

## Ladd Acres Elementary

### Safe Routes to School Action Plan



City of Hillsboro  
Safe Routes to School



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## Introduction

**WHAT IS SAFE ROUTES TO SCHOOL (SRTS)?** The City of Hillsboro SRTS Program works to create safe, fun, and convenient ways for Hillsboro students to walk and roll (bike, skateboard, scooter, or ride the bus) to and from school each day. The benefits of active transportation 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. Shared transportation also benefits our community by reducing the number of personal vehicle trips. Reduced personal vehicle trips can improve traffic and air quality around schools.

According to a [school travel study published in the American Journal for Preventative Medicine](#)<sup>1</sup>:

- In 1969, 47.7% of students nationally walked or biked to school.
- In 2009, approximately 13% of students nationally were using active transportation to get to school.

### SRTS 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

The Hillsboro SRTS Program's goal is to develop an SRTS program at every elementary and middle school within the City. The first step at each school is to develop an SRTS Action Plan. This document identifies the current conditions and travel choices as well as outlines a comprehensive SRTS Program specific to the school's unique context and environment.

The principles of the SRTS Program are outlined nationally by the "Six E's," which include:

**Equity** – All demographic groups receive equitable services.

**Education** – Students learn lifelong safety behaviors and skills, while parents can learn about the benefits of walking and rolling to school.

**Encouragement** – Parents and students are invited to participate in events that promote healthy and active transportation options.

**Enforcement** – Traffic laws are enforced around schools and along designated routes.

**Engineering** – City staff and the school community identify locations for potential sidewalks, crossings, or other traffic calming tools. Potential projects are studied and, if recommended, are prioritized with other needs in the City.

**Evaluation** --Parents and students are surveyed to identify modes of travel to and from school and evaluate the success of the SRTS Program as a whole.

This Action Plan identifies barriers or challenges to walking or biking to Ladd Acres 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 Ladd Acres Elementary SRTS Project Team, the Hillsboro School District, parents, students and community members as a framework to guide Ladd Acres Elementary's work on SRTS.

<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:** Ladd Acres Elementary

**School Address:** 2425 SE Cornelius Pass Rd, Hillsboro, OR 97123

**County:** Washington County

**School District:** Hillsboro School District

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

**Enrollment (2019):** 487

**Enrollment by Grade (2019):** K-46; 1-59; 2-80; 3-64; 4-75; 5-77; 6-86

**Free/Reduced Lunch:** 23% of students are eligible for free or reduced lunch

**Action Plan Contact:** Bernadette Le, [SRTS@hillsboro-oregon.gov](mailto:SRTS@hillsboro-oregon.gov)  
503-681-6146

### THE PROJECT TEAM

**School Principal:** Jennifer Robbins

**Parent Representatives (2019):** Jessie Mottern

**School Resource Officer (2019):** Lisa Erickson

**Safe Routes to School  
Coordinator:** Bernadette Le





## Evaluation and Data Collection

### Student Travel Data

The student travel tally provides valuable information about current student travel choices both in the morning and in the afternoon. Tally collection and data details can be found in Appendix A.

City staff noted the following observations about the data:

- Approximately 44% of the students arrived to school by active (walk, bike, skateboard, scooter) or shared (school bus or carpool) transportation and 71% left school using active or shared transportation.
- Since all students living in the attendance area either receive bus service or live in the walk boundary, the numbers of students walking and rolling could increase with the implementation of a SRTS Action Plan. These increases may be possible by directing outreach to families that drive their student(s) in the morning (56% in 2019) and afternoon (29% in 2019).

### Parent Surveys

The City created an online parent survey to gather information about current student travel choices and concerns they have related to allowing their student to walk or bike to school. The link to the online survey was provided to the school community through emails from the principal. Parent survey collection and data details can be found in Appendix B.

City staff noted the following observations about the data:

- Of the families living in the walk area, 39% said their student walked, biked, or rode the bus to school on most days and 63% said they used active or shared transportation for their trip home.
- The highest percentage of respondents living in the walk boundary were “Interested but Concerned” (42%) about allowing their student to walk or bike to school. The high percentage of responses in this category indicates that SRTS activities are needed before many parents may become comfortable allowing their student to walk or bike on a regular basis.
- The top four concerns from parents living in the walk area were:
  - Safety of intersections or crossings
  - Weather or climate
  - Amount of traffic along the route
  - Adults to walk or bike with
- The majority of students living in the bus area take the bus both in the morning (58%) and afternoon (74%).

## Walk Audit

Parents and school staff were invited to join City staff to explore the school's walk areas and discuss ways to encourage walking and biking to school. Event and data details can be found in Appendix C.

Key staff observations included:

- Most of the streets within the walk boundary are low traffic streets with sidewalks.
- SE Johnson Street is their top priority for infrastructure improvements within the walk boundary.
- Some students who option-in to Ladd Acres Elementary walk and bike across SE Cornelius Pass Road at SE Johnson Street.
- Attendees were concerned about driver behavior along the busier streets and were interested in learning more about how to decide when their child is ready to walk on their own.

## Speed and Traffic Counts

Each year, the City conducts traffic volume counts and speed monitoring at seven locations within the Ladd Acres Elementary walk boundary. In 2017, the City also completed one special count. The findings from these counts are used to objectively analyze speed and traffic volumes at key locations. Details on the findings can be found in Appendix D.

City staff noted the following observations about the speed and volume data:

- The observed traffic volumes are consistent with other collector roadways, neighborhood routes, and local routes.
- The 85<sup>th</sup> percentile speeds showed reasonable speeds at many locations within the school walk area. The 85<sup>th</sup> percentile speeds were 8 or more miles over the 20 MPH school speed limit at three locations - SE Century Boulevard, SE Drake Street and SE Johnson Street.
- The location where the data that was collected on SE Century Boulevard and SE Drake Street are on the far edge of the Ladd Acres walk boundary. These locations are located close to Century High School.



## Parent and Staff Meetings

The SRTS Coordinator attended an introductory meeting with the principal (July 17, 2019) and one Ladd Acres Elementary School PTA meeting (September 19, 2019) to provide information about the SRTS Program and receive parent input for the plan.

After the parent surveys, student tally, and walk tour responses were collected, staff shared preliminary draft recommendations at a PTA meeting (November 19, 2021) to ensure the potential recommendations did not miss any key concerns or ideas.

Details regarding parent and staff input at these meetings are included in Appendix E.

## Recommendations

The following recommendations are made for Ladd Acres Elementary should the school administration choose to implement a SRTS Program. Using the six E's that guide the SRTS Program, City of Hillsboro staff made the following recommendations based on existing conditions and partner input.

