

North Clackamas Schools

Supplemental Walk Zone Plan

2023 update

Introduction:

The Supplemental Walk Zone Plan (Plan) documents the analysis of hazards in school walk zones that may require a bus stop for safety. The Plan reports the areas within a one mile walking distance from each elementary and middle school and 1.5 mile walking distance from each high school. The walk zones have been evaluated for safe walking conditions including speed and volume of vehicles, width and condition of the street, shoulders and sidewalks, visibility, crossings, intersections, and any other potential hazards.

The Supplemental Walk Zone Plan is submitted to the Oregon Department of Education for approval and funding (70% of expenses) for transportation services. The analysis of walk zones is based on a process and criteria approved by the North Clackamas School Board.

All walk zone analyses and documentation were completed by Transportation Services' Safety and Training Department.

Introduction and History

In accordance with state law, the North Clackamas School District (NCSD) provides transportation for students in Kindergarten through 8th grade who live more than 1 mile from their school, and for students 9th through 12th grade who live more than 1.5 miles from their school. NCSD may provide transportation within these 1 mile and 1.5 mile areas when there are specific health and safety reasons for providing transportation.

The state reimburses 70% of the approved transportation expenses. The funding rules require that districts provide a Supplemental Plan to be approved by the State Board of Education in order to receive this reimbursement for students who live closer than the prescribed distances to the school.

In the fall and winter of the 2008/2009 school year, the Transportation Department conducted an in-depth review of the walking areas for schools in the North Clackamas School District. This review was done with the intent of updating the NCSD's Supplemental Plan.

In the school year 2015/2016 North Clackamas School District reviewed its evaluation process and criteria used to evaluate hazards in the walk zones. With extensive community engagement and critical review by the Transportation Department, the process and criteria were updated, clarified and approved by the School Board. During the community meetings several hazards were identified and bus stops were put in place to alleviate immediate safety concerns.

Walk Zone Project Milestones:

Note: each milestone includes communications

1. PLANNING

- a. The District formed the project plan and organized resources: Transportation Specialist, Project Facilitator, Communications, and an Advisory Committee.
- b. The Transportation Department conducted the initial research and analysis based on plan review, data on student safety, input from bus drivers, and research of other models from other districts.

2. COMMUNITY CONSENSUS ON PROCESS AND CRITERIA TO EVALUATE WALK ZONES

- a. The Transportation Department conducted a process analysis and redesign of all of the components of the walk zone decision making including: parent request form and process, walk zone evaluation criteria, evaluation process, training required for evaluator, and website.
- b. Multiple community meetings allowed stakeholders to provide input to the improved process design resulting in refining the walk zone evaluation criteria and process improvements.
- c. Board provided input and parameters for the walk zone evaluation process and criteria
- d. Board approved redesigned walk zone evaluation process and criteria following community input.

3. PHYSICAL ANALYSIS OF WALK ZONES USING APPROVED PROCESS AND CRITERIA

- a. Trained Transportation Specialist completed analysis of the walk zones and resulting impact using the approved walk zone evaluation process and criteria.
- b. The first draft of the North Clackamas Schools Transportation Supplemental Plan for Walk Zones was completed.

4. ADVISORY COMMITTEE REVIEW AND REVISIONS

- a. The Walk Zone Advisory Committee comprehensively reviewed the plan and provided direction for changes.
- b. Principals were invited to review the plan and provide feedback for their schools.
- c. The Advisory Committee recognized a lower average age of elementary students due to school structure shift of 6th grade to the middle schools. This impacted the thresholds for scoring.

5. COMMUNITY ENGAGEMENT REVIEW AND REVISIONS

- a. The Walk Zone Advisory Committee conducted multiple community engagement meetings at all high school feeder groups and personalized PTO meetings at schools with significant impact.
- b. Additional areas of concern were identified to direct a more in-depth evaluation by the Transportation Specialist.
- c. Final adjustments were made by the Advisory Committee based on in-depth analysis and feedback.

6. FINAL REVISIONS, APPROVAL AND COMMUNICATION
 - a. Advisory Committee completed the final Supplemental Plan.
 - b. The School Board reviewed and approved the plan.
 - c. Supplemental Walk Zone Plan will be submitted to Oregon Department of Education for approval
 - d. Communications to all families impacted upon final ODE approval.

Walk Zone Evaluation Methodology

A point system, based upon others used throughout the state by other districts, was developed to allow objective decision-making on roadways throughout our district. This system assigns points to the following hazard criteria as outlined below:

1. **USABLE WIDTH OF SHOULDERS:**

This is the area usable for students to walk on for the road in question. A measuring wheel was used to measure from the fog line (or edge of road when there was no fog line) to the edge of the available walk space. This could be a bike lane or a dirt surface. Points vary from 0-10 with 0 points being a raised sidewalk, and 10 points being a walk space of 0'-3'.

2. **CONDITION OF ROAD SHOULDER:**

This is the condition of that usable area for students to walk on for the road in question. We reached a conclusion by a visual check of the condition of the usable walk space at the worst location on the road in question. Points vary from 0-8 with 0 points being a raised sidewalk and the points increase as conditions worsen, with 8 being a shoulder restricted by culverts, with no available walk space or private property.

3. **VOLUME OF TRAFFIC:**

A vehicle count was taken for the road in question over a minimum of a 15 minute period. The total count of vehicles divided by the number of minutes that the road was observed to determine the average vehicle count per minute. This took place within one hour prior to the start of school, and/or within one hour after the end of school, when children would be walking on the road in question. Points vary from 0 for less than five cars per minute to 5 points for 25 or more cars per minute.

4. **AVERAGE VEHICLE SPEED:**

A radar gun was used for a minimum of 15 minutes to determine the average vehicle speed for the road in question. We also documented the actual posted speed of the road in question. Radar was done within one hour prior to the start of school, and/or within one hour after the end of school, when children would be walking on the road in question. Points vary from 0 for less than 25 MPH to 7 points for 55 MPH or more.

5. **TYPE OF STREET:**

Roads are designated by Clackamas County. Points vary from 0 to 7. One point is credited for areas with lighted intersections for crossing or has crossing guards.

6. **TYPE OF COMMUNITY:**

The points are as follows: (1) for Urban, (2) for Suburban, and (3) for Rural.

- a. An Urban area is generally safer due to improved walking areas, more marked crosswalks at intersections, traffic control signals, heavy population, and a faster response time for emergency services.
- b. A Suburban area would be relatively safe due to more residential areas, with some businesses intermixed. There could be less chance of having sidewalks or marked crosswalks, and roads may be narrower with limited shoulder area.
- c. Rural areas are generally less safe, due to deteriorating or unimproved walk areas, culverts, limited crosswalks, less population, and a slower response time for emergency services.

7. TERRAIN FEATURES AFFECTING MOTORIST VISIBILITY:

The points varied from 0 to 6, with 0 points being the best visibility of 1000' or more and 6 points being the worst visibility of less than 500'. The section of the road in question with the least visibility was measured taking into consideration hills, curves, etc. Using a vehicle mounted distance measuring instrument (DMI) and traveling at the posted speed limit, we measured from where we first saw a pedestrian to where the pedestrian was actually located.

8. WIDTH OF ROAD:

The points varied from 0 to 6, with 0 points given to a width of over 45' and 6 points given to a width of less than 16'. We measured from fog line or edge of road, (not including the shoulder of the road, when there was no fog line) to fog line.

9. OTHER CONDITIONS:

The points varied from 1 to 5 with 5 indicating a high risk. This includes specific identifiable items not covered elsewhere on the evaluation. For example: lack of school signs, unmarked crosswalks across minor arterials in the walk area, secluded or isolated areas, or heavy commercial traffic in the area.

Hazard Formula

The hazard threshold is established by adding the points from the hazard criteria, (above) numbers 1 thru 8, to get a score. The methodology for number 9 is only used for additional hazards not covered by numbers 1 thru 8 and is not part of establishing the base for the hazard threshold.

The hazard threshold is the score that indicates a hazard that should be addressed through a bus stop. The hazard threshold for elementary school students is 26 to address a low average age due to all day kindergarten and a K-5 structure. The hazard threshold for middle school students is 27. A score of **26 points** or more automatically establishes a hazard area for elementary and **27 points** middle school students.

For high school students, the hazard threshold is **32 points**. (An additional 5 points is allowed for high school students.) A score of **32 points** and above automatically establishes a hazard area for high school students.

Evaluation Process for Transportation in Walk Zones

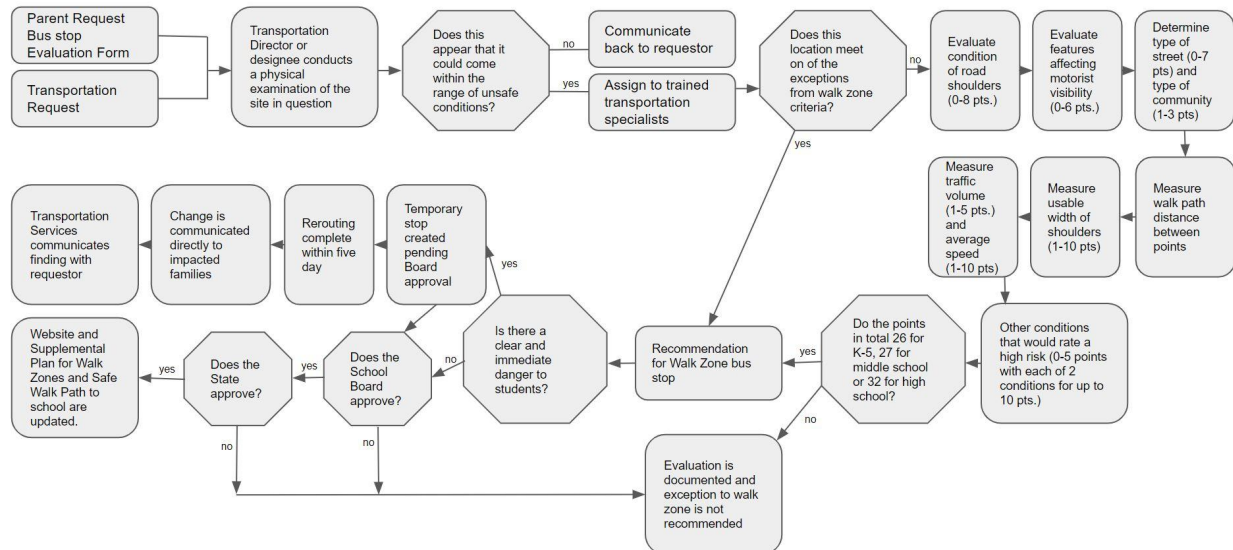
Name of Evaluator _____ Date of Observation _____

Affected School _____ Approximate Number of Affected Students _____

Name of Street Evaluated _____ Between _____ and _____

North Clackamas School District general exceptions to walk zone for all schools:

- Any student in the district who would be required to cross or walk an extended length along a freeway, highway, expressway, or major arterial, as designated by the county, or railroad tracks.
- The average vehicle speed is 50mph or more.
- Any student in the district who would be required to walk through a secluded area deemed unsafe (e.g. remote areas, forested areas, extremely poor lighting, or areas with no means of escape may be considered unsafe).
- Student is required to walk past the home of a registered predatory sex offender
- Temporary hazards are created by construction, weather events, and other events beyond the district's control, until such hazard is removed.
- Based on a thorough evaluation by a trained transportation specialist, (see process and evaluation criteria)
 - Any K-5 school student that would have to walk along or cross a road that scores 26 points or greater using the approved District criteria.
 - Any middle school student that would have to walk along or cross a road that scores 27 points or greater using the approved District criteria.
 - Any high school student that would have to walk along or cross a road that scores 32 points or greater using the approved District criteria.



The process above is used when an area is identified for evaluation. Additionally, the Transportation Department will send the updated plan to the School Board and state for approval periodically.

This process is based on the following assumptions:

- We plan for safe busing or safe walk paths to school.
- We are responsive to input from our families and drivers.
- We use a consistent and fair process of evaluation.
- We are in compliance with State laws and regulations.

Evaluation Form for Walk Zones

MEASUREMENTS:

Distance between above points _____ miles. Average grade _____ % Distance to school from furthest of above points _____ miles; from nearest _____ miles.

