

Weston, Oregon | June 2018

Weston School Campus Accessibility Improvement Plan



Weston School Campus Accessibility Improvement Plan

Weston, Oregon

Prepared For:

City of Weston

Athena-Weston School District

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The contents of this document do not necessarily reflect views or policies of the State of Oregon.

Project No. 21680.00

June 2018

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PREFACE

The Weston School Campus Accessibility Improvement Plan was guided by the Project Management Team (PMT) made up of City of Weston and Athena-Weston School District staff and representatives with input from the Oregon Department of Transportation (ODOT) and the Oregon Department of Land Conservation and Development (DLCD).

The PMT devoted a substantial amount of time and effort to the development of the Weston School Campus Accessibility Improvement Plan, and their participation was instrumental in the development of this document.

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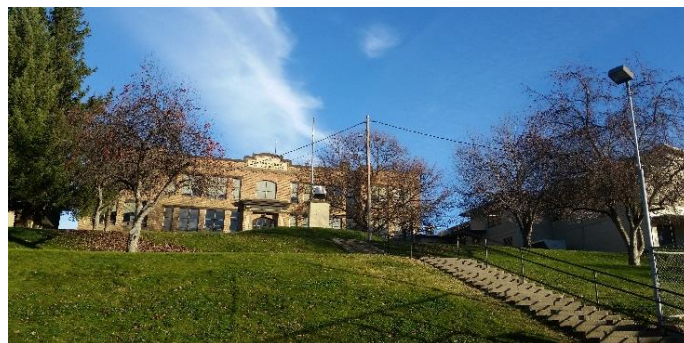
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Section 1 Introduction

INTRODUCTION

The Athena-Weston School District is preparing to renovate Weston Middle School using local bond funds. The renovation's primary focus is to upgrade the school building, including Americans with Disabilities Act (ADA) improvements. In addition to the renovation improvements (herein referred to as "the bond project"), there may also exist opportunities to improve multimodal access to the larger school



campus as part of follow-up work. These opportunities are in line with the City of Weston's Transportation System Plan (TSP), which identifies improved access to Weston Middle School as a high-priority desire of the community.

The following Weston School Campus Accessibility Improvement Plan has been completed in response to the potential opportunities created by the bond project. It identifies projects to improve multimodal access to the school, as well as a discussion of potential project contingencies pending the outcome of the bond project's construction. The project study area is shown in Figure 1.

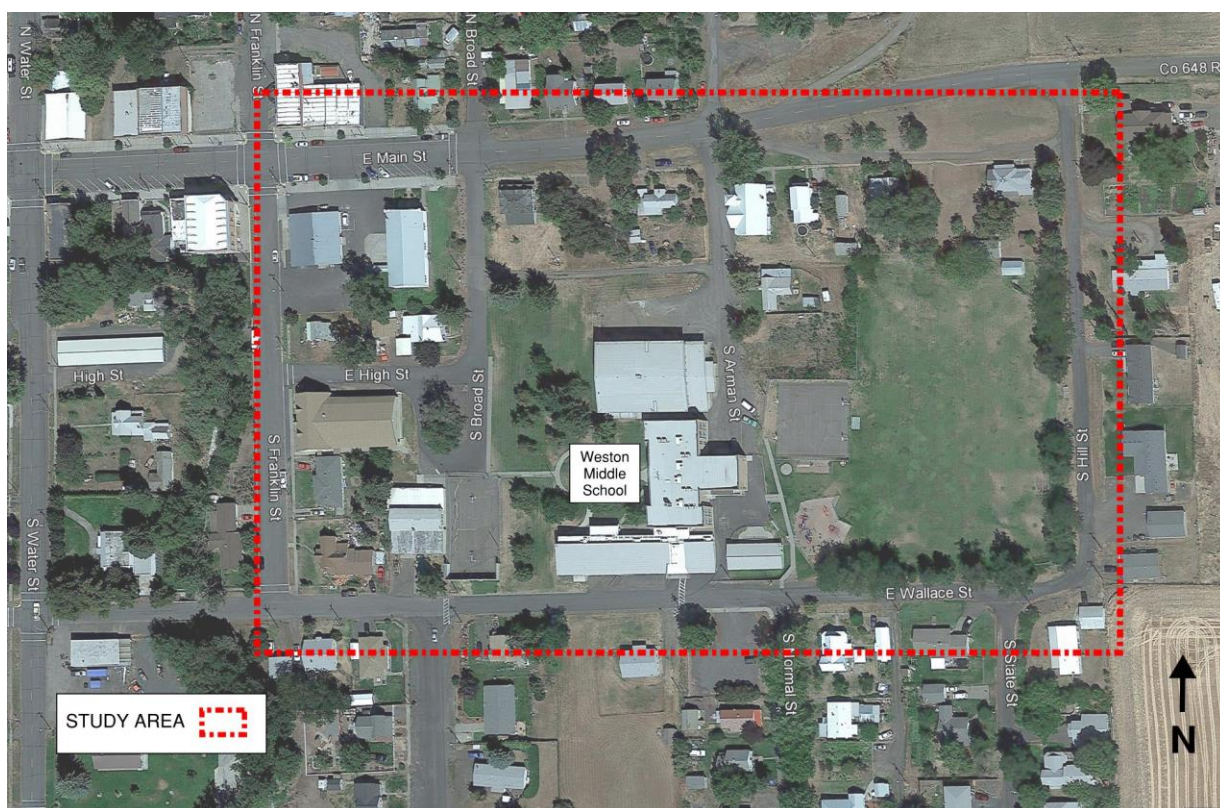


Figure 1 Project Study Area

PROJECT OBJECTIVES

The goal of the Weston School Campus Accessibility Improvement Plan project is to identify projects that will improve multimodal accessibility to and from the Weston Middle School campus within the project study area. The plan was guided by the following objectives:

- A. Address multi-modal site circulation and accessibility issues on the campus.
- B. Identify ADA accessibility barriers and solutions associated with campus access from the adjacent public street network.
- C. Determine transportation improvements needed in the study area to improve Safe Routes to School for the campus.

These objectives have been met by considering the following improvements:

- Identifying multimodal facilities and connections, including continuous sidewalks and bike facilities to and from the school campus (focused on streets in the study area)
- Options for improving the flow of bus and student drop-off/pick-up traffic
- Options for redesigning the school parking areas
- Designation of formal student drop-off and pick-up location(s)
- Improved accessibility and connectivity between campus levels

PLAN DEVELOPMENT

Engagement with project stakeholders and the public was sought at regular intervals throughout the project. Public input was obtained via meetings with school and City staff, city and school district officials, parents of school-aged children, and other community members. Figure 2 illustrates the plan development process and the key points of the project when the City, School Board, and public provided input.



**Existing Parent Drop-off/Pick-Up Zone on
Arman Street**

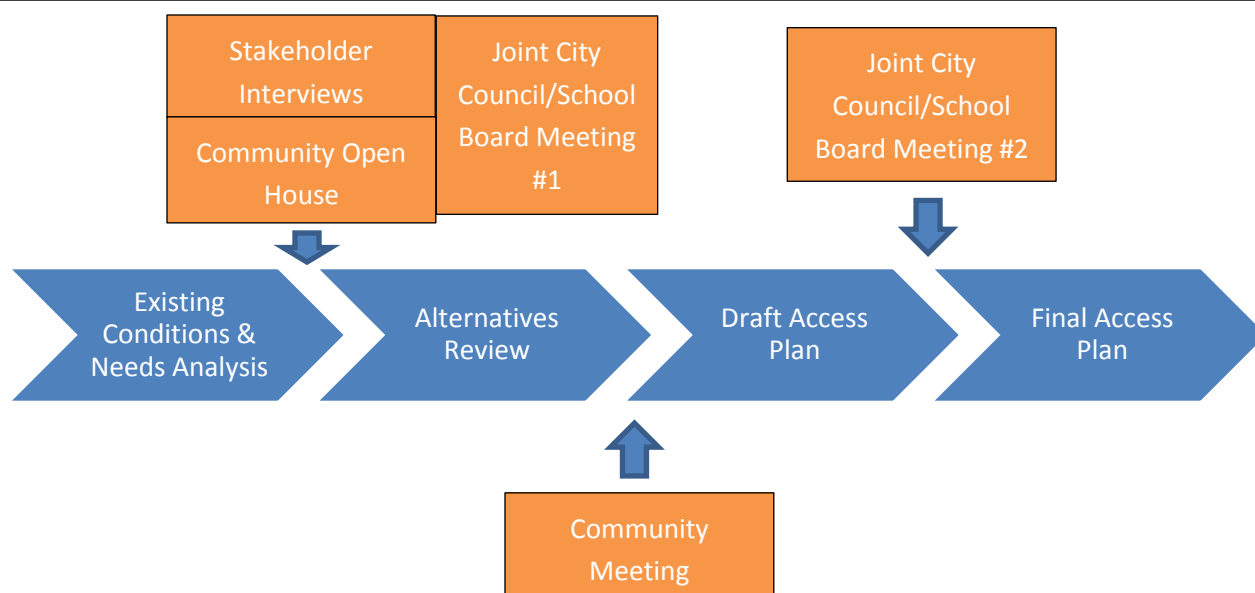


Figure 2 Plan Development Process and Community Engagement

Community Involvement

The projects in this plan reflect feedback received from the community. In order to engage school staff, parents of school-aged children, and other interested community members, the project team held stakeholder interviews and two community meetings while developing the plan.

The first round of community involvement took place in November 2017 and included stakeholder interviews, a community open house, and a joint meeting of the Athena-Weston School Board and Weston City Council. These meetings gave the public an opportunity to learn about the goals and objectives of the plan and to share their thoughts on issues that the plan should address.



February Community Meeting

The community meeting held in February 2018 presented draft project recommendations and allowed attendees the opportunity to provide input on the recommended projects, including their relative priority.

Planning and Regulatory Background

In order to establish the baseline regulatory, planning, and geographical context that the project was completed in, the project team reviewed relevant State and local plans, regulations, and guidelines and prepared a base map of the project area using available data. The summary of this review is included in Appendix A.

Section 2 Access Plan

ACCESS PLAN

The access plan includes a list of projects focused on improving multimodal accessibility to and from the Weston Middle School campus. This section describes the projects and how they were identified and prioritized. Also included in this section is a list of potential funding sources for project implementation and a contingency plan.

PROJECT IDENTIFICATION AND ASSESSMENT

The project team identified an initial set of multimodal improvement projects based on findings from the November 2017 community visit. This visit included site observations during drop-off and pick-up times, stakeholder interviews, a community open house, coordination with the project team working on the bond project, and projects from the current Weston Transportation System Plan (TSP). These projects were summarized in a memorandum and reviewed by the project management team (PMT). Appendix B contains the final version of this memorandum.

The project team revised the draft projects based on PMT feedback and then presented them to the community at an open house held in February 2018 at Weston Middle School. Meeting attendees provided feedback on the proposed projects, as well their input on the relative priority of the projects.

Project	Description	PLACE STICKER HERE
A. Wallace Street Sidewalk	Build a sidewalk along the north side of Wallace Street from Franklin Street to Broad Street.	•••••
B. High Street Sidewalk	Build a sidewalk along the south side of High Street from Franklin Street to Broad Street.	
C. Arman Street Sidewalk	Build a sidewalk along the west side of Arman Street from Main Street to the gym.	••
D. Arman Street/Main Street Crosswalk	Provide a crosswalk across Main Street on the west side of Arman Street.	
E. Normal Street/Wallace Street Crosswalk	Provide a crosswalk across Wallace Street on the west side of the Normal Street intersection. Potentially eliminate the existing Wallace Street crosswalk 100 feet to the west of the proposed location.	••
F. Wallace Street Sidewalk	Build a sidewalk along the north side of Wallace Street from Broad Street to the western end of Project #2.	•••••
G. Wallace Street/Broad Street Intersection Improvements	Provide an actuated pedestrian beacon at this crossing that flashes in both directions.	•••••
H. High Street One-Way Conversion	Convert High Street into a one-way street for eastbound traffic from Franklin Street to Broad Street.	
I. Broad Street Sidewalk	Build a sidewalk along the west side of Broad Street from High Street to Main Street. Provide a crosswalk from existing Broad Street sidewalk.	
J. Main Street /Broad Street Intersection Improvements	Install a pedestrian-activated crossing device to assist pedestrians crossing Main Street at Broad Street. Provide a crosswalk across Broad Street on the south side of Main Street.	••
K. Main Street Sidewalk	Reconstruct or rehabilitate existing sidewalk on the south side of Main Street from Broad Street to Arman Street.	

Sticker Voting Board for Potential Projects from February Community Meeting

PROJECTS

The project team revised the draft projects based on feedback received from the February Community Meeting and then prioritized the projects based on feedback from the community, ease of implementation, and likelihood of use. Table 1 summarizes this final set of projects and Figure 3 illustrates their locations. Close-up views of the projects are shown in Appendix C.

Table 1 describes each project, its purpose, source, priority-level, and potential implementation challenges. Planning-level cost-estimates have been prepared to illustrate the general order of magnitude cost for each project. The planning-level cost estimates include material costs, construction labor, engineering services, and contingencies, but they do not include right-of-way costs. As such, these

estimates are for planning purposes only and will require further refinement upon any future implementation effort. This list of projects also includes those projects identified in the City's TSP².

