



Supplemental Transportation Plan (STPU)

-Phase I: Hazard Zone Recommendations-

Presented to Facilities and Operations Committee

3/22/23



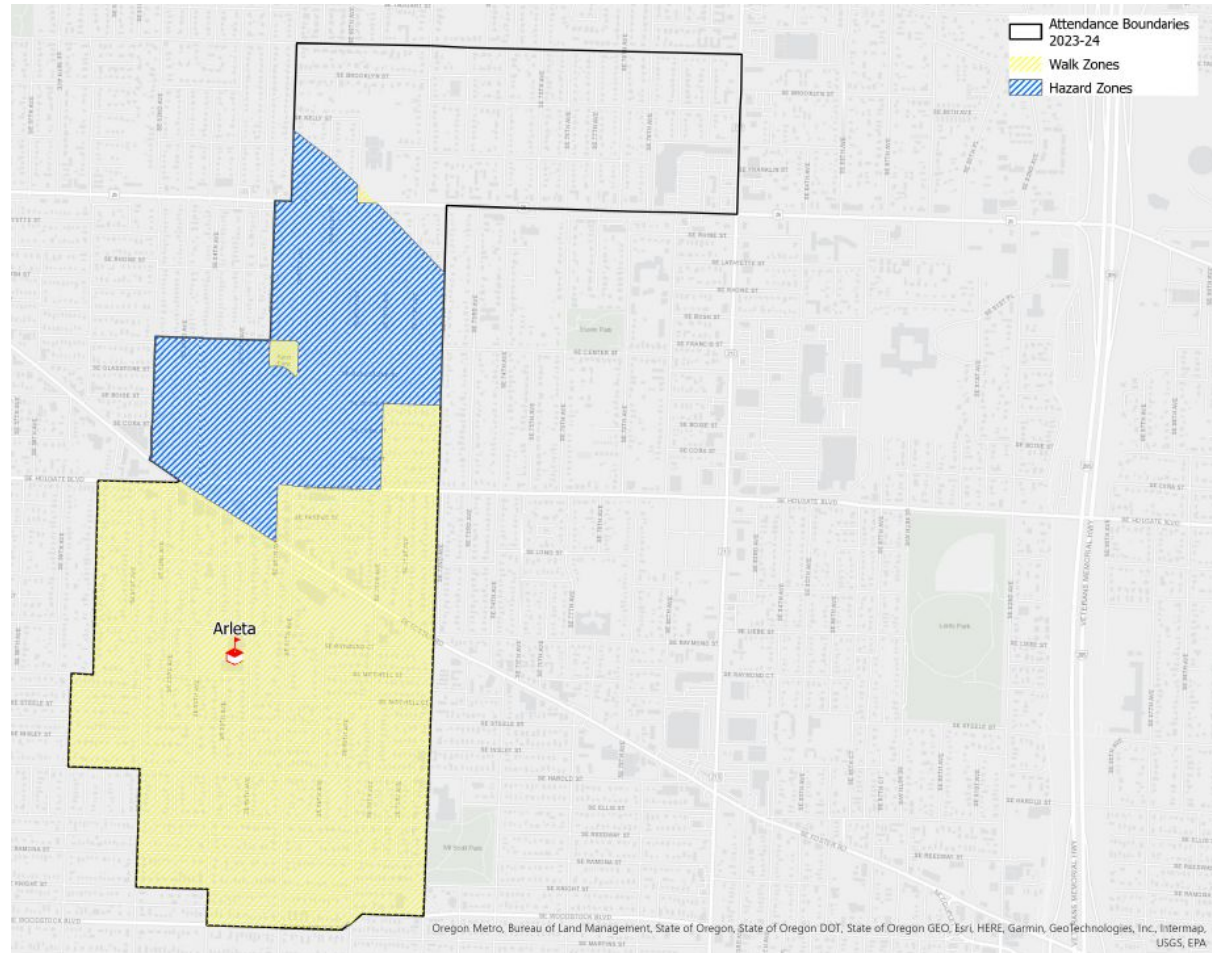


Arleta

STPU Recommendation

No crossing Powell in this area 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