CRITERIA EVALUATION: Directions – for each section, check the points assigned

1. Usable width of shoulders (past fog line or 12" per lane)			
Points	Side	Side	Width
10			0-3 ft. or at X-ing >7'
8			4-6 ft.
6			7-10'
3			Non-X-ing >10'
0			Raised Sidewalk

2. Condition of Road Shoulders			
Points	Side	Side	
8			Restricted by culverts
7			Heavy growth of weeds/underbrush
6			Muddy / Poor drainage
5			Numerous chuckholes
4			Gravel or dirt surface
3			Paved surface
2			Sidewalk even with road or bike path
1			Separated paved surface
0			Raised sidewalk

Observed on wet ___ or dry ___ day

3. Volume of Traffic	
Points	Vehicles / minute
5	25+
4	20-24
3	15-19
2	10-14
1	5-9
0	0-4

4. Average Vehicle Speed (Posted speed: _____)	
Points	MPH
10	45-49
8	40-44
3	35-39
2	30-34
1	25-29
0	<25

Observation time and duration:

_____ to _____ am

_____ to _____ pm

5. Type of Street	
Points	
7	Major arterial
6	Minor arterial
4	Collector
2	Connector
0	Local

6. Type of Community	
Points	
3	Rural
2	Suburban
1	Urban

7. Terrain Features Affecting Motorist Visibility	
Points	Visibility
6	<500'
5	500-599'
4	600-699'
3	700-799'
2	800-899'
1	900-999'
0	1000+'

8. Width of Road (not counting shoulders)	
Points	
6	<16'
5	16-20'
4	21-24'
3	25-30'
2	31-35'
1	36-45'
0	>45'

9. Other unsafe conditions (1-5 points each)	
Additional unsafe considerations beyond the general exclusions. This is at the discretion of the trained transportation specialist who is evaluating the location. In this category, the evaluator can identify 2 different conditions with ratings up to 5 points each. Example: extremely hazardous intersections, accident rate, crime rate in an area (data from police).	
Points _____	Description:
Points _____	Description:

	Comments (include description of intersections; if deemed hazardous include in section 9):
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Total Points _____ Is this location recommended for transportation: yes / no Describe reasons for decision on following page.

(Threshold for Transportation in Walk Zone: K-5: 26 or higher; MS: 27 or higher; HS: 32 or higher)

Board approved 1/14/16

Planned Support for Approved Supplemental Plan

The Transportation Department recognizes that changes as large as those in this proposal require a significant amount of support following implementation. To support this Supplemental Plan, the Transportation Department will:

1. Create school walking plan maps that conform to the guidance provided by the Manual on Uniform Traffic Control Devices published by the Federal Highway Administration and the School Trip Safety Program Guidelines published by the Institute of Transportation Engineers. Each map will include:
 - a. Streets
 - b. The school
 - c. Existing traffic controls, including lights and stop signs
 - d. Marked crosswalks
 - e. Location of adult crossing guards and student safety patrols
 - f. Designated routes for the students
 - g. A letter to send home explaining the map including any specific local information and a signature form to be returned to the school signed by a parent or guardian.
2. Create a list of “most wanted” improvements to the walking area for the local government agencies. This improvement list would focus on both the areas where students currently walk and areas that are deemed hazardous.
3. Work with schools to ensure proper training and attire for adult crossing guards and student safety patrols to ensure conformity with the standards outlined in the Manual on Uniform Traffic Control Devices, the Oregon Supplement to the Manual on Uniform Traffic Control Devices, and the Oregon Department of Education.
4. Work with schools to support the “Safe Routes to School” efforts. The goals of the Safe Routes to School program are to promote walking and bicycling to school, encourage a healthy and active lifestyle at an early age, facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption and air pollution within two miles of the school. This would include support of National Walk to School day in October, the walking school bus, grant efforts, and the 5 “E’s” (Engineering, Enforcement, Encouragement, Education, and Evaluation).

Restricted Roads in North Clackamas School District:

Updated and adopted by the School Board August 2021

Due to safety reasons, does not expect students to cross at the following list of roads / streets / barriers with or without load lights:

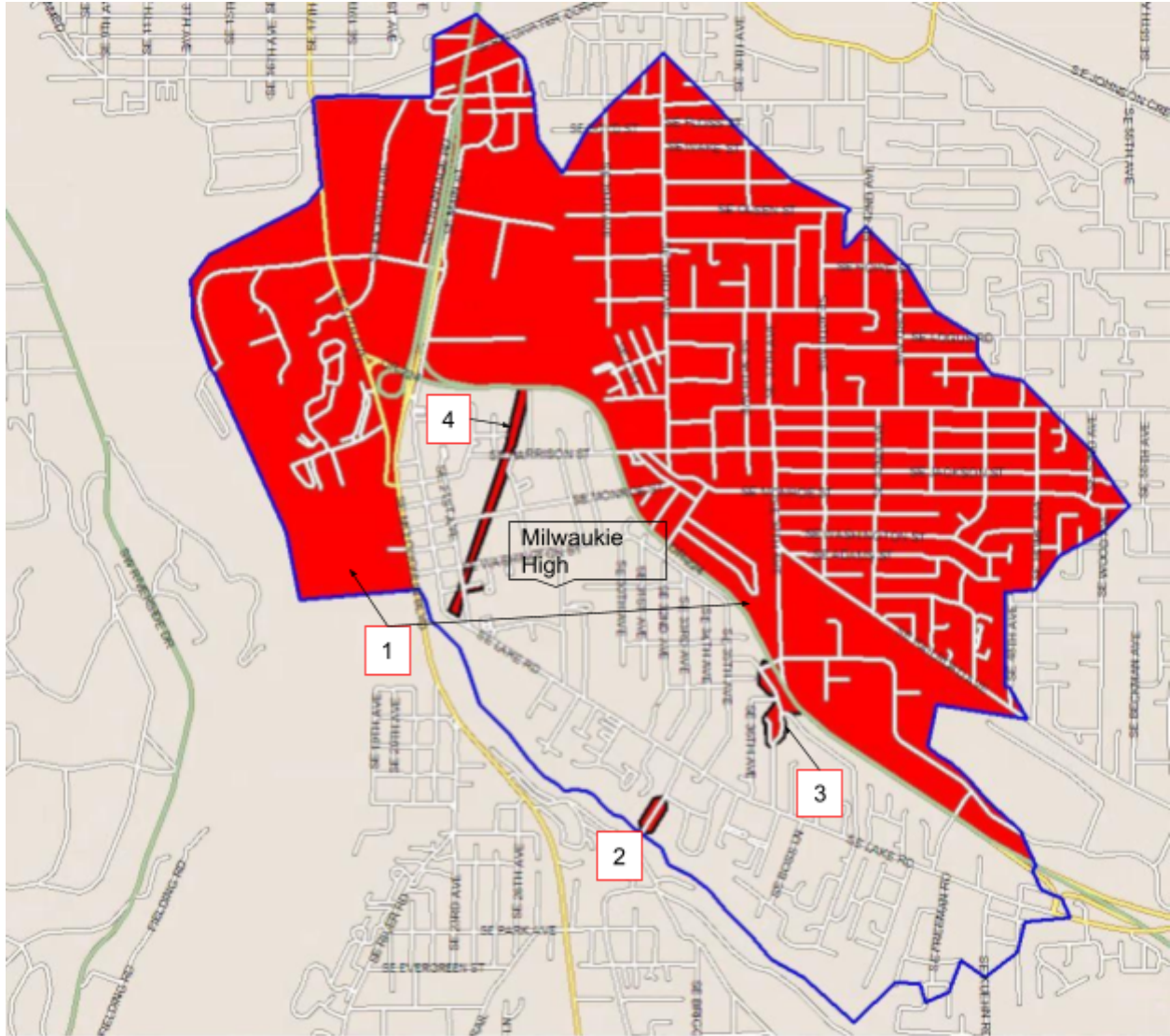
1. SE 82nd Ave.
2. Interstate 205
3. HWY 212
4. HWY 224
5. Rail lines (either Trimet light rail or Union Pacific lines)
6. SE McLoughlin Blvd. - high school may cross at lighted intersections
7. SE 82nd Dr.
8. SE Sunnyside Rd. - high school may cross at lighted intersections
9. SE King Rd.: SE 42nd Ave. to SE 82nd Ave.
10. SE 42nd Ave.: SE King Rd. to SE Harrison St.
11. SE Harrison St.: Hwy 224 to SE 42nd Ave.
12. SE Monroe St.: Hwy 224 to SE 37th Ave.

For the following roads, K-5 students are not expected to cross on their own to get to the bus stop. Students may cross with the safety of bus load lights. This applies to the entire length of the road or street unless otherwise noted:

1. SE Johnson Creek Blvd.
2. SE River Rd.
3. S Springwater Rd.
4. SE Oatfield Rd.
5. SE Webster Rd.
6. SE Roots Rd.
7. SE Lake Rd. Hwy 224 and SE 43rd Ave.
8. SE Thiessen Rd.
9. SE Idleman Rd.
10. SE Jennings Ave. between SE Webster Rd. and SE Oatfield Rd.
11. SE 122nd Ave. between SE Spring Mountain Rd. and SE Hubbard Rd.
12. SE Clackamas Rd. between SE Johnson Rd. and SE McKinley Ave.

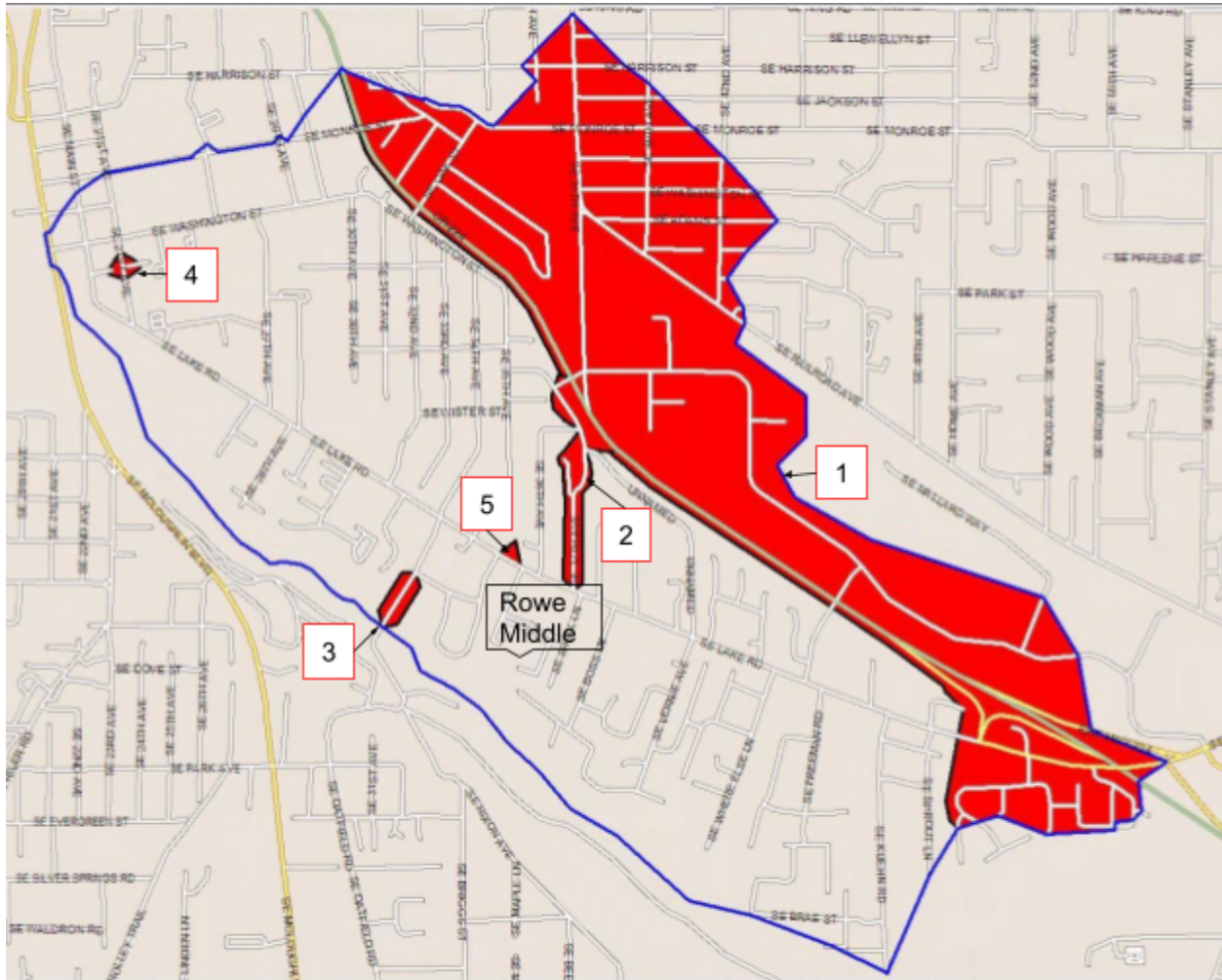
Milwaukie High & associated feeder schools

Milwaukie High:



1. Hazard area - Unsafe to walk along or cross SE McLoughlin Blvd. and Hwy 224.
2. Hazard area - Unsafe to walk along SE Oatfield Rd.
3. Hazard area - Unsafe to walk along SE 37th Ave. by Kehrli Dr.
4. Hazard area - Unsafe to cross rail tracks.

