

# **BEAVERTON SCHOOL DISTRICT VOSE ELEMENTARY SCHOOL TRAFFIC MANAGEMENT PLAN**

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## **BEAVERTON SCHOOL DISTRICT**

Beaverton School District (BSD) is the third-largest school district in the State of Oregon and educates nearly 40,000 students in 51 schools.

## **BSD TRANSPORTATION SAFETY GOALS**

BSD places a priority on student safety and is committed to providing safe, reliable and efficient transportation options for students while minimizing the impact traffic can have on the surrounding community. Due to the uniqueness of each site, every school has an individualized plan that outlines best transportation management practices.

## **NEW VOSE ELEMENTARY SCHOOL**

The proposed new Vose Elementary School is located on the south side of SW Denney Road and proposes to provide primary visitor and staff access from a new south leg of the SW King Boulevard/SW Denney Road intersection in Beaverton, Oregon

## **Background**

The attached Transportation Management Plan (TMP) has been developed in response to questions raised by City staff regarding the operation of the daily student drop-off and pick-up activities. The draft TMP has been developed with the objectives of efficiently managing traffic flow during these short periods and minimizing the potential for traffic conflicts and queuing on SW Denney Road. The District will work with the administration at the New Vose Elementary School to implement the steps presented in the TMP.

The District has monitored drop-off and pick-up activities at other District elementary schools and has found that, while minor traffic impacts can occur, with supervision and monitoring these activities can operate safely and efficiently. We believe the attached TMP will accomplish this and are submitting this document to be included as a part of the New Vose Elementary School land use approval.

## **Street System**

SW Denney Road is classified by the City of Beaverton as a collector roadway and has a posted speed of 35 mph. There are currently sidewalks, but no bike lanes along the project frontage on SW Denney Road. There is a posted school zone speed limit in front of the school, at 20 mph.

SW Denney Road is proposed to consist of a 3-lane collector cross-section, including bike lanes, in the future.

## **Traffic Circulation**

### *School Buses*

BSD Student Transportation currently provides bus service before and after school and will do so with the proposed new school. It is anticipated that up to eight full-sized school buses (40 feet in length) and four special needs (SPED) buses (32 feet in length) will transport students to and from the new school during normal school hours. All buses will enter and exit the school site via the proposed west site access.

As illustrated on the draft site plan<sup>1</sup> (see Figure 1), all bus loading and unloading is to occur on site. The new bus loading area includes approximately 550 feet of curb space in the circulating aisle, which is sufficient to accommodate all of the 12 buses at once (8 full-sized and 4 SPED). Sidewalks will be provided between the loading and unloading bus area and both the main school entrance as well as a secondary courtyard entrance in order to ensure safe access.

#### *Private Vehicles*

The site plan provides a designated student drop-off area within the site. Access to this area would be provided via the SW King Boulevard/SW Denney Road signalized intersection. Vehicles would circulate counter-clockwise around the proposed visitor/staff parking. The student drop-off area includes approximately 550 feet of curb space in the circulating aisle, which is sufficient to easily accommodate 22 vehicles at once (based on average vehicle length of 25 feet). A sidewalk is proposed which would provide direct access from the drop off area to both the primary school entrance and the secondary courtyard entrance.

#### *Public Transit*

The Beaverton School District provides bus service for students before and after school. The study area is serviced by TriMet, however, the nearest bus routes are approximately a half mile away (routes 76 – Beaverton/Tualatin & 78 – Beaverton/Lake Oswego, both traveling north-south on Hall Boulevard) and over three-quarters of a mile away (routes 56 – Scholls Ferry Road & 92 – South Beaverton Express, both traveling north-south on Scholls Ferry Road).

#### *Pedestrian and Bicycle Traffic*

Existing peak period (7-9 a.m., 2-6 p.m.) traffic counts at nearby intersections show that very few bicyclists travel along SW Denney Road during the afternoon school peak hour (2:30-3:30 p.m), typically fewer than five. Similar numbers of bicyclists were counted along SW Denney Road during the morning and evening peak hour<sup>2</sup>. Bike lanes are currently only provided along SW Denney Road adjacent to more recent developments. Pedestrian activity along the collector roadway is much higher, particularly near the school site. The intersection of SW Denney Road/SW King Boulevard experienced the most pedestrian activity, primarily associated with the existing Vose Elementary School, with a peak of about 330 pedestrians crossing the intersection during the school peak hour.