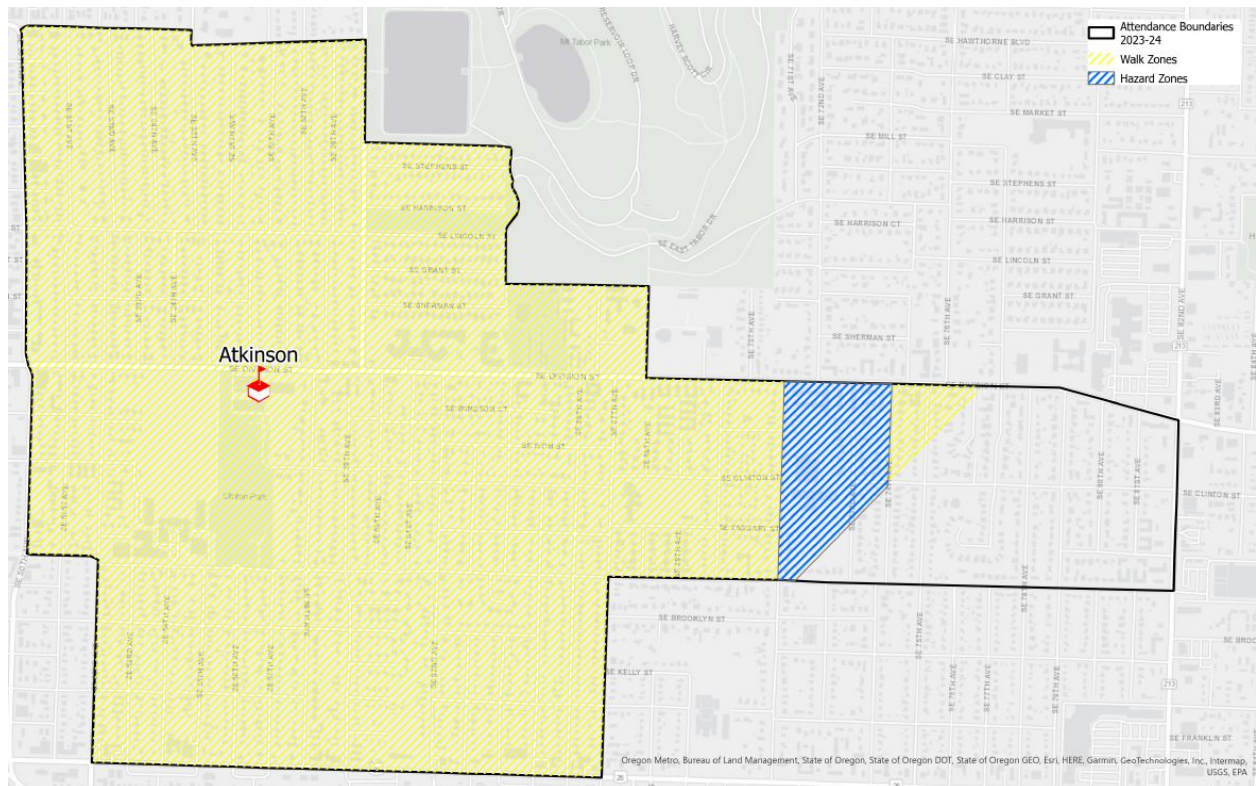


Atkinson

STPU Recommendation

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	0



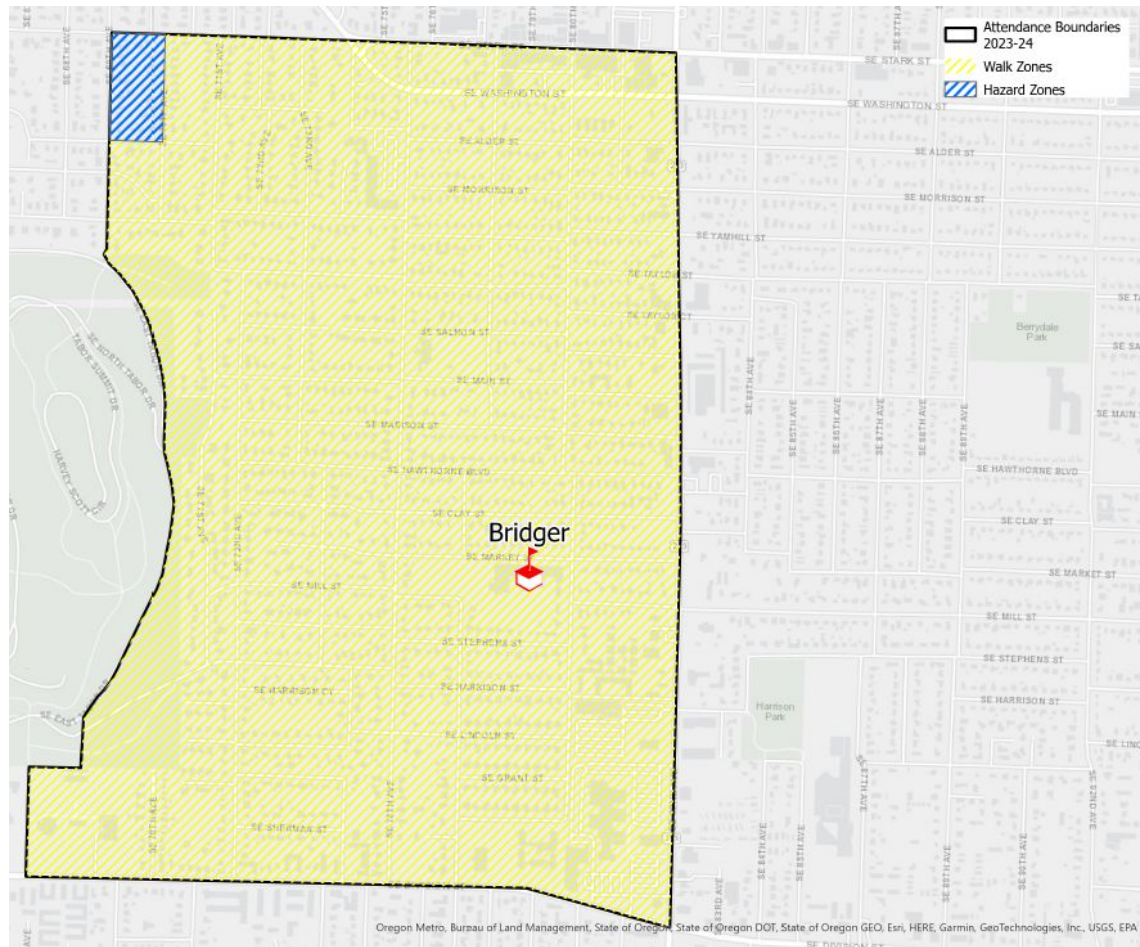


Bridger

STPU Recommendation

Only hazard due to added walk distance for a small section of the attendance area.

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





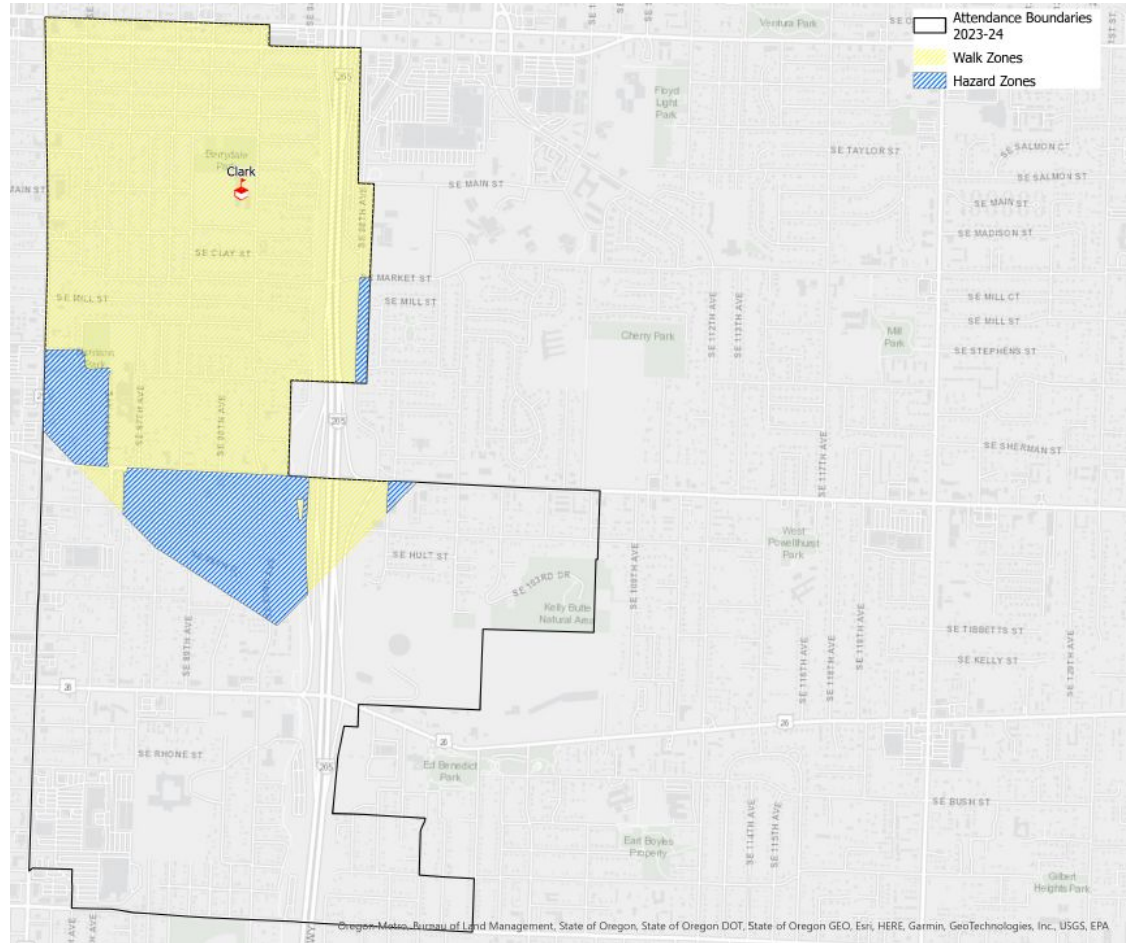
Clark



STPU Recommendation

No crossing I-205 and limited crossing on Division. Buses will be added due to program balancing, nothing additional will need to be added for STPU.

