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## **HIGH SCHOOL BOUNDARY ADJUSTMENT UPDATE**

### **POLICY ISSUE / SITUATION:**

Pursuant to the scheduled opening of the new high school at South Cooper Mountain in the Fall of 2017, the District has conducted a process to review and revise the existing high school attendance boundaries through a process defined in School Board Policy JC, SCHOOL ATTENDANCE AREAS.

### **BACKGROUND INFORMATION:**

The High School Boundary Adjustment Advisory Committee (HSBAC) was formed in October 2015, charged with recommending new high school boundaries to take effect in September 2017. The 15 committee members included the principal and two parents from each of the district's five existing high schools: Aloha High School, Beaverton High School, Southridge High School, Sunset High School, and Westview High School.

The HSBAC met nine times between October 15 and March 17. In addition, they conducted two public meetings for the purpose of sharing their emerging recommendations and gathering community input. All committee meetings were held at the district office and open to the public. Informational materials and comment forms were provided for the audience. Once adopted by the committee, meeting minutes were posted on the district website.

The HSBAC adopted its final boundary adjustment recommendations at the conclusion of its March 17 meeting, by a vote of 13 to one, with one member absent. That package comprises a map of the recommended 2017-2018 high school attendance areas and also four recommendations intended to ease the transition for students and families affected by boundary adjustments.

Superintendent Jeff Rose reviewed the HSBAC's recommendations, found them to have sufficiently considered the Board's adopted Objectives and the criteria for boundary adjustments in Policy JC. He submitted to the Board the proposed 2017-18 high school boundary map and four recommendations intended to ease the transition for students and families affected by boundary adjustments.

At their meeting on May 16, 2016, the Board approved the transition recommendations but requested the Superintendent to consider whether additional analysis of two criteria warranted amendments to the map: 1) proximity to school and 2) transportation costs. Superintendent Don Grotting has reviewed the HS Boundary map, as proposed in May, and has developed a timeline for addressing the Board's requests and bringing the HS boundary adjustment process to conclusion. The accompanying memorandum pertains to the map presented in May, and provides additional analysis regarding the proximity to school and transportation cost criteria, as well as information about student transportation and walk zones, and the student population projection.

### **RECOMMENDATION:**

It is recommended the Board reviews the attached memorandum and timeline for the completion of the High School Boundary Adjustment Process.

**District Goal:** WE empower all students to achieve post-high school success.

The Beaverton School District recognizes the diversity and worth of all individuals and groups. It is the policy of the Beaverton School District that there will be no discrimination or harassment of individuals or groups based on race, color, religion, gender, sexual orientation, gender identity, gender expression, national origin, marital status, age, veterans' status, genetic information or disability in any educational programs, activities or employment.

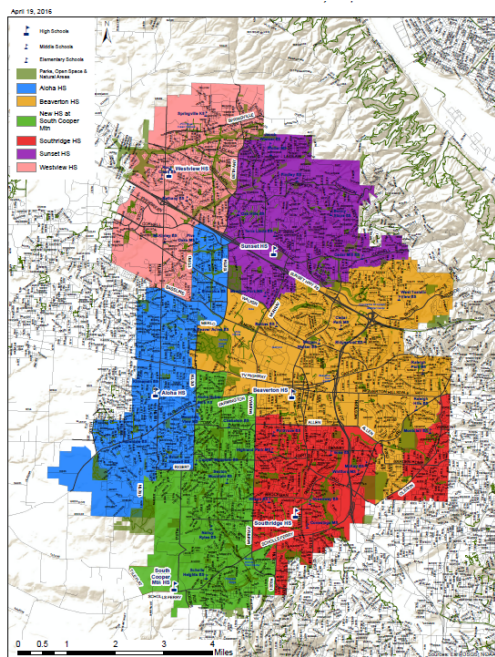
MEMORANDUM

July 27, 2016

**High School Boundary Adjustment Update & Next Steps**

**Background**

The following discussion pertains to the Proposed High School Boundary map, as presented to and reviewed by the Board in May, 2016.



At their meeting on May 16, 2016, the Board asked the Superintendent to consider whether additional analysis of two criteria: 1) proximity to school and 2) transportation costs. Since that meeting, the Board has also asked for information regarding the District's methodology for determining which students are provided transportation (school buses) and how safe walking routes to school are defined. This memo also provides information regarding the student population projection used for the high school boundary process, and an outline for how a revised map, to be released in August, will be reviewed by the public.