Sidewalks are available along both sides of SW Denney Road. The intersection of SW King Boulevard/SW Denney Road is signalized and will be reconstructed as part of the proposed reconstruction of Vose Elementary to include a south leg of the intersection. The intersection will feature new ADA ramps on the south side and controlled pedestrian crossings with pushbuttons and pedestrian countdown timers.

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<sup>1</sup> Beaverton School District Vose Elementary School Site Plan, November 5, 2015, DLR Group and Cameron McCarthy.

<sup>2</sup> Intersection turn movement counts collected at study intersections on May 13, 14 & 19, and October 13-15, 2015 between 7-9 a.m., 2-4 p.m. and 4-6 p.m.

# Transportation Management Plan

## 1. Provide safe pedestrian and bicycle access to the school

### *Pedestrian/Bicycle Routes*

The site plan shows adequate pedestrian and bicycle facilities on the site, sufficient bicycle parking will be provided and all sidewalks will be constructed to meet ADA requirements.<sup>3</sup> The plan shows sidewalks along the entire school frontage along SW Denney Road. The plan also provides pedestrian connections to adjacent neighborhoods along the southern and western edge of the school. The Beaverton Transportation System Plan<sup>4</sup> shows a proposed community multi-use path along the north side of SW Denney Road between the existing Fanno Creek Trail crossing, near SW 111<sup>th</sup> Street, and SW King Boulevard.

### *Street Crossings*

The proposed traffic signal modification at SW King Boulevard/SW Denney Road at the school access continues to provide a protected pedestrian crossing across the collector roadway. This allows access to the residential developments to the north. Protected pedestrian crossings are proposed along the north, south and west approaches. Most students accessing the school come on the west approach, which leads directly to the front entrance to the school. Since morning access to the school from the east parking lot is proposed via the courtyard entrance to the south, students and visitors accessing the site can follow the sidewalk along the east side of the school, adjacent to the visitor/staff parking lot.

## 2. Provide convenient and efficient traffic circulation

### *Private Vehicles*

School administration will provide educational information to students and parents noting that drop-off and pick-up of students should be in the designated drop off area that circulates around the proposed east parking lot accessed via the SW King Boulevard/SW Denney Road intersection. Some staff will be asked to park in the proposed west parking lot that is accessed via the west school driveway on SW Denney Road in order to efficiently manage parking, since parents and visitors are not allowed to park in the west lot, and to avoid motor vehicle circulation on the public street system.

Morning drop-off and after school pick-up function differently, so each scenario is described below:

#### a. Morning Drop-Off (shown in Figure 2)

Designated school staff will guide parents arriving in the designated drop-off area to proceed as far south as possible before dropping of their student(s). There will be at least three staff members managing traffic for drop-off. One will be positioned near the main building entrance/north raised pedestrian crossing, at the north end of the parking lot, ensuring that vehicles proceed south to the designated drop-off area and that students walking from the east get safely through the parking lot to the school. The second and third staff members will be positioned at both ends of the drop-off zone, guiding vehicles to pull forward to the far end, when space is available and ensuring that pedestrians using the south raised pedestrian crossing get safely to the school.

It is anticipated that approximately 10 vehicles can drop students off simultaneously in the drop-off area. Vehicles can pull out into the circulating aisle to exit the parking lot as

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<sup>3</sup> *ADA Accessibility Guidelines for Buildings and Facilities*, Federal Highway Administration, May 2012.

<sup>4</sup> *South Cooper Mountain Concept Plan*, City of Beaverton, September 2014.

soon as their students have exited their vehicle and school staff will guide waiting vehicles to available space in the drop-off zone, guiding them as far forward as possible. Vehicles exiting eastbound on Denney Road can use the right-out only egress, exiting as quickly as gaps in the traffic stream allow and vehicles headed north or west out of the site will exit at the traffic signal.