Net Routes due to STPU	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
0	20	0



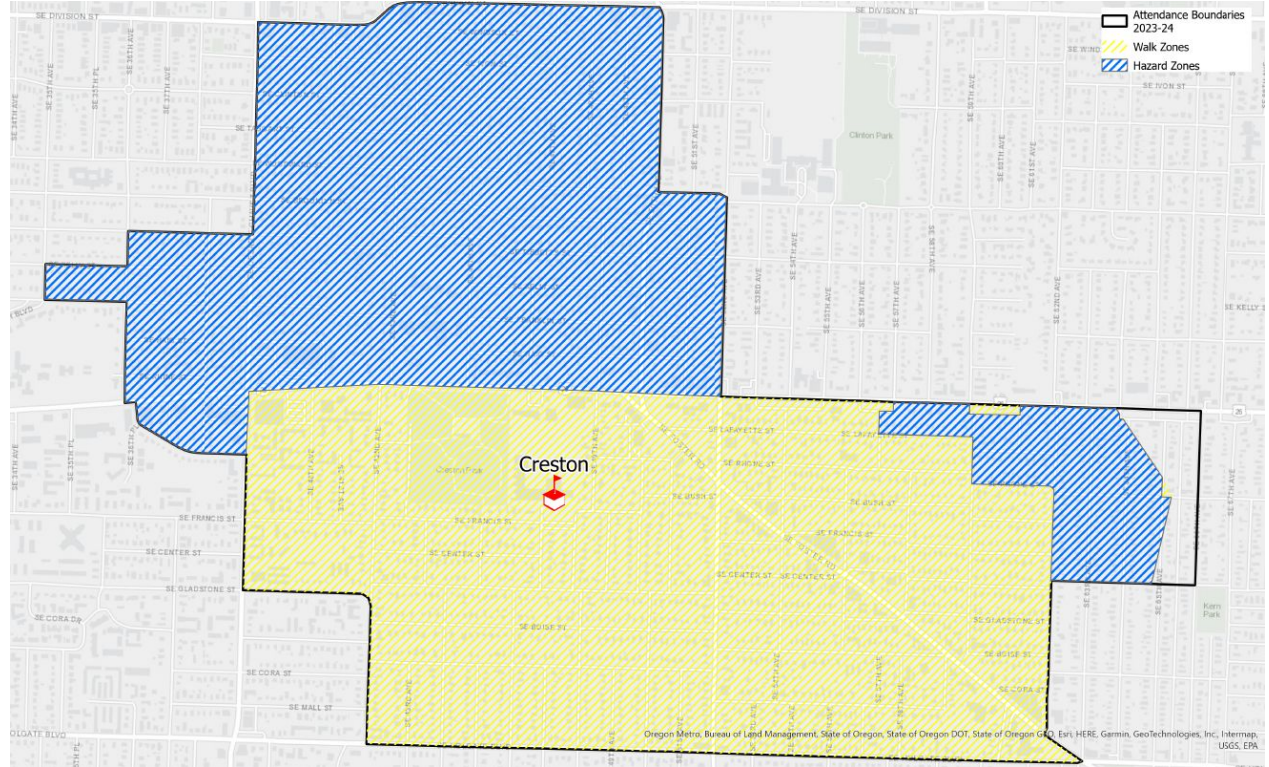


Creston

STPU Recommendation

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 due to STPU	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
1	74	0



Oregon Metro, Bureau of Land Management, State of Oregon, State of Oregon DOT, State of Oregon GEO, Esri, HERE, Garmin, GeoTechnologies, Inc., Intermap, USGS, EPA

