

Jackson Elementary
Safe Routes to School Action Plan



Drafted in 2020



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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](#)¹:

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

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: Jackson Elementary School
School Address: 675 NE Estate Drive, Hillsboro, Oregon 97124
County: Washington County
School District: Hillsboro School District
School Website: <https://www.hsd.k12.or.us/Jackson>
Enrollment (2019): 539
Enrollment by Grade (2019): K-79; 1-72; 2-68; 3-66; 4-80; 5-87; 6-87
Free/Reduced Lunch: 23% of students are eligible for free or reduced lunch
Action Plan Contact: Bernadette Le, SRTS@hillsboro-oregon.gov
503-681-6146

THE PROJECT TEAM

School Principal: Kashia Gutierrez
Parent Representatives: Erin Wardell
School Resource Officer: Mox Herrman
SRTS Coordinator: Bernadette Le
SRTS Intern: Megan Faszholz

Existing Conditions

District Transportation Policy

Students in kindergarten through 6th grade who live less than a mile from the school are encouraged to walk, bike, or carpool to school each day. In cases where the student lives more than one mile from the school, the Hillsboro School District's preferred method of travel is by school bus.

District Supplemental Transportation Plan

The Supplemental Transportation Plan provides buses to transport students inside Oregon's unfunded walking distances, which is one mile for elementary school students and one- and one-half miles for middle school students, because of hazardous conditions. Hazardous conditions are defined as difficult crossings, limited infrastructure, crossing railroad tracks, freeway crossings, and high volume and high-speed roadways.

School Attendance Area

Jackson Elementary is located in northern Hillsboro. Its attendance area boundary is displayed in Figure 1.

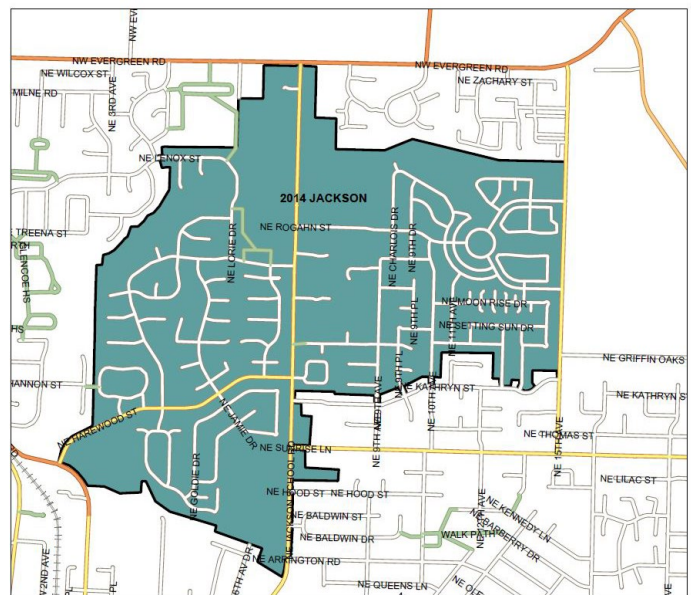


Figure 1: Jackson Elementary Attendance Area

Jackson Elementary Walk Boundary and Suggested Walk Paths

The Jackson Elementary walk boundary is under the one-mile size identified in the Hillsboro School District Standard Transportation Policy. The District used the Supplemental Transportation Plan to reduce the walk boundary due to factors including high volume and speed roadways.

The walking paths, located within the walk boundary, were identified in coordination with the school district, county, and city prior to the beginning of this project.

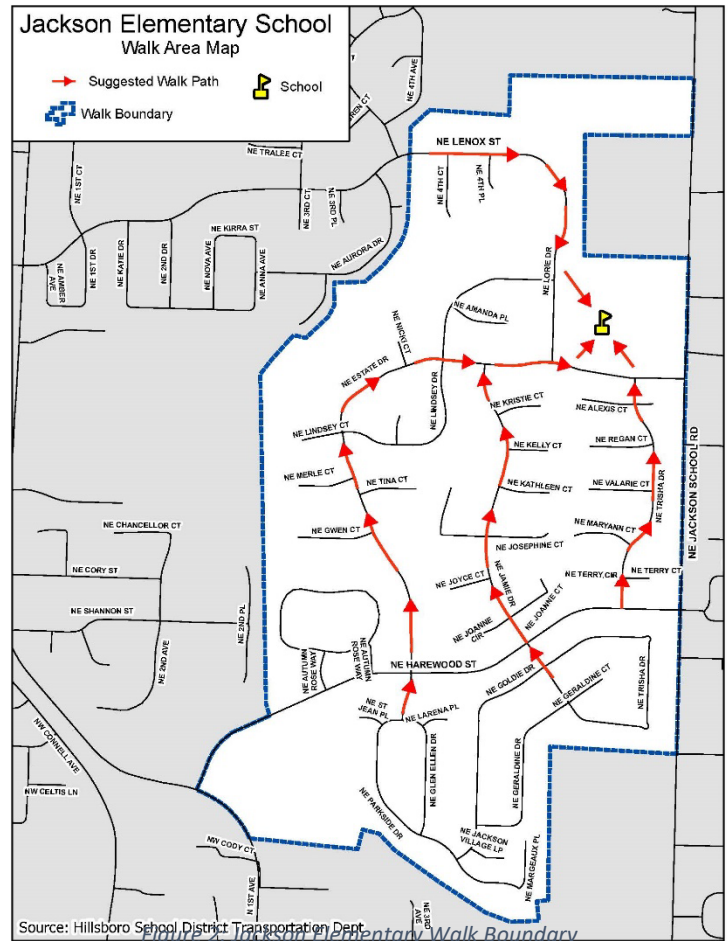


Figure 2 Jackson Elementary Walk Boundary

Evaluation and Data Collection

Student Travel Tally

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:

- A similar percentage of students arrived (68%) and left school (69%) using active or shared transportation.
- Since all students either receive bus service or live in the walk boundary, these numbers 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 (32%) and afternoon (31%).