Once they have been dropped-off, all students will follow the sidewalk to the south courtyard building entrance, where they will enter the school.

b. After School Pick-Up (shown in Figure 3)

Parents will begin arriving prior to school dismissal. Three scenarios are likely:

- Some parents may pull into visitor parking stalls. These parents may enter the building to retrieve their student.
- Some parents will continue to park in the neighborhood to the north of the school (north of Denney Road). Students using this option will be treated as “walkers”.
- Some parents will queue around the east parking lot, as shown in Figure 3. Parents will be requested to wait in their vehicle. School staff will assist students in identifying their vehicle or escorting the students to their vehicles. As students are united with their parents, vehicles will exit the parking lot and additional cars will be guided into empty stalls. Student release will be staggered, so staff can help students find their vehicle/parent, particularly for younger students.

Designated school staff will escort students to the “student waiting area” southeast of the school. In addition, at least three (likely four) staff members will be positioned around the east parking lot, as shown in Figure 3 to assist students to their vehicle and to help direct vehicles into available space in the pick-up zone as vehicles leave the site.

*Buses*

All buses will enter the school site from the west site access on SW Denney Road. As illustrated on the site plan, all bus loading and unloading is to occur on site. The new bus loading area includes approximately 550 feet of curb space in the circulating aisle, which is sufficient to accommodate 12 buses (8 full size and 4 SPED) at once. Alternately, this area could also accommodate approximately 22 typical motor vehicles for events after school hours.

*Morning Arrival:*

A designated school staff person will guide students arriving via bus to the south courtyard building entrance, where they will enter the school.

*Afternoon Dismissal:*

A designated school staff person will guide students leaving by bus from the south courtyard building entrance to the bus loading area.

*Walkers*

*Morning Arrival:*

Students arriving from the:

- North will cross Denney Road on the west crosswalk of the King Boulevard/Denney Road intersection and follow the sidewalk to the main building entrance.
- Northwest will follow the sidewalk to the main building entrance.
- Northeast will follow the sidewalk south at the east property line, using the raised pedestrian crossing to access the main building entrance.
- South and southwest will follow the pathway to the south courtyard building entrance.

Afternoon Dismissal:  
Students leaving to the:

- North will exit the building at the main entrance and cross Denney Road on the west crosswalk of the King Boulevard/Denney Road intersection.
- Northwest will exit the building at the main entrance and follow the Denney Road sidewalk to the west.
- Northeast will exit the building at the main entrance and follow the raised pedestrian crossing to the east side of the east parking lot, following the sidewalk to Denney Road.
- South and southwest will exit the building at the south courtyard entrance and follow the path to exit the site.

### **3. Provide adequate bicycle commuting amenities**

City of Beaverton Development Code (60.30.10.5.B.) requires that elementary schools provide one long-term bicycle parking space per 9 students. With a maximum capacity of 750 students for the new elementary school, this equates to a minimum of 84 bicycle parking spaces. Long-term spaces are designed to accommodate persons that can be expected to leave their bicycle parked longer than two hours. School buildings are exempt from the City's requirement to provide cover or shelter for long term parking spaces. 84 bicycle parking spaces are proposed on site, and 42 of those spaces will be covered. Bicycle parking is provided near building entrances in both the front (north side) and back (south side) of the school.