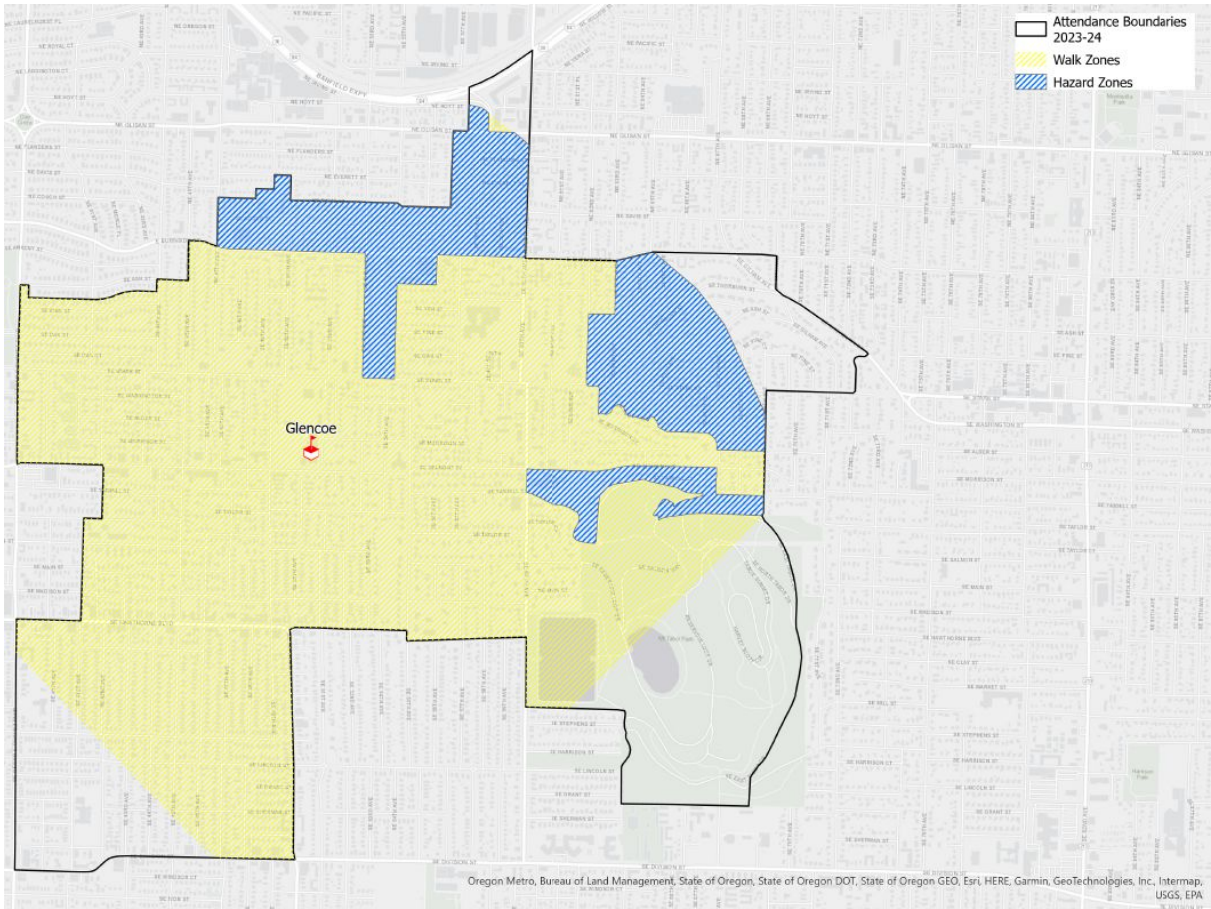


Glencoe

STPU Recommendation

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



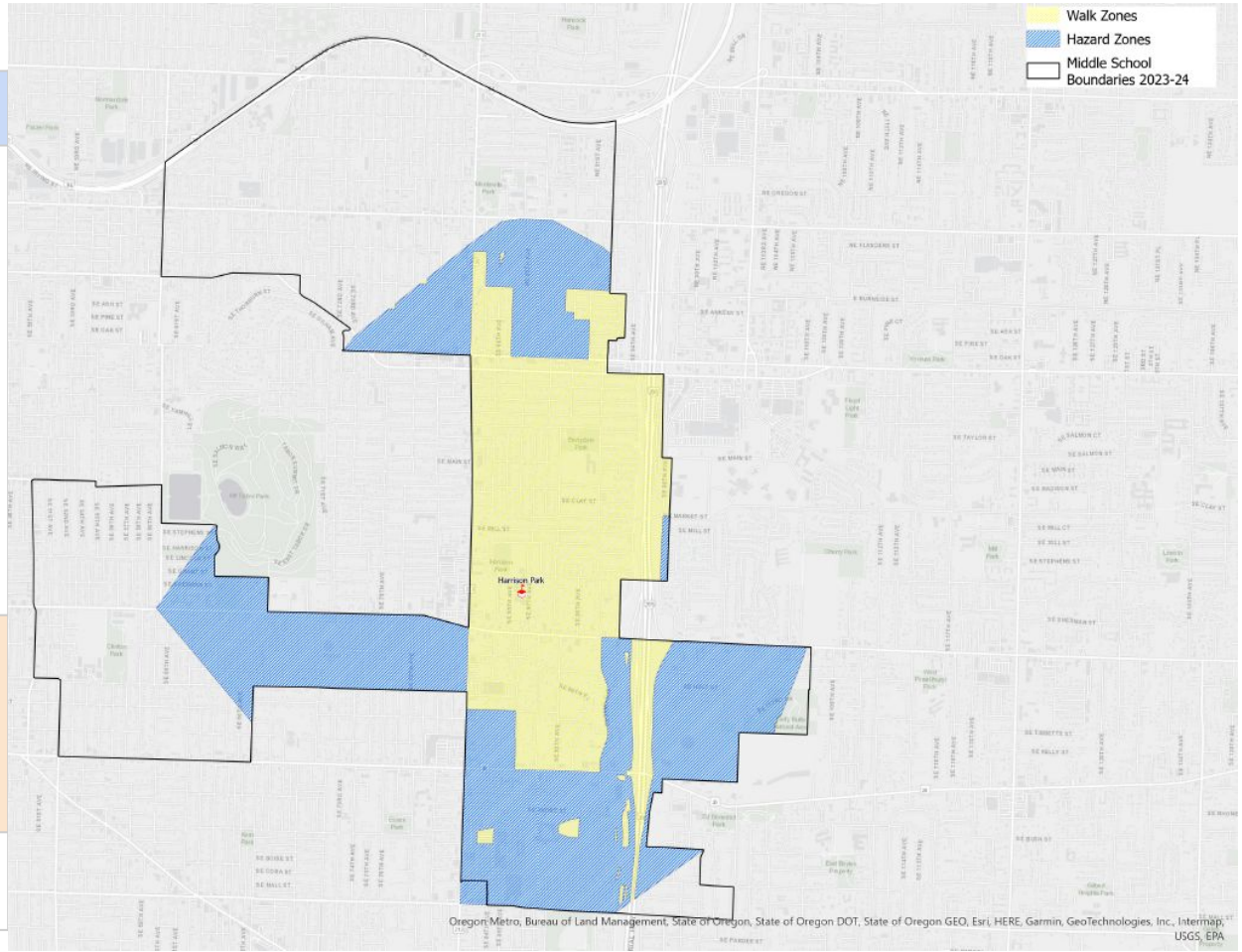


Harrison Park

STPU Recommendation

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 due to STPU	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
1	73	0

