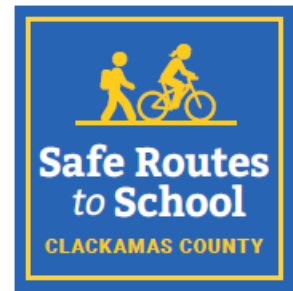

School Action Plan for Happy Valley Middle School



Principal: Emily Behunin
Enrollment: 1097
First bell: 9:30 a.m.
Last bell: 4:05 p.m.

Grades: 6-8
Address: 13865 SE King Road Suite B
Happy Valley, OR 97086

This report summarizes existing conditions, observations, and recommended improvements and programs for Happy Valley Middle School resulting from the Safe Routes to School (SRTS) walk audit conducted on October 18, 2017. A summary map on page 10 illustrates the audit location, area characteristics, and locations of infrastructure recommendations.

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

What is Safe Routes to School (SRTS)?

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

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

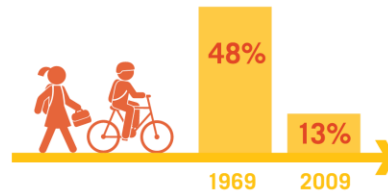
The benefits of implementing a SRTS plan are far-reaching and include improving safety, encouraging physical activity, and reducing traffic congestion and motor vehicle emissions near schools. Implementing SRTS programs and projects benefit adjacent neighborhoods as well as students and their families.

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



Why Safe Routes to School for Clackamas County?

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



Fewer students walking & biking to school

More parents driving children to school

Rising concerns about safety of walking & biking

Increased traffic at and around school

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

Roads near schools are congested, decreasing safety and air quality



SRTS education & encouragement programs can result in a

25%

increase in walking and biking over 5 years.

A comprehensive SRTS program addresses reductions in walking and biking through a multi-pronged approach that uses education, encouragement, engineering and enforcement efforts to develop attitudes, behaviors, and physical infrastructure that improve the walking and biking environment.

SRTS programs provide many benefits for communities!



Healthy Living



Less Traffic



Better Educational Achievement



Increased Social Interactions



Cleaner Air and Water



Cost-Effective

How Do Students Get to School Now?

As part of the Clackamas SRTS program, Happy Valley Middle School participated in student hand tallies in fall 2017.

Student Hand Tallies

Hand tallies are a standard way of tracking the different ways (modes) students used to get to school. Students are asked how they traveled to and from school over a 2-3 day period. Students raise their hand when the mode they took is called out, and the teacher or a volunteer records the findings. Nineteen classrooms' hand tallies are included in this report.

Figure 1 shows the results of the November 2017 hand tallies. Most students ride the bus: 44 percent of students ride the bus to school and 48 percent ride the bus home. The second most common mode is a family vehicle: 38 percent of students travel to school in a personal vehicle and 32 percent are driven home. The next most common mode is walking, followed by carpooling.

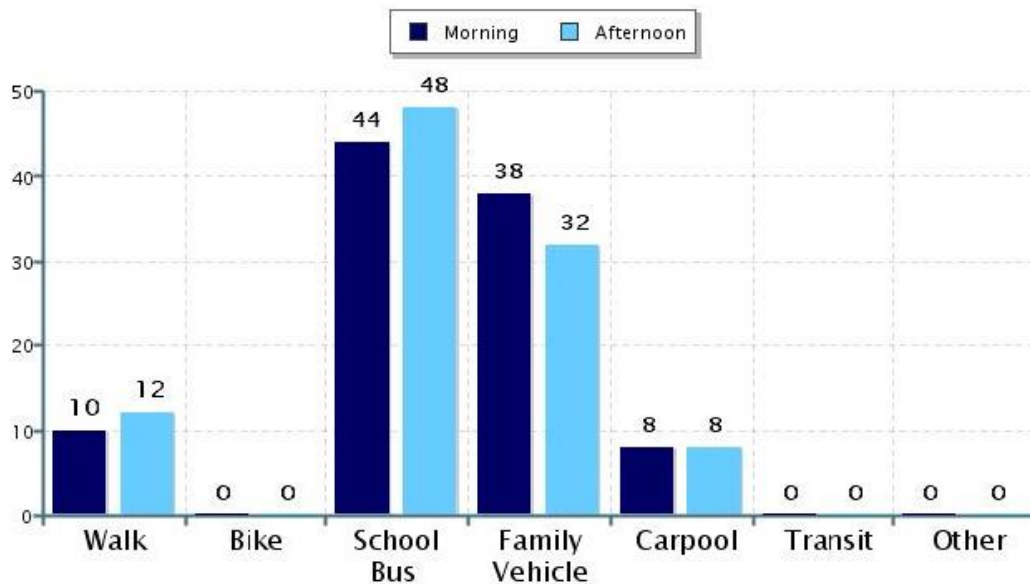


Figure 1. November 2017 Student Hand Tally Results, Morning and Afternoon Mode Split

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

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

Walk Audit Summary

Walk Audit October 18, 2017

Meeting Time: 10:10-11:10 am

Date:

Day of Week: Wednesday

Weather: Cold and cloudy

Attendees:

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

Existing Conditions

School Layout

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

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

SITE CIRCULATION

Vehicles: Student drop-off occurs on the west side of the school parking lot to the south of the building. Families dropping off their students are asked to use the east or middle entrance to the parking lot. In the afternoon, the middle entrance is closed. Vehicles line up in the second tier of the parking lot, before and after the raised crosswalk for students to disembark. After the student departs, the vehicle continues down the lane, makes a left to exit through the middle parking lot entrance or continues to the west parking lot exit.