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. Parents were also encouraged to fill out the survey during a back-to-school event. 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, 65% said their student walked/biked to school on most days and 85% said they used active or shared transportation for their trip home.
- 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 top four concerns from parents living in the walk area were:
 - Weather or climate
 - Safety of intersections or crossings
 - Speed of traffic along the route
 - Time it takes to walk or bike
- Most parents living in the bus service area said that their student took the bus in the morning (71%) and afternoon (79%).
- All students that live within the Jackson Elementary attendance area live within the walk and bus areas. Opportunities exist at Jackson Elementary School to increase the number of students using active or shared transportation for their trip to school.

Walk Audit

For the 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:

- All Jackson Elementary suggested paths have sidewalks. The neighborhood has a combination of sidewalks that are placed directly beside the street curb and facilities that are buffered by vegetation.
- Accessibility ramps were also present at all intersections within the walk boundary.
- An attendee mentioned that a substantially higher number of students walk and bike in the warmer and drier months.
- School zones exist along NE Harewood Street, NE Estate Drive, NE Jackson School Road, and NE Lorie Street/NE Lenox Street.

Speed and Traffic Counts

Each year, the City conducts traffic volume counts and speed monitoring at four locations within the Jackson Elementary walk boundary. In 2018, 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 match the expected traffic volumes on both the collector roadways (NE Harewood and NE Jackson School Road) and neighborhood roadways (NE Estate Drive, NE Lenox Street, NE Lorie Drive).
- The collected 85th percentile speeds were reasonable at most locations within the school walk area. Targeted speed enforcement along Harewood Street may be beneficial as parents have expressed concerns during the action plan process and the 85th percentile is 9 MPH over the posted speed limit.

Parent and Staff Meetings

The SRTS Coordinator attended an introductory meeting with the principal and an interested parent (June 20, 2019), two back to school events (August 29 and September 5, 2019), and one Jackson School Elementary PTA meeting (November 14, 2019) to provide information about the SRTS Program and receive parent input for the plan.

City staff made the following observations about the input received during these meetings:

- The crossing at NE Harewood Street and NE Jamie Drive was the most common concern identified by parents.

Due to the COVID-19 pandemic, additional outreach following the development of the recommendations was not possible prior to finalizing this document.

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

Recommendations

The following recommendations are made for Jackson 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 long-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, the Hillsboro Police Department) can affect how quickly a recommendation is accomplished.

Overall Program

Current condition: SRTS Program events had not been organized at Jackson prior to developing the action plan. One event was held during the action planning process (see encouragement section).

- **Recommendation 1:** Work together to expand the SRTS Program at Jackson Elementary.
 - Lead: Jackson Elementary staff, SRTS Coordinator

Encouragement Recommendations

Current Condition: Jackson 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: Jackson Elementary staff
- **Recommendation 3:** Participate in the spring Walk and Roll Month Challenge each year.
 - Lead: Jackson Elementary staff
- **Recommendation 4:** Participate in other encouragement events, such as Wheel Fairy, when provided by the SRTS program.
 - Lead: Jackson Elementary staff, SRTS Coordinator

Current Condition: The principal noted that the number of students walking and biking to school is significantly reduced during the wetter, darker months. Weather and climate was also one of the four most common barriers noted on the parent survey.

- **Recommendation 4:** Host Walk and Roll Rodeo in September to encourage bike and pedestrian safety.
 - Lead: Jackson Elementary staff, Jackson Elementary PTA, SRTS Coordinator
- **Recommendation 5:** Include a "Dressing for Active Transportation During Wet and Low Light Conditions" article in the parent newsletter.
 - Lead: SRTS Coordinator (article content); Jackson Elementary staff (distribution)
- **Recommendation 7:** Participate in a wet weather active transportation encouragement event.
 - Lead: SRTS Coordinator; Jackson Elementary staff

Current Condition: Multiple parents expressed concern regarding crossing NE Harewood Street at NE Jamie Drive.

- **Recommendation 8:** Organize a Walking School Bus weekly or monthly from a location south of Harewood Street.
 - Lead: Jackson Elementary parents, Jackson Elementary staff, SRTS Coordinator

Current Condition: “Time it takes to Walk or Bike to School” was one of the top four most common concerns in the parent survey.

- **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, Jackson Elementary staff

Education Recommendations

Current Condition: No previous pedestrian or bicycle safety education activities exist.

- **Recommendation 11:** Teach pedestrian safety in PE class each year.
 - Lead: SRTS Coordinator (train PE teacher and provide materials), Jackson Elementary School staff (teach lessons)
- **Recommendation 12:** Provide back to school safety handout to parents.
 - Lead: Jackson Elementary School, SRTS Coordinator
- **Recommendation 13:** Include SRTS safety reminders in parent outreach materials throughout the school year.
 - Lead: SRTS Coordinator, Jackson Elementary School

Enforcement Recommendations

Current Condition: Parents expressed concern about speeding and driver behavior along NE Harewood Street and NE Estate Drive, speeding along NE Jamie Drive, and driver behavior along Jackson School Road. The City of Hillsboro collects speed data each year (Appendix A). The collected 85th percentile speed on NE Harewood Street was 34 MPH. In the school zone on NE Estate Drive, the collected 85th percentile during school hours was 26 MPH. The Hillsboro Police Department has completed targeted enforcement along multiple streets within the walk boundary in recent years.

