



Safe Routes to School: Creating an Action Plan

Instructions

SECTION 1: School information

School name:	Mountain View Middle School				
Street address:	17500 SW Farmington Rd				
City:	Beaverton	State:	OR	ZIP:	97007
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.beavton.k12.or.us/mountain_view/home.html				
Total student enrollment:	863	Grades served:	6-8		
Percentage of total enrollment for each grade:	gr6= 302, 35%; gr7= 273, 32%; gr8= 288, 33%				
Contact for Action Plan:	Rafael Montelongo	Phone:	503- 259- 3890		
E-mail:	rafael_montelongo@beaverton.k12.or.us				

SECTION 2: Forming the School Team

1. The key partners of the School Team are (Instructions, Page 1):

• School principal or designated school staff representative endorsed by the school district:	Rafael Montelongo, VP; Meg Mautner- 8th grad teacher
• A parent who represents or has the endorsement of a recognized school/parent organization or site council:	Karissa Laparne
• 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
• 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. 	Kevin Sutherland- BSD Public Safety Office Mgr, Jane Langlois-BSD Transportation, and Dan Owens-BSD Risk Management, Jim Owens-Facilities, Ron Porterfield- BSD Deputy Superintendent
<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. 	Dick Schouten: Washington Co Commissioner District #1
<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. 	Bjoern Brunner- Chair Bicycle Advisory Committee

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:

Mountain View Middle School is bound by neighborhoods on two sides and very busy Farmington on one side. The main access is off Farmington, just west of the very busy intersection at Kinnamen, Farmington and 170th. There is an off-street path from 170th to the school which is hard to get to and is not well marked. There are 2 crossing guards at Farmington and the entrance to school because many students are either dropped off, picked up or hang out in the mall across the street from the school. It has been observed that about 25 students ride to school, it appears they come from the neighborhoods south of Farmington. Being a middle school many students have a longer way to travel.

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 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.

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. The supplemental transportation affects students living to the west of SW 185th. This is a high speed, multi lane arterial with not many safe crossing opportunities. At present there are 5 am buses and 7 pm buses serving 3 main areas: 2 west of the school and 1 east of the school

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?

Being closer to “rural” Washington County, the infrastructure is not bike and pedestrian friendly. The atmosphere is not attractive (perceived safety, pleasant) for walking or biking.

- Crossing 170th difficult,
- Crossing Farmington challenging.
- The school is surrounded by high traffic, high speed roads.
- There is a trail identified by vice principal Montelongo that could be improved to allow more people an accessible, safe option for getting to school. This park space is shared between the school and THPRD.
- Many students cross at un-safe crossing of 170th because it is the shortest route.
- Nothing has been done to educate or offer alternatives.

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

It doesn't.

This is a perfect opportunity to establish walking bus routes (very favorable at the LSC team meetings) and pedestrian safety instruction throughout the year. Walking has not been promoted, 2010 Walk + Bike to School Day will be a first.

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

There were consistently 20-25 bikes locked each day outside the school. It appears these students come from the areas south of the school. There are several good low traffic routes from the south of the school to school, but to the north and east having to cross Farmington or 170th is a barrier.

- d. Evaluate the bicycle facilities provided for the students’ use:

There are plenty of sub-standard wheel-bender bike racks in front of the school which offers great promotion of bikes and visibility. This is the only place to lock bikes and between 20 and 25 bikes have been there for the month of June.

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

**It doesn’t!
Safe cycling messages in Fall and Spring for students and community would be beneficial.**

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	Other
% of Students	19%	3%	36%	30%	9%	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:

- X Distance
- ☐ Convenience of driving
- ☐ Time
- ☐ Before / after-school activities
- X Traffic speed along route to school
- X Traffic volume along route
- ☐ Adults to walk / bike with
- ☐ Sidewalks or pathways
- X Safety of intersections & crossings
- ☐ Crossing guards
- ☐ Violence or crime
- X Weather or climate

Section 4: Summarizing the findings

1. List the physical environment barriers and hazards. (See Instructions, Page 4.)

- **Crossing 170th at Farmington, Oak and Bany**
- **Speed and volume of traffic on Farmington in front of the school**
- **Outdated bike racks**
- **Path behind school linking neighborhoods to school property**

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

- **No formal education to students, parents, community, staff of safe walking or biking.**
- **No encouragement to students, parents, community, staff of safe walking or biking. Parents in this neighborhood assume that walking and biking to school is not an option, rely on busing service and when that's taken away they drive.**
- **Crossing guard training limited and crossing guards and enforcement of traffic laws is sparse.**
- **No drop off/pick up guidelines for parents is published, so concerns of safety for current walkers/bikers.**
- **No transportation options published or promoted**

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:

This grant is for non-infrastructure funding. Through school and community meetings we will list and prioritize needed improvements and will work with partners from city, county.

1. **Path behind school linking neighborhoods to school property**
2. **Outdated bike racks**
3. **Crossing 170th at Farmington, Oak and Bany**
4. **Crossing Farmington at the school**

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

Education: Inform and promote information on SRTS program to students, staff and community.

- **Distribute basic Pedestrian and Biking safety information at BTS time frame**
- **Distribute a safer routes map with above**
- **Work with Grade Teams to offer specialized Neighborhood Navigator training specific to ongoing yearly curriculum sequence.**
- **BTS packet will include info and outreach to identify parents who are interested**

to lead walking school buses

- **School team to develop guidelines for drop off pick up for BTS packet/web site**
- **Recognition and posting of crossing guard duties/time**

Encouragement

- **Encourage students, staff and community to try walking or biking to school with first Walk to School Day Oct 6th**
- **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**
- **Regular SRTS safety tips and updates in monthly school newsletter Sept & ongoing**

Evaluation

- **Parent survey in Spring 2011- initial done June 2009**
- **Teacher Hand raise survey in Mid Fall and Spring 2011**

Enforcement

- **Traffic reduction: examine and enforce rules at school level with encouragement and reinforcement in Back to School packet, educate for safety**
- **SW Farmington at school, 170th at Bany and Oak and Farmingtonth speed reduction for school zone, law enforcement at Back to School time and for special monthly events.**

- 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 Pedestrian and Bike safety tips placed in monthly school newsletters Sept & ongoing**
4. **Educate teachers about opportunities to integrate safe walking and biking lessons into established lesson plans.**
5. **Educate & Introduce parents: introduction to SRTS program, safety information regarding walking/biking options, including health benefits Sept PTO meeting and ongoing**
6. **Promote walking school bus to help address parent safety concerns- Sept & ongoing**
7. **Encourage students to try and continue walking with a “themed” monthly walk to school day supported by student made promotional posters- Oct & ongoing**
8. **Utilize neighborhood navigators curriculum in one grade 2010-11**
9. **List and prioritize infrastructure improvements to BSD and county for review Sept-Dec & ongoing**

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 school bus driver or dispatcher

X local roadway or traffic safety engineer

X city planner

Highlight information learned:

**Farmington is very busy and fast traffic, speeding and difficult to enforce.
Intersection of Farmington and Kinnamen very big and fast, parents not encouraged to allow children to cross.
Path behind school = low visibility, therefore parents not encouraged to allow children to cross.**

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	4	24	230	200			2

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

**170th at Farmington = 22, 605 vehicle/ day
Farmington and Kinnamen = 24,166 vehicles/ day
Oak and 170th = 3,997 vehicles/ day**