**Additional Analysis regarding Proximity and Transportation Costs**

The Transportation Department analyzed the net effect of the proposed high school boundary changes for three areas of the District.

**Area 1:** The West Tualatin View Elementary School boundary, which is proposed to shift from Sunset to Beaverton HS.

*Finding:* The net result of realigning this area from Sunset High School to Beaverton High school will be an annual increase in route cost of \$8,160. The area will continue to be serviced by 4 routes but there will be an increase in average ride time from 19:50 to 22:40 (2:50 difference). Average route length will increase from 4.2 miles to 6.1 miles (1.9 mile difference). The difference in distance of the center point of this area from Sunset to Beaverton will increase by 0.88 miles.

Below is a table comparing the current (Routes to SHS) and proposed (Routes to BHS) transportation service cost, travel distance, and estimated travel times.

WEST TV BOUNDARY - 4 Routes			
	Routes to SHS	Routes to BHS	Difference
Annual Operational Cost	\$ 13,403	\$ 19,470	\$ 6,068
Annual Wage & Benefit Cost	\$ 14,582	\$ 16,674	\$ 2,092
<b>Total Annual Route Cost</b>	<b>\$ 27,984</b>	<b>\$ 36,144</b>	<b>\$ 8,160</b>
Total Number of Routes	4	4	0
Avg Route Time	19:50	22:40	2:50
Avg Route Mileage	4.22	6.14	1.92
	Proximity (Miles)		
	To SHS	To BHS	Diff
<b>Avg Distance from Center of Boundary</b>	<b>3.33</b>	<b>4.20</b>	<b>0.88</b>

**Area 2:** The northern portion of Elmonica Elementary School boundary (also identified as the Waterhouse neighborhood), which is proposed to shift from Westview to Aloha High School; and

*Finding:* The net result of realigning this area from Westview High School to Aloha High school will be an annual increase in route cost \$3,446. The area will be serviced by 3 routes instead of 4 currently used but there will be an increase in average ride time from 14:59 to 21:17 (6:16 difference). Average route length will increase from 3 miles

to 4.6 miles (1.6 mile difference). The difference in distance of the center point of this area from Westview to Aloha will increase by 1.05 miles.

Below is a table comparing the current (Routes to WHS) and proposed (Routes to AHS) transportation service cost, travel distance, and estimated travel times.

WATERHOUSE BOUNDARY - 3 Routes			
	Routes to WHS	Routes to AHS	Difference
Annual Operational Cost	\$ 9,112	\$ 11,036	\$ 1,924
Annual Wage & Benefit Cost	\$ 10,220	\$ 11,743	\$ 1,522
<b>Total Annual Route Cost</b>	<b>\$ 19,333</b>	<b>\$ 22,779</b>	<b>\$ 3,446</b>
Total Number of Routes	4	3	-1
Avg Route Time	14:59	21:17	6:16
Avg Route Mileage	3.02	4.64	1.62
	Proximity (Miles)		
	To SHS	To BHS	Diff
<b>Avg Distance from Center of Boundary</b>	<b>2.60</b>	<b>3.65</b>	<b>1.05</b>

**Area 3:** The area south of Highway 26, made up of William Walker, Ridgewood and portions of Barnes Elementary Schools, which are proposed to shift from Sunset to Beaverton High School.

*Finding:* The net result of realigning this area from Sunset High School to Beaverton High School will be an annual savings of \$32,000 per year. The area will be serviced by 6 fewer routes and the average bus ride would be 1:02 less (13:32 vs 14:34) and the average route length would fall by 0.9 miles (2.8 vs 3.7 miles).

Below is a table comparing the current (Routes to SHS) and proposed (Routes to BHS) transportation service cost, travel distance, and estimated travel times.



WILLIAM WALKER			
	Routes to SHS	Routes to BHS	Difference
Annual Operational Cost	\$ 12,771	\$ 2,347	\$ (10,424)
Annual Wage & Benefit Cost	\$ 12,911	\$ 3,051	\$ (9,859)
<b>Total Annual Route Cost</b>	<b>\$ 25,682</b>	<b>\$ 5,399</b>	<b>\$ (20,284)</b>
Total Number of Routes	6	2	-4
Avg Route Time	11:42	8:18	-3:25
Avg Route Mileage	2.38	1.48	-0.90

RIDGEWOOD			
	Routes to SHS	Routes to BHS	Difference
Annual Operational Cost	\$ 21,318	\$ 12,330	\$ (8,988)
Annual Wage & Benefit Cost	\$ 19,592	\$ 14,161	\$ (5,431)
<b>Total Annual Route Cost</b>	<b>\$ 40,910</b>	<b>\$ 26,491</b>	<b>\$ (14,419)</b>
Total Number of Routes	5	5	0
Avg Route Time	21:19	15:24	-5:55
Avg Route Mileage	5.37	3.11	-2.26