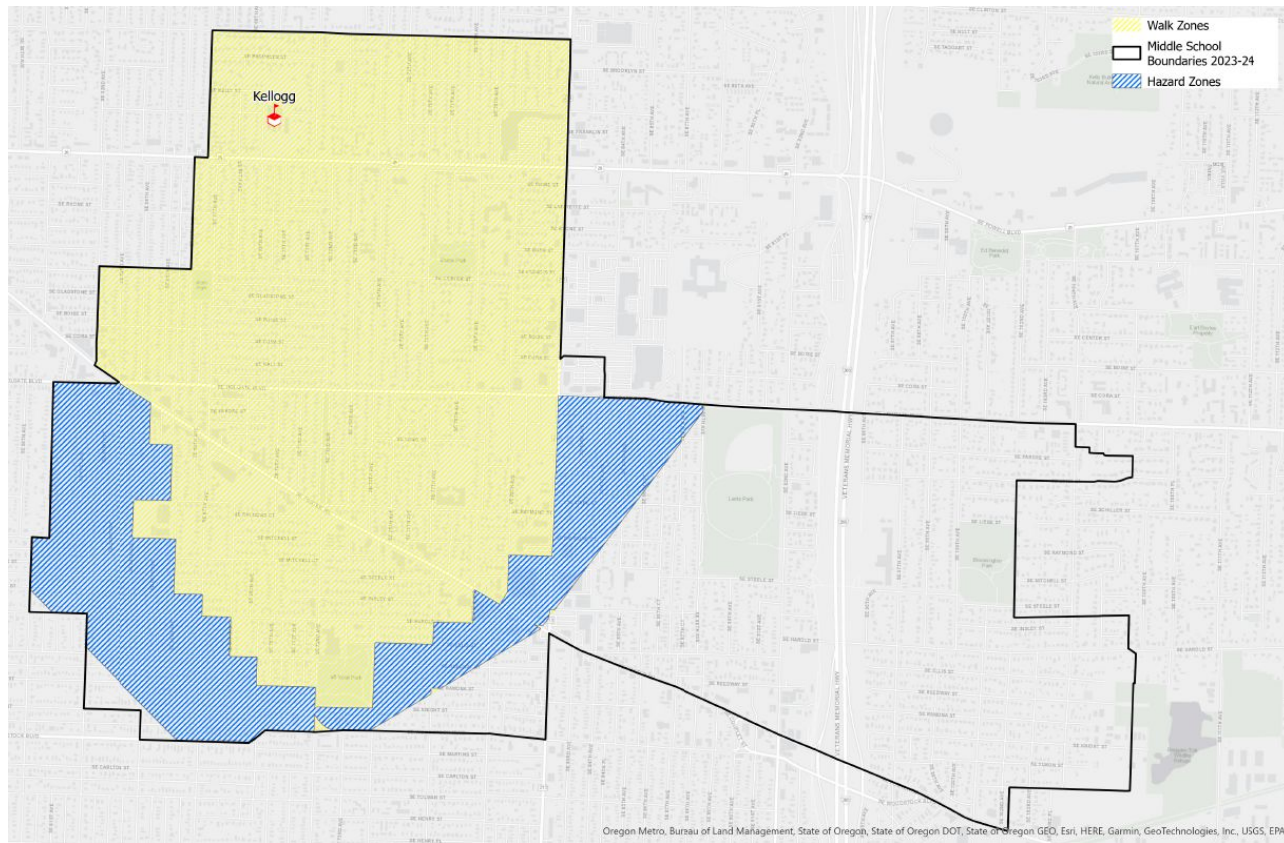




Kellogg

STPU Recommendation

No crossing Powell in the majority of the district. Crossing on 69th okay due to proximity to the school. Large portion of new hazard area in new attendance area, no added routes due to STPU.



Oregon Metro, Bureau of Land Management, State of Oregon, State of Oregon DOT, State of Oregon GEO, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, EPA

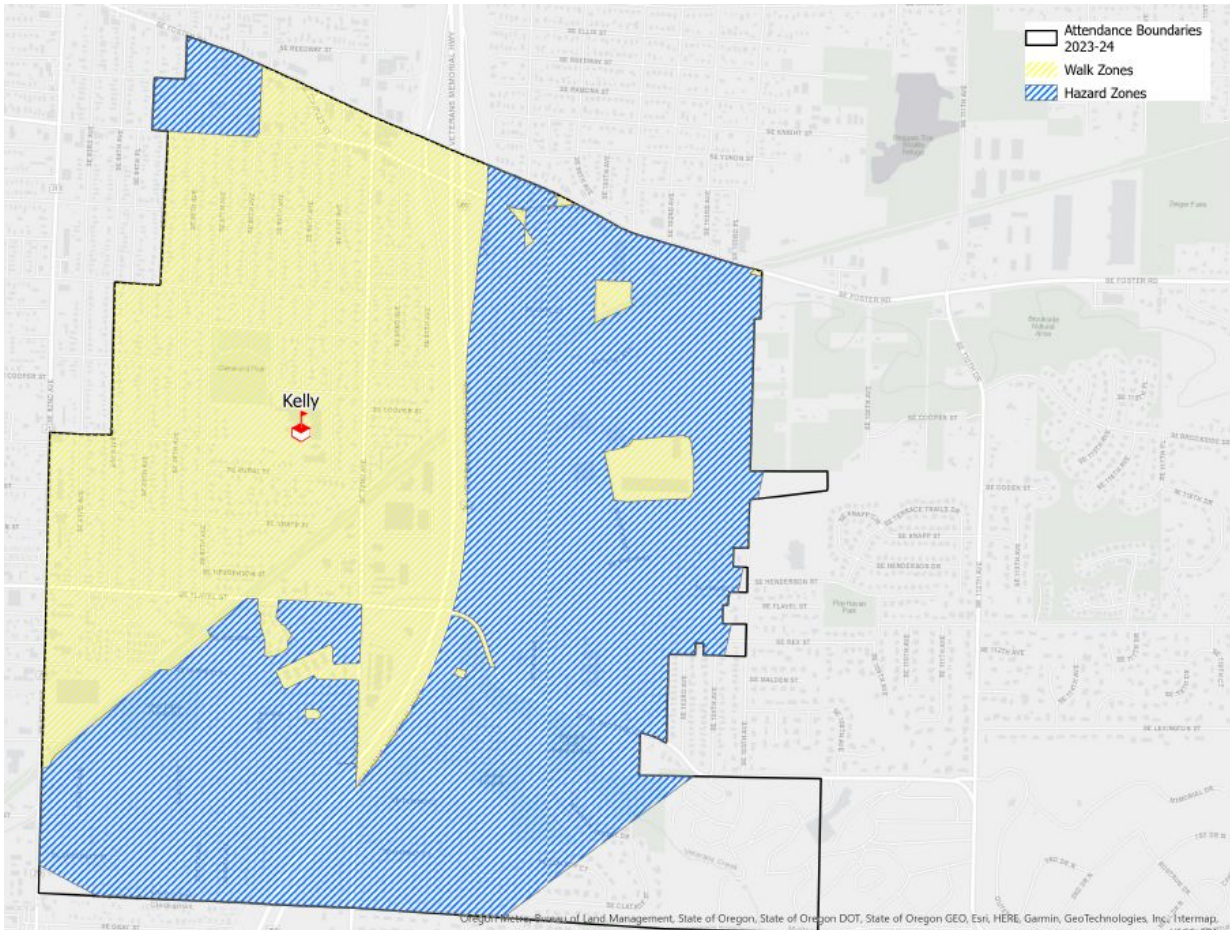
Net Routes due to STPU	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
0	20	0



Kelly

STPU Recommendation

No crossing 1-205 or 92nd Ave, limited crossing on springwater trail. Current route allocation can accommodate newly eligible students.



Net Routes due to STPU	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
0	46	0

