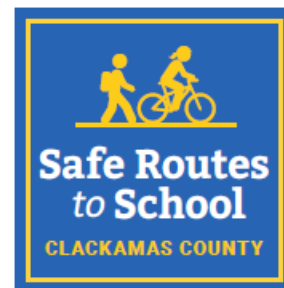

School Action Plan for Trost Elementary School



Principal: Angela Navarro
Enrollment: 426
First bell: 9:00 a.m.
Last bell: 3:30 p.m.

Grades: K-6
Address: 800 S Redwood St,
Canby, OR 97013

This report summarizes existing conditions, observations, and recommended improvements and programs for Trost Elementary School resulting from the Safe Routes to School (SRTS) walk audit conducted on October 26, 2018. A summary map, on page 7, 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.

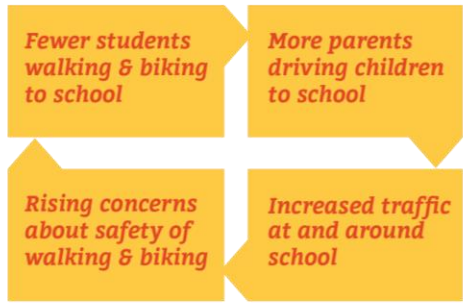
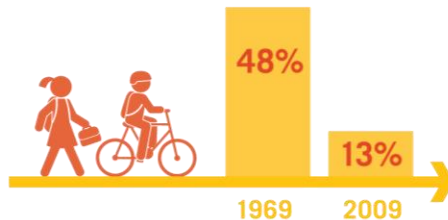
Clackamas County SRTS has a Program Handbook that outlines activities and local resources that school and community members can use to encourage walking and biking and promote traffic safety in school areas.

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** (Icon: Person with arms raised)
- Better Educational Achievement** (Icon: Person sitting at a desk)
- Cleaner Air and Water** (Icon: Sun, cloud, and rain)
- Less Traffic** (Icon: Three cars)
- Increased Social Interactions** (Icon: Person on a bicycle)
- Cost-Effective** (Icon: Piggy bank with a dollar sign)

Walk Audit Summary

Walk Audit October 26, 2018

Meeting Time: 8:00- 10:00am

Date:

Day of Week: Friday

Weather: Warm and slightly rainy

Attendees:

- Christian Snuffin, Clackamas County
- Brian Hodson, parent/City of Canby
- Tim Graves, Canby School District
- Doug Rykkend, Canby School District
- Angela Navarro, Trost Principal
- Spencer Polack, City of Canby Public Works
- Nicole Perry, The Street Trust
- Hannah Day-Kapell, Alta Planning + Design
- Katie Selin, Alta Planning + Design
- Mindy Montecucco, City of Canby Bike/Ped Citizen Advisory Committee
- Dustin Breese, City of Canby Public Works

Existing Conditions

School Layout

Trost Elementary is a Spanish Immersion school on the east side of the City of Canby. Trost is located in a cluster of other schools: Baker Prairie Middle School and Philander Lee Elementary School. The dual language immersion program is open to any student who lives in the Canby School District, so some students travel further to school than they would for a typical neighborhood school. Students travel from far and wide to participate in the dual language program. Trost Elementary is located in a quiet residential neighborhood on a large property with a playground, asphalt track, and ball fields.

Students enter through the main door on the southwest corner of the building and the door by the cafeteria.

SITE CIRCULATION

Vehicles: Student drop-off occurs in front of the school's main door. Vehicles queue counter clockwise around the parking lot and drop off their students when they get to the front of the line by the doors to the school. Some families park in the parking lot and walk their students into the building. Students are not allowed to walk through the parking lot without an adult.

School Buses: Bus pick-up and drop-off take place at the bus pull out at the east side of the school main entrance. Buses wait in line with vehicles, but then are able to pull out of the flow of traffic to drop and pick up students. There are four buses that pick up students from Trost's citywide service area.

Pedestrians: Several cut-through paths provide easy access for students accessing the school from neighborhoods south and southeast of the school. Complete, wide sidewalks link the school to the surrounding streets. A crossing guard is stationed at SE 8th Ave and S Redwood St

TROST ELEMENTARY SCHOOL REPORT

both before and after school to help students navigate the flow of vehicles heading to school to drop or pick up students.

Bicyclists: Both S Redwood St and SE Township Rd have painted bike lanes. The Timber Trail and paved off-street path provides school access from the east. Bike parking is located south of the school, near the main entrance.