Note: Some of the recommendations may be possible in the short-term activities while others may be longer-term goals. Factors such as having a champion to steer the project, project budget, and the need for coordination from multiple partners (parent organizations, the Hillsboro School District, the City of Hillsboro Public Works Department, Hillsboro Police Department, Washington County) can affect how quickly a recommendation is accomplished.

### Overall Program

**Current condition:** The Ladd Acres Elementary PTA had organized helmet fittings in the past but there was not a comprehensive SRTS Program at the school prior to developing the action plan.

- **Recommendation 1:** Work together to expand the SRTS Program at Ladd Acres Elementary.
  - Lead: Ladd Acres Elementary School, Ladd Acres Elementary PTA, SRTS Coordinator

### Encouragement Recommendations

**Current Condition:** Ladd Acres Elementary hosted a Walk and Roll to School Day event during the action plan process.

- **Recommendation 2:** Participate in the fall Walk and Roll to School Day each year.
  - Lead: Ladd Acres Elementary School
- **Recommendation 3:** Participate in the spring Walk and Roll Day each year. If the PTA has bandwidth to partner with the school, consider organizing a May Walk and Roll Month Challenge.
  - Lead: Ladd Acres Elementary School, Ladd Acres Elementary PTA
- **Recommendation 4:** Participate in other encouragement events, such as Wheel Fairy, when provided by the SRTS Program.
  - Lead: Ladd Acres Elementary School, SRTS Coordinator

**Current Condition:** In the Parent Survey, “Weather and Climate” was the second most common parent concern.

- **Recommendation 5:** Host Walk and Roll Rodeo in September to encourage bike and pedestrian safety and include winter weather riding tips during the event. PTA support for this event is recommended if they have bandwidth to participate.
  - Lead: Ladd Acres Elementary School, Ladd Acres Elementary PTA, SRTS Coordinator
- **Recommendation 6:** Include a “Dressing for Active Transportation During Wet and Low Light Conditions” article in the parent newsletter.
  - Lead: SRTS Coordinator (article content); Ladd Acres Elementary School (distribution)
- **Recommendation 7:** Participate in a wet weather active transportation encouragement event.
  - Lead: SRTS Coordinator (event development); Ladd Acres Elementary School

**Current Condition:** In the Parent Survey, “Adults to walk or bike with” was the fourth most common concern identified by parents.

- **Recommendation 8:** Organize a walking school bus weekly or monthly.
  - Lead: Ladd Acres Elementary parents, Ladd Acres Elementary School, SRTS Coordinator

**Current Condition:** A lower number of students used active or shared transportation to school versus leaving school.

- **Recommendation 9:** Develop a map with the expected times it takes to walk each of the suggested walk routes. Distribute this map to parents through the school newsletter.
  - Lead: SRTS Coordinator, Ladd Acres Elementary School
- **Recommendation 10:** Participate in regular encouragement events to create change during morning routines.
  - Lead: SRTS Coordinator, Ladd Acres Elementary School

## Education Recommendations

**Current Condition:** Ladd Acres Elementary PE teacher was trained on the Hillsboro SRTS Program pedestrian safety lessons in spring 2019.

- **Recommendation 11:** Teach pedestrian safety in PE class each year.
  - Lead: Ladd Acres Elementary School

**Current Condition:** The Ladd Acres Elementary principal has expressed interest in developing a culture of safety related to the trip to and from school. In the parent survey, the highest percentage of parents indicated they are “Interested but Concerned” about allowing their student to walk or bike to school.

- **Recommendation 12:** Provide back to school safety handout to parents.
  - Lead: Ladd Acres Elementary School, SRTS Coordinator
- **Recommendation 13:** Include SRTS safety and encouragement reminders in parent outreach materials throughout the school year.
  - Lead: SRTS Coordinator, Ladd Acres Elementary School

**Current Condition:** The suggested walk map currently has routes from the west and north of the school. Students living to the east of the school are not within the walk route. A suggested walk path is not included for students living south of the school.

- **Recommendation 14:** Develop a suggested walk path for students living south of the school.
  - Lead: Hillsboro School District

**Current Condition:** The PTA has organized helmet fitting during past school years.

- **Recommendation 15:** Starting in the 2022-23 school year, host helmet fittings at least once a year to teach students proper helmet wear.
  - Lead Ladd Acres Elementary School, Ladd Acres Elementary PTA, SRTS Coordinator

**Current Condition:** Parents are unsure when their student is allowed to walk to school on their own and how to decide when their student is ready.

- **Recommendation 16:** Include the “When Can My Child Safely Walk or Ride to School Alone?” flyer from the Oregon Department of Transportation in beginning of the year outreach and provide copies at the school’s front office for interested parents.
  - Lead: Ladd Acres Elementary School

**Current Condition:** Parents expressed concern about speeding and driver behavior along the busier streets in the walk area. During the times when a school speed zone was active, three school speed zone locations (SE Century Boulevard, SE Drake Street and SE Johnson Street) had 85<sup>th</sup> percentile speeds that were eight or more miles over the speed limit. SE Johnson Street is the closest of the three locations to Ladd Acres Elementary School. The other two locations are located at the edge of the Ladd Acres walk boundary and close to Century High School. Additional tools to address speed concerns is listed in the Enforcement section.

- **Recommendation 17:** Consider placing a mobile speed feedback sign on SE Century Boulevard, SE Drake Street, and SE Johnson Street.
  - Lead: Hillsboro Public Works Department
- **Recommendation 18:** Organize a yard sign campaign along school walk routes using signs from the “School Routes are everywhere. Drive like it.” Metro safety campaign. The Safe Routes to School Coordinator could provide signs and copies of the City’s sign code.
  - Lead: Ladd Acres Elementary School PTA

## Enforcement Recommendations

**Current Condition:** Multiple parents expressed interest in having crossing guards.

- **Recommendation 19:** Parents are encouraged to contact the school principal to inquire about crossing guard resources and placement. The Hillsboro School District places crossing guards based on established criteria and policies.
  - Lead: Hillsboro School District

**Current Condition:** Parents expressed concern about speeding and driver behavior along the busier streets in the walk area. (See Education section for further description of speed data observations.)

- **Recommendation 20:** Parents and school staff are encouraged to contact the Hillsboro Police Department when they observe speeding or concerning driver behavior.
  - Lead: Ladd Acres Elementary parents, Ladd Acres Elementary School
- **Recommendation 21:** Consider speed and crosswalk enforcement along SE Johnson Street during elementary school arrival and dismissal times.
  - Lead: Hillsboro Police Department

## Engineering Recommendations

**Current Condition:** In the next few years, two significant transportation projects will occur along two roads that create the Ladd Acres Elementary walk boundary – the Century Boulevard Extension Project<sup>2</sup> and the Cornelius Pass Road (Frances Street to TV Highway)<sup>3</sup> project. These projects may affect how traffic travels through the walk area during and following construction.

