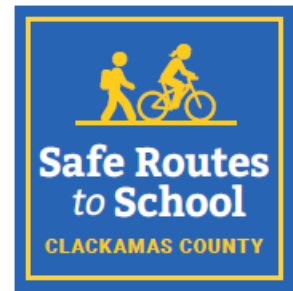

School Action Plan for Happy Valley Elementary School



Principal: Dianna Ngai
Enrollment: 436
First bell: 7:40 a.m.
Last bell: 2:00 p.m.

Grades: K-5
Address: 13865 SE King Road Suite A
Happy Valley, OR 97086

This report summarizes existing conditions, observations, and recommended improvements and programs for Happy Valley Elementary School resulting from the Safe Routes to School (SRTS) walk audit conducted on October 18, 2017. A summary map on page 10 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.

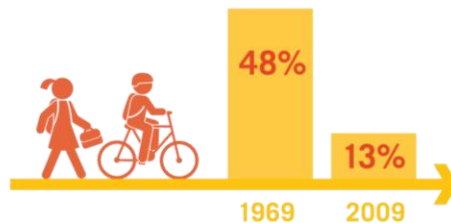
Clackamas County SRTS has a Program Handbook that outlines activities and local resources that school and community members can use to encourage walking and biking and promote traffic safety in school areas.

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%.



Fewer students walking & biking to school

More parents driving children to school

Rising concerns about safety of walking & biking

Increased traffic at and around school

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

Roads near schools are congested, decreasing safety and air quality



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, Happy Valley Elementary 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. Six classrooms' hand tallies are included in this report.

Figure 1 shows the results of the fall 2017 hand tallies. Most students get dropped off and picked up in a family vehicle: approximately 65 percent of students travel to school in a personal vehicle and 53 percent are driven home. The school bus is the next most common mode, followed by walking.

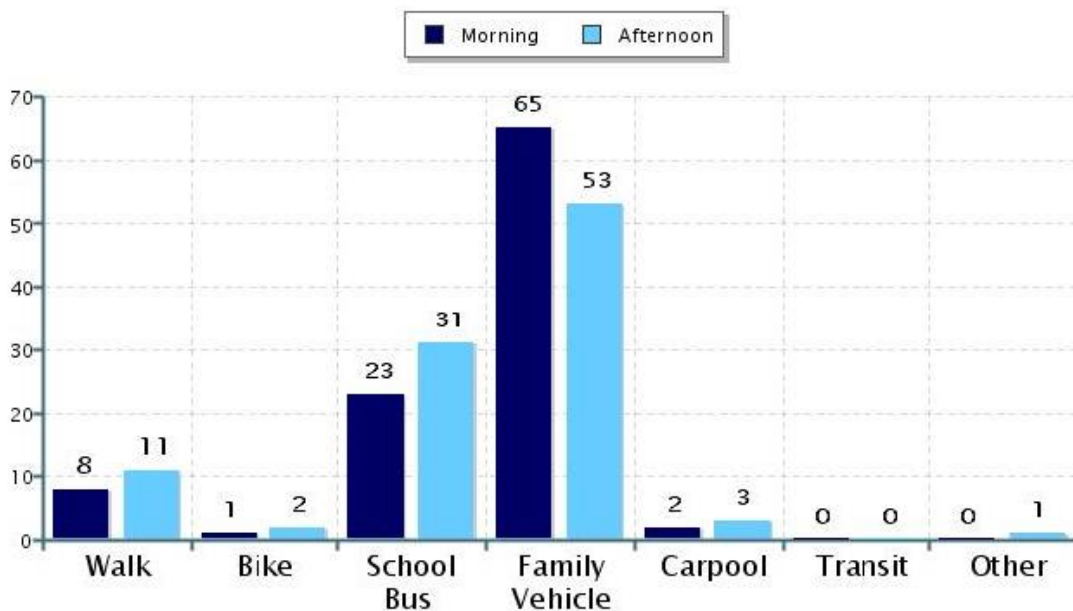


Figure 1. November 2017 Student Hand Tally Results, Morning and Afternoon Mode Split

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 51 parent surveys in December 2017, primarily from families with children in first and second grade. The majority of respondents live within a mile of the school (14 percent within a quarter-mile, 20 percent within a quarter- to a half-mile, and 49 percent within a half- to a whole mile from school). No families reported living more than 2 miles from the school. All students who live over a mile from school take the bus. Students who live closer to school were much more likely to walk or bike.

Figure 2 shows the main barriers for the parents of students who did not walk or bike. Most of the barriers are related to transportation issues: safety of intersections and crossings (57 percent) and speed or traffic along the route. Weather was also a barrier for 46 percent of families at Happy Valley. These findings indicate that there is potential for promoting walking and biking by addressing traffic safety barriers.