BARNES			
	Routes to SHS	Routes to BHS	Difference
Annual Operational Cost	\$ 2,314	\$ 7,150	\$ 4,836
Annual Wage & Benefit Cost	\$ 10,382	\$ 7,675	\$ (2,707)
<b>Total Annual Route Cost</b>	<b>\$ 12,696</b>	<b>\$ 14,825</b>	<b>\$ 2,129</b>
Total Number of Routes	5	3	-2
Avg Route Time	11:17	13:55	2:37
Avg Route Mileage	3.24	3.00	-0.24

SUMMARY			
	Routes to SHS	Routes to BHS	Difference
Annual Operational Cost	\$ 36,403	\$ 21,827	\$ (14,576)
Annual Wage & Benefit Cost	\$ 42,885	\$ 24,887	\$ (17,998)
<b>Total Annual Route Cost</b>	<b>\$ 79,288</b>	<b>\$ 46,714</b>	<b>\$ (32,574)</b>
Total Number of Routes	16	10	-6
Avg Route Time	14:34	13:32	1:02
Avg Route Mileage	3.70	2.80	-0.90

## **Beaverton School District Pedestrian Safety Methodology**

### **Non-Transportation Zones (Walking Zones)**

Transportation services are provided to and from neighborhood schools consistent with ORS 327.043. Eligibility is based on the distance from a student's home to their school of residence:

- Elementary Students who live more than one mile from their school of residence will be eligible for transportation services.
- Secondary students who live more than one and one-half miles from their school of residence will be eligible for transportation services.

Distance is determined by District Transportation practice, in accordance with Oregon Administrative Ruling 581-023-0040 (1)(c): "Mile(s) from School" means the distance a student lives from school, measured from the closest, reasonable, and prudent point between the school property identified by the local board for that pupil's attendance and the property where the pupil lives. The distance will be measured over the shortest practicable route on maintained public roadways or over existing pedestrian facilities or pedestrian facilities capable of meeting the requirements listed in Oregon Revised Statute.

Transportation services will also be provided to students residing in a District School Board approved Supplemental Plan area on record with the Oregon Department of Education. Exceptions to transportation eligibility will be provided to students requiring specialized transportation services as determined by their Individualized Education Program (IEP)

### **Hazard Zones**

Hazard Zones are areas within the 1 mile/1.5 mile limits where the District has determined a safe walking route does not exist. Once this exception is approved by the Beaverton School Board and filed with the Oregon Department of Education, it becomes eligible for reimbursable mileage.

Generally speaking, the lack of a safe walking route boils down to a specific street that is unsafe to cross or walk along. The hazard zone extends as far as this street must be crossed in order to reach the school. Unsafe means the crossing exceeds criteria on the Student Crossing Guidelines sheet.

### **Student Crossing Criteria**

The following criteria are used to determine the safety level of potential student crossing points. Each category is assigned a point value from 1 to 6 (low to high hazard) based on

specific, objective, measureable standards to determine an overall safety rating. The categories are:

- Useable Width of Road Shoulders;
- Condition of Road Shoulders/Walking Areas;
- Volume of Traffic;
- Posted Vehicle Speed;
- Actual Vehicle Speed;
- Visibility of Crossing Students by Motorists;
- Crossing Conditions at Busiest Unsignalled Intersections;
- Other Significant Conditions

Elementary student crossings with scores exceeding 20 points are deemed hazardous; Secondary student crossings with scores exceeding 28 points are deemed hazardous. Hazardous crossing determinations are included in decisions regarding bus ridership eligibility for students within the Non-Transportation Zones.

### **Walking Routes**

The District does not mandate specific walking paths for student use primarily due to potential liability issues. Rather, preferred walk path information is made available to families through the Safe Routes to School Program. Criteria in identifying a preferred walk path include the existence of sidewalks and walk paths, pedestrian safety, route efficiency, and other issues specific to each school area.

### **Proposed Non-Transportation Zones**

Please see the attached map *“Superintendent's Proposed SY 2017-18 Attendance Boundary Map with Walk-to-School Zones”* for the areas where students will not be provided transportation for each of the six high schools. These areas are in the draft stage, and may be further refined leading up to the 2017 school year.