- **Recommendation 22:** Consider SRTS concepts when planning transportation construction projects.
  - Lead: Hillsboro Public Works Department, Washington County Land Use and Transportation
- **Recommendation 23:** When the construction schedule is developed, inform Hillsboro School District of the schedule and request the Hillsboro School District provides input on potential concerns.
  - Lead: Washington County Land Use and Transportation, Hillsboro School District
- **Recommendation 24:** Following construction, discuss updated traffic data with Hillsboro School District.
  - Lead: Washington County Land Use and Transportation, Hillsboro Public Works Department, Hillsboro School District

**Current Condition:** Some students living within a mile of Ladd Acres Elementary receive bussing.

- **Recommendation 25:** Explore roadway safety improvements to address barriers to walk routes.
  - Lead: Hillsboro Public Works Department, Hillsboro School District

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<sup>2</sup> More information about this project can be found online at <https://www.co.washington.or.us/LUT/TransportationProjects/centuryblvdext.cfm>.

<sup>3</sup> More information about the Cornelius Pass Road (Frances Street to TV Highway) project can be found at <https://www.co.washington.or.us/LUT/TransportationProjects/cornelius-pass-tv-hwy-to-frances.cfm>.

**Current Condition:** During the school walk audit, the community identified infrastructure improvements along SE Johnson Street to be their highest interest infrastructure improvement. The City is in the process of updating the Hillsboro Transportation System Plan (TSP) which is the “roadmap” of planned improvements. Sidewalks along SE Johnson Street is listed as a project in the current TSP and will be carried over into the new TSP. Unfortunately, the TSP identifies far more projects than the City can afford to construct.

- **Recommendation 26:** Consider the SE Johnson Street project when prioritizing projects for the upcoming Bicycle and Pedestrian Capital Improvement Program and when considering applying for grant funds.
  - Lead: Hillsboro Public Works Department

## Evaluation Recommendations

**Current Condition:** Student travel mode and parent surveys were collected in 2019. The student tally collected information about current travel choices and the parent surveys asked about opinions and concerns related to allowing students to walk and bike to school.

- **Recommendation 27:** Repeat evaluations annually
  - Lead: Ladd Acres Elementary School, SRTS Coordinator

**Current Condition:** Traffic data used in this plan was from 2019 when the plan was originally drafted. Prior to finalizing the plan, City staff looked at more recent traffic data for one focus street (Johnson) to see if the data had changed. A slight decrease in traffic was noted along this road between 2019 and 2021 so it was decided to continue using this data for this current version of the plan.

- **Recommendation 28:** Return to Ladd Acres within five years from the year the draft started (2019) for an action plan update.
  - Lead: SRTS Coordinator

## Equity Recommendations

**Current Condition:** The Hillsboro SRTS Program encourages all students to safely walk or roll (bike, skate, scoot or ride the bus) to school.

- **Recommendation 29:** Continue to include all modes of active and shared transportation in encouragement events
  - Lead: Ladd Acres Elementary School, SRTS Coordinator, HSD

**Current Condition:** Recommendations in this plan include a bike rodeo.

- **Recommendation 30:** If a student needing accommodations wishes to participate in the bike rodeo, arrange for an accessible bike or scooter for the event.
  - Lead: SRTS Coordinator, HSD

**Current Condition:** Ladd Acres Elementary knows of families in need of printed materials.

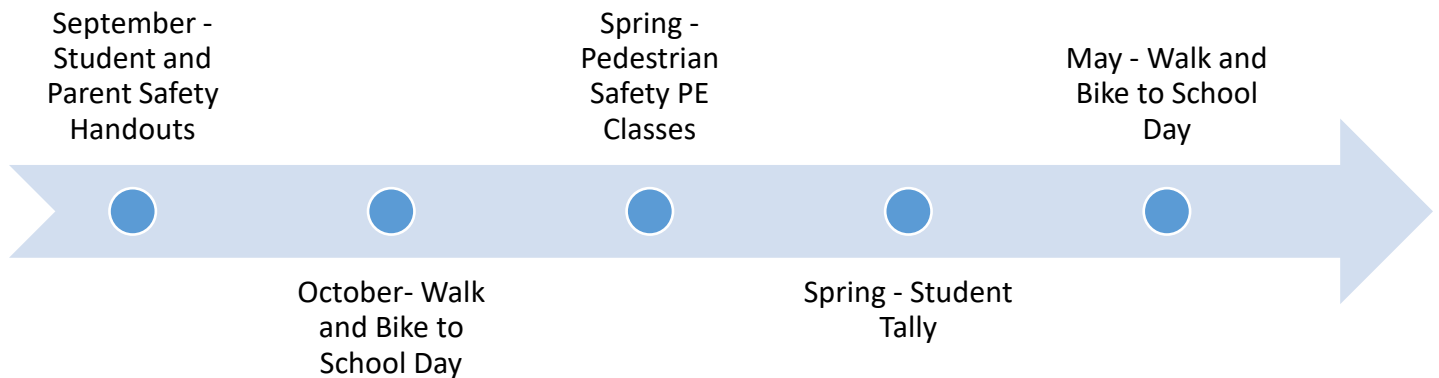
- **Recommendation 31:** Provide printed materials for families that need them.
  - Lead: Ladd Acres Elementary School,

**Current Condition:** Some families within the school community speak Spanish.

- **Recommendation 32:** The SRTS Program provides all materials in English and Spanish.
  - Lead: Ladd Acres Elementary School, SRTS Coordinator
- **Recommendation 33:** Consider translating SRTS materials into additional languages if a districtwide need is identified.
  - Lead: SRTS Coordinator