Table 1 Summary of Potential Projects

Project (Letter on Figure 3)	Project Source	Priority Level	Estimated Cost	Description	Purpose/Benefit	Potential Challenges
Wallace Street Sidewalk (A)	TSP	High	\$51,000	Build a sidewalk along the north side of Wallace Street from Franklin Street to Broad Street.	To provide students a place to walk to school on a street adjacent to Weston Middle School. Current school policy is that students are not allowed to walk on Wallace Street due to lack of sidewalks.	Grading requirements in front of shop building driveway may be steep.
High Street Sidewalk (B)	TSP	Low	\$31,000	Build a sidewalk along the south side of High Street from Franklin Street to Broad Street.	To provide a complete sidewalk connection from Franklin Street to the school steps.	High Street is not in City right-of-way. Project will require acquisition/dedications. Rooftop runoff from adjacent building will need to be addressed.
Arman Street Sidewalk (C)	TSP	Low	\$47,000	Build a sidewalk along the west side of Arman Street from Main Street to the gym.	To provide students a dedicated walking environment on a street that directly connects to the school.	One property owner has built into the existing public right-of-way. Removal of physical structures and grading will be challenging. Extending the sidewalk across the gravel lot will present maintenance challenges.
Arman Street/Main Street Crosswalk (D)	New	Low	\$14,000	Provide a crosswalk across Main Street on the west side of Arman Street.	Provide a crossing for students accessing the school from the north side of Main Street.	
Normal Street/Wallace Street Crosswalk (E)	New	Medium	\$20,000	Provide a crosswalk across Wallace Street on the west side of the Normal Street intersection. Potentially eliminate the existing Wallace Street crosswalk 100 feet to the west of the proposed location.	Provide a crossing for students accessing the school from Normal Street and from the existing parking lot. Provides direct access to new bus drop-off. This area is flatter than the existing crossing location across Wallace Street.	Existing crosswalk aligns with school entrance, relocated entrance will be uphill. ADA considerations will need to be accounted for in the design.
Wallace Street Sidewalk (F)	New	High	\$35,000	Build a sidewalk along the north side of Wallace Street from Broad Street to the southwest corner of the school's main building.	Provide students a place to walk to directly access school. Provide a connection to the proposed bus drop-off area. Current school policy is that students are not allowed to walk on Wallace Street due to lack of sidewalks.	Roadway has a steep grade. Retaining wall (and possibly stairs to cafeteria) will be required near the school. Utility pole relocation likely required.

²The TSP projects have been modified slightly in the table to reflect planned changes based on the bond project and the project team's site visit. The bond projects have been approved for implementation, but they may be modified slightly during the bid process in March 2018. The project team will continue to coordinate with the bond project team to ensure any changes made during that process are reflected in this project.

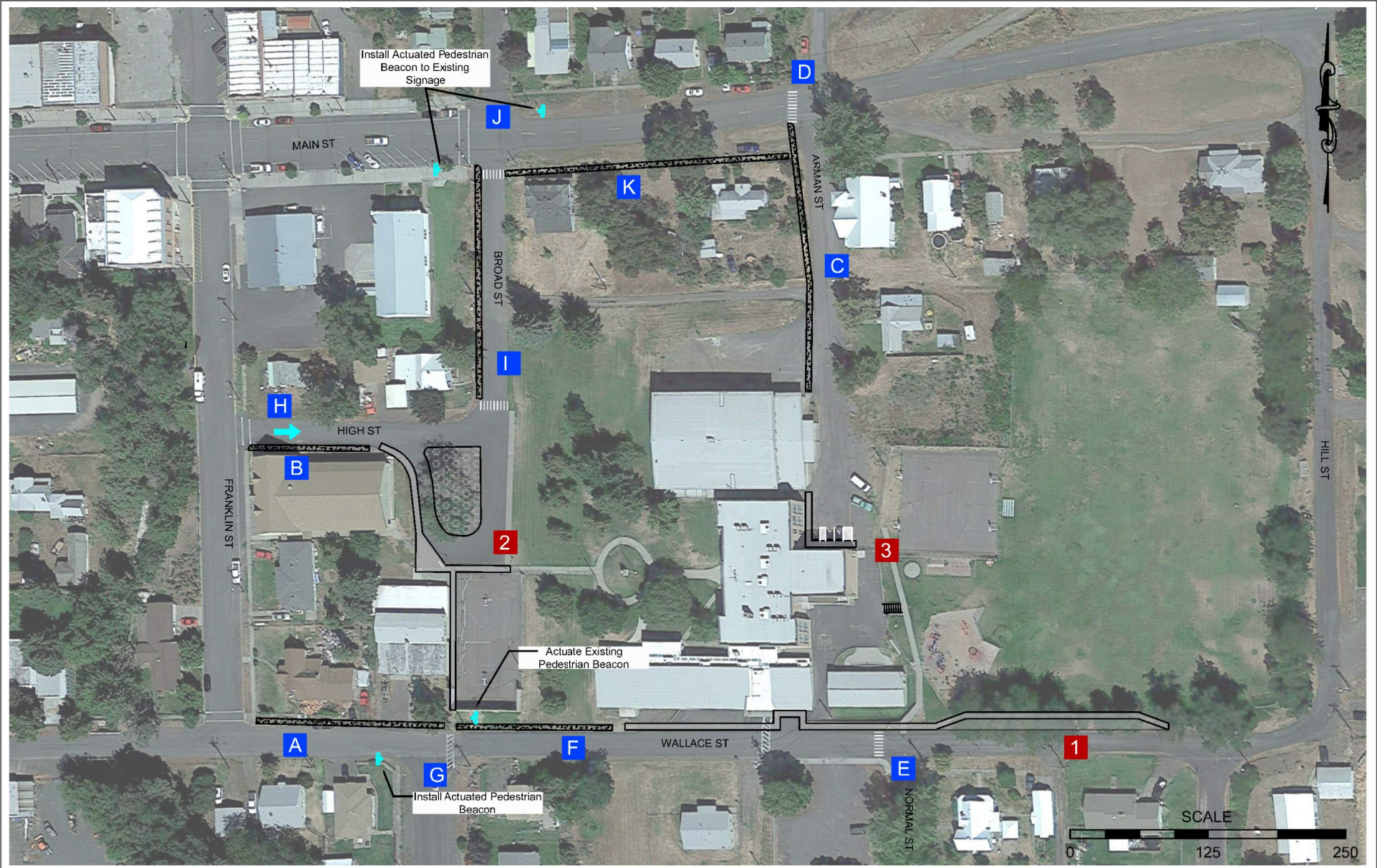
Project (Letter on Figure 3)	Project Source	Priority Level	Estimated Cost	Description	Purpose/Benefit	Potential Challenges
Wallace Street/Broad Street Intersection Improvements (G)	TSP	High	\$25,500 (with wall removal) \$21,000 (with curb bulb-outs)	Provide an actuated pedestrian beacon at this crossing that flashes in both directions and one of the following alternatives: a.) Remove part of the concrete wall surrounding the existing basketball court on the north side of Wallace Street across from Broad Street, or b.) construct curb bulb-outs on the north side of the intersection into Wallace Street.	Beacon: To alert people driving that someone is about to cross. This is one of the more well-used crossings to and from the school and visibility is limited. Concrete wall or bulb-outs: To increase visibility of students approaching the intersection.	
High Street One-Way Conversion (H)	New	Low	<\$10,000	Convert High Street into a one-way street for eastbound traffic from Franklin Street to Broad Street.	To reduce potential conflicts in the parent drop-off/pick-up area. Broad Street is already one-way.	High Street provides access to two other parcels.
Broad Street Sidewalk (I)	TSP	Medium	\$50,000	Build a sidewalk along the west side of Broad Street from High Street to Main Street. Provide a crosswalk from existing Broad Street sidewalk. Note: The TSP proposed a sidewalk of the same length on the east side of Broad Street; however, after further review, the west side has fewer topographic constraints and may be the easier side to build on.	To provide students a place to walk on a street directly accessing the school campus. This street is currently used for bus drop-off/pick-up and may be used for parent drop-off/pick-up.	Moving large rocks may be required. Potential impact to RV septic dump tank.
Main Street /Broad Street Intersection Improvements (J)	New	Medium	\$35,000	Install actuated pedestrian beacons on Main Street on both sides of Broad Street. Provide a crosswalk across Broad Street on the south side of Main street.	To alert drivers of pedestrian activity in an area with high vehicle and pedestrian activity	
Main Street Sidewalk (K)	New	Low	\$15,000	Reconstruct or rehabilitate existing sidewalk on the south side of Main Street from Broad Street to Arman Street.	Provide pedestrians with a place to walk on a street adjacent to the school campus. Existing sidewalk is in poor condition.	Detached sidewalk has a deep buffer and vegetation removal may be required. No survey was available to review.

Bond Projects

The approved project work associated with the bond project is shown in Figure 3. Detailed drawings of the bond projects are shown in Appendix D. The following is a brief overview of the different facets of the bond project and their corresponding number on Figure 3:

1. Construct bus drop-off/pick-up improvements on the north side of Wallace Street and build a sidewalk connecting the drop-off/pick-up area to the school cafeteria.
2. Reconstruct sidewalk from High Street to the Wallace Street/Broad Street intersection and along the northern side of the basketball court. Remove trees and pave center of current bus drop-off/pick-up area.
3. Relocate one of the two ADA stalls near the Wallace Street entrance and reconstruct the two existing stalls north of the auditorium, provide a sidewalk from ADA stalls to the gym, and rebuild the stairs to the playground area.

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- ab Potential Project
- # Bond Project

POTENTIAL CAMPUS ACCESS IMPROVEMENT PROJECTS
WESTON, OR

Figure
3

IMPLEMENTATION PLAN

A variety of sources could fund the implementation of the Weston School Accessibility Improvement Plan. This section provides an overview of the potential funding options that may be used to complete the projects. The order in which projects are implemented should be in accordance to their priority-level, unless changing circumstances dictate the need to re-prioritize projects.

Funding Sources

Table 2 identifies a list of potential grant sources for the City to consider as looks to implement projects identified in this plan.

Table 2 Potential Funding Sources for Plan Implementation

Funding Source	Description	Opportunities/Constraints
Athena-Weston Education and Resource Enhancement (AWARE) Grant	The AWARE Grant distributes private charitable donations to community service projects within the Athena-Weston School District Boundary. Recipients are chosen based on their project's potential to initiate, support, and/or enhance community livability.	The grants provide approximately \$100,000 to \$300,000 worth of funds each year. Design activities, like many of the projects identified in this plan, can be funded by the grant. The program is competitive and receives more applications than it can fund, many of which are submitted by students.
Oregon Safe Routes to School (SRTS) Infrastructure Program	The Oregon SRTS Program provides funds to build projects with-in a one-mile radius of schools to make it safer and easier for students to walk and bicycle to school.	All projects identified in this plan are in-line with the purposes and objectives of SRTS. There is typically a 40% cash match required for the funds. This may be reduced to 20% when the project is within a city of 5,000 people or less. <i>This is a new funding source that is still in the rulemaking process. Current guidance anticipates the application process occurring in the fall of 2018.</i>
Statewide Transportation Improvement Program (STIP)	The Statewide Transportation Improvement Program (STIP) is Oregon's 4-year capital improvement program. This scheduling and funding document is updated every two years. Projects included on the STIP are allocated into the five different ODOT regions. Projects are generally divided into one of two categories: "Fix-it" or "Enhance."	The current STIP (2018-2021) has been adopted by the Oregon Transportation Commission and is pending Federal Highway Administration approval. The next STIP (2021-2024) is under development Weston can apply for "Enhance" funds for projects, which encompasses a range of projects, including those that were previously under the statewide bicycle and pedestrian program. The City should work with their ODOT Region 5 local agency liaison and any appropriate statewide program directors (e.g. Bicycle and Pedestrian coordinator) in preparing an application to improve their chances of success in obtaining funds.

CONTINGENCY PLAN FOR WALLACE STREET PARKING LOT

The bond project proposes to move the bus loading zone from its current location on Broad Street on the western side of the school to Wallace Street on the southern border of the school. This is graphically illustrated in Appendix D. Appendix E contains a flyer describing the expected circulation patterns with the relocated bus drop-off/pick-up area.

Community members noted that the parents who drop-off children to take the bus to Athena may drop-off/pick-up students from the gravel lot at the top of Wallace Street, as opposed to the designated drop-off/pick-up lot on Arman Street or in the current bus loading area at the base of the stairs, because of

the Wallace Street lot's proximity to the bus loading zone. This could potentially result in conflicts between people who want to use the parking lot for longer-term parking (e.g., staff, visitors) and those who are using it for drop-off.

If the new configuration does result in conflicts, the following steps could be taken:

1. Designate the gravel parking lot on Wallace Street as the designated student pick-up/drop-off zone
2. Designate the parking lot on Arman Street as the staff parking lot
3. Change the priority of Project E to "High" to increase pedestrian safety and visibility for students crossing Wallace Street

If the gravel parking lot is designated student pick-up/drop-off zone, the parking lot's driveway should be evaluated to ensure that it can accommodate traffic entering and exiting at the same time. The parking lot should also be evaluated to ensure that cars have space to circulate within the lot.



Gravel Parking Lot on Wallace Street

Appendix A Technical Memorandum 1:
Initial Research

MEMORANDUM

Date: November 3, 2017 Project #: 21680

To: Project Management Team

From: Nick Foster, AICP; Mark Heisinger; and Matt Hughart, AICP

Project: Weston School Campus Accessibility Improvement Plan

Subject: Initial Research Memorandum

The Athena Weston School District is preparing to renovate Weston Middle School using local bond funds obtained to match a State grant. The renovation's primary focus is to better meet requirements related to the Americans with Disabilities Act (ADA). However, there may also exist opportunities to better improve multimodal access to Weston Middle School along with this renovation, if funding allows, or as part of follow-up work. The City of Weston's Transportation System Plan (TSP) identifies improving access to Weston Middle School as a high-priority desire of the community. In response to the potential opportunities created by the renovation project and the community's priorities, the Weston School Campus Accessibility Improvement Plan will look for opportunities to improve multimodal access to Weston Middle School.

In order to establish the baseline regulatory, planning, and geographical context that the project will be completed in, the project team has reviewed relevant State and local plans, regulations, and guidelines and prepared a base map of the project area using available data. This memorandum summarizes this review and includes the Project Base Map. It also describes the project objectives.

PROJECT OBJECTIVES

Generally, the goal of the project is to identify projects that will improve multimodal accessibility to and within the Weston Middle School campus within the project area, identified in the Project Base Map in Attachment "A." More specifically, the project objectives, as defined in the scope of work, are:

- A. Address multi-modal site circulation and accessibility issues on the campus.
- B. Identify barriers to, and potential solutions to, ADA access issues associated with renovation of the Weston Middle School and adjoining buildings.
- C. Determine transportation improvements needed in the Project Area to establish Safe Routes to School for the Campus.