### **Student Population Projection Discussion**

There have been some questions regarding the methodology used to develop the student population used in the boundary adjustment process. As per the Board's adopted Objectives, the projection looks out 5 years (to 2020), for the purpose of developing a relatively stable set of high school boundaries.

The student population projection was based on a set of assumptions, including the following:

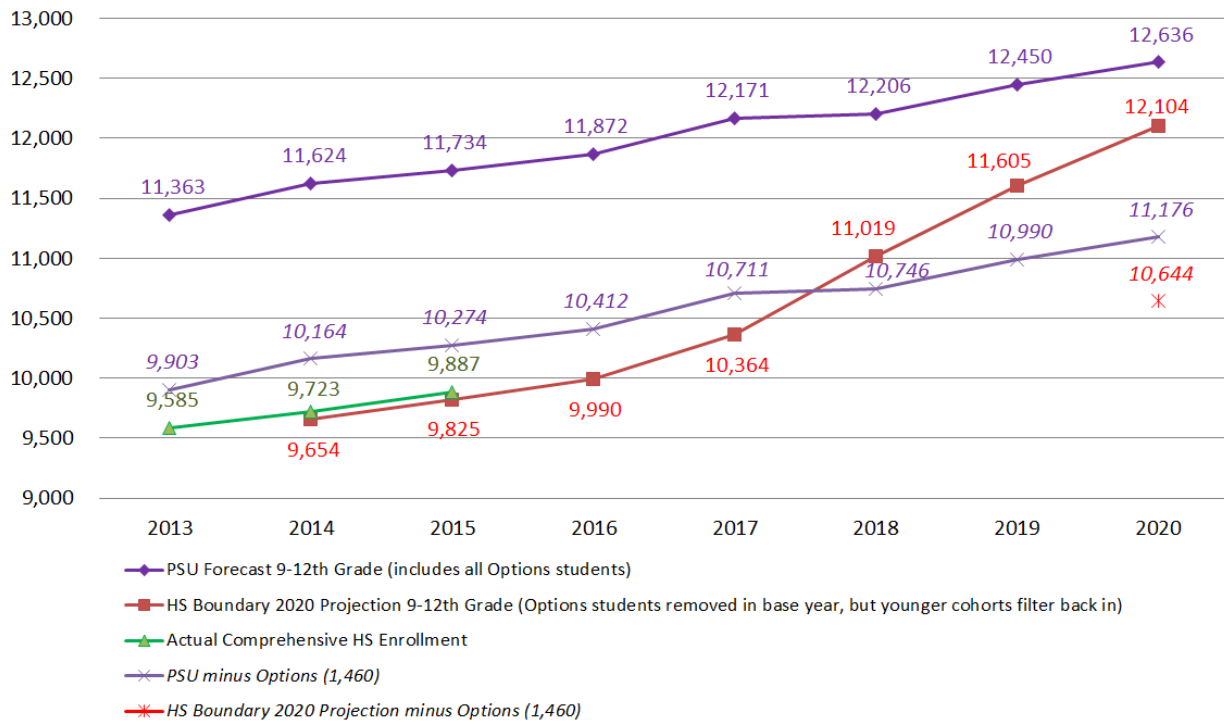
- The 2014-15 school year was the base year for the projection; this was used because preparation for the boundary adjustment process began before the 2015-16 school year.
- The projection included all student grade levels, to allow for the progression of students from lower grades into high school, but only student counts for grades 9-12 were displayed on the maps and tables for the committee.
- Students in specialized programs, and the classrooms they will occupy, were removed from the student dataset and capacity assumptions prior to the projection being run.

The projection used a uniform grade progression ratio to advance each student cohort from year-to-year; these rates were based on prior progression trends in the District. The software model the District used to develop the projection, created by Davis Demographics & Planning, is capable of calculating progression rates at a smaller geography; however, at the time the HS projection was created, there was an insufficient record of geocoded student data to make use of this feature. Furthermore differences between how Options students were coded from year-to-year made it impossible to align the student datasets. As an alternative, as per guidance from Davis Demographics, the projection was calculated using progression rates from prior year records for the District as a whole. District staff reviewed these high school projection assumptions and results with staff from Davis Demographics, who confirmed that this was a reasonable approach, given the data that was available at the time.

Another feature of the projection that warrants some additional explanation is the treatment of Options school programs. Students in Options programs, including those in middle school options programs (not including SUMMA), were also removed from the dataset prior to the projection being run. This was done so the projection would begin with a 9-12 student population comparable to the actual comprehensive high school population, thus allowing for more accurate estimation of student cohorts in 2017, when the new map will go into effect. However, it was not feasible to identify which students in lower grades may choose to pursue an Options program in the future. As a result, a number of students who may indeed choose an Options program “filter” back into the student population used in the projection.

