



Safe Routes to School: Creating an Action Plan Template

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SECTION 1: School information

School name:	West Tualatin View Elementary School				
Street address:	8800 SW Leahy Rd				
City:	Portland	State:	OR	ZIP:	97225
County:	Washington	School district:	Beaverton SD		
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://www.beaverton.k12.or.us/west_tv/				
Total student enrollment:	300	Grades served:	K-5		
Percentage of total enrollment each grade:	K-44=15%, 1st-59=20%, 2nd-44=15%, 3rd-48=16% 4th-52=17%, 5th-53=18%				
Contact for Action Plan:	Kalay McNamee	Phone:	(503) 259-7830		
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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: 	Kalay McNamee
<ul style="list-style-type: none"> • A parent who represents or has the endorsement of a recognized school/parent organization or site council: 	LSC: Beth Gilstrap, Lynda Gordon, new member up for election Fall 2010 PTO Co-Presidents: Christy Clasey & Jana Drotzman Parent leader: Susan Rosenthal
<ul style="list-style-type: none"> • City or county staff or representative endorsed by the local road authority: public works, planner, roadway engineer, etc. 	Cecilia Hagel - Wash Co. Land Use and Transportation Engineering Technician II
<ul style="list-style-type: none"> • Member of the local traffic safety committee (if one exists): 	Mike Mills – Wash Co. Neighborhood Streets Program

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>Kevin Sutherland-BSD Public Safety Office Mgr, Jane Langlois-BSD Transportation, and Dan Owens-BSD Risk Management, Jim Owens-Facilities</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>Desari Strader Wash Co Commissioner District #2 Dick Schouten Washington Co Commissioner District #1</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. 	<p>Bruce Bartlett CPO-1 Chair CPO-1 Connecting Neighborhoods Subcommittee</p>

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:

West Tualatin (View West TV) is the smallest “community” elementary school in BSD. It is located in an older 1950’s to 1990’s neighborhood. There is a new community of over 950 new homes 0.7 miles west built in the last few years with increasing student numbers. The school boundary is bisected by Leahy/90th, a 30-35 mph, narrow 2 lane collector with no shoulder and winds through the community and passes in front of the school. SW Barnes Rd to the south is a major traffic arterial barrier with few students. NW Cornell Rd to north, Valeria View and SW Cedar Hills to the west and Miller Rd to the east.

Changing road conditions due to housing infill have made a constantly changing safer routes situation for our walkers and bikers. With SRTS in place we have been able to have the skills to adapt and problem solve with BSD and Wash. Co..

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?

The following is Beaverton School District’s policy for bus use. Busing is preferred, but because of the reduction of bus service the BSD recommends walking on a safe route.

School Board supports more walking and biking to school: please see attached letter from the district.

Students are eligible to ride if they meet one or more of the following criteria:

- They are a primary student who resides more than one mile from school.**
- They are a primary student who resides less than one mile from the school, but within a hazardous area, that has been approved by the State Board of Education and the Beaverton School District School Board for Transportation**
- They are a a kindergarten student with mid-day (10:30 AM to 12:30 PM) pick up or drop off**

- **They are a secondary student who resides more than one and one half miles from school**
- **They are a secondary student who resides less than 1 ½ mile from the school, but within a hazardous area, that has been approved by the State Board of Education and the Beaverton School District School Board for Transportation**
- **Open enrollment students have no bus transportation and must drive due to distance.**

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?

- **Yes. Students are bused from all areas west of NW/SW 90th & NW/SW Leahy, (Stark St is north-south divider).**
- **No sidewalks in the .75 miles from school in that direction**
- **Poor condition of narrow shoulder on the west side of SW 90th**
- **Poor condition of 4 way stop corners at SW Taylor/90th/Leahy**
- **Broken uneven path along south side of SW Leahy to the school**
- **Taylor St; Walkers from the new development west cannot walk safely due to infill & ½ street improvements making this narrow road zigzag in and out**
- **Taylor has speeding and increase from 100 to 900 cars daily vehicle volume since the road opened to Valeria View.**
- **North of the school does not have busing, but struggles with safety in last 5 miles to school, due to no sidewalks, some sight distance corner concerns and traffic volume and speed on the singular walk route SW 88th Ave (over 1,200 daily)**

4. X Mapping and brainstorming session held. Include copies of maps with Action Plan write-up.

We identified (check the statements that apply):

- x 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.
- x the routes taken by students to and from school.
- x the difficult street crossings and discussed possible alternate routes.
- x off-road paths that are available for walking/biking to school.
- x areas where School Patrol or Adult Crossing Guard assistance occurs or where it could be beneficial if provided.
- x streets where heavy traffic congestion may be hazardous to walking and/or biking.
- x the areas where School Bus transportation is available.
- x the areas where Supplemental Busing for hazardous busing is available.
- x 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?

