



Clackamas County Safe Routes to School Final Report

SEPTEMBER 30, 2019



This page intentionally left blank.

Executive Summary



The **Clackamas County Safe Routes to School (SRTS)** program helps create safe walking and bicycling conditions for K-12 students. SRTS promotes walking, biking, and skating to school for elementary and middle school students.

In 2016, Clackamas County received an Oregon Department of Transportation (ODOT) Non-Infrastructure grant to implement SRTS programs and activities over three years.

The goals of the Clackamas County SRTS Program are to:

- Grow program awareness and participation
- Make communities safer, healthier and more fun
- Create comfortable environments for all travelers/road users
- Enhance the health of families
- Improve the health of communities
- Create routes that are safe
- Improve neighborhood livability

Highlights



Clackamas SRTS worked with **10 elementary schools** and **2 middle schools** in 5 school districts



12 Action Plans identify transportation facility improvements near schools



12 Suggested Route Maps show families the best ways to walk and bike to school



2 Countywide Meetings brought stakeholders together to learn about and discuss SRTS issues



3 Schools Offered **pedestrian and bicycle education** to students



Bike Fairies and Walk+Roll days make it fun for families to get involved!



Marketing materials are available for partners to highlight the 6 E's of SRTS



A poster-art contest encouraged and promoted walking in Molalla schools

Next Steps:

Metro RTO Funding

In fall 2019 Clackamas SRTS will continue via a Metro Regional Travel Options (RTO) grant. Building on work conducted over the last three years, the 2019-2022 Clackamas SRTS program will increase SRTS programming in the urban portion of the county by working directly with all school levels. The overarching goal is to make walking and bicycling a safer and a more accepted school transportation choice.

Key facets of the next three years, and ongoing Clackamas SRTS activities include:



Collaborating regionally

on SRTS efforts to build upon the travel options work underway at both regional and local levels.



Deepening education and outreach activities

at schools, school boards, and PTAs, to spread the word about the SRTS program, the benefits of active transportation, and resources available to communities.



Focusing on Historically-Marginalized Communities and People of Color

by prioritizing resources, partnering with local organizations, and providing translated materials, interpretation and culturally-appropriate programming.



Intentionally collecting data and evaluating the program

from students, teachers, school administrators and parents to identify their specific goals and interests in SRTS activities.

Want to learn more or get involved?

SRTS is always looking for new partners and ways of involving parents, teachers, students, and community members throughout Clackamas County!

 <https://www.clackamas.us/engineering/srts.html>

Nicole Perry

 (503) 936-6879

 nicoleperry@thestreettrust.org

Scott Hoelscher
(Clackamas County Senior
Transportation Planner)

 (503) 742-4533

 scotthoe@co.clackamas.or.us

Table of Contents

Chapter 1. Introduction	1
Background	2
Chapter 2. Clackamas SRTS Activities.....	7
Outreach to Communities.....	7
Education and Encouragement Events	12
Action Plans	17
Data Collection	21
Chapter 3. Outcomes	23
Summary of Mode Split, Change in Mode	23
Parent Survey Feedback	29
Success Stories.....	32
Chapter 4. Looking Forward.....	35
2019-2022: Metro RTO Funding	35
Next Steps	38

This page intentionally left blank.

Organization of this Report

This report summarizes Clackamas SRTS activities, outreach, data collection, and accomplishments from 2016-2019 conducted through the ODOT SRTS Non-Infrastructure Grant. The report also offers next steps for the program, as it enters a new phase funded by Metro Regional Travel Options funding.

Chapter 1. Introduction provides a program overview, describes how Clackamas SRTS fits in with broader Clackamas County goals, and lists participating schools.

Chapter 2. Clackamas SRTS Activities summarizes the education and encouragement outreach conducted through the grant.

Chapter 3. Outcomes highlights the data collected, feedback, and school community success stories provided by program partners and champions.

Chapter 4. Looking Forward outlines the plan for the 2019-2020 school year and offers recommendations for next steps for the future, for Clackamas County, local cities, school districts, schools, and other partners to consider.

This page intentionally left blank.

Chapter 1. Introduction

Clackamas Safe Routes to School (SRTS) combines engineering, education, and encouragement activities to create safe walking and bicycling environments for K-12 students across the county. Clackamas SRTS is a part of the wider regional and state SRTS efforts that work toward the same outcomes.

Clackamas County encompasses 10 school districts within urban, rural, and suburban communities. The North Clackamas District is the largest with 31 schools and 17,309 students (Clackamas Education Services District School Year 2017-18). See the county map on page 4 for a complete list of school districts. The City of Wilsonville staffs a SRTS Coordinator within the SMART (South Metro Area Regional Transit) department.

PROGRAM GOALS

- *Grow program awareness and participation,*
- *Make communities safer, healthier and more fun,*
- *Create comfortable environments for all travelers/road users,*
- *Enhance the health of families,*
- *Improve the health of communities,*
- *Create routes that are safe, and*
- *Improve neighborhood livability.*

Two students walking to school in their neighborhood.

Background

In 2016, Clackamas County received a three-year Oregon Department of Transportation (ODOT) non-infrastructure grant to implement Safe Routes to School programs and activities.

To carry out the grant funded project, Clackamas SRTS hired a SRTS Coordinator, who worked with 10 elementary schools and 2 middle schools across five school districts.

The Clackamas County Board of Commissioners solidified their support for SRTS by adopting the 2019 Transportation Safety Action Plan (TSAP). Action Item # VU4 states: "Continue to support the Clackamas County Safe Routes to School Program." In addition, Transportation System Plan (TSP) policy 5.E.4 is "Support programs that work with schools to identify safe bicycle and pedestrian routes to connect neighborhoods and schools. Seek partnerships and funding to support improvement of these routes."

Clackamas SRTS also aligns with the following TSP goals:

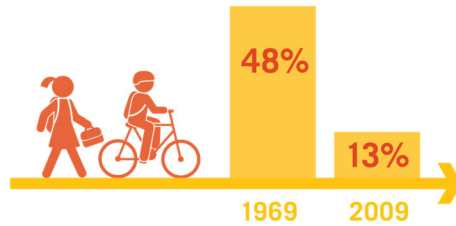
- **Sustainable:** Provide a transportation system that optimizes benefits to the environment, the economy and the community.
- **Livable and Local:** Tailor transportation solutions to suit the diversity of local communities.
- **Safety and Health:** Promote a transportation system that maintains or improves our safety, health, and security.
- **Equity:** Provide an equitable transportation system.



Program volunteer, Anee Roth, delivering Bike Fairy prizes.

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

Roads near schools are congested, decreasing safety and air quality



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



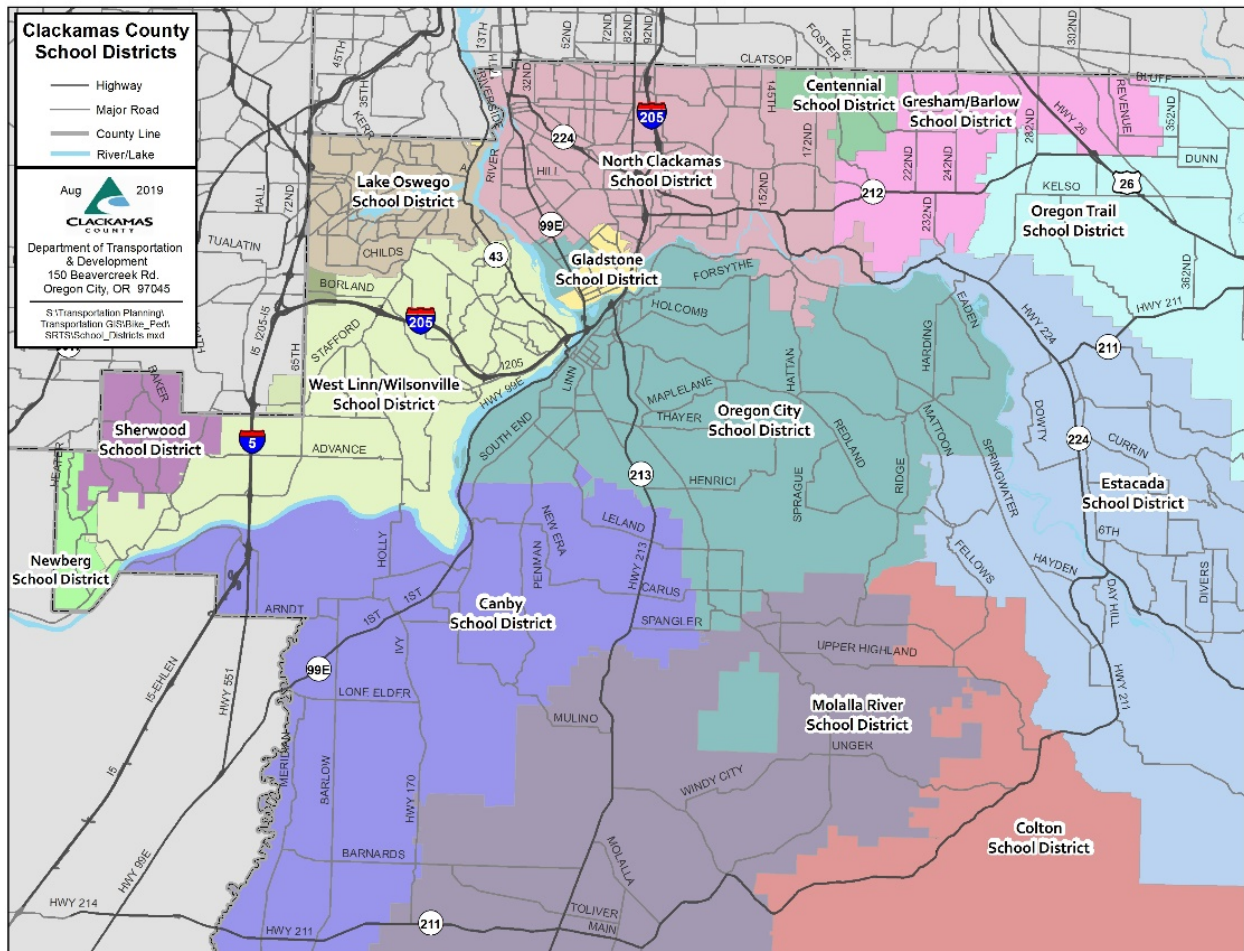
Cost-Effective

Clackamas SRTS Schools

To spread the word about the program and to recruit schools to participate, the Clackamas SRTS Coordinator reached out to schools across the county. Once a school showed interest in the program, the SRTS Coordinator met with school or district officials and any other interested stakeholders to answer questions and find out more about each community's needs.