- **Recommendation 14:** Parents and school staff are encouraged to contact PD when they observe speeding or concerning driver behavior.
 - Lead: Jackson Elementary parents, Jackson Elementary staff
- **Recommendation 15:** Consider placing a mobile speed feedback sign on NE Estate Drive and on NE Harewood Street.
 - Lead: Hillsboro Public Works Department
- **Recommendation 16:** Consider speed and crosswalk enforcement on NE Harewood Street during elementary school arrival and dismissal times.
 - Lead: Hillsboro Police Department

Engineering Recommendations

Current Condition: Multiple parents expressed concerns about crossing NE Harewood Street at NE Jamie Drive without a guard² and requested a rectangular rapid flashing beacon (RRFB).

City staff reviewed current crosswalk best practices to see if the NE Harewood Street and NE Jamie Drive crossing would be a good location for an RRFB. The crossing is currently marked a school crosswalk with high visibility crosswalk markings on both sides of NE Jamie Drive at NE Harewood Street. The study found that this crossing is appropriately signed and marked according to current engineering standards. That review also indicated that the current conditions at the crosswalk (speed, width, volume) do not warrant the installation of an RRFB.

- **Recommendation 17:** Study and monitor the crosswalk to determine if and when crosswalk enhancements are warranted.
 - Lead: City of Hillsboro

Current Condition: Jackson School Road, between NE Estate Drive and NE Rogahn Street, currently has an enhanced crossing, sidewalks, and a school speed zone beacon. The bicycle facilities and sidewalks will be expanded through an upcoming road project ([Hillsboro-Oregon.gov/JacksonSchool](https://hillsboro-oregon.gov/JacksonSchool)).

- **Recommendation 18:** Following construction, discuss updated traffic data with Hillsboro School District.
 - Lead: Hillsboro Public Works Department, Hillsboro School District

Evaluation Recommendations

Current Condition: Student travel mode and parent surveys were collected in fall 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 19:** Repeat evaluations annually
 - Lead: Jackson Elementary School staff

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 20:** Continue to include all modes of active and shared transportation in encouragement events
 - Lead: Jackson Elementary School, SRTS Coordinator, Hillsboro School District

Current Condition: Recommendations 4 encourages school to host Walk and Roll Rodeo.

- **Recommendation 21:** Let parents know that if a student needing accommodations wishes to participate in the bike rodeo, the City can help arrange for an accessible bike or scooter for the event.
 - Lead: Jackson Elementary School, SRTS Coordinator

² The Hillsboro School District places crossing guards based on set criteria. This location does not meet the criteria.

Current Condition: Jackson Elementary knows of families in need of printed materials.

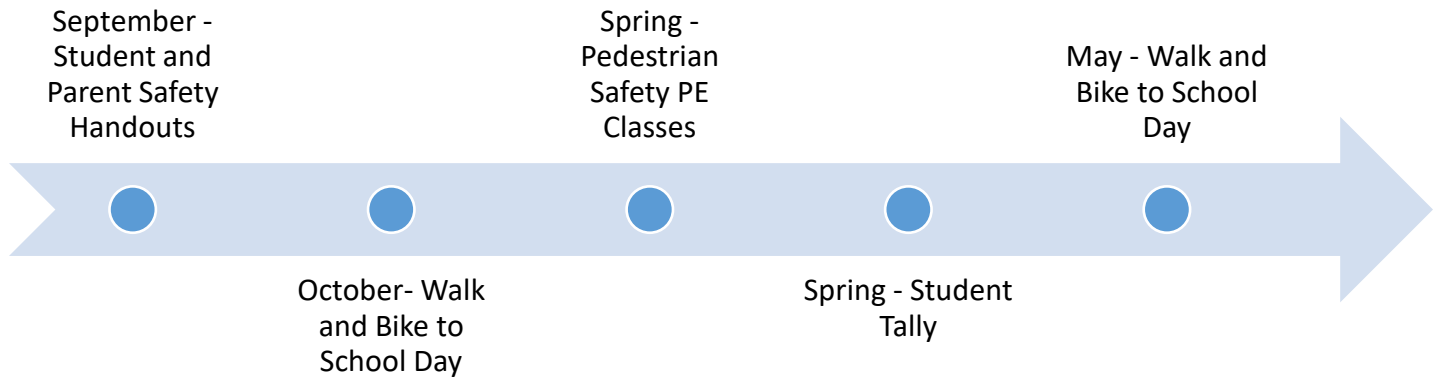
- **Recommendation 22:** Provide printed materials for families that need them.
 - Lead: Jackson Elementary School

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

- **Recommendation 23:** The SRTS Program provides all materials in English and Spanish.
 - Lead: Jackson Elementary School, SRTS Coordinator
- **Recommendation 24:** Consider translating SRTS materials into additional languages if a districtwide need is identified.
 - Lead: SRTS Coordinator

