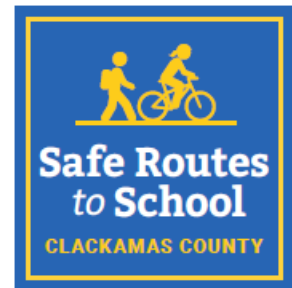

Action Plan for Clackamas River Elementary School



Principal: Amy Hudson
Enrollment: 585
First bell: 7:55 a.m.
Last bell: 2:15 p.m.

Grades: K-6
Address: 301 NE 2nd Avenue
Estacada, OR 97023

This Action Plan summarizes existing conditions, observations, and recommended improvements and programs for Clackamas River Elementary School. Safe Routes to School (SRTS) walk audits were conducted on May 1 and May 9, 2017. A summary map on Page 11 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.

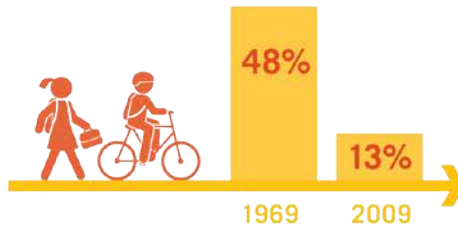
The benefits of implementing a SRTS plan are far-reaching and include improving safety, encouraging physical activity, and reducing traffic congestion and motor vehicle emissions near schools. Implementing SRTS programs and projects benefit adjacent neighborhoods as well as students and their families.

Clackamas County SRTS's 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

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

How Do Students Get to School Now?

As part of the Clackamas SRTS program, Clackamas River Elementary families participated in student hand tallies and parent surveys in spring 2017.

Student Hand Tallies

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

Figure 1 shows the results of the spring 2017 hand tallies. Most students are driven in the family vehicle to Clackamas River Elementary (62 percent) and take the school bus home (48 percent). A small number of students also walk, carpool, or bus to and from school.

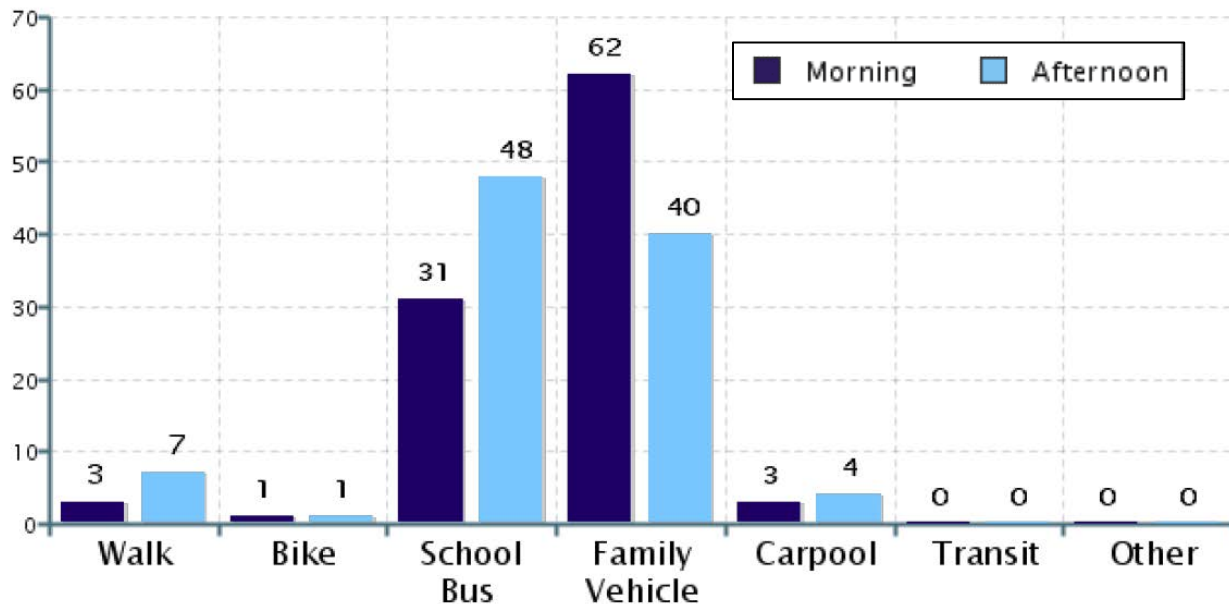


Figure 1. May 2017 Student Hand Tally Results, Morning and Afternoon Mode Split

Tracking the change in mode over time can indicate how successful the SRTS program is at addressing concerns and promoting walking and bicycling. Resources and best practice programs for conducting hand tallies include:

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

Parent Surveys

Parent surveys also ask questions about the barriers to walking or biking to/from school, how children travel to and from school, health information, and/or perception of crime and other social behaviors.