It is expected that these objectives will be met by considering the following improvements:

- Providing multimodal facilities and connections, including continuous sidewalks and bike facilities to and from the school campus (focused on streets in the Project Area)
- Traffic circulation improvements
- Options for redesigning parking areas
- Potential parent pickup and drop-off location(s) designations
- Improved accessibility between campus levels

DOCUMENT REVIEW

The project team reviewed the following relevant plans, publications, and regulations:

- *Weston Transportation System Plan*
- *Transportation and Growth Management Program: Mission, Goals, and Objectives*
- *Parking Management Made Easy Handbook: A Guide to Managing Parking in Your Community*
- *Parking Management: A Powerful Tool to Meet Community Goals*
- *Transportation Demand Management Plans For Development*
- National Register of Historic Places Registration Form – Weston School
- Oregon Department of Land Conservation and Development: Division 12, Transportation Planning (aka, The Transportation Planning Rule)
- City of Weston Development Code

Overviews of the reviewed documents are presented as follows:

- *Weston Transportation System Plan*
 - The Weston TSP was adopted in 2015 and guides the management and implementation of transportation facilities, policies, and programs within Weston over the next 20 years. In addition, the plan provides project recommendations to be considered in future planning efforts. Significant findings and an overview of the TSP projects relevant to the Project are as follows:
 - A major emphasis of the TSP is to improve walking conditions around Weston Middle School.
 - Improving walking conditions is considered a higher priority than bicycling conditions in the TSP.
 - Table 1 summarizes the projects located within the study area of this project. A map of the project locations can be seen in Figure 1. More detailed information about these projects can be found in Attachment “B.”
 - Figure 1 also displays the existing pedestrian system in Weston. Not noted on Figure 1 or the Base Map is the existence of a pedestrian bridge on the north side of Wallace Street between Franklin Street and Water Street.

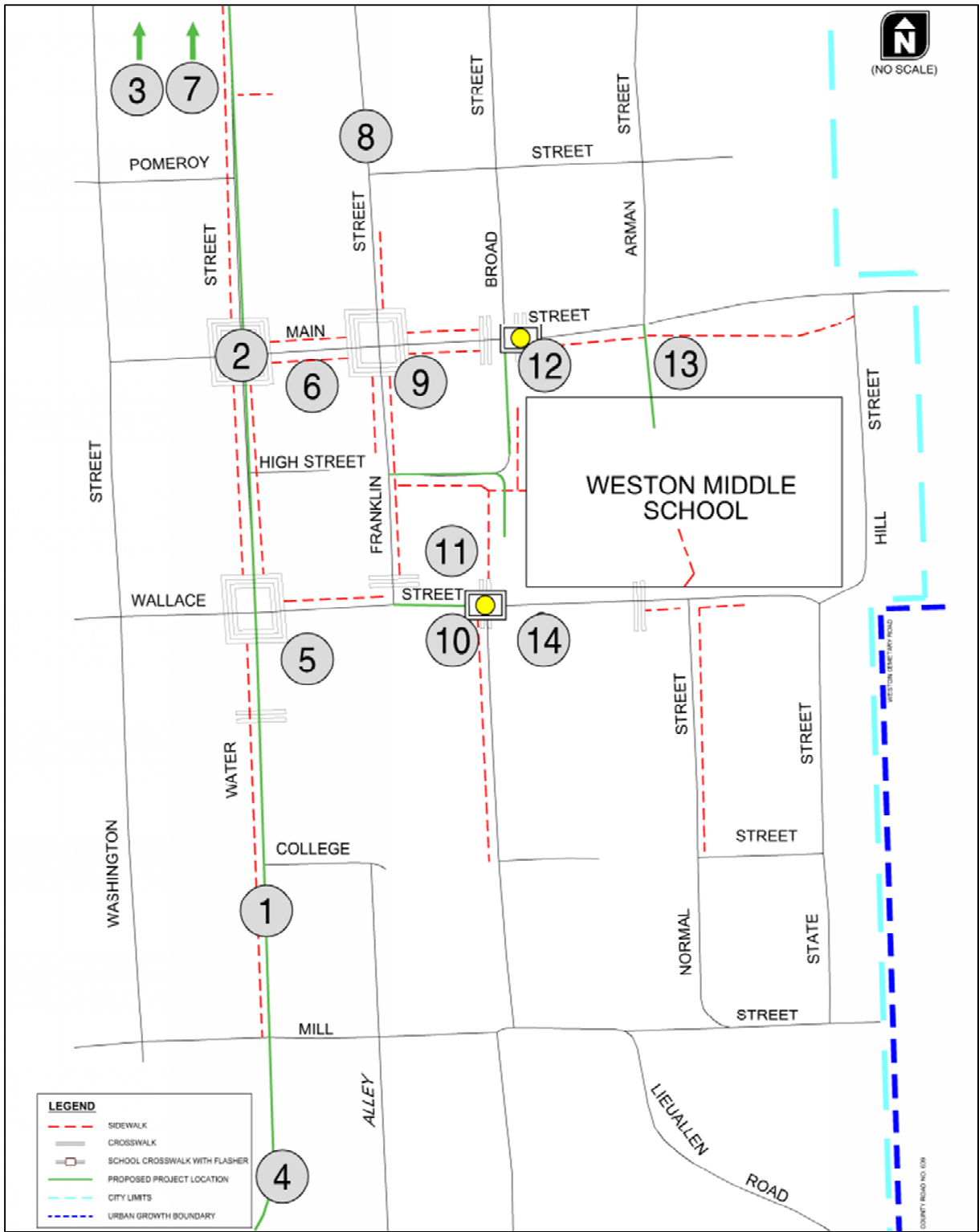


Figure 1 Existing Pedestrian System and TSP Project Locations

Table 1 TSP Projects Located Within Project Area

Project (Project Number)	Description	Purpose
Wallace Creek Sidewalk (10)	Build a side walk along the north side of Wallace Street from Franklin to the existing walkway across from Broad Street	To provide students a place to walk to school on a street adjacent to Weston School. This street is currently closed to student pedestrian traffic due to lack of sidewalks.
Weston Middle School Bus Entry Sidewalk (11)	Build a side walk along south side of High Street from Franklin Street to Broad Street	To provide students a place to walk to school on a street adjacent to the school. This street is where school buses enter for drop-off and pick-up.
Weston Middle School Bus Exit Sidewalk (12)	Build side walk on east side of Broad Street from Main St to existing sidewalk	To provide students a place to walk to school on a street adjacent to the school. This street is where school buses enter for drop-off and pick-up.
Main Street to Weston Middle School Connector Path (13)	Build a sidewalk along Arman Street from Main Street to the existing path on the east side of the school	To provide students a place to walk to school and access to the sports fields/courts
Wallace Street/Broad Street Intersection Improvements (14)	Enhance the pedestrian crossing of Wallace Street at the Broad Street Intersection. Would most likely include a raised curb extension for crossing visibility and traffic calming	Make it easier to see children walking in an area of low visibility and high automobile activity (parent drop-off and pick-up location)

- Table 2 summarizes projects from the TSP that are relevant to walking and bicycling access to the school, but are located outside of the Project Area.

Table 2 TSP Projects Located Outside of Project Area

Project (Project Number)	Description	Purpose
Water Street Improvements (1)	Provide continuous sidewalks and intermittent on-street parking and swales for drainage along the length of Water Street. Would be completed in two phases.	To promote economic vitality, public health, and safety along the primary road of Weston
Water Street/Main Street Intersection Plaza Enhancements (2)	Improvements to the Water Street/Main Street intersection including curb bulb-outs, textured crosswalks, seating, bike parking, and landscaping	To improve economic vitality of downtown by creating a more pedestrian friendly environment
Weston-Athena Multimodal Connection (16)	Construct a shared-use path along Banister Road from approximately Mill Street to OR 11	To provide an option for people to walk and bike between Weston and Athena, Athena children attend school in Weston
OR 11 Bicycle/Pedestrian Crossing (19)	Provide a crossing for people walking and biking across OR 11 between Athena and Weston	To provide an option for people to walk and bike between Weston and Athena, most likely not warranted until implementation of Project 16

- *Transportation Growth and Management: Mission, Goals, and Objectives*
 - This document summarizes the TGM program’s mission, goals, and objectives. As this project is funded by the TGM program, it will need to maintain consistency with the program’s mission.
 - The TGM Program’s mission is to help communities expand transportation options and better link land use and transportation planning. This is consistent with these project’s objectives to improve multimodal access to the school.
- *Parking Management Made Easy Handbook: A Guide to Managing Parking in Your Community and Parking Management: A Powerful Tool to Meet Community Goals*
 - These TGM publications aim to help better manage parking. Information includes guiding principles, public involvement techniques, data collection, pricing and enforcement, costs and benefits, and facilities design.
 - Most of the information in these publications is related to managing public parking in urban areas and may not be relevant to parking on a school campus. However, they will be reviewed further for relevant guidance when evaluating potential parking-related strategies.
- *Transportation Demand Management (TDM) Plans For Development*
 - This guide is intended to help local jurisdictions incorporate TDM measures into the land use permit process. It includes background information about TDM and step-by-step procedures for local governments interested in implementing a TDM plan program.
 - It may be referenced if TDM measures are identified as a desirable option for the campus.
- *National Register of Historic Places Registration Form – Weston School*
 - This form is the nomination for the school to the National Register. It recognizes five contributing resources and two non-contributing resources to Weston School’s designation on the National Register of Historic Places. A map of the resource locations can be seen in Attachment “C.”
 - A. Contributing resources
 - Weston School
 - Shop
 - Weston Methodist Academy/Old Gym
 - New Gym
 - Original school bell
 - B. Non-contributing resources
 - Modular classroom
 - Utility shed
- *Oregon Department of Land Conservation and Development: Division 12, Transportation Planning (660-012-0000)*
 - This Oregon Administrative Rule is also called the Transportation Planning Rule, and implements Statewide Planning Goal 12. As such, it provides direction for coordinating

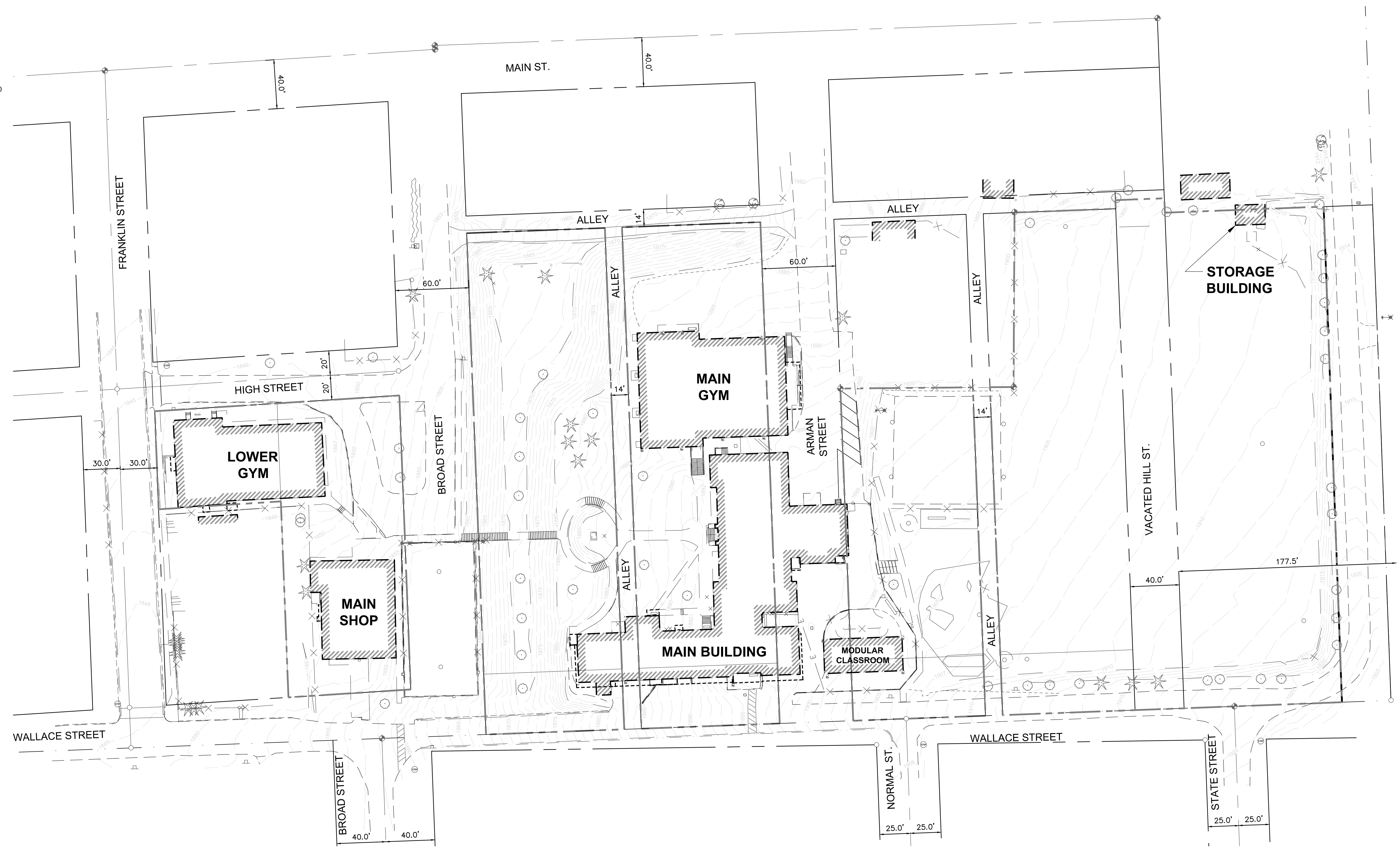
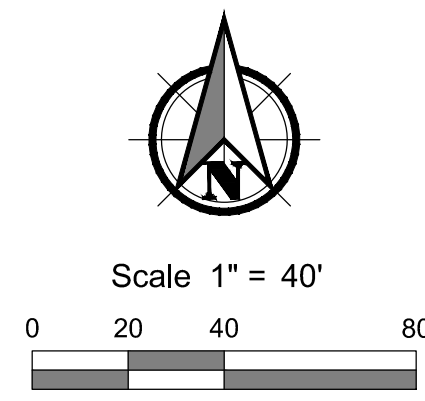
transportation and land-use planning and contains information regarding the development, financing, implementation, and definitions associated with TSP's and other transportation improvement projects.

- The objectives of this project are generally in line with Statewide Planning Goal 12's vision of a multimodal transportation system.
- *City of Weston Development Code*
 - The code general information on Weston's land use Districts, design standards, application and review procedures, and exceptions to code standards.
 - It may be referenced to evaluate compatibility of specific improvement projects.

NEXT STEPS

This memorandum will be reviewed with the Project Management Team (PMT) during the Project Kick-off Meeting. The project team will update the memorandum, as directed by the PMT, after this meeting, in preparation for the Task 2 Community Visit.