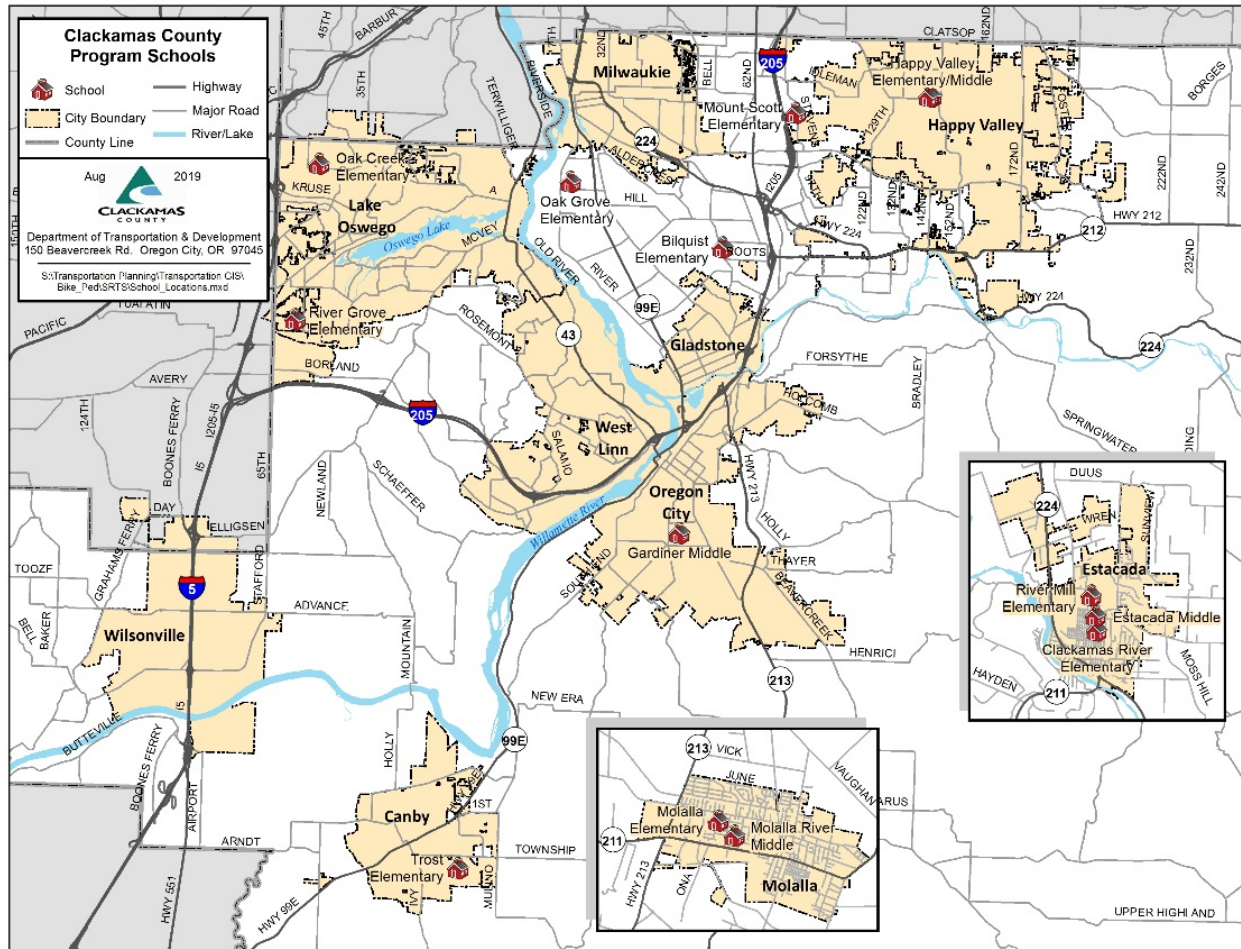
Figure 1 and Figure 2 provide Clackamas SRTS geographic context, showing the 14 school districts in the county and the participating schools, respectively. Table 1 lists all 12 schools that participated in Clackamas SRTS, and summarizes program activities held at each of the schools.

Figure 1: Clackamas County School Districts



CLACKAMAS COUNTY SAFE ROUTES TO SCHOOL FINAL REPORT

Figure 2: Clackamas SRTS Program Schools



CLACKAMAS COUNTY SAFE ROUTES TO SCHOOL FINAL REPORT

Table 1. Schools Participating in Clackamas SRTS

Year	School (District)	Grades ¹	Enrollment ²	Free/ Reduced- Price Meals ³	SRTS Activities
2016- 2017	Bilquist Elementary School (North Clackamas SD)	K-5	455	51.2%	<ul style="list-style-type: none"> • Pedestrian Education • Walk Audit, Action Plan, Suggested Route Map
	Clackamas River Elementary School (Estacada SD)	K-6	585	54.6%	<ul style="list-style-type: none"> • Walk Audit, Action Plan, Suggested Route Map
	Estacada Middle School (Estacada SD)	6-8	250	53.0%	<ul style="list-style-type: none"> • Walk Audit, Action Plan, Suggested Route Map
	Oak Grove Elementary School (North Clackamas SD)	K-5	389	63%	<ul style="list-style-type: none"> • Walk Audit, Action Plan, Suggested Route Map
2017- 2018	Happy Valley Elementary School (North Clackamas SD)	K-5	436	12.8%	<ul style="list-style-type: none"> • Walk Audit, Action Plan, Suggested Route Map
	Happy Valley Middle School (North Clackamas SD)	6-8	1097	19.1%	<ul style="list-style-type: none"> • Walk Audit, Action Plan, Suggested Route Map
	River Mill Elementary School (Estacada SD)	K-5	340	85.3%	<ul style="list-style-type: none"> • Walk Audit, Action Plan, Suggested Route Map
	River Grove Elementary School (Lake Oswego SD)	K-5	539	13.6%	<ul style="list-style-type: none"> • Pedestrian Education • Walk Audit, Action Plan, Suggested Route Map
2018- 2019	Oak Creek Elementary School (Lake Oswego SD)	K-5	573	14.8%	<ul style="list-style-type: none"> • Bike Education • Walk Audit, Action Plan, Suggested Route Map
	Gardiner Middle School (Oregon City SD)	6-8	850	43.5%	<ul style="list-style-type: none"> • Walk Audit, Action Plan, Suggested Route Map
	Mount Scott Elementary School (North Clackamas SD)	K-5	380	31.6%	<ul style="list-style-type: none"> • Walk Audit, Action Plan, Suggested Route Map
	Trost Elementary School (Canby SD)	K-6	426	66.4%	<ul style="list-style-type: none"> • Walk Audit, Action Plan, Suggested Route Map
	Molalla River Middle School and Molalla Elementary (Molalla River SD)	6-8, K-5	512, 441	50%, 68.5%	<ul style="list-style-type: none"> • Poster Art Contest

¹ Provided by school leadership during walk audit and included in Action Plan.

² IBID

³ U.S. Department of Education, National Center for Education Statistics. 2015. <https://ocrdata.ed.gov/DistrictSchoolSearch#schoolSearch>

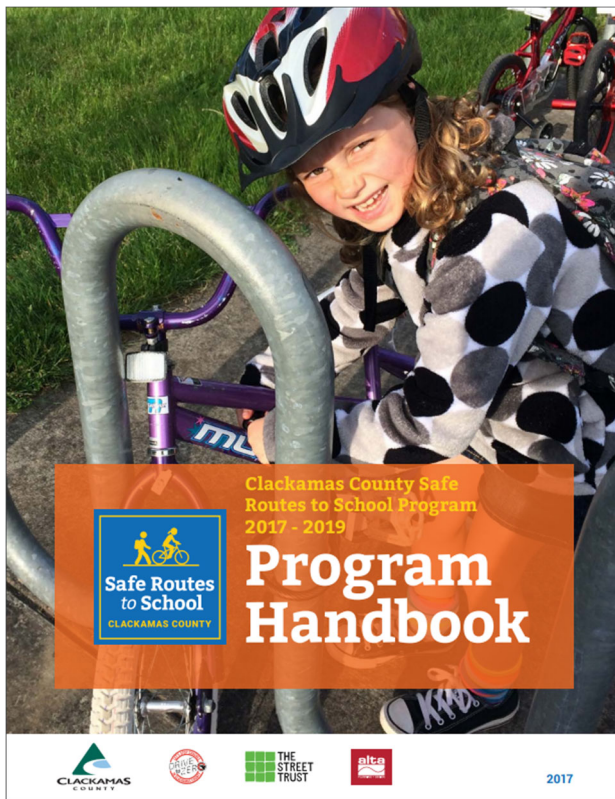
Chapter 2. Clackamas SRTS Activities

Outreach to Communities

Through outreach to communities, Clackamas SRTS aimed to raise awareness of both the SRTS program and of the benefits of walking and biking to school more generally. The Clackamas SRTS Coordinator led most of the outreach activities, seeking opportunities to share information and resources wherever possible.




Outreach Materials

The Clackamas SRTS team developed outreach materials that staff and partners use to spread the word about the program and promote walking and biking to school. Table 2 summarizes the materials. The Clackamas SRTS Handbook and a safety tip sheet are shown below.



TIP SHEET








Be Safe Walking, Biking, & Driving in School Areas

 Safety Tips for Walking	 Safety Tips for Driving	 Safety Tips for Biking
<p>USE THE CROSSWALK Always cross at corners or at a marked crosswalk. This is where drivers expect to see you.</p> <p>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.</p> <p>MAKE EYE CONTACT Don't assume that drivers see you. Make eye contact with drivers before stepping off of the sidewalk.</p> <p>BE VISIBLE Wear reflective or bright-colored clothing when it's dark and walk with one or more buddies.</p> <p>FOLLOW THE RULES Follow directions from crossing guards and pay attention to traffic signs and signals.</p>	<p>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.</p> <p>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.</p> <p>BE AWARE AND ALERT Set aside distractions like texting, phone calls, or eating while driving, and keep an eye out for the unexpected.</p> <p>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.</p> <p>RESPECT THE NEIGHBORHOOD Park in legal spaces and don't double park or block driveways.</p>	<p>BE PREDICTABLE Obey all stop signs, traffic signals, and guidance from crossing guards. Never ride against traffic.</p> <p>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.</p> <p>WEAR YOUR HELMET Make sure that it fits properly; snug and level on your head, just above your eyebrows.</p> <p>MAKE EYE CONTACT Make sure drivers see you, especially at intersections and driveways.</p>

Clackamas County Safe Routes to School (SRTS)
Clackamas County SRTS supports children and families walking, biking, and rolling to school and aims to improve traffic safety through walking and biking safety education and encouragement activities and events.

Visit our website to learn more about how you can support SRTS at your school, www.clackamas.us/engineering/srts.html or email Nicole Perry, the Clackamas County SRTS Coordinator, at nicoleperry@thestreettrust.org.

This program is funded by a SRTS grant from the Oregon Department of Transportation.





2017




Clackamas SRTS outreach materials.

