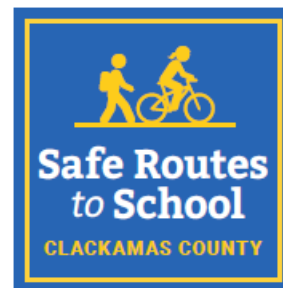

School Action Plan for Gardiner Middle School



Principal: Michael Sweeten
Enrollment: 850
First bell: 8:45 a.m.
Last bell: 3:25 p.m.

Grades: 6-8
Address: 180 Ethel St.
Oregon City, OR 97045

This report summarizes existing conditions, observations, and recommended improvements and programs for Gardiner Middle School resulting from the Safe Routes to School (SRTS) walk audit conducted on September 25, 2018. A summary map, on page 12, 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.

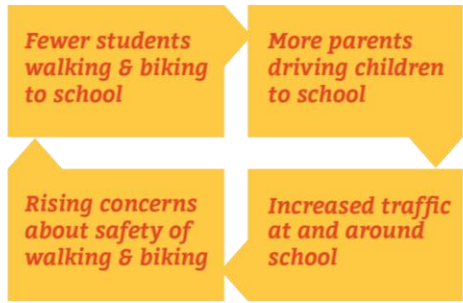
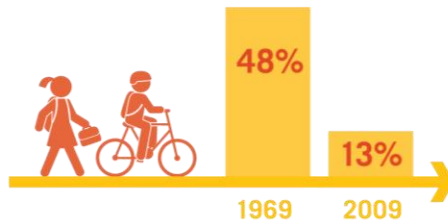
Clackamas County SRTS has a Program Handbook that outlines activities and local resources that school and community members can use to encourage walking and biking and promote traffic safety in school areas.

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%.



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, Gardiner Middle School students and families participated in student hand tallies and parent surveys in fall 2018.

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. Thirteen classrooms' hand tallies are included in this Action Plan.

Figure 1 shows the results of the fall 2018 hand tallies. Most students ride the bus: approximately 52 percent of students take the bus to school and 59 percent take it home. A family vehicle is the next most common mode. Though fewer than those who take the bus or ride in a family vehicle, a contingent of students already walk and/or bike to school: 9 percent walk to school and 12 percent walk home and around 3 percent bike to and from school.

