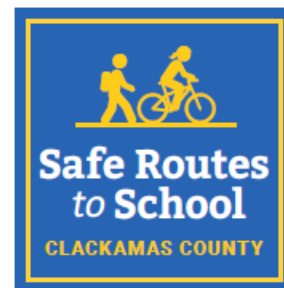

School Action Plan for River Mill Elementary School



Principal: Jennifer Behrman
Enrollment: 340
First bell: 8:00 a.m.
Last bell: 2:20 p.m. (12:30 p.m. on
Wednesdays)

Grades: K-5
Address: 850 N Broadway Street
Estacada, OR 97022

This report summarizes existing conditions, observations, and recommended improvements and programs for River Mill Elementary School resulting from the Safe Routes to School (SRTS) walk audit conducted on October 12, 2017. A summary map on Page 11 illustrates the audit location, area characteristics, and locations of infrastructure recommendations.

This audit supports the county-wide SRTS efforts of Clackamas County. For more information on the program, visit: www.clackamas.us/engineering/srts.html.

What is Safe Routes to School (SRTS)?

SRTS is a comprehensive program to **make school communities safer** by combining engineering tools and enforcement with education about safety and activities to enable and encourage students to **walk and bicycle to school**. SRTS programs typically involve partnerships among municipalities, school districts, community members, parent volunteers, and law enforcement.

Although most students in the United States walked or biked to school before the 1980s, the number of students walking or bicycling to school since has sharply declined in both urban and suburban areas.

The benefits of implementing a SRTS plan are far-reaching and include improving safety, encouraging physical activity, and reducing traffic congestion and motor vehicle emissions near schools. Implementing SRTS programs and projects benefit adjacent neighborhoods as well as students and their families.

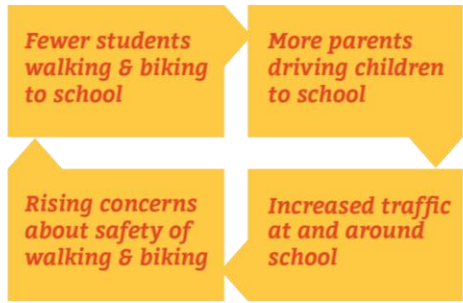
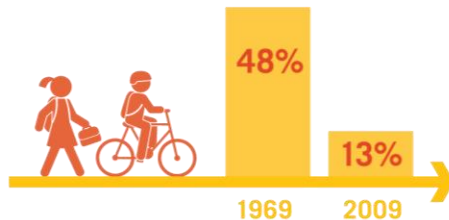
Clackamas County SRTS has a Program Handbook that outlines activities and local resources that school and community members can use to encourage walking and biking and promote traffic safety in school areas.

See www.clackamas.us/engineering/srts.html for more information.



Why Safe Routes to School for Clackamas County?

Within the span of one generation, the percentage of children walking or bicycling to school has dropped to 13%.



This movement away from active transportation is a self-perpetuating cycle.

SRTS education & encouragement programs can result in a **25%** increase in walking and biking over 5 years.

A comprehensive SRTS program addresses reductions in walking and biking through a multi-pronged approach that uses education, encouragement, engineering and enforcement efforts to develop attitudes, behaviors, and physical infrastructure that improve the walking and biking environment.

SRTS programs provide many benefits for communities!

- Healthy Living**
- Less Traffic**
- Better Educational Achievement**
- Increased Social Interactions**
- Cleaner Air and Water**
- Cost-Effective**

How Do Students Get to School Now?

As part of the Clackamas SRTS program, River Mill Elementary students and families participated in student hand tallies and parent surveys in fall 2017.

Student Hand Tallies

Hand tallies are a standard way of tracking the different ways (modes) students used to get to school. Students are asked how they traveled to and from school over a 2-3 day period. Students raise their hand when the mode they took is called out, and the teacher or a volunteer records the findings. Ten classrooms' hand tallies are included in this Action Plan.

Figure 1 shows the results of the fall 2017 hand tallies. Most students ride the bus: approximately 46 percent of students take the bus to school and 62 percent take it home. A family vehicle is the next most common mode. Less than 2 percent of students report walking to or from school and no students reported biking.