CLACKAMAS COUNTY SAFE ROUTES TO SCHOOL FINAL REPORT

Table 2. Outreach Materials Developed for the Clackamas SRTS Program

Outreach Material	Description	Uses
<i>SRTS Handbook</i>	<i>How-to guide to SRTS in Clackamas County for school leadership, program champions, and interested parents or teachers.</i>	<ul style="list-style-type: none"> • <i>Starting a program</i> • <i>Planning SRTS events and activities.</i> • <i>Identifying funding sources.</i> • <i>Links to state and national resources</i>
<i>Tip Sheet</i>	<i>A one-page hand-out that offers safety tips for walking, driving, and biking in school areas. Available in English, Spanish and Russian.</i>	<ul style="list-style-type: none"> • <i>Educating students, families, and teachers</i> • <i>Tabling at events</i> • <i>In-class lesson</i> • <i>Parent night materials</i> • <i>Post on school bulletin boards</i>
<i>Website</i>	<i>Page on the Clackamas County website dedicated to the SRTS Program used for sharing program resources, celebrating successes, and opportunities to get involved.</i>	<ul style="list-style-type: none"> • <i>Landing page for students, parents, school leadership seeking information about the SRTS program.</i>
<i>Walk + Roll Poster</i>	<i>46"x 33" poster for tracking how students get to and from school.</i>	<ul style="list-style-type: none"> • <i>Collect student travel data as part of program evaluation.</i>
<i>Program Brochure</i>	<i>Trifold program brochure provides SRTS background info, success stories, and explains how to sign up to volunteer. Available in English, Spanish and Russian.</i>	<ul style="list-style-type: none"> • <i>Informational material in school and local government offices</i> • <i>Tabling at events</i> • <i>Materials for SRTS program info sessions</i>

School Outreach Process

For each interested school, the SRTS Coordinator facilitated a kick-off meeting with the school principal, district representatives, and potential parent champions to explain the program (including the “6 E’s”) and potential SRTS benefits (e.g., health, learning, safety, environment, and community). The SRTS Coordinator also met with the Parent-Teacher Association or Organization (PTA/PTO) or attended a council meeting to build the SRTS team, gauge interest in different activities, and share resources. This initial relationship building was essential for creating a successful SRTS Action Plan. The SRTS Coordinator and school leadership worked together to schedule the walk audit, conduct parent surveys and hand tallies, and spread the word about events.

COMMUNITY OUTREACH

In addition to direct engagement with school leadership, the SRTS Coordinator connected with the broader community through family friendly festivals, library and park events, Sunday Parkways, CARFREE Day, area farmer’s markets, the Trolley Trail festival, and school-related events such as holiday bazaars, carnivals, and movie nights. At these events, the SRTS Coordinator shared program details and information on how to get involved.

Table 3. Timing of Clackamas SRTS Outreach Meetings and Activities

School	Initial Mtg	Follow-Up Mtg	Walk + Roll Day	Bike Fairy	Edu- cation
<i>Bilquist</i>	<i>Sep 2016</i>	<i>Sep 2018</i>	<i>Oct 2017, May 2018</i>	<i>Dec 2017, Feb 2018, Jun 2018, June 2019</i>	<i>Jan 2019</i>
<i>Oak Grove</i>	<i>Oct 2016</i>	<i>Apr 2017</i>	<i>May 2017, May 2018</i>	<i>June 2017, June 2018, May 2019</i>	
<i>Clackamas River</i>	<i>Mar 2017</i>	<i>Dec 2018</i>	<i>May 2017</i>	<i>Mar 2017</i>	
<i>Estacada Middle</i>	<i>Mar 2017</i>	<i>Dec 2018</i>		<i>Mar 2017, May 2017, Dec 2018</i>	
<i>Happy Valley Elementary</i>	<i>Sep 2017</i>	<i>Dec 2017</i>	<i>May 2018</i>	<i>June 2018, May 2019</i>	
<i>Happy Valley Middle</i>	<i>Sep 2017</i>	<i>Dec 2017</i>	<i>May 2018</i>	<i>June 2018, May 2019</i>	
<i>River Grove</i>	<i>Jan 2018</i>	<i>Apr 2019</i>	<i>Oct 2018</i>	<i>June 2018, June 2019</i>	<i>Feb 2019</i>
<i>River Mill</i>	<i>Nov 2017</i>	<i>Nov 2018</i>		<i>Dec 2018</i>	
<i>Trost</i>	<i>Sep 2018</i>	<i>Feb 2019</i>	<i>Oct 2018</i>		
<i>Gardiner Middle</i>	<i>Sep 2018</i>	<i>Feb 2019</i>	<i>Oct 2018, May 2019</i>		
<i>Mt Scott</i>	<i>June 2018</i>	<i>Dec 2018</i>		<i>Sep 2018</i>	
<i>Oak Creek</i>	<i>May 2018</i>	<i>Mar 2019</i>	<i>Oct 2018, Apr 2019</i>		<i>May 2019</i>

Countywide Meetings

Clackamas SRTS hosted two countywide meetings over the course of the grant, convening interested parties from participating schools and other interested stakeholders.

- The first meeting, held on March 20, 2018, involved an introduction to SRTS, the Clackamas SRTS Program, and upcoming funding sources.
- Participants brainstormed how to start or grow a SRTS program in their communities. The Clackamas SRTS team provided copies of the SRTS Handbook, tips sheets, and brochures.
- The second meeting, held on September 12, 2018, focused on International Walk + Roll to School Day and preparations for October SRTS celebrations. The Clackamas SRTS team provided updates on funding sources and opportunities, offered tips for hosting an event day, including ideas for 'rally activities' that can contribute to a festive SRTS celebration.

The County plans to continue to host future meetings to bring together SRTS partners. SRTS meetings will continue to provide an opportunity to discuss upcoming opportunities, events, develop partnerships and share best practices.



Clackamas SRTS team presenting at the first Countywide Meeting.

Outreach Lessons Learned and Recommendations

Lessons Learned:

- All-school events with school staff and families are great events for Clackamas SRTS outreach.
- SRTS outreach pairs well with existing events related to health, wellness, and physical activity, such as JumpStart your Heart for Health events.
- Connect with school leadership before school starts or at the end of the prior school year because the school year is busy and educators are generally overburdened.
- Consider scheduling big events in the fall or later spring to avoid weather-related disruptions and cancellations.
- Repeated engagement increased participation in SRTS activities.

Recommendations for future outreach include:

- Attend the Clackamas County Fair, lead activities such as decorating bikes, and join a parade sponsored by the Kiwanis Club.
- Start outreach early, at the end of the previous school year, for activities planned the following fall.
- Meet with all stakeholders in groups and individually, as often as possible, within the available time and resources.
- Link Clackamas SRTS messaging to recent transportation funding, making sure that city, district, and school staff and partners are aware of funding that is available for projects and programs.
- Coordinate SRTS outreach efforts with relevant groups, such as Green Teams at schools or safety patrol groups.

Education and Encouragement Events

Clackamas SRTS offers a range of different activities that teach students how to walk and bike safely and encourage families to try walking and biking.

Poster Art Contest

In spring 2019, Clackamas SRTS partnered with Todos Juntos to conduct a poster art contest open to all school-aged children in the Molalla community. Todos Juntos is a non-profit organization dedicated to empowering children and their families to be successful in school, at home, and in their communities.

Clackamas SRTS and Todos Juntos promoted the contest through Molalla River Middle School and Molalla Elementary, at local businesses, and City buildings including the Library and City Hall. Most entries came from Molalla River Middle School (17 entries) and Molalla Elementary (5 entries).

Winners received Amazon gift cards at year-end school assemblies to recognize their achievement. In addition, each entrant received a certificate of participation, as well as a prize pack. Winning art was posted on the [Clackamas County website](#). The County's Pedestrian/Bikeway Advisory Committee selected contest winners based on originality, visual design and composition, and clear communication of the theme.



Winning poster art from the 6-8 grade category in the Clackamas SRTS Poster Contest.

Pedestrian Education

The Street Trust offered pedestrian education curriculum through Clackamas SRTS. Each school hosted the Street Trust for two days, while they engaged the students in 80-90 minutes of instruction. Two schools participated:

- Bilquist Elementary- 71 second-grade students
- River Grove Elementary- 80 second-grade students⁴

The first day was in-class and included a mock intersection on the floor. Instructors covered topics of visibility, where to walk (on the sidewalk or facing traffic if no sidewalk is present), and how to properly use crosswalks. The second day included a community walk in a surrounding neighborhood. During the walk students practiced crossing a street individually or in pairs.

Pedestrian Safety Learning Rhyme

Both schools incorporated this rhyme to help students remember how to cross the street safely:

*"Stop every time at the edge of the street.
Use your head before your feet.
Make sure you hear every sound.
Look left, look right, look all around."*



Bilquist Elementary students participating in pedestrian education on streets near the school.

⁴ Pedestrian education was planned at Oak Creek Elementary, along with the bike education, but the lesson was cancelled due to low sign-ups.

Bike Education

Twelve students participated in Oak Creek Elementary bike education lessons taught by the Street Trust. Students participated in four hours of lessons over two days.

On the first day students learned how to ride single-file, leave ghost space, brake properly, shift gears smoothly, work through the correct steps of a right turn, and an overview of right-of-way. Games were an integral part of the lesson, including a slow race and 'pop the bubble' to further develop bike control skills. The second day featured a community ride through the neighborhood.

Biking at and around the school was difficult due to the limited space on site, having only two small blacktop areas, and the presence of busy roads and steep hills in the neighborhood around the school. Thoughtful planning and positive attitudes made the ride a success.



Oak Creek students learning all about bike safety from The Street Trust's bike rodeo instructor.

Bike Fairy Giveaways

The SRTS Coordinator conducted bike fairy giveaways at several schools. The Bike Fairy (SRTS Coordinator) would deliver a care package to bikes parked school racks during school hours. This activity celebrates the students who are already riding their bikes and encourages other students to start riding.. The Bike Fairy visited on random weekdays or right before or after a school break (e.g., winter or spring break). Weatherproof packages were delivered during winter.

Contents of the care package varied, but always included a program brochure, stickers, and a note with positive messages such as “Way to roll” and “Way to ride to school.” Other components included lights, snap bracelets, reflective clips, spoke reflectors, temporary tattoos, coupons, bookmarks, pencils, and activity books. Most schools were visited by the bike fairy at least once; several schools received multiple visits.



River Grove Elementary Bike Fairy prizes make biking to school feel special.

Walk + Roll Days/ May Challenge Month

Clackamas SRTS promoted participation in Walk + Roll to School Days, and shared rally activity options to enhance the event and worked with each school individually to execute activities that were best suited to that school's environment, capacity, interest, and schedule.

*"We loved Bike to School Day!"
- Parent survey comment*

*"We walk and love it. We would still walk
without the crossing guard,
but it's very nice to have her."
- Parent survey comment*



Clackamas County student participating in Walk +Roll to School Day.

Education and Encouragement Event Lessons Learned and Recommendations

LESSONS LEARNED

- Bike and Pedestrian Education
 - Ideally, bike and/or pedestrian education is scheduled before beginning encouragement activities so that students are ready to safely participate.
 - School leadership thought it was difficult to fit bike education into the school day. Classes were most successful when coordinated by a teacher or parent champion.
 - The Street Trust found that delivering bike safety education was more complicated than anticipated because the County does not own a fleet of bikes and it was difficult to connect with schools.
- Poster Contest
 - It was challenging to communicate and coordinate between community organizations and the school district to organize the contest.
 - Planning the poster contest further in advance could help different groups get on the same page.
- All education and encouragement events
 - More volunteers are better, including combinations of parents and teachers.

CLACKAMAS COUNTY SAFE ROUTES TO SCHOOL FINAL REPORT

- Walk and Roll to School Days
 - Some scheduled events were cancelled during this project due to a statewide day of action in which school was not in session due to teacher walkouts. Most schools did not reschedule, but some had the bike fairy visits instead.
 - Another issue was having a walk and roll day scheduled for picture day. Some schools let students deal with 'helmet hair' and others changed the event day.