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

- School Buses:** Buses load and unload students in the parking lot to the south of Happy Valley Middle School west of the main entrance. There are 12 buses that drop-off students.
- Pedestrians:** Many students walking or biking to Happy Valley Middle School must cross SE King Rd. The school posts a crossing guard at the SE Happy Valley Dr crosswalk after school. All students and families are asked to use this crossing during drop-off and pick-up times. Some students walk or bike through the Happy Valley Nature Park and access school grounds on trails from the northwest.
- Bicyclists:** There is a bike lane along SE King Rd in front of the school heading west. It is a segment of an on-street clockwise loop around the Happy Valley Nature Park. The loop is comprised of SE King Rd, 132nd Ave, SE Ridgecrest Rd, and SE 145th Ave. Happy Valley Middle School has abundant bike parking on the west side of the building. The principal estimates that about 30 students ride their bikes to school.

Walk Audit Observations and Infrastructure Recommendations

Key locations are described below, including issues identified during audit observations and discussions. Project numbering refers to the Improvements Map on page 10. The party responsible for implementing each recommendation is in parentheses (i.e., City of Happy Valley or North Clackamas School District).

1. School Parking Lot and Grounds

Student drop-off and pick-up circulation operates smoothly. Buses drop their students off west of the main doors. Families dropping students off from vehicles faced minimal congestion on school grounds or in the adjacent church parking lot drop site. The only point of congestion occurred at the middle parking lot entrance. People had to navigate vehicles both coming and going from both directions which slowed down traffic and created a less safe environment for people walking. Wide sidewalks and ample bike parking create an inviting environment for students arriving on foot or by bike. Some students walk or bike to school through the Happy Valley Nature Park. This route can be dark for students traveling home after school activities.

RECOMMENDATIONS

- a. Install pedestrian lighting along the Happy Valley Nature Park trail connection.
- b. Block off school parking lot entrance across from SE Happy Valley Dr to streamline drop-off circulation.

2. SE King Road

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

There are crosswalks on all legs of the intersection. The crossing is staffed by a paid crossing guard during at pick-up. Several students walked or biked across SE King Rd during the audit. They had trouble getting vehicles to let them cross. Safety improvements are needed at this crossing.

Several students (3-4) biked to school along the sidewalk on SE King Rd.

RECOMMENDATIONS

- a. Add continental crosswalk, stop bar, and school crossing signs at the SE Happy Valley Dr intersection.
- b. Prioritize plowing and winter road treatment in front of school to address vehicles skidding on the hill.
- c. Add sidewalks or paved shoulder on north side of SE King Rd west of SE Regina Ct to SE 132nd Ave.

3. SE 145th Avenue

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

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

SE 145th Ave has sidewalks on both sides of the road except on the east side between SE King Rd and SE Purple Finch Loop. School officials noted that a group of students frequently crosses SE 145th Ave at SE Purple Finch Loop to get to the sidewalk. There is no crosswalk at this corner.

RECOMMENDATIONS

- a. Install a pedestrian median refuge, ADA-compliant tactile domes, LED sign lighting, and a pedestrian-activated flashing beacon (RRFB) on the west corner of the SE Rolling Meadows Dr intersection.
- b. Remove fence on southwest corner of SE King Rd intersection to improve visibility for turning vehicles.
- c. Reduce curb radii on all corners to slow turning vehicles and encourage stopping compliance.
- d. Add crosswalk at north end of SE Purple Finch Loop to provide sidewalk access for students living in neighborhoods to the east.
- e. Add traffic calming features, such as additional speed limit signs and speed cushions, between SE Ridgecrest Rd and SE King Rd to reduce speeding.

4. SE Ridgecrest Road

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

RECOMMENDATIONS

- a. Add traffic calming features, such as speed cushions, and additional speed limit signs to reduce speeding.
- b. Upgrade crosswalk at SE Tarnahan Dr. with pedestrian-activated flashing beacon (RRFB)

5. Happy Valley Nature Park

Happy Valley Nature Park is a large park to the north of Happy Valley Middle School. Many students walk or bike with their families through the park along trails to get to and from school. There is a group of students who get dropped off at the park to walk or bike to school with their friends.

The most direct route to school is not signed or lit.