### **4. Transportation Coordinator**

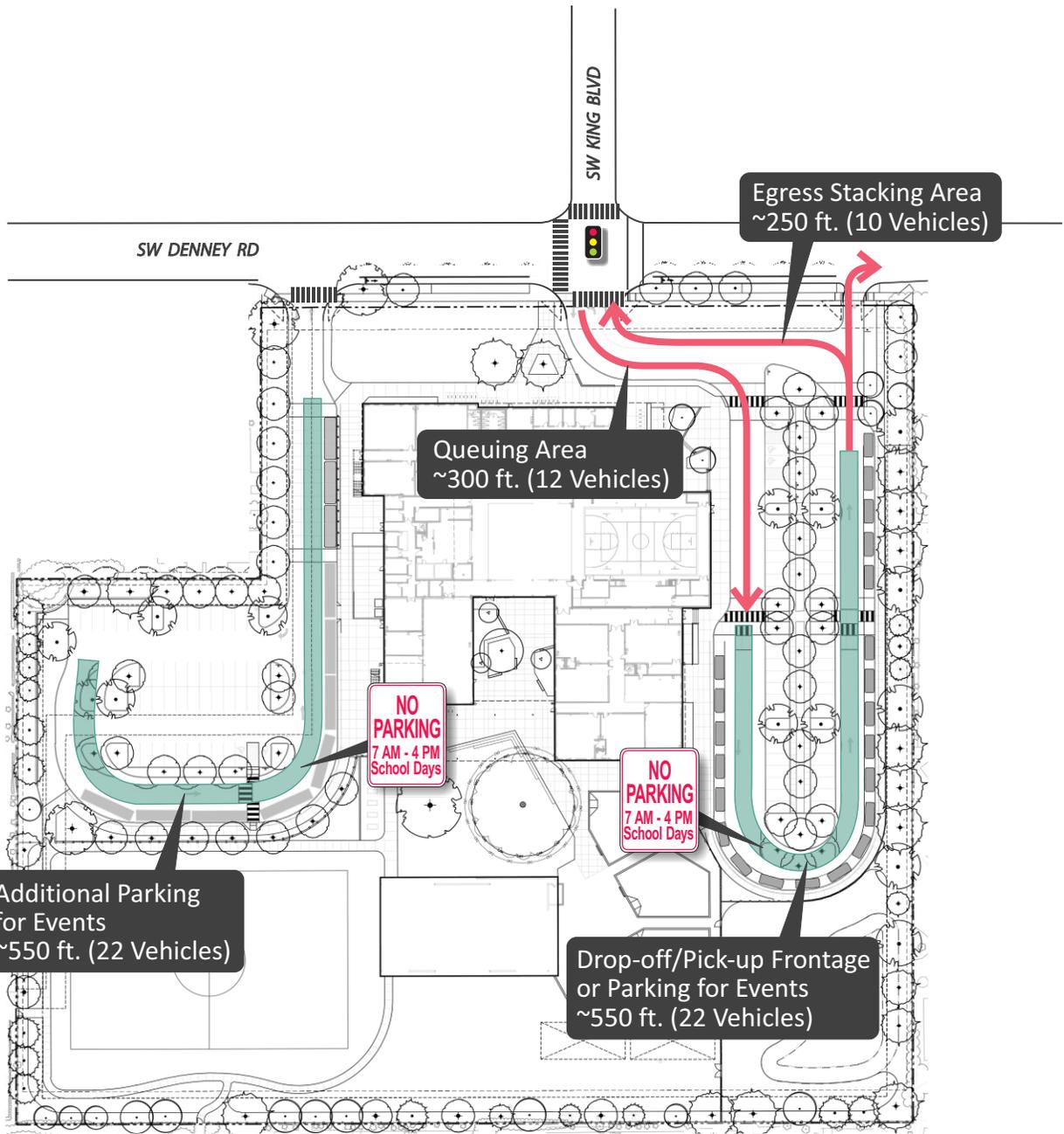
The proposed new elementary school will annually designate a Transportation Coordinator (which would likely be the school principal or a staff member). The Transportation Coordinator will be the primary contact person for neighbors who have traffic or transportation concerns; will develop traffic management procedures for large events and coordinate staff and parent cooperation in these procedures; and will provide transit and rideshare information, including BSD transit incentives. The Transportation Coordinator will also communicate with parents and students about the effects excessive noise and littering have on the surrounding community and will be responsible for sending information regarding drop-off and pick-up procedures to parents and guardians as noted below.

### **5. Identify good neighbor contacts and processes**

The reconstructed elementary school will be a valued asset in the neighborhood. The district and the school are committed to being a good neighbor and promoting safe and appropriate transportation management. The Transportation Coordinator will provide educational information to school staff, parents and neighbors identifying appropriate circulation and parking practices, pick-up and drop-off procedures, and pedestrian/bicycle route maps. These materials will identify a School contact name and number that neighbors may contact if any questions or concerns may arise. These materials will be sent to parents and guardians at least two weeks prior to the beginning of classes in the fall of every year.

### **6. Parking Management**

103 on-site parking spaces are proposed. This allows 77 spaces to be dedicated to staff, with the remaining 26 spaces for parent and visitor parking. To accommodate parking needs for events, it is recommended that the 44 additional spaces (22 in the west lot and 22 in the east lot) be provided on-site by utilizing internal drop-off areas during events for a net total of up to 147 parking spaces (shown on the preliminary site plan). The drop-off area will be signed to allow vehicle parking after school hours, as shown in the Figure 1.



