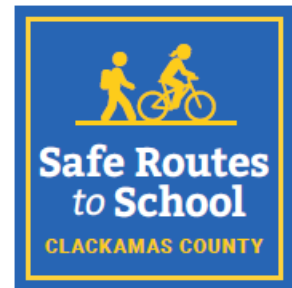

Action Plan for Estacada Middle School



Principal: Ben Hargrave
Enrollment: 250
First bell: 8:05 a.m.
Last bell: 3:20 p.m.

Grades: 6-8
Address: 500 NE Main Street
Estacada, OR 97023

This Action Plan summarizes existing conditions, observations, and recommended improvements and programs for Estacada Middle School. Safe Routes to School (SRTS) walk audits were conducted on May 1, 2017 and May 9, 2017. A summary map on Page 10 illustrates the audit location, area characteristics and locations of infrastructure recommendations.

This Action Plan supports the county-wide SRTS efforts of Clackamas County. For more information on the program, visit: www.clackamas.us/engineering/srts.html.

What is Safe Routes to School (SRTS)?

SRTS is a comprehensive program to **make school communities safer** by combining engineering tools and enforcement with education about safety and activities to enable and encourage students to **walk and bicycle to school**. SRTS programs typically involve partnerships among municipalities, school districts, community members, parent volunteers, and law enforcement.

Although most students in the United States walked or biked to school before the 1980s, the number of students walking or bicycling to school since has sharply declined in both urban and rural areas.

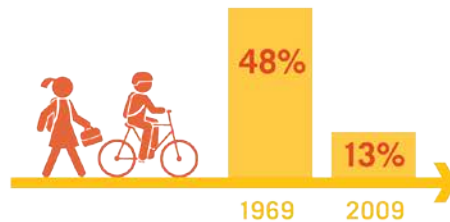
The benefits of implementing a SRTS plan are far-reaching and include improving safety, encouraging physical activity, and reducing traffic congestion and motor vehicle emissions near schools. Implementing SRTS programs and projects benefit adjacent neighborhoods as well as students and their families.

Clackamas County's SRTS Program Handbook outlines activities and local resources that school and community members can use to encourage walking and biking and promote traffic safety in school areas. See www.clackamas.us/engineering/srts.html for more information.



Why Safe Routes to School for Clackamas County?

Within the span of one generation, the percentage of children walking or bicycling to school has dropped to 13%.



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!

- 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, Estacada Middle School families participated in parent surveys in spring 2017.

Parent Surveys

Parents are asked how their children travel to and from school via a paper or online survey. Parent surveys also ask questions about the barriers to walking or biking to/from school, health information, and/or perception of crime and other social behaviors.

The Clackamas SRTS program collected 4 parent surveys in April 2017, all from families with children in the 6th grade. All respondents live between a half-mile and a mile from the school. All 4 respondents report driving to school in the family vehicle, while 2 respondents report walking home from school.

While the survey represents a very small sample size, the parents identified the following barriers to walking or biking: speed of traffic, safety of intersections and crossings, crossing guards, and the amount of traffic along the route. These findings indicate that there is potential for promoting walking and biking by addressing traffic safety barriers.

Resources and best practice programs for conducting parent surveys include:

- ◆ The Oregon SRTS website provides [evaluation resources](#).
- ◆ The [National Center for SRTS](#) has forms, data collection guidelines, and data center.

Walk Audit Summary

Walk Audit Date: May 1 and May 9, 2017 **Meeting Time:** May 1 at 7:15a.m. and May 9 at 3:10p.m.

Day of Week: Monday and Tuesday **Weather:** 71 degrees, clear skies

Attendees:

- Nicole Perry, The Street Trust
- Scott Hoelscher, Clackamas County
- Lori Mastrantonio, Clackamas County
- Christian Snuffin, Clackamas County
- Mallorie McDowell, Clackamas County

Existing Conditions

School Layout

The main school entrance is at NE Main Street where NE 5th Avenue ends. Students generally load along Main Street, and a sidewalk connects to a paved walkway to the building's front entrance. An additional entrance is located on NE 6th Avenue, across from the high school. Surrounding streets have intermittent sidewalks, signs that are not up to current standards, and inadequate crosswalks. Traffic travels at moderate and low speeds in this neighborhood.

