

Action Plan for Oak Grove Elementary School

Principal: Sid Ong
Enrollment: 389
First bell: 7:45 a.m.
Last bell: 2 p.m.

Grades: K-5
Address: 2150 SE Torbank Road
Milwaukie, OR 97222

This Action Plan summarizes existing conditions, observations, and recommended improvements and programs for Oak Grove Elementary School. A Safe Routes to School (SRTS) walk audit was conducted on February 13, 2017. A summary map on Page 11 illustrates the audit location, area characteristics and locations of infrastructure recommendations.

This Action Plan 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.

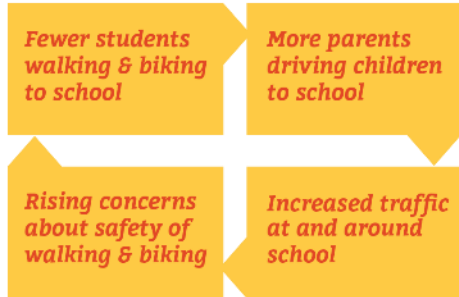
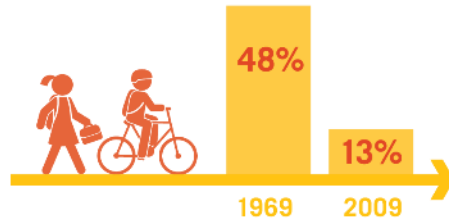
The benefits of implementing a SRTS plan are far-reaching and include improving safety, encouraging physical activity, and reducing traffic congestion and motor vehicle emissions near schools. Implementing SRTS programs and projects benefit adjacent neighborhoods as well as students and their families.

Clackamas County's SRTS Program Handbook 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**
- Better Educational Achievement**
- Cleaner Air and Water**
- Less Traffic**
- Increased Social Interactions**
- Cost-Effective**

How Do Students Get to School Now?

As part of the Clackamas SRTS program, Oak Grove Elementary families participated in student hand tallies and parent surveys in spring 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.

Figure 1 shows the results of the spring 2017 hand tallies. Most students are driven in the family vehicle or ride the school bus to get to Oak Grove Elementary (47 percent and 42 percent respectively), while most students ride the school bus home (62 percent).

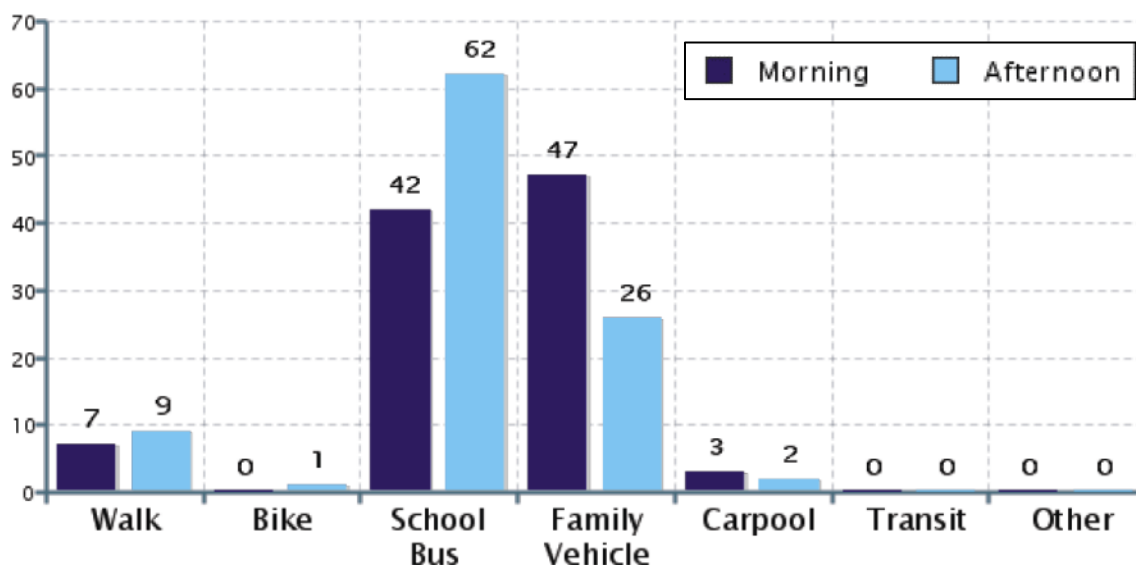


Figure 1. May 2017 Student Hand Tally Results, Morning and Afternoon Mode Split

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, how children travel to and from school, health information, and perception of crime and other social behaviors.

