



Safe Routes to School: Creating an Action Plan Template

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SECTION 1: School information

School name:	Welches School; K-8 and includes two school buildings				
Street address:	24901 E. Salmon River Rd				
City:	Welches	State:	OR	ZIP:	97067
County:	Clackamas County	School district:	Oregon Trail		
Type of school:	<input checked="" type="checkbox"/> Public school <input type="checkbox"/> Private school <input type="checkbox"/> Charter school				
School Web site (if any):	http://oregontrailschools.com/welches/				
Total student enrollment:	311	Grades served:	K-5; 6-8		
Percentage of total enrollment for each grade:					
Contact for Action Plan:	Lori Mastrantonio		Phone:	503 742-4511	
E-mail:	LoriM@clackamas.us				

SECTION 2: Forming the School Team

1. The key partners of the School Team are (Instructions, Page 1):

<ul style="list-style-type: none"> School principal or designated school staff representative endorsed by the school district: 	Kendra Payne, Principal Merrily Simoni, School Secretary
<ul style="list-style-type: none"> A parent who represents or has the endorsement of a recognized school/parent organization or site council: 	N/A
<ul style="list-style-type: none"> City or county staff or representative endorsed by the local road authority: public works, planner, roadway engineer, etc. 	Christian Snuffin, Civil Engineer Scott Hoelscher, Transportation Planner
<ul style="list-style-type: none"> Member of the local traffic safety committee (if one exists): 	N/A

2. Identify all other participants of the School Team (Instructions, Page 1):

<ul style="list-style-type: none"> School or district representation: facilities, maintenance, pupil transportation, etc. 	N/A
<ul style="list-style-type: none"> Local government representation: council, commission, planner, law enforcement, EMS or fire department, bike/pedestrian advisory committee, transit agency, etc. 	N/A
<ul style="list-style-type: none"> Community representation: neighborhood association, chamber of commerce or business association, pedestrian/bicycle advocates, public health, community groups, non-profit organizations, rail, trucking industry, media, marketing, etc. 	Mt. Hood Chamber of Commerce

SECTION 3: Assessing the modes of student travel

1. Briefly describe the school attendance area. Boundary maps may be available from the school district or can be downloaded and printed from the school website. If available, please include as supplemental information:

Welches school has a large attendance area. The boundary stretches from the west along both sides of US 26 at SE Kirkwood Drive and continues along both sides of US 26 east just beyond Government Camp.

2. What is the school or the school district policy regarding students' mode of travel to school? Is there a "preferred method of travel" recommended by the school or the district's pupil transportation office? Are there any travel modes not allowed? Why?

The school district policy is for students to be bused to school. The Oregon Trail School District buses Welches students including most of those who live within a mile from their school buildings as there are few connecting streets and infrastructure (sidewalks and paths) improvements. In addition, the population is spread out over a large area that includes US Forest Service and Bureau of Land Management lands. Walking and/or biking are discouraged to these schools as US 26 is a major barrier and safety concern and there are few infrastructure improvements and streets that connect to the school buildings. Some students walk and/or bike to school.

3. Does the school have a Supplemental Plan in place that allows students to be bused to school who live within the mile walking distance of the elementary school, or 1.5 miles for the middle school? If so, what are the health or safety reasons for the Plan?

Students within 1 to 1.5 miles of school are allowed to be bused to school. The preference is for students to be bused to school. Busing is preferred as there are few connecting streets and infrastructure (sidewalks and paths) improvements. In addition, the population is spread out over a large area that includes US Forest Service and Bureau of Land Management lands. Walking and/or biking are discouraged to these schools as US 26 is a major barrier and safety concern and there are few infrastructure improvements and streets that connect to the school.

4. Mapping and brainstorming session held. Include copies of maps, including Scatter Maps, with Action Plan write-up.

We identified (check the statements that apply):

- the residential areas where students are known to walk and/or bike, within the one mile walking distance for elementary students or 1.5 mile distance for middle school students.
- the routes taken by students to and from school.
- the difficult street crossings and discussed possible alternate routes.
- off-road paths that are available for walking/biking to school.
- areas where School Patrol or Adult Crossing Guard assistance occurs or where it could be beneficial if provided.
- streets where heavy traffic congestion may be hazardous to walking and/or biking.
- the areas where School Bus transportation is available.
- the areas where Supplemental Busing for hazardous busing is available.
- the arrival/departure zone (for bus, staff and parent vehicles) and how the flow of traffic influenced the safety and convenience of students walking and biking to school.

5. We walked (or biked) around the routes students take to and from school (see Instructions, Page 3.):

- a. What generalizations may be drawn from the information gathered on the “walkability” of the area around the school site?

The neighborhood around Welches school has a number of residential developments, some commercial development and includes US Forest Service lands. This area also has few sidewalks and/or paths. It includes narrow and winding rural roads as well and therefore there are limited safe routes to school available for students.

- b. In what ways does the school promote pedestrian safety?

There is a designated area for parents to pick up and drop off students. There is a designated area for buses to pick up and drop off students. Typically, there is an adult safety guard present during student drop-off and pick-up in the parking lot to help ensure that students can safely maneuver their way to the school entrance from the parking area.