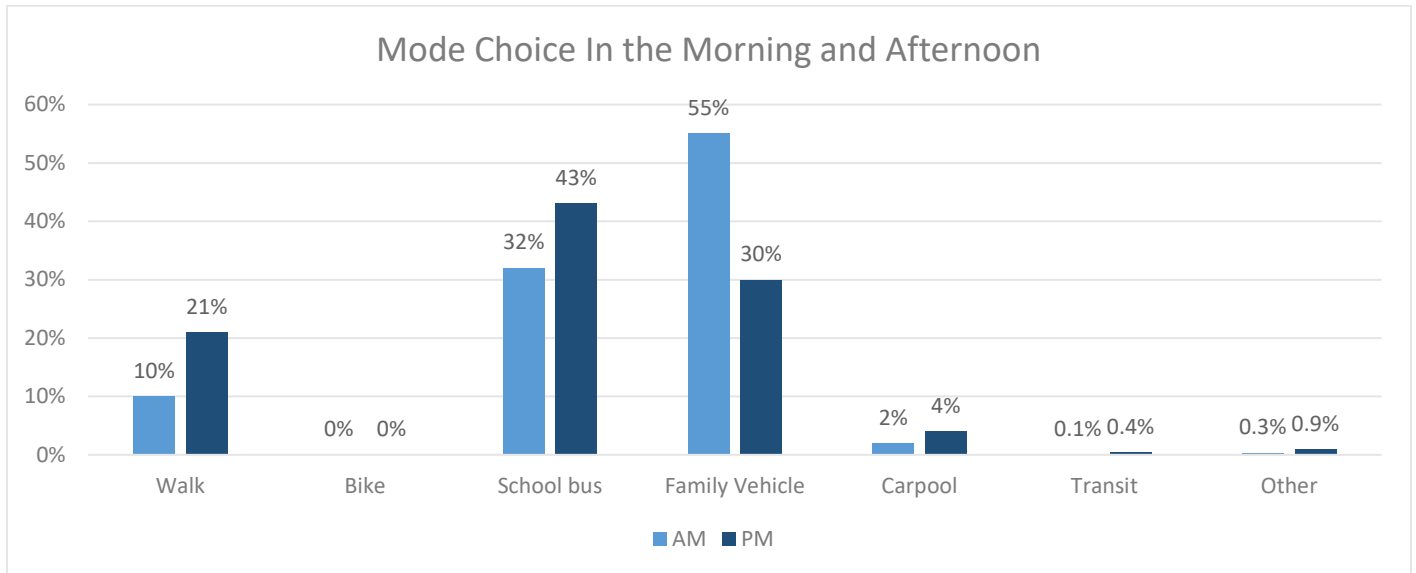
### Next Steps

Ladd Acres 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 A: Student Travel Data

In spring 2019, 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 on two or three mornings how they arrived at school and how they planned to leave school that afternoon. The results of this tally are below.



## Appendix B: Parent Survey

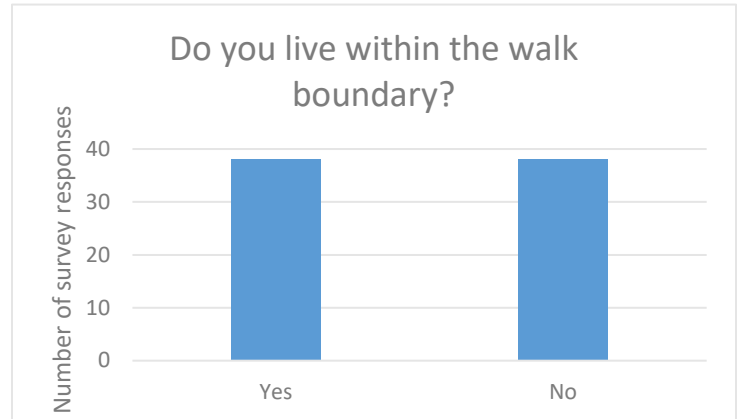
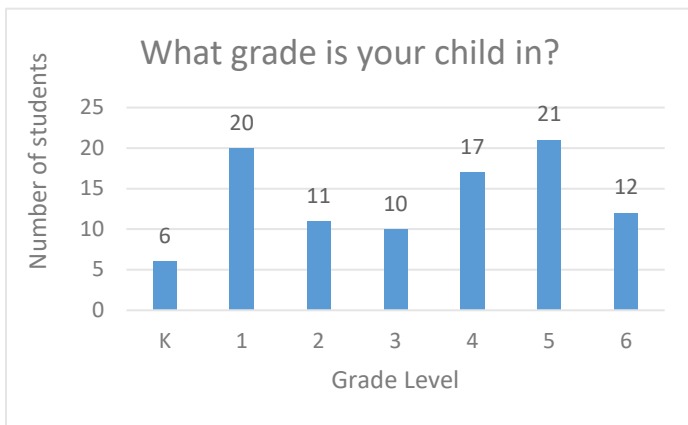
In fall 2019, an online survey was distributed to Ladd Acres Elementary families. Prior to sending out the survey, SRTS staff asked the school principal if an online or paper survey would be best for the community. The purpose of this survey is to gather information about how students get to and from school and to learn about concerns and issues related to walking and biking to school.

The survey was distributed by the principal and was available online from November 1 to November 15, 2019.

### Respondent and Student Characteristics

Eighty surveys were completed. The respondents were asked to submit one survey per family and indicate the grade(s) their students attended. Each grade level is represented in the data, with a range of 6 to 21 students per grade.

Exactly half of those surveyed live in the walk boundary.



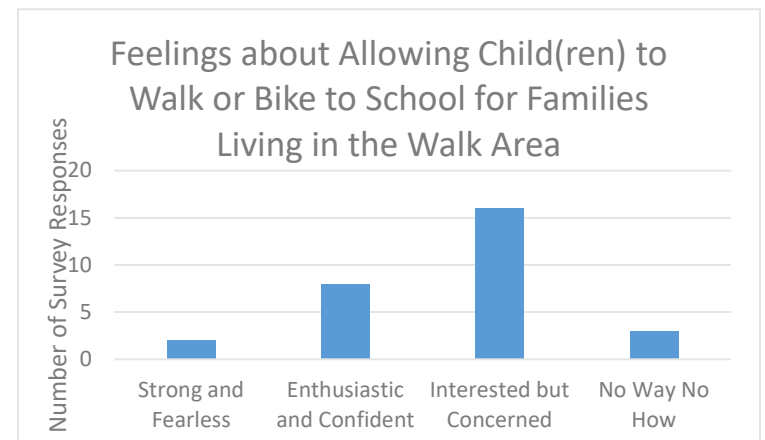
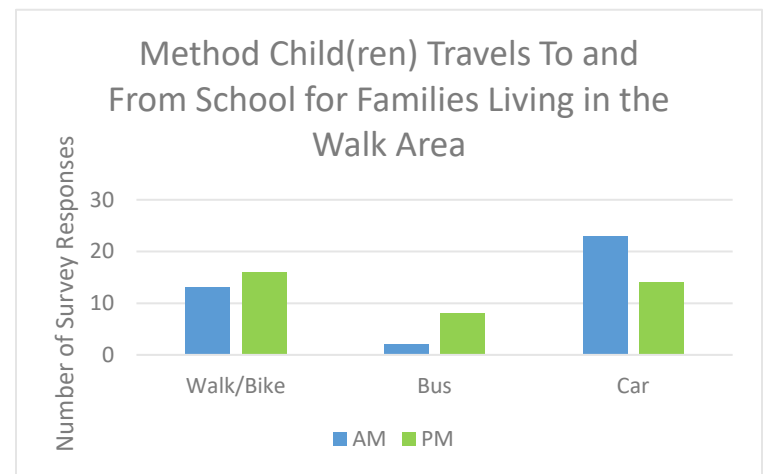
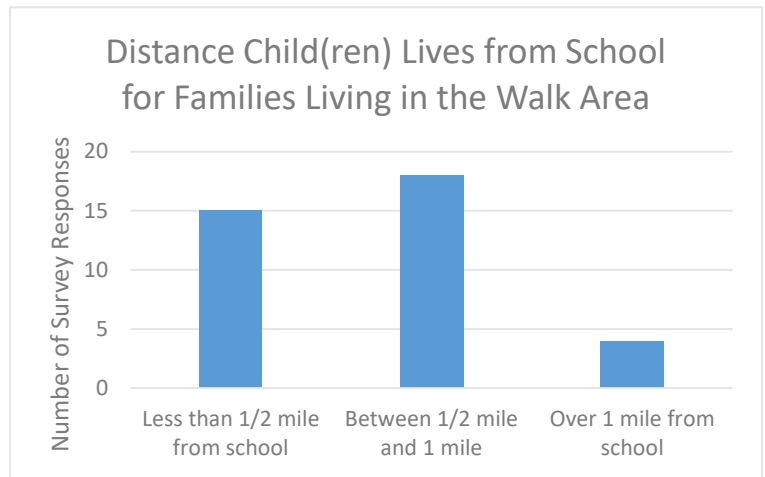