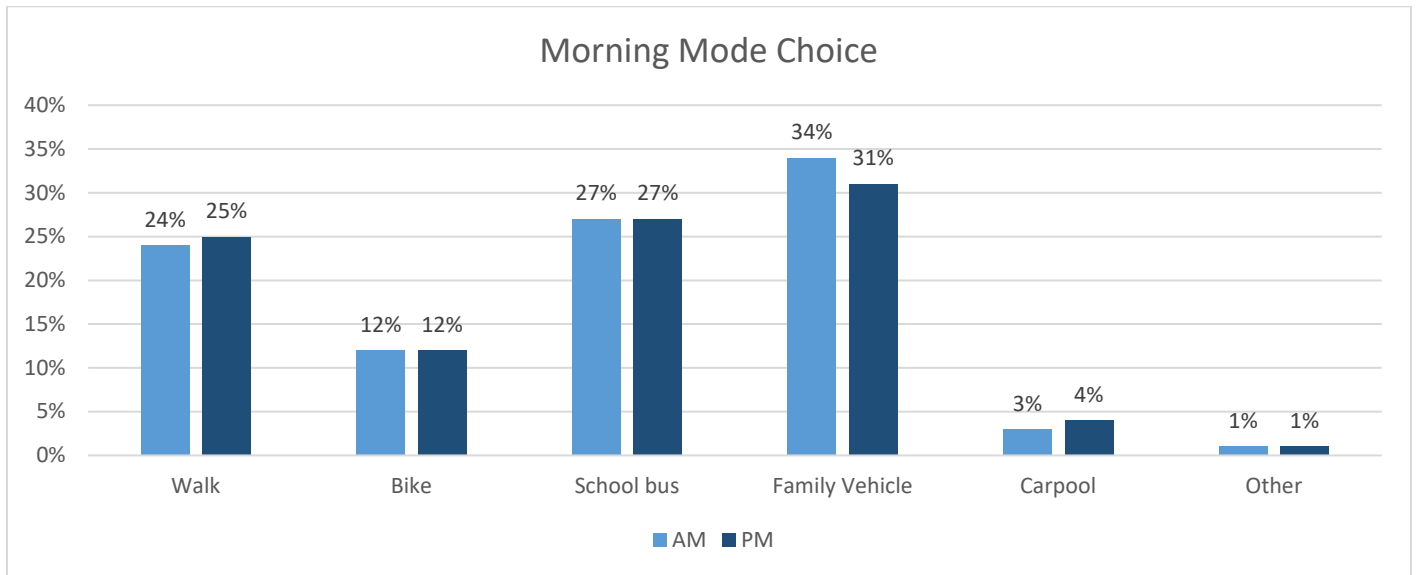
Next Steps

Jackson 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 fall 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. This data was collected in the first week of school. The first day of school data (Tuesday for 1st through 6th grades and Thursday for Kindergarten students) was not included in the analysis. The results of this tally are below.



Appendix B: Parent Survey Data

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. A City staff member met with the school principal and a parent volunteer during summer 2019 to plan the various opportunities for data collection at Jackson Elementary. During this meeting, the principal indicated that she has had the best success with online surveys and her community is responsive throughout the summer months.

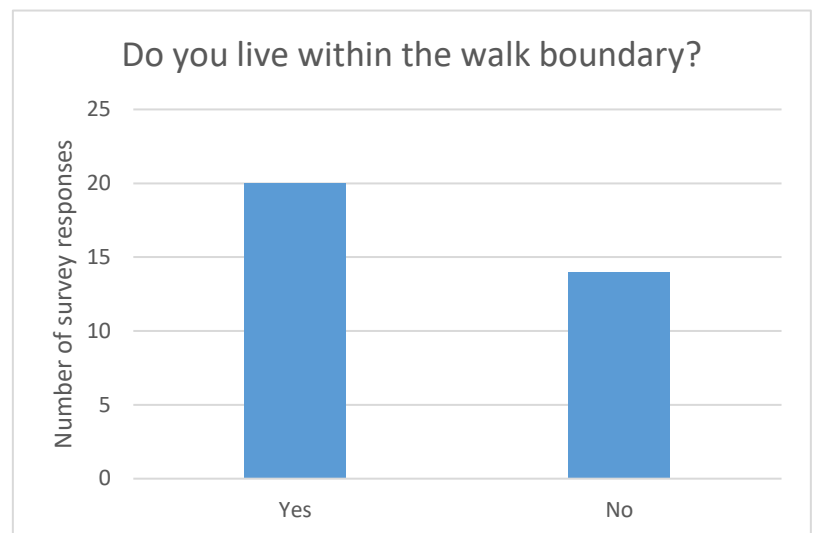
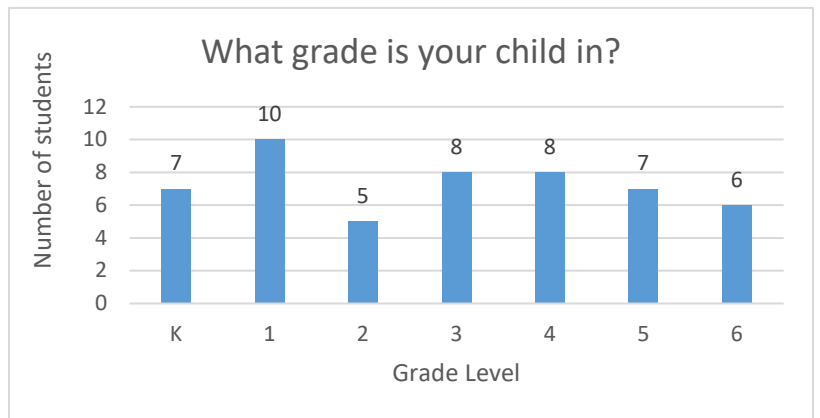
For these reasons, City staff developed an online survey and sent the link to the principal for distribution as soon as it was ready in August. The survey remained open through September 25th. The SRTS Coordinator asked the principal to send a reminder email during this time period and brought tablets to their Back-to-School Night in August so that interested parents could fill out the survey at the event.

Respondent and Student Characteristics

Thirty-five responses were received through the survey. The survey asked respondents to indicate if they wished to respond in English or Spanish and provided all questions in their preferred language.

The respondents were asked to submit one survey per family and indicated the grade(s) their students attended. The responses were evenly distributed across most grades with the exception of a higher-than-average number of first graders.

The majority of families that responded to this survey lived inside the walk boundary.