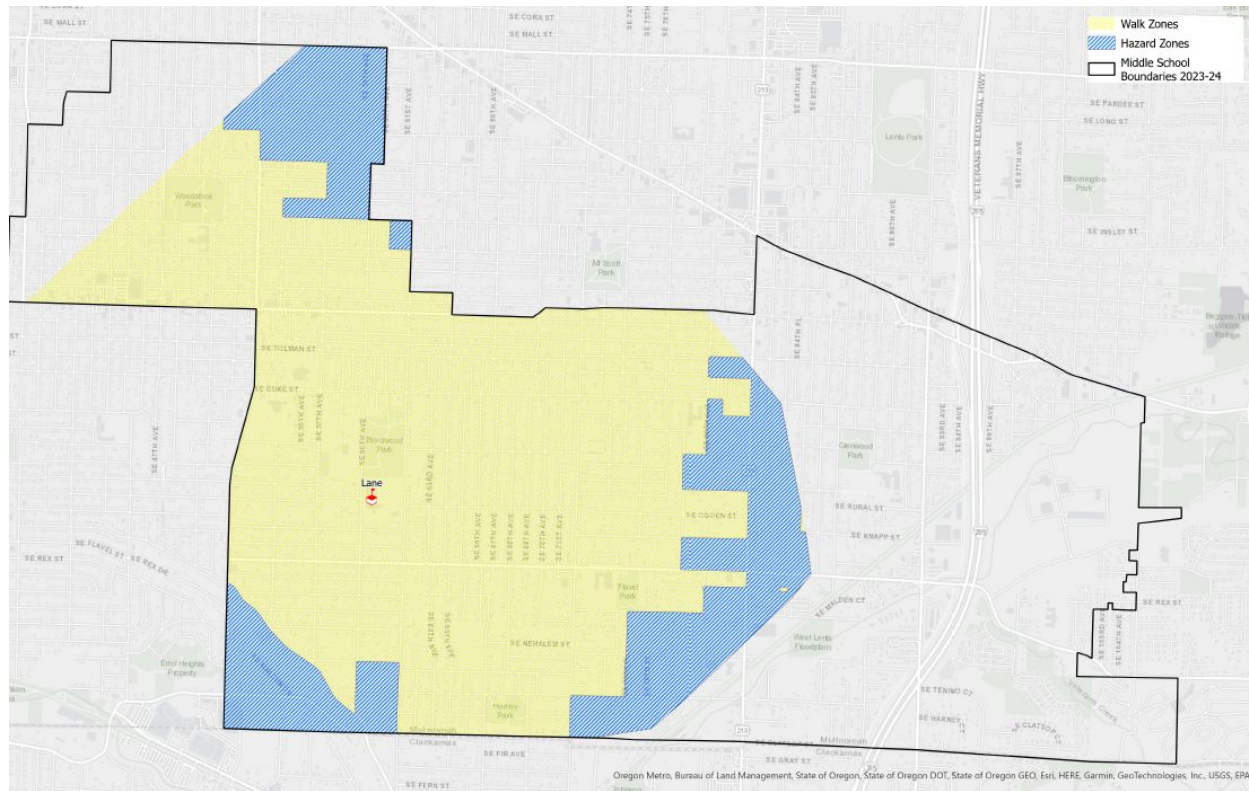


Lane

STPU Recommendation

No crossing on 82nd in this area, limited crossing on Woodstock and Flavel. Supplemental transportation provided on outer edges of the walk boundary. Bus will need to be added due to enrollment balancing, but none due to STPU

Net Routes due to STPU	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
0	42	0

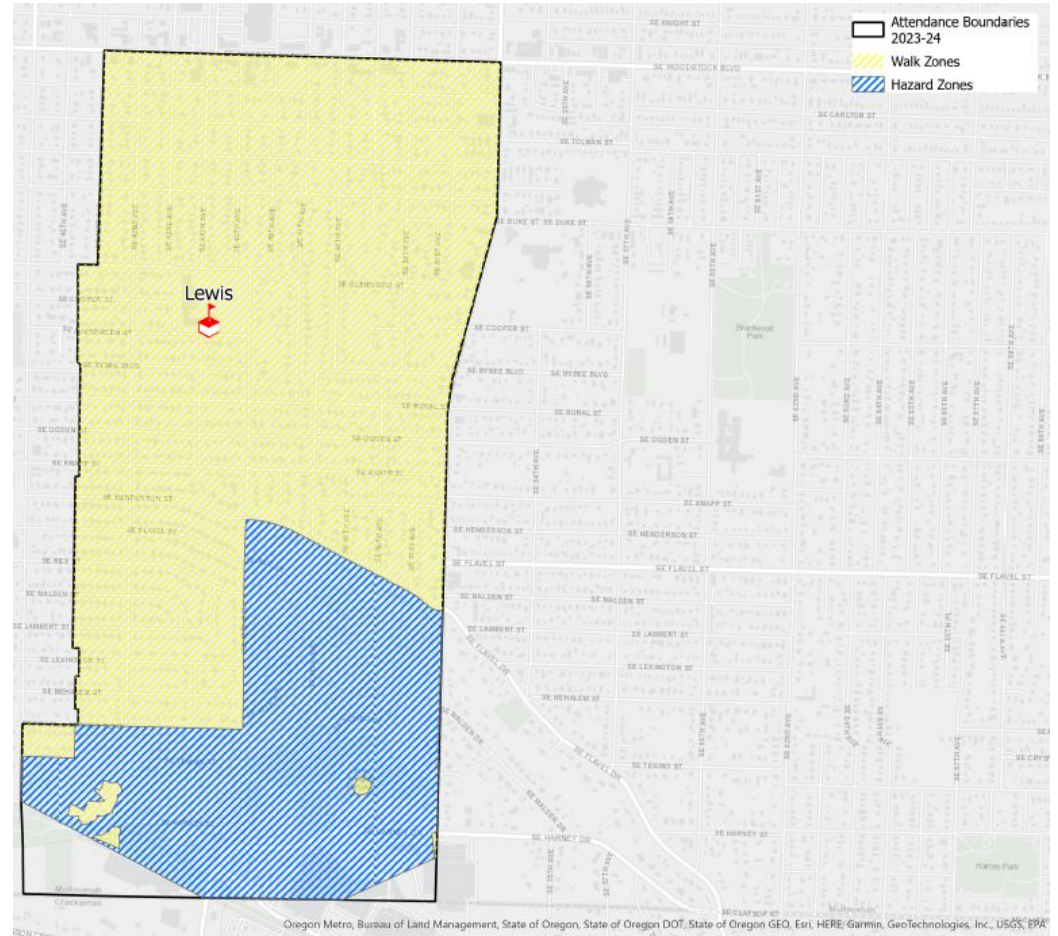




Lewis

STPU Recommendation

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 due to STPU	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
1	34	0