RECOMMENDATIONS

- Bike and Pedestrian Education
 - Schedule Bike and Pedestrian Education early in the year if possible, potentially start coordinating in the spring before the next school year.
 - Explore how to arrange access to a bike fleet for bike safety education, potentially apply for the Jump Start Program.
 - To address low-interest in after school pedestrian education; incorporate into the school day/class schedule.
 - Prepare timeline graphic of the school year that shows ideal times for specific SRTS activities and when to start planning them.
- Poster Contest:
 - To reach more schools, the SRTS program could partner with an existing district-wide initiative such as an art literacy program or green team efforts, or become part of a health curriculum, potentially targeted at one specific grade.
 - Plan early so winner can be included in Walk + Roll Day promotion.
 - If conducted outside classroom, provide fun and exciting prizes.
 - Consider county-wide contest as momentum builds.
- Bike Fairy
 - Consider a bike wizard or bike ninja as an alternative to the bike fairy because some students do not identify with fairies.
- Walk + Roll to School Days
 - Offer a range of activities to create a festive atmosphere, such as walking school busses, bike trains, on-campus walk, special themes, jog-a-thons, and health and wellness assemblies.

Action Plans

Over the duration of the grant, Clackamas SRTS compiled SRTS Action Plans at 12 schools across the county. SRTS Action Plans summarize existing conditions for students walking and biking to school, walk audit observations during student pick-up or

CLACKAMAS COUNTY SAFE ROUTES TO SCHOOL FINAL REPORT

drop-off, and recommended infrastructure improvements and education and encouragement activities. Action Plans also include results from available hand tally and parent surveys to guide SRTS planning and activities.

2016-2019 Clackamas SRTS School Action Plans:

- | | | |
|--|---|---|
| <ul style="list-style-type: none"> ● Bilquist Elementary ● Clackamas River Elementary ● Estacada Middle ● Gardiner Middle School | <ul style="list-style-type: none"> ● Happy Valley Elementary ● Happy Valley Middle ● Mt Scott Elementary ● Oak Creek Elementary | <ul style="list-style-type: none"> ● Oak Grove Elementary ● River Grove Elementary ● River Mill Elementary ● Trost Elementary |
|--|---|---|

Walk Audits

For each school’s Action Plan, the Clackamas SRTS team conducted a walk audit with school leadership, relevant roadway authority leadership, and interested family members. Participants made observations about the students and family behavior, student pick-up and drop-off areas, routes for students walking and biking to school, and infrastructure needs. Alta staff compiled all participants’ feedback and used community input, along with the available data and facility design best practices, to inform infrastructure and programmatic recommendations.

Figure 3. Improvement Recommendation Map for Clackamas River Elementary School



Clackamas River Elementary School



Improvement Recommendations

- 1 School Parking Lot and Grounds**
 - a. Repaint existing crosswalks at the east and west ends of the loop driveway at NE 2nd Avenue.
 - b. Repaint school grounds crosswalks at the driveway crossings on NE Pierce Street and near the driveway entrance at the east corner of the parking lot.
 - c. Replace "School Bus Only" signs located along interior driveway south of school building – one sign faded, one sign turned wrong direction.
 - d. Upgrade bike parking racks.
- 2 NE 2nd Avenue**
 - a. Construct sidewalk on south side of NE 2nd Avenue from alley between NE Pierce Street and NE Currin Street to NE Main Street.
 - b. Formalize an intersection at NE Currin Street: construct curb ramps and curb extensions, install and appropriate signage.
 - c. Install crosswalk at intersection with NE Currin Street.
- 3 NE Main Street**
 - a. Upgrade school zone signage to current ODOT standards.
- 4 NE Pierce Street**
 - a. Construct sidewalks on the east side of NE Pierce Street from the residence at 457 NE 2nd Avenue to NE 6th Avenue.
- 5 NE Currin Street**
 - a. Construct sidewalk on west side of NE Currin Street between NE 2nd Avenue and E 1st Avenue.
 - b. Construct infill sidewalk on east side of NE Currin Street between NE 2nd Avenue and E 1st Avenue.
- 6 NE Shafford Avenue**
 - a. Construct sidewalks from NE 6th Avenue to NE 1st Avenue.
- 7 Cemetery Road**
 - a. Construct a new crosswalk at NE Foothills Drive.

Legend

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



Suggested Route Maps

Suggested route maps, as shown below, were developed for use by students walking and biking to each school. Routes were based on community identified routes that students already take to get to school. Suggested route maps may also identify unsafe crossings or sidewalk gaps along otherwise safe routes to school.

Figure 4: River Mill Elementary Suggested Route Map



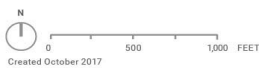
River Mill Elementary

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 Sign
 - 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.



Action Plan Lessons Learned and Recommendations

LESSONS LEARNED

- Well-attended walk audits, with representatives from different departments at the city or county (e.g., management, public works, and health), parents, neighbors and other community members led to the most robust Action Plans.
- Walk audits are a critical way to get buy-in from stakeholders who are essential for implementing recommendations.
- Natural student turn-over at schools, competing priorities, and other factors can reduce momentum for implementing Action Plan recommendations.
- During the walk audits, talking to students and families arriving at school yielded mixed results. Some students and families were interested in discussing their route, strengths, and challenges; others were not.

RECOMMENDATIONS

- Create an interest survey for school communities to identify their specific goals and interests in SRTS activities administered after initial meetings or presentations to help the SRTS Coordinator better connect schools with targeted resources.
- Conduct robust walk audit outreach schoolwide and personal invitations to key stakeholders who are critical to the SRTS Action Planning process, with a specific focus on reaching parents and community members. Outreach can include:
 - Newsletter article
 - Robo calls
 - Link on school website
 - Backpack mail
 - PTO/PTA/Site Council meeting announcement
- Investigate ways to get feedback from students and families about their experience getting to and from school during the walk audit or around the same time, potentially through a focus group, posted map, or intercept survey.
- Hold a meeting after the Action Plan to discuss next steps for implementation. Consider scheduling semi-annual calls or meetings to discuss progress and update the Action Plans.

Data Collection

Student Hand Tallies

Student hand tallies are collected either by a raise of hands or a poster form to count how many students travelled to school using different modes of transportation. Baseline hand tally data at each school participating in the program as part of the action plan process, then follow-up data collection a year or two later to track whether any mode shift took place.

How did you get to school?

School Name _____ Monday's Date _____
 Teacher Name _____ Number of students enrolled in class _____
 Grade _____



	Weather	Student Tally	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tues. A.M.									
Tues. P.M.									
Wed. A.M.									
Wed. P.M.									
Thurs. A.M.									
Thurs. P.M.									

Poster used to collect student travel information at Oak Creek Elementary.

Parent Surveys

The SRTS parent survey is a form that asks parents and guardians about how their children travel to and from school and factors that affect that decision, as well as their general perceptions of walking and biking. The Clackamas SRTS parent survey included a map for parents to draw their route to school. Each school that participated in the SRTS program distributed parent surveys at least once.

Data Collection Lessons Learned and Recommendations

LESSONS LEARNED

- Paper parent surveys were used in this project, but some school stakeholders speculated that online surveys could get a higher response rate. Using a combination of paper and online parent survey methods would give the most people the opportunity to take the survey, whether or not they have computer access.
- Parent surveys take 2-3 weeks for completion. Reminders of the timeline help school communities meet data collection deadlines, as does collecting surveys after advertised deadline.
- It is important to offer parent surveys translated into relevant languages, such as Spanish. An often-overlooked detail is ensuring that responses are translated back to English so they can be understood by the SRTS program team.
- Hand-raising is just one way to complete the student travel tallies. The Clackamas SRTS travel tally poster was an effective way for students to indicate

CLACKAMAS COUNTY SAFE ROUTES TO SCHOOL FINAL REPORT

how they got to school. Students placed sticker-dots or initialed columns for each travel mode they used to get to school.

RECOMMENDATIONS

- Fill in the basic information on hand tally sheets to save teachers' time.
- Offer posters for hand tally data collection, as an alternative to traditional hand-raising method.
- Offer both paper and online data collection methods, when possible.
- Send reminders about data collection deadlines.
- Make sure to translate responses from non-English data collection tools.

Chapter 3. Outcomes

Summary of Mode Split, Change in Mode

This section highlights how students get to school and how their behavior has shifted over time (mode shift). Mode shift was only calculated for schools that collected two rounds of hand tallies. Schools that just enrolled in the program last year only have one set of data because not enough time has passed for a second round of data collection. Clackamas SRTS did not receive hand tally data from Estacada Middle School.

While mode shift data provides useful information for program planning and communication with the school community, it does not tell the whole story of the impacts of the SRTS program. While the SRTS Program promotes active transportation options, there are many factors that impact families' travel decisions, which are outside the SRTS program's control. These include the distance the family lives from school, the cost of gas, and the weather at the time of data collection.

No hand tally data are available for

- Estacada Middle School.

The following schools have one set of hand tally data:

- Happy Valley Middle School
- Oak Creek Elementary School
- Gardiner Middle School
- Mount Scott Elementary School
- Trost Elementary School

The following schools have two sets of hand tally data:

- Bilquist Elementary School
- Clackamas River Elementary School
- Oak Grove Elementary School
- Happy Valley Elementary School
- River Mill Elementary School
- River Grove Elementary School

Mode Split

Figure 5 through Figure 9 highlight the morning travel mode comparison for the schools with only one set of hand tally data. This batch of schools represents both rural, urban, and suburban contexts in communities with different levels of income and demographics. At 4 out of 5 of these schools, 9-15% of students walk to school. Oak Creek Elementary is the outlier with 30% of students walking to school in the morning and 35% of students walking home. Oak Creek is located in the heart of a neighborhood with low traffic and quiet streets. This geographic context is likely related to the large walking mode share.

Oak Creek also had the highest rate of students biking to school, with 3% biking in the morning and 4% in the afternoon. Gardiner Middle also has a contingent of student cyclists, 2% bike to school and 3% bike home. Other schools in this group had 2% or fewer students biking to school.

CLACKAMAS COUNTY SAFE ROUTES TO SCHOOL FINAL REPORT

For shared modes, Happy Valley Middle School reported the highest rates of carpooling, 8% in the morning and afternoon. Many students at all schools (24%-67%) rode the school bus to and from school and no one reported taking public transit.

Figure 5: Happy Valley Middle School Morning Travel Mode Comparison, Fall 2017

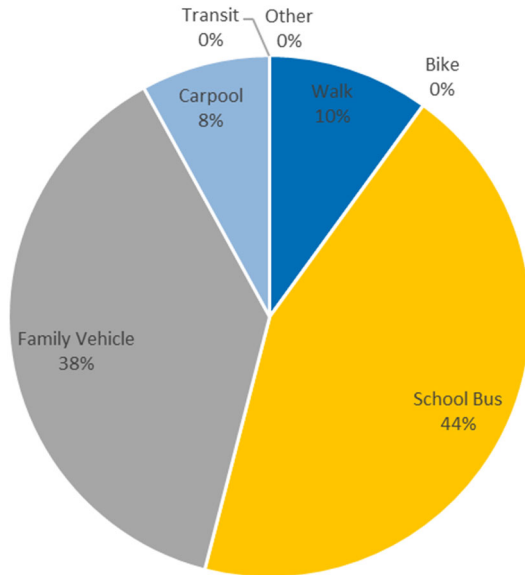


Figure 5 represents 866 trips.