## Data Observations - Families Living in the Walk Area

The survey data was filtered to determine the traveling characteristics, comfort level, and concerns of families living inside the walk boundary. The highest number of families living inside the walk boundary live between one half of a mile and one mile from the school. Four respondents said they live over one mile from the school and inside of the walk boundary. Since HSD's Transportation Policy sets the maximum walk distance at one mile, these families may live outside of the walk boundary or may live closer.

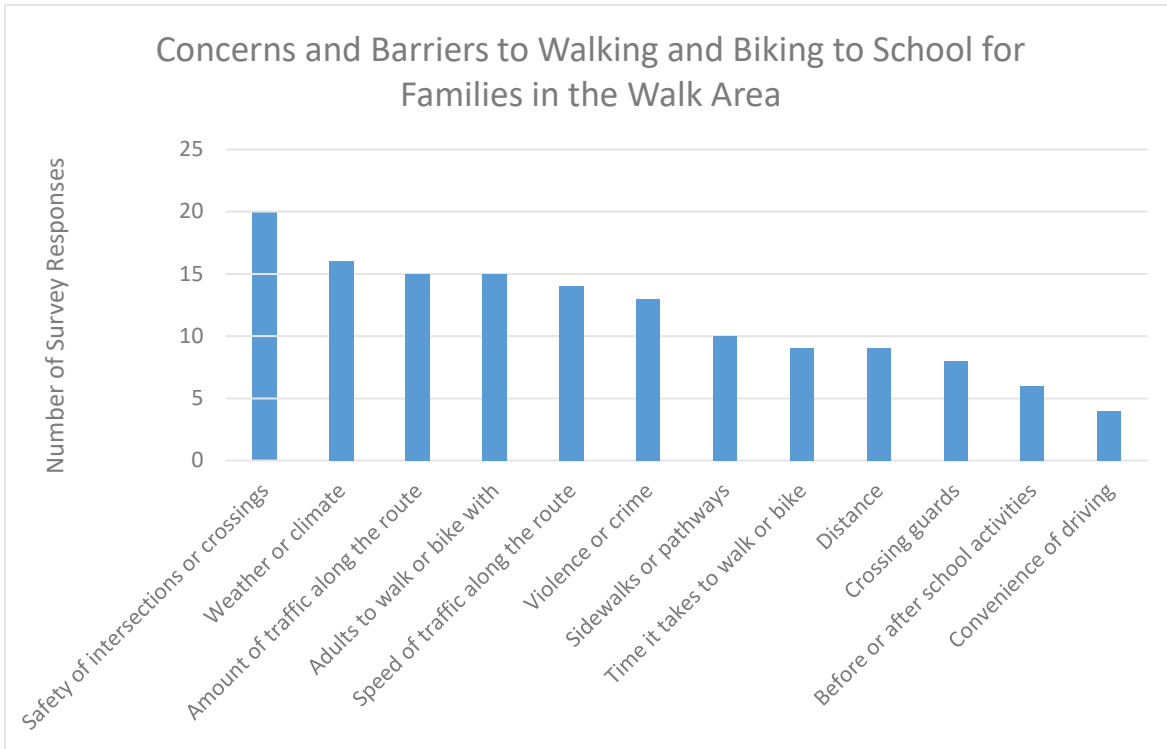
The adults were also asked "On most days, how does your child get to school and how does your child leave school?" Most families living within the walk boundary said their child or children get to school by car in the morning. In the afternoon, a higher number of students walk/bike or ride the bus and less students leave by car.

Using a scale called "Level of Stress" respondents were asked to identify how they feel about allowing their child to walk or bike to school. The majority of adults living in the walk boundary were open to the concept of allowing their student to walk or bike to school. The highest percentage of respondents (42%) were "Interested but Concerned," which indicates that they are open to the concept but additional SRTS activities may help them become more comfortable.



Adults were also 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 four responses were:

- Safety of intersections or crossings
- Weather or climate
- Amount of traffic along the route
- Adults to walk or bike with



Finally, the adults were asked about specific intersections, crosswalks or other aspects of the walk route that concern them. The following concerns were listed:

- SE 73<sup>rd</sup> Ave (5 respondents)
  - Failure to obey traffic laws and controls
  - Many near accidents
- SE Cornelius Pass Rd (3 respondents)
  - Speeding
- Other streets of concern (1 respondent/street):
  - Tualatin Valley Highway
  - SE Johnson St
  - SW Augusta Ln
  - SE Hacienda St
  - SE 67<sup>th</sup> Ave
- Increased homeless population (1 respondent)
- Behind school crosswalks (1 respondent)

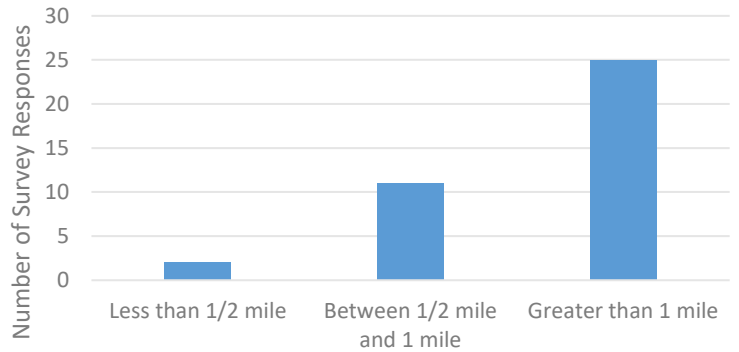
## Data Observations - Families Living Outside the Walk Area

The parent survey data was also filtered to determine the traveling characteristics of families living outside the walk area. These students receive bus service unless they optioned-in to the school.

