
TRANSPORTATION SUPPLEMENTAL PLANS FOR 2013-2014

POLICY ISSUE/SITUATION:

Oregon Revised Statute (ORS 327.006) establishes the criteria for "approved transportation costs" that are reimbursable by the State at 70% of those costs. The major component of these approved result from daily home-to-school and back to home transportation for elementary students that live at least 1.5 miles from school. The statute also includes, when approved, reimbursable costs for the transportation of students who live within the respective 1.0 and 1.5 mile standards, if such transportation is required for "health or safety reasons." However, to qualify for reimbursement, lesser distance transportation routes must be submitted to, and approved annually by the Oregon State Board of Education as local district "supplemental transportation plans".

BACKGROUND INFORMATION:

The most frequent reason for providing home-to-school-to home transportation for students within the 1.0 and 1.5 mile standards is the lack of sufficient infrastructure for a safe walkway (e.g. no sidewalks, no designated walkways away from traffic, requirements to cross major traffic arterials or highways, construction that disrupts foot traffic on such sidewalks or walkways, etc.) Annually, Transportation Department staff identifies, evaluate and recommend either adding to, or withdrawing neighborhoods from prior supplemental plans for a given school year. Members of the Transportation safety staff, BSD Public Safety and Security staff, an engineering technician from Washington County DLUT and a member of our Safe Routes to School team then review and discuss the proposed changes. Final recommendations are made after the Administrator for Transportation, the District's Safety and Security Office and the Deputy Superintendent for Operations and Support Services make on-site visits.

Included with this Board Situation are the proposed *Transportation Supplemental Plan Changes for the 2013-2014* school year. Any recommendation to remove a bus stop is done so only if the staff is fully confident that there is no impact on student safety.

It is important to recognize that certain recommended plans may not be fully implemented or may be otherwise modified if the anticipated additional infrastructure is not constructed or other future construction projects result in creating an unsafe walkway within the 1.0 or 1.5 mile standards.

Immediately following the April 9, 2013 School Board meeting, staff will meet confer with building administrators and affected parents then request Board approval of the final recommended plans at the May 20, 2013 meeting.

RECOMMENDATION:

BE IT RESOLVED that the School Board authorizes staff to communicate and discuss proposed Transportation Supplemental Plans with families that reside in the impacted areas.

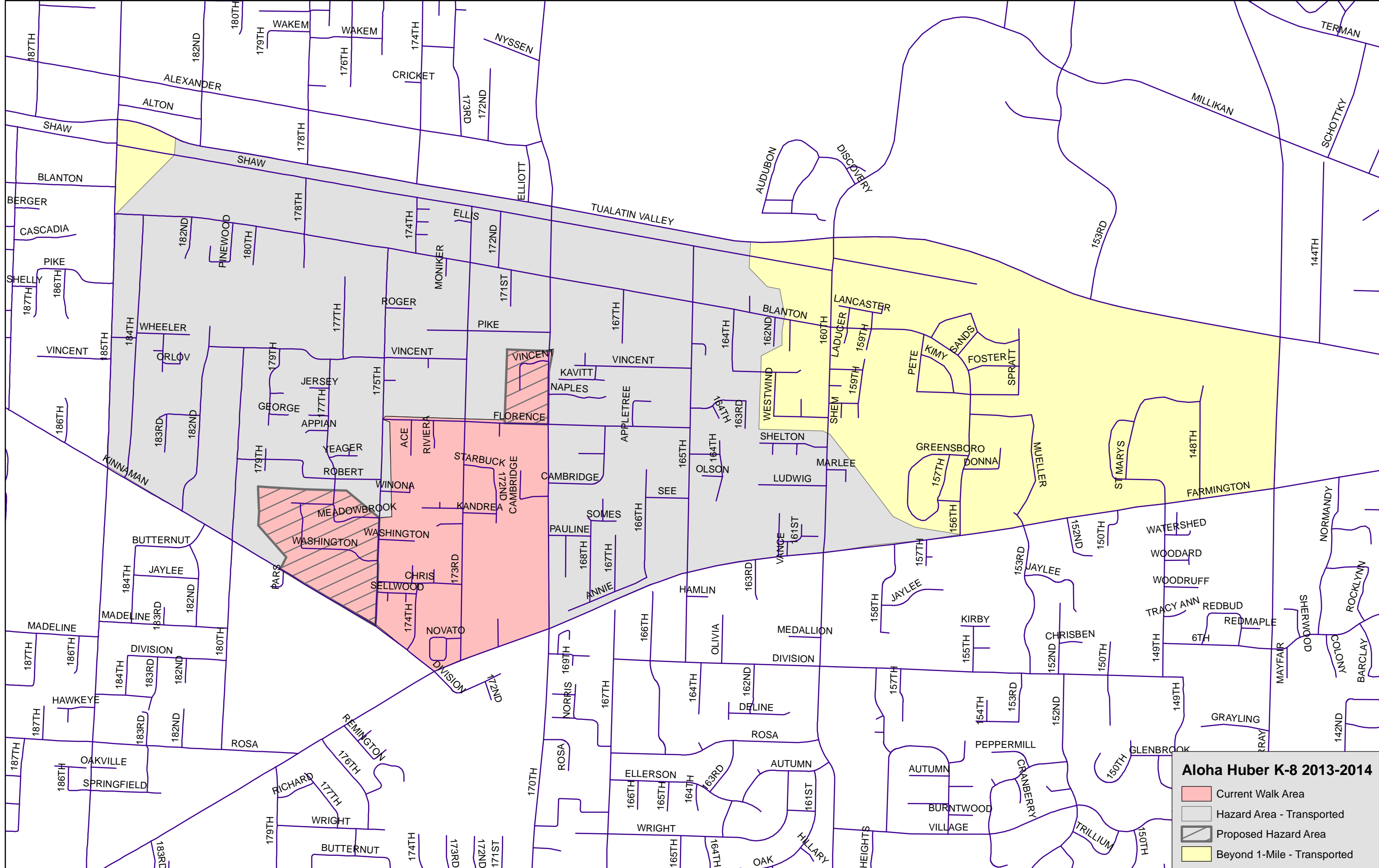
Proposed Transportation Supplemental Plan Changes for 2013-2014

