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To: [ron porterfield](#); [carl mead](#); [dick@withyscott.com](#)
Subject: Transportation Perspective
Date: Monday, February 29, 2016 6:05:15 PM
Attachments: [Boundary Memo 02-29-16.docx](#)

Attached, please find an updated draft. Changes are shown in blue and reflect your input. Dick indicated he was conflicted and I certainly understand. However, I believe I would be remiss in my duties if I didn't offer a perspective of the practical application of their planning. This memo may be better suited for presentation to Jeff once the committee turns their recommendation over to them however, I thought it may be important to give them some info in case they wanted to make an adjustment prior to finalizing it.

Please let me know. I will be unavailable beginning Wednesday, 3/2 so if you think it should be sent, I'd like to do it tomorrow, 3/1.

Thanks

craig

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To: Boundary Advisory Committee
Date: March 1, 2016
Subj: Transportation Perspective of Proposed Boundary Map of 2/12/16

The Transportation Department would like to give the committee members a perspective of the current proposal versus the proposal of 2/12/16:

Aloha HS

The northeast boundary taken from Westview HS (recently referred to as the Aloha Thumb) will increase route mileage and travel time by approximately 29% and 40% respectively. **Additional time impacts are also expected due to buses crossing two sets of active railroad tracks.** This delay time cannot be accurately quantified other than to recognize travel time will be impacted. This is problematic given the 35 minute margin between scheduled start and release times of high schools and elementary schools. Additional mileage, travel time and train delays will most likely cause routes servicing this area to arrive at assigned elementary schools after their scheduled times. Realigning this area with Westview will eliminate this conflict.

Realigning the area east of Aloha HS boarded by 170th St, TV Hwy, 160th St, and Hart/Bany Sts to South Cooper Mountain HS results in an increase of over 280% in mileage and 175% in travel time. Additionally, the access to South Cooper Mountain from this area would be via 175th St. This will be very challenging due to restricted street width, traffic, and elevation during inclement weather. We anticipate having to use alternate routes, further increasing distance and travel time. This will preclude these routes from servicing elementary schools resulting in additional routes to cover said elementary schools. Maintaining this area in the Aloha HS boundary eliminates these issues.

Beaverton HS

The northwestern area bounded by 158th St, Hwy 26, Murray Blvd, and Walker St which was reassigned from Sunset HS will increase mileage by over 180% and travel time by over 250% when compared to its previous assignment on the 2/12/16 map. The area's proximity to Sunset HS is advantageous in that it allows routes to quickly load/unload students and arrive at their assigned elementary school prior to the start/release bell. Realigning this area with Beaverton HS will severely impact these arrival times and will affect staffing for student supervision at the elementary schools.

Reclaiming the Garden Home region from Southridge HS will increase mileage by 30% and travel time by nearly 40%. Whether using the most direct route to Beaverton HS via Hwy 217 or alternate paths on main arterial streets, the significantly increased travel time will negatively impact arrival times at elementary schools. Maintaining this area in the Southridge HS boundary would alleviate late arrival issues.

Southridge HS

Reclamation of the Sexton Mountain ES boundary into the Southridge boundary represents a 29% decrease in mileage and 33% decrease in travel time versus the 2/12/16 map. Beard Rd & Brockman St are major thoroughfares and offer an excellent travel path between this area and Southridge HS.

Sunset HS

Realigning the West TV area from Sunset to Beaverton HS will result in an 8% increase in mileage and a 10% increase in travel time via the Hwy 217. Routing via Cedar Hills Blvd yields an increase in mileage and travel time of 18% and 50% respectively. [Further travel delays may be experienced due to buses traversing the Lombard Ave railroad crossing.](#)

[We sampled traffic patterns traveling southbound on Hwy 217 between 7:00 am to 7:20 am and found slowed but continual](#) traffic flow in the numbers 3 & 4 (far right) lanes. Our sampling found no significant delays transiting Hwy 217 to the Beaverton Hillsdale Hwy exit which would impact bus routes. Alternate routing via Cedar Hills Blvd found similar results, however transit time was extended due to traffic signals and lower posted speed limits.

There will be an impact to service of elementary schools in this area as travel time constraints will prohibit pairing Beaverton HS routes with West TV elementary school. This will result in adding additional routes to service West TV ES.

Westview HS

The northeast boundary from Bethany Rd westward slated to move to Sunset HS represents a 17% increase in mileage but essentially no increase in travel time compared to the prior map assignment.

Reclamation of the Oak Hills ES boundary from Sunset HS will increase mileage by 39% however travel time will be minimally impacted due to road-type and traffic control device similarities to/from both high schools.

General Notes

It is important for the committee to understand that bell schedule adjustment for elementary or middle schools has not been a consideration. Therefore, transportation must schedule routes under the parameter of a 35 minute gap in start/release times between high schools, elementary schools, and middle schools. Many times, this parameter takes precedence over bus capacity and mileage when making routing decisions. Increasing travel distance and time will result in the need for additional routes and drivers. Hiring and retention of commercial drivers has been in crises nationally for over two decades and remains a significant barrier locally.

[Secondly, elementary boundaries will be evaluated later in 2016 and a number of elementary boundaries may be impacted, including schools north of Hwy 26. These changes may nullify adjustments recently made by the committee.](#)

Lastly, due to the large increase in the Beaverton HS service area, we anticipate a significant increase in the number of buses needed to transport these students which will result in additional traffic and congestion issues on Erikson Ave and Stott Ave. While AM arrival times may be able to be staggered to offset this issue, staging buses for pickup in the PM will be a significant challenge due to limited curb space. This may result in requiring students to walk multiple blocks to board buses.