The following chart illustrates the effect of potential Options students filtering back into the projection. For comparison purposes, the projection used for the high school boundary process (TT 2020 forecast, red line) is compared with Portland State University’s forecast (blue line) for the same period. It may be noted that the projection used for the High School boundary adjustment process is still somewhat lower than the PSU forecast.

Comparison of PSU and HS Boundary Adjustment Projections



While Options schools can, and have, been helpful in alleviating overcrowding at the high school level, the District does not consider Options schools to be a capacity relief system. Options admissions are highly competitive, and are tailored to serve specific student interests and programs. Not every student in the District will gain admission to an Options school, but every student in the District is entitled to attend their home school. This should be a valid consideration when adjusting boundaries to relieve capacity issues, as well as opening a new high school. It isn't possible to predict which students in lower grades will attend Options programs as they progress through their educational career. It also wasn't feasible to deduct students at the "back end" of the projection – that would have required knowing where the Options students would come from at a small geography. Finally, it isn't possible to predict what the Options programs will consist of in 2020.

As an illustration of the effect of accounting for the Options students in the projection, the following is one scenario; others are, of course, possible. At the macro scale, assume the current enrollment of the Options programs of about 1,460 students, which is generally capped by capacity/program constraints.

Proposed attendance boundary	Total School Capacity (students)	Students in grades 9-12 within attendance boundary (2020)	% of Total Capacity Used	If Options evenly Distributed	After Options Deduction	% of Total Capacity Used (Options deducted)
Aloha HS	2,176	2,028	93%	243	1,785	82%
Beaverton HS	2,122	1,940	91%	243	1,697	80%
South Cooper Mtn HS	2,176	1,886	87%	243	1,643	75%
Southridge HS	1,850	1,692	91%	243	1,449	78%
Sunset HS	2,203	2,172	99%	243	1,929	88%
Westview HS	2,421	2,388	99%	243	2,145	89%
District Total	12,948	12,106	93%	1,460	10,646	82%

When deducted evenly from the 2020 student population within each of the six high school attendance boundaries in the final Recommended map, the following results: Sunset and Westview are just below 90%, and the remaining schools are at or just below 80% of capacity. This provides a small “buffer” of space at Sunset and Westview for future residential growth.

It should also be noted that members of the Boundary committee and the public have asked whether the projection used was sufficiently *large* enough to account for future growth. Some committee members asked why the time frame was only five years, and not ten, which reflected a desire to draw high school boundaries that would be durable for a long period of time.

For these reasons, and because the projection incorporated only those known major residential development projects (not additional zoned capacity, which is substantial), it was reasoned that the Options students filtering back into the projection would provide an additional capacity “buffer” in the boundary adjustment process.

**Elementary & Middle School Feeder Patterns**

Staff has prepared a revised version of the Elementary and Middle School feeder pattern map, depicting current high school boundaries and proposed (attached). The total number of elementary schools split by high school boundary remains the same (nine), but different schools are split.



## Next Steps

The discussion provided above pertains to the High School Boundary map that was presented and discussed by the Board in May, 2016. The Superintendent is preparing revisions to this map, which are based on additional consideration of the criteria of Proximity and Transportation Costs. The revised map will be released during the month of August, and will be available for public review and comment in September.

The following outlines the public review and comment period for the revised map to be released in August, review by the Board of the Superintendent's consideration of the boundary adjustment criteria and a final decision on approval.

When	Actions
August 1 <sup>st</sup> Board Meeting	<ul style="list-style-type: none"> <li>• Present additional analysis of the map proposed in May (this memo)</li> <li>• Identify any additional information that Technical Team has/will prepare as evidence that criteria applied and objectives met</li> <li>• Present a timeline for release and public review of a revised map</li> </ul>
During the Month of August	<ul style="list-style-type: none"> <li>• A revised map and accompanying exhibits will be published on the High School Boundary Adjustment webpage.</li> <li>• For the remainder of the process, public comments will be collated and published on the HS Boundary webpage on a weekly basis.</li> </ul>
August 29 Board Meeting	<ul style="list-style-type: none"> <li>• No action on HS Boundaries</li> </ul>
September	<ul style="list-style-type: none"> <li>• The District will conduct open houses at high schools affected by any changes to the map               <ul style="list-style-type: none"> <li>○ Evening meetings, to be completed over the course of one week, format will include:                   <ul style="list-style-type: none"> <li>○ Brief opening presentation</li> <li>○ 2-3 map stations with staff on-hand for Q&amp;A</li> <li>○ Open mic public comment period</li> </ul> </li> </ul> </li> <li>• Summary of all public feedback to be published online</li> </ul>
September 26th Board Meeting	<ul style="list-style-type: none"> <li>• Superintendent delivers final recommended map, criteria analysis and summary of public feedback for a decision by the Board</li> <li>• Action - Board takes up recommendation for decision</li> </ul>