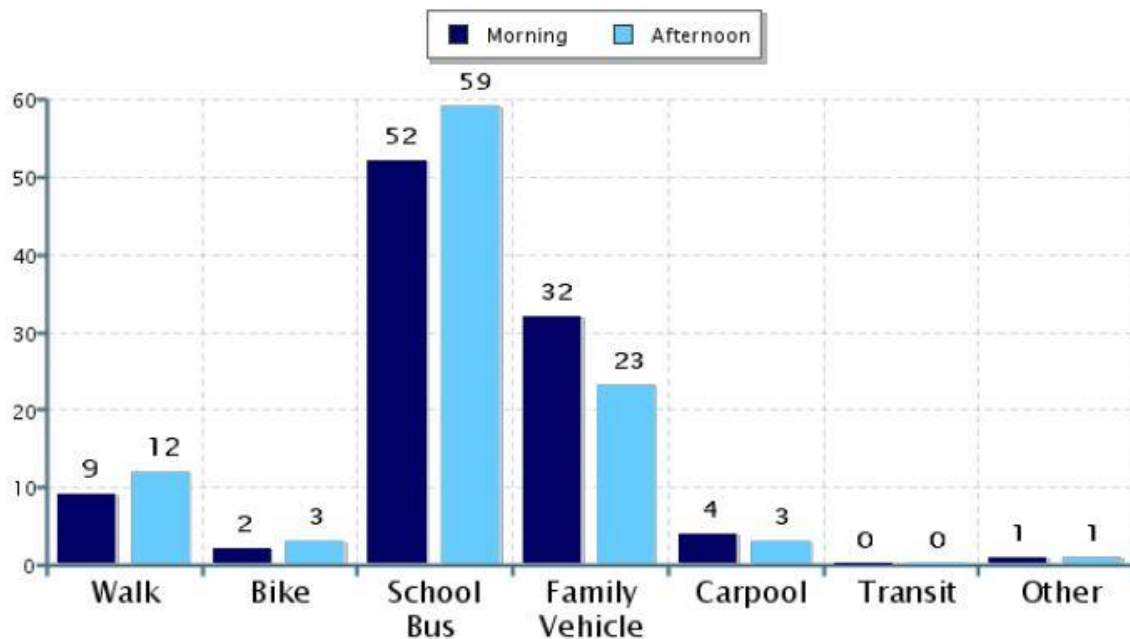


Figure 1. October 2018 Student Hand Tally Results, Morning and Afternoon Mode Split

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

The Clackamas SRTS program collected 124 parent surveys in fall 2018, primarily from families with children in sixth and seventh grade. The majority of respondents live over a mile from school (58 percent), but 21 percent do live within a half mile. Most students who live within a half mile walk or bike to school, however about 20 percent travel in a family vehicle. As distances from school go up, more students take the bus or are driven to school.

Figure 2 shows the main barriers for parents of students who did not walk or bike. Distance, traffic, and lack of sidewalks or paths were listed as the main barriers by parents whose students do not walk or bike to school. These findings indicate that there is potential for promoting walking and biking by adding sidewalks and other infrastructure and potentially suggesting routes that avoid the busiest roads. Convenience of driving was listed lower on the list, showing that many parents are open to walking or biking if there were a comfortable route.

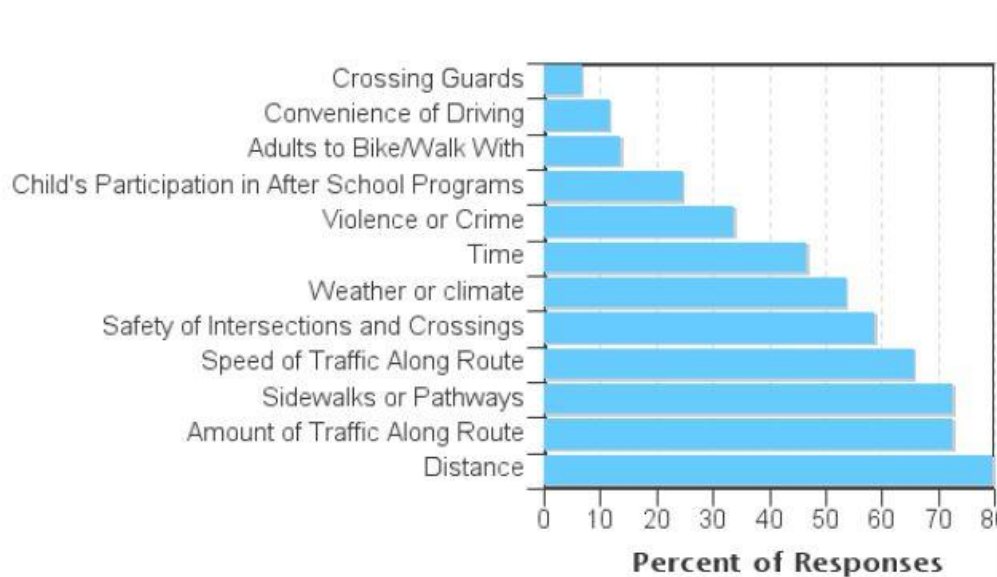


Figure 2. Barriers to Allowing a Child to Walk or Bike to/from School

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	September 25, 2018	Meeting Time:	8:10- 9:30am
Date:		Weather:	Sunny and cool
Day of Week:	Tuesday		

Attendees:

- Scott Hoelscher, Clackamas County
- Christian Snuffin, Clackamas County
- Karla Law, resident
- Michael Sweeten, Gardiner Middle School principal
- Vicki Poyser, Gardiner Middle School
- Nicole Perry, The Street Trust
- Hannah Day-Kapell, Alta Planning + Design
- Katie Selin, Alta Planning + Design
- Mallorie McDowell, Clackamas County
- Cherisse Reilly, parent/resident

Existing Conditions

School Layout

Gardiner Middle School can be accessed from the east end of Hood St, with the exit on the east end of Ethel St. The school is near Barclay Hills and Rivercrest neighborhoods in Oregon City. The immediate neighborhood is quiet and residential, but busy, arterial streets encircle the school. Sports fields and a track are located south of the school. If the 2018 school bond passes, this will be the site of the new Gardiner Middle School building.