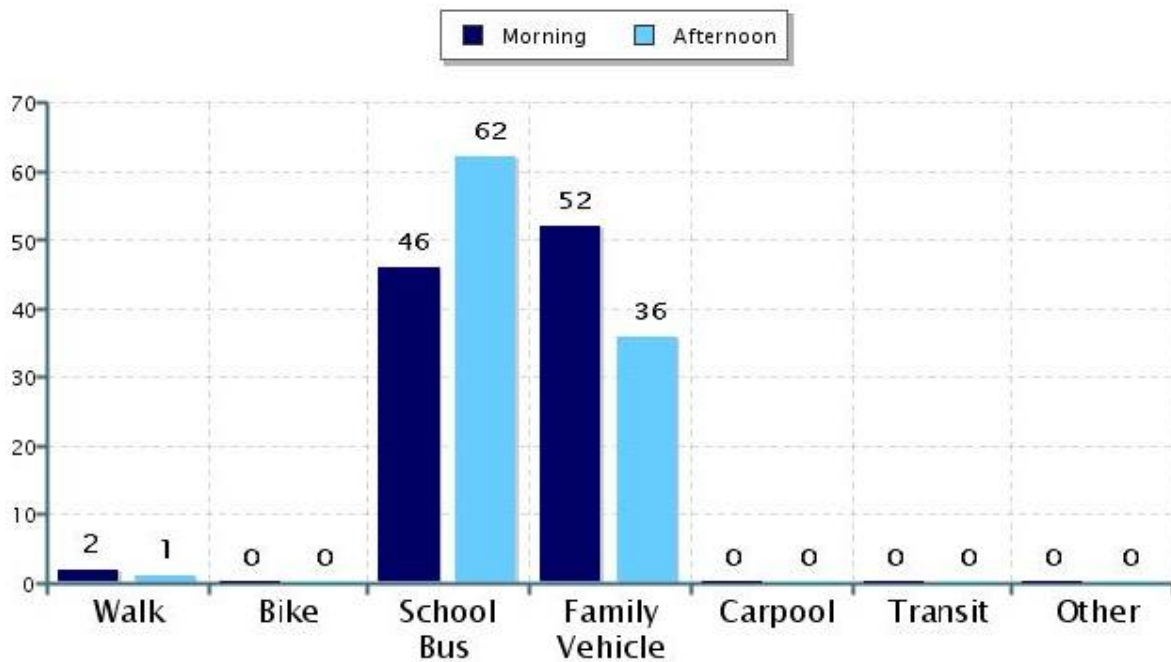


Figure 1. November 2017 Student Hand Tally Results, Morning and Afternoon Mode Split

Tracking the change in mode over time can indicate how successful the SRTS program is at addressing concerns and promoting walking and bicycling. Resources and best practice programs for conducting hand tallies include:

- ◆ The Oregon SRTS website provides [evaluation resources](#).
- ◆ The [National Center for SRTS](#) has forms, data collection guidelines, data center, and automatically-generated reports.

Parent Surveys

Parent surveys ask families about the barriers to walking or biking to/from school, health information, how children travel to and from school, and perception of crime and other social behaviors.

The Clackamas SRTS program collected 13 parent surveys in November 2017, primarily from families with children in Kindergarten and second grade. The results are shown as numbers of respondents instead of percentages because of the low response rate. The majority of respondents live over two miles from River Mill Elementary (7 families). Two respondents live under a quarter-mile, one lives within a quarter- to a half-mile, two live within a half-mile to a one mile, and one lives within one to two miles. All students who live over two miles from school take the bus or are driven in a family vehicle. No respondents indicated that they walk or bike to school.

Figure 2 shows the main barriers for parents of students who did not walk or bike. All respondents who live over two miles away reported time and distance as barriers to walking and biking to school. Families who live closer to school cited lack of sidewalks and amount of traffic along the route. These findings indicate that there is potential for promoting walking and biking among families who live closer to school, by addressing traffic safety barriers.