SITE CIRCULATION

Vehicles: Student drop-offs and pick-ups occur mostly on NE Main Street and on NE 6th Avenue. In the afternoons, cars park on NE 6th Avenue and wait until dismissal for pick-ups.

School Buses: Buses are lined up on NE Main Street and NE 6th Avenue and travel from the Middle School to the High School driveway to pick-up students. Arrivals enter through High School driveway.

Pedestrians: There is a crossing attendant in front of the school at NE 5th Avenue and NE Main Street. Pedestrian traffic surrounding the school is a mix of elementary, middle, and high school students and some were observed walking with an adult.

Bicyclists: There are no bike lanes surrounding the school. Outdated bike parking racks are located in front of the 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 Estacada or Estacada School District).

1. School Parking Lot and Grounds

The school has two main entrances. Students arrive on foot, by bike, and by scooter. There are sidewalks on three sides, and one side of the school borders the elementary school. The bike parking is an older style, which does not support a bicycle with two points of contact.

RECOMMENDATIONS

- a. Upgrade bike parking along west side of the school with modern bike racks (District).

2. NE 6th Avenue

High traffic flow occurs on NE 6th Avenue, where pick-ups and drop-offs occur for middle school and high school students. Several crosswalk and intersection upgrades are needed along NE 6th Avenue to increase safety and comfort for pedestrians. This is a high-traffic area where buses, cars, and people cross in all directions during the most congested periods.

RECOMMENDATIONS

- a. Upgrade crosswalk on the south side of NE 6th Avenue at NE Main Street with continental crosswalk markings and signs; install ADA curb ramps on the southwest, southeast, and northeast corners of the intersection. Consider north-south crossing treatment on 6th. (City)
- b. Replace diagonal crosswalk west of the high school driveway with perpendicular crosswalk and continental markings, signs, and ADA curb ramps. (City)
- c. Upgrade crosswalk at NE 6th Avenue and NE Pierce Street with continental markings, signs, and ADA curb ramps. (City)
- d. Upgrade crosswalk at NE 6th Avenue and N Broadway with continental markings, signs, and ADA curb ramps. (City)
- e. Finish sidewalks on the south side of NE 6th Avenue from Wade Creek to NE Cemetery Road. (City)

3. NE Main Street

The front of the school faces NE Main Street where a crossing guard is present in the morning and afternoon. The crosswalk on the corner at NE 6th Avenue is heavily used by elementary, middle, and high school students, partly due to the coffee shop on the corner being a popular

ESTACADA MIDDLE ACTION PLAN

destination. Several buses serving Estacada Middle and High Schools queue up on NE Main Street in the afternoons. Cars stop and park on Main in between loading and no stopping zones. Curb extensions and signs can create more organized pick-up and drop-off areas.

RECOMMENDATIONS

- a. Upgrade school zone signage to current ODOT standards (City).
- b. Stop signs at NE 6th Avenue and NE Main Street should have “All-Way” placard mounted below each stop sign (City).
- c. Upgrade crosswalk at NE Main Street and NE 5th Avenue with continental markings, signs, and ADA curb ramps (City).
- d. Upgrade street lighting between NE 6th Avenue and NE 2nd Avenue. (City)

4. NE 5th Street

This is another area for pick-ups and drop-offs near the front of the school, where sidewalks are inconsistent. Residents park along the street and gravel surfaces.

RECOMMENDATIONS

- a. Install sidewalks on north side of NE 5th Avenue between NE Main Street and north-south alleyway between Main and N Broadway (City).

5. NE Pierce Street

There is heavy pedestrian activity and drop-offs on NE Pierce Street. The absence of sidewalks and poor crosswalk visibility present safety issues.