Students enter and are dismissed through the main door on the northeast corner of the building and a back entrance to the south, closest to the parking lot.

SITE CIRCULATION

Vehicles: Student drop-off currently occurs on Hood St to the west of the school. Vehicles approach the school from the southwest, turn left and line up in the lane closest to the school to drop off their students. Vehicles then pull into the middle lane to drive through and exit school property to the northwest on Ethel St. Both Hood St and Ethel St are one way where they access the school, with vehicles entering from Hood St and exiting on Ethel St

During student pick-up, audit participants report that vehicles line up in the lane closest to the school on Hood St and wait for the dismissal bell. Signs remind parents not to pick up or drop off students from the middle lane.

School Buses: In the morning, most buses drop students off at the south entrance to the school, then circle the school and leave from the northwest corner on Ethel St, along with the vehicle traffic. One bus drops off students at the main entrance in front of the school.

GARDINER MIDDLE SCHOOL REPORT

Pedestrians: Students walking to Gardiner Middle School access the school on Hood St and Ethel St and on cut-through paths from Haley Ct, Rilance Ln, Laurel Ln and from Warner Milne Rd to the west of Portland General Electric corporate offices. As shown in the photo, a striped shoulder and crosswalk indicate where students should cross from the existing sidewalk on Hood St to the sidewalk on school property.



Striped shoulder and crosswalk provide access to student approaching the school on Hood St.

Some parents drop students off at these access points to avoid waiting in line at the school. The neighborhood to the west of the school has significant sidewalk gaps but moderate speeds. Students walking to school from slightly further away face difficult crossings of arterials such as Warner Milne Rd, Linn Ave, and Molalla Ave and collector street Holmes Ln.

Bicyclists: There are no dedicated bike facilities connecting to the school. A few of the arterials encircling the school do have bike lanes. Bike parking is available in the courtyard north of the main entrance, which requires student bikers to ride on the shoulder from Ethel St and cross the driveway where the school busses re-enter the general traffic flow. The bike parking is covered but the racks are an older, less effective design. Approximately 20 students were observed biking to school on the day of the walk audit.

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 party responsible for implementing each recommendation is in parentheses (i.e., Oregon City or Oregon City School District).

1. School Parking Lot and Grounds

For morning drop-off, parents and caregivers wait in a long line of traffic to drop off their students in front of the school. To avoid this line, some families drop students off in the surrounding neighborhood, particularly in cul-de-sacs such as Haley Ct, Laurel Ln, and Rilance Ln. At the one-way school entrance on Hood St, congestion from cars and buses creates challenging conditions for students walking from the south, as students have to cross the flow of traffic to get to campus.

From the north, a sidewalk is provided from the north side of Ethel St to the school entrance, which encourages students to not cross the flow of traffic. However, the turn from the Haley Ct path is sharp, and student bicyclists were observed riding wrong-way in the driveway rather than staying on the sidewalk.

The existing bike parking is an older style, shown in the photo to the right. It does not support a bicycle from two points of contact and makes it difficult to lock bikes to the rack.



A school bond on the ballot this November would fund a new school building for Gardiner on the fields south of the current building. School access is expected to be similar to current access, with additional traffic on Hood St likely.

RECOMMENDATIONS

Gardiner Middle School bike parking

- a. Trim bushes obstructing the sidewalk along Hood St approaching the school from the southwest. (Oregon City School District)
- b. Replace bike parking with modern, Inverted-U racks for long-term bike storage. Allow at least 4 feet between racks to provide enough maneuvering room. (Oregon City School District)
- c. Formalize path from Laurel Ln approaching the school from the east with woodchips and potentially lighting. (Oregon City School District)
- d. During Bond project development, consider pedestrian and bicycle routes to the school to minimize conflicts with family drivers and busses from all access points. (Oregon City School District)

2. Ethel Street

The Gardiner Middle School parking lot and back road that the busses use exit onto Ethel St, which is a calm neighborhood street with slow speeds. Ethel St is one-way out of the school parking lot, then transitions to two-way at Leonard St. During the walk audit, participants observed Ethel St residents illegally parking into the roadway, narrowing the lane and prohibiting walking on the south shoulder of Ethel St.

