

# Supplemental Transportation Plan

Phase 1: SE Portland Enrollment Balancing  
Schools





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## What is the Supplemental Transportation Plan?

Transportation Services are mandated by ORS (327.043) for students living beyond a prescribed distance. Expenses from this transportation are reimbursable from the state school fund. When there are hazards inside the prescribed walk boundary that make walking to school unsafe, the Supplemental Plan identifies these hazardous areas.

A Supplemental Transportation Plan (STP) is required by the same ORS and is the mechanism we use to obtain reimbursement for our transportation services within the mandated distance boundary. The report goes to the Oregon Education Department and there is no prescribed timeline to submit updates, however to keep reimbursement aligned with use, we need to update the plan.

The STP defines hazard zones within 1 mile walk boundaries of elementary schools and 1.5 miles of middle schools. Students within a hazards zone are entitled to supplemental transportation (bus service). The State reimburses 70% of the approved cost for supplemental transportation - our last update was filed with ODE in the early 2000's. In the current STP, safety is in the context of high speed / high crash streets, presence of sidewalks, etc. and it does not account for socio-economic factors such as high crime areas. We are working to remedy this with the Supplemental Transportation Plan Update (STPU).

## Scope: a Phased Approach

The new supplemental plan will be implemented using a three phase approach to be completed in 2025. All changes will be implemented at the beginning of the associated school year. The three phases are as follows:

- Phase I: SE Portland Enrollment Balancing Schools - 2023
- Phase II: McDaniel, Grant, Jefferson and Roosevelt clusters - 2024
- Phase III: Westside and Inner SE Schools- 2025

## Phase I: SE Portland Enrollment Balancing Schools

To align with the implementation of new attendance boundary lines, Phase I will focus on the schools involved in phase II of Enrollment and Program Balancing. Phase I updates will be implemented in the Fall of 2023. Note that middle schools will be updated along with the associated feeder schools (for example: Hosford, while experiencing some changes for enrollment balancing - will be in phase III of the STPU because that is when the hazard zones for all of their feeder schools are completed.) Schools



involved in this phase are listed below as well as information related to enrollment balancing happening in conjunction with Phase I of the STPU.

School	Enrollment Balancing Details
Arleta	Four small areas will move from Arleta to Creston, Marysville, Woodstock and Woodmere, and two areas will move into Arleta from Bridger and Marysville.
Atkinson	A boundary change will add students to the small neighborhood program. Atkinson neighborhood students will go to Harrison Park Middle School while Atkinson Spanish Immersion students will go to Kellogg Middle school.
Bridger	Spanish DLI relocates to Lent; Bridger neighborhood program joins with Creative Science K-8. The boundary areas south of Division street are assigned to new middle and high schools.
Clark (Currently Creative Science)	New K-5 program - Creative Science program moves to Bridger
Creston	The Creston boundary will grow slightly through a boundary change with Arleta. Creston middle school students will go to Hosford MS.
Glencoe	Part of the Glencoe boundary changes to Vestal Elementary School and Harrison Park Middle School.
Harrison Park	Harrison Park K-5 students, including Chinese Immersion, move to Clark. Grade 6-8 students are joined at Harrison Park by students from Atkinson and Vestal neighborhoods and Chinese Immersion students from Woodstock
Kellogg	The Spanish Immersion program at Mt. Tabor will move to Kellogg, so all SE Spanish Immersion programs will be at the same middle school. To offset this increase, the Creston neighborhood along with a small portion of the Arleta neighborhood will move to Hosford. A boundary change with Harrison Park will result in the Kellogg building being within its attendance area.
Kelly	No boundary changes proposed for enrollment balancing
Lane	The Lane boundary grows by adding Woodstock as a feeder school from Hosford, a portion of the Lewis area from Sellwood, and parts of the Arleta and Marysville areas from Kellogg.





Lent	Lent will convert to a whole-Spanish school with the addition of two strands of Spanish Immersion from Bridger. English Scholars program will relocate to Marysville
Lewis	The eastern portion of the Lewis neighborhood will move to Whitman
Marysville	Boundary changes with Arleta and Woodmere. English scholars students from the Lent area will attend Marysville.
Mt Tabor	The Atkinson neighborhood program will move to Harrison Park MS and the Atkinson Spanish Immersion program will move to Kellogg MS. Additionally, there will be a boundary change from Mt. Tabor to Harrison Park.
Vestal	The Vestal neighborhood will grow through a boundary change with Glencoe. Both the current and new parts of the Vestal neighborhood will go to Harrison Park MS.
Whitman	The Whitman neighborhood will grow through boundary changes from Lewis and Woodmere.
Woodmere	Woodmere will grow through boundary changes with Arleta, Marysville and Woodstock, but the southern part of the boundary will move into Whitman.
Woodstock	Boundary changes from Woodstock to Woodmere and from Arleta to Woodstock will result in slightly lower neighborhood enrollment. Woodstock neighborhood students will go to Lane Middle School while Woodstock Chinese Immersion students will go to Harrison Park Middle school.

## Hazard Zone Creation

Hazard zones are defined as the areas within a school walk zone where students would have to walk further than the distance limit to reach the school when restrictions are put in place to prohibit unsafe routes (as defined by the restriction criteria defined below).

Hazard zones were generated by solving the shortest walking route from each residential address point within a school’s walk zone with safety restrictions enforced. All the addresses that result in routes that exceed the distance limit are used to generate hazard zones where students qualify for bussing when they otherwise would not due to their address falling within the walk zone.



## Restriction Criteria

Effective speed limit considers school zone speed limits where mapped school zones have signage to indicate a reduced speed limit for schools.

### Restriction Criteria

**\*see appendix b for image examples of criteria**

- Walking restricted if speed limit over 20 mph or high crash network and no sidewalk present
- Crossing restricted when speed limit over 20 mph and no crossing controls (signal and/or crosswalk)
- Crossing restricted when speed limit over 25, the street is two lanes and a four-way stop or a crossing with a signal and crosswalk is not present
- Crossing restricted when speed limit over 25, the street is more than two lanes and a crossing with a signal and crosswalk is not present
- Crossing restricted when road is part of high crash network, the street is two lanes and a four-way stop or a crossing with a signal and crosswalk is not present
- Crossing restricted when road is in the high crash network, the street is more than two lanes and a crossing with a signal and crosswalk is not present
- Crossing restricted if road is four lanes or more in a high crash network
  - Exception for crossings in school zones with a crosswalk and traffic controls present

## Field Validation and Overrides

Transportation staff assessed restricted areas to verify the validity of the model. The model proved to correctly reflect Transportation standards a majority of the time. The Transportation Field Team utilized ESRI's Field Maps to override model data when field conditions did not align with the data informing the model output.

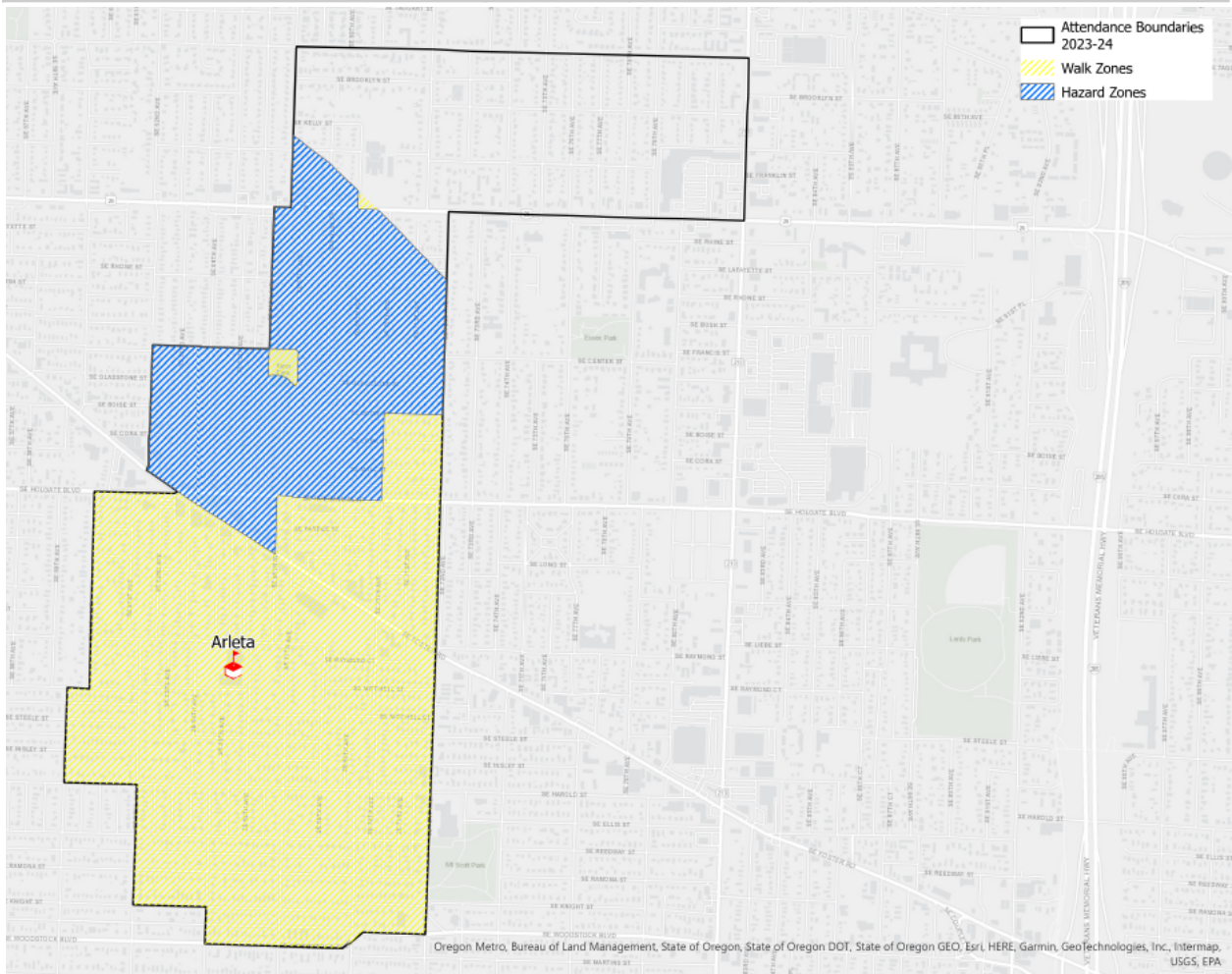
Transportation Staff has the ability to continue analyzing field conditions, including socio-cultural factors, against model data and override as field conditions change and/or come to our attention.