RECOMMENDATIONS

- a. Upgrade school zone signage to current ODOT standards (City).

6. NW Wade Street

Traffic from Wade leads into 5th to the front of the school. The street is characterized by a few homes, a large fenced lot, cars parked on the street, gravel, and limited sidewalks.

RECOMMENDATIONS

- a. Install crosswalk at the intersection of NW Wade Street and NW 6th Avenue (City).

Cost Estimates

Table 1 summarizes recommendations for Estacada Middle School, provides order-of-magnitude cost estimates, and places the projects in priority tiers. **Figure 1** on the following page shows the locations of the recommendations. **Figure 2** on page 11 shows the Suggested Route Map, which can be shared with parents at the start of the school year along with the walking and biking tips.

Table 1. Estacada School Recommended Improvements

RECOMMENDATIONS	LEAD AGENCY	PLANNING – LEVEL COST	PRIORITY
1. 1. School Parking Lot and Grounds			
a. Upgrade bike parking along west side of the school with modern bike racks.	School District	\$	High
2. NE 6th Avenue			
a. Upgrade crosswalk on the south side of NE 6th Avenue at NE Main Street with continental crosswalk markings and signs; install ADA curb ramps on the southwest, southeast, and northeast corners of the intersection. Consider north-south crossing treatment on 6th. Add RRFB or school zone flashers.	City	\$\$	Medium
b. Replace diagonal crosswalk west of the high school driveway with perpendicular crosswalk and continental markings, signs, and ADA curb ramps.	City	\$\$	Low
c. Upgrade crosswalk at NE 6th Avenue and NE Pierce Street with continental markings, signs, and ADA curb ramps.	City	\$\$	Medium
d. Upgrade crosswalk at NE 6th Avenue and N Broadway with continental markings, signs, and ADA curb ramps.	City	\$\$	Medium
e. Finish sidewalks on the south side of NE 6th Avenue from Wade Creek to NE Cemetery Road.	City	\$\$	Medium
3. NE Main Street			
a. Upgrade school zone signage to current ODOT standards.	City	\$\$	Medium
b. Stop signs at NE 6th Avenue and NE Main Street should have “All-Way” placards mounted below each stop sign. Add RRFB or school zone flashers.	City	\$	Low

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c. Upgrade crosswalk at NE Main Street and NE 5th Avenue with continental markings, signs, and ADA curb ramps.	City	\$\$	High
d. Upgrade street lighting between NE 6 th Avenue and NE 2 nd Avenue.	City	\$\$	High
4. NE 5th Street			
a. Install sidewalks on north side of NE 5th Avenue between NE Main Street and north-south alleyway between Main and N Broadway.	City	\$\$\$	Medium
5. NE Pierce Street			
a. Upgrade school zone signage to current ODOT standards.	City	\$\$	High
6. NW Wade Street			
a. Install crosswalk at the intersection of NW Wade Street and NW 6th Avenue.	City	\$	Medium