# Beaverton School District

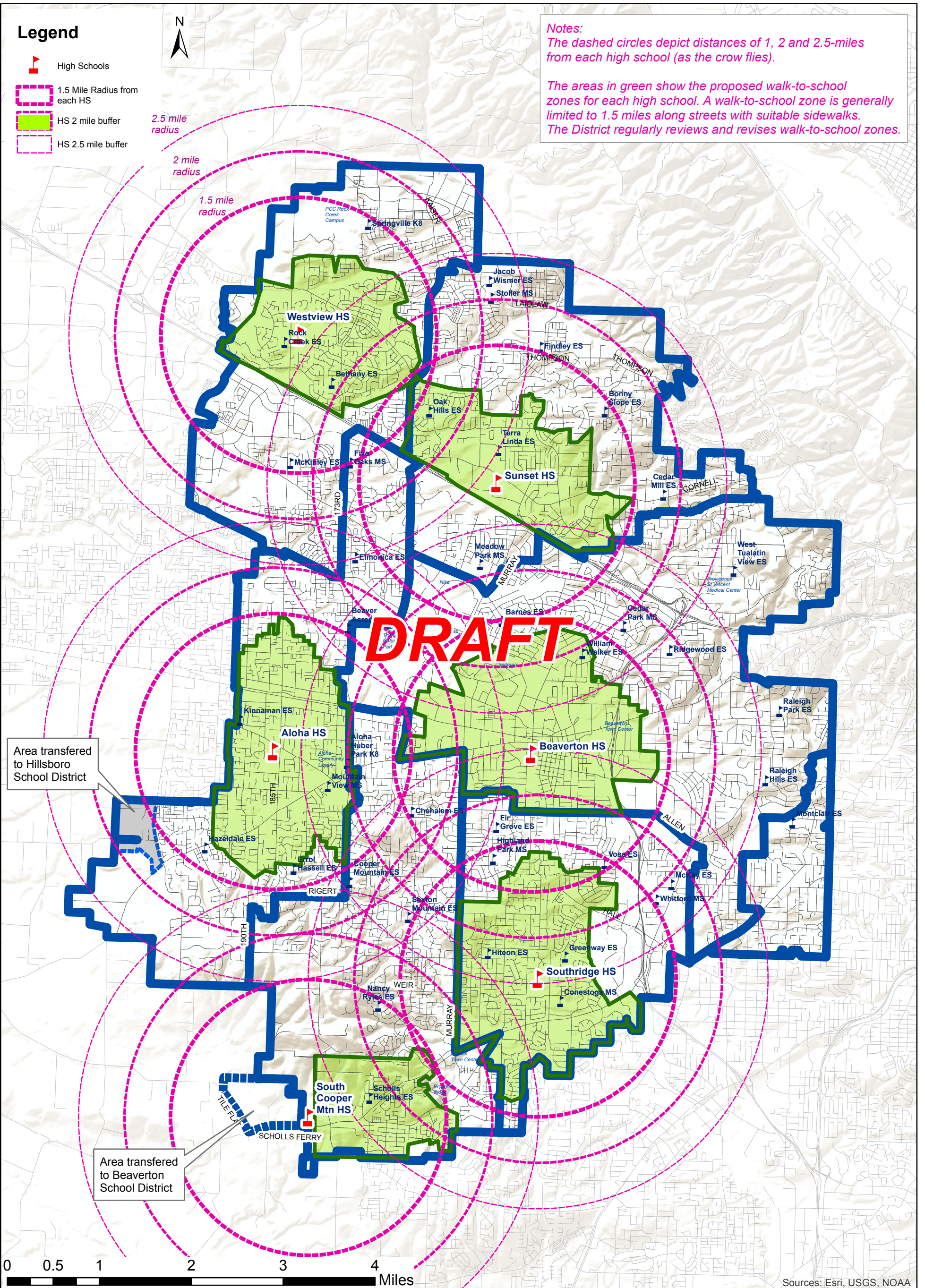


Not an official District map  
For information and analysis  
purposes only

Superintendent's Proposed SY 2017-18

Attendance Boundary Map with Walk-to-School Zones

July 26, 2016





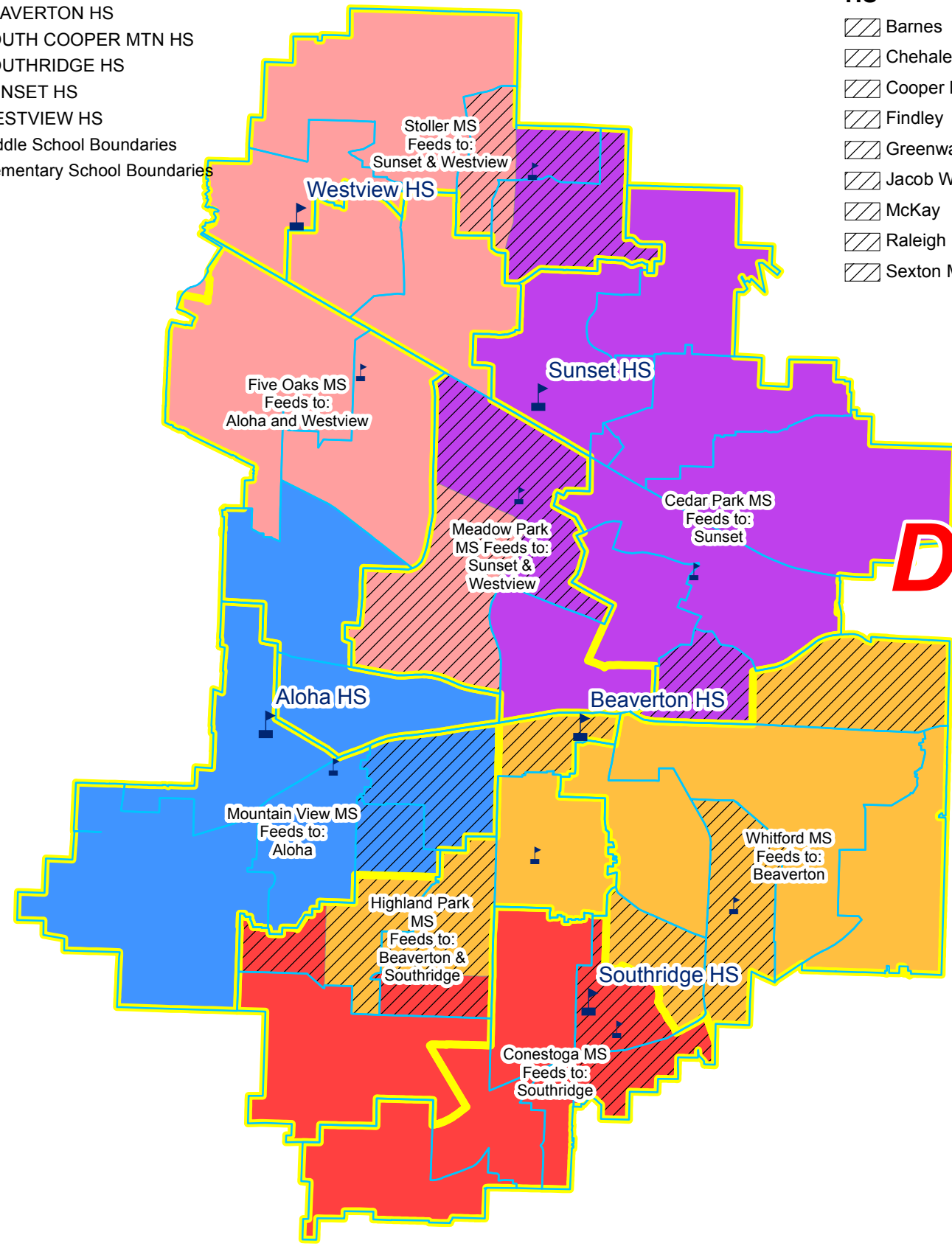
July 27, 2016

### Current High School Boundaries with Elementary & Middle School Feeder Patterns

- ALOHA HS
- BEAVERTON HS
- SOUTH COOPER MTN HS
- SOUTHRIDGE HS
- SUNSET HS
- WESTVIEW HS
- Middle School Boundaries
- Elementary School Boundaries

#### Current Split Feeders ES to HS

- Barnes
- Chehalem
- Cooper Mountain
- Findley
- Greenway
- Jacob Wismer
- McKay
- Raleigh Park
- Sexton Mountain

