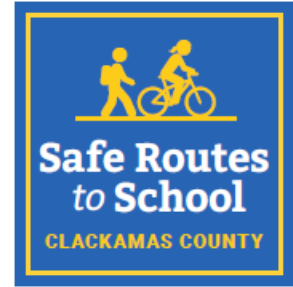


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# School Action Plan for Candy Lane Elementary School



**Principal:** Jacinta Ortizo  
**Enrollment:** 390  
**First bell:** 7:55 a.m.  
**Last bell:** 2:10 p.m.

**Grades:** K-5  
**Address:** 5901 SE Hull Ave  
Milwaukie, OR 97267

This report summarizes existing conditions, observations, and recommended improvements and programs for Candy Lane Elementary School resulting from the Safe Routes to School (SRTS) walk audit conducted on February 27, 2024. Maps on pages 11 and 12 illustrate the school 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](http://www.clackamas.us/engineering/srts.html).

## What is Safe Routes to School (SRTS)?

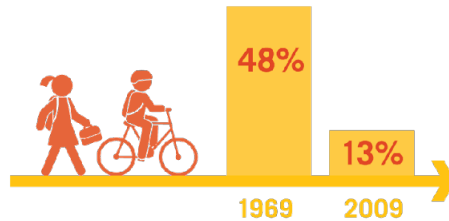
SRTS is a comprehensive program to make school communities safer by combining engineering tools and enforcement with education about safety and activities to enable and encourage students to walk and bicycle to school. SRTS programs typically involve partnerships among municipalities, school districts, 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](http://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.



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!

 <p><b>Healthy Living</b></p>	 <p><b>Less Traffic</b></p>
 <p><b>Better Educational Achievement</b></p>	 <p><b>Increased Social Interactions</b></p>
 <p><b>Cleaner Air and Water</b></p>	 <p><b>Cost-Effective</b></p>

# How Do Students Travel to and from School Now?

As part of the Action Plan, data was collected on travel trends and caregiver surveys. Candy Lane Elementary student families participated in parent surveys in spring 2024. It is important to note that Candy Lane is a K-5 dual immersion program in which students enter via a lottery and are provided transportation from throughout the district. The school site also serves as a transportation spot for Holcomb, Gardiner, and Oregon City High School students transported to and from there.

## Travel Tallies

Pickup Patrol is an application used by Oregon City School District for families to report how each child will depart from school. Dismissal options include bus, vehicle pick up, walk up pickup, or walk/bike. Collecting data from a sampling of days in March showed the following average daily counts of student activity after dismissal:

<b>Mode</b>	<b>Average Students Per Day</b>	<b>Notes</b>
Walk/Bike	4.8	Students that walk or bike home from school
Walkup Pickup	40.3	Caregivers park across the street and walk to meet students near the entrance
Car Pickup	105.0	Students picked up in a vehicle in the primary parking lot

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](#).

## Caregiver Surveys

Parent/caregiver 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.

For the Action Plan, Clackamas SRTS program collected 92 parent surveys in February 2024 and all grades were represented. The majority of respondents (over 60%) live more than two miles from the school. Figure 1 shows how parents and caregivers who responded to the survey allow their students to travel to school.