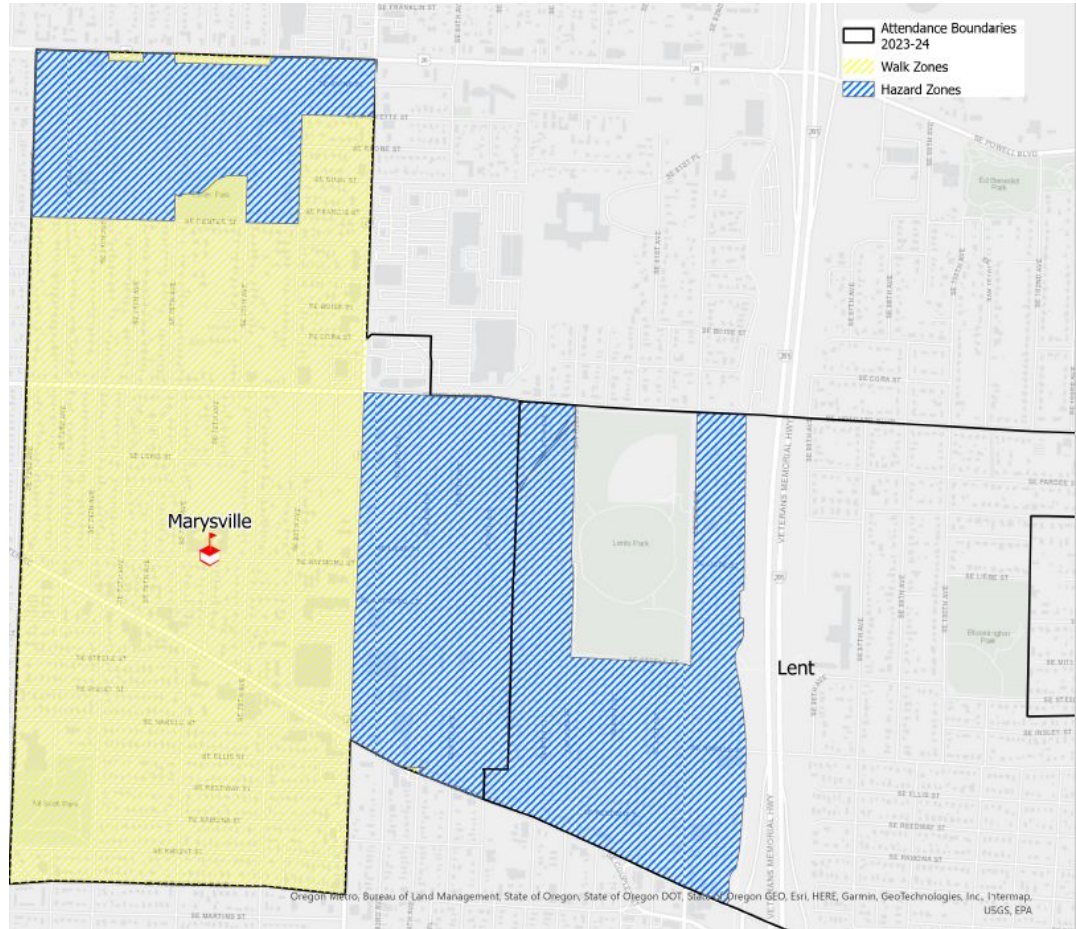
Marysville

STPU Recommendation

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 due to STPU	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
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1	98	0
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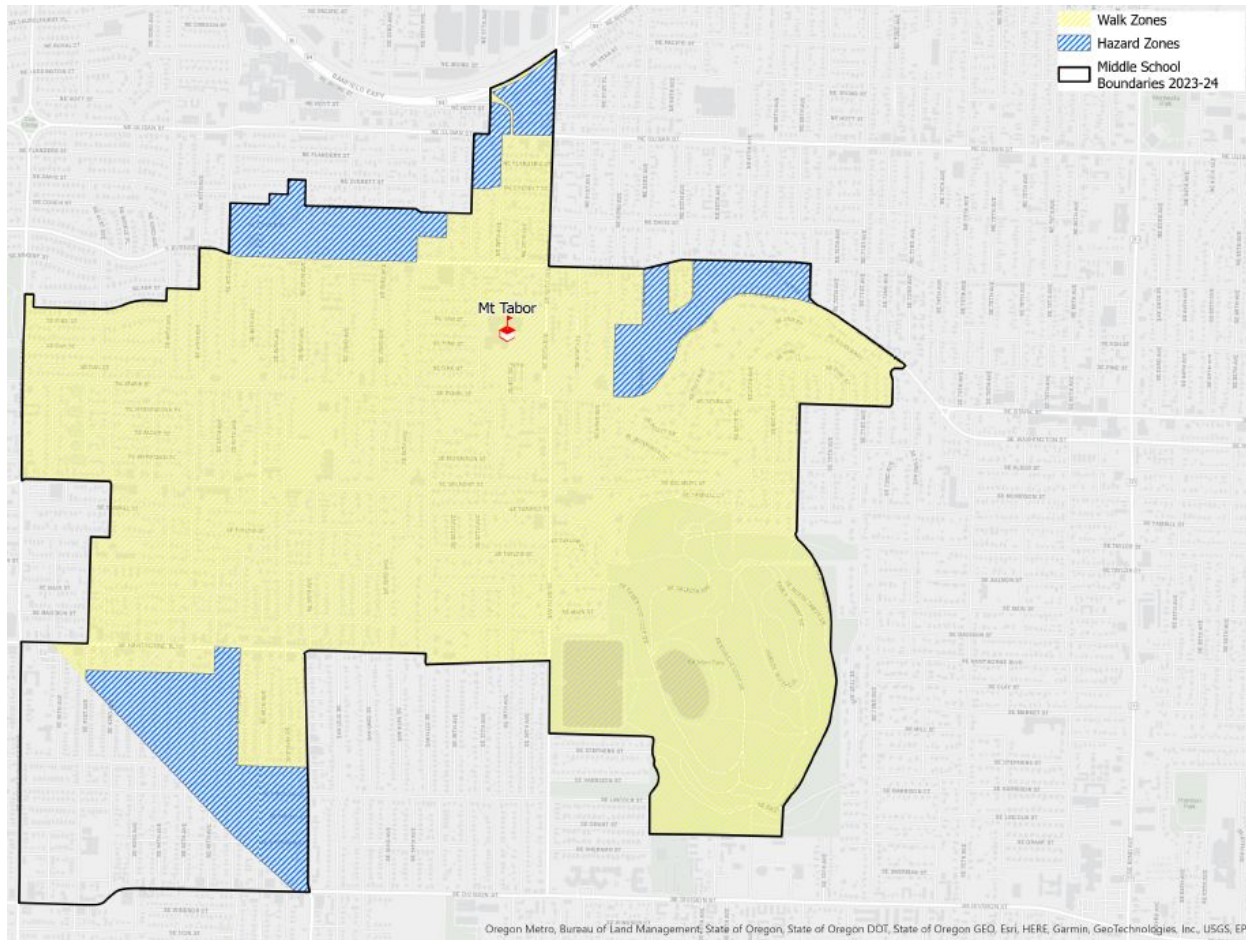


Mt. Tabor

STPU Recommendation

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 due to STPU	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
0	38	0