Each year the Transportation Department reviews neighborhoods to determine if the walk areas within one mile for elementary and one and a half miles for secondary grades are safe to walk to and from school. Emphasis is placed on reviewing areas where infrastructure changes have been made to roadways and walk paths. This year the proposed changes were reviewed by a Supplemental Committee consisting of three Transportation staff, an engineering technician from Washington County DLUT, two Safe Routes to School staff and two District Public Safety staff.

The following list contains the recommended changes to the Supplemental Plan for the 2013-2014 school year. Please refer to the attached maps for each school. Note: in the fourth column “add” means additional bus service will be provided, “remove” means bus service will be eliminated and “adjustment” means the map is being corrected to reflect more accurate information.

School	Description of Area	Rationale	Add / Remove/ Adjustment	Students Affected
Aloha Huber Park ES	Add hazard area west of 175 th Ave	Increased traffic, poor infrastructure	Add	53 at 3 stops
Aloha Huber Park ES	Area south of Shaw, west of 170 th , north of Florence and east of 172nd	Increased traffic, poor infrastructure	Add	7 at 1 stop
Barnes ES	New residential area located at the NE corner of Jenkins & Murray	Connects to existing NTZ @ 144 th Ave and Burlwood Ln	Adjustment	0
Beaver Acres ES	Hazard on Pheasant Ln west of the school off Augusta	Update Supplemental Plan Map	Adjustment	1 at 1 stop
Beaver Acres ES	Area N & W of SW Marty Ln to 175 th & Jay St.	New construction and roads north of the school will allow safe walk to school	Remove	107 at 6 stops
Bethany ES	Adjust Hazard to include area N of Anastasia on 174 th	Update Supplemental Plan Map	Adjustment	0
Bonny Slope ES	West side or 119 th Ave south of McDaniel Rd	New sidewalk constructed	Remove	13 at 4 stops
Chehalem ES	Neighborhood including SW 156 th , Brighton Ct & Beverly Beach Ct	Brighton Way has safe walk route via 153 rd from this neighborhood	Remove	5 at 1 stop
Errol Hassell ES	East side of 185 th from SW Broad Oak Blvd to Bethel Ct.	No sidewalk or safe shoulder	Add	5 at 1 stop
Errol Hassell ES	Cobb Ln & 176 th Ter. north of Rigert Rd.	Walkpath connects neighborhood to existing NTZ @ SW Sarala St.	Remove	2 at 1 stop
Rock Creek ES	NW Shoreline Way	New sidewalk and walk path constructed along 185 th to Shoreline Way	Remove	7 at 1 stop
Springville ES	New neighborhood around the school and north on Brugger Rd	New construction (homes and roads) added to school NTZ.	Adjustment	0
Sunset HS	Neighborhood north of NW Marshall St, west of NW 119 th Ave	New sidewalk on west side of 119 th extends NTZ north of Marshall St	Remove	4 at 2 stops
West TV ES	NW 94 th Ter. (Foxhollow)	New sidewalk connects 94 th Ter. to existing NTZ	Remove	3 at 1 stop

Aloha Huber K-8 School
2013 Proposed Addition to Hazard Zone



Aloha Huber K-8 2013-2014

- Current Walk Area
- Hazard Area - Transported
- Proposed Hazard Area
- Beyond 1-Mile - Transported

**Barnes Elementary School
2013 Proposed Addition to No Transportation Zone**