## Phase I Recommendations and Impacts by School



# Arleta

22/23 SY Summary (Current)	# of GT buses 22/23	Estimated GT buses due to STPU 23/24	STPU Recommendation
Service provided for neighborhood students - feeds into Kellogg. Only small portions of the attendance boundary are eligible for service, a very short route with low ridership. Walking students cross Foster and Holgate at some intersections.	1	1	No crossing Powell or near the intersection of Holgate and Foster. Crossing allowed in other sections of Holgate and Foster. No added vehicles necessary for STPU, however current bus will be at capacity

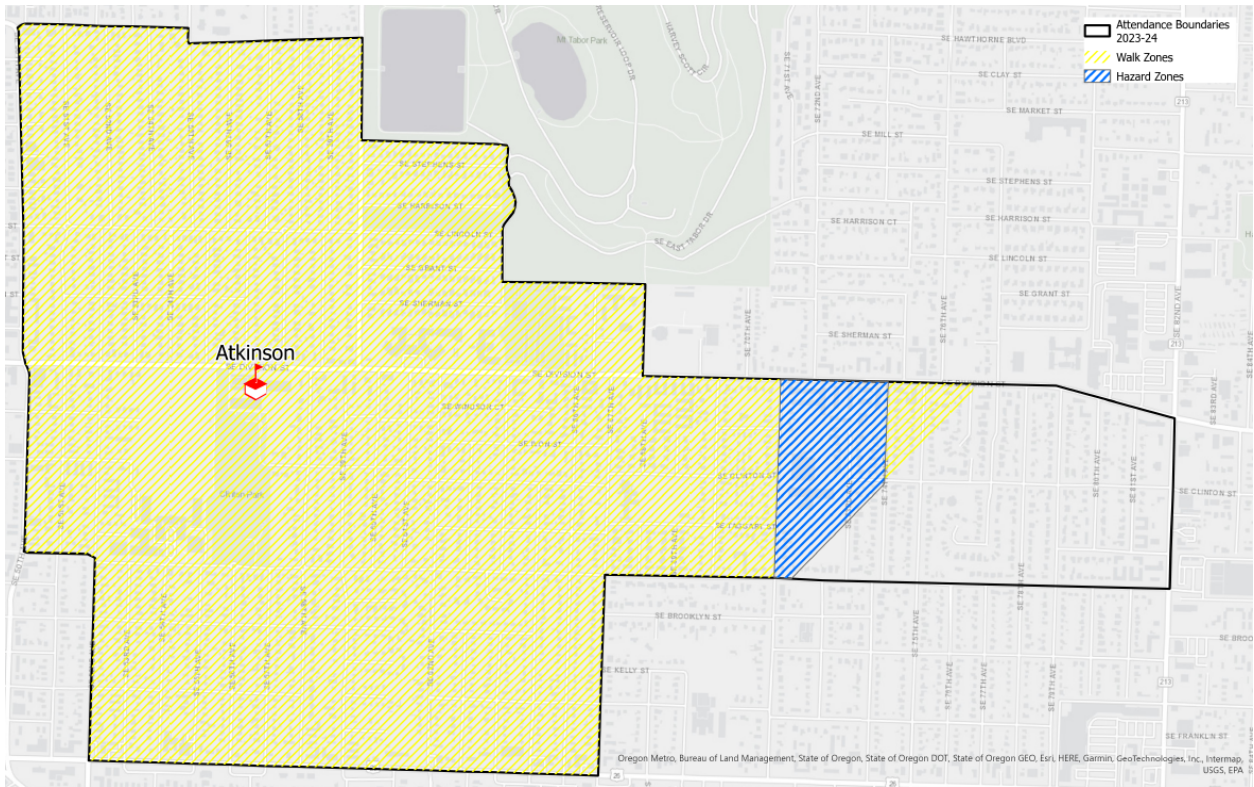


Net Routes due to STPU	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
0	52	0



# Atkinson

22/23 SY Summary (Current)	# of GT buses 22/23	Estimated GT buses due to STPU 23/24	STPU Recommendation
No bus service provided for GT - Entire attendance boundary is within walkable distance. No hazard areas.	0	0	Small hazard area directly next to attendance area expansion due to enrollment balancing. Buses will need to be added due to attendance boundary change but not due to STPU



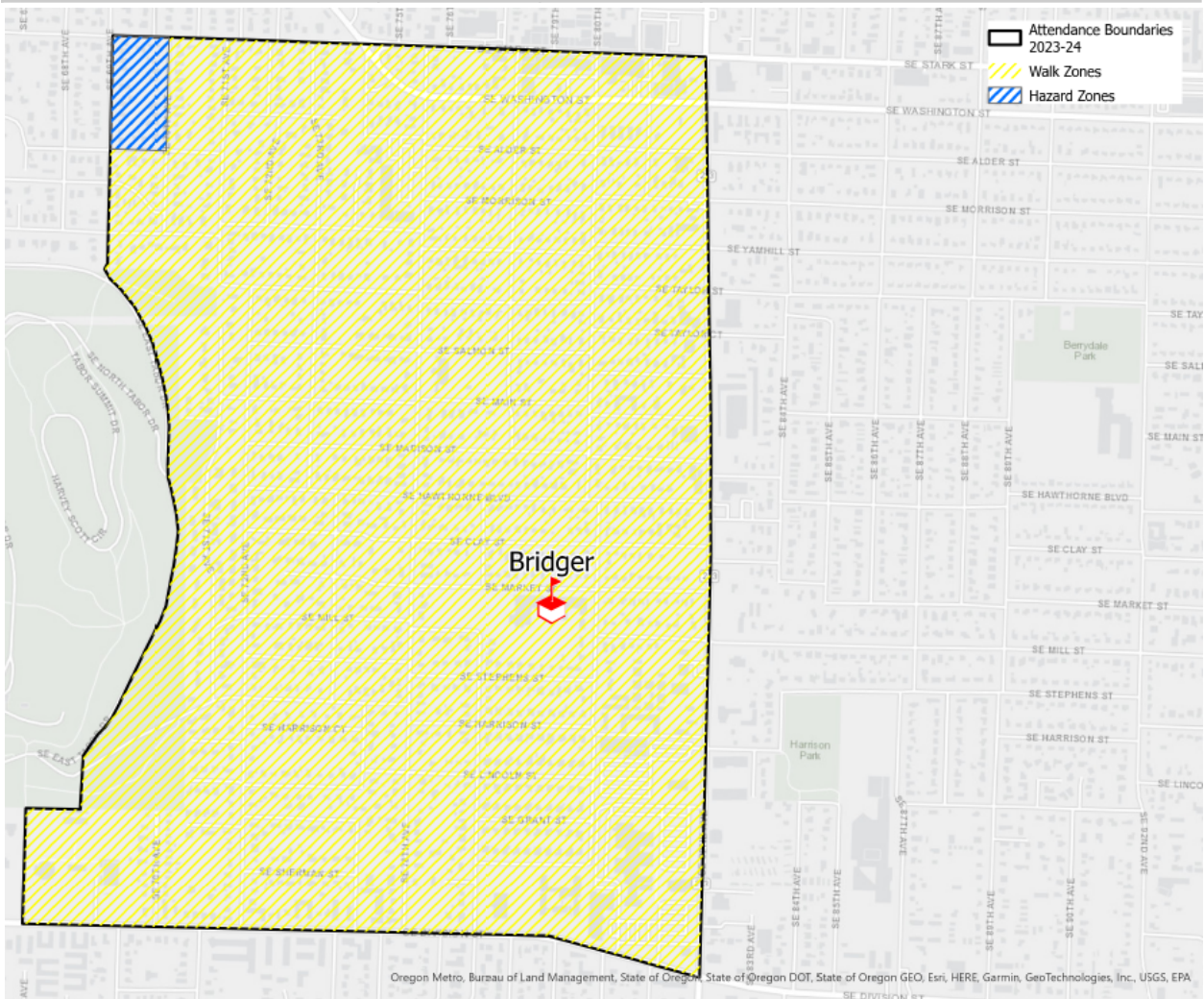
Net Routes due to STPU	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
0	0 - (hazard area only within the new attendance boundary)	0