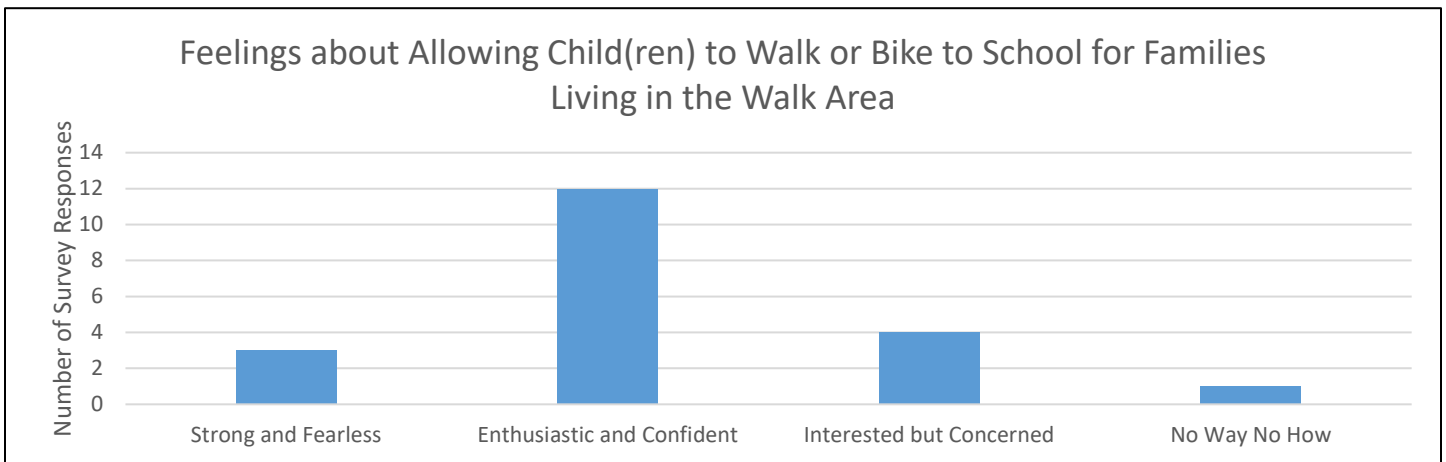
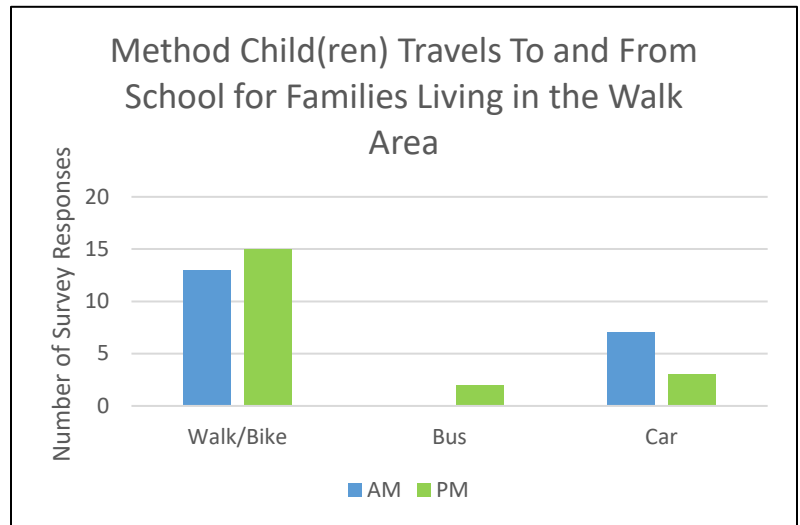
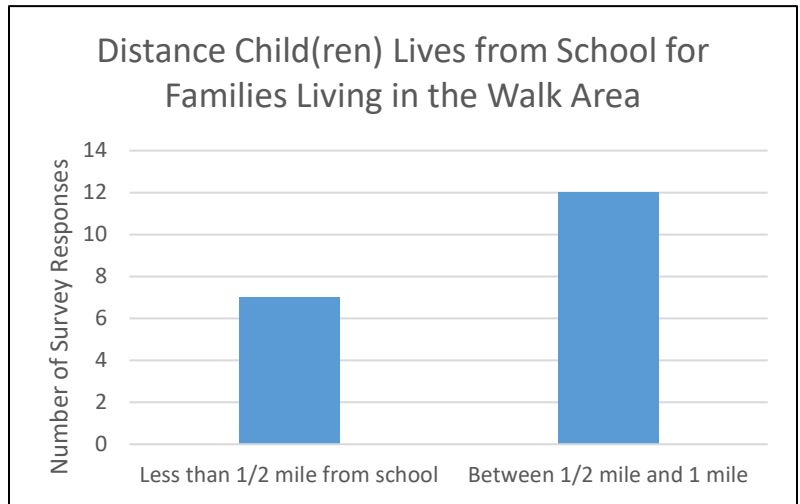


Data Observations - Families Living in the Walk Area

The survey data was filtered to determine the traveling characteristics, comfort level, and concerns of families living inside the walk boundary. The majority of responding families live between one half mile and one mile of the school.