HAPPY VALLEY MIDDLE SCHOOL REPORT

RECOMMENDATIONS

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

Cost Estimates

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

Table 1. Happy Valley Middle School Recommended Improvements

RECOMMENDATIONS	LEAD AGENCY	PLANNING – LEVEL COST	PRIORITY
1. School Parking Lot and Grounds			
a. Install pedestrian lighting along the Happy Valley Nature Park trail connection.	North Clackamas School District	\$\$	Medium
b. Block off school parking lot entrance across from SE Happy Valley Dr to streamline drop-off circulation.	Happy Valley Middle School	\$	Medium
2. SE King Road			
a. Add continental crosswalk, stop bar, and school crossing signs at the SE Happy Valley Dr intersection.	City of Happy Valley	\$\$	High
b. Prioritize plowing and winter road treatment in front of school to address vehicles skidding on the hill.	City of Happy Valley	\$	Medium
c. Add sidewalks or paved shoulder on north side of SE King Rd west of SE Regina Ct to SE 132 nd Ave.	City of Happy Valley	\$\$\$	Medium
3. SE 145th Avenue			
a. Install a pedestrian median refuge, ADA-compliant tactile domes, LED sign lighting, and a pedestrian-activated flashing beacon (RRFB) on the west corner of the SE Rolling Meadows Dr intersection.	City of Happy Valley	\$\$	High
b. Remove fence on southwest corner of SE King Rd intersection to improve visibility for turning vehicles.	City of Happy Valley	\$	Medium
c. Reduce curb radii on all corners of the SE King Rd. intersection to slow turning vehicles and encourage stopping compliance.	City of Happy Valley	\$\$\$	Medium
d. Add crosswalk at north end of SE Purple Finch Loop to provide sidewalk access for students living in neighborhoods to the east.	City of Happy Valley	\$\$	Low

RECOMMENDATIONS	LEAD AGENCY	PLANNING – LEVEL COST	PRIORITY
e. Add traffic calming features, such as additional speed limit signs and speed cushions, between SE Ridgecrest Rd and SE King Rd to reduce speeding.	City of Happy Valley	\$\$	Low
4. SE Ridgecrest Road			
a. Add traffic calming features, such as speed cushions, and additional speed limit signs to reduce speeding.	City of Happy Valley	\$\$	Low
b. Upgrade crosswalk at SE Tarnahan Dr. with pedestrian-activated flashing beacon (RRFB)	City of Happy Valley	SS	Low
5. Happy Valley Nature Park			
a. Add lighting to main trails.	City of Happy Valley	\$\$	Medium
b. Add wayfinding signs to identify the best route to school through the Nature Park.	City of Happy Valley	\$	Medium



Legend

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






Happy Valley Middle School

Improvement Recommendations



- 1 School Parking Lot and Grounds**
 - a. Install pedestrian lighting along the Happy Valley Nature Park trail connection.
 - b. Block off school parking lot entrance across from SE Happy Valley Dr to streamline drop-off circulation.
- 2 SE King Road**
 - a. Add continental crosswalk, stop bar, and school crossing signs at the SE Happy Valley Dr intersection.
 - b. Prioritize plowing and winter road treatment in front of school to address vehicles skidding on the hill.
 - c. Add sidewalks or paved shoulder on north side of SE King Rd west of SE Regina Ct to SE 132nd Ave.
- 3 SE 145th Avenue**
 - a. Add LED stop sign lighting or other tactic to increase sign visibility and stop compliance on all legs of SE King Rd intersection.
 - b. Remove fence on southwest corner of SE King Rd intersection to improve visibility for turning vehicles.
 - c. Reduce curb radii on all corners of the SE King Rd intersection to slow turning vehicles and encourage stopping compliance.
 - d. Add crosswalk at north end of SE Purple Finch Loop to provide sidewalk access for students living in neighborhoods to the east.
 - e. Add traffic calming features, such as additional speed limit signs and speed cushions, between SE Ridgecrest Rd and SE King Rd to reduce speeding.
- 4 SE Ridgecrest Road**
 - a. Add traffic calming features, such as speed cushions, and additional speed limit signs to reduce speeding.
 - b. Upgrade crosswalk at SE Tarnahan Dr. with pedestrian-activated flashing beacon (RRFB).
- 5 Happy Valley Nature Park**
 - a. Add lighting to main trails.
 - b. Add wayfinding signs to identify the best route to school through the Nature Park.

Programmatic Recommendations

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

Happy Valley Middle School currently promotes transportation safety by sending information to parents about student drop-off and pick-up patterns, as well as reminders about driving safely. Additionally, the school promotes walking and bicycling through participation in the annual Walk + Bike to School Day.

The activities below are recommended for Happy Valley 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.



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.

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

Resources and best practices:

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

HAPPY VALLEY MIDDLE SCHOOL REPORT

STUDENT CLUBS AND YOUTH LEADERSHIP PROGRAMS

Clubs and leadership programs allow older students to form groups to support the causes they care about most. Older elementary school student clubs can host Walk + Bike Challenge events, organize a competition, or work with their peers to promote walking and bicycling. Student clubs can offer excellent ideas, and provide exceptional energy and drive to get things done.



Resources and best practice programs:

- ◆ Marin County SRTS's [Teens Go Green](#) program partners with teens interested in the environment to bring reduced CO2 and healthy lifestyles to their schools.
- ◆ Create a cycling league or club. Leagues can introduce student riders to the sport of mountain biking or road racing, with a focus on skills, fun, fitness, and responsibility.

Enforcement Programs

AAA SCHOOL SAFETY PATROL

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.

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.