Attachment A Project Base Map

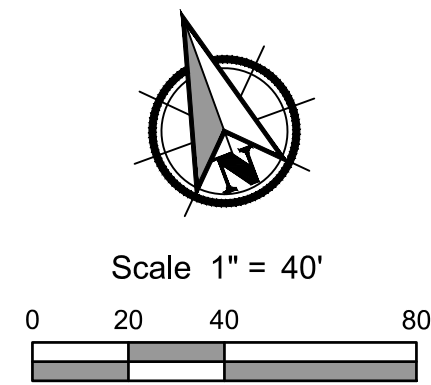


WESTON SCHOOL CAMPUS ACCESSIBILITY IMPROVEMENT PLAN



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509.956.3026
pbsusa.com

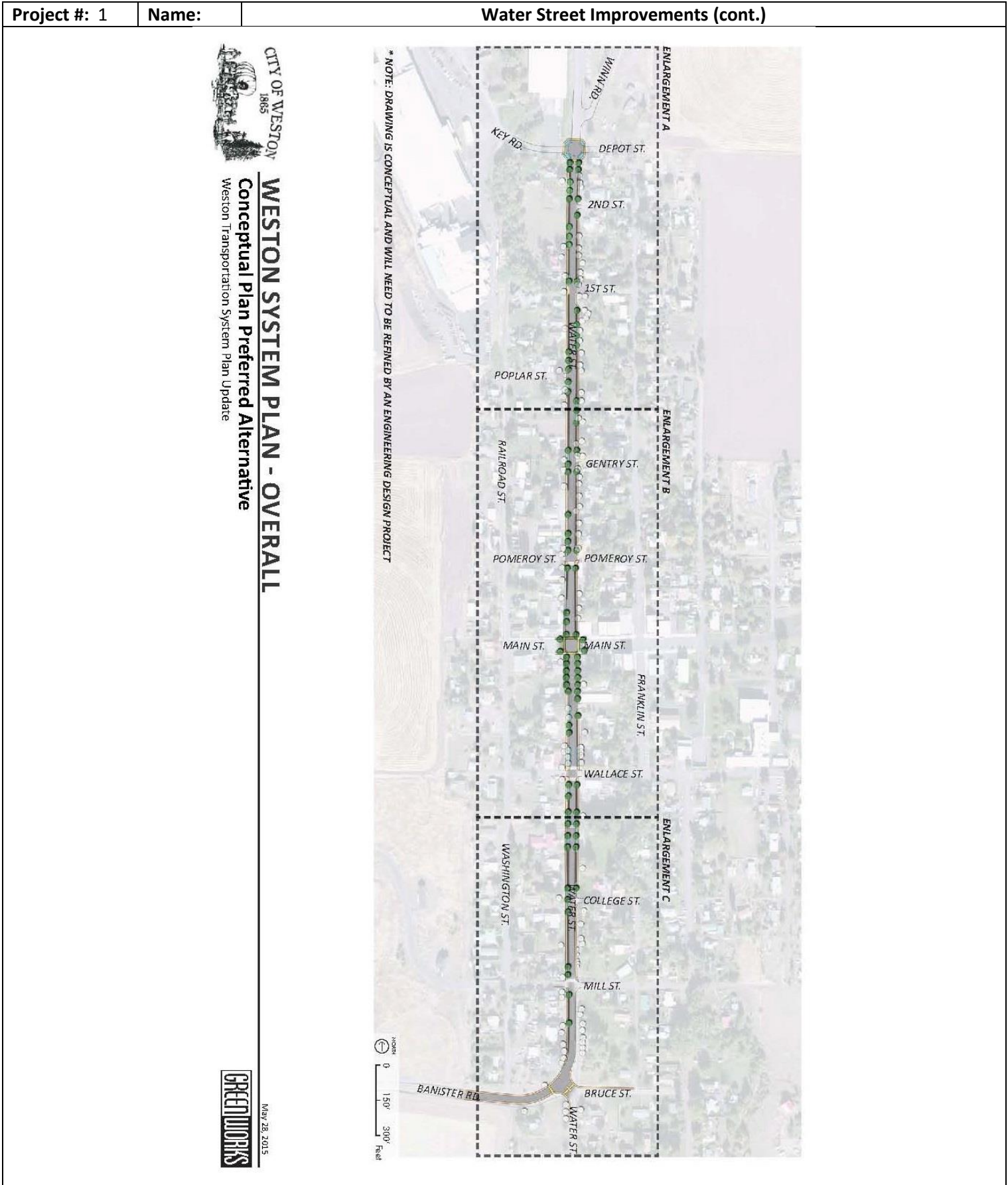
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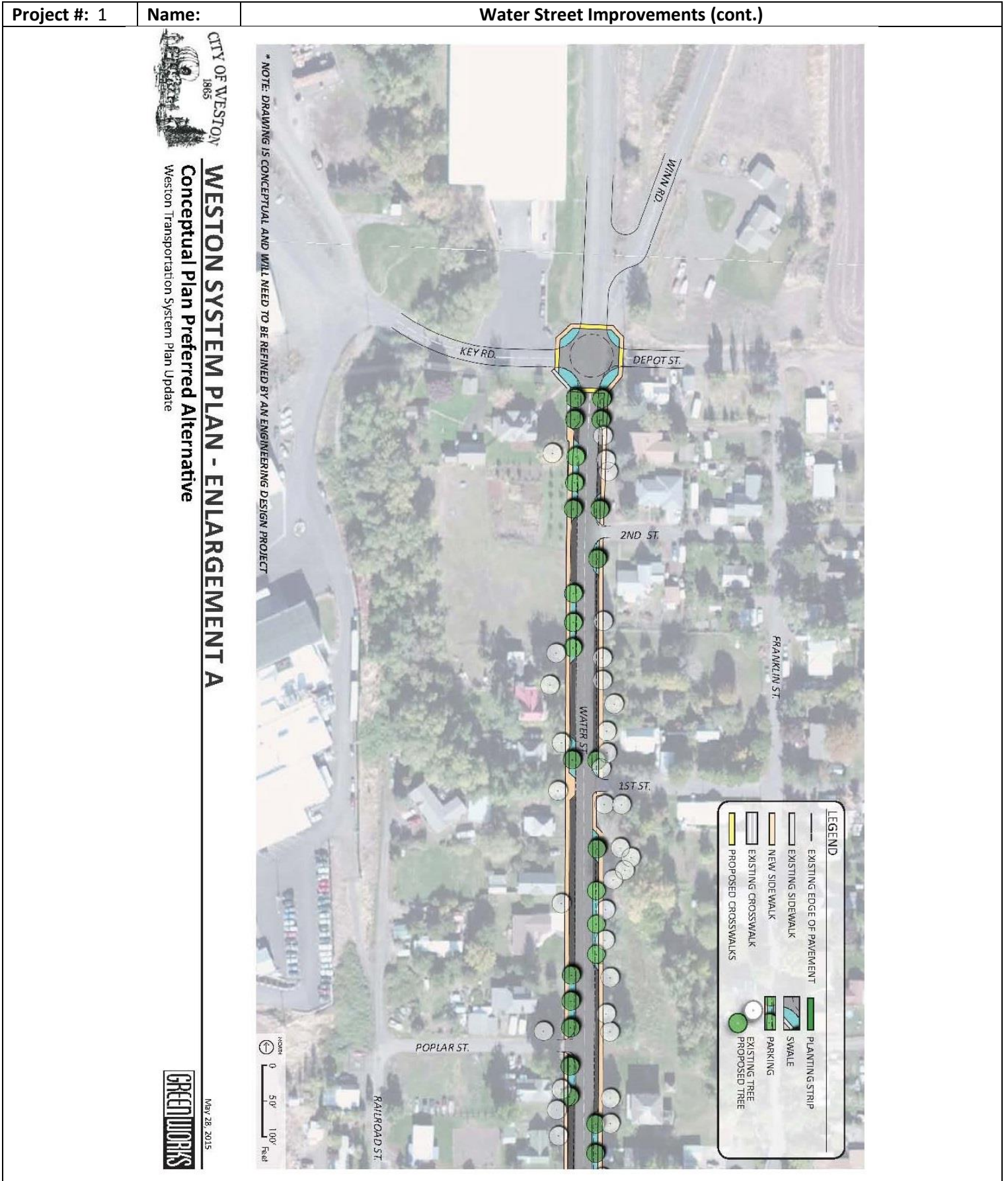


WESTON SCHOOL CAMPUS ACCESSIBILITY IMPROVEMENT PLAN AERIAL BASE MAP

Attachment B TSP Identified Projects

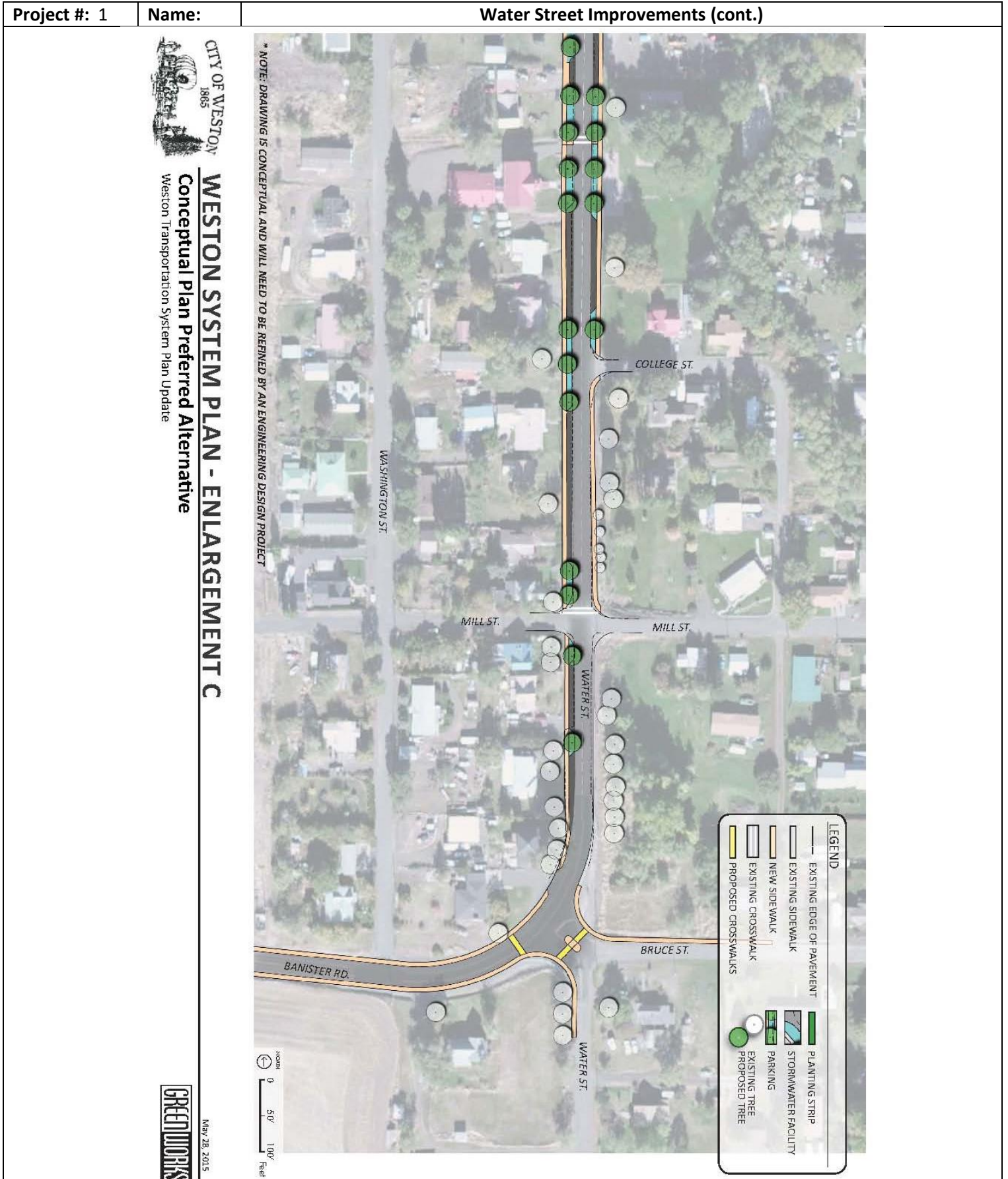
Project #: 1	Name:	Water Street Improvements	
Description:	Improve Water Street to provide continuous sidewalks and intermittent on-street parking and swales for stormwater drainage. The proposed typical section and concept plan for the corridor are included in the attached pages. This project could be constructed in phases, if necessary. Phase 1 would include the west side of Water Street, which was identified by community members as the highest priority. Phase 2 would be the east side of Water Street. The concept plan and typical section are depictions of the ideal scenario and may need to be refined based on physical or right-of-way constraints.		
Purpose:	This project is expected to boost economic vitality, public and environmental health, and the efficiency of the transportation system in Weston. Water Street is the primary road through Weston. It currently lacks a complete sidewalk network and storm drain facilities. Providing sidewalks on Water Street will make it easier for Weston residents and visitors to walk to local businesses, Weston Middle School, the park, residences, or for recreation. Storm drainage swales will treat runoff from Water Street and reduce the amount of untreated water that flows into Pine Creek, improving the health of the waterway. The project will also beautify the street, providing visitors with a positive first impression of Weston.		
Potential Challenges:	A survey will be required to establish where the City has right-of-way. Additional right-of-way may need to be purchased, particularly for the east side improvements, or the project may need to be modified to fit within the existing right-of-way. Even if right-of-way is not required, the project will require repurposing land that is currently treated as the front yard of the adjacent residences. The hillside on the east side of Water Street south of College Street limits what can be implemented on this section.		
Modes Affected		Priority Tier	Cost Estimate
Pedestrian, Bicycle, Motor Vehicle		High	\$1,720,000 (can be phased in – e.g. Sidewalk on west side only without replacing the retaining walls is estimated at \$200,000 without right-of-way)
Vicinity Map **See Figures on Next Page**			