The Leonard St crossing is an all-way stop, with a left-turn only lane and a through/right turn lane northbound from the school. Several vehicles, including a bus, turned left from the right lane, across the other lane of traffic.

Walk audit participants described challenges crossing Linn Ave at Ethel St to access the school and the Plaid Pantry on the corner. Many students were observed walking and biking on Ethel St to access the school, despite the lack of sidewalks on either side and absence of bike infrastructure.

RECOMMENDATIONS

- a. Construct approximately 600 ft of sidewalks, with ADA compliant curb cuts, on the north side of Ethel St from Gardiner MS to Linn Ave, included in the Oregon City TSP. (Oregon City, TSP W60)

GARDINER MIDDLE SCHOOL REPORT

- b. Sign the Ethel St and Leonard St intersection as an all-way stop, with R1-3P Supplemental Plaques, and mark stop bars. (Oregon City)

3. Hood Street

Hood Street is the main vehicle access road to Gardiner Middle School. This calm neighborhood street is two-way from Linn Ave to Leonard St, then one-way through the school parking lot. During the walk audit, many students walked and biked along Hood St to get to school. Hood St lacks sidewalks on both sides of the street. The south side has a better connection to the school and also provides access to a health care center, so it should be the priority for sidewalk construction.

Crossings at Johnsons St and Leonard St are two-way stops. The Linn Ave crossing is unmarked and there is a wayfinding sign directing people to the school. The potential Bond-funded improvements would move the school building south, which would likely result in additional traffic on Hood St. The Bond project should prioritize funding improvements along Hood St as part of the overall project.

RECOMMENDATION

- a. Construct approximately 200 ft of sidewalks with ADA-compliant curb cuts, on the south side of Hood St from Johnson St to Linn Ave. (Oregon City, TSP W58)

4. Leonard Street

Leonard St is the closest north/south neighborhood street to the west of Gardiner Middle School. It provides a calm, low traffic route for students and families walking or biking to neighborhoods to the northwest and southwest of the school. Currently, there are no sidewalks on Leonard St so students must walk in the gravel shoulder. Most crossings are not stop controlled, but have low traffic volumes.

RECOMMENDATIONS

- a. Construct approximately 1,600 ft of sidewalks with ADA-compliant curb cuts, on the east side of Leonard St from Holmes Ln to Williams St. (Oregon City, TSP FF24)

5. Linn Avenue

Linn Ave is a busy arterial road to the west of Gardiner Middle School. Many students walking and biking to school must cross and/or walk along Linn Ave. Walk audit participants discussed personal experience with speeding and difficulty crossing Linn Ave with their children. The crossing at Holmes Ln is an all-way stop, but crossings at Hood St and Ethel St are uncontrolled. The Plaid Pantry on the corner of Linn Ave and Ethel St is another important community destination.

There is currently a mid-block crossing across Linn Ave, south of Hood St that provides pedestrian access to Marylhurst School. However, the school is slated to close at this site on June 30, 2018. Shortly after the school closure, the work necessary to demolish and begin construction of the new Oregon City Public Safety Facility will begin. The facility is anticipated to open in Fall 2020.

RECOMMENDATIONS

- a. Construct approximately 300ft of sidewalk on the south side of Holmes Ln, located to the west of Linn Ave. (Oregon City, TSP W62/W78)
- b. Provide pedestrian safety crossing improvements by installing a pedestrian activated flashing beacon (RRFB) on Linn Ave at AV Davis/Ethel Crossing. (Oregon City, TPS C28)
- c. Stripe a crosswalk with ADA-compliant curb cuts on the south leg of the Hood St crossing. (Oregon City)
- d. Remove the mid-block crossing in front of the Marylhurst School once the school is closed, to create space for the marked crosswalk at the Hood St intersection. (Oregon City)
- e. When the new school building is completed, re-evaluate the Williams St crossing. (Oregon City)

6. AV Davis Road

AV Davis Rd is the continuation of Ethel St west of Linn Ave. It is a key route to school for students living west of Linn Ave. AV Davis Rd has some significant sidewalk gaps.