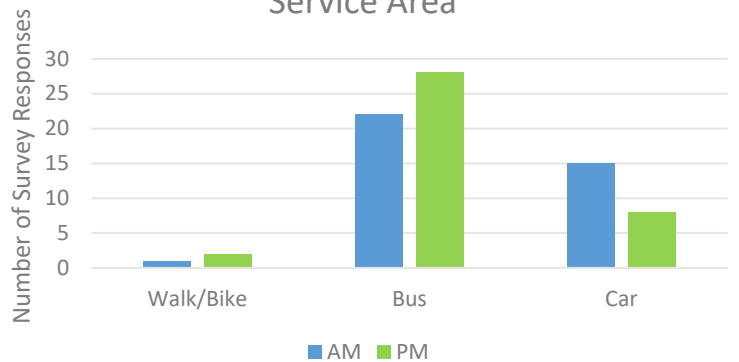
The majority of families in this group live over a mile from the school. The families that live less than a mile from the school likely receive bus service through the supplemental bus service program.

When asked “On most days, how does your child get to school and how does your child leave school?”, the majority of adults indicated that their students take the bus both in the morning and afternoon. The rate of families using bus service is higher in the afternoon than in the morning.

### Distance Child(ren) Lives from School for Families Living in the Bus Service Area



### Method Child(ren) Travels To and From School for Families Living in the Bus Service Area



## Appendix C: Walking Tour

The SRTS Program staff led a walking tour along the suggested walk paths on December 2, 2019 at 2:30 pm. This time was selected with input from the Ladd Acres Elementary PTA. Each attendee was given a self-guided walking tour packet which included a questionnaire to fill out during the walk. Copies of the packet were also left at the school's front office from December 2 to December 11, 2019.

### Event Observations

**Pedestrian environment** - The suggested walking route for Ladd Acres Elementary was relatively well-maintained, with attendees reporting that they had a good quality walking space during the tour. Staff observed a number of locations where sidewalks were lifting due to tree roots, sidewalk joints eroding or cracking, and vegetation obstructing the sidewalk area.



Figure 2: Walking Tour Attendees

**SE Johnson Street** - Improvements along Johnson Street was identified as the top priority infrastructure improvement among the attendees. One attendee asked for a rapid rectangular flashing beacon (RRFB) at the crosswalk on Johnson Street near the school field. Previous engineering studies have determined that an RRFB is not warranted and the current design meets engineering standards. Attendees mentioned that students of all ages (K-12), as well as adults, use Johnson frequently and that improvements would be beneficial to this community.

**SE Cornelius Pass Road** - Multiple attendees mentioned their concerns about SE Cornelius Pass Road. Some students within the walk area walk along this roadway and attendees explained that there have been close calls at the school driveway<sup>4</sup>. They also mentioned that some students who option-into the school cross the Cornelius Pass Road. They were concerned that the road can be difficult to cross<sup>5</sup>.

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<sup>4</sup> In fall 2019, the HSD Safety Team directed the school to contact their School Resource Office to see if they could provide enhanced presence. School staff were told that crossing guard time will be allocated for this location during the 2020-2021 school year.

<sup>5</sup> Note: Students can option-in to Ladd Acres Elementary from Reedville Elementary. When families choose this option, they are informed that it is their responsibility to get their student to school. Some students are choosing to cross SE Cornelius Pass Road. This plan will not include recommendations to address this concern as the scope of the Safe Routes to School Program does not include developing recommendations for students travelling from outside of the school attendance area. All students walking to Ladd Acres will benefit if pedestrian safety education is taught at the school.

After hearing of the safety concerns at Cornelius Pass and Johnson Street, Washington County adjusted the signal timing at the Cornelius Pass and Johnson Street signal to benefit the safety of all pedestrians. The signal was timed to include a leading pedestrian interval. This is a way to help pedestrians get part of the way across a crosswalk before the cars are given a green light. This has proven to be very effective.

**Driver behavior** - One attendee pointed out that drivers have been observed speeding to make it through traffic lights and not stopping at red lights at both SE Frances Street/SE Cornelius Pass Road and SE Johnson Street/SE Cornelius Pass Road drivers. An attendee also expressed concern that drivers are not yielding to pedestrians at the SE Cornelius Pass Road/SE Augusta Lane intersection, SE Cornelius Pass Road/SE Johnson Street intersection, and the Ladd Acres Elementary staff/bus driveway.

**Parent Active Transportation Resources** - An attendee asked for information about when children can walk alone to school. The Oregon Department of Transportation has developed outreach materials to help parents make the decision about when their child is ready. The attendee identified this an important information sharing opportunity.

## Appendix C: Speed and Traffic Counts

The City conducts traffic volume counts and speed monitoring at key locations throughout the city each year. Special traffic studies are also completed by City staff on an as needed basis. Seven of the annual counts and one 2017 special count fall in the walk zone for Ladd Acres Elementary. The locations are:

- SE 67th Avenue
  - Between SE Blaine Street and SE Moscato Court
- SE 73rd Avenue
  - Between SE Villa Street and SE Frances Street
- SE Century Boulevard
  - Between SE Hacienda Street and SE Pegasus Street
- SE Drake Street
  - Between SE Century Boulevard and 67th Avenue
- SE Frances Street
  - Between 74th Avenue and SE Cornelius Pass Boulevard
- SE Johnson Street
  - Between SE 72nd Avenue and SE 72nd Avenue
  - Between SE 72nd Avenue and SE Cornelius Pass Road
- SE 74<sup>th</sup> Ave (Special Count)
  - Between SE Augusta Lane and SE Drake Street

Washington County also collects speed and traffic data on roads they own and maintain. Within the Ladd Acres walk boundary, they collected data along the following location:

- SE Cornelius Pass Road
  - Between TV Highway and SE Johnson Street

## Road Classification and Average Daily Totals

Table 1 lists the road types present within the walk area and the road type’s general characteristics. It also identifies the road type for each of the roads where traffic data was collected.