The Clackamas SRTS program collected 25 parent surveys in March 2017, primarily from families with children in 3rd and 5th grades. Most respondents live more than two miles from the school (9 respondents). Of the respondents, the majority drive alone in the family vehicle for both morning and afternoon commutes (16 and 10 respondents respectively), with a small number taking the school bus, walking, carpooling, or biking.

Figure 2 shows the main barriers for the parents of students who did not walk or bike. Most of the barriers are related to transportation issues: speed of traffic (7 respondents), amount of traffic along the route (6 respondents), the safety of intersections and crossings (5 respondents). These findings indicate that there is potential for promoting walking and biking by addressing traffic safety barriers.

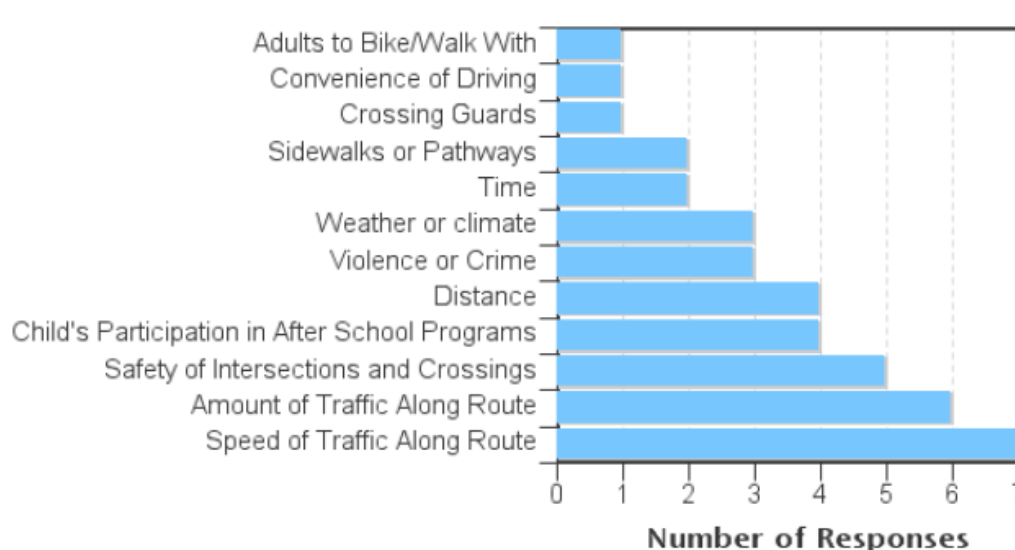


Figure 2. December 2016 Parent Survey Responses for Issues Reported to Affect the Decision Not to Allow A Child to Walk/Bike to/from School (for parents of children who did not walk/bike to/from school)

Resources and best practice programs for conducting parent surveys include:

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

Walk Audit Summary

Walk Audit Date: May 1 and May 9, 2017

Day of Week: Monday and Tuesday

Attendees:

- Nicole Perry, The Street Trust
- Lori Mastrantonio, Clackamas County
- Sadie Main, City of Estacada
- Scott Hoelscher, Clackamas County
- Christian Snuffin, Clackamas County
- Mallorie McDowell, Clackamas County

Meeting Time: May 1 at 7:30 a.m. and May 9 at 2:30 p.m.

Weather: 46 degrees, mostly to partly cloudy

Existing Conditions

School Layout

The school is located in an older neighborhood with intermittent sidewalks. The main student entrance to the school is along NE 2nd Avenue. A paved walkway at the center of the parking lot provides access to the school building. Students can also enter and are dismissed by grade level through the exits on the west side of the school building at NE Main Street.

Estacada Middle School is located directly north of Clackamas River and both schools share sports fields.

SITE CIRCULATION

Vehicles: Student drop-offs and pick-ups occur via loop driveway in the parking lot at NE 2nd Avenue and along NE Main Street and cause congestion around the first bell at 7:55 a.m. and dismissal at 2:30 p.m. but are generally efficient.

School Buses: Buses load and unload students in a separate lane in the parking lot.

Pedestrians: There are pedestrians coming from NE Pierce Street, NE 2nd Avenue, and NE Main Street. There is a crossing attendant on NE Main Street who arrives around 7:30 a.m. Pedestrian traffic 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. Bike parking is provided at the school's front entrance.