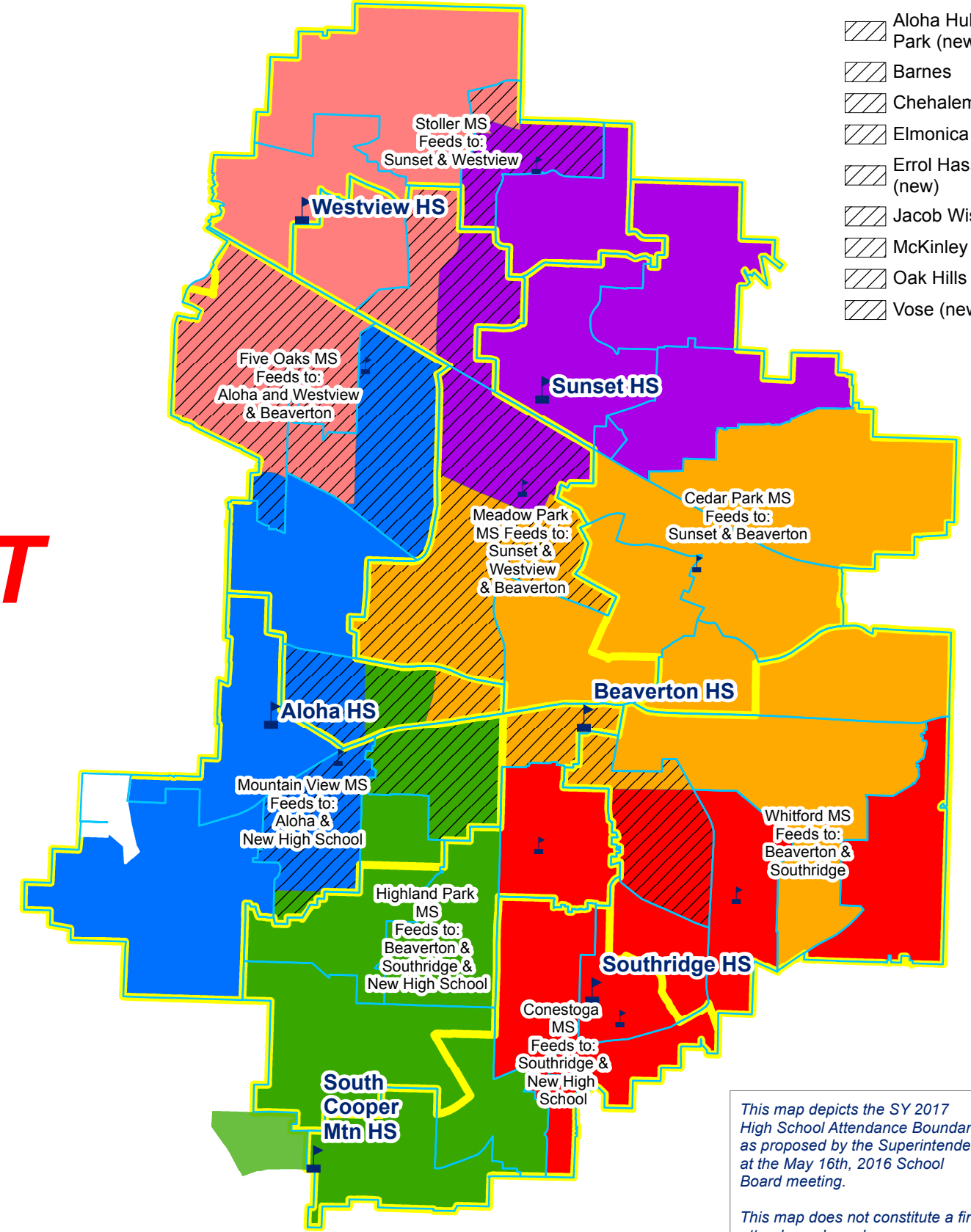


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### Superintendent's Recommended 2017 High School Boundaries with Elementary & Middle School Feeder Patterns

#### New Split Feeders ES to HS

- Aloha Huber Park (new)
- Barnes
- Chehalem
- Elmonica (new)
- Errol Hassell (new)
- Jacob Wismer
- McKinley (new)
- Oak Hills (new)
- Vose (new)



*This map depicts the SY 2017 High School Attendance Boundaries, as proposed by the Superintendent at the May 16th, 2016 School Board meeting.*

*This map does not constitute a final attendance boundary map.*