The Clackamas SRTS program collected 17 parent surveys in March 2017, primarily from families with children in 2nd grade. The majority of respondents live within a mile of the school (4 live within a quarter-mile, 4 live a quarter- to a half-mile, and 4 live a half- to one mile from school). No respondents reported living more than 2 miles from the school. Most of the respondents drive alone in the family vehicle (9 in the morning and 7 in the afternoon), walk (3 in the morning and 4 in the afternoon), or ride the school bus (2 in the morning and 3 in the afternoon).

Figure 2 shows the number of Oak Grove parents who selected different barriers to allowing their students to walk or bike to school. These results include only those parents who do not allow their student to walk or bike to school. Due to the small sample size, the results are shown as number of responses instead of as percentages. Parents identified the following as the biggest barriers: speed of traffic, lack of adults to walk or bike with, lack of sidewalks and pathways, unsafe intersections and crossings, and the amount of traffic along the route. These findings indicate that there is potential to promote walking and biking by addressing traffic safety barriers.

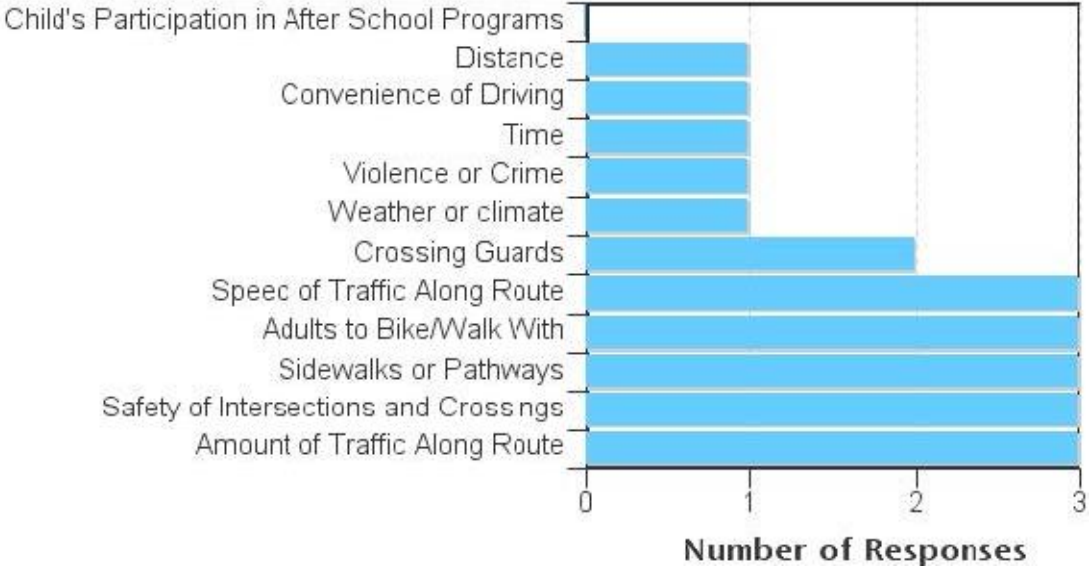


Figure 2. Parent Survey Results: Barriers to Allowing a Child to Walk or Bike to/from School

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 Date: February 13, 2017

Meeting Time: 7:30am

Day of Week: Monday

Weather: Partly cloudy

Attendees:

- Nicole Perry, The Street Trust
- Lori Mastrantonio, Clackamas County
- Ryan Hahn, North Clackamas School District

Existing Conditions

School Layout

The main entrance to the school building is at SE Torbank Road. One parking lot at the front of the school can be accessed with a single-directional driveway for student loading, and another larger parking lot also accessed via SE Torbank Road is located to the side of the school. The school is surrounded by sports fields, single family homes, and apartment complexes. Sidewalks in this area range from newer to non-existing. Streets around the school range from calm neighborhood streets to busier collectors with 30 mph speed limits and 20 mph beacon-activated school zones.

SITE CIRCULATION

Vehicles: Student drop-offs and pick-ups occur mostly on SE Torbank Road in the driveway in front of the main entrance.

School Buses: Students riding the bus are picked up and dropped off in the annex driveway east of the school off SE Torbank Road. The buses exit out the back driveway onto SE Courtney Road.

Pedestrians: Most students walking to school access campus from the SE entrance, where the Trolley Trail and SE Courtney Road meet.

Bicyclists: One rack for bike parking is located on the east side of the building. It is not covered.

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 organization responsible for implementing each recommendation is in parentheses (i.e., Clackamas County or North Clackamas School District).

1. School Parking Lot and Grounds

There is a parking lot on one side of the school that has almost two dozen parking spaces and can be accessed through driveways on SE Torbank Road. Bike parking is provided, but is limited.