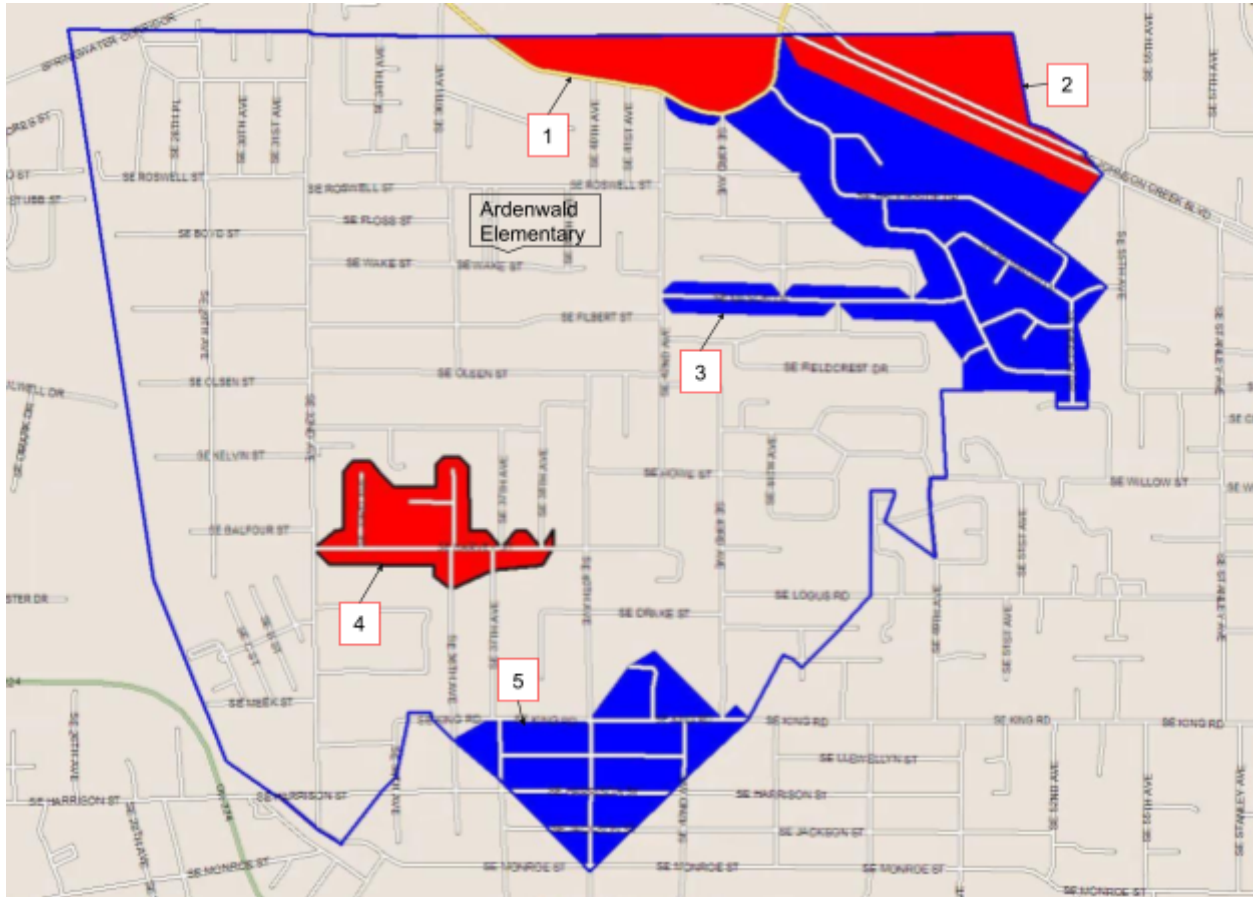
Rowe Middle:



1. Hazard area - Unsafe to walk along or cross Hwy 224.
2. Hazard area - Unsafe to walk along SE 37th Ave. north of SE Lake Rd.
3. Hazard area - Unsafe to walk along SE Oatfield Dr. south of SE Guilford Dr.
4. Hazard area - Unsafe to cross railroad tracks
5. Hazard area - Unsafe to walk on the north side of SE Lake Rd. between Rowe access and SE Guilford Dr.

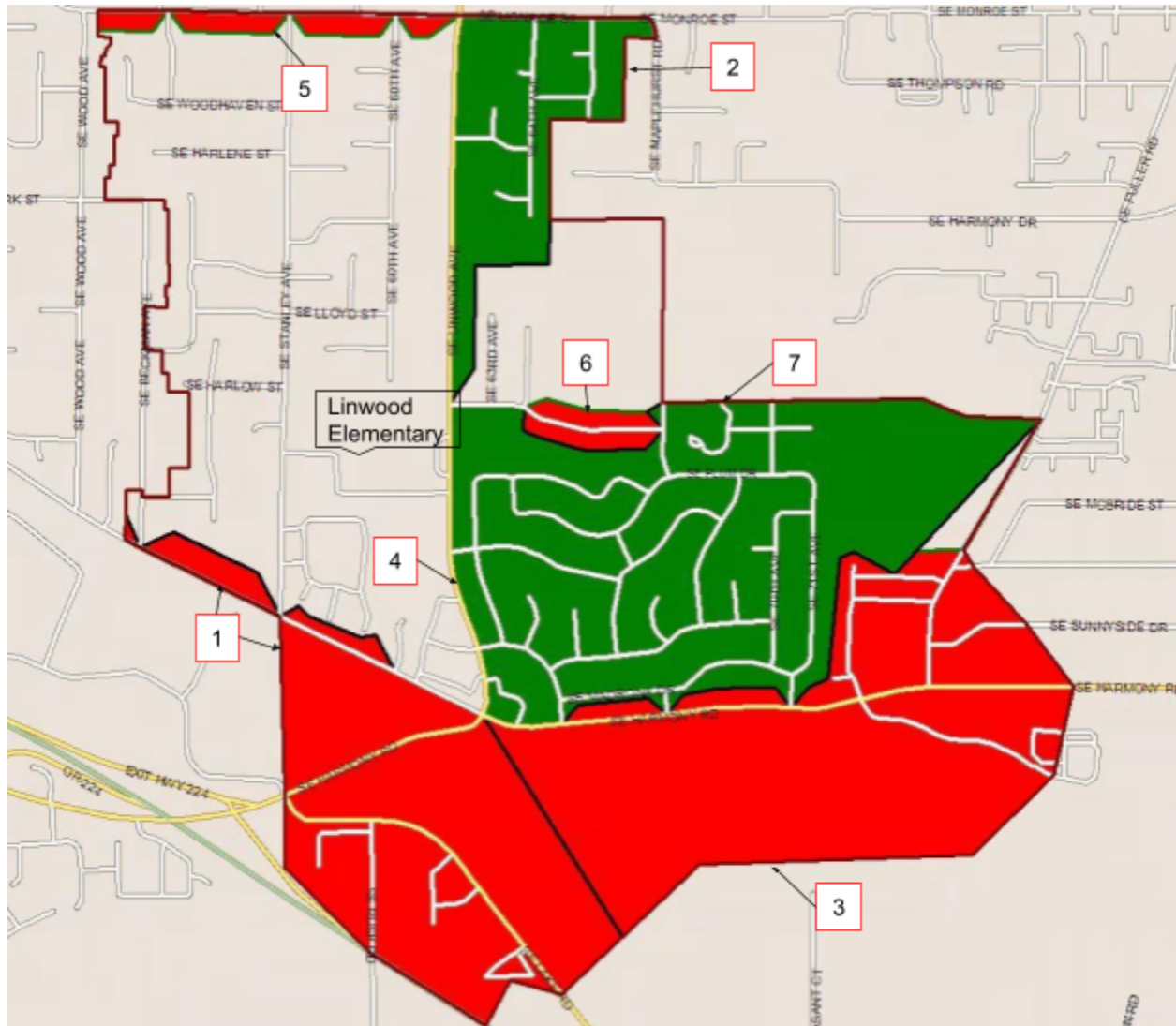
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Ardenwald Elementary - 2023 proposal:



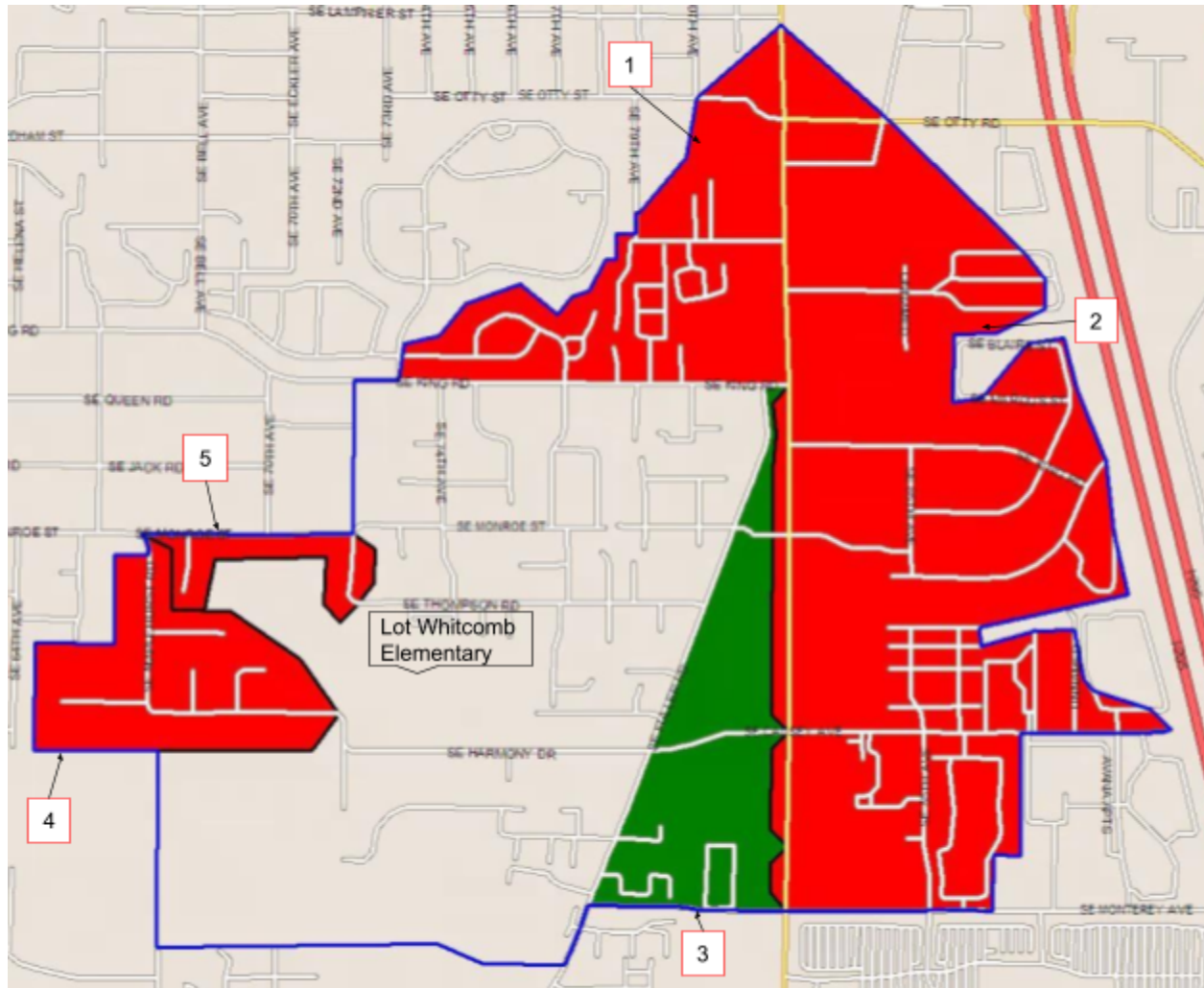
1. Hazard area - Unsafe to cross or walk along SE Johnson Creek Blvd.
2. Hazard area - Unsafe to cross or walk along SE Johnson Creek Blvd.
3. Hazard area - Unsafe to cross or walk along SE Mason Ln.
4. Hazard area - Unsafe to walk along SE Harvey St. between SE 32nd Ave. and 3855 SE Harvey St. Please see the City of Milwaukie's [Harvey Street Improvement Plan](#).
5. Hazard area - Unsafe to cross or walk along SE King Rd.