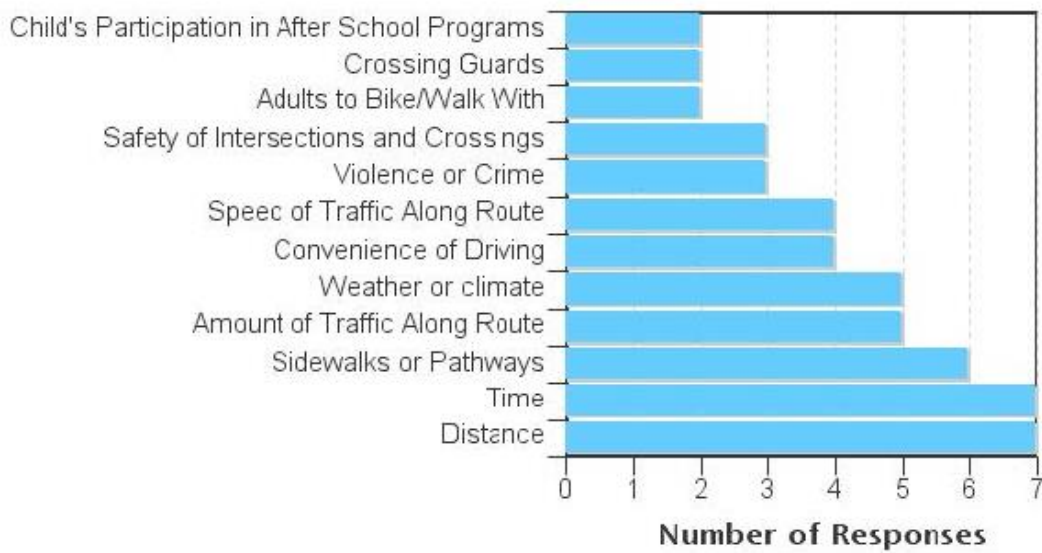


Figure 2. Barriers to Allowing a Child to Walk or Bike to/from School

Resources and best practice programs for conducting parent surveys include:

- ◆ The Oregon SRTS website provides [evaluation resources](#).
- ◆ The [National Center for SRTS](#) has forms, data collection guidelines, and data center.

Walk Audit Summary

Walk Audit October 12, 2017

Meeting Time: 7:20-9am

Date:

Day of Week: Thursday

Weather: Rainy and Stormy

Attendees:

- Scott Hoelscher, Clackamas County
- Carl Olson, Clackamas County
- Mallorie McDowell, Clackamas County
- Sadie Main, City of Estacada
- Melanie Wagner, City of Estacada
- Nicole Perry, The Street Trust
- Hannah Day-Kapell, Alta Planning + Design
- Katie Selin, Alta Planning + Design

Existing Conditions

School Layout

River Mill Elementary School is located on N Broadway St, one block north of 6th St and east of NW Wade St. Sports fields and a playground to the north of the school serve the surrounding, growing residential neighborhood.

Most students enter and are dismissed through the main door on the west side of the main school building. A few students go straight to the auxiliary school building on the east side of the property by wrapping around the building to the south.

SITE CIRCULATION

Vehicles: Student drop-off occurs in the parking lot to the west of the school. Vehicles line up in the second lane away from the school (leaving one clear for special needs buses to drop off right in front of the main door). As vehicles arrive at the front of the line, their student may exit the vehicle, cross the other lane, and head into the building. After the student departs, the vehicle continues to the parking lot exit to the west.

For student pick-up, families are required to come inside to sign their student out of the cafeteria.

School Buses: Buses load and unload students in the parking lot to the west of River Mill in front of the main entrance and along 8th St, south of the building. Both of these areas are also open to vehicles.

Pedestrians: There is a new, wide sidewalk along N Broadway St, south of the school. From the east, students can cut through the Estacada High School parking lot from surrounding neighborhoods. However, there are no crossings and limited sidewalks connecting the school to the neighborhoods north and west of the school.

Bicyclists: There are no dedicated bike facilities connecting to the school. On the southeast corner of the school, there is sheltered bike parking for approximately 8 bikes. The bike parking is an older, less effective design.