Walk Audit Observations and Infrastructure Recommendations

Key locations are described below, including issues identified during audit observations and discussions. Project numbering refers to the Improvements Map on page 11. The organization responsible for implementing each recommendation is in parentheses (i.e., City of Estacada or Estacada School District).

1. School Parking Lot and Grounds

The circulation on school grounds currently operates well, with separate bus drop-off and boarding zones and a crossing guard on NE Main Street at NE 2nd Avenue.

RECOMMENDATIONS

- a. Repaint existing crosswalks at the east and west ends of the loop driveway at NE 2nd Avenue (District).
- 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 (District).
- c. Replace “School Bus Only” signs located along interior driveway south of school building – one sign faded; one sign turned wrong direction (District).
- d. Upgrade bike parking racks (District).

2. NE 2nd Avenue

The main traffic flow occurs on NE 2nd Avenue, where drivers turn into the school parking lot. This is a high-traffic area for cars and pedestrians, which could benefit from several improvements to increase comfort level for people walking near the school.

Several families were observed crossing mid-block, which could be remedied by formalizing a crosswalk at NE Currin Street. However, the south side of NE 2nd Avenue lacks sidewalks, ADA-compliant curb ramps, and appropriate signage. These elements are important for people with bicycles, strollers, and mobility assistive devices.

RECOMMENDATIONS

- a. Construct sidewalk on south side of NE 2nd Avenue from alley between NE Pierce Street and NE Currin Street to NE Main Street (City).
- b. Formalize an intersection at NE Currin Street: construct curb ramps and curb extensions, and install appropriate signage (City).
- c. Install crosswalk at the intersection of NE Currin Street and NE 2nd Avenue (City).

3. NE Main Street

Several grade levels are dismissed on the side of the school located at NE Main Street. Pedestrian and vehicle traffic is heaviest here in the afternoon. Cars are regularly parked on both sides of the street here outside of drop-off and pick-up times. TriMet bus 30 stops at NE Main and NW 3rd Avenue. Signs for the school zone are outdated and could be confusing for people driving in this area.

RECOMMENDATIONS

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

4. NE Pierce Street

There is heavy pedestrian activity and drop-offs on NE Pierce Street. The absence of sidewalks and poorly visible crosswalk present safety issues for students walking in this area.

RECOMMENDATIONS

- a. Construct sidewalks on the east side of NE Pierce Street from the residence at 457 NE 2nd Avenue to NE 6th Avenue (City).
- b. Establish “no parking” zones (City).

5. NE Currin Street

As mentioned earlier, there is a natural crossing at the intersection at NE Currin Street and NE 2nd Avenue, and upgrades are needed to formalize this intersection. Mid-block crossings are frequently observed here.

RECOMMENDATIONS

- a. Construct sidewalk on west side of NE Currin Street between NE 2nd Avenue and E 1st Avenue (City).
- b. Construct infill sidewalk on east side of NE Currin Street between NE 2nd Avenue and E 1st Avenue (City).

6. NE Shafford Avenue

Traffic speeds are relatively low here compared to other streets. Sidewalks are absent, and cars park on the gravel along the road.

RECOMMENDATIONS

- a. Construct sidewalks from NE 6th Avenue to NE 1st Avenue (City).

7. Cemetery Road

Sidewalks are only present on the west side of NE Cemetery Road. The backyards of homes line the opposite side of the street where there are no sidewalks.

RECOMMENDATIONS

- a. Construct a new crosswalk at NE Foothills Drive (City).

Cost Estimates

Table 1 summarizes recommendations for Clackamas River Elementary School, provides order-of-magnitude cost estimates, and places the projects in priority tiers. **Error! Reference source not found.** on the following page shows the locations of the recommendations. Figure 4 on page 12 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. Clackamas River Elementary School Recommended Improvements

RECOMMENDATIONS	LEAD AGENCY	PLANNING – LEVEL COST	PRIORITY
1. 1. School Parking Lot and Grounds			
a. Repaint existing crosswalks at the east and west ends of the loop driveway at NE 2nd Avenue.	District	\$	High
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.	District	\$	High
c. Replace “School Bus Only” signs located along interior driveway south of school building – one sign faded; one sign turned wrong direction.	District	\$	Low
d. Upgrade bike parking racks.	District	\$	Low
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.	City	\$\$\$	High
b. Formalize an intersection at NE Currin Street: construct curb ramps and curb extensions, install and appropriate signage.	City	\$\$\$	High
c. Install crosswalk at intersection with NE Currin Street.	City	\$\$	Medium
3. NE Main Street			
a. Upgrade school zone signage to current ODOT standards.	City	\$	Medium
4. NE Pierce Street			