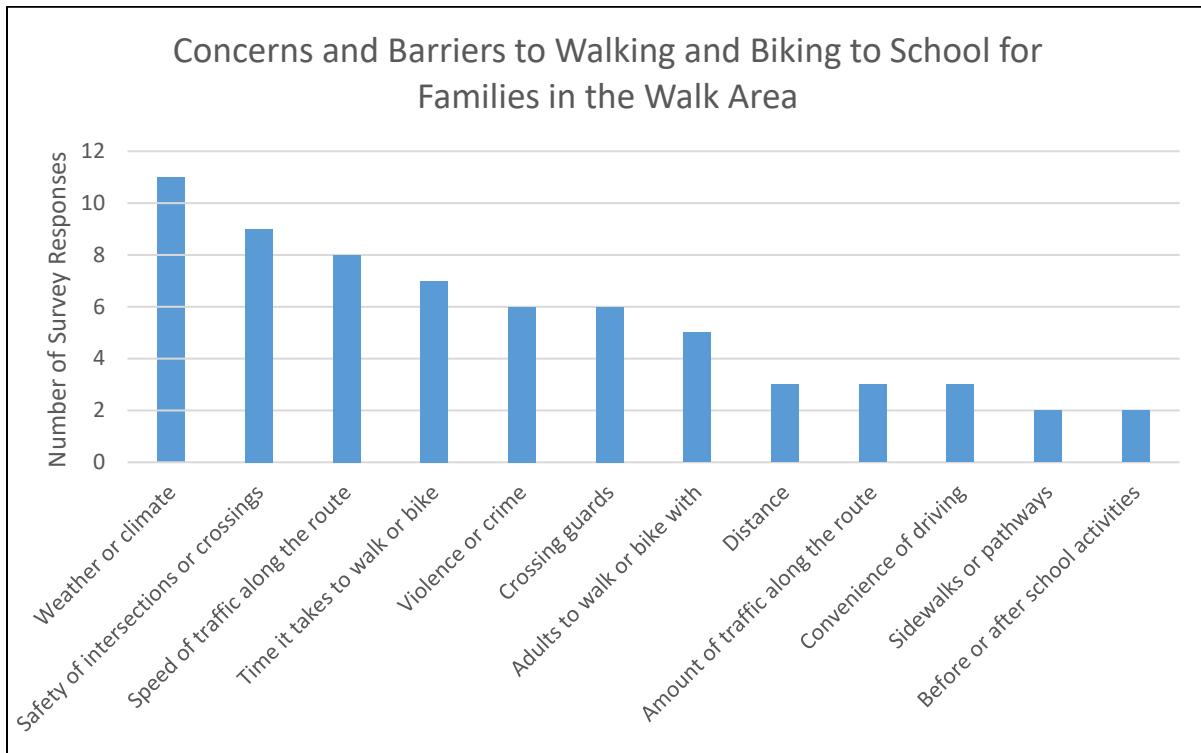
The adults were also asked “On most days, how does your child get to school and how does your child leave school?” Sixty-five percent of parents said their student walked to school on most days and 85% said they used active or shared transportation for their trip home.

Using a “Level of Stress” scale, respondents were asked to identify how they felt about allowing their child to walk or bike to school. Most of the adults were open to the concept of allowing their student to walk or bike to school. The majority of adults were on the higher levels of comfort with 12 out of 20 indicating that they were “Enthusiastic and Confident” and 3 indicating that they were “Strong and Fearless”. Four out of 11 were “Interested but Concerned” which indicates that they are open to the concept, but additional SRTS activities may help them become more comfortable.



Parents 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:

- Weather or climate
- Safety of intersections or crossings
- Speed of traffic along the route
- Time it takes to walk or bike



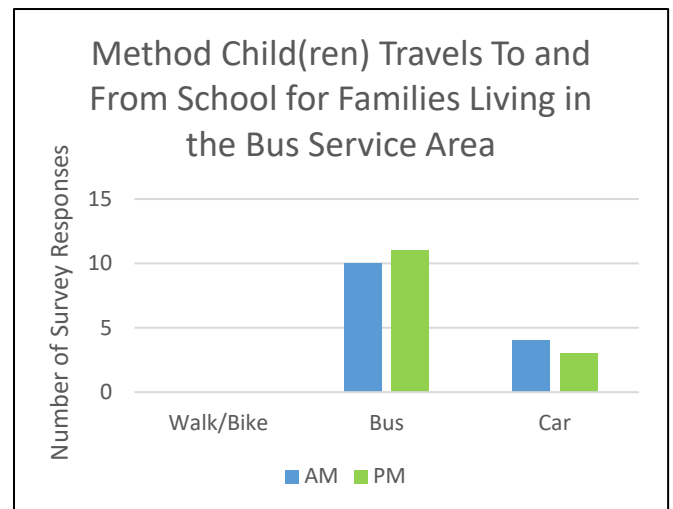
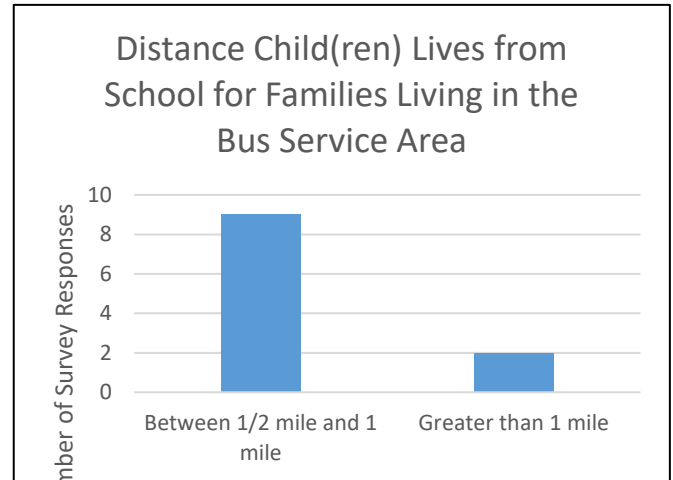
Finally, the adults were asked about specific intersections, crosswalks or other aspects of the walk route that concern them. The following concerns were listed:

- Speeding on some streets (four survey responses):
 - Harewood St(1)
 - Estate Dr(3)
 - Jamie Dr(2)
- Crossing Street at (four survey responses)
 - Jackson School Road (1)
 - Harewood(2)
 - Estate (1)

Data Observations - Families Living in the Bus Service Area

Parent survey data was also filtered to determine the traveling characteristics of families living outside of the walk boundary. The majority of responding families live one half mile to one mile of the school and primarily use the bus service.