Walk Audit Observations and Infrastructure Recommendations

Key locations are described below, including issues identified during audit observations and discussions. Project numbering refers to the Improvements Map on page 11. The party responsible for implementing each recommendation is in parentheses (i.e., City of Estacada or Estacada School District).

1. School Parking Lot and Grounds

Student drop-off and pick-up operate fairly smoothly, but could be improved. For morning drop-off, families waited until they got to the front of the line to let their student head inside. However, some vehicles circled around counter clockwise, through the exit, to drop their student off in the center of the parking lot. On the north side of the parking lot, the sidewalk ends before it connects to the sidewalk on N Broadway St. Students walking from that side of the school must walk in the road, as buses and cars exit the parking lot. A subdivision, currently under construction, will increase foot traffic from this side in the next several years.

RECOMMENDATIONS

- a. Build approximately 242 feet of sidewalk along the north side of the parking lot to the east side of N Broadway St, either by moving the existing fence and constructing sidewalk, curb and gutter, or pedestrian space could be designated with bollards and paint. (Estacada School District)
- b. Replace bike parking with modern racks. (Estacada School District)
- c. Move bus loading (except the special education bus) to 8th St and use both lanes in front of the school to load students. (Estacada School District)
- d. Build approx. 268 feet of sidewalk on the east side of N Broadway St north along the school's property to connect with the Campanella Estates development. (Estacada School District/City of Estacada)
- e. Add a stop sign at the southbound secondary parking lot exit onto N Broadway St. (Estacada School District)

2. N Broadway Street

N Broadway St is a calm neighborhood street posted as a school zone. The main traffic flow occurs on N Broadway St, approaching the school from the south. A smaller number of vehicles access River Mill along N Broadway St from the north. The N Broadway St segment from NE 6th Ave to 8th Ave has a wide, new sidewalk on the east side of the street, but no sidewalk on the west side of the street. The segment to the north has a sidewalk on the west side of the street after the corner by Carleton St, but no sidewalk on the east side.

The intersection at N Broadway St and 8th Ave provides a safe crossing for students to access the school. It is an all way stop, a crosswalk, ADA compliant curb ramps, and a stop bar for vehicles on N Broadway.

There is no pedestrian crossing to the school at N Broadway St and NW 10th Ave.

N. Broadway St has no specific bike facilities. Bikes can ride in the road or on the sidewalk, where it exists. Only one student biking was observed during the walk audit.

RECOMMENDATIONS

- a. Install a crosswalk and ADA-compliant curb ramps across N Broadway St connecting to the south corner of NW 10th Ave. (City of Estacada)
- b. Add Neighborhood Greenway signs and pavement markings on N Broadway St from NE 6th Ave to NW 10th Ave and into the new subdivision. (City of Estacada)

3. 8th Avenue

Adjacent to school grounds on the south side of the school, 8th Ave is a one way (to the west), private street owned by the Estacada School District. It connects River Mill Elementary to the High School. It has a sidewalk on the north and pull-in parking on the south side. Buses drop students off on the north side of the street. River Mill has a gate that is only open in the morning to let buses through. During the walk audit, vehicles were observed cutting through on the road going both directions. Students who live east of the school access the school this way, after using one of the paths to the High School from surrounding neighborhoods.

RECOMMENDATION

- a. Sign 8th Ave as a one-way street westbound. (Estacada School District)

4. NW 10th Avenue

NW 10th Ave connects River Mill Elementary with Eagle Creek Rd/NW Wade St, a main road that heads north into the countryside and connects more homes to town. Across Eagle Creek road is the Public Library and Wade Creek Park, two important destinations for students and families. The stop sign for NW 10th Ave west bound is too short to be properly visible to drivers. Bushes and trees obscure the sidewalk and school zone signs along both sides of NW 10th Ave.