# Bridger

22/23 SY Summary (Current)	# of GT buses 22/23	Estimated GT buses due to STPU 23/24	STPU Recommendation
Service provided for neighborhood and DLI programs. Has no supplemental hazard stops.	2	1	Only hazard due to added walk distance for a small section of the district



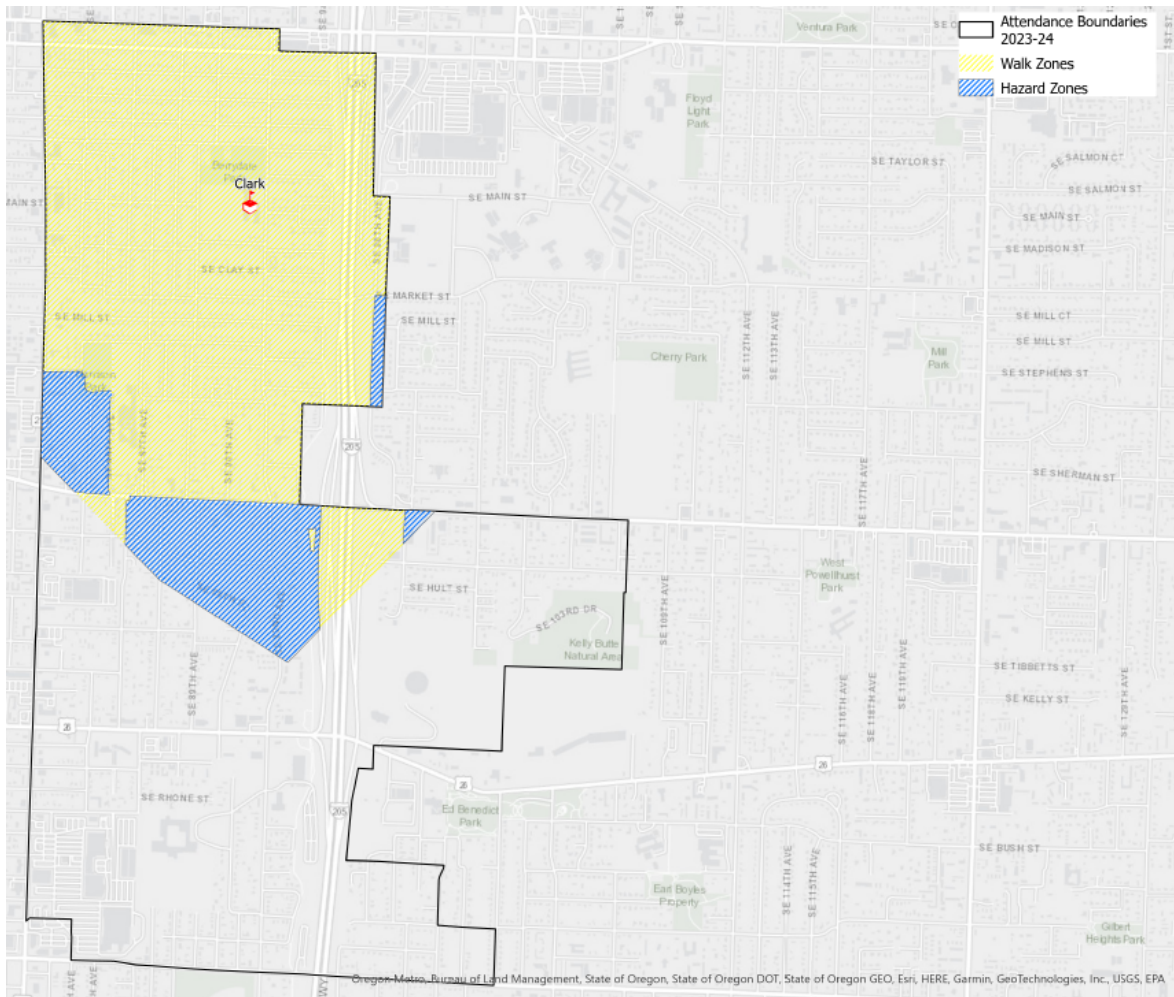
Net Routes due to STPU	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
-1	3	0

\*Transitional transportation service will be provided for 5 years per SEGC Transportation Guarantees, see appendix a.



# Clark

22/23 SY Summary (Current)	# of GT buses 22/23	Estimated GT buses due to STPU 23/24	STPU Recommendation
Currently Creative Science School with no GT transportation provided. School community attending Harrison Park.	0	0	No crossing I-205 and limited crossing on Division. Regular transportation will be provided in the southern and eastern parts of the attendance boundary. Supplemental transportation in small areas south of division and east of I-205. Buses will be added due to program balancing, nothing additional will need to be added for STPU



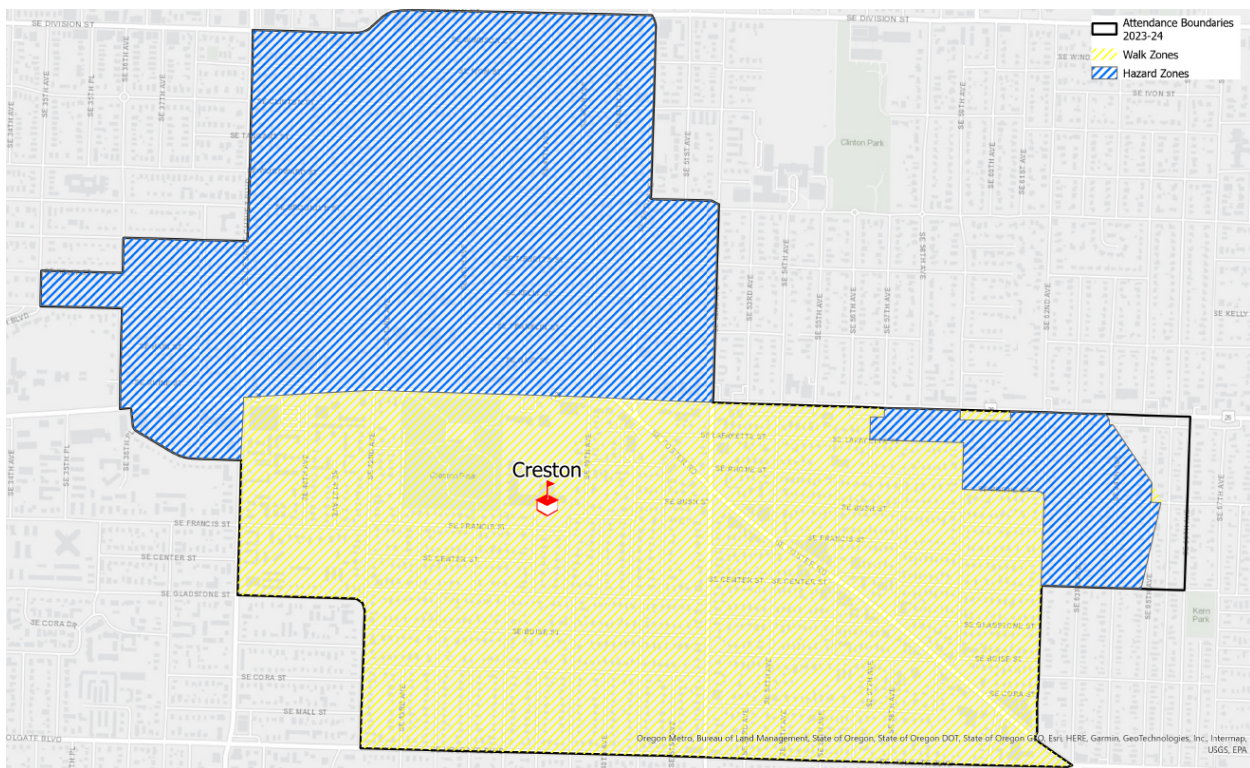
Net Routes Servicing Supplemental Transportation	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
0	20	0





# Creston

22/23 SY Summary (Current)	# of GT buses 22/23	Estimated GT buses due to STPU 23/24	STPU Recommendation
Service provided for neighborhood students.- feeds to Kellogg - no supplemental transportation provided.	1	2	Hazard zone in the entire area north of Powell and west of Cesar Chavez. Small additional hazard zone in the easternmost area of the walk boundary due to limited crossings on 52nd and Foster Roads.