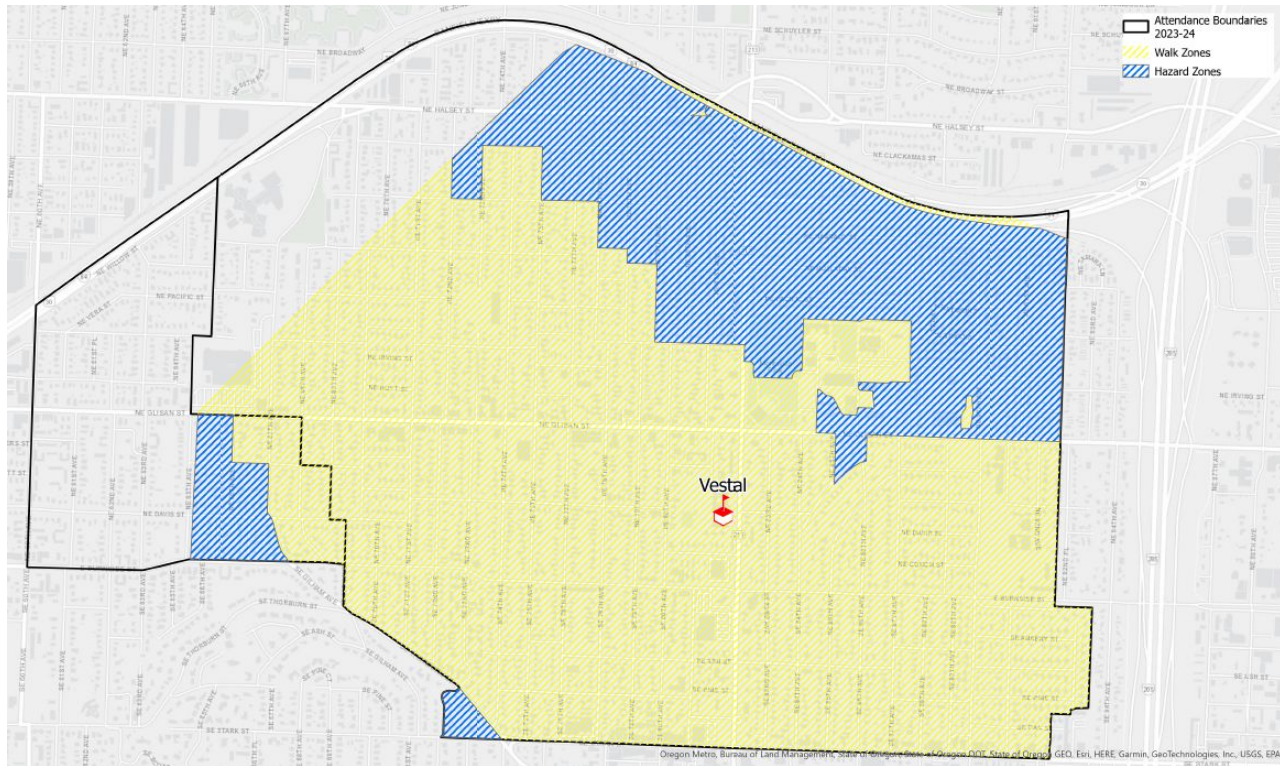


Vestal

STPU Recommendation

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 due to STPU	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
0	38	0



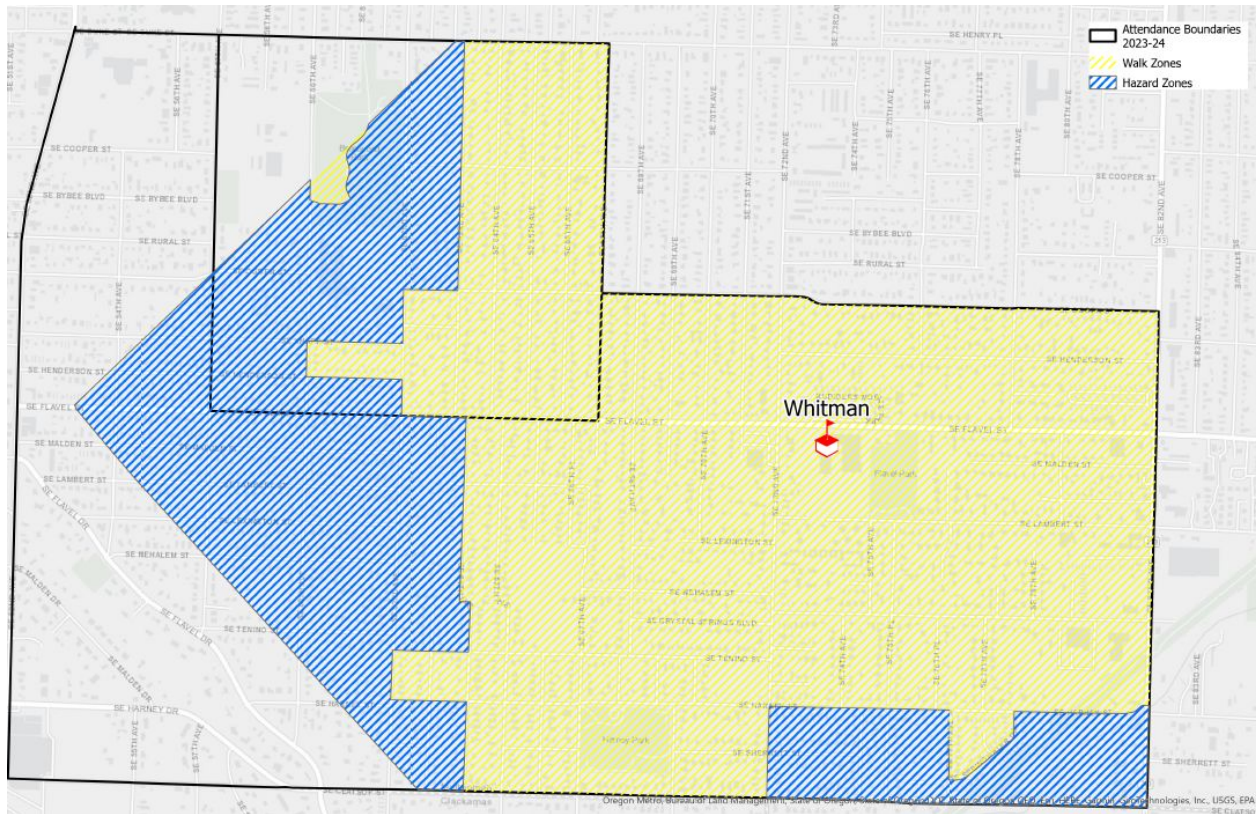


Whitman

STPU Recommendation

Many roads without sidewalks in this area limit walkability. Current vehicle has enough capacity to add additional eligible students.

Net Routes due to STPU	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
0	28	0





Phase I schools with no STPU changes

Lent

No change in supplemental transportation, hazard zone west of I-205 remains. Entire area east of I-205 is walkable. Bus will need to be added for (DLI) program balancing only.

Woodstock

No change in supplemental transportation. Entire 23/24 attendance boundary is in walk zone. Transportation will be provided for DLI program and transitional service for Program Balancing. No new STPU recommendation.



Added Routes and Cost

Estimated # of full routes needed for STPU updates: 1

Estimated Cost: \$110,000

- We do not need to add another route to our fleet for every site that needs a route added, there are plenty of ways we can reallocate our current fleet.
- Doing this phase in conjunction with SE Portland Enrollment Balancing also makes estimates difficult as we will be adding routes due to boundary and programmatic changes that could have capacity to add students who are eligible due to STPU.
- We are still estimating one bus route will need to be added to our fleet to accommodate the STPU recommendations.



Questions?