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 7. The party responsible for implementing each recommendation is in parentheses (i.e., City of Canby, Clackamas County, or Canby School District).

1. School Parking Lot and Grounds

Student drop-off and pick-up run quite smoothly at Trost Elementary. For morning drop-off, parents wait in line to drop off their students in front of the school. Parents access the school from S Redwood St. During the walk audit, school traffic moved smoothly through the drop-off zone. Some parents parked in the parking lot and accompanied their students into school. During the walk audit, most students walking and biking approached the school from the northwest, west, and south.



Trost Elementary morning drop-off operates relatively well, with bus riders dropped-off at the school's main entrance.

Walk audit participants reported that the path across the school property from the southeast is very dark and hard to follow after dark. A handful of students were observed biking to school on the day of the walk audits and locking their bikes to the outdated bike racks in front of the school.

RECOMMENDATION

- a. Add lighting along the path from southeast corner of school property. (Canby School District)
- b. Replace bike parking with modern, Inverted-U racks and cover bike parking area for long-term bike storage. Allow at least 4 feet between racks to provide enough maneuvering room. (Canby School District)

2. S Redwood St

S Redwood St is a neighborhood street west of Trost Elementary, which is owned by Clackamas County and maintained by the City of Canby. In front of school property, it is posted as a 20mph school zone. Both sides of the street have complete sidewalks with curb cuts at intersections.

The City of Canby recently re-striped crosswalks across S Redwood St at SE 8th Ave and SE 9th Ave in the modern continental style. Many students cross South Redwood St at SE 8th with the help of a crossing guard in

the morning and afternoon. When the crossing guard is not present, walk audit participants report having a difficult time crossing at SE 8th Ave, particularly during sporting events.

School zone signs exist, but they are faded and difficult to read, and several need to be updated. The school zone start and end signs south of the school are located in the middle of a curve and very close to the school.

RECOMMENDATION

- a. Add curb extensions on either side of the crosswalk at SE 8th St to reduce crossing distance and improve visibility of people crossing. (City of Canby)
- b. Replace faded school zone speed limit, end school zone signs, and outdated crosswalk warning signs. (City of Canby)
- c. Expand the boundary of the school zone south of the school and move signs accordingly. (City of Canby)



School crossing guard assisting students across S Redwood St before school.

3. SE Township Road

SE Township Rd is the main route to the school from the north. It is a long, straight arterial with 25 mph posted speed. Bike lanes are striped in both directions. SE Township Rd has mostly complete sidewalks, except a small segment on the north side near S Pine St. Many students walk along SE Township Rd from the multi-family apartment buildings to the north. During the walk audit, a parent who lives in one of those buildings stopped to explain her family's challenges crossing SE Township Rd to access the school. Other walk audit participants noted that speeding is an issue because of the lack of stops and long sight lines.

RECOMMENDATIONS

- a. Construct ADA compliant curb and sidewalk to fill gap on the 20 ft gap on the north side of SE Township Rd just north of S Pine St. (City of Canby)
- b. Between S Redwood St and S Ivy St, add traffic-calming such as speed humps or curb extensions at a few crosswalks, potentially S Knott St or Pine St, to slow speeds and improve visibility of crosswalks. (City of Canby)

4. Teakwood Street

Teakwood Street is a quiet, neighborhood street that students walk to access the school from the south. It is a newer subdivision with complete sidewalks and slow speeds. However, walk audit participants noted that it does not have street lights and becomes difficult to walk in the dark.



Off-street path crossing Teakwood St at the southeast corner of the school grounds.

TROST ELEMENTARY SCHOOL REPORT

RECOMMENDATIONS

- a. Add street lighting from SE 13th Ave to the off-street path north of SE10th Ave. (City of Canby)

Cost Estimates

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

Table 1. Trost Elementary School Recommended Improvements

RECOMMENDATIONS	LEAD AGENCY	PLANNING – LEVEL COST	PRIORITY
1. School Parking Lot and Grounds			
a. Add lighting along the path from southeast corner of school property.	Canby School District	\$\$	Medium
b. Replace bike parking with modern, Inverted-U racks and cover bike parking area for long-term bike storage. Allow at least 4 feet between racks to provide enough maneuvering room.	Canby School District	\$	Low
2. S Redwood Street			
a. Add curb extensions on either side of the crosswalk at SE 8 th St to reduce crossing distance and make people crossing more visible.	City of Canby	\$\$	High
b. Replace faded school zone speed limit, end school zone signs, and outdated crosswalk warning signs.	City of Canby	\$	Medium
c. Expand the boundary of the school zone south of the school and move signs accordingly.	City of Canby	\$	Medium
3. SE Township Road			
a. Construct ADA compliant curb and sidewalk to fill gap on the 20 ft gap on the north side of SE Township Rd just north of S Pine St.	City of Canby	\$\$	Medium
b. Add traffic-calming, such as speed humps or curb extensions at crosswalks, to slow speed, and improve visibility of crosswalks.	City of Canby	\$\$\$	Medium
5. Teakwood Street			
a. Add street lighting from SE 13 th Ave to the off-street path north of SE10th Ave.	City of Canby	\$	Low