Linwood Elementary:



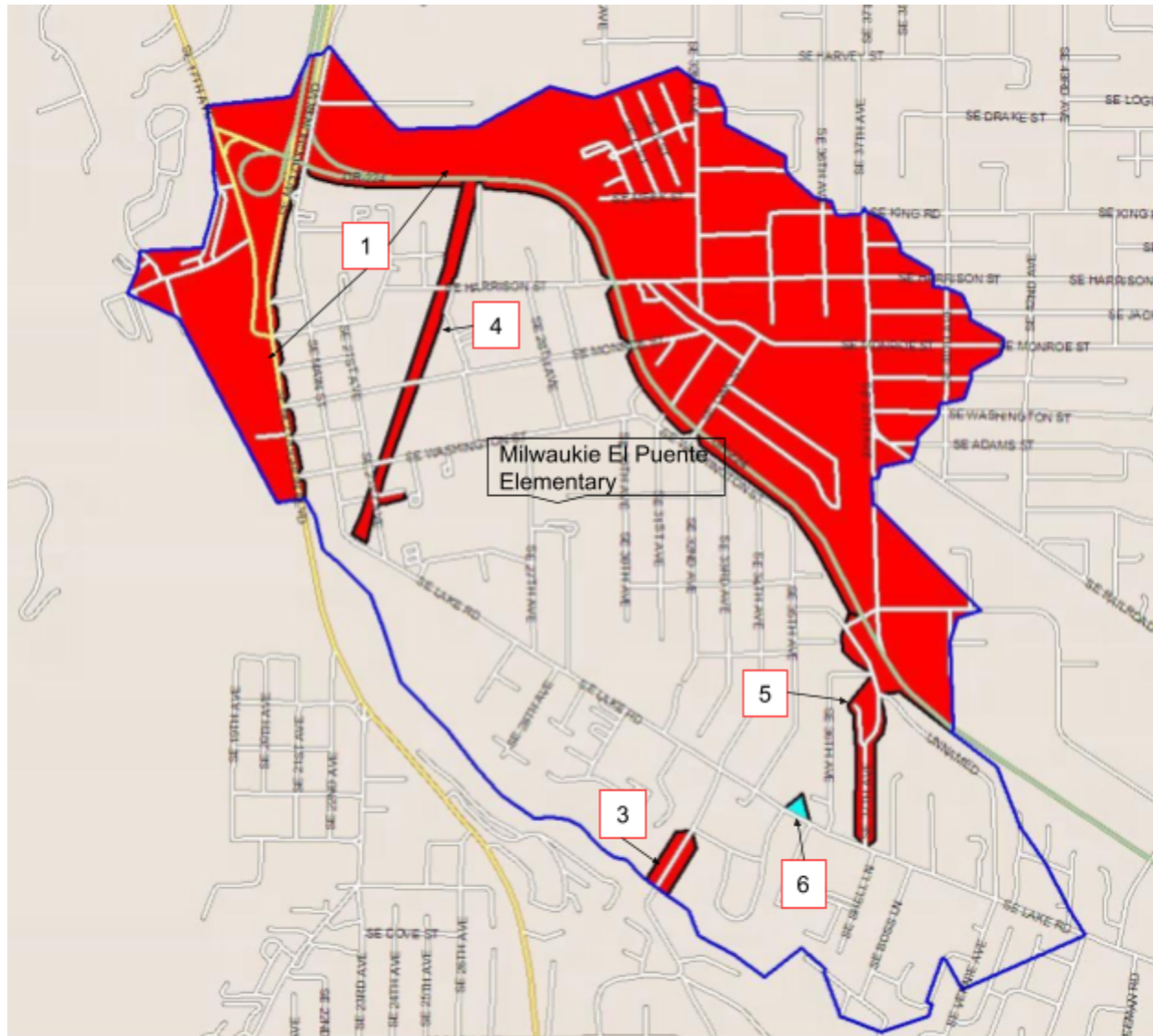
1. Hazard area - Unsafe to walk along SE Railroad Ave and unsafe to cross rails.
2. Hazard area eliminated with SE Linwood Ave improvements
3. Hazard area - Unsafe to walk along SE Harmony Rd. between Cedar Crest Dr. and Fuller Rd. and includes SE Fuller Rd. due to unlit conditions, poor visibility and secluded areas.
4. Hazard area eliminated with SE Linwood Ave improvements
5. Hazard area - Unsafe to walk along SE Monroe St.
6. Hazard area - Unsafe to walk along SE Furnberg St. between SE 64th Ave and SE 67th Ave.
7. Hazard area eliminated with SE Linwood Ave improvements

Lot Whitcomb Elementary:



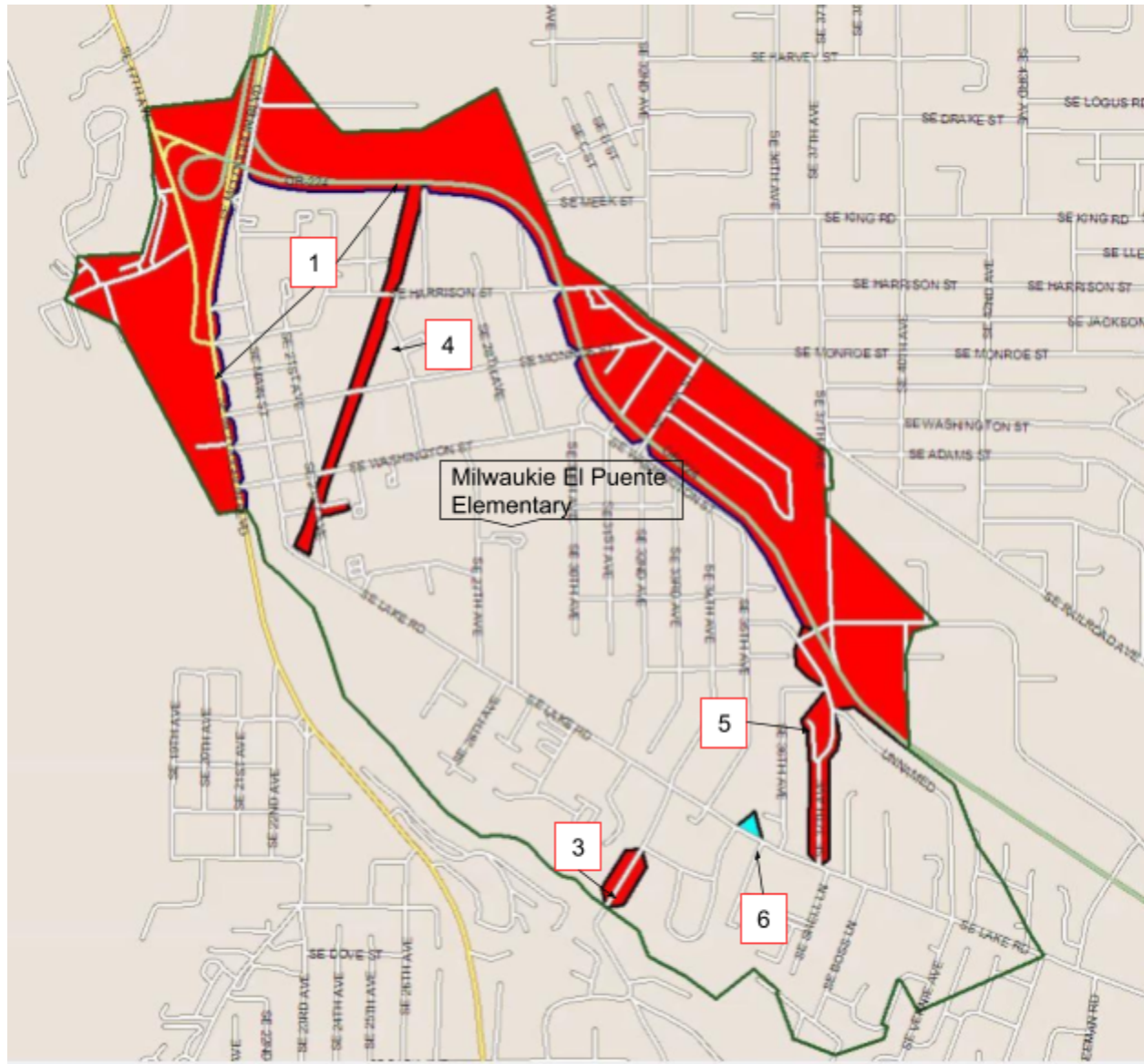
1. Hazard area - Unsafe to cross SE King Rd.
2. Hazard area - Unsafe to walk along or cross SE 82nd Ave.
3. Hazard area eliminated with SE Fuller Rd. improvement
4. Hazard area - Unsafe to walk along SE Maplehurst Rd.
5. Hazard area - Unsafe to walk along SE Monroe Ave. Please see Clackamas County's [Monroe Street Neighborhood Improvements](#).

Milwaukie El Puente Elementary (Bilingual Program):



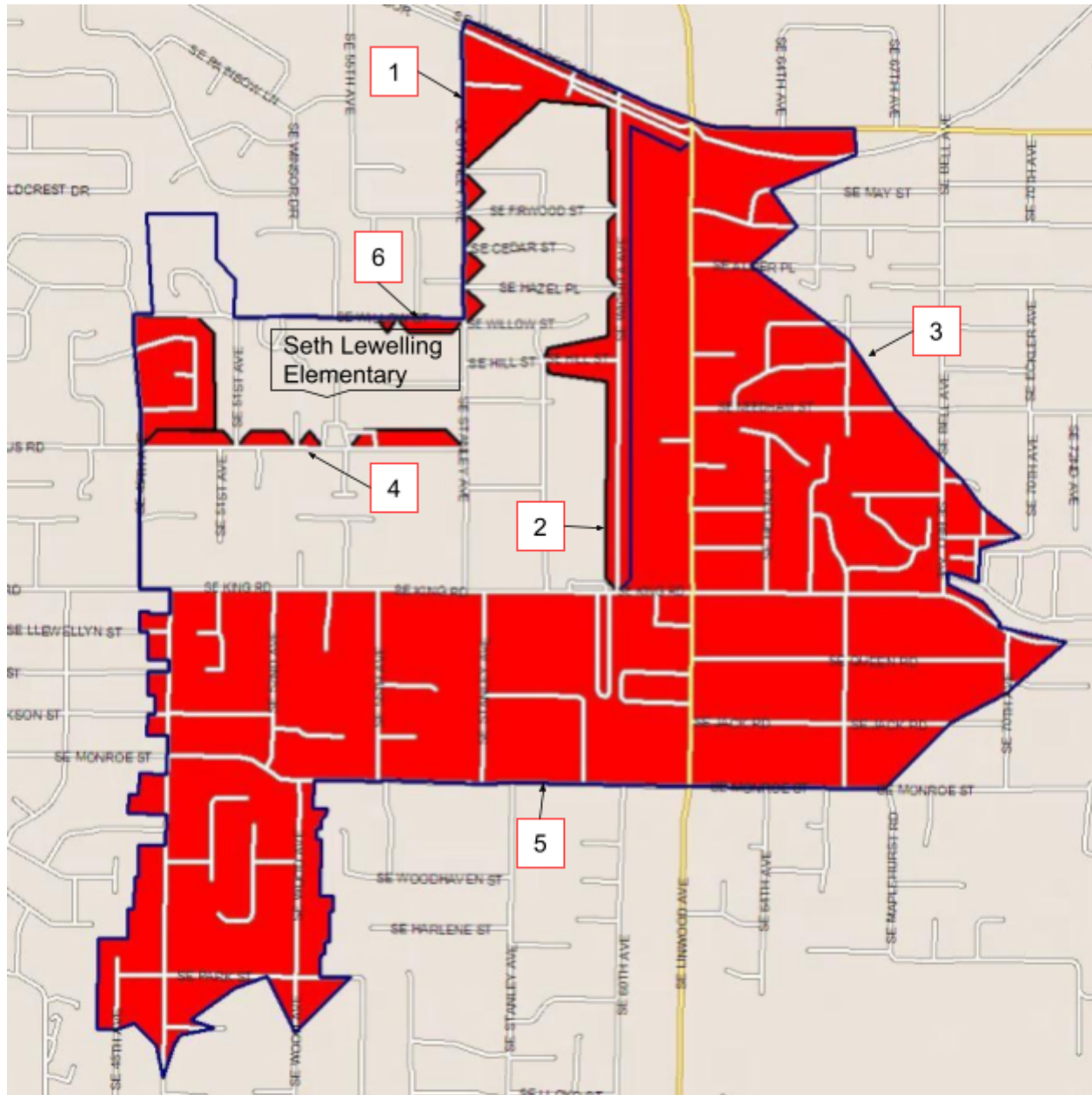
1. Hazard area - Unsafe to cross SE McLoughlin Blvd. and Hwy 224
2. Hazard area eliminated with SE Lake Rd. improvements
3. Hazard area - Unsafe to walk along SE Oatfield Rd. south of SE Guilford Dr.
4. Hazard area - Unsafe to cross railroad tracks
5. Hazard area - Unsafe to walk along SE 37th St. from SE Lake Rd. to SE Edison St.
6. Hazard area - Unsafe to walk on the north side of SE Lake Rd. between Rowe access and SE Guilford Dr.

Milwaukie El Puente Elementary:



1. Hazard area - Unsafe to cross SE McLoughlin Blvd. and Hwy 224
2. Hazard area eliminated with SE Lake Rd. improvements
3. Hazard area - Unsafe to walk along SE Oatfield Rd. south of SE Guilford Dr.
4. Hazard area - Unsafe to cross railroad tracks
5. Hazard area - Unsafe to walk along SE 37th St. from SE Lake Rd. to SE Edison St.
6. Hazard area - Unsafe to walk on the north side of SE Lake Rd. between Rowe access and SE Guilford Dr.