When asked “On most days, how does your child get to school and how does your child leave school?”, most parents said that their student took the bus in the morning (71%) and afternoon (79%).³



³ These results were unexpected due to feedback from students received during Back-to-School night outreach. Staff expected to see some responses indicating that they walk/bike to school.

Appendix C: Walk Audit

The SRTS Program staff led a walking tour along the suggested walk paths on November 14, 2019 at 9:00 am. This time was chosen as it directly followed the school's Parent Teacher Association meeting. 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 November 14 to November 21, 2019.

Event Observations

Pedestrian environment - All Jackson Elementary suggested paths have sidewalks (see Appendix G). The neighborhood has a combination of sidewalks that are placed directly beside the street curb and facilities that are buffered by vegetation. Accessibility ramps were also present at all intersections within the walk boundary. Staff noted location(s) where:

- a gap existed between the ramp and the sidewalk
- sidewalks were lifting due to tree roots or settling
- sidewalk joints were eroding and panels were cracked
- a hole and bumps existed on a privately maintained path

The mature, well-maintained landscaping and continuous pedestrian space created a comfortable walking environment. Staff and attendees noted a few locations on Trisha, Jamie, and Estate where vegetation was growing into the sidewalk area.

Seasonal Changes in Student Mode Choice - An attendee mentioned that a substantially higher number of students walk and bike in the warmer and drier months. The school does a winter coat drive to ensure all students have appropriate winter jackets. The attendee recommended outreach and encouragement to increase the number of students walk and rolling in the wetter and darker months.

NE Jamie Drive and NE Harewood Street - A community member encountered during the walk expressed interest in having an RRFB at NE Harewood Street. Staff noted that NE Harewood Street has a 25 miles per hour speed limit and a school speed zone (20 MPH when children are present) begins directly east of NE Harewood Street and continues west to NE Autumn Rose Way. The NE Harewood Street/NE Jamie Drive and NE Harewood Street/NE Estate Drive crossings are located within this school speed zone. This school zone is over 1,100 feet long. Two crosswalks are painted at NE Harewood Street/NE Jamie Drive and the NE Harewood Street/NE Estate Drive intersections.

NE Lorie Street/NE Lenox Street - Staff also noted that along NE Lorie Street/NE Lenox Street a "When Children Are Present" school speed zone extends from just north of NE Estate Drive to past the Evergreen Middle School south access point. This school zone is roughly 1200 feet long.



Figure 2: Intersection of NE Jamie Drive and NE Harewood Street

Appendix D: 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. Four of the annual counts and one 2018 special count fall in the walk zone for Jackson Elementary. The locations are:

- NE Estate Drive
 - Between NE Lorie Drive and NE Trisha Drive
- NE Harewood Street
 - Between NE Estate Drive and NE Jamie Drive
- NE Jackson School Road
 - Between NE Harewood Street and NE Estate Drive
- NE Lorie Drive
 - Between NE Lindsey Drive and NE 4th Place
- NE Lenox Street (Special Count)
 - Between NE Aurora Drive and NE Sunburst Avenue

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: Jackson Elementary Attendance Area Road Types

Road Type	Transportation System Plan Description	Roads in Jackson Elementary Walk Area
Collector	<ul style="list-style-type: none"> • Provide both access and circulation within residential and commercial/industrial areas. • Meant to move traffic from local streets to arterials. 	<ul style="list-style-type: none"> • NE Harewood Street • NE Jackson School Road
Neighborhood Route	<ul style="list-style-type: none"> • Lower levels of traffic are expected compared to collector streets as these routes are primarily used for neighborhood access. 	<ul style="list-style-type: none"> • NE Estate Drive • NE Lenox Street • NE Lorie Drive

Table 2 lists the Average Daily Totals for each location and the date the data was collected. The observed traffic volume on each roadway is within expected range.

**Table 2: Average Daily Totals (ADT)⁴
Jackson Elementary Walk Area**

Street	ADT	Date Collected
NE Estate Drive • Between NE Lorie Drive and NE Trisha Drive	2114	10/3/2018
NE Harewood Street • Between NE Estate Drive and NE Jamie Drive	3844	9/27/2018
NE Jackson School Road • Between NE Harewood Street and NE Estate Drive	8623	9/6/2018
NE Lorie Drive • Between NE Lindsey Drive and NE 4th Place	1021	10/3/2018
NE Lenox Street • Between NE Aurora Drive and NE Sunburst Avenue	410	7/25/2018

Speed Limits and School Zones

The speed limit along NE Estate Drive, NE Harewood Street, NE Lenox Street, and NE Lorie Drive is 25 MPH. NE Jackson School Road has a speed limit of 35 MPH. There are four school speed zones within the school walk area. The below table provides information about the locations and types of the school speed zones.