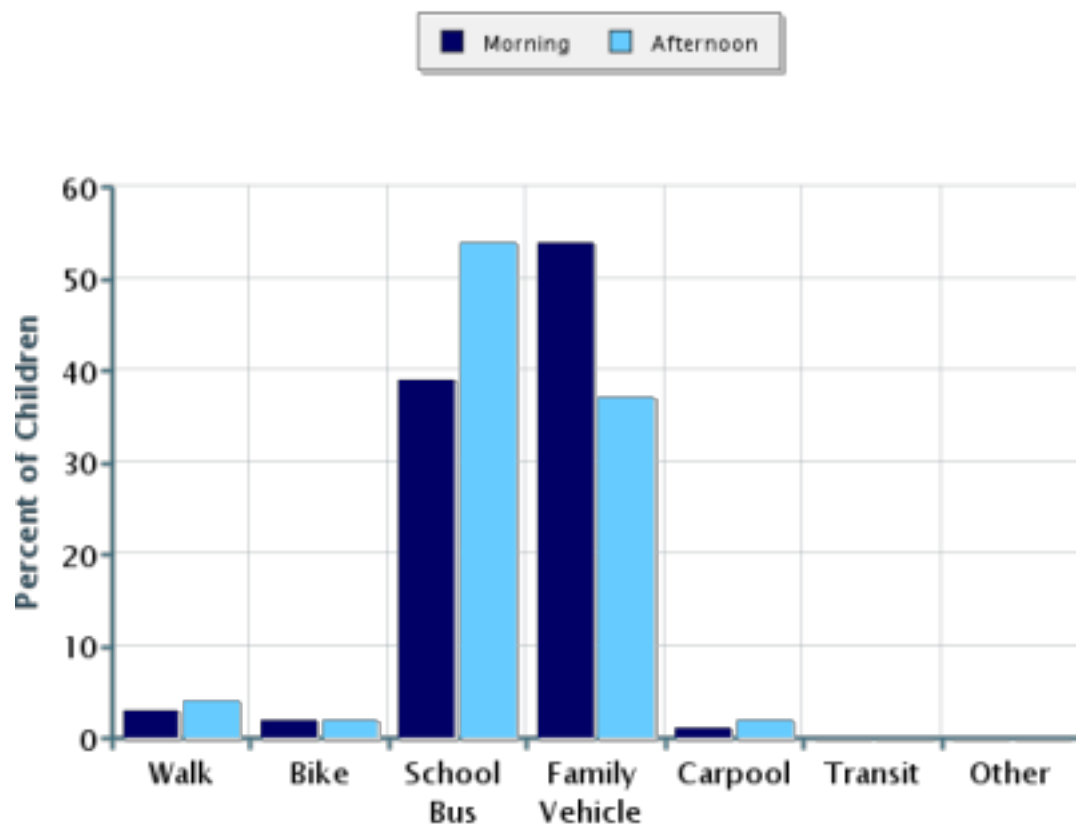


Figure 1. Typical mode of arrival at and departure from school

Figure 2 shows the main barriers for parents of students who did not walk or bike. Distance was the leading reason for people not allowing their students to get to school on foot or wheels, followed by speed of traffic along the route.

**Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school**

Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	74%	100%
Safety of Intersections and Crossings	65%	0%
Speed of Traffic Along Route	64%	0%
Amount of Traffic Along Route	62%	0%

Sidewalks or Pathways	53%	0%
Weather or climate	44%	0%
Violence or Crime	42%	0%
Time	40%	0%
Adults to Bike/Walk With	29%	0%
Crossing Guards	19%	0%
Convenience of Driving	16%	0%
Child's Participation in After School Programs	14%	0%
<b>Number of Respondents per Category</b>	<b>77</b>	<b>1</b>

Figure 2. Caregiver concerns that limit a child’s ability to walk/bike to/from school

## Walk Audit Summary

**Date:** February 27, 2024

**Meeting Time:** 8-9:30am

**Day of Week:** Tuesday

**Weather:** Partly sunny, 40° F

### Attendees:

- Scott Hoelscher, Clackamas County
- Christian Snuffin, Clackamas County
- Mallorie McDowell, Clackamas County
- Carl Olson, Clackamas County
- Jacinta Ortiz, Candy Lane Principal
- Kymberly Kalu, Candy Lane Parent
- Nicole Perry, The Street Trust
- Michael Sweeten, Oregon City School District
- Robbie Teague, City of Gladstone
- Yvonne McNeil, City of Gladstone

## Existing Conditions

### School Layout

Candy Lane Elementary School is located on 5901 SE Hull Ave, approximately ½ mile east of OR 99E in the Gladstone area of urban, unincorporated Clackamas County. Buses utilize a driveway in front of the main entrance and private vehicles use two separate parking lots to the south of the school. One is a continuous loop of unloading in a clear space while the other serves as the main parking lot for staff and visitors.

### SITE CIRCULATION

**Vehicles:** Student drop-off occurs in a designated parking lot on the southside of the school that also serves as the primary parking lot. Vehicles enter one way where staff persons are located to guide students toward building. After the student departs, the vehicle continues to the parking lot exit.

For student pick-up, vehicles follow the same routine of looping through the existing lots to retrieve students.

**School Buses:** Buses load and unload students in a driveway off Hull. This is also utilized for middle and high school transportation at differing times.