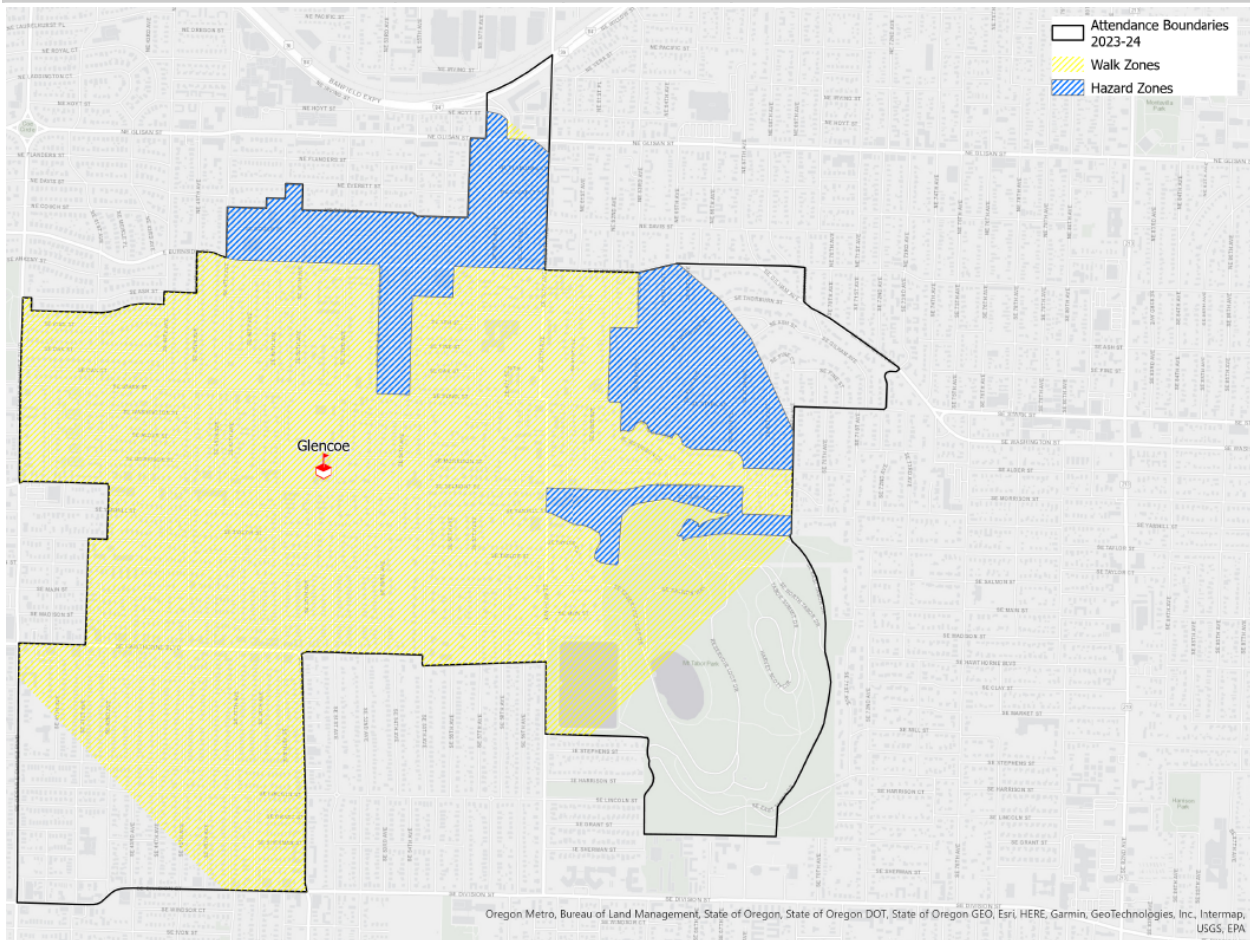


Net Routes Servicing School	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
1	74	0



# Glencoe

22/23 SY Summary (Current)	# of GT buses 22/23	Estimated GT buses due to STPU 23/24	STPU Recommendation
Service provided for neighborhood students. Has a small area with supplemental hazard service.	2	2	No crossing Burnside in the Glencoe boundary. No walking on streets without sidewalks North of Mt. Tabor. No additional routes needed for STPU, however, buses will be at capacity.



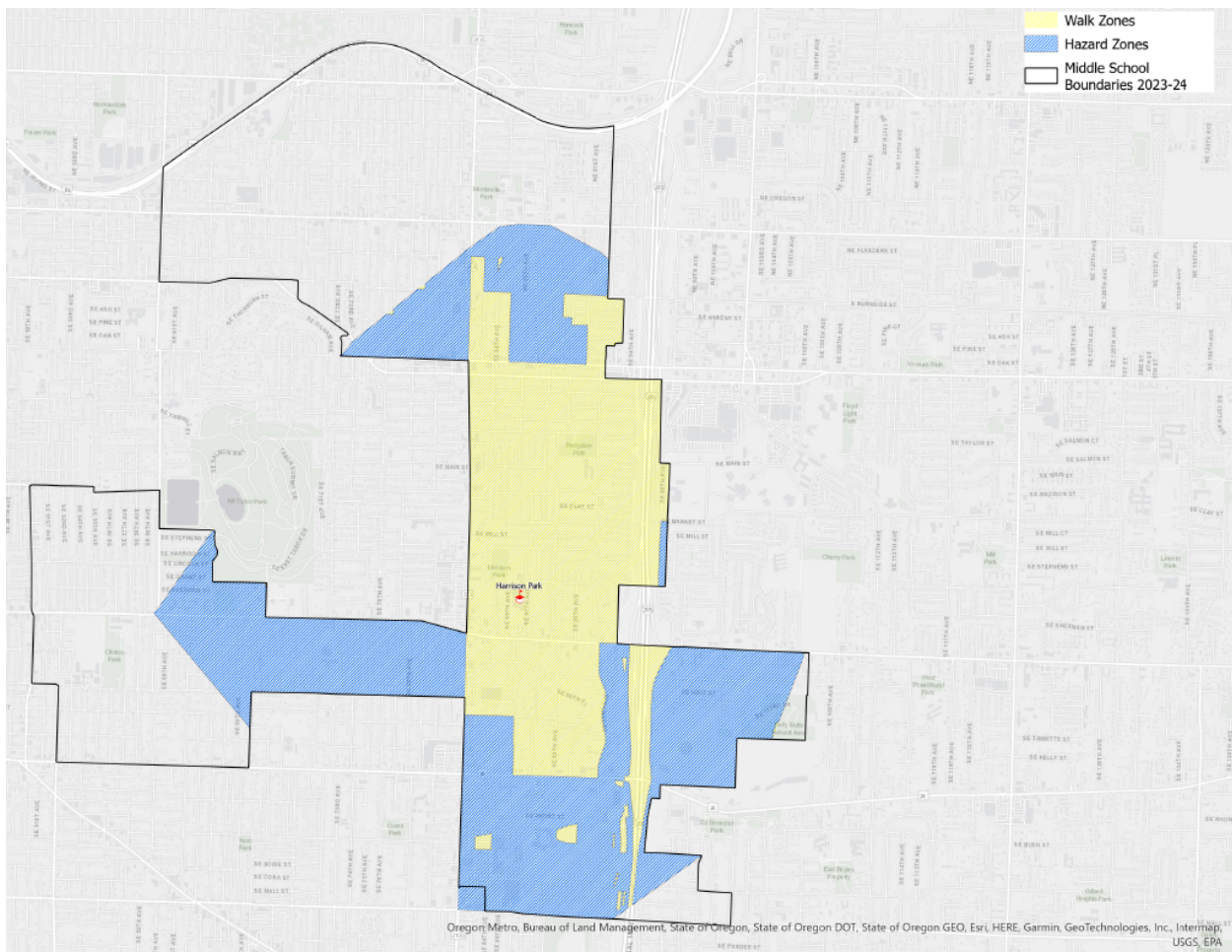
Net Routes Servicing School	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
0	52	0





# Harrison Park

22/23 SY Summary (Current)	# of GT buses 22/23	Estimated GT buses due to STPU 23/24	STPU Recommendation
Service provided for neighborhood students. Supplemental Hazard boundary. Currently a K-8 school walk boundary is 1 mile radius	3	1	No crossing Powell, 82nd or I-205. Limited crossing on Stark. Multiple hazard zones include a large area north of Stark, the entire areas west of 82nd, South of Powell Blvd and East of I-205. Routes will be added due to program balancing but only one additional is estimated to be needed for STPU.