**LEGEND**

 - Traffic Signal

**DKS**

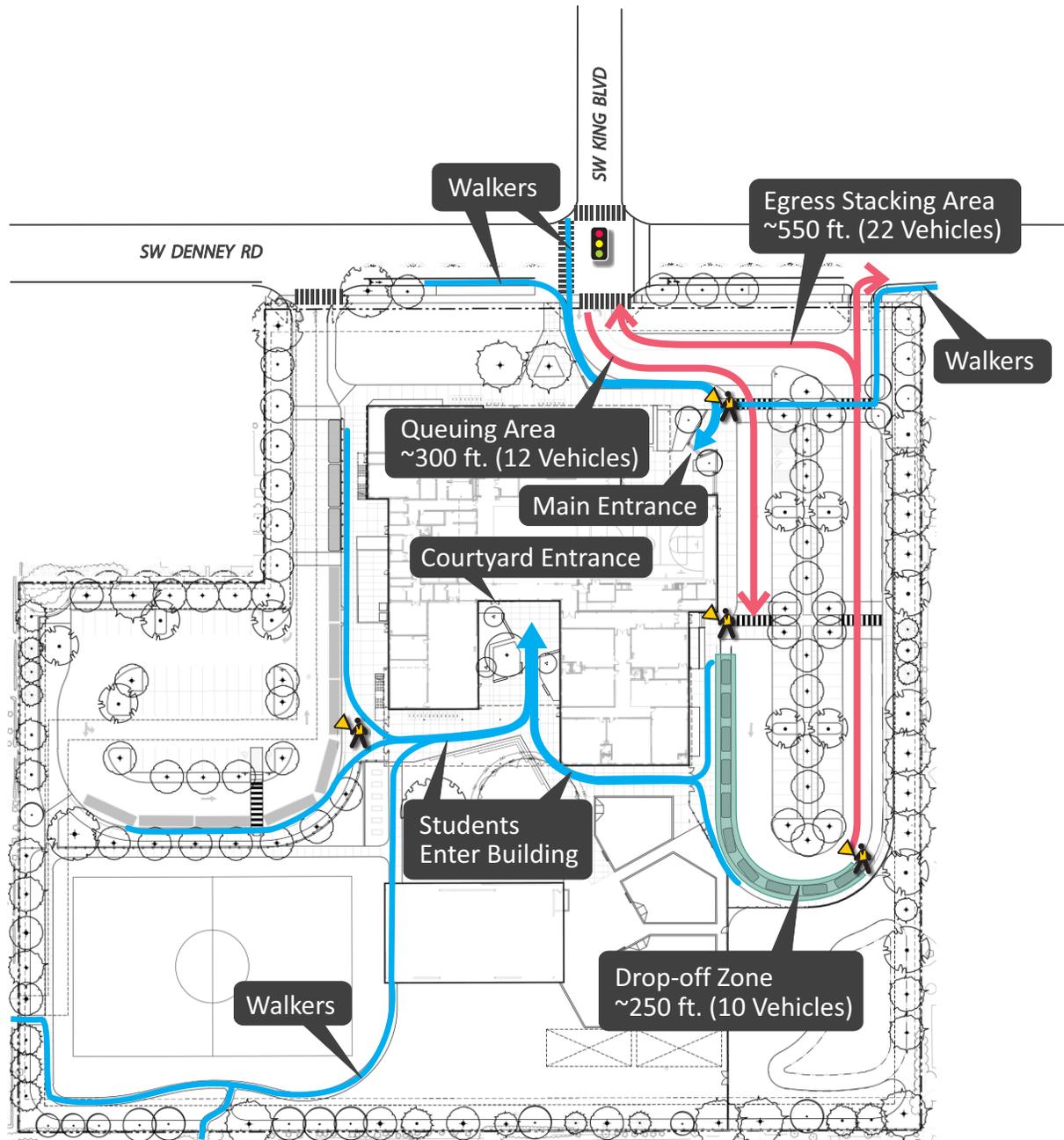


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**Figure 1**

**PROPOSED SITE PLAN  
ON-SITE VEHICLE CAPACITY**

Source: DLR Group and Cameron McCarthy



**LEGEND**

-  - Traffic Signal
-  - Staff/Monitor
-  - Students/Walkers Entering Building