RECOMMENDATIONS

- a. Install new bicycle parking on school property (District)

2. SE River Road

SE River Road has a single lane of travel in each direction, street parking, bicycle wayfinding signs, intermittent sidewalks, some areas with newer sidewalks, TriMet bus stops for line 34, and a substandard bike lane.

RECOMMENDATIONS

- a. Construct sidewalk on east side from Park Avenue to Oak Grove Boulevard (County).
- b. Restripe as a buffered bike lane with a hatched buffer between parking and the bike lane to eliminate the door zone danger for people biking in the bike lane.

3. SE Courtney Road

SE Courtney Road accommodates street parking, does not have sidewalks, and has a bike lane. There are school speed limit signs and school crossing markings between SE River Road and SE Linden Lane.

RECOMMENDATIONS

- a. Install crosswalk at Courtney Road and River Road (County).
- b. Construct sidewalks from Mcloughlin Boulevard to River Road (County).

4. SE Oak Grove Boulevard

SE Oak Grove Boulevard has a single lane of travel in each direction, accommodates street parking, and does not have sidewalks. There are bike lanes from SE River Road to Oatfield Road. The

intersection of Oak Grove Boulevard and River Road is four-way stop controlled and lacks crosswalk markings.

RECOMMENDATIONS

- a. Install crosswalks at Oak Grove and River Road intersection (County).

5. SE Torbank Road

SE Torbank Road has a single lane of travel in each direction, accommodates street parking, and does not have sidewalks. There is a school speed limit sign and school crossing sign but no crosswalk near SE River Road. Torbank Road reaches a dead end to the east.

A short pedestrian path connects Wabash Avenue to SE Torbank Road and a crossing is marked across SE Torbank Road.



The Wabash Avenue path provides a connection from Oak Grove Elementary across SE Torbank Road into the neighborhood.

RECOMMENDATIONS

- a. Construct sidewalk on north and south sides from River Road to existing sidewalk at the school (five-year CIP project) (County).
- b. Upgrade crosswalk at end of Wabash Avenue connecting to Torbank Road (County).
- c. Upgrade Wabash Avenue path with wayfinding signs and lighting to encourage pedestrian use - remove post on the north side of the crosswalk and add ADA ramps (County).
- d. Construct sidewalk from school to the Trolley Trail.

6. SE Arista Road

SE Arista Road is marked with shared lane markings at SE Courtney Road. There are sidewalks in some sections, street parking throughout, and a driveway that leads to the school, although it is not always accessible to the public.

RECOMMENDATIONS

- a. SE Arista Road south of SE Courtney Road is the on-street portion of the Trolley Trail with a direct connection to the school access driveway. Analyze options to upgrade bicycle facility (buffered bike lane/cycle track) or improvements to existing Neighborhood Greenway treatment (speed bumps; signage) (County).

7. SE Linden Lane

This is a lower traffic, narrower street space for street parking in some segments and sidewalks in some segments.

- a. Construct sidewalks on Linden Lane between SE Linden Place and SE Courtney Road (County).

Cost Estimates

Table 1 summarizes engineering recommendations for Oak Grove Elementary School, provides planning-level cost estimates, and places the projects in high, medium, or low priority tiers. Figure 2 shows the locations of the recommendations. Figure 4 on page 12 shows the Suggested Route Map, which can be shared with parents at the start of the school year along with the walking and biking tips.