RECOMMENDATIONS

- a. Fill 500 ft sidewalk gap east of Canemah Rd on the south side of AV Davis Rd. (Oregon City, TSP W60)

6. Holmes Lane

Holmes Ln is a busier neighborhood collector street north of the school. Holmes Ln is a key route for students approaching the school from the northeast or northwest. Near the school, Holmes Ln has continuous sidewalks on the south side. The only marked crosswalk between Linn Ave and Molalla Ave is located at Belle Ct. Crosswalk markings are faded and difficult to see at both Linn Ave and Belle Ct. no marked crosswalks between

RECOMMENDATIONS

- a. Construct approximately 530 ft of sidewalk on the south side of Holmes Ln from Linn Ave to MacCarver Ave. (Oregon City, TSP W61)
- b. Restripe faded crosswalk at Belle Ct, add ADA-compliant curb ramps, and add an RRFB or other pedestrian-actuated crossing. (Oregon City, TSP C29)
- c. Restripe faded crosswalk and add ADA-compliant curb ramps on the east and south legs of the Linn Ave crossing. (Oregon City)

Cost Estimates

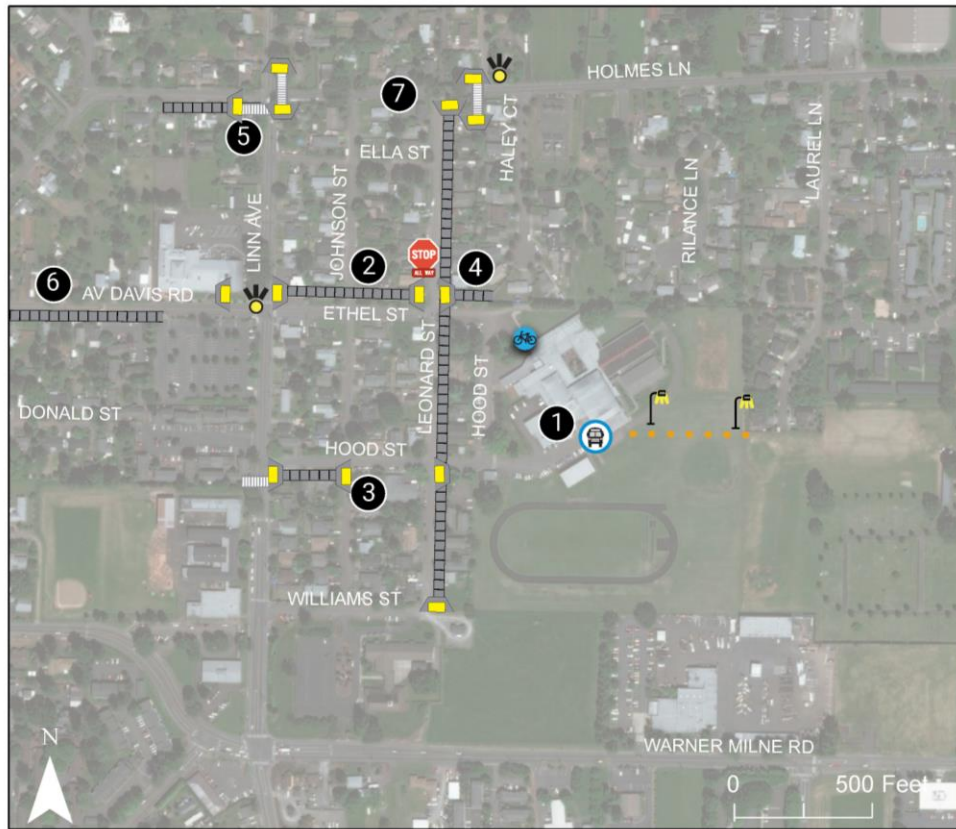
Table 1 summarizes recommendations for Gardiner Middle School, provides order-of-magnitude cost estimates, and places the projects in priority tiers.