RECOMMENDATIONS	LEAD AGENCY	PLANNING – LEVEL COST	PRIORITY
a. Construct sidewalks on the east side of NE Pierce Street from the residence at 457 NE 2nd Avenue to NE 6th Avenue.	City	\$\$\$	Low
5. NE Currin Street			
a. Construct sidewalk on west side of NE Currin Street between NE 2nd Avenue and E 1st Avenue.	City	\$\$\$	Low
b. Construct infill sidewalk on east side of NE Currin Street between NE 2nd Avenue and E 1st Avenue.	District	\$\$	High
6. NE Shafford Avenue			
a. Construct sidewalks from NE 6th Avenue to NE 1st Avenue.	City	\$\$\$	High
7. Cemetery Road			
a. Construct a new crosswalk at NE Foothills Drive.	City	\$\$	Medium

CLACKAMAS RIVER ELEMENTARY ACTION PLAN

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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.

Figure 3. Clackamas River Elementary School Improvements Map

CLACKAMAS RIVER ELEMENTARY ACTION PLAN



Clackamas River Elementary

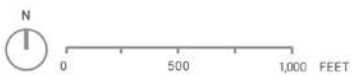
301 NE 2nd Ave
Estacada, OR 97023

MAP LEGEND

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



Created October 2017

HOW TO USE THIS MAP: This suggested route to school map is intended to encourage adults and students to consider walking or bicycling to school. Adults are responsible for choosing the most appropriate option based on their knowledge of the different routes.



Figure 4. Clackamas River 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 Clackamas River Elementary School to improve and promote safe walking and bicycling to and from school and in the community. They can be implemented by school administrators, teachers, parents or even school clubs.

Education Programs

BICYCLE AND PEDESTRIAN SAFETY EDUCATION

Pedestrian and bicycle safety education teaches students basic traffic laws and safety rules.

Resources and best practice programs for elementary school students include:

- ◆ The Street Trust's [SRTS Curriculum](#) includes a flexible in-class and on-bike curriculum and pedestrian safety lesson plans. The City of Portland uses these curricula to teach bicycle and pedestrian safety through the City's SRTS program.
- ◆ Oregon SRTS provides classes and train-the-trainer programs. Oregon-based service providers are listed at: www.oregonsaferoutes.org/bike-ed-service-providers
- ◆ The National Highway Traffic Safety Administration offers a [child pedestrian safety curriculum](#) and [Cycling Skills Clinic Guide](#) to help organizations plan bike safety skills events.
- ◆ The [Girls in Gear](#) curriculum is a girls-specific bicycling program designed to empower adolescent girls by creating self-reliance and building confidence. It is also the first program to creatively integrate STEM – Science, Technology, Engineering and Mathematics – activities, physical exercise and nutrition education by way of the bicycle.

PARENT EDUCATION AND OUTREACH

Parents are the primary decision-makers about how their children get to school. Informing parents about their options for walking and bicycling, as well as communicating the benefits of active transportation, can encourage more families to walk and bike. This can occur through school e-news or announcements, and other informational resources. Suggested route maps can show parents the best walking or biking route to the school, overcoming concerns about barriers.

Resources and best practice programs:



- ◆ Oregon SRTS provides materials, handouts, and theme ideas for [Monthly Walk and Bike](#) events as well as [Back to School](#) messages.
- ◆ The National Center for SRTS has several [tip sheets for parents](#) on safe walking and bicycling behaviors.

Encouragement Programs

WALK + BIKE TO SCHOOL CHALLENGE

The Oregon Walk + Bike to School Challenge celebrates students walking and bicycling to school. International Walk to School Day is held the first Wednesday in October and Bike to School Day takes place the second week in May. Parents can set up a table on the event day to provide refreshments and small rewards for families who participate, as well as maps, lights, and safety information to encourage more students and families to join in the fun.



Even families who live too far from school to walk and bike can participate by driving to a designated central location and walking together from there. Coffee and breakfast can be provided, and students can dress up or hold posters to make a fun, parent-supervised parade to school.

Resources and best practices:

- ◆ Schools in Oregon can order incentives to support and promote [Walk + Bike Challenge Day and Month](#).
- ◆ [Walk Bike to School](#) suggests event ideas and planning resources for encouraging active transportation at schools.
- ◆ The National Center for SRTS maintains a [national database of walk and bike to school day events](#) as well as event ideas and planning resources.

CLACKAMAS RIVER ELEMENTARY ACTION PLAN

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.