Table 1. Oak Grove Elementary Recommended Improvements

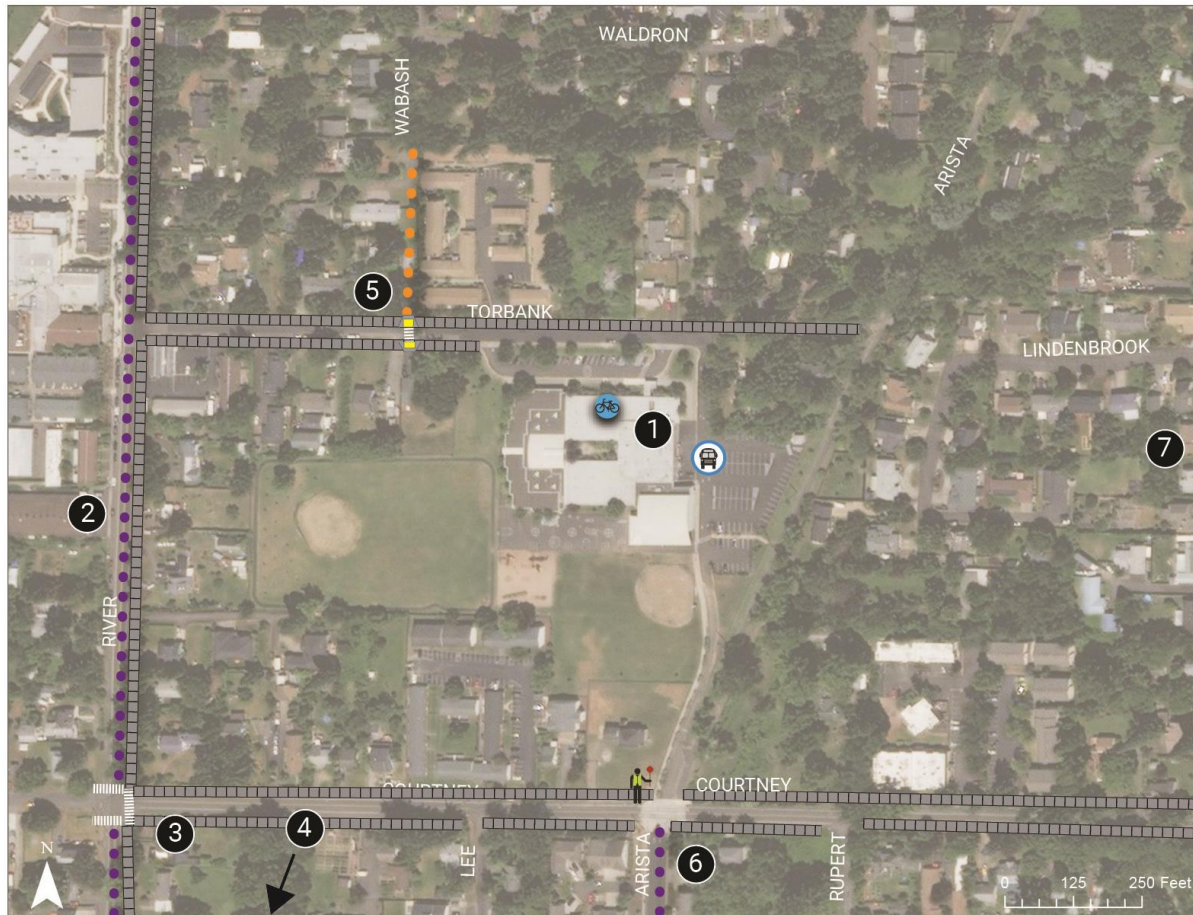
RECOMMENDATIONS	LEAD AGENCY	PLANNING – LEVEL COST	PRIORITY
1. 1. School Parking Lot and Grounds			
a. Install new bicycle parking on school property.	School District	\$	Medium
2. SE River Road			
a. Construct sidewalk on east side from Park Avenue to Oak Grove Boulevard.	County	\$\$\$	Medium
b. Restripe with a buffered bike lane with a hatched door zone buffer between parking and the bike lane.	County	\$\$	Medium
3. SE Courtney Road			
a. Install crosswalk at Courtney Road and River Road.	County	\$\$\$	High
b. Construct sidewalks from Mcloughlin Boulevard to River Road.	County	\$\$\$	Medium
4. SE Oak Grove Boulevard			

OAK GROVE ELEMENTARY ACTION PLAN

RECOMMENDATIONS	LEAD AGENCY	PLANNING – LEVEL COST	PRIORITY
a. Install crosswalks at Oak Grove and River Road intersection.	County	\$	High
5. SE Torbank Road			
a. Construct sidewalk on north and south sides from River Road to existing sidewalk at the school (five-year CIP project).	County	\$\$\$	High
b. Upgrade crosswalk at end of Wabash Avenue connecting to Torbank Road.	County	\$\$	Low
c. Upgrade Wabash Avenue path to encourage pedestrian use - remove post on the north side of the crosswalk and add ADA ramps.	County	\$\$	Medium
d. Construct sidewalk from school to Trolley Trail.	County	\$\$	Medium
6. Arista Road			
a. On-street portion of Trolley Trail with direct connection to school access drive. Look at options to upgrade bicycle facility (buffered bike lane/cycle track) or improvements to existing Neighborhood Greenway treatment (speed bumps; signage).	County	\$\$	Medium
7. SE Linden Lane			
a. Construct sidewalks on Linden Avenue between SE Linden Place and SE Courtney Road.	County	\$\$\$	High