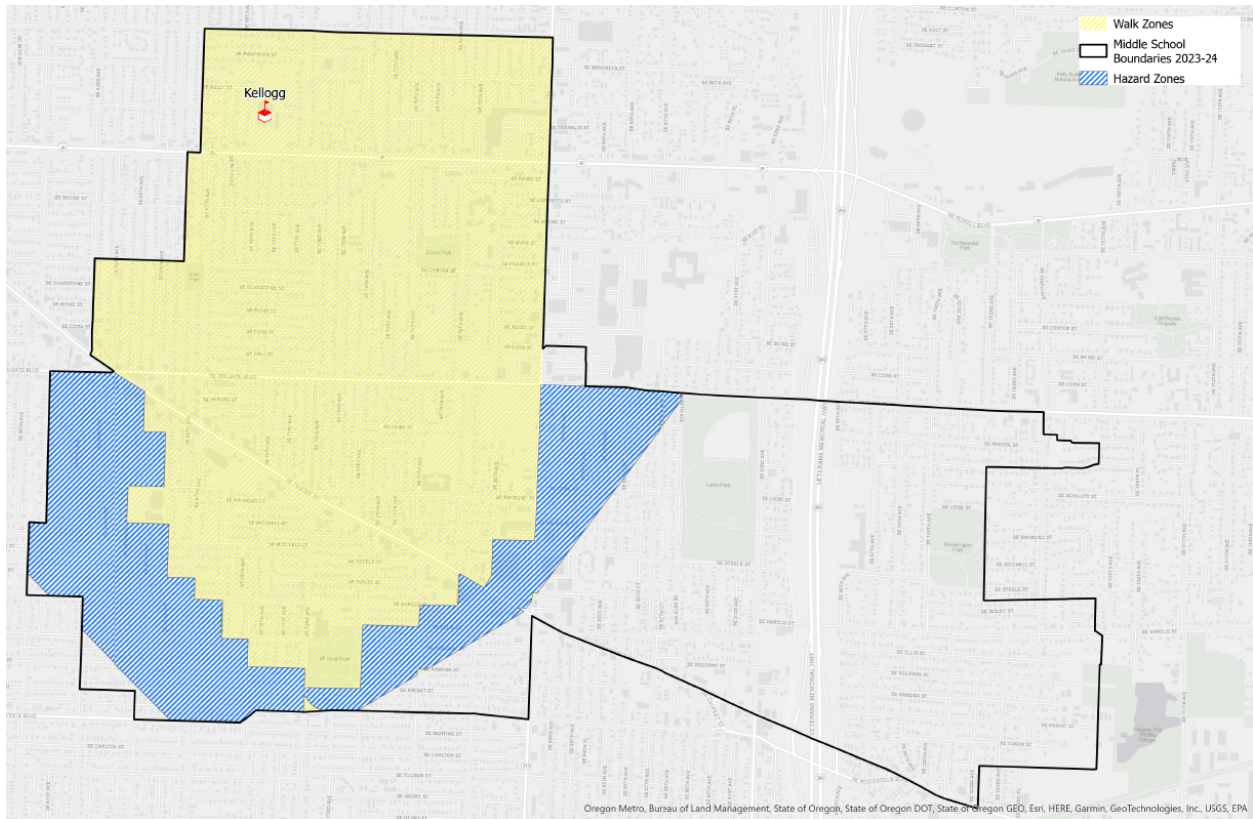


Net Routes Servicing School	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
1	73	0



# Kellogg

22/23 SY Summary (Current)	# of GT buses 22/23	Estimated GT buses due to STPU 23/24	STPU Recommendation
Service provided for neighborhood students and DLI	6	0	No crossing Powell in the majority of the district. Crossing on 69th okay due to proximity to the school and designated school zone. Large portion of new hazard area in new attendance area, no added routes due to STPU.



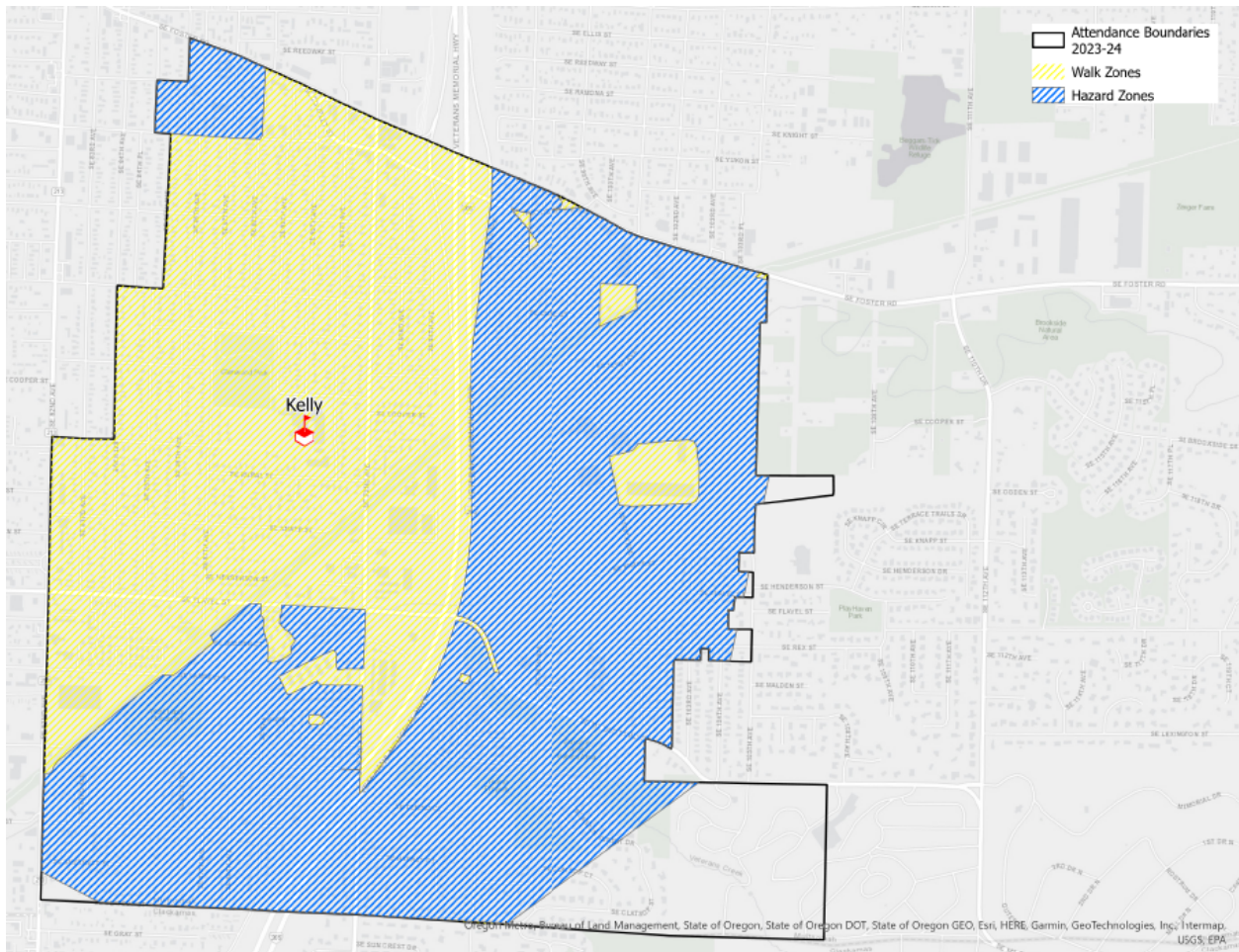
Net Routes Servicing School	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
0	20	0





# Kelly

22/23 SY Summary (Current)	# of GT buses 22/23	Estimated GT buses due to STPU 23/24	STPU Recommendation
Transportation for neighborhood students. Receives supplemental transportation. Entire attendance area east of I-205 receives transportation - some is supplemental. Southwestern part of the boundary is outside of the walk zone.	2	0	No crossing 1-205 or 92nd Ave, limited crossing on springwater trail.



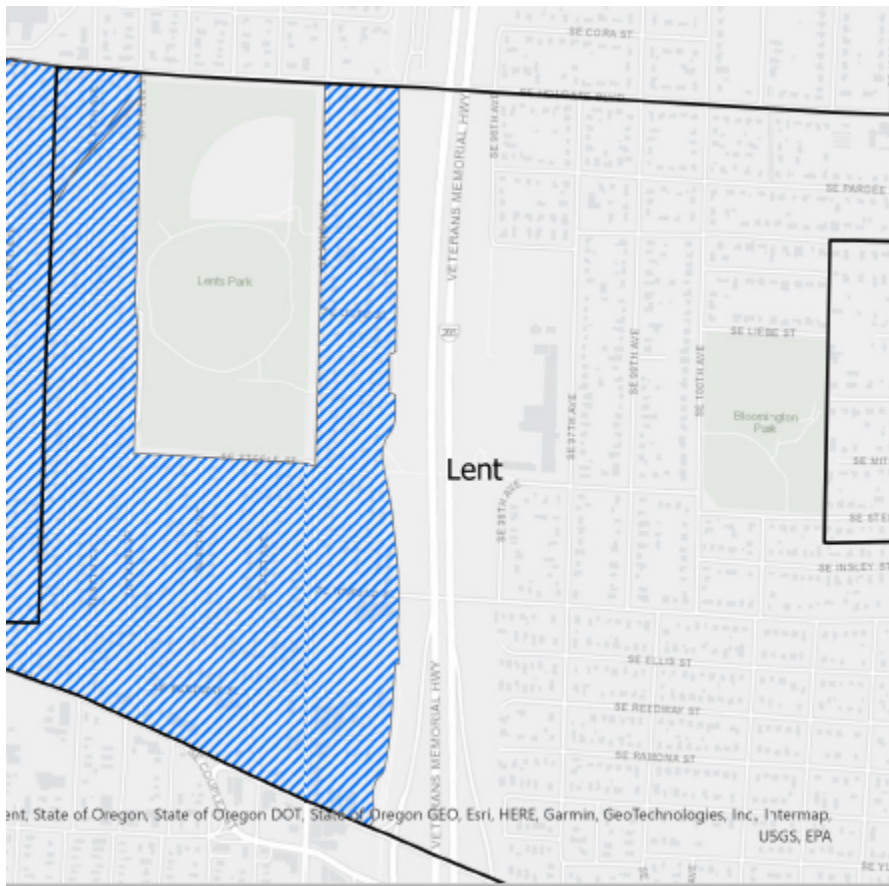
Net Routes Servicing School	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
0	46	0





## Lent

22/23 SY Summary (Current)	# of GT buses 22/23	Estimated GT buses due to STPU 23/24	STPU Recommendation
Service provided for neighborhood and DLI programs. Has a supplemental hazard boundary, the entire area west of I-205.	2	0	No change in supplemental transportation, hazard zone west of 205 remains. Entire area east of I-205 is walkable. Bus will need to be added for program balancing only.