**Table 1: Ladd Acres Elementary Attendance Area Road Types**

Road Type	Transportation System Plan Description	Roads in Ladd Acres Elementary Walk Area
Arterial	<ul style="list-style-type: none"> <li>• Interconnect and support the principal arterial highway system.</li> <li>• Typically one mile apart.</li> <li>• Many connect surrounding cities.</li> </ul>	<ul style="list-style-type: none"> <li>• SE Cornelius Pass Road</li> </ul>
Collector	<ul style="list-style-type: none"> <li>• Provide both access and circulation within residential and commercial/industrial areas.</li> <li>• Meant to move traffic from local streets to arterials.</li> </ul>	<ul style="list-style-type: none"> <li>• SE Century Boulevard</li> <li>• SE Drake Street</li> <li>• SE Francis Street</li> <li>• SE Johnson Street</li> </ul>
Neighborhood Route	<ul style="list-style-type: none"> <li>• Lower levels of traffic are expected compared to collector streets as these routes are primarily used for neighborhood access.</li> </ul>	<ul style="list-style-type: none"> <li>• SE 67th Avenue</li> <li>• SE 73rd Avenue</li> </ul>
Local	<ul style="list-style-type: none"> <li>• Low traffic volumes are expected</li> </ul>	<ul style="list-style-type: none"> <li>• SE 74th Avenue</li> </ul>

Table 2 lists the Average Daily Totals for each location and the date the data was collected.

**Table 2: 2018 Average Daily Totals (ADT)<sup>6</sup>  
Ladd Acres Elementary Attendance Area**

Street	ADT	Date Collected
SE 67th Avenue • Between SE Blaine Street and SE Moscato Court	747	9/11/2018
SE 73rd Avenue • Between SE Villa Street and SE Frances Street	1643	8/28/2018
SE 74th Avenue • Between SE Augusta Lane and SE Drake Street	346	7/12/2017
SE Century Boulevard • Between SE Hacienda Street and SE Pegasus Street	5795	9/11/2018
SE Frances Street • Between 74th Avenue and SE Cornelius Pass Boulevard	6455	9/11/2018
SE Johnson Street • Between SE 72nd Avenue and SE 72nd Avenue • Between SE 72nd Avenue and SE Cornelius Pass Road	5201 6067	8/28/2018 9/11/2018
SE Cornelius Pass Road • Between TV Highway and SE Johnson Street • Between SE Augusta Lane and SE Johnson Street	19,417 21,651	06/2019 03/03/2020

<sup>6</sup> The average daily total is the amount of traffic measured during a 24 hour period on an average day.



## Speed Limits and School Zones

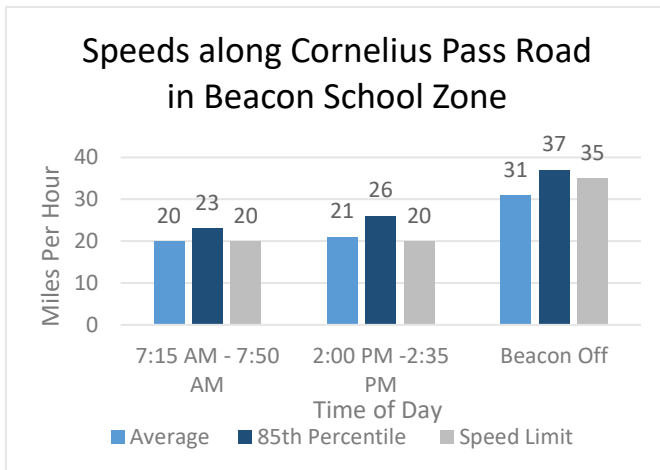
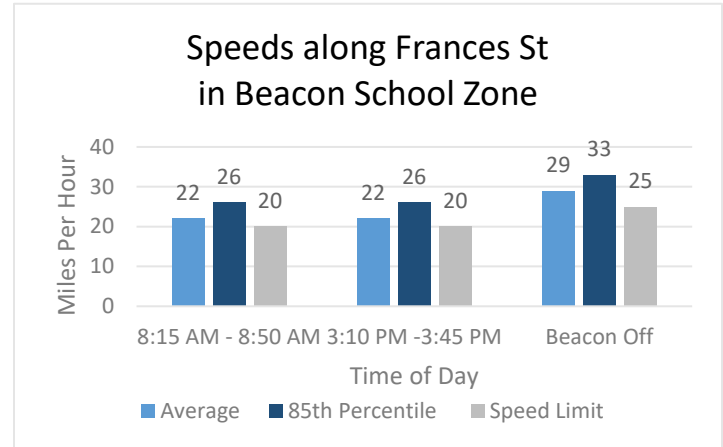
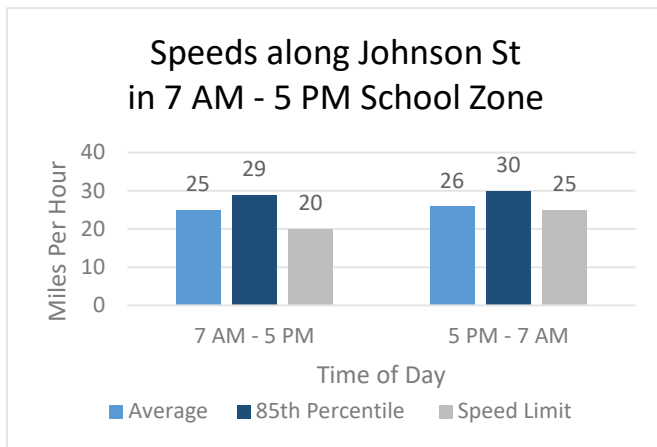
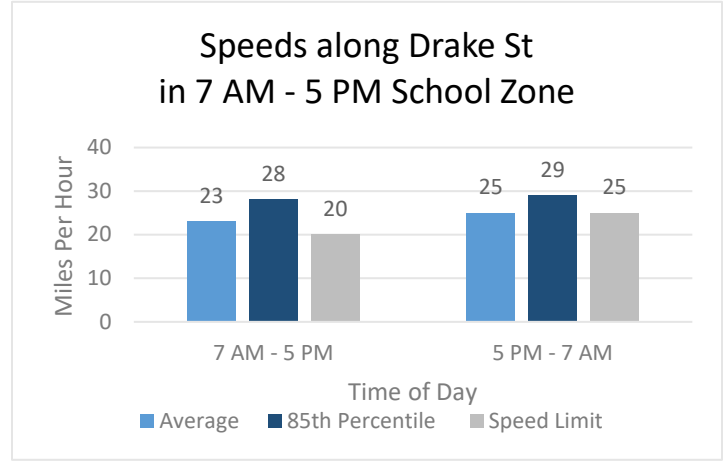
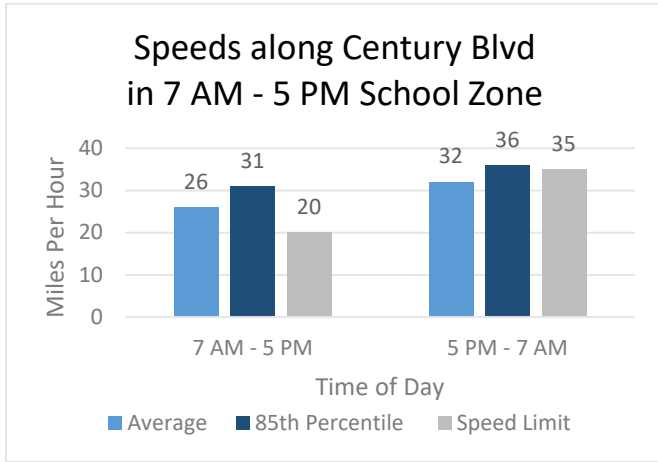
The speed limit along the neighborhood streets within the school walk zone is 25 MPH while regular speed limit along Cornelius Pass is 35 MPH. There are seven school speed zones within the school walk area. Table 3 provides information about the locations and types of the school speed zones.