Figure 6: Oak Creek Elementary School Morning Travel Mode Comparison, Fall 2018

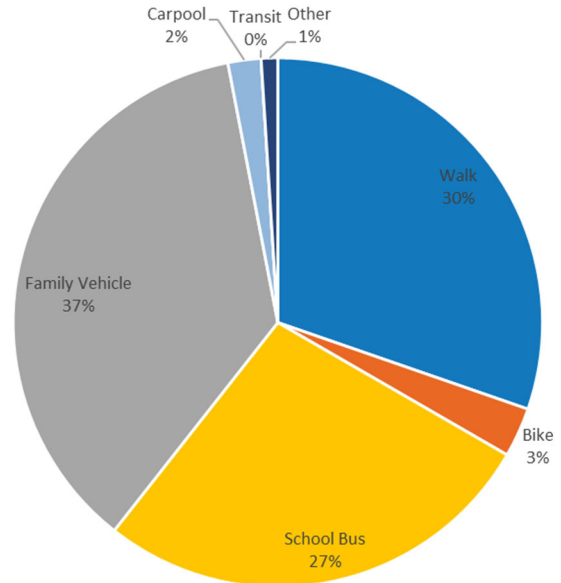


Figure 6 represents 971 trips.

Figure 7: Gardiner Middle School Morning Travel Mode Comparison, Fall 2018

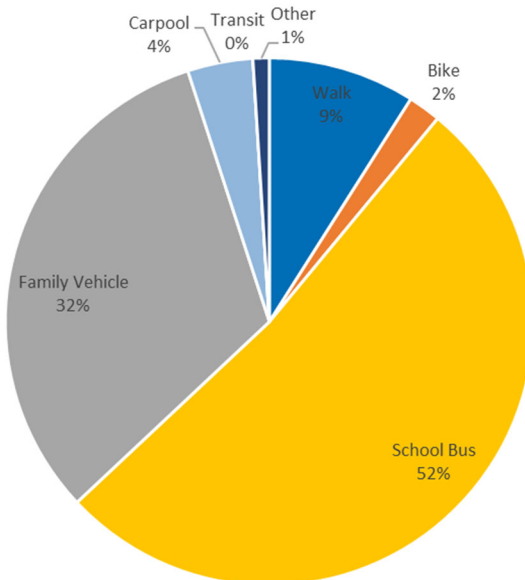


Figure 7 represents 685 trips.

Figure 8: Mt. Scott Elementary School Morning Travel Mode Comparison, Fall 2018

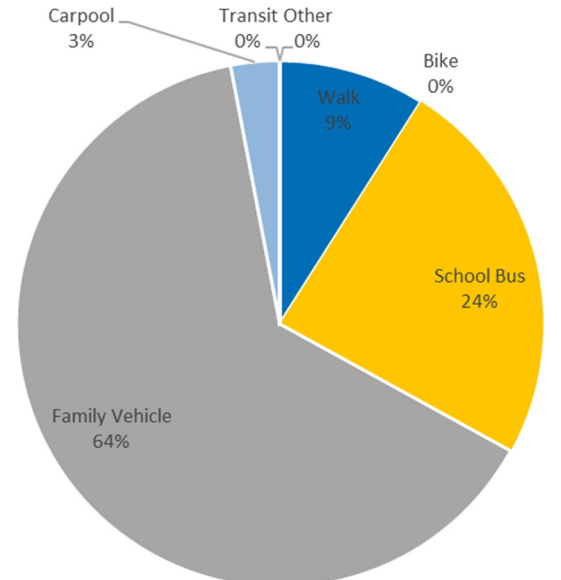


Figure 8 represents 424 trips.

Mode Shift

Figure 10 through Figure 15 display mode shift data for the 6 schools that conducted two sets of hand tallies. Each school conducted hand tallies in the same season between 1 and 2 years apart between 2017 and 2019.

Of the 6 schools with two sets of hand tally data, 3 experienced a slight decrease in single family vehicle trips (Happy Valley Elementary, River Mill Elementary, and River Grove Elementary) and 3 had increases in single family vehicle trips (Bilquist Elementary, Clackamas River Elementary, and Oak Grove Elementary).

Figure 9: Trost Elementary School Morning Travel Mode Comparison, Fall 2018

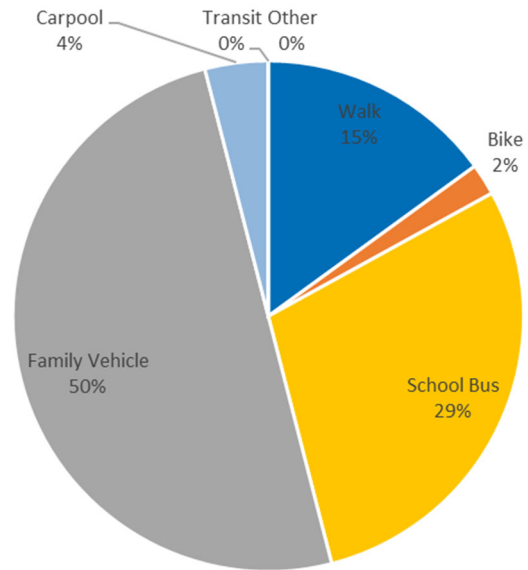


Figure 9 represents 779 trips.

Almost all schools experienced an increase in students biking after participating in the program. River Grove had the highest increase with a 6% increase one year after completing their Action Plan. River Grove also exhibited a 2% increase in walking. River Grove participated comprehensively in the SRTS Program, which may have contributed to this boost in active trips. Over the course of the year, River Grove organized Walk + Roll to School Day, Bike Fairy, created the Action Plan, and hosted Pedestrian Education.

Out of these 6 schools, 3 saw walking increase, while 3 saw walking decrease or stay the same. For both the positive and negative shifts, the change was generally slight, a 1-2% change. The largest was Bilquist Elementary, where there was a 5% decrease in walking.

CLACKAMAS COUNTY SAFE ROUTES TO SCHOOL FINAL REPORT

Figure 10: Bilquist Elementary School Morning Arrival Travel Mode Comparison, Spring 2017 & 2019

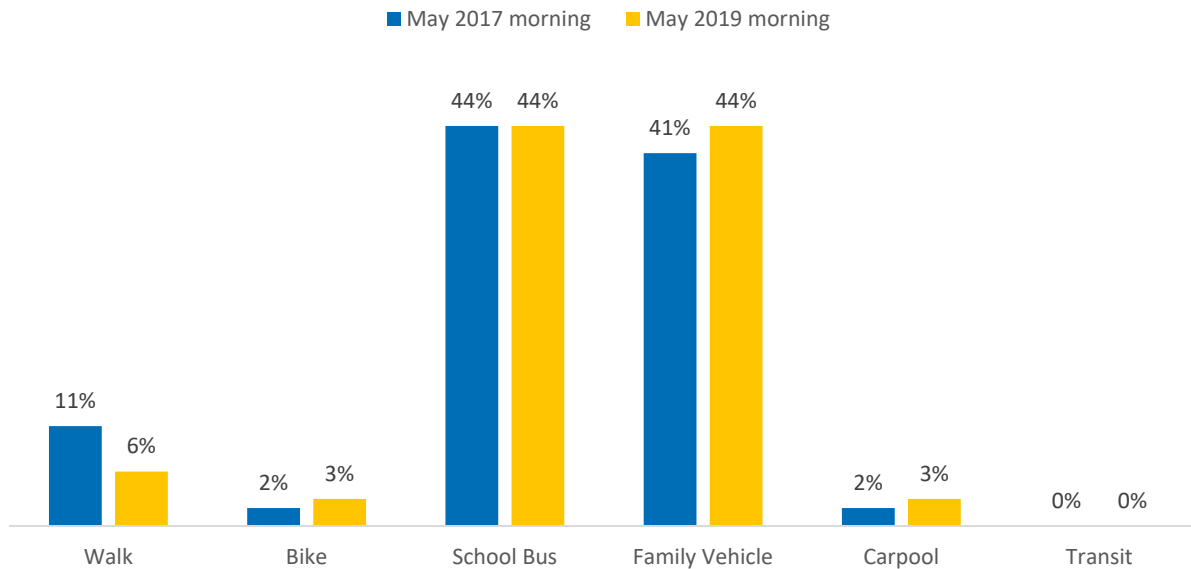


Figure 10 represents 1108 trips from 2017 and 1346 trips from 2019.

Figure 11: Clackamas River Elementary Morning Arrival Travel Mode Comparison, Spring 2017 & Fall 2018

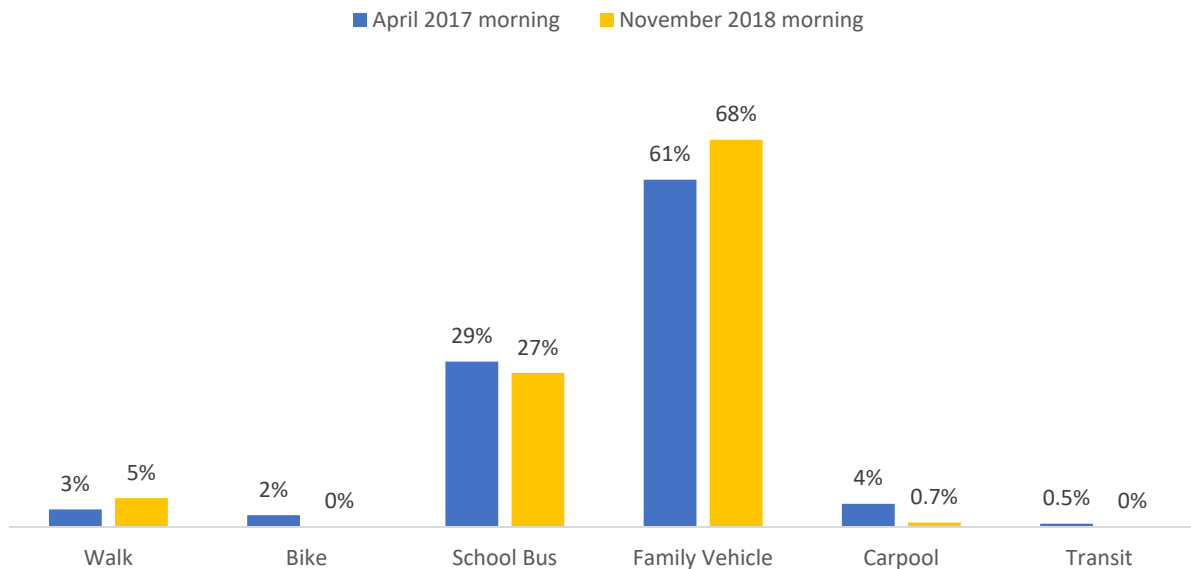


Figure 11 represents 194 trips from 2017 and 306 trips from 2018.