RECOMMENDATIONS

- a. Construct approximately 118 feet of sidewalks on the south side of NW 10th Ave to fill the gap east of Eagle Creek Rd. (City of Estacada)
- b. Install a crosswalk with ADA-compliant curb ramps and pedestrian-activated flashing beacons (RRFB) from the south corner of NW 10th Ave across Eagle Creek Rd. (City of Estacada)
- c. Install new stop sign pole at correct height at Eagle Creek Rd. (City of Estacada)
- d. Trim bushes and trees obscuring signs and blocking sidewalk along the north and south sides of NW 10th Ave between SW Wade St and N Broadway St. (City of Estacada)

5. NE 6th Avenue

NE 6th Ave is the closest and busiest collector street near River Mill Elementary. Students who live in one of the many neighborhoods south of the school have to walk along and cross NE 6th Ave. There are two main

RIVER MILL ELEMENTARY SCHOOL REPORT

crossings. The closest to the school is the 4-way intersection at NE 6th Ave and N Broadway St. This crossing includes faded crosswalks on the south and east legs of the intersection. N Broadway St has stop signs, but NE 6th Ave does not. At the three-way intersection at NE 6th Ave and NE Main St there are stop signs on all legs, but no crosswalk across NE 6th Ave on either corner. The curb radius on the west side of NE Main St is large and has an irregular curb cut that is sometimes used as an entrance to the parking lot on the corner.

The sidewalks on NE 6th Ave are incomplete between N Broadway St and NW Wade St.

RECOMMENDATIONS

- a. Add a stop sign and flashing beacon at the east leg of NE 6th Ave and N Broadway St and a stop sign at the west leg. (City of Estacada)
- b. Stripe a crosswalk at the west leg of NE 6th Ave at NE Main St, reduce the curb radius and clarify access issues on the southwestern corner of NE 6th Ave and NE Main St. (City of Estacada)
- c. Complete sidewalks along NE 6th Ave between N Broadway St and NW Wade St. (City of Estacada)
- d. Add protected bike facilities from NW Wade St to NE Cemetery Rd. (City of Estacada)

Cost Estimates

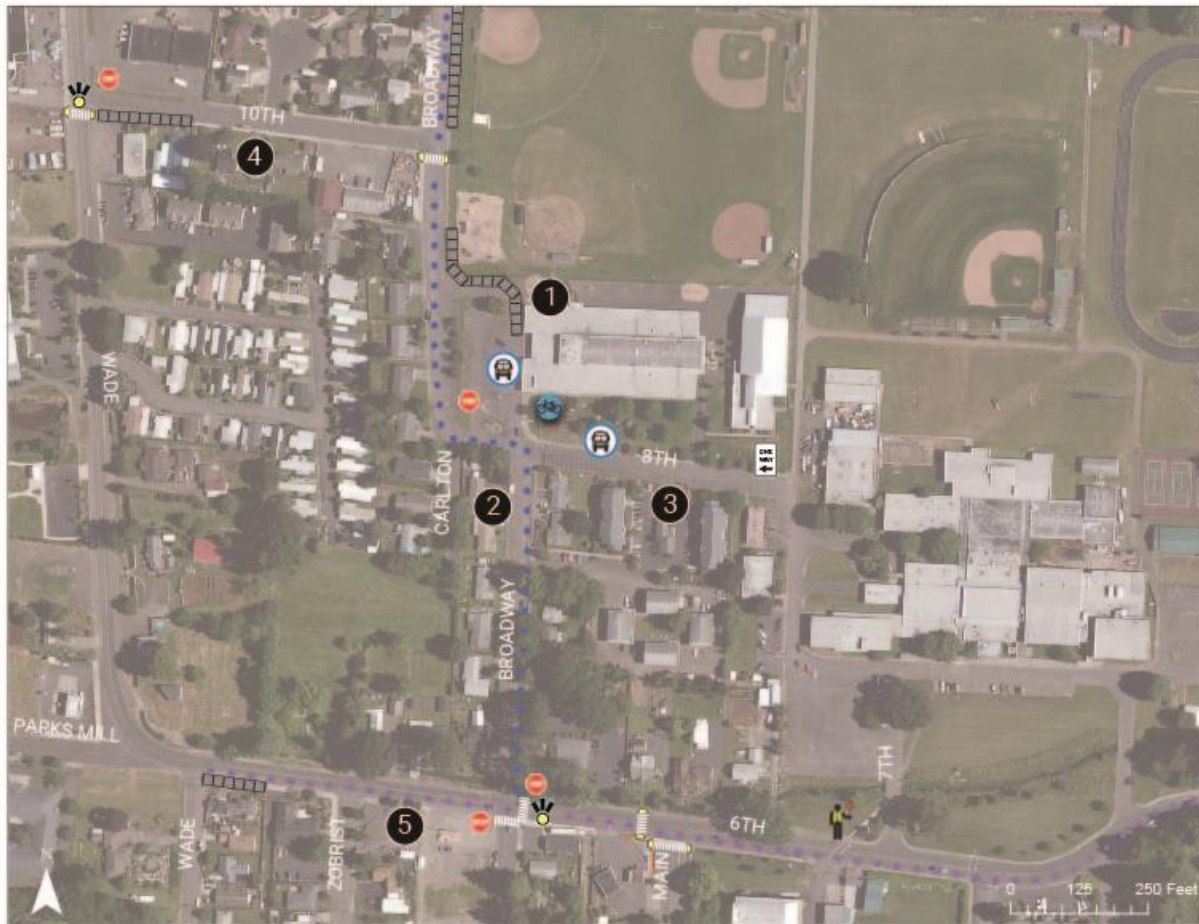
Table 1 summarizes recommendations for River Mill Elementary School, provides order-of-magnitude cost estimates, and places the projects in priority tiers.