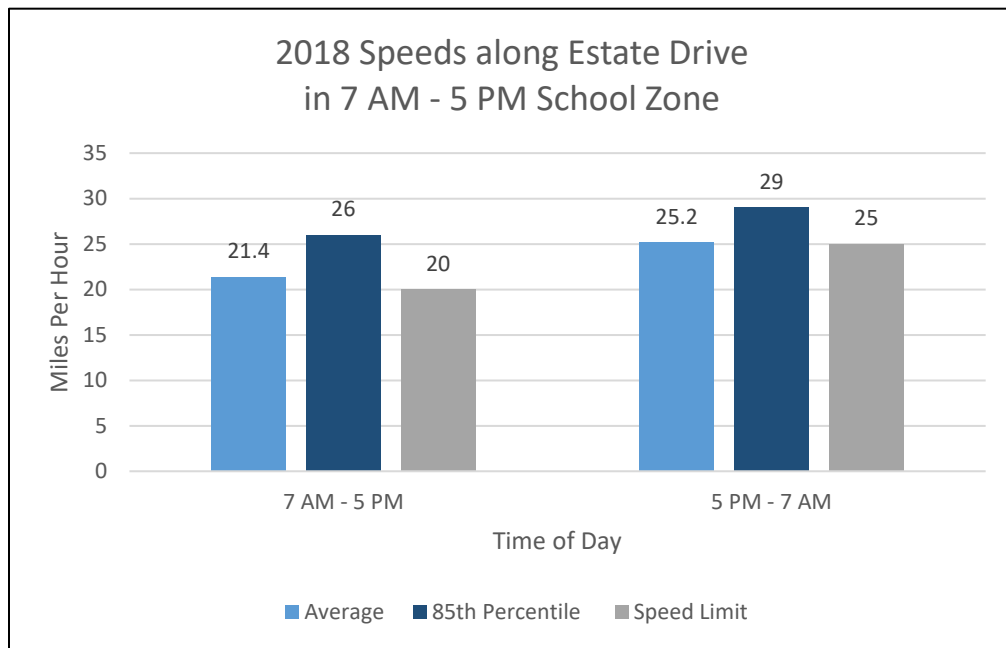
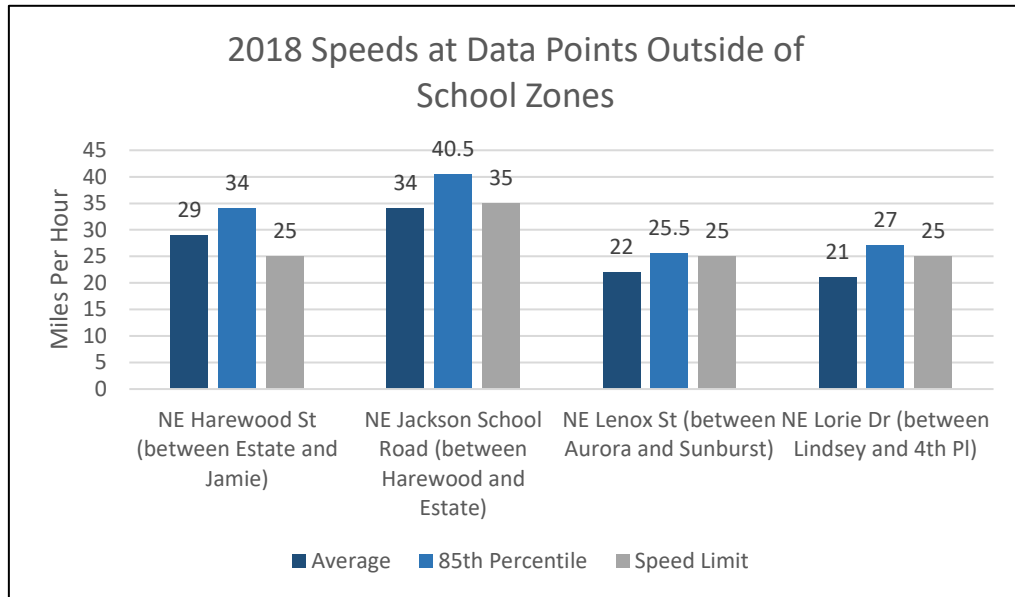
**Table 3: School Speed Zones
Jackson Elementary Walk Area**

Street	Type of School Speed Zone
NE Estate Drive • west of Lorie St to Jackson School Road	7 AM – 5 PM
NE Harewood Street • west of Estate Drive to just east of Jamie Drive	When Children Present
NE Lorie Drive/NE Lenox Street • east of 4 th Ct to Estate Drive	When Children Present
NE Jackson School Road • north of NE Rogahn Street to Tipton Court	When Beacons Are Flashing

⁴ The average daily total is the amount of traffic measured during a 24 hour period on an average day.

Observed Speeds

The tables to the right compare the posted, average, and 85th percentile speeds⁵ observed at the five data collection points.



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

Appendix E: Parent/Staff Meetings and Events

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

- an introductory meeting with the principal and an interested parent (June 20th)
- two back to school events (August 29th and September 5th)
- one Jackson Elementary School PTA meeting (November 14th)

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.

Barriers Identified in Preliminary Meetings

- Crossing Harewood at Jamie was identified as a barrier by parents at multiple events.
 - Parents expressed the concern about this crossing was high this year because a crossing guard had previously been at this intersection but was removed this year.
 - Driver compliance at the crossing and traffic impacts from the Jackson School Road project detours were identified as specific concerns.
 - Parents expressed interest in the walking school bus concept, having an RRFB installed, and flags at that crossing.
- There is no crossing guard at Estate and Jackson School Road. (Note: students are not required to cross at this location as students living east of Jackson School Road receive bus service.)
- Crossing guard at Estate Drive crossing leaves a few minutes before school starts.
- Traffic speed through the neighborhood.

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.

Concern/Proposed Improvement	Staff Feedback
People aren't stopping at the crosswalk at NE Harewood Street and NE Jamie Drive. Parent asked if flags could be placed for students to use as they cross.	The City of Hillsboro does not have a pedestrian flag program. These programs have been found to be unsustainable due to the high rate of flag theft. Although other cities in the Pacific Northwest have programs, comprehensive studies have not been released documenting the safety benefits.

Appendix G: Sidewalk Inventory