**DKS**

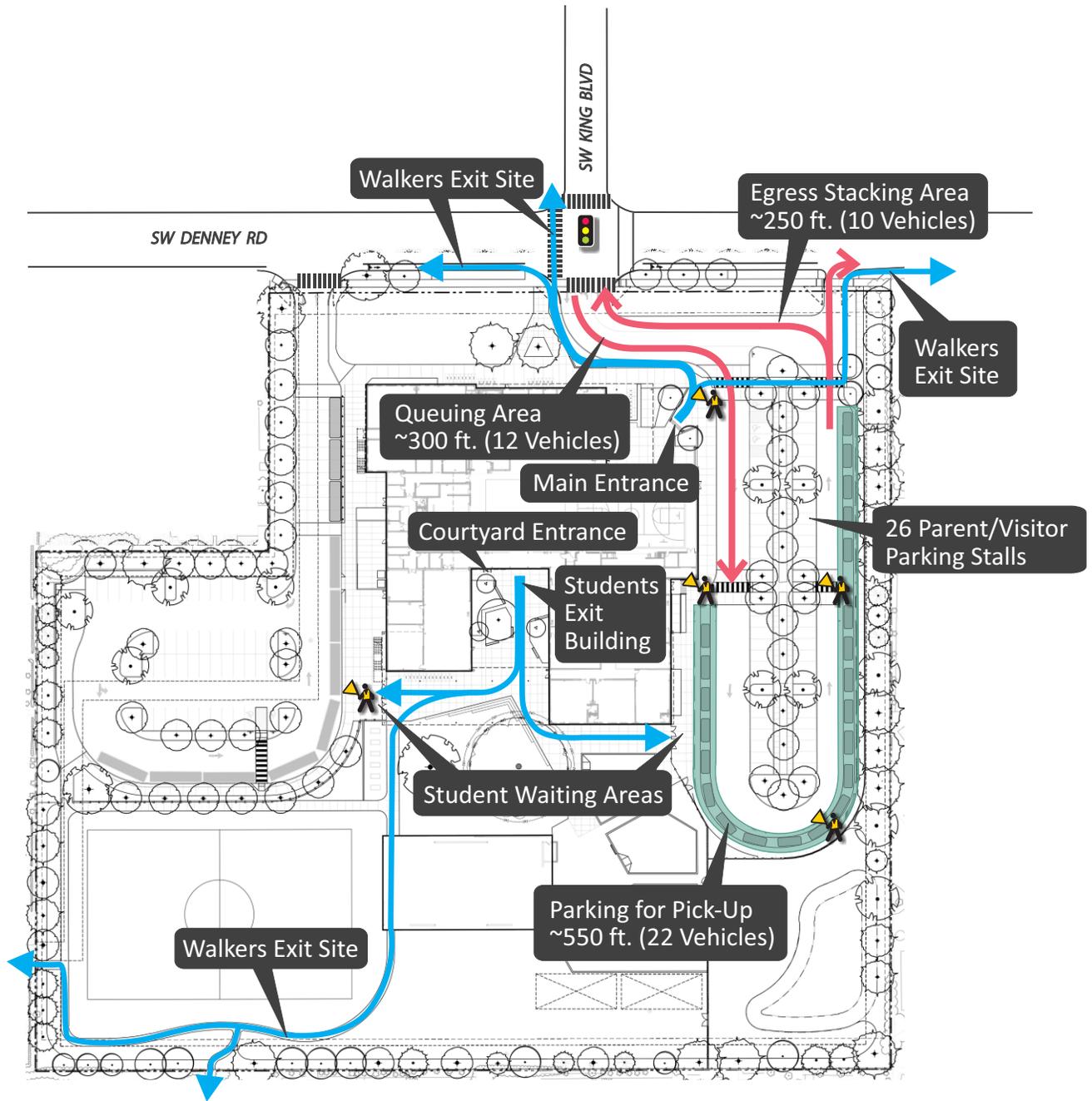


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Figure 2

**MORNING SCHOOL DROP-OFF**

Source: DLR Group and Cameron McCarthy



**LEGEND**

-  - Traffic Signal
-  - Staff/Monitor
-  - Students/Walkers Entering Building

**DKS**



No Scale

**Figure 3**

**AFTERNOON SCHOOL PICK-UP**

Source: DLR Group and Cameron McCarthy