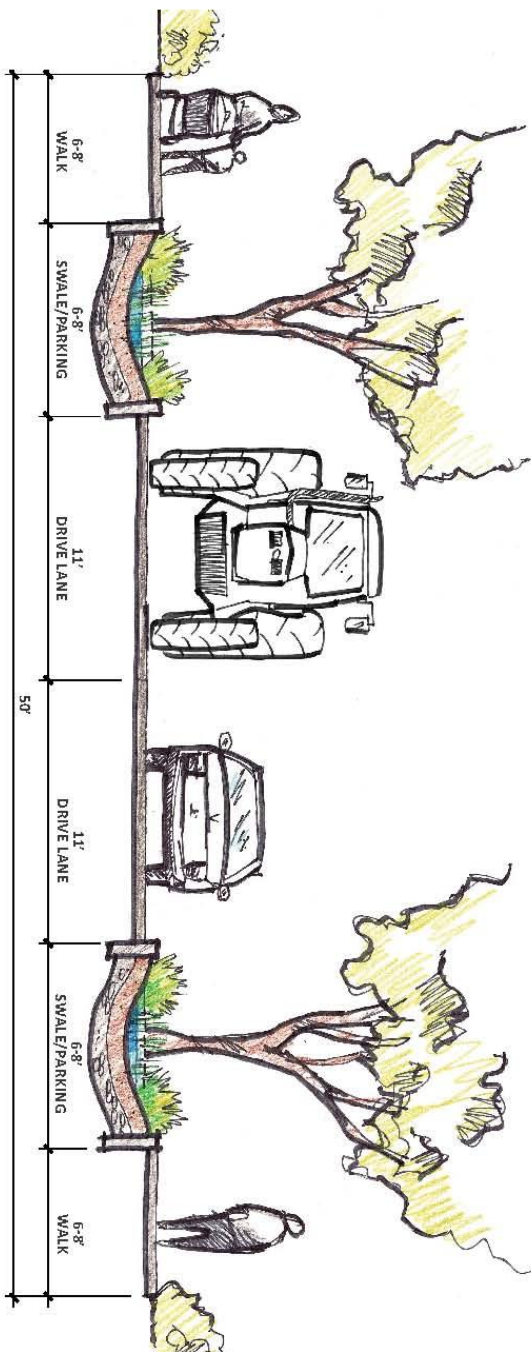





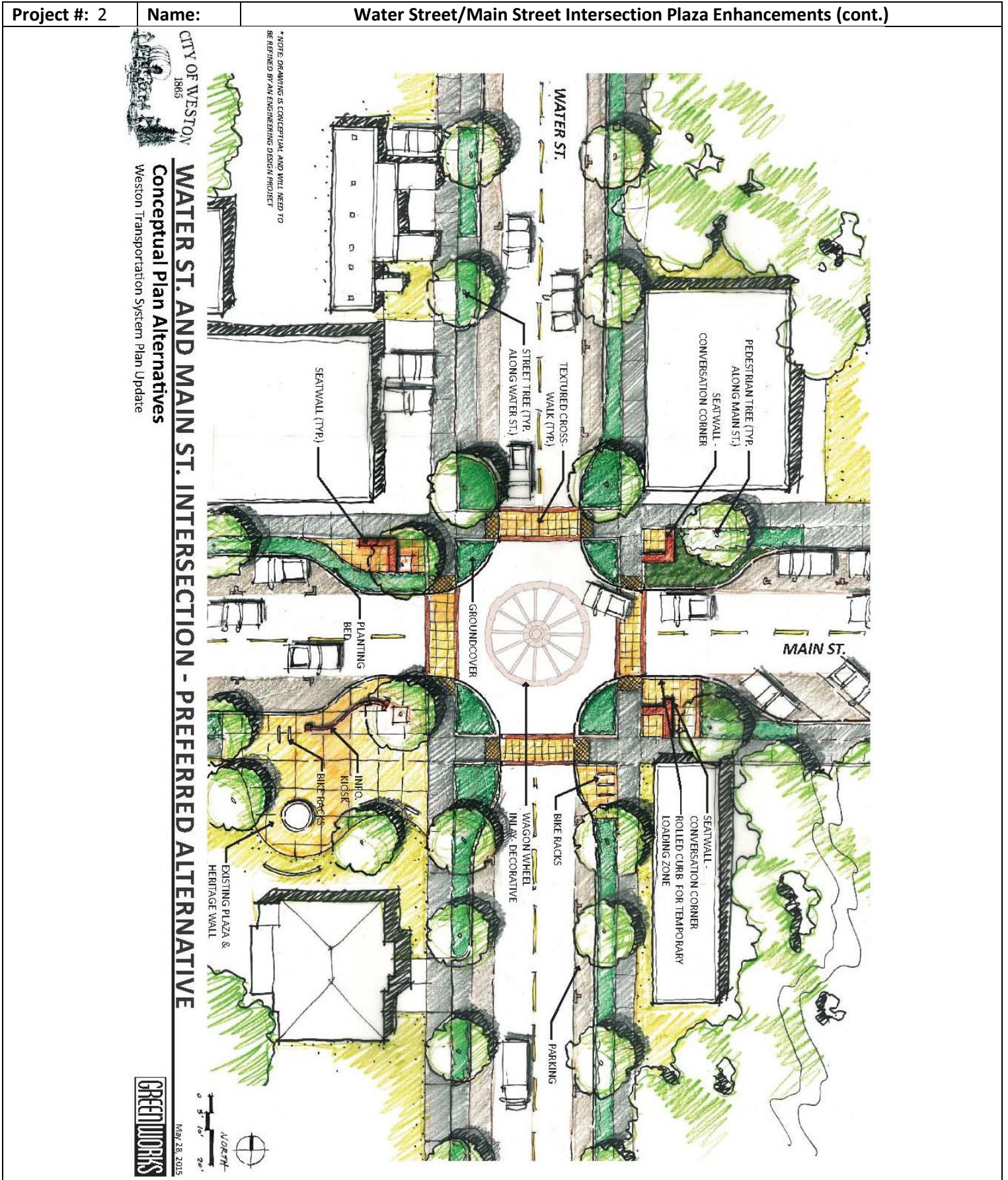
Project #: 1	Name:	Water Street Improvements (cont.)
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Project #: 1	Name:	Water Street Improvements (cont.)
<div data-bbox="289 281 396 453">  <p>CITY OF WESTON 1865</p> </div> <div data-bbox="297 470 396 1346"> <p>WATER STREET - TYPICAL SECTION ALTERNATIVES Conceptual Plan Preferred Alternative Weston Transportation System Plan Update</p> </div> <div data-bbox="302 1759 375 1902">  <p>MAY 28, 2015</p> </div>		
<div data-bbox="1243 270 1308 701"> <p>Preferred Alternative</p> </div> <div data-bbox="873 277 1239 539"> <p>POSITIVES:</p> <ul style="list-style-type: none"> • Wider swales on both sides of street • Street trees on both sides of street • East walkway wider • Vegetated buffer from vehicle traffic on both sides of street • Intermittent parking on both sides of street • Wider planters provide larger trees <p>NEGATIVE:</p> <ul style="list-style-type: none"> • Narrower paved section limits size of equipment with on-coming traffic • No bike lane or shoulder </div> <div data-bbox="578 590 1105 1934">  <p>The diagram illustrates a cross-section of Water Street. From left to right, it shows a 6-8' wide walkway with a person walking, a 6-8' wide swale/parking area with a tree, an 11' wide drive lane with a truck, a 50' wide central section, another 11' wide drive lane with a car, another 6-8' wide swale/parking area with a tree, and a final 6-8' wide walkway with a person walking. The total width of the street section is indicated as 50'.</p> </div>		

Project #: 2	Name:	Water Street/Main Street Intersection Plaza Enhancements
Description:	Create a plaza feel on the corners of the Water Street/Main Street intersection by constructing curb bulb-outs, textured crosswalks, seating, bike parking, and landscaping. Expand the existing mini park to include information about Weston and bike parking. Preserve loading access to the existing business on the southeast corner of the intersection. A concept drawing is shown in the next page.	
Purpose:	To improve the economic vitality and community feel of downtown Weston by creating a more pedestrian friendly environment that invites people to walk to and linger at the Water Street/Main Street intersection and adjacent businesses and plaza.	
Potential Challenges:	The final design will need to ensure that curb bulb-outs can accommodate freight movements for delivery vehicles. It should also be coordinated with the adjacent businesses to ensure that it meets their needs, including for parking. The decorative inlays may increase maintenance costs.	
Modes Affected		Priority Tier
Pedestrian, Bicycle, Motor Vehicle		Long-Term
		Cost Estimate
		\$65,000 (no ROW included)
Vicinity Map 		



Project #: 10	Name:	Wallace Street Sidewalk
Description:	Build a sidewalk along the north side of Wallace Street from Franklin Street to the existing walkway across from Broad Street. This project was originally included in the Weston-Athena Safe Routes to School plan.	
Purpose:	To provide people, especially Weston Middle School students, a place to walk separated from motor vehicle traffic. Weston Middle School students are currently not allowed to walk on this section of Wallace Street due to its lack of sidewalks. This is a popular spot for parents to drop off/pick-up their children, so Wallace Street is busy during school hours.	
Potential Challenges:	Right-of-way may be required. Even if it is not required, the project will require building sidewalk through area currently being used by an adjacent residence.	
Modes Affected Pedestrian	Priority Tier High	Cost Estimate \$32,000 (includes some ROW)

Vicinity Map

Project #: 11	Name:	Weston Middle School Bus Entry Sidewalk
Description:	Build sidewalk along the south side of High Street from Franklin Street to Broad Street. This project was originally included in the Weston-Athena Safe Routes to School plan.	
Purpose:	To provide Weston Middle School students a place to walk to school separated from motor vehicle traffic. This street is where buses enter to drop off/pick up children.	
Potential Challenges:	Right-of-way may be required. Even if it is not required, the project will require building sidewalk through area currently being used by adjacent uses. Will require coordination between the City and Athena-Weston School District.	
Modes Affected Pedestrian	Priority Tier High	Cost Estimate \$38,000 (includes some ROW)

Vicinity Map

Project #: 12	Name:	Weston Middle School Bus Exit Sidewalk
Description:	Build sidewalk along the east side of Broad Street from where it currently ends north of High Street to Main Street. This project was originally included in the Weston-Athena Safe Routes to School plan.	
Purpose:	To provide Weston Middle School students a place to walk to school separated from motor vehicle traffic. This street is where buses exit after dropping off/picking up children.	
Potential Challenges:	Right-of-way may be required. Even if it is not required, the project will require building sidewalk through area currently being used by an adjacent residence. Will require coordination between the City and Athena-Weston School District.	
Modes Affected Pedestrian		Priority Tier High
		Cost Estimate \$27,000 (includes some ROW)

Vicinity Map

Project #: 13	Name:	Main Street to Weston Middle School Connector Path
Description:	Construct a sidewalk along Arman Street that connects Main Street to the existing path on the east side of Weston Middle School. This project was originally included in the Weston-Athena Safe Routes to School plan.	
Purpose:	To provide Weston Middle School students a place to walk to school separated from motor vehicle traffic. This path would provide an access to the sport fields/courts on the east side of the school.	
Potential Challenges:	Right-of-way may be required. Even if it is not required, the project will require building sidewalk through area currently being used by adjacent uses. Will require coordination between the City and Athena-Weston School District.	
Modes Affected Pedestrian	Priority Tier High	Cost Estimate \$40,000 (includes some ROW)

Vicinity Map

Project #: 14	Name:	Wallace Street/Broad Street Intersection Improvements
Description:	Enhance the pedestrian crossing of Wallace Street at Broad Street by Weston Middle School. This would likely include a raised curb extension to improve the visibility of crossing children and slow down motor vehicle traffic.	
Purpose:	Residents and school children parents have noted that it can be difficult to see children walking out from behind the sport courts across from Broad Street and that this area gets busy with parents dropping off or picking up their children.	
Potential Challenges:	Will require coordination between the City and Athena-Weston School District.	
Modes Affected Pedestrian	Priority Tier High	Cost Estimate \$5,000 (no ROW included)

Vicinity Map

Project #: 15	Name:	LED Lighting Conversion
Description:	Convert the City's street lights to LED lights.	
Purpose:	The City could potentially realize significant cost savings by converting its street lights to LED lights, which use less energy and require less maintenance than the current system.	
Potential Challenges:	Further study is needed to determine the actual amount of cost savings that could be realized. This will require discussing with light manufacturers and the electrical utility.	
Modes Affected	Priority Tier	Cost Estimate
All	Long-Term	TBD – Multiple options for types of lights and how projects is financed
Vicinity Map (N/A – City Wide)		

Project #: 16	Name:	Weston-Athena Multimodal Connection
Description:	Construct a shared-use path along Banister Road from approximately Mill Street to OR 11. Potential options include a 8-10 foot wide path adjacent to the road separated from motor vehicle traffic by a painted buffer, depressed rumble strips, or plastic delineator posts or a 10 foot wide path separated from the road by a storm water swale. A concept drawing of the two options is shown on the next page.	
Purpose:	To provide an option for people to walk and bike between Weston and Athena. Weston children attend elementary and high school in Athena, Athena children attend middle school in Weston, there is a community swimming pool in Athena that Weston children walk and bike to already, and there is a general desire within the community to provide a viable route for people who would like to walk or bike between the cities	
Potential Challenges:	It needs to be determined if the project can fit within existing right-of-way. Banister Road is a Umatilla County facility; therefore the County will need to either co-adopt this plan or include it in their own plan. Topography issues along the route may also need to be resolved at some point. To complete the connection, a crossing of OR 11 (see project #19) and a connection from OR 11 into Athena will be necessary.	