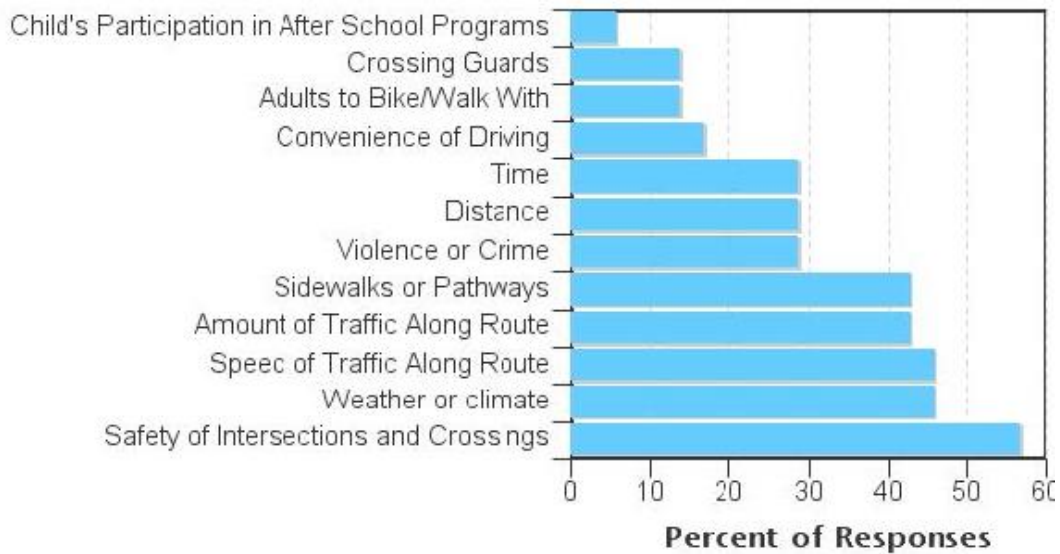


Figure 2. Barriers to Allowing a Child to Walk or Bike to/from School

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 18, 2017

Meeting Time: 7:00-8:30am

Date:

Day of Week: Wednesday

Weather: Cold and cloudy

Attendees:

- Scott Hoelscher, Clackamas County
- Mallorie McDowell, Clackamas County
- Christian Snuffin, Clackamas County
- Nicole Perry, The Street Trust
- Steve Campbell, City of Happy Valley
- Dianna Ngai, Happy Valley Elementary
- David Golobay, Happy Valley City Council
- Scott Anderson, Happy Valley Police
- Nick Adams, Happy Valley School
- Hannah Day-Kapell, Alta Planning + Design
- Katie Selin, Alta Planning + Design

Existing Conditions

School Layout

Happy Valley Elementary School is located on SE King Rd, in the heart of Happy Valley. The elementary school shares a building with Happy Valley Middle School. Each school has their own wing with a separate entrance, with the elementary school in the east wing. The campus has several ball fields and a playground. Happy Valley Elementary School is surrounded by suburban neighborhoods and the Happy Valley Nature Park to the north.

Students enter through the main doors on the south side of the school with the large sidewalk and parking lot.

SITE CIRCULATION

Vehicles: Student drop-off occurs on the east side of the school parking lot to the south of the building. Families dropping off their students are asked to use the east entrance to the parking lot. Vehicles line up in the second tier of the parking lot, before and after the raised crosswalk. The front office secretary helps students exit their cars and follow the crosswalk to the main school entrance. After the student departs, the vehicles continue down the lane, makes a left, and exit through the middle parking lot entrance.

Happy Valley Elementary and Middle School have a shared use agreement with Happy Valley Baptist Church, allowing families, students, and staff to use the church parking lot during the week. The church is located approximately 200 feet east of the school. Families may drop their students off in the church parking lot to avoid waiting in the drop-off line. Students walk down the stairs from the parking lot to the front entrance of the school. Church goers can use the school's parking lot during weekend services.

School Buses: Buses load and unload students in the parking lot to the south of Happy Valley Elementary School in front of the main entrance.

HAPPY VALLEY ELEMENTARY SCHOOL REPORT

Pedestrians: Most students walking to Happy Valley Elementary School must cross SE King Rd. The school posts a crossing guard at the SE Rolling Meadows Dr crosswalk in the morning and after school. All students and families are asked to use this crossing during drop-off and pick-up times. Some students walk through the Happy Valley Nature Park and access school grounds on trails from the northwest. The principal estimates that about 25 students walk when the weather is nice.