CLACKAMAS COUNTY SAFE ROUTES TO SCHOOL FINAL REPORT

Figure 12: Oak Grove Elementary School Morning Arrival Travel Mode Comparison, Spring 2017 & 2019

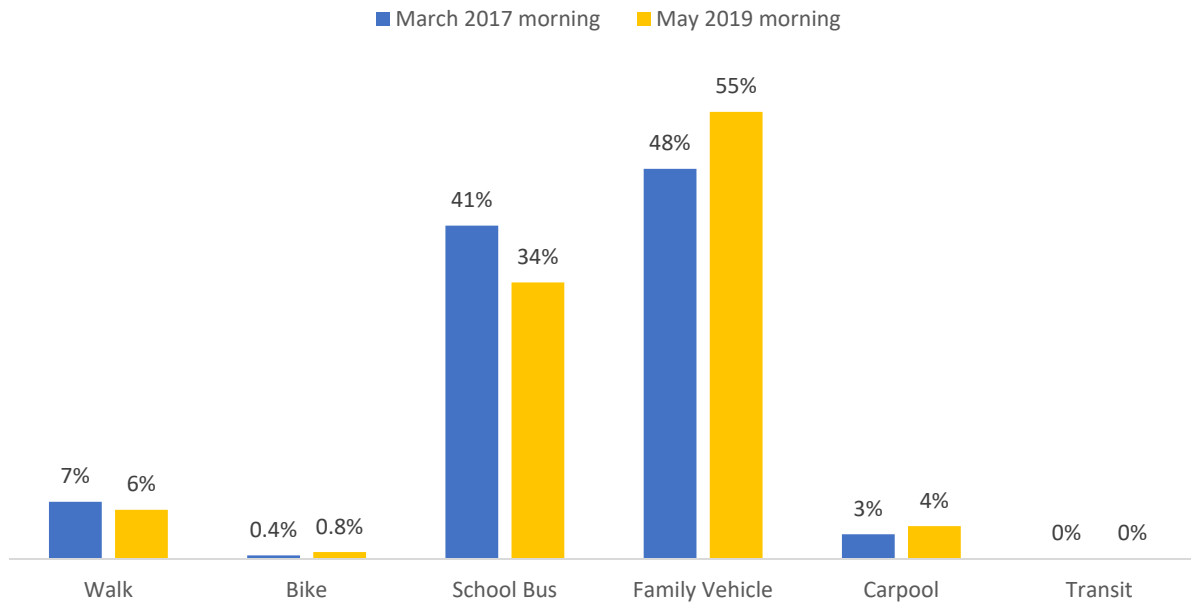


Figure 12 represents 495 trips from 2017 and 485 trips from 2019.

Figure 13: Happy Valley Elementary Morning Arrival Travel Mode Comparison, Fall 2017 & Spring 2019

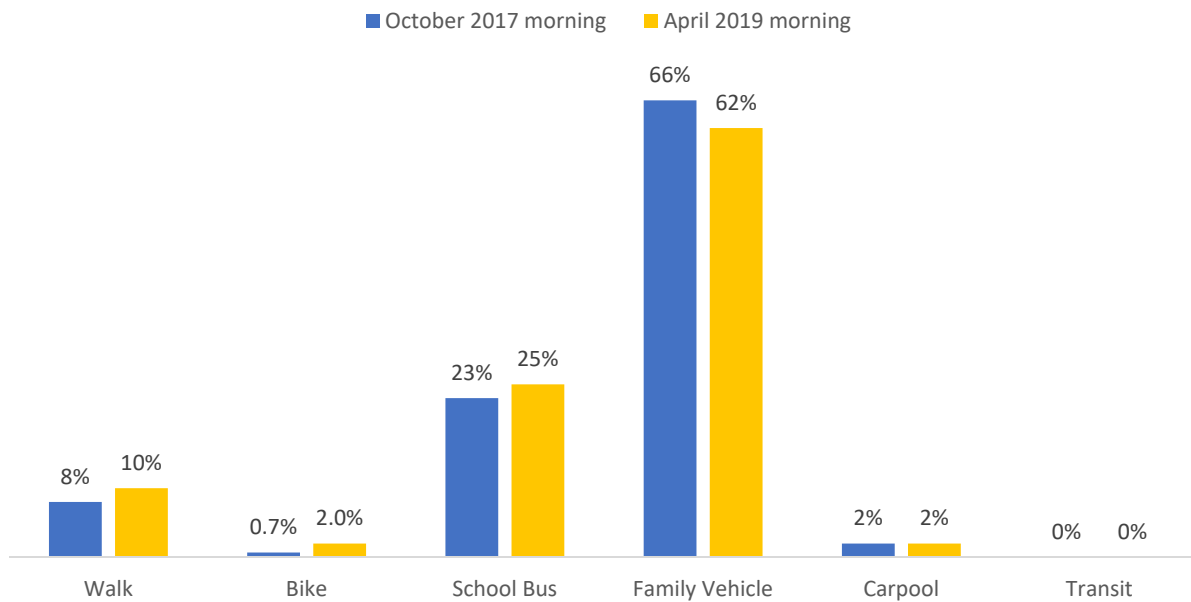


Figure 13 represents 748 trips from 2017 and 1382 trips from 2019.

CLACKAMAS COUNTY SAFE ROUTES TO SCHOOL FINAL REPORT

Figure 14: River Mill Elementary School Morning Arrival Travel Mode Comparison, Fall 2017 & 2018

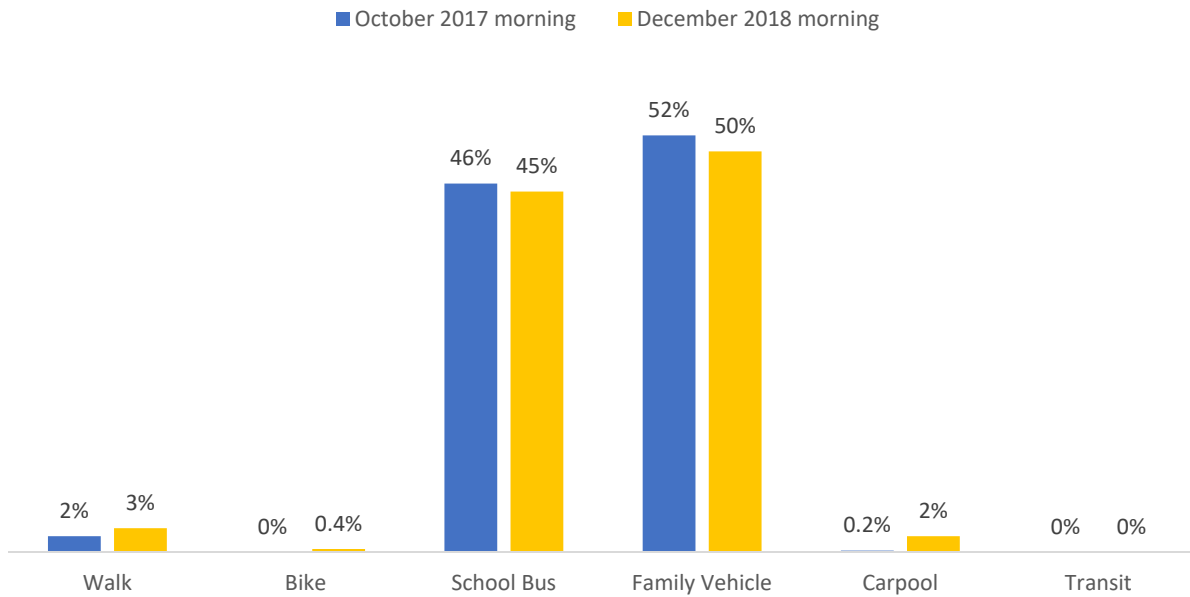


Figure 14 represents 551 trips from 2017 and 833 trips from 2018.

Figure 15: River Grove Elementary School Morning Arrival Travel Mode Comparison, Spring 2018 & 2019

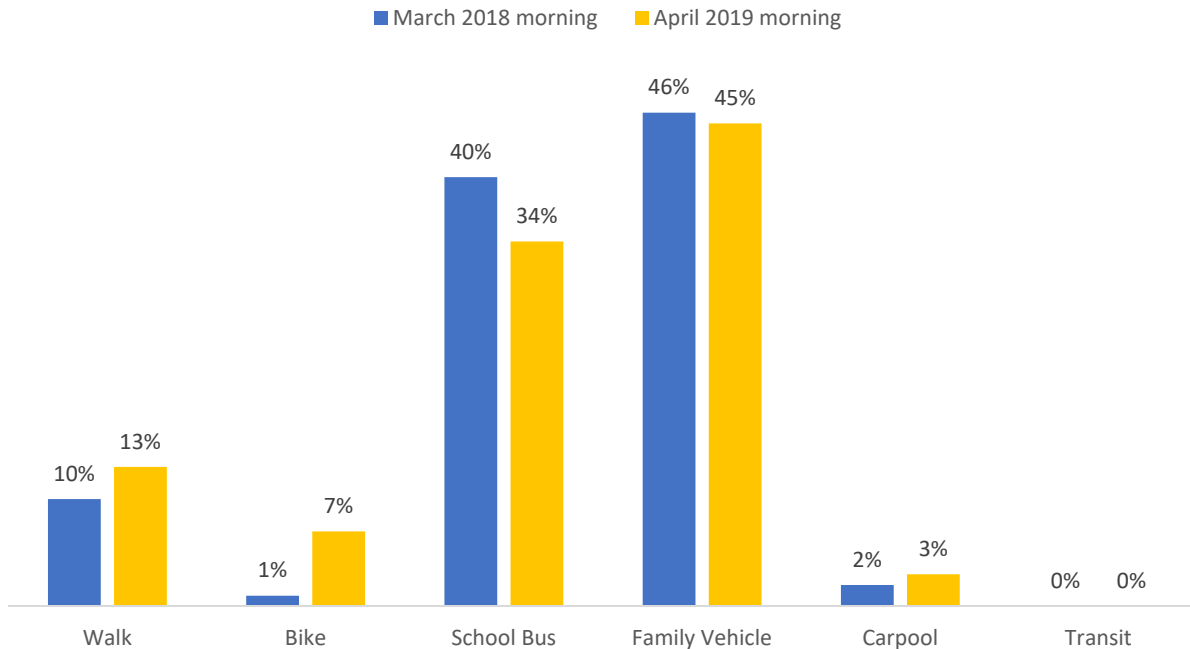


Figure 15 represents 1440 trips from 2018 and 1056 trips from 2019.

Parent Survey Feedback

Parent survey data (see Table 4) provides insight on the travel behavior of K-8 students and parent perceptions of walking and biking to school.

Table 4: Number of Parent Survey Responses per School

School Name	Number of Responses
<i>Bilquist Elementary School</i>	34
<i>Clackamas River Elementary</i>	25
<i>Estacada Middle School</i>	4
<i>Gardiner Middle School</i>	124
<i>Happy Valley Elementary School</i>	51
<i>Mt Scott Elementary</i>	32
<i>Oak Creek Elementary</i>	105
<i>Oak Grove Elementary School</i>	17
<i>River Grove Elementary School</i>	118
<i>River Mill Elementary School</i>	13
<i>Trost Elementary</i>	39
<i>Whitcomb Elementary School</i>	34
Total	596

Respondents reported:

- Riding in a family vehicle to be the most common transportation choice *to* school, while riding in a school bus to be the most common transportation choice *from* school.
- 61% of survey respondents who live under ¼ mile and 48% who live between ¼ mile and ½ mile from school report using active modes to get to school on most days.
- Most parents say they would allow their students to walk or bike to school starting in 4th or 5th grade, but 34% of surveyed parents reported they would not feel comfortable allowing their child to walk or bike to and from school at any age.