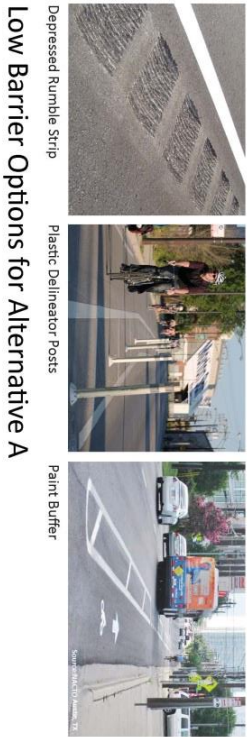
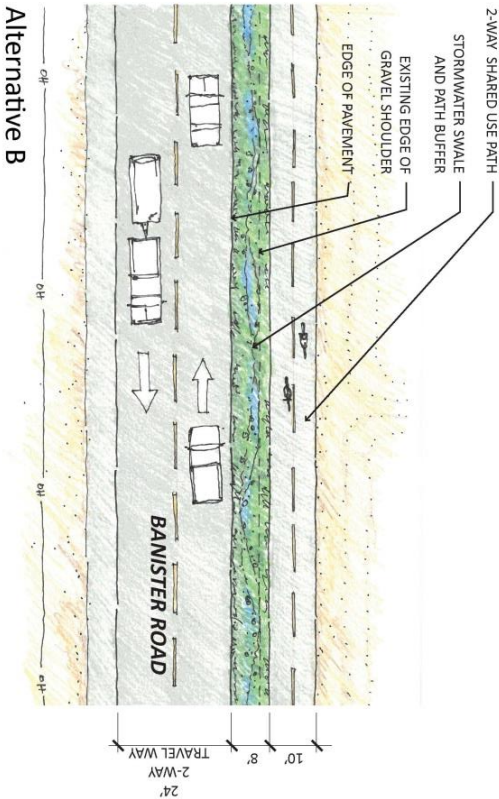
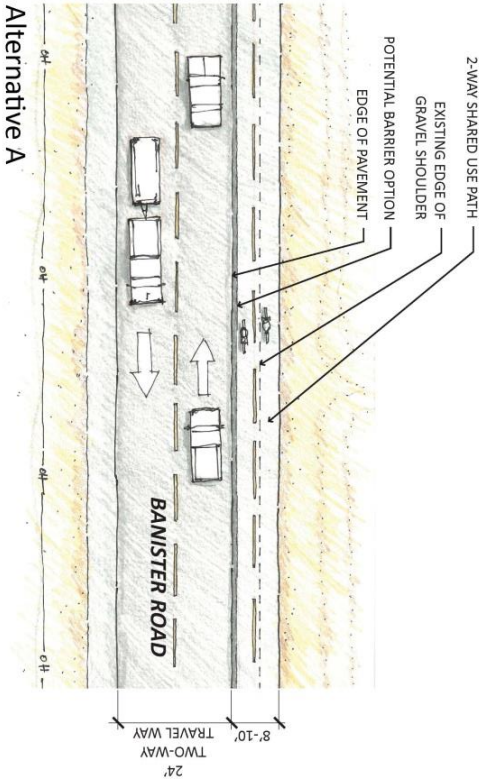
Modes Affected
Pedestrian, Bicycle

Priority Tier
N/A –Outside City's UGB

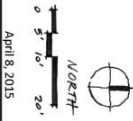
Vicinity Map

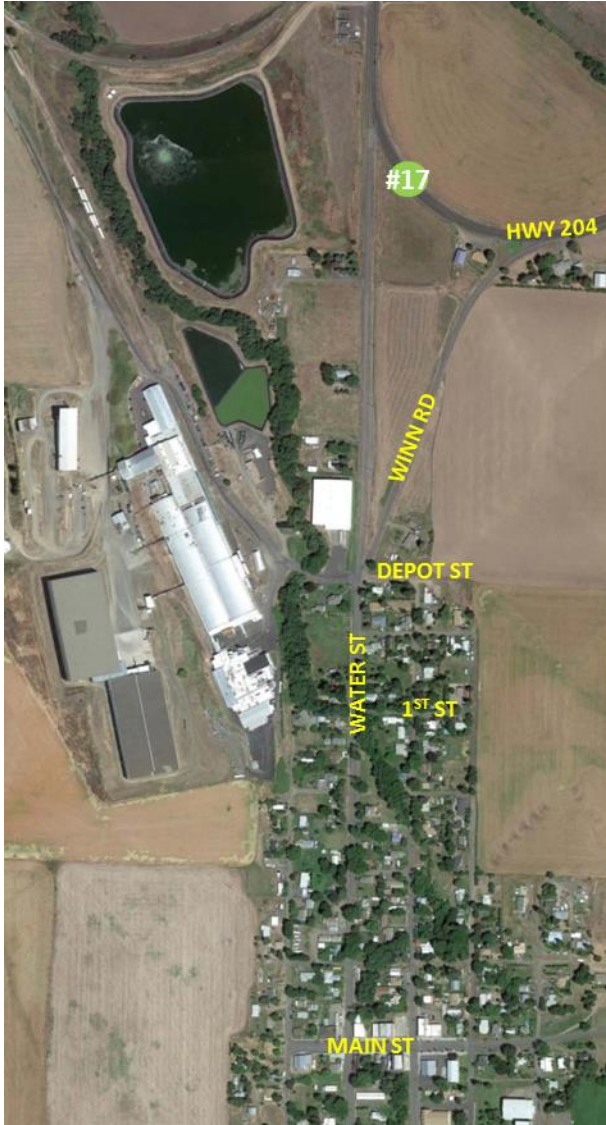


Project #: 16	Name:	Weston-Athena Multimodal Connection (cont.)
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BANISTER ROAD - MULTIMODAL CONNECTION ALTERNATIVES
Conceptual Plan Alternatives
Weston Transportation System Plan Update



Project #: 17	Name:	OR 204/Water Street Realignment
Description:	Realign Water Street to intersect OR 204 at an approximately 90 degree angle. Eliminate the existing Water Street and Winn Road (extended) accesses onto OR 204. This project is outside Weston's UGB and would be implemented by ODOT. A concept drawing prepared by ODOT is shown on the next page. The intersection would likely also include right and left-turn lanes, though these are not shown in the concept.	
Purpose:	To reduce the potential for crashes along this section of OR 204 by reducing the number of access points and eliminating skew.	
Potential Challenges:	Will likely require obtaining right-of-way. The City has considered relocating the Public Works building to the location the realigned Water Street would pass through. An engineering study will be needed to determine if adequate sight distance can be provided at the realigned intersection.	
Modes Affected Motor Vehicle	Priority Tier N/A – Outside City's UGB	
Vicinity Map 		

Project #: 17	Name:	OR 204/Water Street Realignment (cont.)
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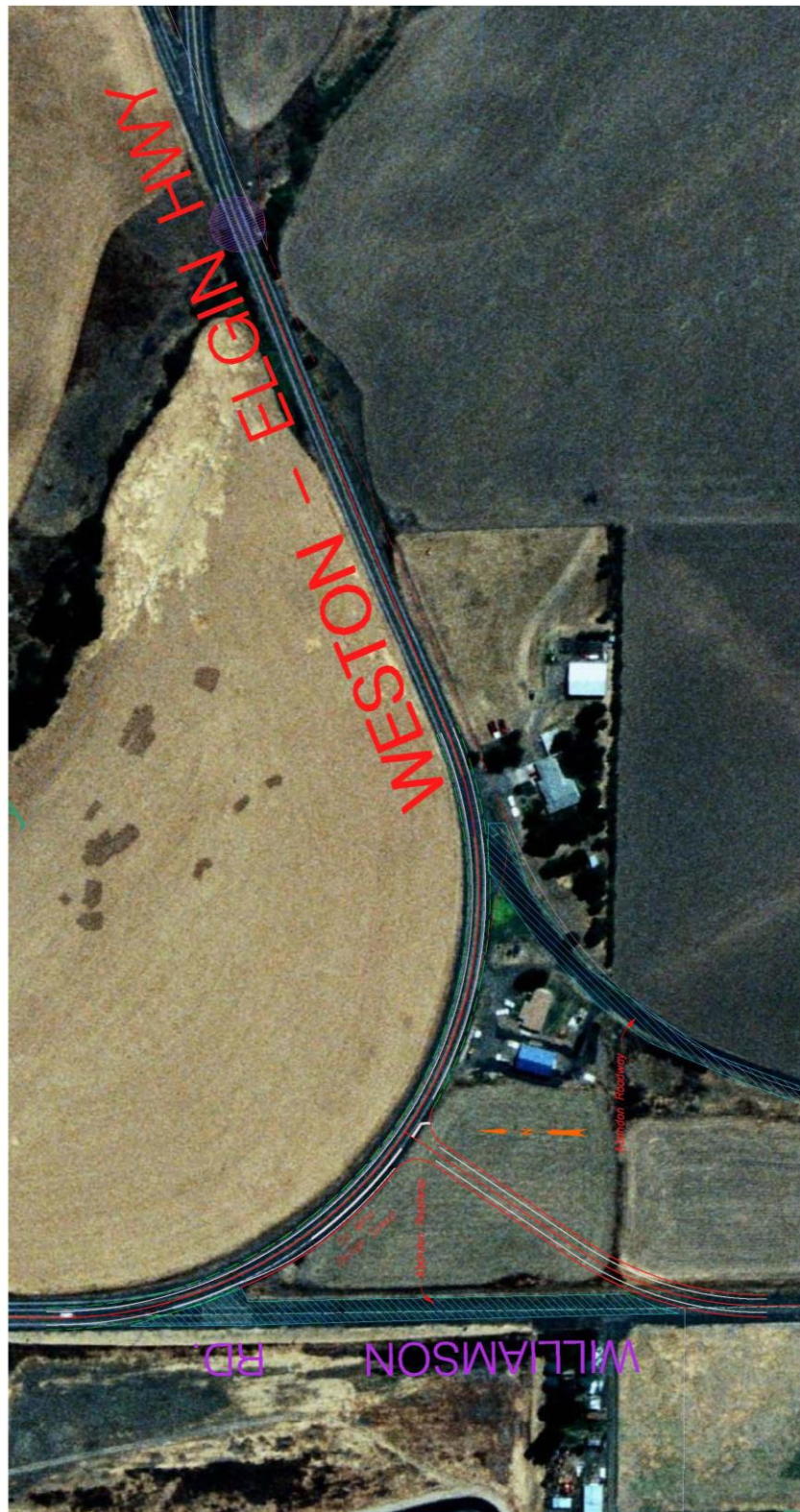


Image prepared by and included with permission from ODOT. Layout should be considered DRAFT and is for conceptual illustration purposes only.

Project #: 18	Name:	OR 11 Freight Signing
Description:	Add signing to OR 11 to direct freight traffic to use Key Road for accessing the food processing facilities.	
Purpose:	To ensure roads that are capable of handling and appropriate for freight traffic are used. A lack of local awareness results in some truck drivers accessing the food processors via Water Street from either OR 204 or Banister Road. This could be particularly problematic for trucks coming from Banister Road due to the weight restrictions on Water Street.	
Potential Challenges:	Federal law strictly regulates signage along highways, such as OR 11. This project is outside Weston's UGB and will need to be coordinated with ODOT.	
Modes Affected Motor Vehicle – Freight	Priority Tier N/A – Outside City's UGB	
Vicinity Map (N/A - TBD)		

Project #: 19	Name:	OR 11 Bicycle/Pedestrian Crossing
Description:	Provide a crossing for people walking and biking across OR 11 between Athena and Weston. An engineering study would be required to determine the exact location and type of crossing. Given the high speed and rural nature of the highway, it is likely that the crossing would need to include a traffic signal or be grade-separated.	
Purpose:	To provide an option for people to walk and bike between Weston and Athena. Weston children attend elementary and high school in Athena, Athena children attend middle school in Weston, there is a community swimming pool in Athena that Weston children walk and bike to already, and there is a general desire within the community to provide a viable route for people who would like to walk or bike between the cities.	
Potential Challenges:	Preliminary analysis completed for this plan indicates that the crossing may not be warranted until the Weston-Athena multimodal connection is built. OR 11 is a high speed roadway and there is a vertical crest at this location, so issues of driver expectancy and sight distance will need to be addressed by the design of the project. This project is outside Weston's UGB and will need to be completed by ODOT.	
Modes Affected Pedestrian	Priority Tier N/A – Outside City's UGB	

Vicinity Map

Attachment C Weston School Historical
Resource Locations



Appendix B Technical Memorandum 2: Campus Access Alternatives

MEMORANDUM

Date:	January 29, 2018	Project #: 21680
To:	Project Management Team	
From:	Nick Foster, AICP; Mark Heisinger; and Matt Hughart, AICP; Kittelson & Associates, Inc. Michael Melder, PE; PBS	
Project:	Weston School Campus Accessibility Improvement Plan	
Subject:	Campus Access Alternatives Evaluation	

This memorandum summarizes potential multimodal improvement projects for Weston Middle School. These projects were identified based on findings from the November 2017 community visit, which included site observations during drop-off and pick-up times, stakeholder interviews, a community open house, coordination with the project team working on the building renovation project (hereafter referred to as “the bond project”), and from the current Weston Transportation System Plan (TSP). This memorandum provides an overview of each project, as well as the project team’s initial assessment of the projects, including potential implementation challenges and planning-level cost estimates. The information contained in this memo has been reviewed and revised by the project management team (PMT) and will be presented to the public at an open house in Weston. This input will then be used to develop the Draft Access Plan.

INITIAL PROJECT IDENTIFICATION AND ASSESSMENT

The multimodal improvement projects identified by the project team are summarized in Table 1 and graphically illustrated on Figure 1. This list of projects also includes those projects currently planned in the bond project and identified in the City’s TSP¹. A graphical illustration of the bond projects are shown in Attachment “A.”