Bicyclists: There is a bike lane along SE King Rd in front of the school heading west. It is a segment of an on-street clockwise loop around the Happy Valley Nature Park. The loop is comprised of SE King Rd, 132nd Avenue, SE Ridgecrest Rd, and SE 145th Ave. Happy Valley Elementary School has abundant bike parking right in front of the main entrance. The principal estimates that 5-10 students ride their bikes to school.



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 10. The party responsible for implementing each recommendation is in parentheses (i.e., City of Happy Valley or North Clackamas School District).

1. School Parking Lot and Grounds

Student drop-off and pick-up circulation operate smoothly. Buses drop their students off right in front of the main doors. Families dropping students off from vehicles faced minimal congestion on school grounds or in the adjacent church parking lot drop site. Wide sidewalks and ample bike parking create an inviting environment for students arriving on foot or by bike. Some students walk or bike to school through the Happy Valley Nature Park. This route can be dark before school starts at 7:40am.

RECOMMENDATION

- a. Install pedestrian lighting along the Happy Valley Nature Park trail connection.

2. SE King Road

SE King Rd is a busy arterial road that many Happy Valley residents travel as part of their morning commute. A solid stream of vehicles flowed in front of the school during the walk audit. Vehicles approach the school from both the east and the west, then converge on the east parking lot entrance. This entrance, near SE Rolling Meadows Dr, is also the location of the main pedestrian and bike access to Happy Valley Elementary.

This crosswalk, on the west leg of the intersection, is staffed by a paid crossing guard during drop-off and pick-up. Many students walked or biked across SE King Rd during the audit. The crossing guard had difficulties stopping traffic on the busy road, while avoiding directing traffic (which is not her job.) Vehicles were observed sneaking past the crossing guard, while students were still in the crosswalk. Additionally, the crosswalk is on a hill, making it difficult for vehicles traveling west to see children crossing. Safety improvements are needed at this crossing.

All students biking to school along SE King Rd (3-4 were observed) rode on the sidewalk.

RECOMMENDATIONS

- a. Install a pedestrian median refuge, ADA-compliant tactile domes, LED sign lighting, and a pedestrian-activated flashing beacon (RRFB) on the west corner of the SE Rolling Meadows Dr intersection.
- b. Trim vegetation on north side of SE King Rd near SE Rolling Meadows Dr.
- c. Prioritize plowing and winter road treatment in front of school to address vehicles skidding on the hill.

3. SE 145th Avenue

SE 145th Ave is a busy arterial road to the east of Happy Valley Elementary. SE 145th Ave intersects SE King Rd about a block east of the crosswalk at SE Rolling Meadows Dr. The intersection is characterized by wide curb radii and poor sight lines. Several vehicles traveling south on SE 145th Ave failed to stop at the stop sign.

HAPPY VALLEY ELEMENTARY SCHOOL REPORT

Speeding is an issue along most of SE 145th Ave near Happy Valley Elementary. Between SE Ridgecrest Rd and SE King Rd, the road is straight and fast. Many vehicles were observed speeding over the 35mph limit.

SE 145th Ave has sidewalks on both sides of the road except on the east side between SE King Rd and SE Purple Finch Loop.

RECOMMENDATIONS

- a. Add LED stop sign lighting or other tactic to increase sign visibility and stop compliance on all legs of SE King Rd intersection.
- b. Remove fence on southwest corner of SE King Rd intersection to improve visibility for turning vehicles.
- c. Reduce curb radii on all corners of the SE King Rd intersection to slow turning vehicles and encourage stopping compliance.
- d. Add crosswalk at north end of SE Purple Finch Loop to provide sidewalk access for students living in neighborhoods to the east.
- e. Add traffic calming features, such as additional speed limit signs and speed cushions, between SE Ridgecrest Rd and SE King Rd to reduce speeding.

4. SE Ridgecrest Road

SE Ridgecrest Rd is an arterial road north of Happy Valley Elementary and Happy Valley Nature Park. It intersects SE 145th Ave and SE 132nd Ave. Many students cross SE Ridgecrest Rd on foot or by bike before walking through the Park to get to school. Walk audit participants noted that speeding is an issue on SE Ridgecrest Rd.

RECOMMENDATIONS

- a. Add traffic calming features, such as speed cushions, and additional speed limit signs to reduce speeding.

5. Happy Valley Nature Park

Happy Valley Nature Park is a beautiful, large park to the north of Happy Valley Elementary School. Many students walk or bike with their families through the Park along trails to get to and from school. The most direct route to school is not signed or lit.

