 24th/Alder to SE 21st/Spruce.
- A RRFB at SE Spruce Street and SE 21st Avenue crossing is warranted and has been placed in City of Hillsboro request list for RRFB
- Consider a more sustainable treatment at the walkway along the school's main access point

2. List the education/encouragement/enforcement barriers and hazards. (See Instructions, Page 5.)

- High language barrier due to a high number of English as a second language and non-English speaking parents.
- Little education of students on the "safe rules of the road" resulting in students walking across the road outside of crosswalks.
- Few parents are aware of the Safe Routes to School routes or map
- Implementation of the SRTS program is a barrier due to cultural concerns (trust)

Section 5: Identifying the solutions and making the Action Plan

See Instructions, Pages 5-6, for details on how to complete this section, and consider the "Five E's" in your response.

- A. List the physical improvements and possible strategies for implementation. Provide evidence that there are students who live within the proposed project area who will benefit from proposed improvements

Work with the City of Hillsboro and the Hillsboro School District on the following:

- Move the Crossing Guard from SE 24th/Alder to SE 21st/Spruce
- Install a RRFB at SE Spruce Street and SE 21st Avenue crossing - possible joint funding through the city and school district.
- Consider a more sustainable treatment at the walkway along the school's main access point

- B. List the needed safety enforcement/educational/encouragement programs and possible strategies for improvement:

Note: All options should be in English and Spanish or other languages as needed.

Education

- Distribution of Safe Routes to School maps with students on the first day of school.
- Yearly walk and bike to school days with education options.
- Increase parent volunteers by utilizing them on the Walking School Bus program
- Educate students with pedestrian and bicycle safety videos

Enforcement

- Consider utilizing the city's Neighborhood Calming Program on SE Maple Street to address speeding concerns identified
- Continue City of Hillsboro Enforcement

C. Prioritize the strategies. Assign a time schedule for implementing these strategies. If there are areas earmarked for improvements, include maps identifying those areas:

1. Finalize the Safe Routes to School map and distribute it on the first day of school.
2. Identify basic pedestrian, scooter and bike safety information and distribute it to all students on the first day of school.
3. Eliminate safety concerns by installing an RRFB at the intersection of SE 21st and SE Spruce.
4. Participate in a yearly Walk + Bike to school Event.

Section 6: Submitting the Action Plan

Submit this completed Action Plan Template and all supplemental materials including any optional collected information, along with the Safe Routes to School Application.

Optional Assessments Page – Not Required

You may use this page to record additional information for the school team's use.

1. Pictures and/or video footage were taken to document the barriers and hazards.
2. If information was gathered by interviewing additional sources, check all that apply:
 - school patrol or crossing guard or safety supervisor
 - law enforcement
 - school bus driver or dispatcher
 - local roadway or traffic safety engineer
 - city or county planner

Highlight information learned:

Pedestrian infrastructure (sidewalks and roadways) within the one-mile walking shed are complete or have low volumes - making this school community prime for alternative modes of transportation (walking, biking, or rolling to school).

3. Check here if Observational Survey was completed.

This is how our students travel to and from school:

Travel Mode	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other
# of Students							

- 4. Record any additional information gathered, such as traffic volume data, speed study data, etc.

Sidewalk inventory, traffic volumes and speed data are attached.

W L Henry Suggested Walk Paths

Working Draft 3-22-16



+ Crossing Guard

* Use Caution When Crossing

xxx Delete

N → = new route



Move Existing Crossing Guard from SE 24th/Alder to SE 21st/Spruce

arrows on Walnut St & 18th based on existing travel route by parents

arrows on Alder St & 21st based on new sidewalk improvements on Alder