Oak Grove Elementary School

Improvement Recommendations



- 1 School Parking Lot and Grounds**
 - a. Install new bicycle parking on school property.
- 2 SE River Road**
 - a. Construct sidewalk on east side from Park Avenue to Oak Grove Boulevard.
 - b. Restripe with a buffered bike lane with a hatched door zone buffer between parking and the bike lane.
- 3 SE Courtney Road**
 - a. Install crosswalk at Courtney Road and River Road.
 - b. Construct sidewalks from Mcloughlin Boulevard to River Road.
- 4 SE Oak Grove Boulevard**
 - a. Install crosswalks at Oak Grove and River Road intersection.
- 5 SE Torbank Road**
 - a. Construct sidewalk on north and south sides from River Road to existing sidewalk at the school. (5-year CIP project).
 - b. Upgrade crosswalk at end of Wabash Avenue connecting to Torbank Road.
 - c. Upgrade Wabash Avenue path to encourage pedestrian use - remove post on the north side of the crosswalk and add ADA ramps.
 - d. Construct sidewalk from school to Trolley Trail.
- 6 Arista Road**
 - a. On-street portion of Trolley Trail with direct connection to school access drive. Look at options to upgrade bicycle facility (buffered bike lane/cycle track) or improvements to existing Neighborhood Greenway treatment (speed bumps; signage).
- 7 SE Linden Lane**
 - a. Construct sidewalks on Linden Avenue between SE Linden Place and SE Courtney Road.

Legend

- | | | | | | |
|--|--------------------|--|-----------------------------|--|-------------------------|
| | Crossing Guard | | Proposed Buffered Bike Lane | | ADA-compliant Curb Ramp |
| | Bike Parking | | Proposed Sidewalk | | |
| | School Bus Loading | | Wabash Path | | |
| | | | Proposed Crosswalk | | |

Figure 3. Oak Grove Elementary School Improvements Map

OAK GROVE ELEMENTARY ACTION PLAN



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.

Oak Grove Elementary

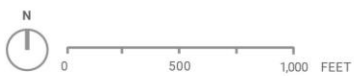
2150 SE Torbank Road
Portland, OR 97222

MAP LEGEND

- Enrollment area
- Park or natural area
- School campus
- Suggested route
- Crosswalk
- 4-Way stop controlled intersection with crosswalks
- Crossing Guard (afternoon only)

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



Created October 2017



Figure 4. Oak Grove Elementary Suggested Route Map

Be Safe Walking, Biking, & Driving in School Areas



Safety Tips for Walking

USE THE CROSSWALK

Always cross at corners or at a marked crosswalk. This is where drivers expect to see you.

LOOK BEFORE YOU CROSS

Look left, right, and left again before crossing a street or driveway. Look over your shoulder for turning cars, especially at intersections.

MAKE EYE CONTACT

Don't assume that drivers see you. Make eye contact with drivers before stepping off of the sidewalk.

BE VISIBLE

Wear reflective or bright-colored clothing when it's dark and walk with one or more buddies.

FOLLOW THE RULES

Follow directions from crossing guards and pay attention to traffic signs and signals.



Safety Tips for Driving

RESPECT THE ZONE

Slow down in school zones. The safe speed may be less than 25 MPH. Set a good example by following instructions from crossing guards.

BRAKE FOR PEOPLE WALKING

Stop for people in crosswalks and at unmarked intersections. Look and stop for children who may be crossing mid-block, too.

BE AWARE AND ALERT

Set aside distractions like texting, phone calls, or eating while driving, and keep an eye out for the unexpected.

GO WITH THE FLOW

Follow your school's drop-off and pick-up procedures. Pull to the curb rather than letting children out in the street. Avoid unsafe maneuvers, such as mid-block U-turns or stopping in a crosswalk.

RESPECT THE NEIGHBORHOOD

Park in legal spaces and don't double park or block driveways.



Safety Tips for Biking

BE PREDICTABLE

Obey all stop signs, traffic signals, and guidance from crossing guards. Never ride against traffic.

BE ALERT

Watch out for drivers turning left or right, or coming out of driveways. Avoid car doors opening in front of you and yield to pedestrians.

WEAR YOUR HELMET

Make sure that it fits properly: snug and level on your head, just above your eyebrows.

MAKE EYE CONTACT

Make sure drivers see you, especially at intersections and driveways.

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.

The activities below are recommended for Oak Grove Elementary 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 include:

- ◆ The Street Trust's [SRTS Curriculum](#) includes a flexible in-class and on-bike curriculum and pedestrian safety lesson plans. The City of Portland uses these curricula to teach bicycle and pedestrian safety through the City's SRTS program.
- ◆ 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, 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.

OAK GROVE ELEMENTARY ACTION PLAN

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.