DRAFT Table 1. Gardiner Middle School Recommended Improvements

GARDINER MIDDLE SCHOOL REPORT

RECOMMENDATIONS	LEAD AGENCY	PLANNING – LEVEL COST	PRIORITY
1. School Parking Lot and Grounds			
a. Trim bushes obstructing the sidewalk along Hood St approaching the school from the southwest.	Oregon City School District	\$	High
b. Replace bike parking with modern, Inverted-U racks and cover bike parking area for long-term bike storage. Allow at least 4 feet between racks to provide enough maneuvering room.	Oregon City School District	\$	Low
c. Formalize path from Laurel Ln approaching the school from the east with woodchips and potentially lighting.	Oregon City School District	\$\$	Medium
d. During Bond project development, consider pedestrian and bicycle routes to the school to minimize conflicts with family drivers and busses from all access points.	Oregon City School District	\$	High
2. Ethel Street			
a. Construct approximately 600 ft of sidewalks, with ADA compliant curb cuts, on the north side of Ethel St from Gardiner MS to Linn Ave.	Oregon City (included in TSP)	\$\$\$	High
b. Sign the Ethel St and Leonard St intersection as an all-way stop, with R1-3P Supplemental Plaques, and mark stop bars.	Oregon City	\$\$	Low
3. Hood Street			
a. Construct approximately 200 ft of sidewalks with ADA-compliant curb cuts, on the south side of Hood St from Johnson St to Linn Ave.	Oregon City (included in TSP)	\$\$	High
4. Leonard Street			
a. Construct approximately 1,600 ft of sidewalks with ADA-compliant curb cuts, on the east side of Leonard St from Holmes Ln to Williams St.	Oregon City (included in TSP)	\$\$\$	Low
5. Linn Avenue			
a. Construct approximately 300ft of sidewalk on the south side of Holmes Ln, located to the west of Linn Ave.	Oregon City (included in TSP)	\$\$	Medium
b. Provide pedestrian safety crossing improvements by installing a pedestrian activated flashing beacon (RRFB) on Linn Ave at AV Davis/Ethel Crossing.	Oregon City (included in TSP)	\$	High
c. Stripe a crosswalk with ADA-compliant curb cuts on the south leg of the Hood St crossing.	Oregon City	\$\$	Medium
d. Remove the mid-block crossing in front of the Marylhurst School once the school is closed, to create space for the marked crosswalk at the Hood St intersection.	Oregon City	\$	Low
e. When the new school building is completed, re-evaluate the Williams St crossing.	Oregon City	\$	Low
6. AV Davis Road			

RECOMMENDATIONS	LEAD AGENCY	PLANNING – LEVEL COST	PRIORITY
a. Fill 500 ft sidewalk gap east of Canemah Rd on the south side of AV Davis Rd.	Oregon City (included in the TSP)	\$\$\$	Low
7. Holmes Lane			
a. Construct approximately 530 ft of sidewalk on the south side of Holmes Ln from Linn Ave to MacCarver Ave.	Oregon City (included in the TSP)	\$\$	Medium
b. Restripe faded crosswalk at Belle Ct, add ADA-compliant curb ramps, and add an RRFB or other pedestrian-actuated crossing.	Oregon City (included in the TSP)	\$\$	Medium
c. Restripe faded crosswalk and add ADA-compliant curb ramps on the east and south legs of the Linn Ave crossing.	Oregon City	\$\$	Medium