Seth Lewelling Elementary:

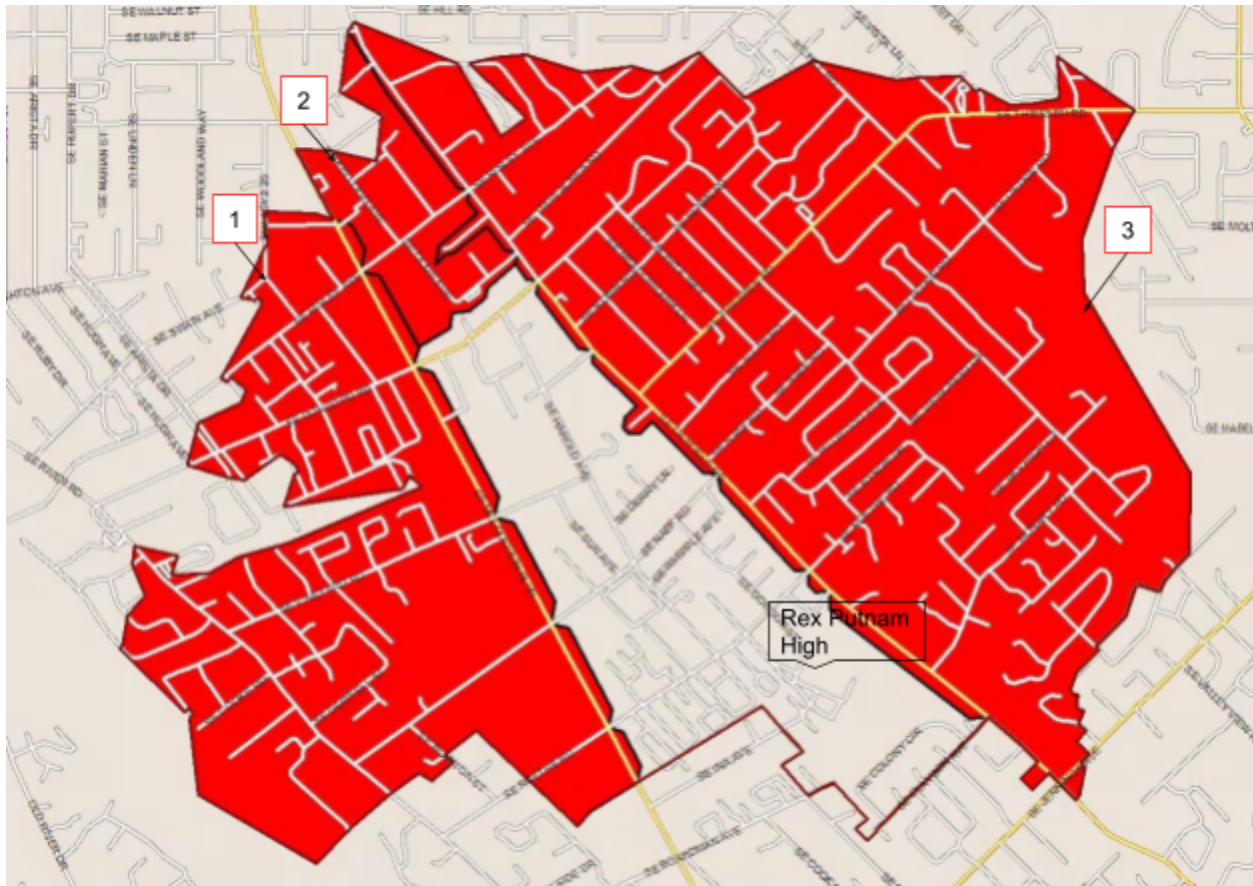


1. Hazard area - Unsafe to walk on SE Stanley Ave. north of SE Firwood St.
2. Hazard area - Unsafe to walk on SE Wichita Ave.
3. Hazard area - Unsafe to walk along or cross SE Linwood Ave.
4. Hazard area - Unsafe to walk on the north side of SE Logus Rd.
5. Hazard area - Unsafe to cross SE King Rd.
6. Hazard area - Unsafe to walk along SE Willow St.
7. Hazard area - Unsafe to walk along SE 49th Ave. between SE Logus Rd. and SE Rockwood St.

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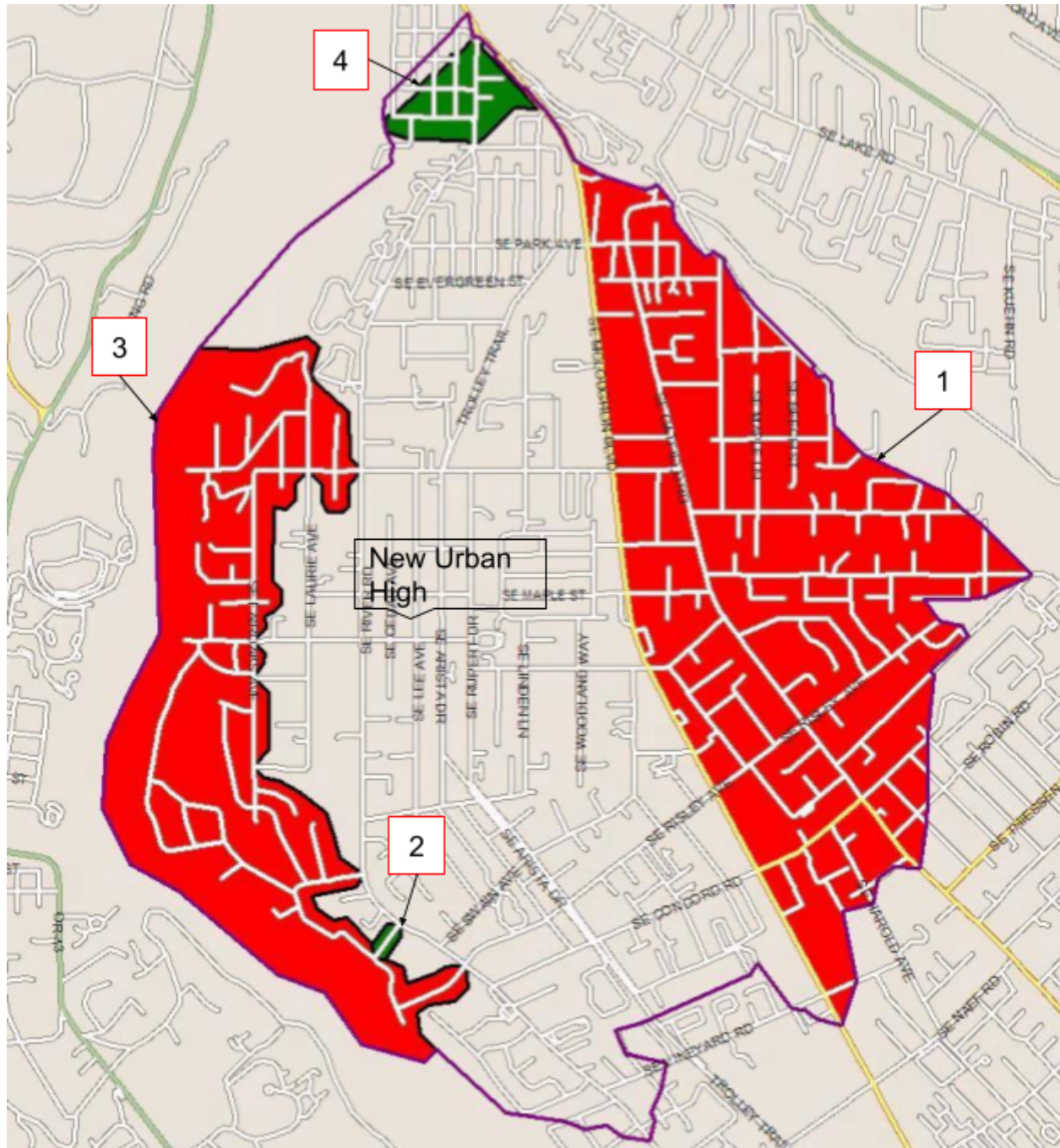
Putnam High & associated feeder schools

Putnam High:



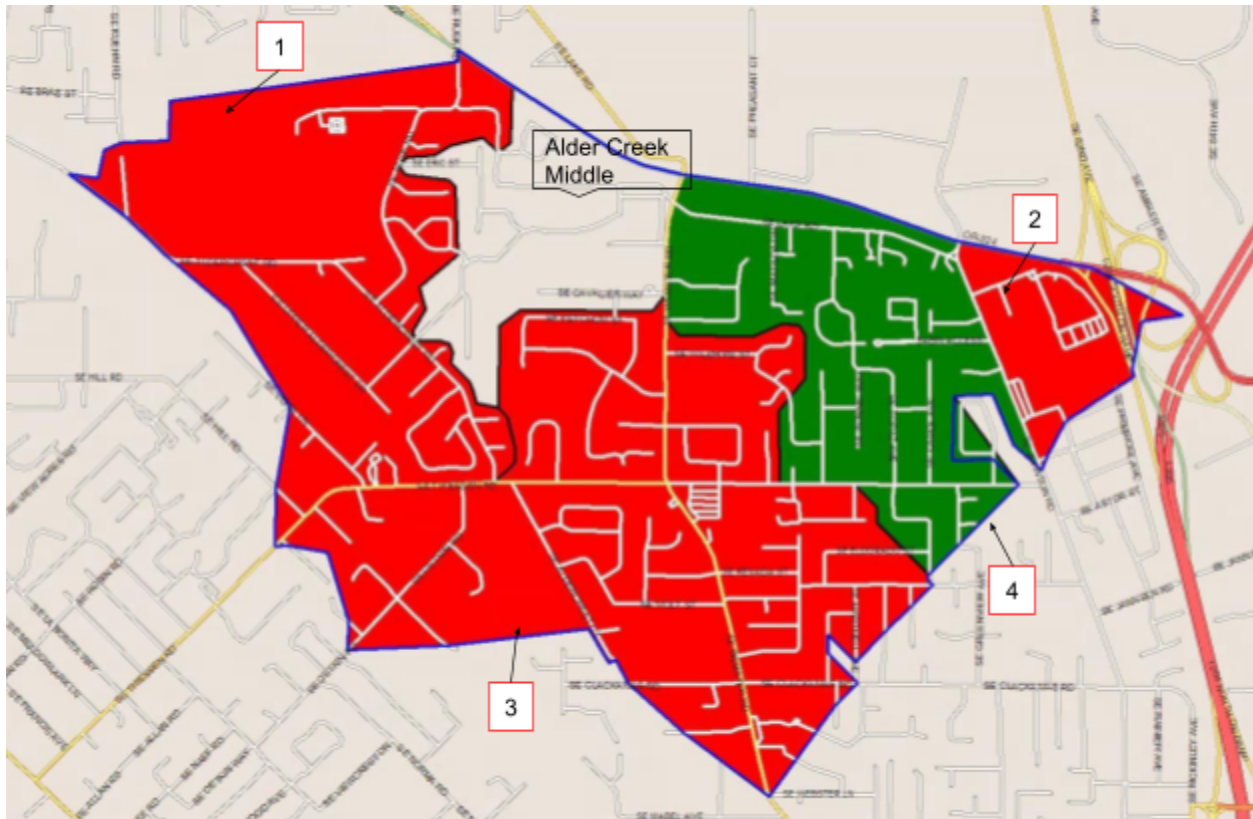
1. Hazard area - Unsafe to walk along or cross SE McLoughlin Blvd.
2. Hazard area - Unsafe to walk along SE Oatfield Rd.
3. Hazard area - Unsafe to walk along or cross SE Oatfield Rd.

New Urban High:



1. Hazard area - Unsafe to walk along or cross SE McLoughlin Blvd.
2. Hazard area eliminated as buses can't access SE Oak Shore Ln.
3. Hazard area - - Unsafe to walk along SE Courtney Ave. west of SE Laurie Ave., along SE Fair Oaks Ave., and SE River Forest Rd.
4. Hazard area eliminated with River Road and SE 22nd Ave. SAFE improvements.