**Pedestrians:** Students and families coming from the surrounding neighborhood walk and roll from multiple directions. It should be noted that this number is low due to the school drawing students from across the entire school district boundary. Most pedestrians are families that park across the street and walk to the school entrance.

**Bicyclists:** There is bike parking behind a locked fence that is not covered.

## Walk Audit Observations and Infrastructure Recommendations

Key locations are described below, including issues identified during audit observations and discussions.

### 1. School Parking Lot and Grounds

Student drop-off and pick-up operate in a fair manner. Vehicles enter the primary parking lot off of Hull. Many families park in the church parking lot across the street which the school has an agreement with. They then cross Hull at an unmarked crosswalk to lead students to the entrance. During pick up, many park in the same lot and cross to wait for students to be dismissed. A line of parents forms in the afternoon where staff checks the Pick Up Patrol app on parents' phones.

### 2. SE Hull Ave

Hull Avenue is the street used to access Candy Lane by buses, cars, walkers and rollers.

### 3. SE Portland Ave

Portland Ave connects walkers and bikers from the school north to Jennings but is not a thoroughfare for vehicles.

### 4. General

Students at Candy Lane are from all over the Oregon City School District due to it being a dual language immersion program that families apply to a lottery selection process. There is a small number of neighborhood residents that have students at the school. This location is also a transportation hub of sorts for middle and high schoolers that board buses here to ride to their respective school sites.

## Infrastructure Recommendations and Cost Estimates

Table 1 summarizes recommendations for Candy Lane Elementary School, provides order-of-magnitude cost estimates, and places the projects in priority tiers. Project numbering refers to the Improvements Map on page 12. The party responsible for implementing each recommendation is in parentheses (i.e., Clackamas County or North Clackamas School District).

**Table 1. Candy Lane Elementary School Recommended Project Improvements**

RECOMMENDATIONS	LEAD AGENCY	PLANNING – LEVEL COST	PRIORITY
<b>1. School Parking Lot and Grounds</b>			
a. Provide crossing guard training for staff or volunteer guards	Oregon City School District	\$	Low
b. Cover bike rack parking	Oregon City School District	\$	Low
<b>2. SE Hull Ave</b>			
a. Fill sidewalk gaps between Portland Ave and Tims View Ave	Clackamas County	\$\$\$	Medium
b. Add marked crosswalk with new curb ramps across Hull Ave at school pathway. Include RRFB signs	Clackamas County	\$\$	High
c. Fill sidewalk gaps between Portland Ave and OR-99E	Clackamas County	\$\$\$	Low
<b>3. SE Portland Ave</b>			
a. Fill sidewalk and bikeway gaps between SE Hull Ave and Abernathy Ln	City of Gladstone	\$\$\$	Medium
<b>4. Jennings Ave</b>			
a. Fill sidewalk gaps between Oatfield Rd and Webster Rd	Clackamas County	\$\$\$	Medium
<b>5. Glen Echo Ave</b>			
a. Fill sidewalk and bikeway gaps	Clackamas County	\$\$\$	Medium
<b>6. Oatfield Rd</b>			
a. Construct pedestrian facilities between Jennings Ave and Webster Rd	Clackamas County	\$\$\$	Low