Gardiner Middle School

Improvement Recommendations



- 1 School Parking Lot and Grounds**
 - a. Trim bushes obstructing the sidewalk along Hood St approaching the school from the southwest.
 - b. Replace bike parking with Inverted-U racks and cover bike parking area.
 - c. Formalize path from Laurel Ln approaching the school from the east with woodchips and potentially lighting.
 - d. During Bond project development, consider pedestrian and bicycle routes to minimize conflicts with family drivers and busses from all access points.
- 2 Ethel Street**
 - a. Construct approximately 600 ft of sidewalks, with ADA compliant curb cuts, on the north side of Ethel St from Gardiner MS to Linn Ave.
 - b. Sign the Ethel St and Leonard St intersection as an all-way stop, with R1-3P Supplemental Plaques, and mark stop bars.
- 3 Hood Street**
 - a. Construct approximately 200 ft of sidewalks with ADA-compliant curb cuts, on the south side of Hood St from Johnson St to Linn Ave.
- 4 Leonard Street**
 - a. Construct approximately 1,600 ft of sidewalks with ADA-compliant curb cuts, on the east side of Leonard St from Holmes Ln to Williams St.
- 5 Linn Avenue**
 - a. Construct approximately 300ft of sidewalk on the south side of Holmes Ln, located to the west of Linn Ave.
 - b. Provide pedestrian safety crossing improvements by installing a pedestrian activated flashing beacon (RRFB) on Linn Ave at AV Davis/Ethel Crossing.
 - c. Stripe a crosswalk with ADA-compliant curb cuts on the south leg of the Hood St crossing.
 - d. Remove the mid-block crossing in front of the Marylhurst School once the school is closed, to create space for the marked crosswalk at the Hood St intersection.
 - e. When the new school building is completed, re-evaluate the Williams St crossing.
- 6 AV Davis Road**
 - a. Fill 500 ft sidewalk gap east of Canemah Rd on the south side of AV Davis Rd.
- 7 Holmes Lane**
 - a. Construct approximately 530 ft of sidewalk on the south side of Holmes Ln from Linn Ave to MacCarver Ave.
 - b. Restripe faded crosswalk at Belle Ct, add ADA-compliant curb ramps, and add an RRFB or other pedestrian-actuated crossing.
 - c. Restripe faded crosswalk and add ADA-compliant curb ramps on the east and south legs of the Linn Ave crossing.

Legend

- | | | | |
|--|--------------------------|--|-----------------------------|
| | Bike Parking | | Proposed ADA-Compliant Curb |
| | Proposed Formalized Path | | Proposed Stop Sign(s) |
| | Proposed Sidewalk | | Potential Lighting |
| | Proposed Crosswalk | | School Bus Loading |
| | Proposed RRFB | | |



Figure 3. Gardiner Middle School Improvements Map



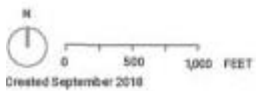
Gardiner Middle School

LEGEND

- Enrollment area
- Park or natural area
- School campus
- Suggested route
- Suggested Route Off-Street Path
- Difficult Connection
- Crosswalk
- 4-Way stop
- Traffic Signal
- 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.



Figure 4: Gardiner Middle School Suggested Route Map

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 Gardiner 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 school clubs.

Education Programs

PICK-UP AND DROP-OFF STRATEGIES

Programmatic improvements to traffic patterns could improve safety, efficiency, and enjoyment of student drop-off and pick-up. Gardiner school staff should communicate pick-up and drop-off expectations to families. Families should use the full length of the sidewalk for drop-off then pull into the middle lane to leave, in a pattern similar to drop-off at the airport.

A Park + Walk encouragement campaign is another strategy to improve pick-up and drop-off at Gardiner Middle School. Park + Walk encourages parents who drive to school to drop-off or pick-up their students 2-4 blocks from school. This allows students to walk the rest of the way. With more students walking to school, traffic congestion and pollution around the school decrease and physical activity and overall student safety increase. Nearby churches, parks, and cul-de-sacs with cut-through paths are excellent locations Park + Walk.

BICYCLE AND PEDESTRIAN SAFETY EDUCATION

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

Resources and best practice programs for middle school students include:

- ◆ The Street Trust's [SRTS Curriculum](#) includes a flexible in-class and on-bike curriculum and pedestrian safety lesson plans.
- ◆ 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.

STUDENT CLUBS AND YOUTH LEADERSHIP PROGRAMS

Clubs and leadership programs allow older students to form groups to support the causes they care about most. Middle school student clubs can host Walk + Bike Challenge events, organize a competition, host a neighborhood clean-up, conduct trail maintenance, 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 middle 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.