Table 1 describes each project, its purpose, source, and potential implementation challenges. Planning-level cost-estimates have been prepared to illustrate the general order of magnitude for each project. While the planning-level cost estimates include material costs, construction labor, engineering services,

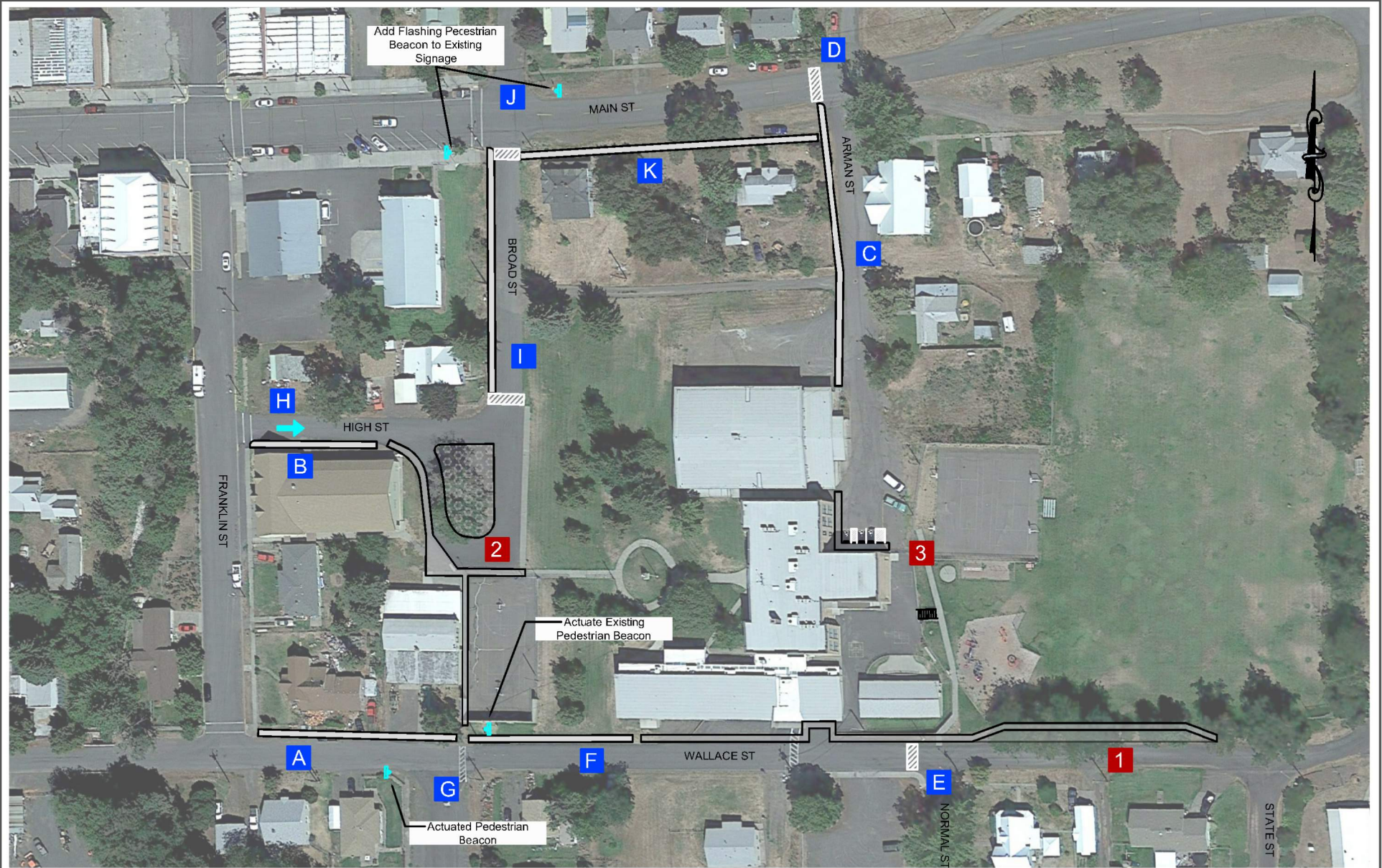
¹ The TSP projects have been modified slightly in the table to reflect planned changes based on the bond project and the project team’s site visit. The bond projects have been approved for implementation, but they may be modified slightly during the bid process in late January 2018. The project team will continue to coordinate with the bond project team to ensure any changes made during that process are reflected in this project.

and contingencies, they do not include right-of-way costs. As such, these estimates are for planning purposes only and will require further refinement upon any future implementation effort.

Table 1 Summary of Potential Projects

Project (Number/ Letter on Figure 1)	Project Source	Estimated Cost	Description	Purpose/Benefit	Potential Challenges
Bus Drop-Off Improvements (1)	Bond		Construct bus drop-off/pick-up improvements on the north side of Wallace Street. Build a sidewalk connecting the drop-off/pick-up area and the school cafeteria.	To provide a bus drop-off location closer to the center of the school campus at the top of the hill.	This area is currently designated as a Fire Lane.
Lower Site Improvements (2)	Bond		Reconstruct sidewalk from High Street to the Wallace Street/Broad Street intersection. Reconstruct retaining wall at basketball court. Demolish part of concrete wall at basketball court. Remove trees and fill center of current bus drop-off with gravel. Designate this area for parent drop-off/pick-up.	Provide a sidewalk for students walking to or from the lower campus. Improve visibility of people crossing at the Wallace Street/Broad Street intersection. Provide a designated parent drop-off/pick-up area with more space than the current area and possibly also provide parking.	
ADA Parking Improvements North of Auditorium (3)	Bond		Relocate one of two ADA stalls near the Wallace Street entrance and reconstruct the two existing stalls north of the auditorium. Provide sidewalk from ADA stalls to the gym. Rebuild the stairs to the playground area.	Provide ADA compliant parking and improve access to the gym.	
Wallace Street Sidewalk (A)	TSP	\$51,000	Build a sidewalk along the north side of Wallace Street from Franklin Street to Broad Street.	To provide students a place to walk to school on a street adjacent to Weston Middle School. Current school policy is that students are not allowed to walk on Wallace Street due to lack of sidewalks.	Grading requirements in front of shop building driveway may be steep.
High Street Sidewalk (B)	TSP	\$31,000	Build a sidewalk along the south side of High Street from Franklin Street to Broad Street.	To provide a complete sidewalk connection from Franklin Street to the school steps.	High Street is not in City right-of-way. Project will require acquisition/dedications. Rooftop runoff from adjacent building will need to be addressed.
Arman Street Sidewalk (C)	TSP	\$47,000	Build a sidewalk along the west side of Arman Street from Main Street to the gym.	To provide students a dedicated walking environment on a street that directly connects to the school.	One property owner has built into the existing public right-of-way. Removal of physical structures and grading will be challenging. Extending the sidewalk across the gravel lot will present maintenance challenges.
Arman Street/Main Street Crosswalk (D)	New	\$14,000	Provide a crosswalk across Main Street on the west side of Arman Street.	Provide a crossing for students accessing the school from the north side of Main Street.	

Project (Number/ Letter on Figure 1)	Project Source	Estimated Cost	Description	Purpose/Benefit	Potential Challenges
Normal Street/Wallace Street Crosswalk (E)	New	\$20,000	Provide a crosswalk across Wallace Street on the west side of the Normal Street intersection. Potentially eliminate the existing Wallace Street crosswalk 100 feet to the west of the proposed location.	Provide a crossing for students accessing the school from Normal Street and from the existing parking lot. Provides direct access to new bus drop-off. This area is flatter than the existing crossing location across Wallace Street.	Existing crosswalk aligns with school entrance, relocated entrance will be uphill. ADA considerations will need to be accounted for in the design.
Wallace Street Sidewalk (F)	New	\$35,000	Build a sidewalk along the north side of Wallace Street from Broad Street to the western end of Bond Project #2.	Provide students a place to walk to directly access school. Provide a connection to the proposed bus drop-off area. Current school policy is that students are not allowed to walk on Wallace Street due to lack of sidewalks.	Roadway has a steep grade. Retaining wall (and possible stairs to cafeteria) will be required near the school. Utility pole relocation likely required.
Wallace Street/Broad Street Intersection Improvements (G)	TSP	\$15,000	Provide an actuated pedestrian beacon at this crossing that flashes in both directions.	To alert people driving that someone is about to cross. This is one of the more well-used crossings to and from the school and visibility is limited.	
High Street One- Way Conversion (H)	New	<\$10,000	Convert High Street into a one-way street for eastbound traffic from Franklin Street to Broad Street.	To reduce potential conflicts in the parent drop-off/pick-up area. Broad Street is already one-way.	High Street provides access to two other parcels.
Broad Street Sidewalk (I)	TSP	\$50,000	Build a sidewalk along the west side of Broad Street from High Street to Main Street. Provide a crosswalk from existing Broad Street sidewalk. Note: The TSP proposed a sidewalk of the same length on the east side of Broad Street; however, after further review, the west side has fewer topographic constraints and may be the easier side to build on.	To provide students a place to walk on a street directly accessing the school campus. This street is currently used for bus drop-off/pick-up and may be used for parent drop-off/pick-up.	Moving large rocks may be required. Potential impact to RV septic dump tank.
Main Street /Broad Street Intersection Improvements (J)	New	\$35,000	Install actuated pedestrian beacons on Main Street on both sides of Broad Street. Provide a crosswalk across Broad Street on the south side of Main street.	To alert drivers of pedestrian activity in an area with high vehicle and pedestrian activity	
Main Street Sidewalk (K)	New	\$15,000	Reconstruct or rehabilitate existing sidewalk on the south side of Main Street from Broad Street to Arman Street.	Provide pedestrians with a place to walk on a street adjacent to the school campus. Existing sidewalk is in poor condition.	Detached sidewalk has a deep buffer and vegetation removal may be required. No survey was available to review.



- ab New Project
- # Bond Project

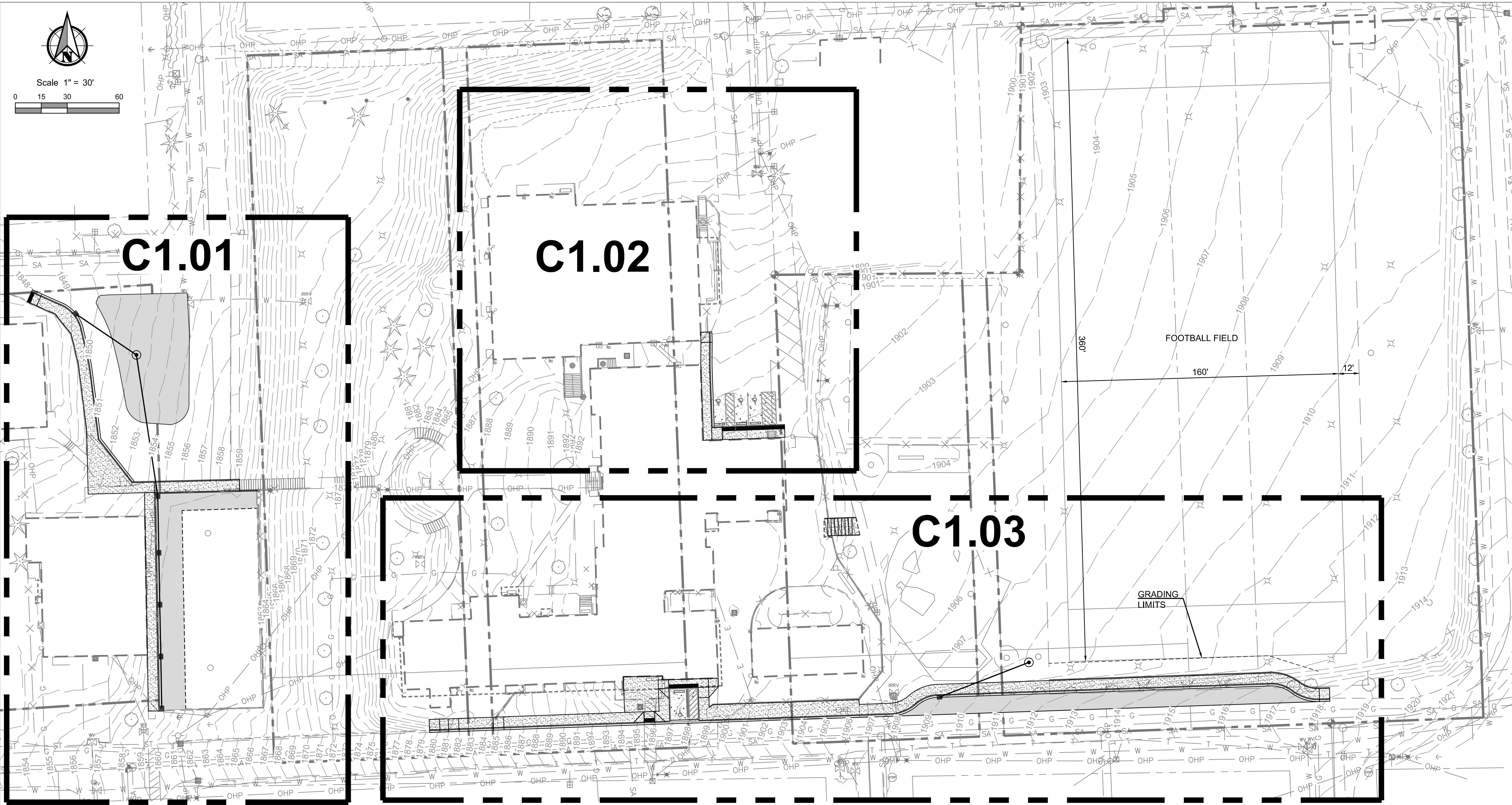
POTENTIAL CAMPUS ACCESS IMPROVEMENT PROJECTS
WESTON, OR

Figure
1

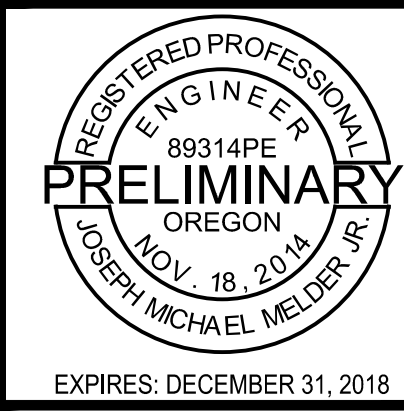
NEXT STEPS

The potential projects identified in this memorandum will be presented in February to the public at a community open house in Weston. The purpose of the community open house will be to share the access design concepts and obtain input from the community. The input from the community and further input from the PMT will be used to identify the preferred access design concepts and develop the Draft Access Plan.

Attachment A Bond Project Map



- GENERAL CONSTRUCTION NOTES**
1. SEE SHEET C0.00 FOR PROJECT SPECIFIC NOTES.
 2. ONSITE IRRIGATION IS PRESENT. CONTRACTOR SHALL COORDINATE WITH OWNER & ENSURE ALL IRRIGATION IS RESTORED AFTER CONSTRUCTION.
 3. ALL MATERIALS REMOVED AS PART OF CONSTRUCTION SHALL BE DISPOSED OF PROPERLY. ANY SITE FIXTURES, FENCING, ETC., SHALL BE THE PROPERTY OF THE ATHENA-WESTON SCHOOL DISTRICT UNLESS OTHERWISE DIRECTED TO DISPOSE OF THESE MATERIALS.
 4. REMOVE EXISTING SURFACE FEATURES TO ACCOMMODATE PROPOSED IMPROVEMENTS.