Alder Creek Middle:

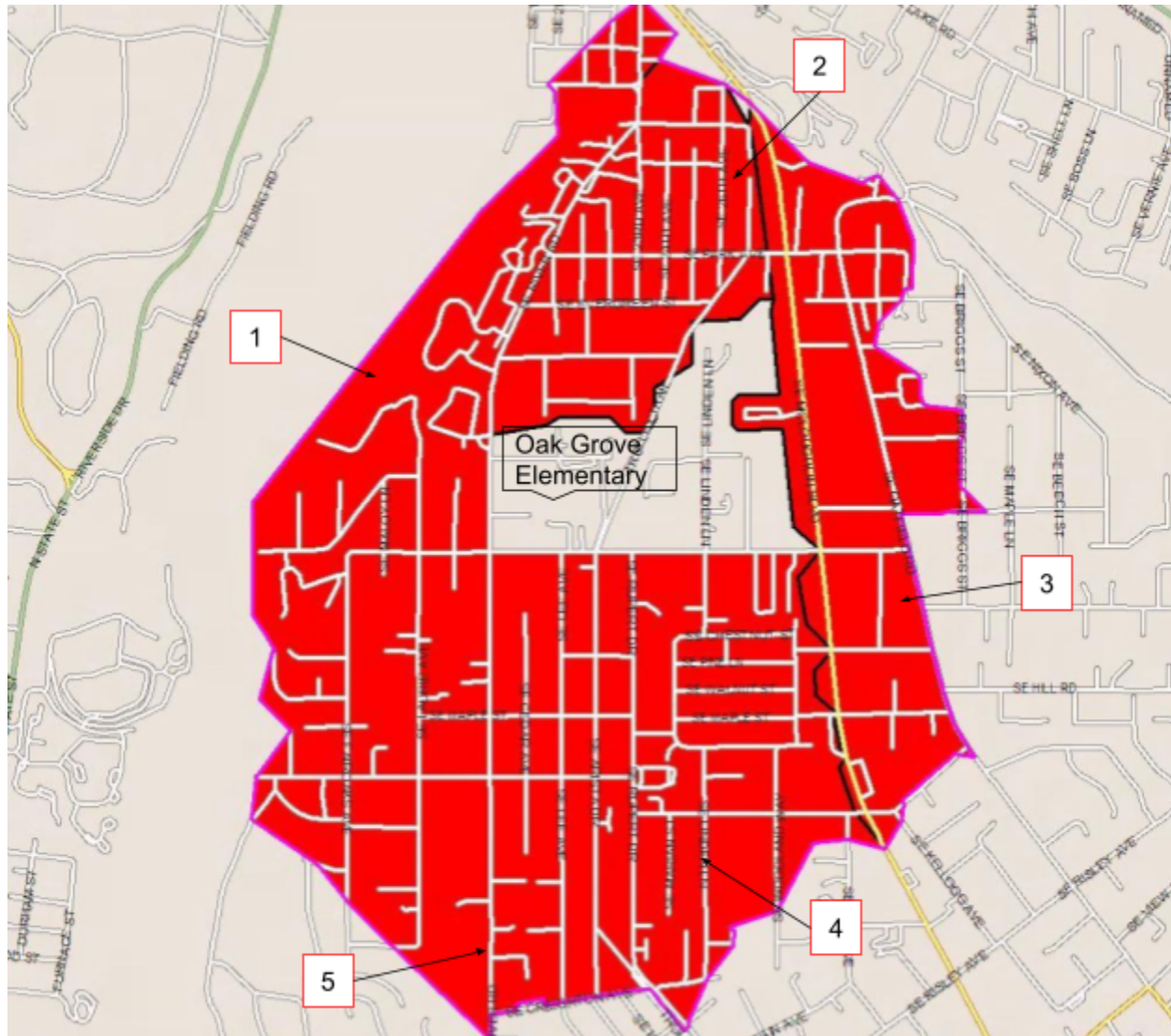


1. Hazard area - Unsafe to walk along SE Rusk Rd. and SE Aldercrest Rd.
2. Hazard area - Unsafe to cross SE Johnson Rd. near Hwy. 224
3. Hazard area - Unsafe to walk along SE Webster Rd. south of SE Cavalier St. and along SE Thiessen Rd.
4. Hazard eliminated with lighted crosswalks and improvements on SE Webster Rd.

[illegible]

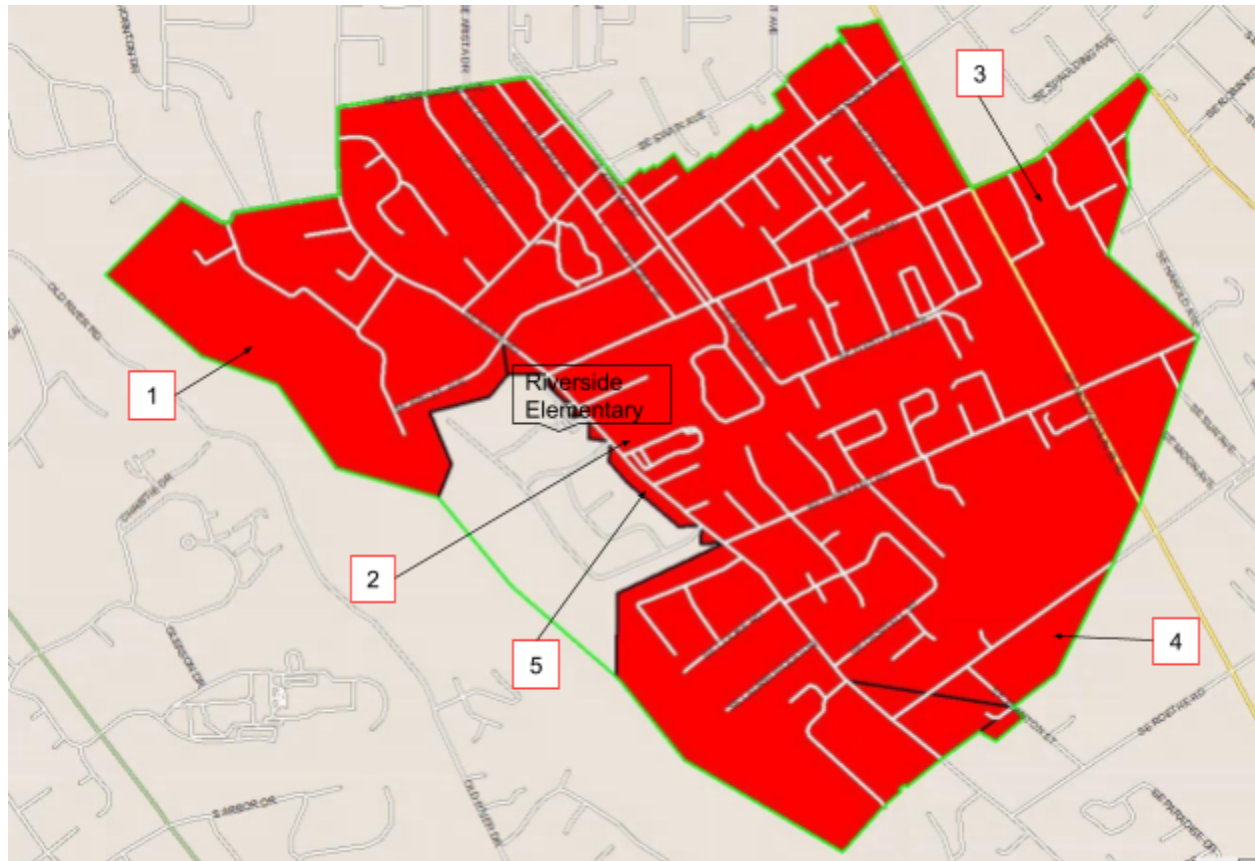
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Oak Grove Elementary:



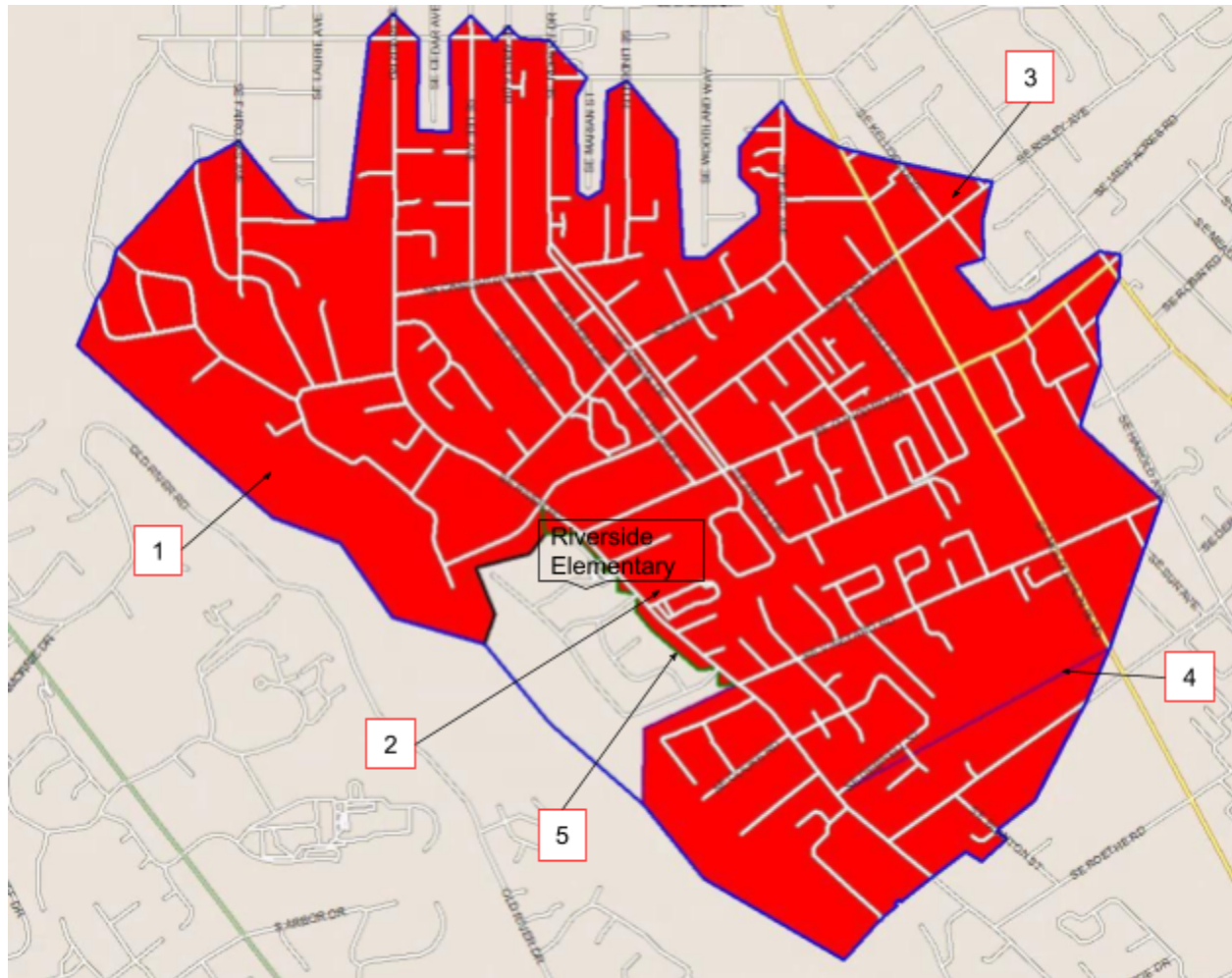
1. Hazard area - Unsafe to walk along SE River Rd.
2. Hazard area - Unsafe to walk along SE River Rd. and secluded areas along the Trolley Trail.
3. Hazard area - Unsafe to walk along or cross SE McLoughlin Blvd.
4. Hazard area - (Funneling Amendment) Only one place to safely cross SE Courtney Ave.
5. Hazard area - Unsafe to walk along west side of SE Linden Ln. Additional funneling amendment area

Riverside Elementary:



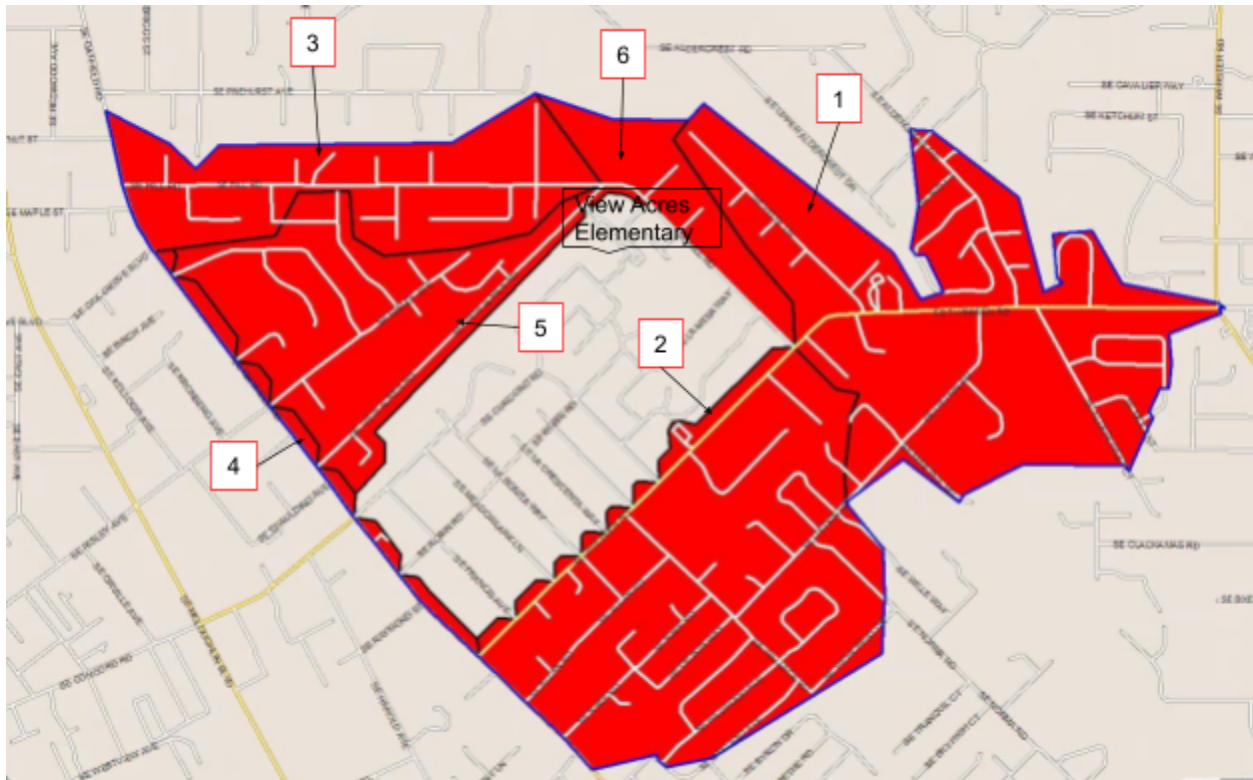
1. Hazard area - Unsafe to walk along SE River Rd. south of SE Creighton Ave.
2. Hazard area - Unsafe to walk along SE Concord Rd. between SE River Rd. and SE Arista Dr.
3. Hazard area - Unsafe to walk along or cross SE McLoughlin Blvd.
4. Hazard area - Unsafe to walk along SE River Rd. south of SE Vineyard Rd. and SE Vineyard Wy.
5. Hazard area - Unsafe to walk along the west side of SE River Rd. from SE Risley Ave. to SE Vineyard Rd.

Riverside Elementary (Bilingual Program):



1. Hazard area - Unsafe to walk along SE River Rd. south of SE Creighton Ave.
2. Hazard area - Unsafe to walk along SE Concord Rd. between SE River Rd. and SE Arista Dr.
3. Hazard area - Unsafe to walk along or cross SE McLoughlin Blvd.
4. Hazard area - Unsafe to walk along SE River Rd. south of SE Vineyard Rd. and SE Vineyard Wy.
5. Hazard area - Unsafe to walk along the west side of SE River Rd. from SE Risley Ave. to SE Vineyard Rd.

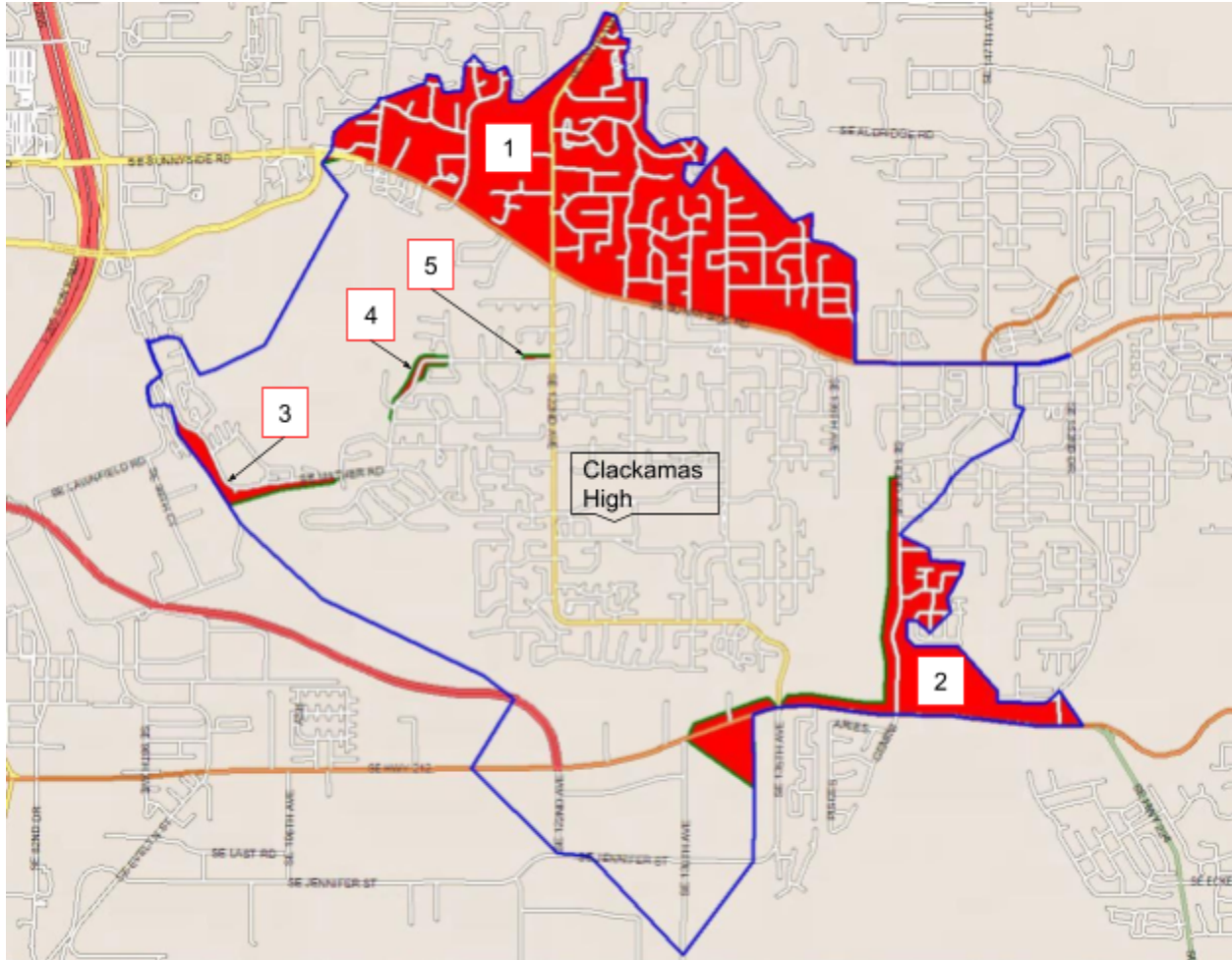
View Acres Elementary:



1. Hazard area - Unsafe to walk along SE Thiessen Rd.
2. Hazard area - Unsafe to walk along SE Thiessen Rd.
3. Hazard area - Unsafe to walk along SE Hill Rd. west of SE View Acres Rd.
4. Hazard area - Unsafe to walk along SE Oatfield Rd.
5. Hazard area - Unsafe to walk along SE View Acres Rd.
6. Hazard area - Unsafe to walk along northeast side of SE Hill Rd.

Clackamas High & associated feeder schools

Clackamas High:



1. Hazard area - Unsafe to cross SE Sunnyside Rd.
2. Hazard area - Unsafe to walk along or cross Hwy 212/224
3. Hazard area - Unsafe to walk along the south and west sides of SE Mather Rd.
4. Hazard area - Unsafe to walk along designated stretch of SE Mather Rd.
5. Hazard area - Unsafe to walk along designated stretch of SE Mather Rd. due to **culvert**. Students may cross to the other side of SE Mather Rd. to avoid this section.

[illegible]

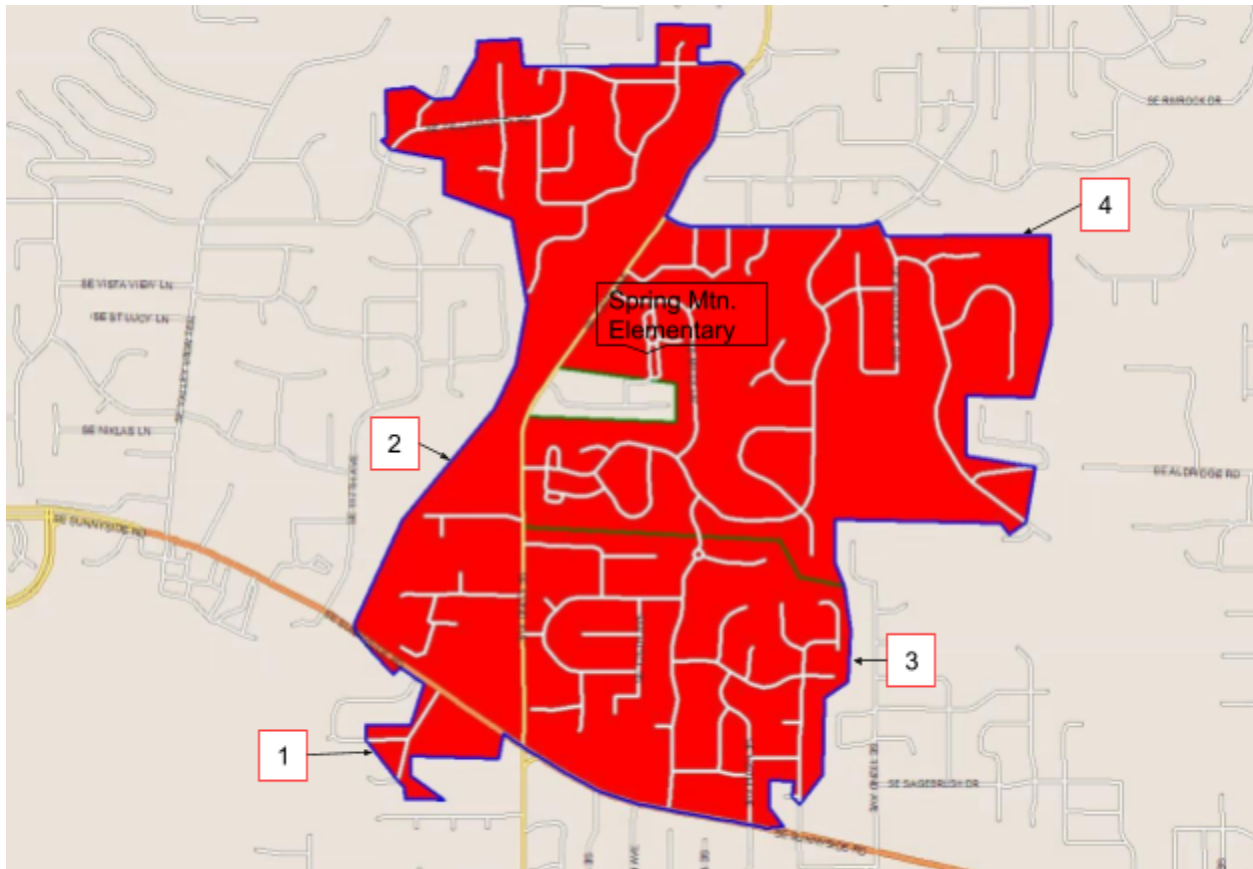
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The map displays the service area for Oregon Trail Elementary. Three specific regions are highlighted in red and labeled with white numbers: Region 1 is located in the southeast, Region 2 is a small area in the center, and Region 3 is a large area in the west. A blue line delineates the overall school boundary. The map shows a network of streets, with major roads like SE Hawthorne St and SE Alameda St running horizontally. A yellow line is visible in the bottom left corner.