- c. What generalizations may be drawn from the information gathered on the “bikeability” of the area around the school site?

Most of the streets around Welches schools are designated as local or collector streets. These streets are generally fairly low traffic streets which serve mostly residential and some commercial neighborhoods; they do not have separated bike facilities. Some of the other streets in the neighborhood are designated as collector streets. Most do not have bike lanes or shoulders. E. Salmon River Road has some shoulders off of US 26 along the school frontage.

- d. Evaluate the bicycle facilities provided for the students’ use:

There is an older bicycle rack on the school property.

- e. In what ways does the school promote bicycle safety?

County staff is not aware of any bicycle safety programs at the Welches school as riding bikes to school is not encouraged.

6. We conducted the In-Class Student Tally (see page 3 of Instructions) and this is how our students travel to and from school:

Travel Mode	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other
% of Students	2% am 2% pm	1% am 1% pm	61% 67%	33% 27%	2% 3%	0% 0%	0%

7. We conducted the Parent Survey (see page 3 of Instructions).

Of the surveys that were returned, these are the TOP 5 Issues of parents whose students do NOT walk/bike to school:

- Distance
- Convenience of driving
- Time
- Before / after-school activities
- Traffic speed along route to school
- Traffic volume along route
- Adults to walk / bike with
- Sidewalks or pathways
- Safety of intersections & crossings
- Crossing guards
- Violence or crime

Section 4: Summarizing the findings

1. List the physical environmental barriers and hazards. (See Instructions, Page 5.)

Barriers and Hazards

US 26

US 26 is a barrier for students crossing to the school. Students are discouraged from crossing US 26 for safety reasons. The only signalized crossing of US 26 within the school neighborhood is at Welches Road.

Lack of sidewalks, shoulders, bikeways and/or pathways along streets connecting to the school.

There are some sidewalks on the school site adjacent to the parking area and shoulders along E. Salmon River Road along the school frontage.

Limited street network to the school.

Crossings

Safe crossings are lacking along streets connecting to the school. There is a crossing on Welches Road that needs improvements to make it safer as there are sight distance issues.

Traffic speeds

On almost all of the roads leading to the school speeds above the speed limits were observed.

2. List the education/encouragement/enforcement barriers and hazards. (See Instructions, Page 5.)

The lack of a strategy for encouraging students to walk and/or bike school might be considered a barrier, however, the hazards to safe walking and/or biking to the school are significant. If improvements were made to increase safety for students, e.g. construction of sidewalks, pathways, shoulder widening, etc. then consideration could be given to these types of strategies.

Section 5: Identifying the solutions and making the Action Plan

See Instructions, Pages 5-6, for details on how to complete this section, and consider the “Five E’s” in your response.

- A. List the physical improvements and possible strategies for implementation. Provide evidence that there are students who live within the proposed project area who will benefit from proposed improvements

Crosswalks

- Safety improvements to crosswalk on US 26 at E. Salmon River Road, e.g. RRFB, enhanced signing, etc.
- Improvements to crosswalk on Welches Road between Woodruff Way and Fairway Estates Road, e.g., improved crosswalk painting/alignment, enhanced signage including improving sight distance for northbound travelers, etc.

- New crosswalk on Welches Road between Twinberry Loop (north) and Huckleberry Drive

Pedestrian facilities along the west side of Welches Road from Fairway Avenue north to a new crosswalk (see above) connecting to new and existing pedestrian facilities on the east side of Welches Road connecting to US 26.

A path connecting Huckleberry Drive to Woodsey Way

Pedestrian and/or bicycle facilities on the north side of Learning Lane separate from the road; includes a crossing to the south side potentially continuing with a pedestrian facility on school property to the school

Pedestrian and/or bicycle facilities on the west side of E. Salmon River Road from US 26 along the school frontage

Evaluation of school signs

Student education about safe street crossings, walking, riding school buses, bicycles, etc.

Improved bicycle parking facilities for the school

For more information on the recommended projects see the attached document titled; Welches Safe Routes to School Infrastructure Projects

- B. List the needed safety enforcement/educational/encouragement programs and possible strategies for improvement:

There is potential to increase walking and biking to Welches school through various educational and encouragement strategies especially if some of the recommended pedestrian and bikeway improvements are able to be constructed which will help to make walking and biking to school safer. Future and potential strategies and programs might include informational brochures documenting the benefits of walking and biking to school which could be distributed at the beginning of a school year. Providing a map showing the safe walking and biking routes to school which could also be distributed at the beginning of a school year.

- C. Prioritize the strategies. Assign a time schedule for implementing these strategies. If there are areas earmarked for improvements, include maps identifying those areas:

Clackamas County has completed a recommended project improvement list in order to provide safer routes to the Welches school. For more information on the recommended projects see the attached document titled; Welches Safe Routes to School Infrastructure Projects. See the Villages at Mt. Hood Implementation Plan (the Plan) for a complete list and detailed description of recommended pedestrian and bicycle project improvements that include the Welches community and school. A map that includes the location and brief description of the recommended projects in the Welches area is included in the Plan as well.

Section 6: Submitting the Action Plan