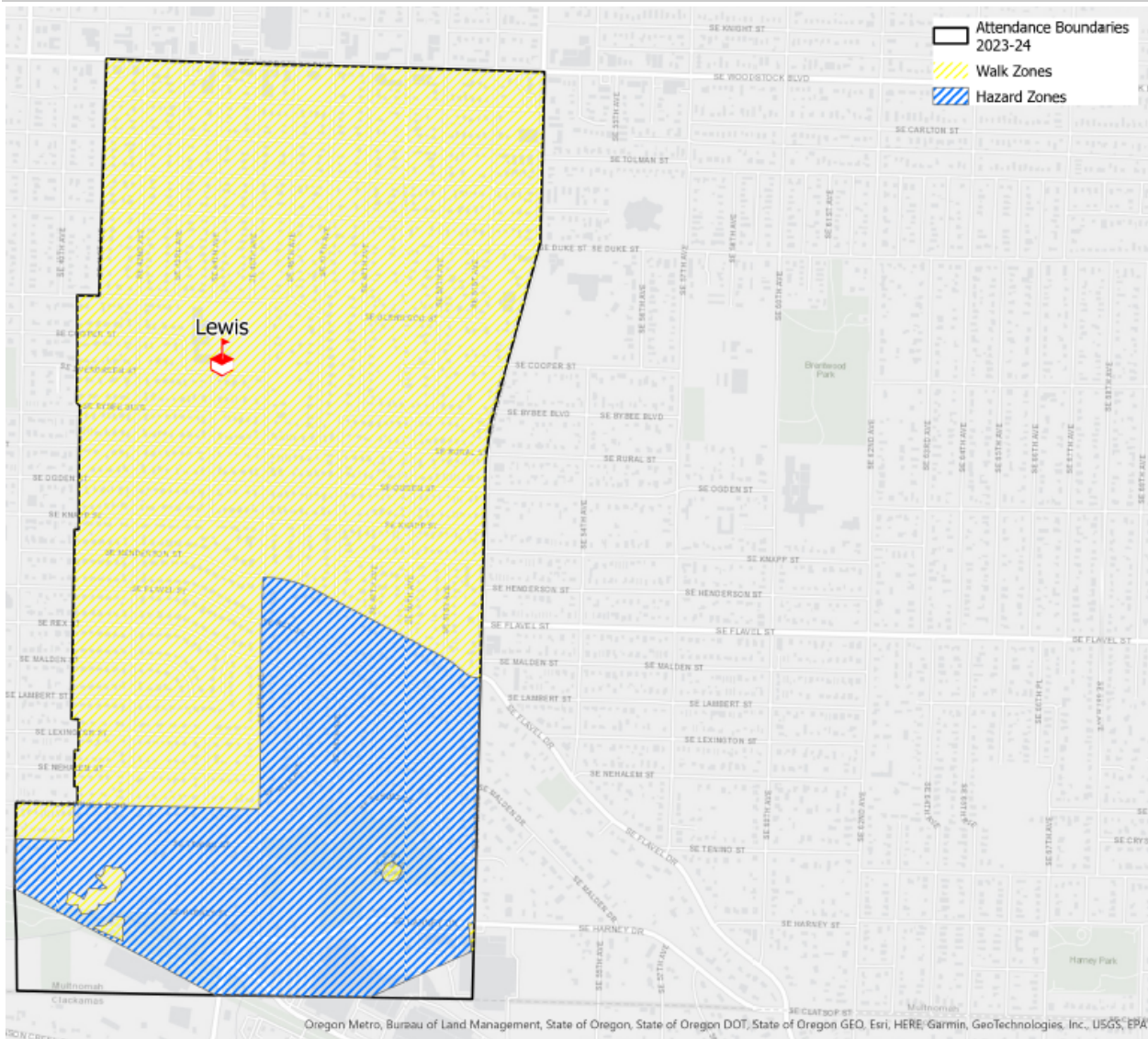
Net Routes Servicing School	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
0	0	0





# Lewis

22/23 SY Summary (Current)	# of GT buses 22/23	Estimated GT buses due to STPU 23/24	STPU Recommendation
No bus service provided for GT - Entire attendance boundary is within walkable distance. No hazard areas.	0	1	Hazard zones added in areas in the southernmost part of the attendance boundary where students would have to walk on portions of 45th ave that doesn't have a sidewalk.

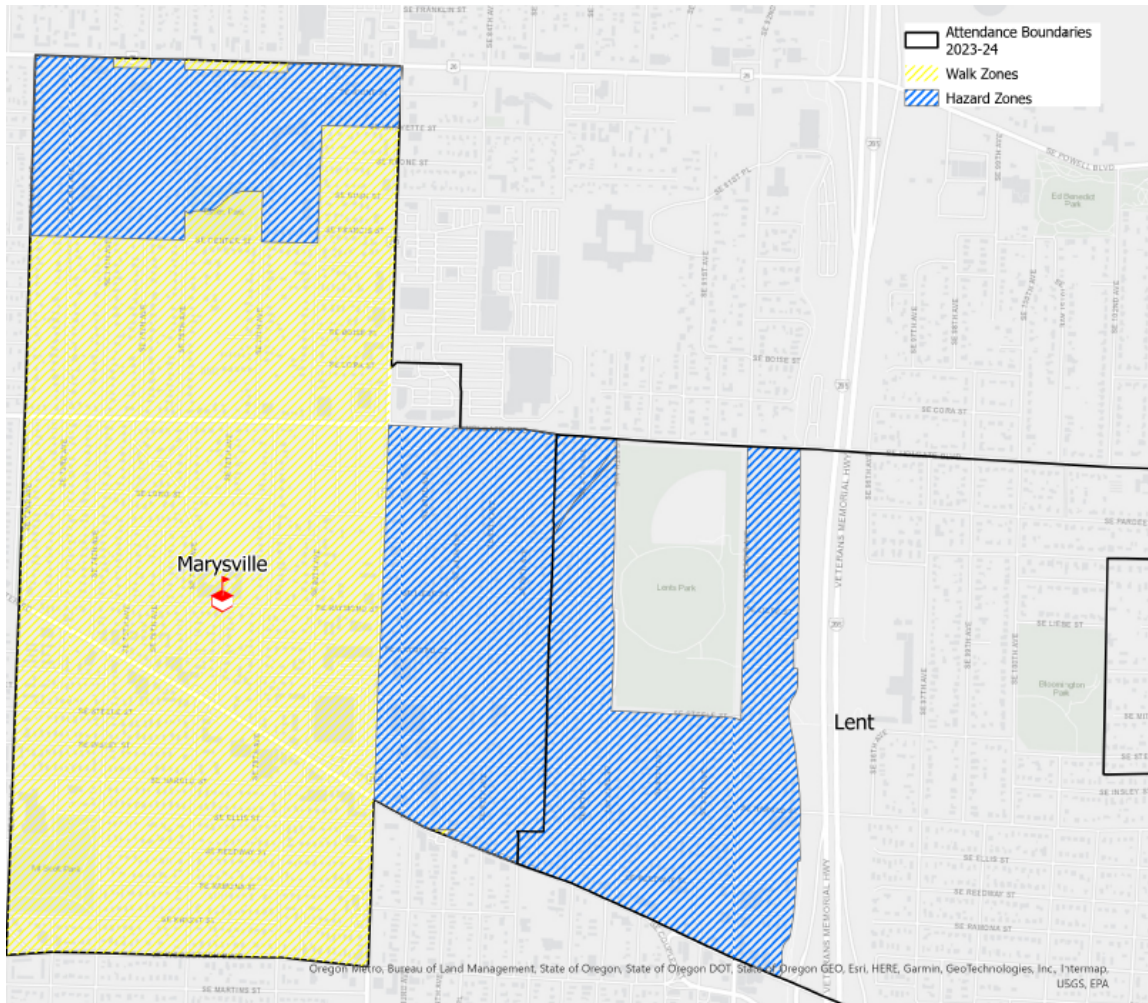


Net Routes Servicing School	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
1	34	0



# Marysville

22/23 SY Summary (Current)	# of GT buses 22/23	Estimated GT buses due to STPU 23/24	STPU Recommendation
No bus service provided for GT - entire attendance area in walk boundary	0	1	Entire area east of 82nd is a hazard zone. Small area off of Powell in the northernmost area of the walk boundary.No crossing 82nd, limited crossing on Holgate. No crossing I-205 or 92nd for the expanded boundary that includes Lent. Bus will need to be added due to enrollment balancing, plus one additional for additional ridership due to STPU.