Table 1. River Mill Elementary School Recommended Improvements

RECOMMENDATIONS	LEAD AGENCY	PLANNING – LEVEL COST	PRIORITY
1. School Parking Lot and Grounds			
a. Build approx. 242 feet of sidewalk along north side of the parking lot to the east side of N Broadway St, either by moving the existing fence and constructing sidewalk, curb and gutter, or pedestrian space could be designated with bollards and paint.	Estacada School District	\$\$	High
b. Replace bike parking with modern racks.	Estacada School District	\$	Medium
c. Move bus loading (except the special education bus) to 8 th St and use both lanes in front of the school to load students.	River Mill Elementary	\$	Medium
d. Build approx. 268 feet of sidewalk on the east side of N Broadway St north along the school's property to connect with the Campanella Estates development.	Estacada School District/ City of Estacada	\$\$\$	Low
e. Add a stop sign at the southbound secondary parking lot exit onto N Broadway St.	Estacada School District	\$	Low
2. N Broadway Street			
a. Install a crosswalk and ADA-compliant curb ramps across N Broadway St connecting to the south corner of NW 10th Ave.	City of Estacada	\$\$	High
b. Add Neighborhood Greenway signs and pavement markings on N Broadway St from NE 6th Ave to NW 10th Ave and into the new subdivision.	City of Estacada	\$\$	Medium
3. 8th Avenue			
a. Sign 8th Ave as a one-way street westbound.	Estacada School District	\$	Medium
4. NW 10th Avenue			
a. Construct approx. 118 feet of sidewalks on the south side of NW 10th Ave to fill the gap east of Eagle Creek Rd.	City of Estacada	\$\$	High
b. Install a crosswalk with ADA-compliant curb ramps and pedestrian-activated Flashing Beacons (RRFB) from the south corner of NW 10th Ave across Eagle Creek Rd.	City of Estacada	\$\$	High
c. Install new stop sign pole at correct height at Eagle Creek Rd.	City of Estacada	\$	Medium
d. Trim bushes and trees obscuring signs and blocking sidewalk along the north and south sides	City of Estacada	\$	Medium

RIVER MILL ELEMENTARY SCHOOL REPORT

RECOMMENDATIONS	LEAD AGENCY	PLANNING – LEVEL COST	PRIORITY
of NW 10 th Ave between SW Wade St and N Broadway St.			
5. NE 6th Avenue			
a. Add a stop sign and flashing beacon at the east leg of NE 6th Ave and N Broadway St and a stop sign at the west leg.	City of Estacada	\$\$	Medium
b. Stripe a crosswalk at the west leg of NE 6th Ave at NE Main St, reduce the curb radius and clarify access issues on the southwestern corner of NE 6th Ave and NE Main St.	City of Estacada	\$\$\$	Medium
c. Complete sidewalks along the south side of NE 6th Ave between N Broadway St and NW Wade St.	City of Estacada	\$\$\$	Medium
d. Add protected bike facilities from NW Wade St to NE Cemetery Rd.	City of Estacada	\$\$\$	Medium