Commonly cited concerns affecting parents’ decisions to allow walking or biking to/from school included:

- The safety of intersections and crossings
- Distance
- The amount of traffic along the route
- Speeding along the route
- The absence and
- The condition of sidewalks or pathways

CLACKAMAS COUNTY SAFE ROUTES TO SCHOOL FINAL REPORT

Ultimately, parents surveyed recognize the benefits active transportation could hold for their families, with 53% reporting the activity would be fun for their child and 86% reporting the activity would be healthy for their child.

Figure 16: Mode by distance from school: On most days, how does your child travel to school?

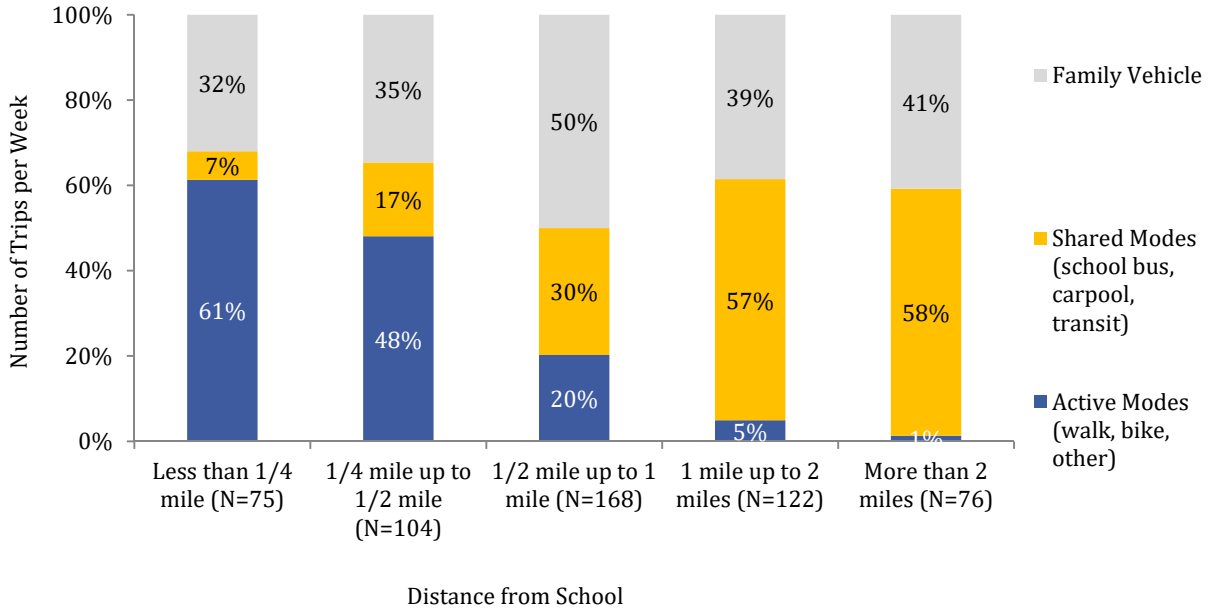


Figure 16 represents 545 trips.

Figure 17: At what grade level would you allow your student to walk or bike to/from school without an adult?

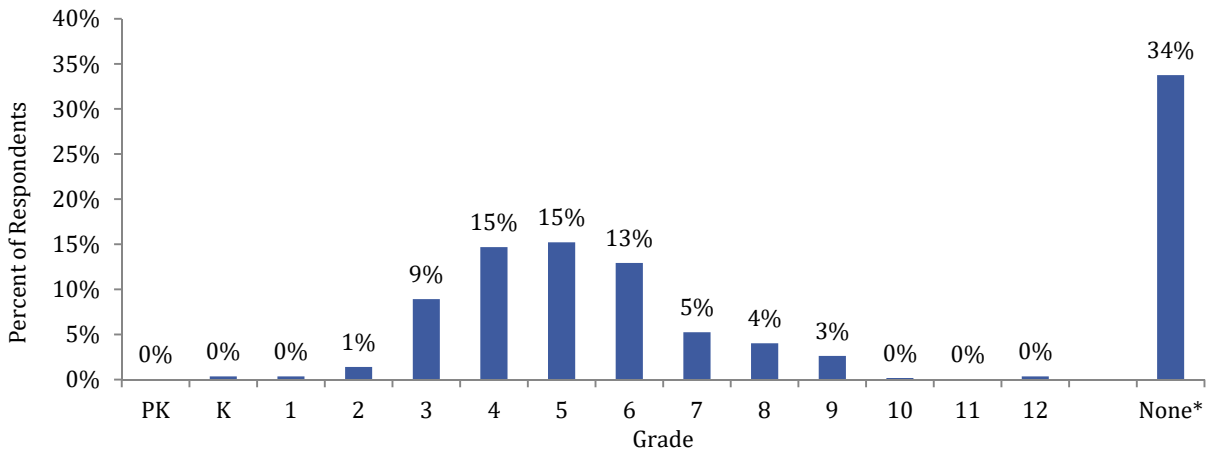


Figure 17 represents 574 question respondents. None = "I would not allow my child to walk or bike to/from school at any age."

CLACKAMAS COUNTY SAFE ROUTES TO SCHOOL FINAL REPORT

Figure 18: What of the following issues affected your decision to allow, or not allow, your child to walk or bike to/from school?

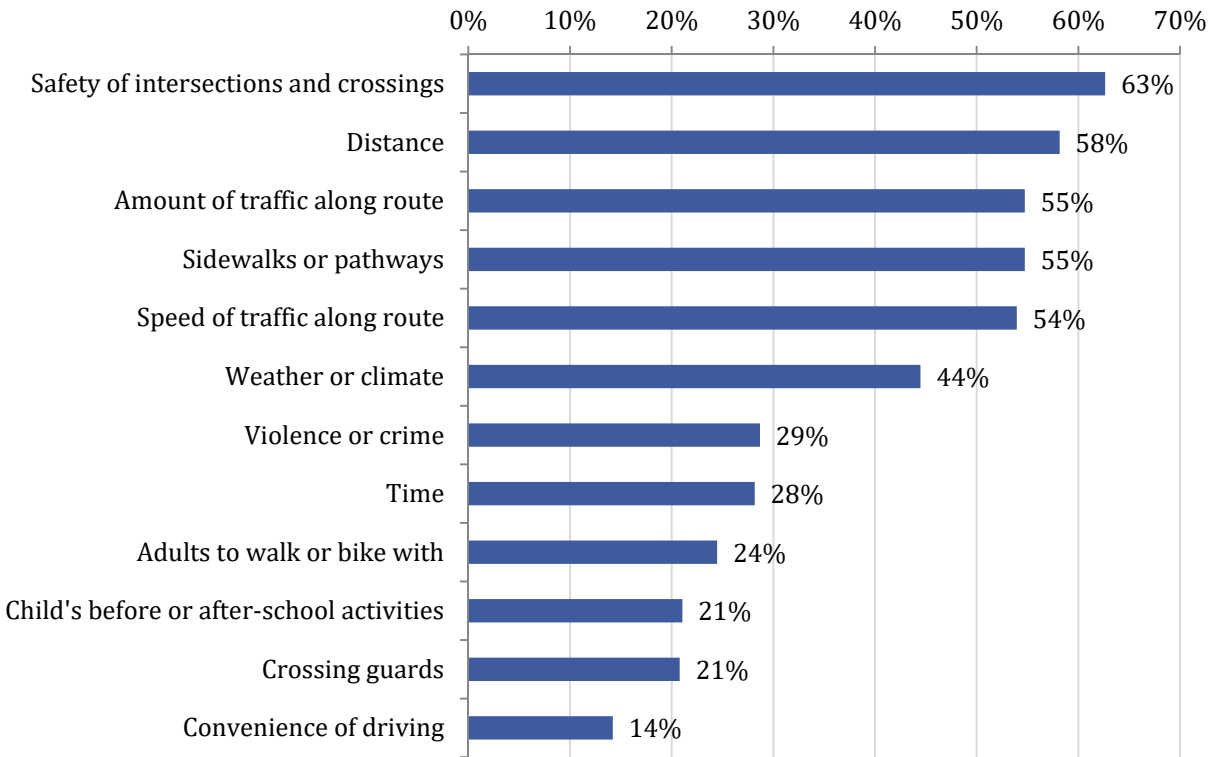


Figure 18 represents 380 question respondents.

Figure 19: How much fun is walking or biking to/from school for your child?

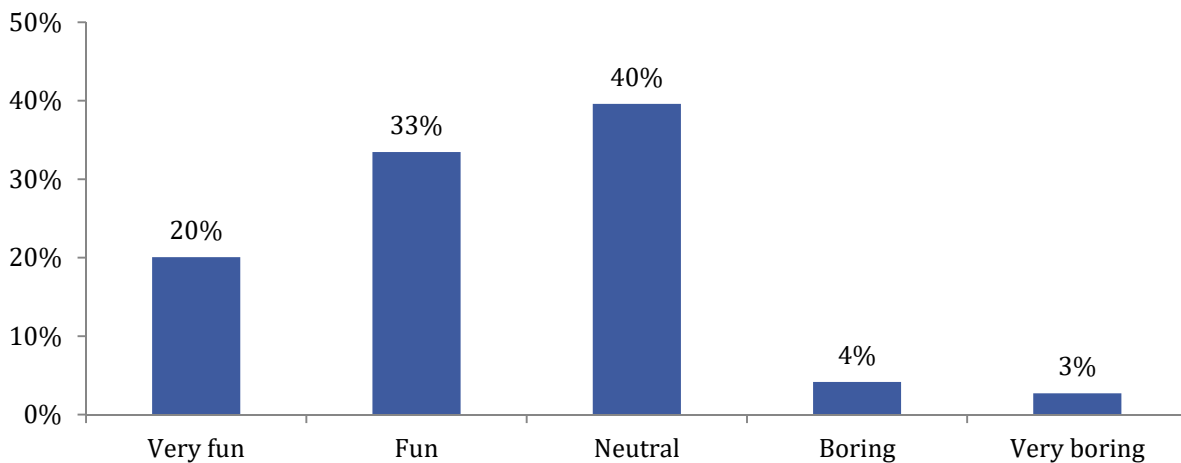


Figure 19 represents 563 question respondents.

Figure 20: How healthy is walking or biking to/from school for your child?