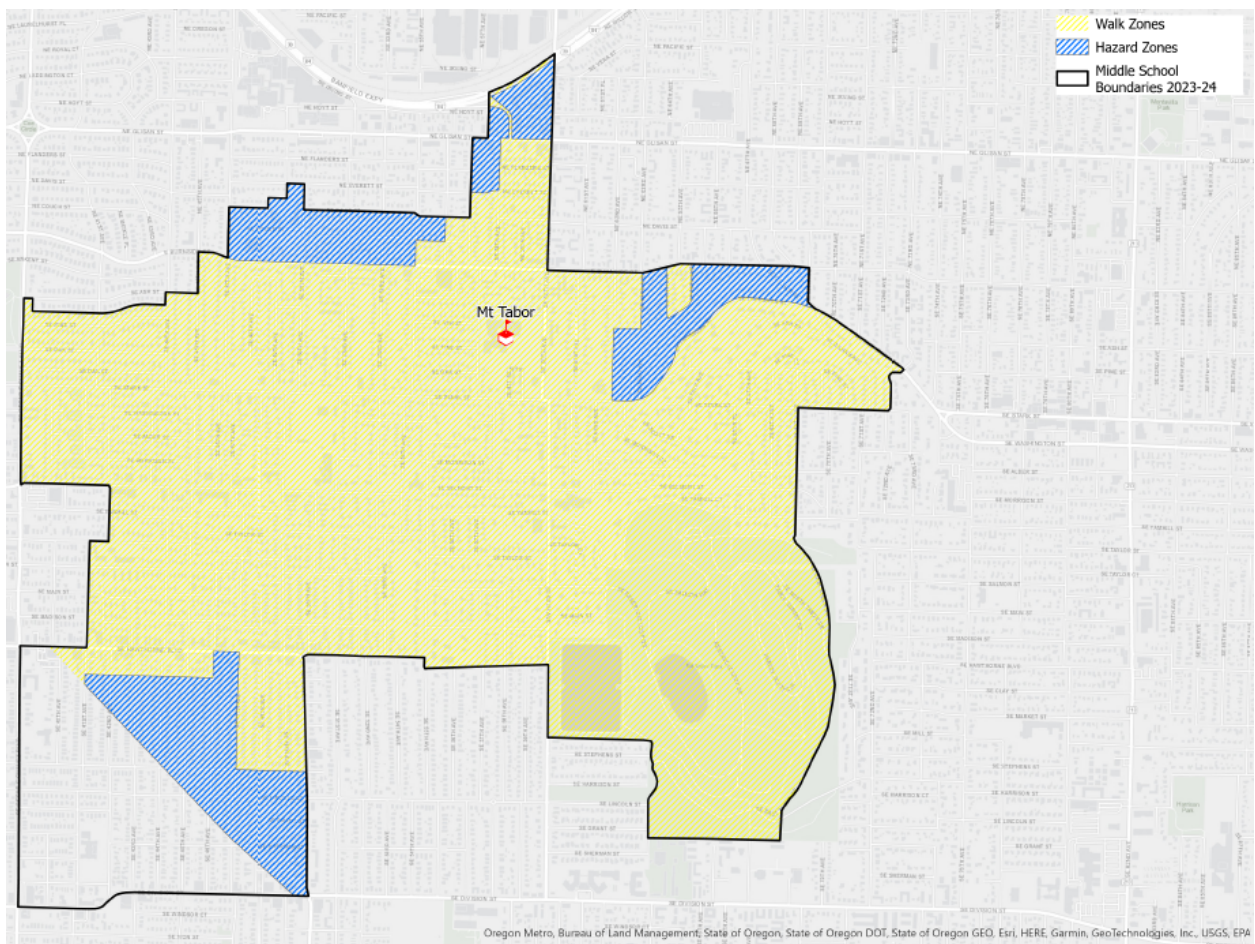
Net Routes Servicing School	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
1	98	0





# Mt. Tabor

22/23 SY Summary (Current)	# of GT buses 22/23	Estimated GT buses due to STPU 23/24	STPU Recommendation
Service provided for neighborhood and DLI programs. No supplemental hazard boundary.	4	0	Limited crossing on Burnside and no walking on Thorburn. Limited crossing on Hawthorne, current routes have capacity to add students newly eligible for transportation.



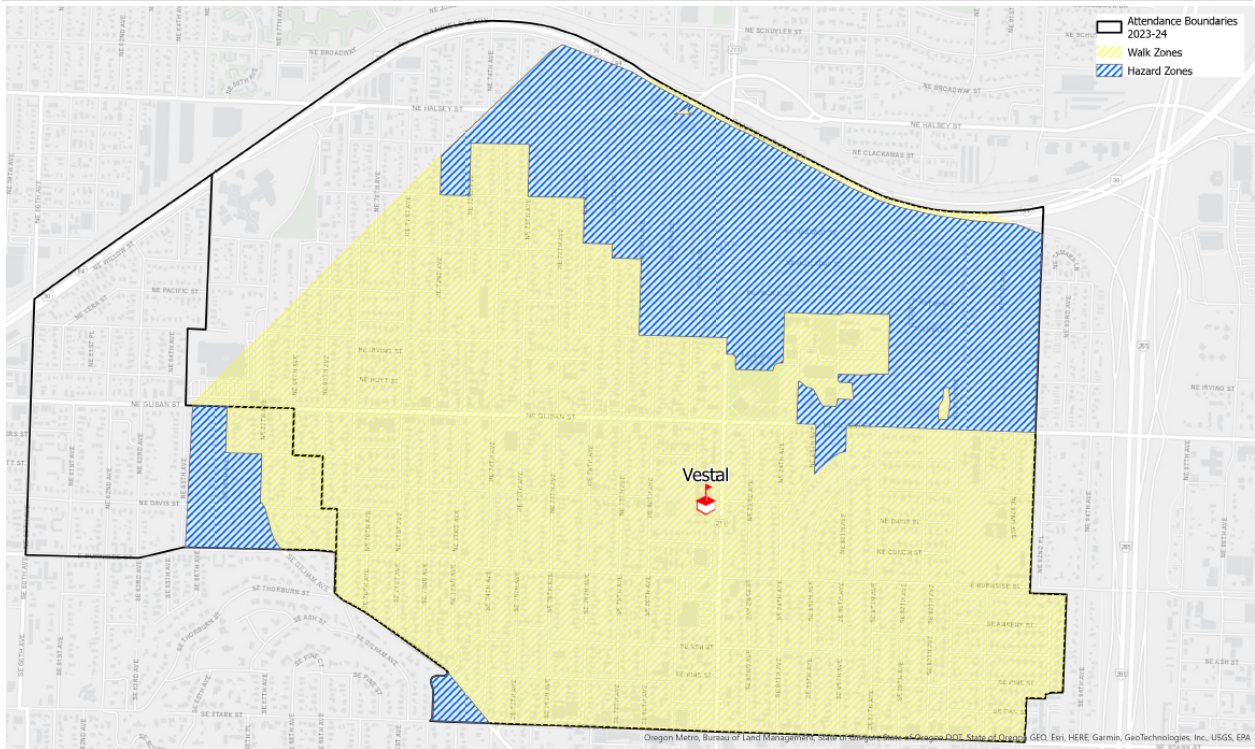
Net Routes Servicing School	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
0	38	0





# Vestal

22/23 SY Summary (Current)	# of GT buses 22/23	Estimated GT buses due to STPU 23/24	STPU Recommendation
Service provided for neighborhood students, no hazard zone. Walking students cross 82nd on Stark, Burnside and Glisan	1	0	Limit crossings on Burnside and Glisan. Disallow crossings on 82nd with the exception of School Zone in front of the school. Capacity on the vehicle currently servicing school is low enough to accommodate additional students without adding a route, although the bus will be at capacity with added students.