Trost Elementary School

Improvement Recommendations



- 1 School Parking Lot and Grounds**
 - a. Add lighting along the path from southeast corner of school property.
 - b. Replace bike parking with modern, Inverted-U racks and cover bike parking area for long-term bike storage. Allow at least 4 feet between racks to provide enough maneuvering room.
- 2 S Redwood Street**
 - a. Add curb extensions on either side of the crosswalk at SE 8th St to reduce crossing distance and make people crossing more visible.
 - b. Replace faded school zone speed limit, end school zone signs, and outdated crosswalk warning signs.
 - c. Expand the boundary of the school zone south of the school and move signs accordingly.
- 3 SE Township Road**
 - a. Construct ADA compliant curb and sidewalk to fill gap on the north side of SE Township Rd 20 ft north of S Pine St.
 - b. Add traffic-calming, such as speed humps or curb extensions, at crosswalks to slow speed and improve visibility of crosswalks.
- 4 Teakwood Street**
 - a. Add street lighting from SE 13th Ave to the off-street path north of SE10th Ave.

Legend

- | | | | | | | | |
|--|-----------------------------|--|---|--|-------------------|--|---------------------------------|
| | Bike Parking | | Proposed School Zone Speed Limit Sign | | Proposed Sidewalk | | Proposed Crosswalk Warning Sign |
| | School Bus Loading | | Proposed Advance School Zone Warning Sign | | Proposed Lighting | | Proposed Curb Extension |
| | Proposed ADA-Compliant Curb | | Proposed End School Zone Sign | | | | |
| | Proposed Speed Humps | | | | | | |



Figure 1. Trost Elementary School Improvements Map

TROST ELEMENTARY SCHOOL REPORT



Trost Elementary and Baker Prairie Middle School

LEGEND

- School Campus
- Other Schools
- Park or Natural Area
- Suggested Route
- - - Suggested Route Off-street path
- × × × Avoid Walking on This Side
- ▬▬▬ Crosswalk
- 4-Way Stop
- Ⓜ Traffic Signal

Clackamas County Safe Routes to School (SRTS)

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



Figure 2: Trost Elementary and Baker Prairie 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. To fund these SRTS programs, Trost Elementary should apply for Oregon Department of Transportation (ODOT) Non-Infrastructure grant funding. ODOT reserves \$300,000 annually for funding of non-infrastructure SRTS projects that encourage children in grades K-8 to walk and bike to school. This competitive grant program distributes funding to a project over the course of three years (to allow for advanced planning) with a maximum award of \$50,000 per year with a 12% match requirement. For more information, visit <https://www.oregon.gov/ODOT/Programs/Pages/SRTS.aspx>

The activities below are recommended for Trost 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, 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. The Trost Elementary suggested route maps also show routes to Baker Prairie Middle School to encourage collaboration between the adjacent schools.

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.

WALKING SCHOOL BUS

Many families would like to walk to school, but are concerned about traffic, have personal safety concerns, or may lack the time to walk with their children to school. Sharing the trip with other families provides adult supervision for groups of students, reassures parents that their children can get to school safely and on time, and builds community in the neighborhood.

A Walking School Bus (WSB) is an organized group of students who walk to and from school with adults. The WSB has a designated route and stops where students gather or get dropped-off near their homes. WSBs are a great way for students to get daily physical activity and travel to school, while having fun with their classmates. Students will learn how to be “Safe Walkers,” gain confidence exploring their communities, and protect the environment by reducing greenhouse gas emissions.

Resources and best practice programs:

- ◆ City of Portland’s SRTS Program has [resources available](#) that provide walking school bus guidance, including promotional materials and tips for how to get started.
- ◆ In El Monte, California, Walk with Us El Monte operates a very successful a bilingual walking school bus program. Their [website](#) includes excellent planning resources in both Spanish and English.

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, host a neighborhood clean-up, conduct trail maintenance, 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.