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ESTACADA MIDDLE ACTION PLAN



Estacada Middle School Improvement Recommendations



- 1 School Parking Lot and Grounds**
 - a. Upgrade bike parking along west side of the school with modern bike racks.
- 2 NE 6th Avenue**
 - a. Upgrade crosswalk on the south side of NE 6th Avenue at NE Main Street with continental crosswalk markings install ADA curb ramps on the southwest, southeast, and northeast corners of the intersection. Consider north-south crossing treatment on 6th. Add RRFB or school zone flashers.
 - b. Replace diagonal crosswalk west of the high school driveway with perpendicular crosswalk and continental markings, signs, and ADA curb ramps.
 - c. Upgrade crosswalk at NE 6th Avenue and NE Pierce Street with continental markings, signs, and ADA curb ramps.
 - d. Upgrade crosswalk at NE 6th Avenue and N Broadway with continental markings, signs, and ADA curb ramps.
 - e. Finish sidewalks on the south side of NE 6th Avenue from Wade Creek to NE Cemetery Road.
- 3 NE Main Street**
 - a. Upgrade school zone signage to current ODOT standards.
 - b. Stop signs at NE 6th Avenue and NE Main Street should have "All-Way" placards mounted below each stop sign. Add RRFB or school zone flashers.
 - c. Upgrade crosswalk at NE Main Street and NE 5th Avenue with continental markings, signs, and ADA curb ramps.
 - d. Upgrade street lighting between NE 6th Avenue and NE 2nd Avenue.
- 4 NE 5th Street**
 - a. Install sidewalks on north side of NE 5th Avenue between NE Main Street and north-south alleyway between Main and N Broadway.
 - b. Install sidewalks on north side of 5th between Main and north-south alleyway between Main and Broadway.
- 5 NE Pierce Street**
 - a. Upgrade school zone signage to current ODOT standards.
- 6 NW Wade Street**
 - a. Install crosswalk at the intersection of NW Wade Street and NW 6th Avenue.

Legend

- | | | | | | |
|--|-----------------------|--|-------------------------|--|-----------------------------------|
| | Crossing Guard | | Proposed Sidewalk | | Proposed School Zone Flashers |
| | Existing Bike Parking | | Proposed Crosswalk | | Proposed Upgraded Street Lighting |
| | School Bus Loading | | ADA-compliant Curb Ramp | | |



Figure 1. Estacada Middle School Improvements Map



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.

Estacada Middle School

500 NE Main St
Estacada, OR 97023

MAP LEGEND

- Enrollment area
- Park or natural area
- School campus
- Suggested route
- Missing or partial sidewalk
- Crosswalk
- 4-Way stop controlled intersection with crosswalks
- 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

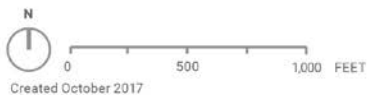


Figure 2. Estacada Middle School Suggested Route Map

Be Safe Walking, Biking, & Driving in School Areas



Safety Tips for Walking

USE THE CROSSWALK

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

LOOK BEFORE YOU CROSS

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

MAKE EYE CONTACT

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

BE VISIBLE

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

FOLLOW THE RULES

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



Safety Tips for Driving

RESPECT THE ZONE

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

BRAKE FOR PEOPLE WALKING

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

BE AWARE AND ALERT

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

GO WITH THE FLOW

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

RESPECT THE NEIGHBORHOOD

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



Safety Tips for Biking

BE PREDICTABLE

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

BE ALERT

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

WEAR YOUR HELMET

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

MAKE EYE CONTACT

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

Programmatic Recommendations

Programmatic activities and events complement infrastructure improvements by empowering students and their families to try walking and bicycling, and by making it safer for them to do so.

The activities below are recommended for Estacada Middle 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. Getting middle school students excited about Safe Routes to School activities and events can build momentum for walking and bicycling, since older students can have more independence to get to school on their own or together. The National Center for SRTS provides [Tips for Engaging Middle School Students](#), which will help SRTS practitioners recognize and build off of the typical attributes of middle school students.

Resources and best practice programs for middle school students include:

- ◆ 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 the [Cycling Skills Clinic Guide](#) to help organizations plan bike safety skills events.
- ◆ The Oregon Bicycle Transportation Alliance developed [SRTS Curriculum](#), which includes a flexible in-class and on-bike curriculum and pedestrian safety lesson plans.
- ◆ The [Girls in Gear](#) curriculum is a girls-specific, bicycling program designed to empower adolescent girls. GIG is designed to create self-reliance and build 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.
- ◆ SRTS Michigan: [Make Trax lessons](#) and activities complement community Safe Routes to School planning efforts. Make Trax provides lessons on learn about data collection, mapping software, and presentation skills.



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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.



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.



Evaluation Programs

STUDENT HAND TALLIES

Hand tallies are a standard way of tracking the different ways (modes) students used to get to school for SRTS programs. Students are asked how they got 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.

ESTACADA MIDDLE ACTION PLAN

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.