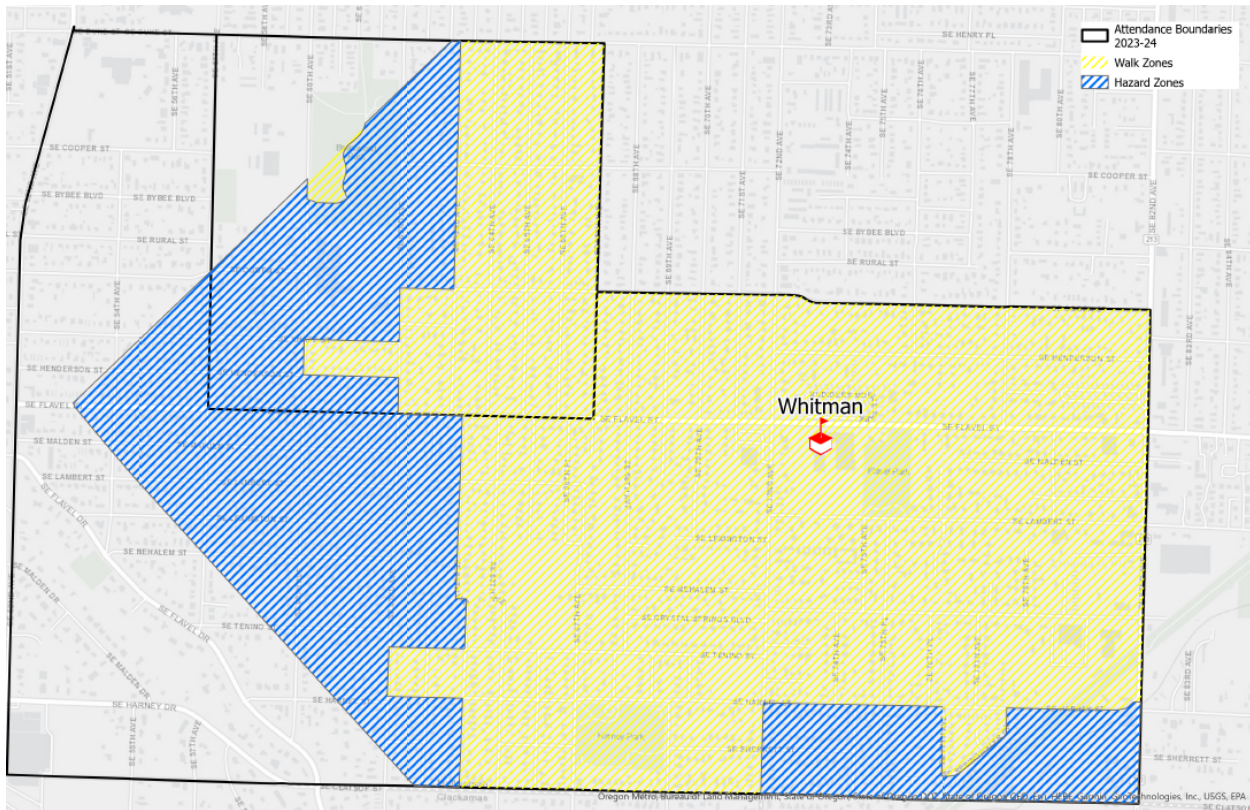


Net Routes Servicing School	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
0	66	0



# Whitman

22/23 SY Summary (Current)	# of GT buses 22/23	Estimated GT buses due to STPU 23/24	STPU Recommendation
Service provided for neighborhood students. No supplemental Hazard boundary.	1	0	Many roads without sidewalks in this area limit walkability. Current vehicle has enough capacity to add additional eligible students.



Net Routes Servicing School	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
0	28	0

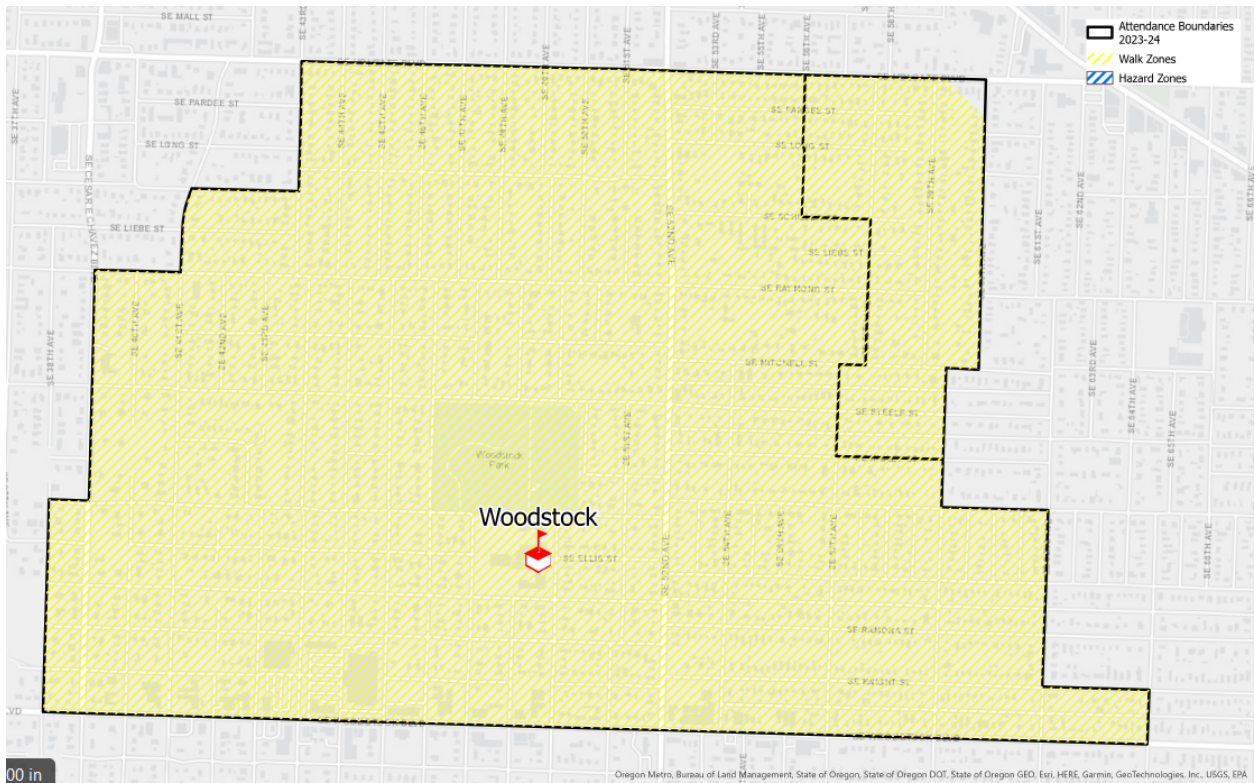






# Woodstock

22/23 SY Summary (Current)	# of GT buses 22/23	Estimated GT buses due to STPU 23/24	STPU Recommendation
Service provided for neighborhood and DLI programs. Has no supplemental hazard stops.	2	0	No changes, no supplemental transportation.



Net Routes Servicing School	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
0	0	0

\*Transitional transportation service will be provided for 5 years per SEGC Transportation Guarantees, see appendix a.



## Cost

Estimating STPU will add **one** entire bus route.

Estimated cost per route: \$110,000

**Estimated cost for STPU added service: \$110,000**

## Appendices

- a. DRAFT - SE Portland Enrollment Balancing (SEGC) Transportation Guarantees
- b. Supplemental Transportation Plan: F&O

## Data Sources

### Road Width/Number of lanes

Number of lanes is the parameter currently used by the model. The COP Pavement Management System layer (available as a service) contains info on road width, surface type, and number of lanes. [www.portlandmaps.com](http://www.portlandmaps.com)

### Speed limits

The COP Speed Limits service. [www.portlandmaps.com](http://www.portlandmaps.com)

### School Zones

Seeing initial results in March 2022, we collectively realized the need to take school zone speed limits into account. Otherwise roads and crossings will be prohibited that are clearly signed. Some school zones have no signage whatsoever so we want to only consider mapped school zones that have a School Speed 20 sign - metadata here: <https://www.portlandoregon.gov/transportation/article/419744>.

#### School Zones

[https://www.portlandmaps.com/arcgis/rest/services/Public/COP\\_OpenData\\_Transportation/MapServer/225](https://www.portlandmaps.com/arcgis/rest/services/Public/COP_OpenData_Transportation/MapServer/225) where SchoolZone = 'Y'

#### School zone speed signs

[https://www.portlandmaps.com/arcgis/rest/services/Public/COP\\_OpenData\\_Transportation/MapServer/223](https://www.portlandmaps.com/arcgis/rest/services/Public/COP_OpenData_Transportation/MapServer/223) where SignCode = 'S1002'



### **'Incident' Points**

[https://www.portlandmaps.com/arcgis/rest/services/Public/COP\\_OpenData\\_Property/MapServer/1272](https://www.portlandmaps.com/arcgis/rest/services/Public/COP_OpenData_Property/MapServer/1272)

### **Shoulder type/sidewalks**

Metro RLIS sidewalks data (downloaded from <http://rlisdiscovery.oregonmetro.gov/?action=viewDetail&layerID=2851>)

### **Crosswalks**

[https://www.portlandmaps.com/arcgis/rest/services/Public/COP\\_OpenData\\_Transportation/MapServer/210](https://www.portlandmaps.com/arcgis/rest/services/Public/COP_OpenData_Transportation/MapServer/210) where LineType = 3621.

### **Traffic Signals**

[https://www.portlandmaps.com/arcgis/rest/services/Public/COP\\_OpenData\\_Transportation/MapServer/54](https://www.portlandmaps.com/arcgis/rest/services/Public/COP_OpenData_Transportation/MapServer/54)

### **Crash Data**

[https://gis.oregonmetro.gov/arcgis/rest/services/RHIC/Metro\\_High\\_Injury\\_corridor\\_analysis\\_2016\\_1609/MapServer/9](https://gis.oregonmetro.gov/arcgis/rest/services/RHIC/Metro_High_Injury_corridor_analysis_2016_1609/MapServer/9)