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Spring Mountain Elementary:



1. Hazard area - Unsafe to cross SE Sunnyside Rd.
2. Hazard area - Unsafe to cross SE 129th Ave.
3. Hazard area - The steepness of the hills makes it unsafe to walk to school
4. Hazard area - The steepness of the hills makes it unsafe to walk to school

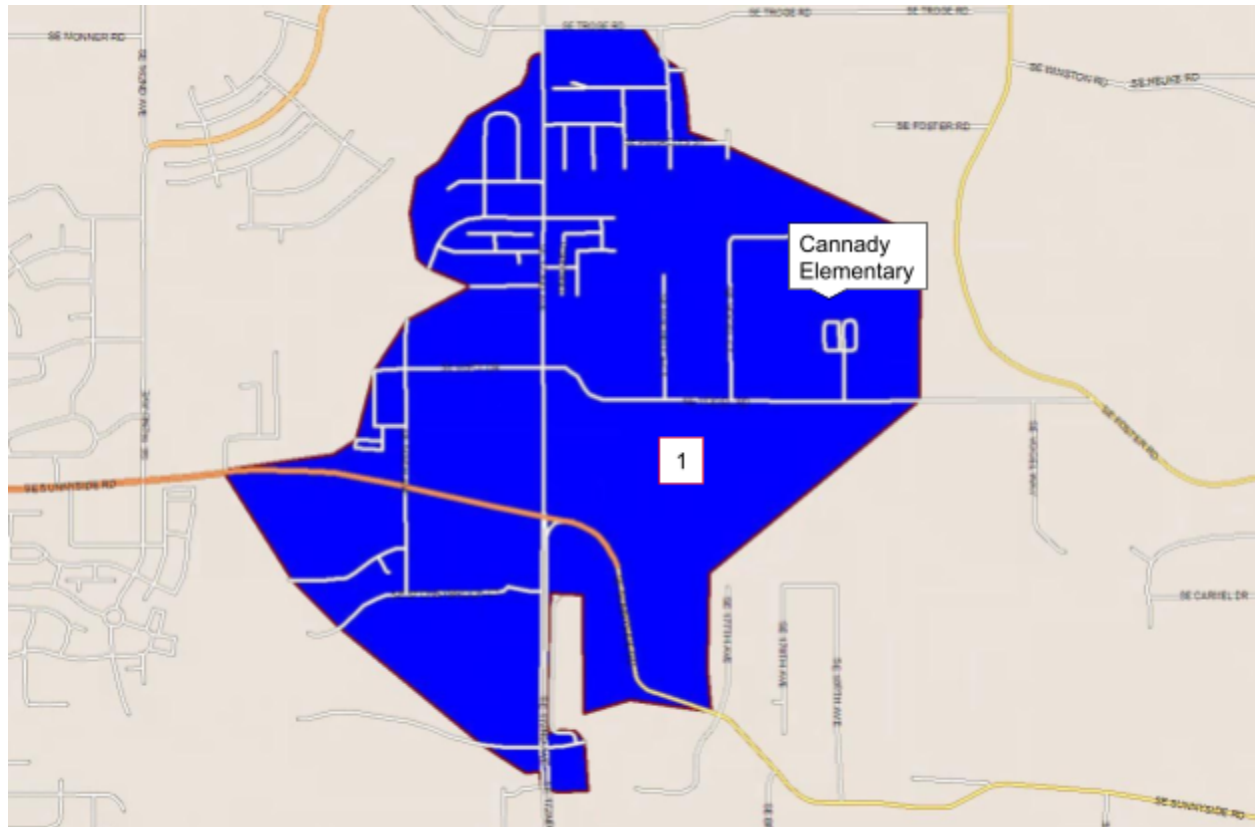
The map displays the Sunnyside Elementary School District with three proposed school sites highlighted in red. Site 1 is a large area on the left side of the map. Site 2 is a small area at the bottom center. Site 3 is a small area in the center. A yellow line runs vertically through the map, and a purple line runs horizontally across the top. A label 'Sunnyside Elementary' is in the top right. Street names like 'SE 14TH AVE', 'SE 15TH AVE', and 'SE 16TH AVE' are visible.

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A map of the Happy Valley Middle School service area, outlined in blue. The map shows various streets and six specific areas highlighted in red, each labeled with a number in a white box: 1 (bottom left), 2 (top left), 3 (center top), 4 (top right), 5 (middle right), and 6 (bottom right). A label "Happy Valley Middle" points to the central part of the service area. Street names visible include SE LUCILLE ST, SE 13TH AVE, SE 14TH AVE, SE 15TH AVE, SE 16TH AVE, SE 17TH AVE, SE 18TH AVE, SE 19TH AVE, SE 20TH AVE, SE 21ST AVE, SE 22ND AVE, SE 23RD AVE, SE 24TH AVE, SE 25TH AVE, SE 26TH AVE, SE 27TH AVE, SE 28TH AVE, SE 29TH AVE, SE 30TH AVE, SE 31ST AVE, SE 32ND AVE, SE 33RD AVE, SE 34TH AVE, SE 35TH AVE, SE 36TH AVE, SE 37TH AVE, SE 38TH AVE, SE 39TH AVE, SE 40TH AVE, SE 41ST AVE, SE 42ND AVE, SE 43RD AVE, SE 44TH AVE, SE 45TH AVE, SE 46TH AVE, SE 47TH AVE, SE 48TH AVE, SE 49TH AVE, SE 50TH AVE, SE 51ST AVE, SE 52ND AVE, SE 53RD AVE, SE 54TH AVE, SE 55TH AVE, SE 56TH AVE, SE 57TH AVE, SE 58TH AVE, SE 59TH AVE, SE 60TH AVE, SE 61ST AVE, SE 62ND AVE, SE 63RD AVE, SE 64TH AVE, SE 65TH AVE, SE 66TH AVE, SE 67TH AVE, SE 68TH AVE, SE 69TH AVE, SE 70TH AVE, SE 71ST AVE, SE 72ND AVE, SE 73RD AVE, SE 74TH AVE, SE 75TH AVE, SE 76TH AVE, SE 77TH AVE, SE 78TH AVE, SE 79TH AVE, SE 80TH AVE, SE 81ST AVE, SE 82ND AVE, SE 83RD AVE, SE 84TH AVE, SE 85TH AVE, SE 86TH 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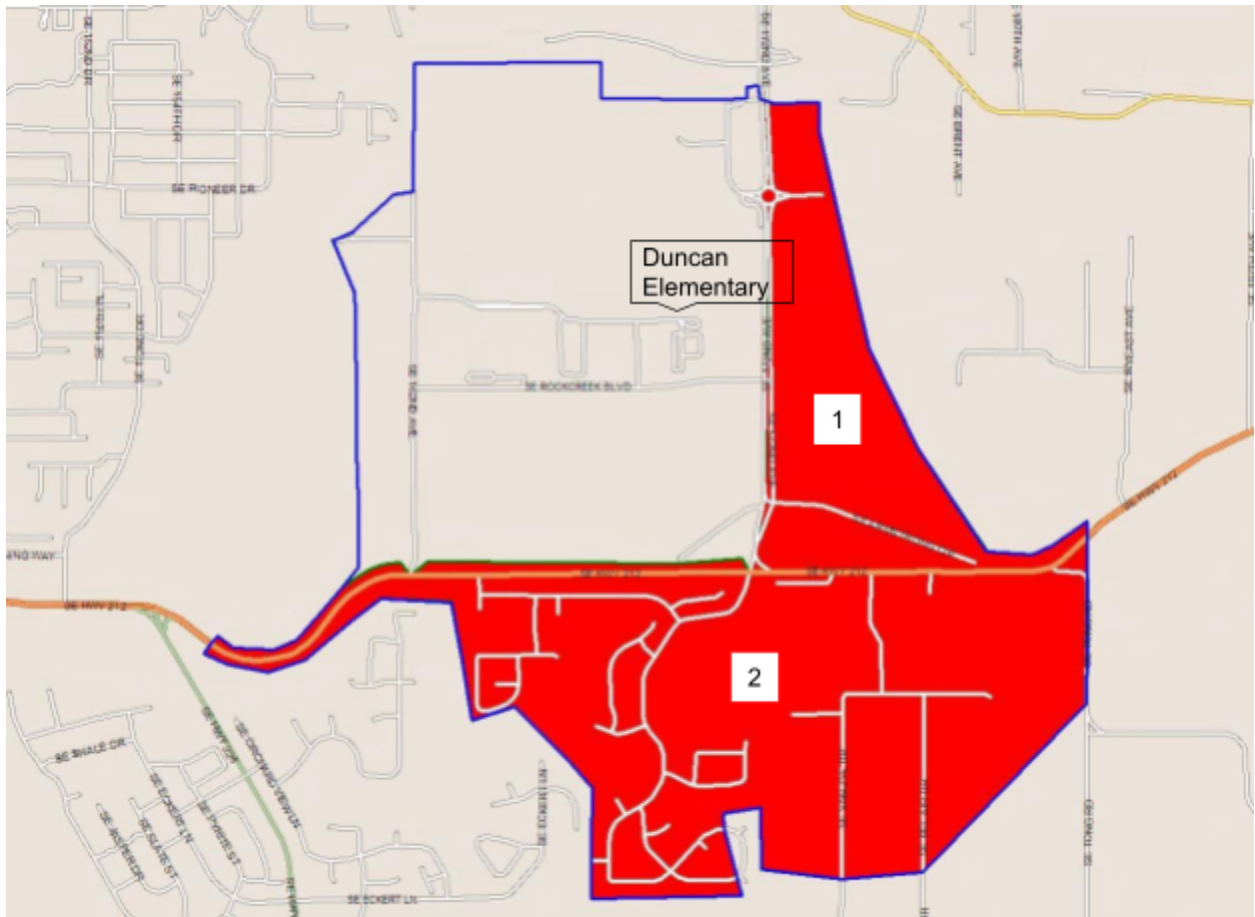
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Cannady Elementary:



1. **Hazard area - Unsafe to walk along SE Vogel Rd.** - this effectively makes all students within the attendance boundary eligible for transportation.

Duncan Elementary:

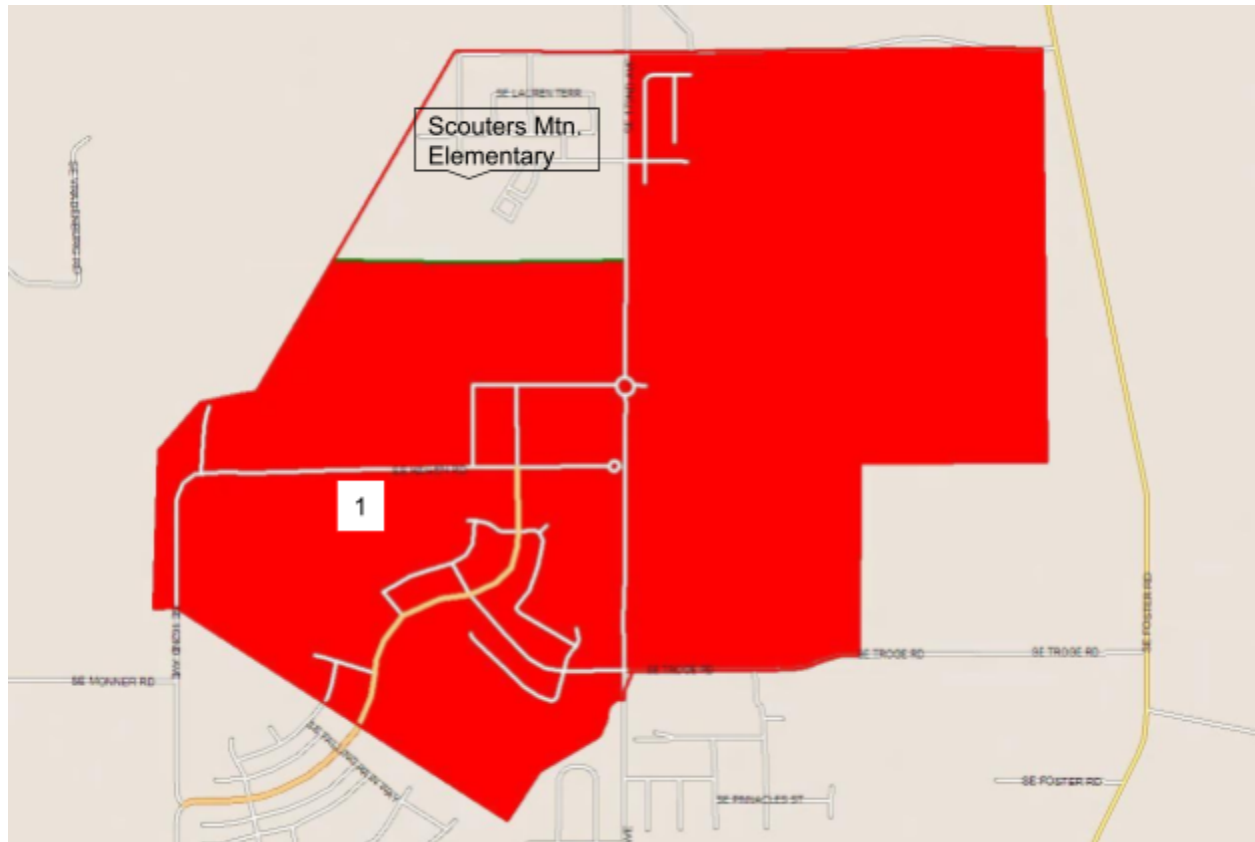


1. Hazard area - Unsafe to cross SE 172nd Ave.
2. Hazard area - Unsafe to walk along or cross Hwy 212

A map of the Happy Valley Elementary service area, which is highlighted in red. The map shows a network of streets, with major roads like SE 16th Ave and SE 17th Ave running vertically. Five specific regions within the service area are numbered 1 through 5 in red boxes. Region 1 is a large area in the lower-left. Region 2 is a large area in the upper-left. Region 3 is a large area in the upper-middle. Region 4 is a small area in the upper-right. Region 5 is a large area in the lower-right. The text 'Happy Valley Elementary' is written in a black box in the center of the map.

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Scouters Mountain Elementary:



1. Hazard area - Unsafe to walk along or cross SE 172nd Ave.