RECOMMENDATIONS

- a. Add lighting to main trails.
- b. Add wayfinding signs to identify the best route to school through the Nature Park.

Cost Estimates

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

Table 1. Happy Valley Elementary School Recommended Improvements

RECOMMENDATIONS	LEAD AGENCY	PLANNING -LEVEL COST	PRIORITY
1. School Parking Lot and Grounds			
a. Install pedestrian lighting along the Happy Valley Nature Park trail connection.	North Clackamas School District	\$\$	Medium
2. SE King Road			
a. Install a pedestrian median refuge, ADA-compliant tactile domes, LED sign lighting, and a pedestrian-activated flashing beacon (RRFB) on the west corner of the SE Rolling Meadows Dr intersection.	City of Happy Valley	\$\$	High
b. Trim vegetation on north side of SE King Rd near SE Rolling Meadows Dr.	City of Happy Valley	\$	Medium
c. Prioritize plowing and winter road treatment in front of school to address vehicles skidding on the hill.	City of Happy Valley	\$	Medium
3. SE 145th Avenue			
a. Add LED stop sign lighting or other tactic to increase sign visibility and stop compliance on all legs of SE King Rd intersection.	City of Happy Valley	\$\$	High
b. Remove fence on southwest corner of SE King Rd intersection to improve visibility for turning vehicles.	Property owner	\$	Medium
c. Reduce curb radii on all corners of the SE King Rd intersection to slow turning vehicles and encourage stopping compliance.	City of Happy Valley	\$\$\$	Medium
d. Add crosswalk at north end of SE Purple Finch Loop to provide sidewalk access for students living in neighborhoods to the east.	City of Happy Valley	\$\$	Low
e. Add traffic calming features, such as additional speed limit signs and speed cushions, between SE Ridgecrest Rd and SE King Rd to reduce speeding.	City of Happy Valley	\$\$	Low
4. SE Ridgecrest Road			
a. Add traffic calming features, such as speed cushions, and additional speed limit signs to reduce speeding.	City of Happy Valley	\$\$	Low
5. Happy Valley Nature Park			
a. Add lighting to main trails.	City of Happy Valley	\$\$	Medium
b. Add wayfinding signs to identify the best route to school through the Nature Park.	City of Happy Valley	\$	Medium

HAPPY VALLEY ELEMENTARY SCHOOL REPORT



Happy Valley Elementary School

Improvement Recommendations



- 1 School Parking Lot and Grounds**
 - a. Install pedestrian lighting along the Happy Valley Nature Park trail connection.
- 2 SE King Road**
 - a. Install a pedestrian median refuge, ADA-compliant tactile domes, LED sign lighting, and a pedestrian-activated flashing beacon (RRFB) on the west corner of the SE Rolling Meadows Dr intersection.
 - b. Trim vegetation on north side of SE King Rd near SE Rolling Meadows Dr.
 - c. Prioritize plowing and winter road treatment in front of school to address vehicles skidding on the hill.
- 3 SE 145th Avenue**
 - a. Add LED stop sign lighting or other tactic to increase sign visibility and stop compliance on all legs of SE King Rd intersection.
 - b. Remove fence on southwest corner of SE King Rd intersection to improve visibility for turning vehicles.
 - c. Reduce curb radii on all corners of the SE King Rd intersection to slow turning vehicles and encourage stopping compliance.
 - d. Add crosswalk at north end of SE Purple Finch Loop to provide sidewalk access for students living in neighborhoods to the east.
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- 4 SE Ridgecrest Road**
 - a. Add traffic calming features, such as speed cushions, and additional speed limit signs to reduce speeding.
- 5 Happy Valley Nature Park**
 - a. Add lighting to main trails.
 - b. Add wayfinding signs to identify the best route to school through the Nature Park.

Legend

	Crossing Guard		Proposed Speed Limit Sign		Proposed Reduced Curb Radius		Proposed Trail Lighting
	Existing Bike Parking		Proposed ADA-Compliant Curb		Proposed Speed Cushions		
	School Bus Loading		Proposed Crosswalk				
	Student Loading		Proposed Flashing Beacon				

Figure 3. Happy Valley Elementary School Improvements Map



Happy Valley Elementary

13865 SE King Road
 (Suite A)
 Happy Valley, OR 97086

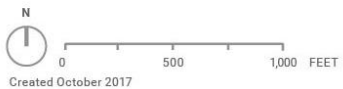
MAP LEGEND

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

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



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. Happy Valley Elementary School 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.

Happy Valley 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 Happy Valley 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.

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.

HAPPY VALLEY ELEMENTARY SCHOOL REPORT

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.