River Mill Elementary School

Improvement Recommendations



- 1 School Parking Lot and Grounds**
 - a. Build approx. 242 feet of sidewalk along north side of the parking lot to the east side of N Broadway St, either by moving the existing fence and constructing sidewalk, curb and gutter, or pedestrian space could be designated with bollards and paint
 - b. Replace bike parking with modern racks.
 - c. Move bus loading (except the Special Education Bus) to 8th St and use both lanes in front of the school to load students.
 - d. Build approx. 268 feet of sidewalk on the east side of N Broadway St north along the school's property.
 - e. Add a stop sign at the southbound secondary parking lot exit onto N Broadway St.

- 2 N Broadway Street**
 - a. Install a crosswalk and ADA-compliant curb ramps across N Broadway St connecting to the south corner of NW 10th Ave.
 - b. Add Neighborhood Greenway signs and pavement markings on N Broadway St from NE 6th Ave to NW 10th Ave and into the new subdivision.

- 3 8th Avenue**
 - a. Sign 8th Ave as a one-way street westbound.

- 4 NW 10th Avenue**
 - a. Construct approx. 118 feet of sidewalks on the south side of NW 10th Ave to fill the gap east of Eagle Creek Rd.
 - b. Install a crosswalk with ADA-compliant curb cuts and pedestrian-activated flashing beacons (RRFB) with from the south corner of NW 10th Ave across Eagle Creek Rd.
 - c. Install new stop sign pole at correct height at Eagle Creek Rd.
 - d. Trim bushes and trees obscuring signs and blocking sidewalk along the north and south sides of NW 10th Ave between SW Wade St and N Broadway St.

- 5 NE 6th Avenue**
 - a. Add a stop sign and flashing beacon at the east end of NE 6th Ave and N Broadway St and a stop sign at the west leg.
 - b. Stripe a crosswalk at the west leg of NE 6th Ave at NE Main St, reduce the curb radius and clarify access issues on the southwestern corner of NE 6th Ave and NE Main St.
 - c. Complete sidewalks along NE 6th Ave between N Broadway St and NW Wade St.
 - d. Add protected bike facilities from NW Wade St to NE Cemetery Rd.

Legend

	Crossing Guard		Proposed Neighborhood Greenway		Proposed Reduced Curb Radius		Proposed Stop Sign
	Bike Parking		Proposed Sidewalk		Proposed Protected Bike Facilities		Proposed Crosswalk
	School Bus Loading		Proposed Flashing Beacon				
	Proposed One Way Street		Proposed ADA-Compliant Curb				

Figure 3. River Mill Elementary School Improvements Map

RIVER MILL ELEMENTARY SCHOOL REPORT



River Mill Elementary

850 N Broadway St
Estacada, OR 97203

MAP LEGEND

- Enrollment area
- Park or natural area
- School campus
- Suggested route
- Missing or partial sidewalk
- Crosswalk
- STOP Stop Sign
- STOP Crossing Guard

Clackamas County Safe Routes to School

Visit our website to learn more about how you can support SRTS at your school:
www.clackamas.us/engineering/srts.html



HOW TO USE THIS MAP: This suggested route to school map is intended to encourage adults and students to consider walking or bicycling to school. Adults are responsible for choosing the most appropriate option based on their knowledge of the different routes.



Figure 2: River Mill Elementary Suggested Route Map

Programmatic Recommendations

Programmatic activities and events complement infrastructure improvements by empowering students and their families to try walking and bicycling, and by making it safer for them to do so.

River Mill Elementary School currently promotes transportation safety by sending information to parents about student drop-off and pick-up patterns, as well as reminders about driving safely. Additionally, the school promotes walking and bicycling through participation in the annual Walk + Bike to School Day.