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Athena-Weston School District
Weston Middle School

205 E. WALLACE, WESTON, OR 97886

No.	Description	Date
1	100% SCHEMATIC DESIGN	11.10.2017
2	100% DESIGN DEVELOPMENT	12.20.2017

Project Number	1614.2
Date	12.20.2017
Drawn By	TAB
Checked By	JMM

IMPROVEMENT
PLAN - OVERALL

C1.00

PRELIMINARY - NOT FOR CONSTRUCTION

Appendix C Project Illustrations

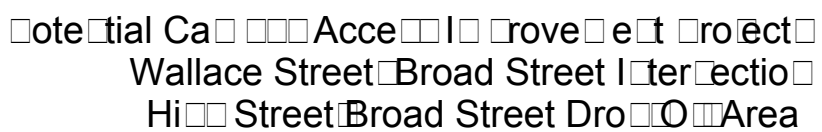
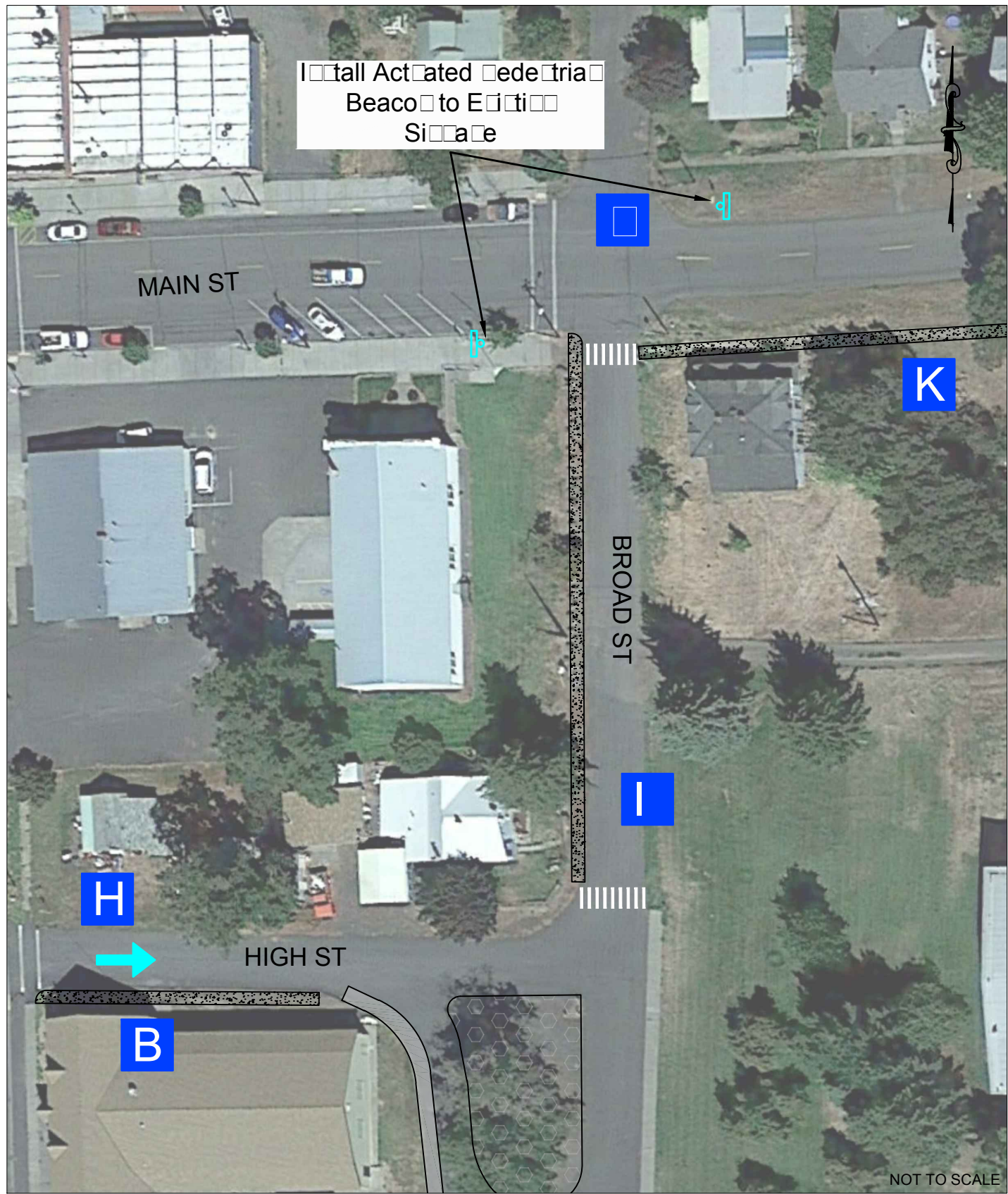


Figure 1



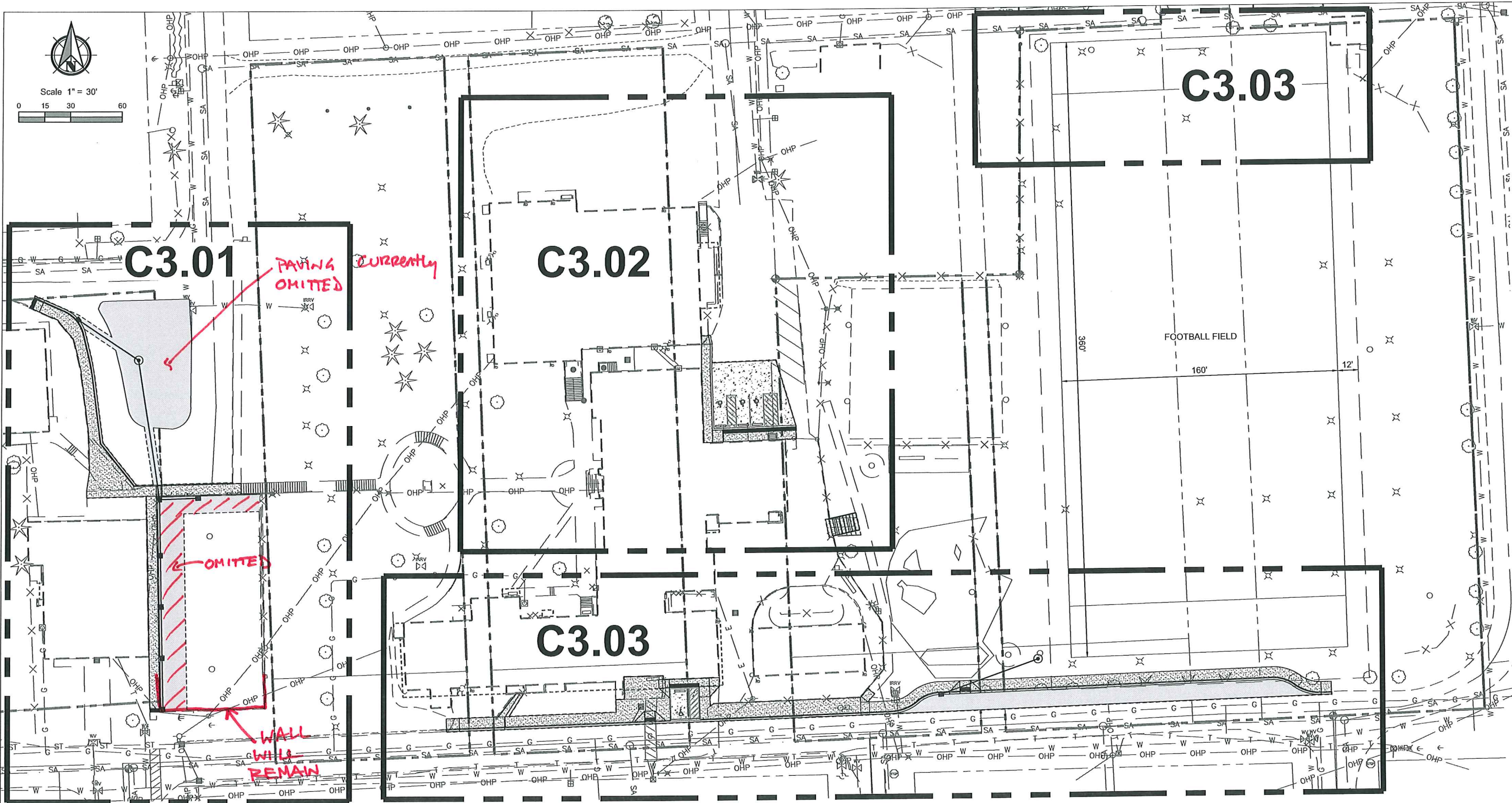




Potential Accessibility Improvement Project
High Street/Broad Street Drop-off Area

Figure
4

Appendix D Bond Project Plans



GENERAL CONSTRUCTION NOTES

1. SEE SHEET C0.00 FOR PROJECT SPECIFIC NOTES.
2. ONSITE IRRIGATION IS PRESENT. CONTRACTOR SHALL COORDINATE WITH OWNER & ENSURE ALL IRRIGATION IS RESTORED AFTER CONSTRUCTION.
3. ALL MATERIALS REMOVED AS PART OF CONSTRUCTION SHALL BE DISPOSED OF PROPERLY. ANY SITE FIXTURES, FENCING, ETC., SHALL BE THE PROPERTY OF THE ATHENA-WESTON SCHOOL DISTRICT UNLESS OTHERWISE DIRECTED TO DISPOSE OF THESE MATERIALS.
4. REMOVE EXISTING SURFACE FEATURES TO ACCOMMODATE PROPOSED IMPROVEMENTS.
5. REFER TO ARCHITECT PLANS FOR IMPROVEMENTS NOT SHOWN ON THESE DRAWINGS.
6. CONTRACTOR SHALL REPAIR ALL DISTURBED AREAS TO EQUAL OR BETTER CONDITION UPON CONSTRUCTION OF THE IMPROVEMENTS. LAWN AREAS SHALL BE SODDED UPON COMPLETION OF THE WORK.
7. CONTRACTOR SHALL PROPERLY COMPACT & BACKFILL ALL TRENCHING LOCATIONS AND REPLACE SURFACE MATERIAL IN KIND. SEE ODOT STD DWG 300 FOR TRENCHING NOTES & DETAILS.

REGISTERED PROFESSIONAL ENGINEER
8931 PER
OREGON
JOSEPH MICHAEL MELDER JR.
NOV. 18, 2014
EXPIRES: DECEMBER 31, 2018

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Athena-Weston School District
Weston Middle School
205 E. WALLACE, WESTON, OR 97886

No.	Description	Date
BID/PERMIT		02.08.2018
1	ADDENDA #1	02.23.2018

Project Number	1614.2
Date	05.01.2018
Drawn By	TAB
Checked By	JMM

IMPROVEMENT
PLAN - OVERALL

C3.00

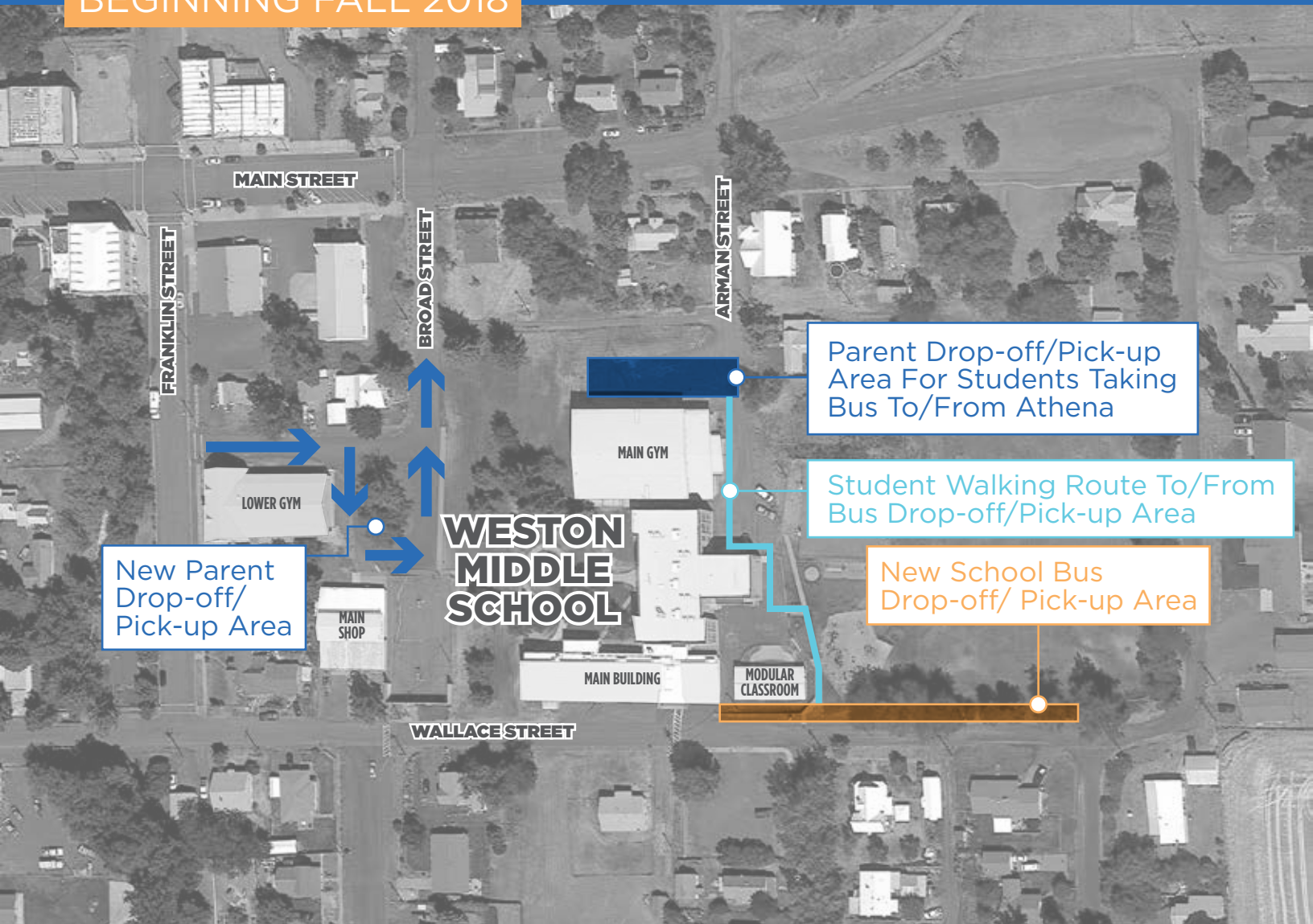
CONFORMANCE SET

Appendix E Circulation Flyer

WESTON MIDDLE SCHOOL

NEW DROP-OFF AND PICK-UP LOCATIONS

BEGINNING FALL 2018



Change is coming to traffic at Weston Middle School! Beginning in Fall 2018, there will be new, designated drop-off and pick-up areas for parents and school buses. The areas are shown on this map.