**Table 3: School Speed Zones  
Ladd Acres Elementary Attendance Area**

Street	Type of School Speed Zone
SE Century Boulevard <ul style="list-style-type: none"> <li>• south of SE Drake Street to SE Kensington</li> </ul>	7 AM – 5 PM
SE Drake Street <ul style="list-style-type: none"> <li>• west of Century Boulevard to just west of SE 67th Avenue</li> </ul>	7 AM -5 PM
SE Johnson St <ul style="list-style-type: none"> <li>• west of SE 75th Avenue to east of SE Cornelius Pass Road</li> </ul>	7 AM – 5 PM
SE Frances St <ul style="list-style-type: none"> <li>• East of SE 74<sup>th</sup> Avenue to SE Cornelius Pass Road</li> </ul>	When Beacons Are Flashing
SE Cornelius Pass Road <ul style="list-style-type: none"> <li>• north of SE Johnson Street to south of SE Augusta Lane</li> </ul>	When Beacons Are Flashing
SE 73 <sup>rd</sup> Ave <ul style="list-style-type: none"> <li>• south of SE Drake Avenue to just north of Villa</li> </ul>	When Children Present
SE 74 <sup>th</sup> Ave <ul style="list-style-type: none"> <li>• south of SE Drake Court to north of SE Drake Court</li> </ul>	When Children Present

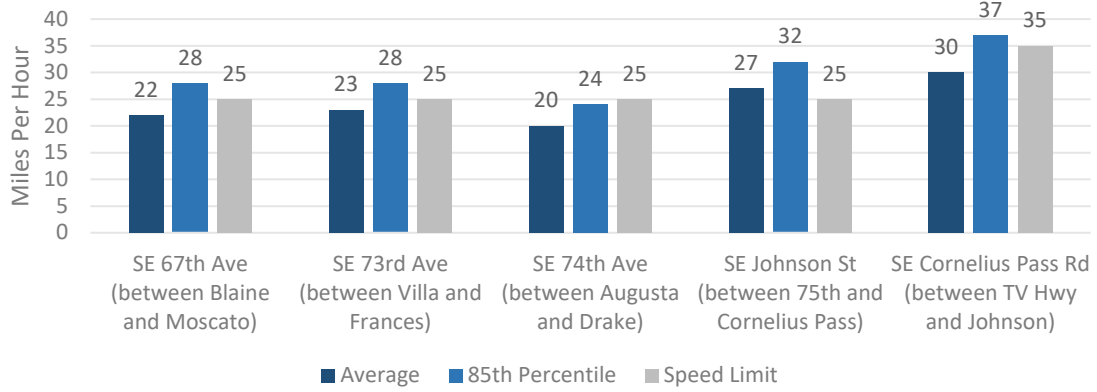
## Observed Speeds on City and County Streets

The tables below compares the average and 85<sup>th</sup> percentile speeds<sup>7</sup> at the nine data collection points to the speed limits. This data was collected on the city-owned and maintained streets in 2018 and on Cornelius Pass Road in 2019.



<sup>7</sup> The 85<sup>th</sup> percentile speed means that 85% of vehicles are driving at or below the listed speed.

### Speeds at Locations Without School Speed Zones



## Appendix E: Parent/Staff Meetings and Events

To introduce the SRTS Program to the Ladd Acres Elementary School community, Public Works staff attended:

- an introductory meeting with the principal (July 17, 2019)
- two Ladd Acres Elementary PTA meetings (September 19, 2019 and November 19, 2021)
- one walking tour with a school representative, parents and City staff (December 2, 2019)

At these meetings we heard from parents about some of the barriers and challenges they face when considering allowing their student to use active or shared transportation to and from school.

After the parent surveys, student tally, and walk tour responses were collected and recommendations were developed, the principal reviewed the draft recommendations and provided feedback. City staff attended another PTA meeting on November 19, 2021. The draft action plan was provided prior to the PTA meeting. Due to limited time availability during the meeting, the conversation was focused on if they supported the recommendations where parents or the PTA were identified as co-leaders and if parent had other ideas.

### Barriers Identified in Preliminary Meetings

- Cornelius Road is a fast and busy street. No students cross but some walk along the roadway.
- The school does not have any crossing guards. Some parents were interested in having guards.
- Parents are unsure when they can allow their student to walk on their own to school.

### Draft recommendation PTA feedback (November 19, 2021)

#### Overall

- Concern that data did not reflect new growth in South Hillsboro and new families that have joined Ladd Acres since data collection occurred 2 years ago.

#### Encouragement

- The PTA did not feel ready to give feedback/approval to list them as co-leaders on activities and that additional time to review the materials was needed.

#### Enforcement

- Concern about disproportional impacts of enforcement on BIPOC (Black, Indigenous, and People of Color) individuals.

#### Engineering

- Wanted speed humps for speed control on SE Johnson Street

PTA and school input was integrated into the final set of action plan recommendations or are addressed in Appendix F.

## Appendix F: City of Hillsboro Feedback on Engineering Requests

City of Hillsboro staff reviewed the staff and parent input collected throughout the action plan process to determine if proposed engineering solutions met engineering standards. The following table provides an update on the proposed improvements that were recommended by parents but were not included in the recommendations table.

<b>Concern/Proposed Improvement</b>	<b>Staff Feedback</b>
Rapid rectangular flashing beacon (RRFB) at the crosswalk on Johnson Street near the school field.	Previous engineering studies have determined that an RRFB is not warranted and the current design meets engineering standards.
Speed bumps for speed control on Johnson	Speed humps are not a traffic calming strategy that we implement in the City of Hillsboro. While speed humps can be effective at locally slowing traffic near each hump, they can also encourage speeding between humps and further downstream as drivers try to make up lost time. Speed humps cause increased traffic noise for nearby homes and due to the impact on response times for emergency vehicles, they are not supported by our fire and police departments. For these reasons we do not recommend the installation of speed humps.

## Appendix G: Sidewalk Inventory