The activities below are recommended for River Mill Elementary School to improve and promote safe walking and bicycling to and from school and in the community. They can be implemented by school administrators, teachers, parents, or even school clubs.



Education Programs

BICYCLE AND PEDESTRIAN SAFETY EDUCATION

Pedestrian and bicycle safety education teaches students basic traffic laws and safety rules.



Resources and best practice programs for elementary school students include:

- ◆ The Street Trust's [SRTS Curriculum](#) includes a flexible in-class and on-bike curriculum and pedestrian safety lesson plans.
- ◆ Oregon SRTS provides classes and train-the-trainer programs. Oregon-based service providers are listed at: www.oregonsaferoutes.org/bike-ed-service-providers
- ◆ The National Highway Traffic Safety Administration offers a [child pedestrian safety curriculum](#) and [Cycling Skills Clinic Guide](#) to help organizations plan bike safety skills events.
- ◆ The [Girls in Gear](#) curriculum is a girls-specific bicycling program designed to empower adolescent girls by creating self-reliance and building confidence. It is also the first program to creatively integrate STEM — Science, Technology, Engineering and Mathematics — activities, physical exercise and nutrition education by way of the bicycle.



PARENT EDUCATION AND OUTREACH

Parents are the primary decision-makers about how their children get to school. Informing parents about their options for walking and bicycling, as well as communicating the benefits of active transportation,

RIVER MILL ELEMENTARY SCHOOL REPORT

can encourage more families to walk and bike. This can occur through school e-news or announcements, and other informational resources. Suggested route maps can show parents the best walking or biking route to the school, overcoming concerns about barriers.

Resources and best practice programs:

- ◆ Oregon SRTS provides materials, handouts, and theme ideas for [Monthly Walk and Bike](#) events as well as [Back to School](#) messages.
- ◆ The National Center for SRTS has several [tip sheets for parents](#) on safe walking and bicycling behaviors.

Encouragement Programs

WALK + BIKE TO SCHOOL CHALLENGE

The Oregon Walk + Bike to School Challenge celebrates students walking and bicycling to school. International Walk to School Day is held the first Wednesday in October and Bike to School Day takes place the second week in May. Parents can set up a table on the event day to provide refreshments and small rewards for families who participate, as well as maps, lights, and safety information to encourage more students and families to join in the fun.

Even families who live too far from school to walk and bike can participate by driving to a designated central location and walking together from there. Coffee and breakfast can be provided, and students can dress up or hold posters to make a fun, parent-supervised parade to school.

Resources and best practices:

- ◆ Schools in Oregon can order incentives to support and promote [Walk + Bike Challenge Day and Month](#).
- ◆ [Walk Bike to School](#) suggests event ideas and planning resources for encouraging active transportation at schools.
- ◆ The National Center for SRTS maintains a [national database of walk and bike to school day events](#) as well as event ideas and planning resources.

STUDENT CLUBS AND YOUTH LEADERSHIP PROGRAMS

Clubs and leadership programs allow older students to form groups to support the causes they care about most. Older elementary school student clubs can host Walk + Bike Challenge events, organize a competition, or work with their peers to promote walking and bicycling. Student clubs can offer excellent ideas, and provide exceptional energy and drive to get things done.

Resources and best practice programs:



- ◆ Marin County SRTS's [Teens Go Green](#) program partners with teens interested in the environment to bring reduced CO2 and healthy lifestyles to their schools.
- ◆ Create a cycling league or club. Leagues can introduce student riders to the sport of mountain biking or road racing, with a focus on skills, fun, fitness, and responsibility.

Enforcement Programs

AAA SCHOOL SAFETY PATROL

Older elementary school student volunteers can sign-up to become a certified AAA School Safety Patroller. With support and leadership from school faculty and parents, student patrollers help fellow students develop a better understanding of pedestrian and vehicular traffic hazards.

Resources and best practice programs:

- ◆ AAA has [School Safety Patrol membership information](#) and descriptions of student, teacher, and parent roles.