- **Crossing SW 88th is challenging due to hill to east and volume of traffic in am**
- **Good crossing guard who clumps students for crossing SW Leahy Rd @ SW 88th.**
- **Wash Co. installed 2 solar flashing lights, east & west of entrance and on at drop/pick up**
- **Stop sign is traffic control device at school entrance**
- **One Entrance/Exit for all vehicles has unmarked one lane in and two turn lanes out**
- **Pedestrian entrance from west is broken asphalt, floods, sends walkers out into car entrance and not to accessible code.**
- **Pedestrian entrance from north at SW 88th crossing is not paved or curbed, floods or is muddy and is only access to school for all walkers from the north**
- **SW 88th crossing leads to steep entrance to manned parking lot crossing and through bus/car line up at drop off/pick up time**
- **North end of SW 88th has dangerous sight distance corner due to steep W Stark**
- **Parents are now letting very young walkers travel alone causing concern**
- **Some neighbors have noticed increased walking and built paths on their property to help**
- **Overgrown bushes continue to be a yearly issue- block sight distance push walkers out into the street**
- **The infrastructure in this community and especially Leahy/90th and Taylor are long ignored and heavily used by locals and cut through traffic**
- **It has been explained to us that it be aprox. 15 years until Leahy Rd is improved to its designated collector status with sidewalks to unite the neighborhood.**
- **Sidewalks only exist in surrounding neighborhoods at a distance of .5 to .75 miles from school**

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

The West TV community and PTO has strongly supported two yearly walk to school days in fall and spring since 2008.

Walking on Wednesday’s is ongoing and has made regular walkers out of some of the early resistant parents.

Walking Rewards Me program with “feet” and key chains for backpacks was well received in year one.

There is regular positive conversation at monthly PTO meetings regarding SRTS, concerns, and ideas, etc.

The PE instructor does a yearly low key Pedestrian safety focus in her class. The supportive and involved principal is very helpful.

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

- **There are no visibly marked bike routes around this school.**
- **SW Leahy Rd is a narrow road with no shoulder, high traffic volume and 30-30mph speeds are not appropriate for elementary school student to bike except for a small section on the west side of SW 90th that gets bikers from the west of 90th that use this area to get to SW Morrison, SW Washington & W Stark St.**

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

- **This school design has two sided old bike wheel bender bike racks near the back entrance, but visible from the office window. They can hold approx. 40 bikes.**
- **These were moved recently to improve number spaces available.**

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

- **It doesn't.**
- **Parents are keen to have safe bicycling instruction and have suggested interest in an after school program which could be administered through Tualatin Hills Parks and Recreation District or BTA.**

6. We conducted the In-Class Student Tally (see page 4 of Instructions) and this is how our students travel to and from school:

Travel Mode	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit/day care bus	Other
% of Students	13%	1%	44%	39%	1%	1%	

7. We conducted the Parent Survey (see page 4 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 environment barriers and hazards. (See Instructions, Page 4.)

- **Lack of sidewalks from .5 to .75 in all directions**
- **SW 90th unmarked, narrow shoulder, west side only, used by all west of 90th walkers**
- **4 way stop with no standing room at Leahy/Taylor/90th intersection**
- **Too many cars drive through a small parking crossing paths of all walkers/bikers**
- **Overgrown bushes and sight distance concerns in the older areas**
- **New neighborhoods have sidewalks but walk through old areas without them**
- **SW Taylor St speeding and zigzag road due to infill 1/2 street improvements and no continuous path**