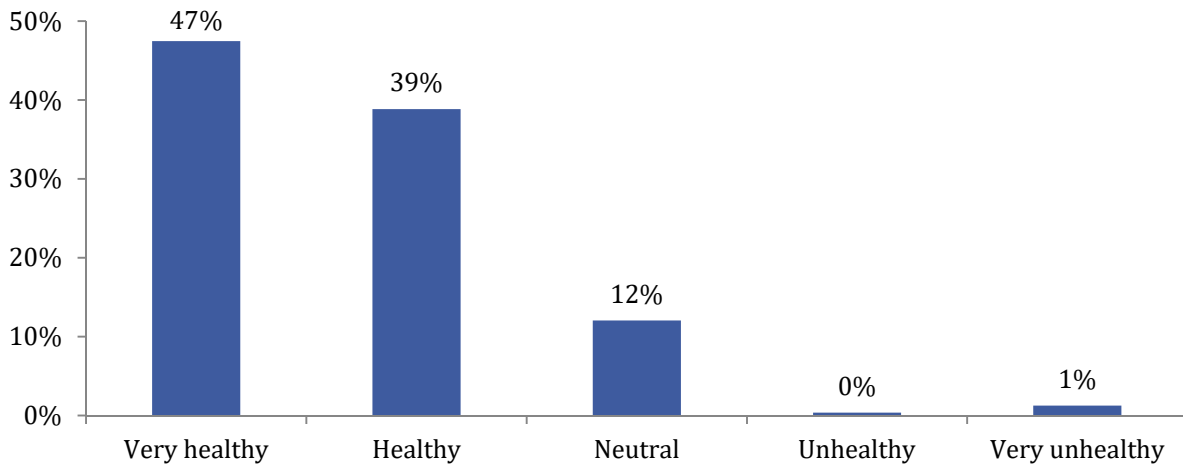


Figure 20 represents 556 question respondents.

Success Stories

Bilquist Elementary

Bilquist Elementary organizes community meet-up spots for students to convene with school staff and parent leaders to walk to school. Bus riders earn a prize by taking a lap around the building after getting off the bus. Richard Large, one of the school’s most dedicated champions was awarded the Fire Up Your Feed award to celebrate his efforts supporting SRTS at Bilquist. Richard is the school crossing guard and longtime custodian. He also supervises 5th grade safety patrol. The County provided a PedPro caddy, a portable pedestrian sign that they use at main roadway crossing near the school.



“The way to school is not far for us, but very dangerous. There is a lot of traffic and speeding. Mr. Large provides safe crossing for us every morning and afternoon.” - Bilquist parent

Richard setting up his PedPro caddy before helping students cross the street.

Oak Creek Elementary Parent Anja Bump

Oak Creek Elementary School in the Lake Oswego School District participated in Walk + Roll to School Day, and bike safety education in 2018. Parent champion Anja Bump describes her perspective on the program’s impact:

- “I have enjoyed running or biking to school with my son since he started Kindergarten, daily, rain or shine, through the end of elementary school. We used it to get some workout time in, and to provide him with some movement before he has to sit still for 6 hours a day. We were able to use trails for a good portion of the way, but where those end, and we have to use streets, it became a game of Frogger every day. No bike lanes, often no sidewalks, not crosswalks on Melrose...There is a huge need to do traffic safety training in elementary school, and to teach how to ride a bike. I am surprised daily by how many kids can barely ride bike, much less engage with traffic safely.”
- “The bicycle training The Street Trust provided was great! The kids learned how to engage with traffic, how to handle their bikes safely, braking techniques, etc. It would be great if we had training like that several times throughout elementary school, complemented by class room training depending on the rules of traffic, signage, etc.”
- “Getting the class set-up was really easy. The Street Trust had posters I could post at the school to drive interest, flyers, paragraphs describing the class, classroom statistic posters that helped to track how kids get to school, had a little price/goody bag for the kids that attended the class, provided loaner bikes to kids that didn’t have any, had a free bicycle safety clinic.... I can’t think of anything that was missing. They were incredibly fun and easy to work with as a parent volunteer. Made my job to get the principal on board a breeze.”



Students learning valuable skills during the Oak Creek Bike Rodeo with The Street Trust.

RIVER GROVE PRINCIPAL DAN DRAPER

River Grove Elementary participated in Walk + Roll to School Day, Bike Fairy, and pedestrian education in 2017. Principal Dan Draper shares his perspectives on the need for SRTS and his school’s accomplishments:

- “I support the efforts to create safer routes to our school. Our school has been offering a variety of Encouragement Programs, including “Walk and Roll” to School days (also known as “Walk + Bike” to School days). We had a lot of success with these programs, and our students enjoyed the “Bike Fairy” packages that were provided. We were also able to get “Blaze the Trail Cat” - from the Portland Trail Blazers - to attend one of our events last year.”
- "With the heavy traffic caused by having 570+ students, and our close proximity to Pilkington Park, Safe Routes has been a helpful resource for our school community. We were able to host Pedestrian Education courses with our 2nd graders last year. The feedback from their walking field trip, as well as the data collected by Safe Routes regarding arrival/dismissal, has helped inform our overall action plan. We look forward to a continued working relationship with Safe Routes.”



Blaze, the Portland Trail Blazers mascot visiting River Grove during Bike to School Day.

Chapter 4. Looking Forward

Clackamas SRTS has shown that schools and districts value SRTS but often lack capacity to implement programs. Nationally 66% of school districts report facing significant barriers to implementing SRTS infrastructure improvements (SRTS National Partnership, 2015). In Clackamas County the largest district, North Clackamas, does not have SRTS staff or funding for SRTS programs. However, a stated goal in the recently adopted Walk Zone Supplemental Plan is to “work with schools to support the Safe Routes to School efforts. This would include support of National Walk to School day in October, the walking school bus, grant efforts and the 5 E’s.” (Page 11: North Clackamas School District Walk Zone Supplemental Plan – March 2, 2017).

2019-2022: Metro RTO Funding

In spring 2019 the County was awarded a Metro Regional Travel Options (RTO) grant to sustain Clackamas SRTS. Building on last three years, the program will work to increase SRTS programming in the urban portion of the county by working directly with all school levels. An overarching goal of the program will be to make walking and bicycling a safer and a more accepted school transportation choice.

There is also a growing interest and need to collaborate regionally on SRTS efforts. The Clackamas SRTS Coordinator will continue to work with regional partners, including Multnomah and Washington counties as well as Metro, and build upon the travel options work underway at both regional and local levels.

Education and Outreach Activities at Schools

Specifically, Clackamas SRTS will:

- Implement a “Walking School Bus” program to reduce congestion, near schools during drop-off and pick-up times. The “safety in numbers” concept can also increase participation, build community and make active transportation more fun and visible.
- Sponsor an annual SRTS Poster-Art Contest. This is an event the entire community can look forward to and



CLACKAMAS COUNTY SAFE ROUTES TO SCHOOL FINAL REPORT

which encourages students to think about the importance of a healthy lifestyle.

- Supporting school participation in the annual fall International Walk + Roll to School Day and spring Walk +Roll to School Challenge, and other encouragement activities such as bike fairies/ wizards.
- Presenting SRTS program benefits to school district boards of education, PTA/PTO groups and potential SRTS champions. Presentations will include an explanation of Oregon SRTS Recognition Program.
- Offering the Clackamas SRTS Interest Survey, to better understand schools' needs and concerns around active and safe transportation options.



Focus on Historically-Marginalized Communities and People of Color

To focus resources on historically marginalized communities, over the next three years, Clackamas SRTS intends to build an inclusive program in the following ways:

- Prioritize Title I⁵ schools for outreach and to provide support that is targeted to their needs. According to Metro's Regional SRTS Strategy, 41% of Clackamas schools in the Metro boundary are eligible for Title I programs. Clackamas SRTS is already working with Gardiner Middle School, Oak Grove Elementary School, Whitcomb Elementary School, and Bilquist Elementary School. Many of the remaining Title I schools are in the North Clackamas School District, which has been partnering with Clackamas SRTS. Recognizing that staff capacity and competing priorities are barriers to participation in SRTS, Clackamas SRTS will engage these schools by scheduling initial presentations and meetings with

⁵ Title 1 refers to schools where 40% or more enrolled students are eligible for the Federal Free and Reduced Price Lunch Program.

CLACKAMAS COUNTY SAFE ROUTES TO SCHOOL FINAL REPORT

principals, teachers, parent groups to provide information. The follow-up Interest Survey will help identify the community's specific concerns about transportation, so that the County can better connect Title I schools with activities and prioritize their requests.

- Partner with organizations that work with people of color and other historically-marginalized groups. Clackamas SRTS will continue to work with local non-profits to spread the word about events, find out about community priorities and provide culturally-relevant programming. Current partners include Todos Juntos, a youth empowerment organization with close ties to the Latino community, and Madres de Corazon, a Spanish-speaking school support group. Groups similar to these will be engaged to continue efforts to build community and increase well-being in the county.
- Engage non-English speakers by continuing to provide translated materials, interpretation and culturally-appropriate programming in Spanish, Russian, and other languages as needed.



Intentional Data Collection and Program Evaluation

Clackamas SRTS plans to build on existing evaluation methods to gather additional feedback from students, teachers, school administrators and parents. Data consistent with other regional SRTS programs are already collected through parent surveys and student hand tallies.

Clackamas SRTS plans to expand data collection to better inform program decisions with:

- An interest survey for school communities to identify their specific goals and interests in SRTS activities administered after initial meetings or presentations to help the SRTS Coordinator better connect schools with targeted resources. This survey will be formulated and distributed to schools to gauge general interest in SRTS and identify which of the 6 E's they would like to focus efforts on. Individual schools have unique interests and variable capacity for programmatic elements, such as walk and roll events. A summary of the "interest surveys" will be provided and utilized moving forward to determine which activities are implemented at certain schools.

CLACKAMAS COUNTY SAFE ROUTES TO SCHOOL FINAL REPORT

- An administrator survey to track perceptions of principals and administrators about program effectiveness and activity preferences.
- Teacher and student surveys will collect participants' opinions of the event after activities, such as the poster contest and walking school bus.
- The Coordinator will maintain a database to track participation, program growth and Oregon SRTS Recognition Level to facilitate reporting to Metro.

Next Steps

By implementing the recommendations in this report, Clackamas SRTS Program will continue working to elevate awareness of SRTS across the County and make walking and biking to school safer and more accessible for students. The program will continue to improve internal processes, such as the system for tracking volunteers and school activities. Success will depend on partnering with parents and other local champions on SRTS programming. The County SRTS Program will support local partners by sharing resources and new innovations. The SRTS program will work to develop and maintain school district and community group partnerships to deepen the impact of the program, confirmed partnerships include North Clackamas, Oregon City, Lake Oswego and Oregon Trail. Potential future partnerships include:

- Gladstone and West Linn- Wilsonville school districts: particularly collaborating with the newly-hired Wilsonville SMART SRTS Coordinator.
- The Street Trust: Pedestrian and bicycle safety education.
- Clackamas County's Pedestrian and Bicycle Advisory Committee (PBAC): A 12-member citizen committee that assists in the development of bicycle and pedestrian safety programs and reviews bicycle and pedestrian priorities. The PBAC regularly engages with staff on SRTS efforts and provides feedback on program elements and developing new project ideas.
- Clackamas County Drive to Zero campaign: school zone safety campaign. The Drive to Zero program includes outreach to school youth to help reduce serious crashes and traffic fatalities by concentrating on behaviors that cause the most serious crashes. This work includes a focus on distracted driving, drinking and drug use while driving, and speeding.
- Clackamas County Health Housing and Human Services (H3S): The County has hired a Health and Transportation Impact Planner to connect work between H3S and the Department of Transportation (DTD) and incorporate a "culture of health and safety" for transportation projects. SRTS partnership areas will include the promotion of youth physical activity such as Walking School Buses, as well as exploring the connection of SRTS programs to other determinants of health such as exposure to air pollution or student absenteeism and achievement.