**Picture 1: Uncovered Bicycle Parking**



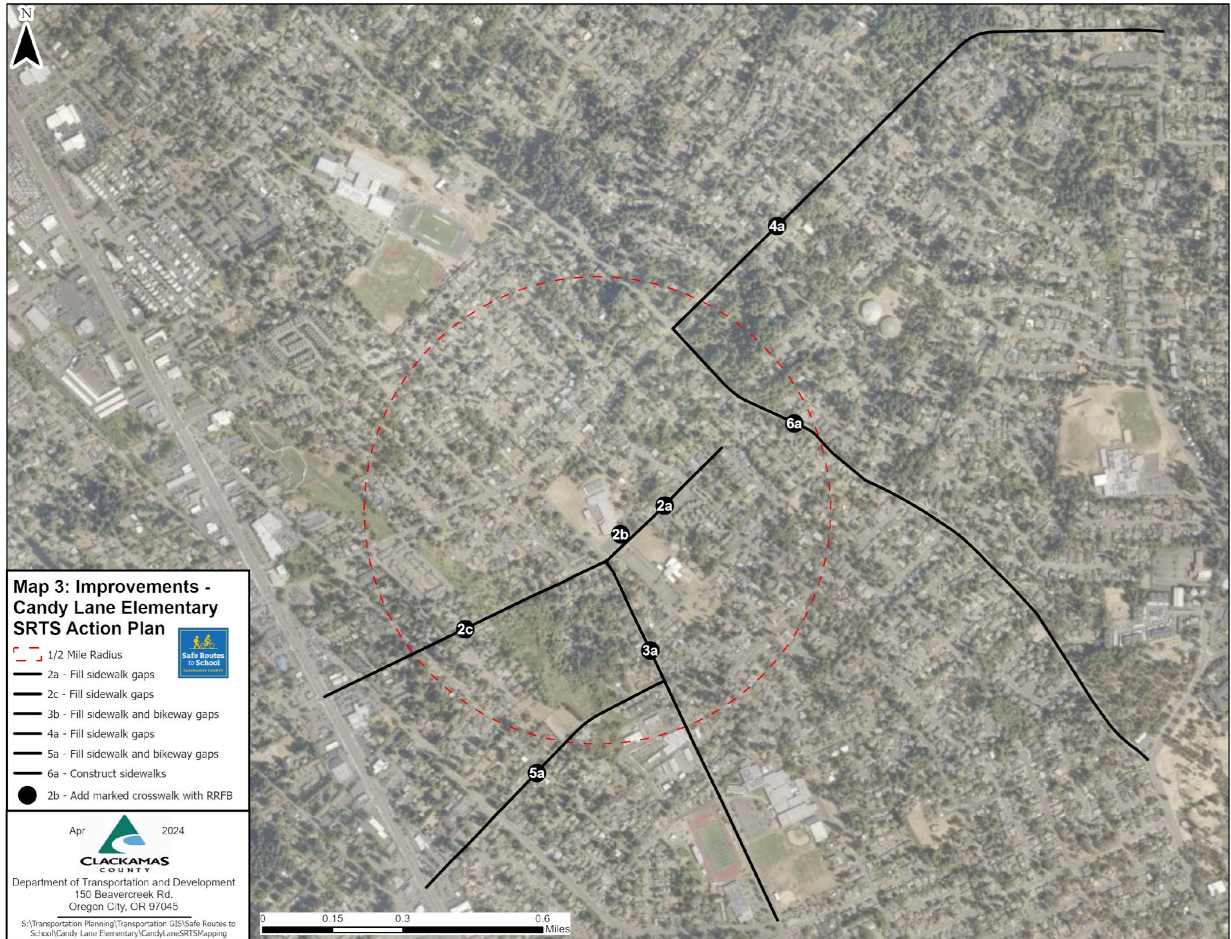


Picture 2: A.M. Crossing Guard on SE Hull Avenue

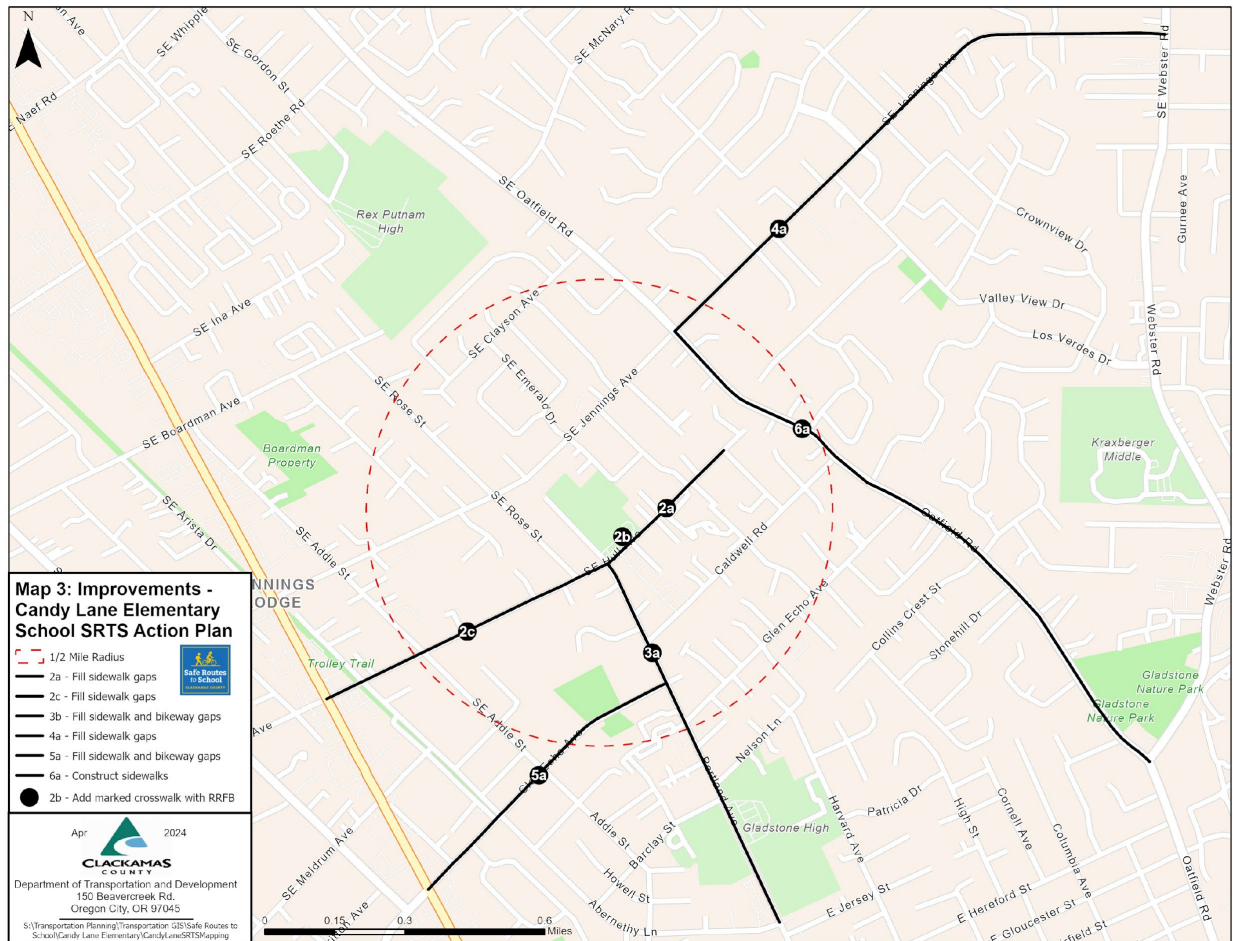




# Map 1: Recommended Infrastructure Improvement Map: Aerial



## Map 2: Recommended Infrastructure Improvement Map: Non-Aerial



## 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.

Candy Lane 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 Candy Lane 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.

- ◆ [Educational guides](#) are available from Oregon SRTS that address a variety of modes and safety issues involved with student travel to and from school.
- ◆ Oregon SRTS curriculum [Neighborhood Navigators](#) includes series of lesson plans grouped for grade levels that can be taught in a variety of settings in school communities.
- ◆ The National Highway Traffic Safety Administration offers [pedestrian safety](#) and [bicycle safety](#) resources.



### 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:

- ◆ Clackamas County's SRT program has a [guidebook, brochure, and safety tip sheets](#), as well as other information about efforts
- ◆ [Oregon SRTS](#) provides materials, handouts, and theme ideas for monthly themes, year-long events, and messages.
- ◆ [Metro's SRTS collaboration page](#) contains a variety of resources and toolkits.

## 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.

### STUDENT CLUBS AND YOUTH LEADERSHIP PROGRAMS

Clubs and leadership programs allow 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:

- ◆ [Eco-school network](#) started as a project of the Center for Earth Leadership and is an organization that aims to promote sustainable practices and raise ecological awareness.
- ◆ [Oregon Green Schools](#) is a nonprofit organization that supports school in establishing and sustaining practices that shape the next generation of environmental leaders, including an active transportation track of certification.

### Enforcement Programs

#### SCHOOL SAFETY PATROL

Safety patrol programs vary by school and district. 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:

- ◆ The Oregon Department of Education published an [Oregon Traffic Patrol Manual](#) that describes the roles of patrols and operational guidelines.
- ◆ AAA has [School Safety Patrol membership information](#) and descriptions of student, teacher, and parent roles.