2. List the education/encouragement/enforcement barriers and hazards. (See Instructions, Page 4.)

- **Walking school bus participation fell off with graduation of parents who helped initiate program- K-4 students walking without older escort/mentor concerns other parents due to observation/reports of unsafe behaviors**
- **Need to updated safer routes walk map & post on website & send in BTS packet.**
- **No bike safety education currently available to school and reports of close misses concern parents and make biking drop significantly**
- **Good staff crossing guard at SW Leahy, no incentives or regular education plan about safe walking or biking to school.**
- **Update needed for drop off/pick up guidelines for parents put in BTS packet**
- **Adult crossing guard at NW 174th. Currently there exist no incentives or yearly training plan or information about safe walking or biking to school activities**

Section 5: Identifying the solutions and making the Action Plan

See Instructions, Pages 4-5, 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:

- **Through school and community meetings we will list and prioritize needed improvements and will work with partners from BSD and Wash Co.**
- **Request maintenance on SW 88th/Stark corner and intervention with sight distance**
- **We plan to educate parents regarding Wash Co code education shrubbery trimming and to help increase visibility of walkers and open up paths**
- **Apply for Infrastructure grant to Improve area immediately around school and park entrances and main paths for safety and the appearance of a school that supports community walking**

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

Education:

- School team to update current guidelines for drop off pick up for BTS packet
- School team to update current safer routes map due to feedback
- Students, staff and community reinforce practice safe walking/biking skills with info on school website
- Pedestrian safety and Biking safety information in BTS packets
- BTS packet will include outreach to identify parents who are interested to lead walking school buses
- Regular SRTS safety tips and updates in monthly newsletter Sept & ongoing

Encourage students, staff and community to try walking or biking to school.

- Monthly themed walking/biking day chosen and promoted via newsletter and student made signs, to get a repetitive message to adopt a change to active transportation and provide reinforcement
- Promote Biking education class to THPRD for this school as testing ground
- Promote Walk to School Day Oct 6th and in spring
- Monthly themed walking/biking day chosen and promoted via newsletter and student made signs, to get those slower to adopt a change and provide reinforcement (new to this school)
- Recognition and posting of crossing guard duties/time

Evaluation

- Parent survey in Spring 2011
- Hand raise survey in Mid Fall and Spring 2011

Enforcement

- Traffic reduction: examine and enforce rules at school level with encouragement and reinforcement in BTS packet, educate for safety
- Leahy and Taylor speed reduction, law enforcement at BTS time frame

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. Identify & review with school team, safer walk routes to school and create a school map to be sent out and posted on web site Sept-Oct & ongoing
2. Identify & review with school team drop off/ pick up safety procedures in coordination with BSD safety/transportation and risk/mgt- completion in Oct 2010 with posting on web site after approval Sept-Oct & ongoing
3. Regular SRTS Ped and Bike safety tips placed in monthly school newsletters Sept & ongoing
4. Educate & Introduce parents: introduction to SRTS program, safety information regarding walking/biking options, including health benefits Sept PTO meeting and ongoing
5. Promote walking school bus to help address parent safety concerns- Sept & ongoing
6. Encourage students to try and continue walking with a "themed" monthly walk to school day supported by student made promotional posters- Oct & ongoing
7. Utilize neighborhood navigators curriculum in one grade 2010-11

8. List and prioritize infrastructure improvements to BSD and county for review Sept-Dec & ongoing

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. X 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:
 - X school patrol or crossing guard or safety supervisor
 - law enforcement
 - X **Transportation Management & Bus Safety Team** or school bus driver
 - X local roadway or traffic safety engineer
 - X city planner

Highlight information learned:

- **Excess parental vehicles dropping off, idling, some cell phones use, parking lot speeding. This brings up safety concerns to those walking/biking, as well as loading and unloading students.**
- **No viable way to separate cars, buses, ped and bikes with old school layout**
- **Sight distance & overgrown shrubs on corners in older community areas are continuing concerns for safety of walkers/bikers.**
- **Complaints of dangerous behavior by adult male on our walk route**
- **Speeding was problem addressed by regular patrol at school crosswalk at am time period**

3. X 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	42 14%	10 3%	125 42%	110 37%	5 2%		

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

Total Traffic Volume- Wash Co Traffic SW Leahy Rd 0.3 west of 84th

2006 - 4/13/06	4,138
2007 - 4/26/07	3,892
2008 - 5/20/08	4,081
2009 - 4/09/09	3,898

Speed Limit 30 to 35mph

Taylor Rd increase from 40 daily to over 900 cars daily and speeding over posted 25mph, neighborhood working to try for solutions, feedback sign, bumps etc.