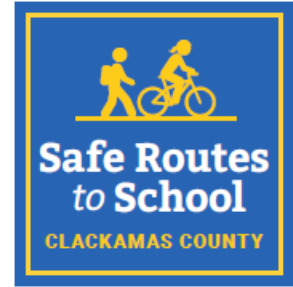

School Action Plan for Oregon Trail Elementary School



Principal: Jackie Brody
Enrollment: 450
First bell: 8:30 a.m.
Last bell: 2:45 p.m.

Grades: K-5
Address: 13895 SE 152nd Drive
Clackamas, OR 97015

This report summarizes existing conditions, observations, and recommended improvements and programs for Oregon Trail Elementary School resulting from the Safe Routes to School (SRTS) walk audit conducted on February 9, 2022. Maps on pages 11-13 illustrate the school 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)?

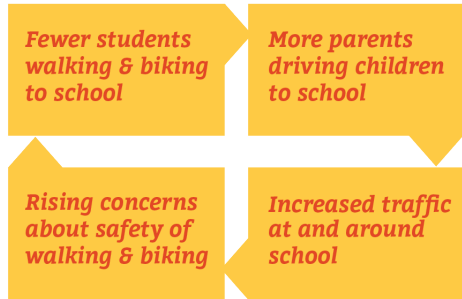
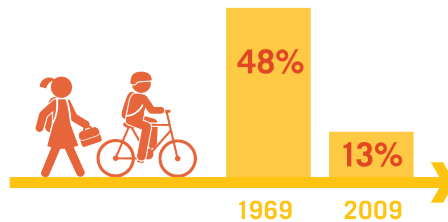
SRTS is a comprehensive program to make school communities safer by combining engineering tools and enforcement with education about safety and activities to enable and encourage students to walk and bicycle to school. SRTS programs typically involve partnerships among municipalities, school districts,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



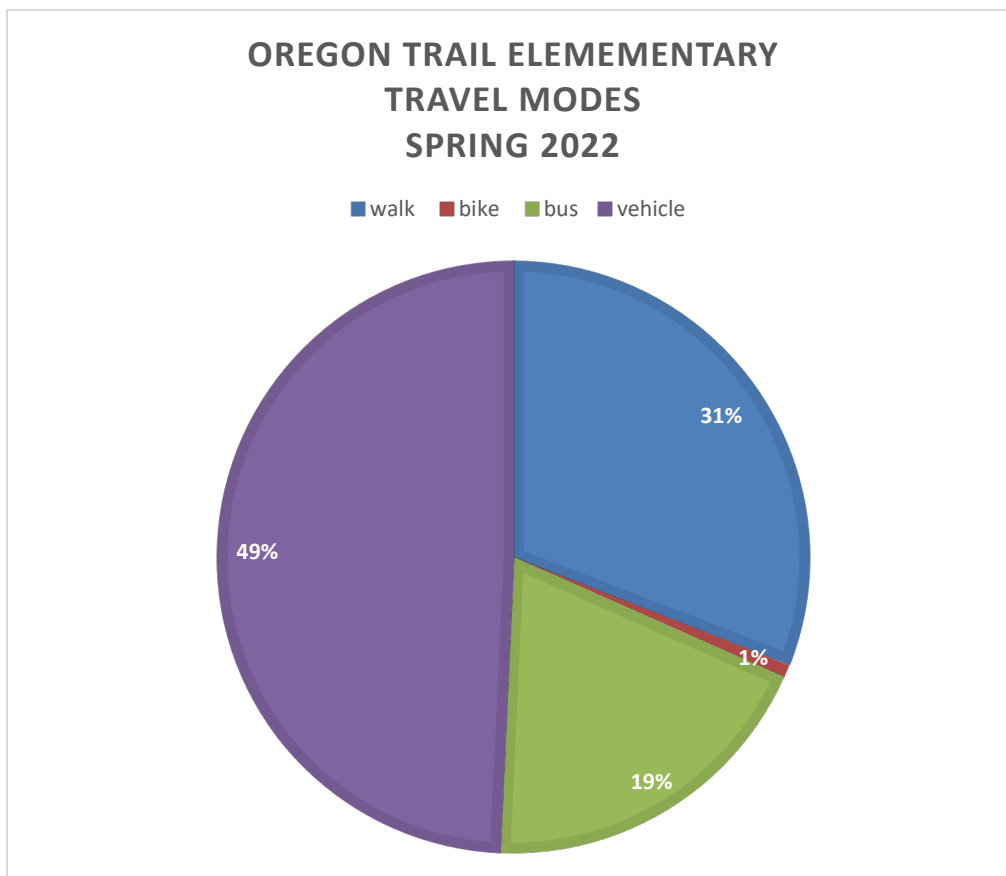
Cost-Effective

How Do Students Get to School Now?

As part of the Action Plan, Oregon Trail Elementary students and families participated in student hand tallies and parent surveys in spring 2022.

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 classroom hand tallies are included in this Action Plan. The following graph shows the results of the spring 2022 hand tallies. Most students are dropped off and picked up in a private vehicle. Walking is the next most common mode, followed by riders of a school bus.



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, and has hosted a data center for the past 15 years.

Caregiver Surveys

Parent/caregiver 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.

For the Action Plan, Clackamas SRTS program collected 60 parent surveys in March 2022 and all grades were represented. The majority of respondents live within one half mile of the school. Figure 1 shows how parents and caregivers who responded to the survey allow their students to travel to school.

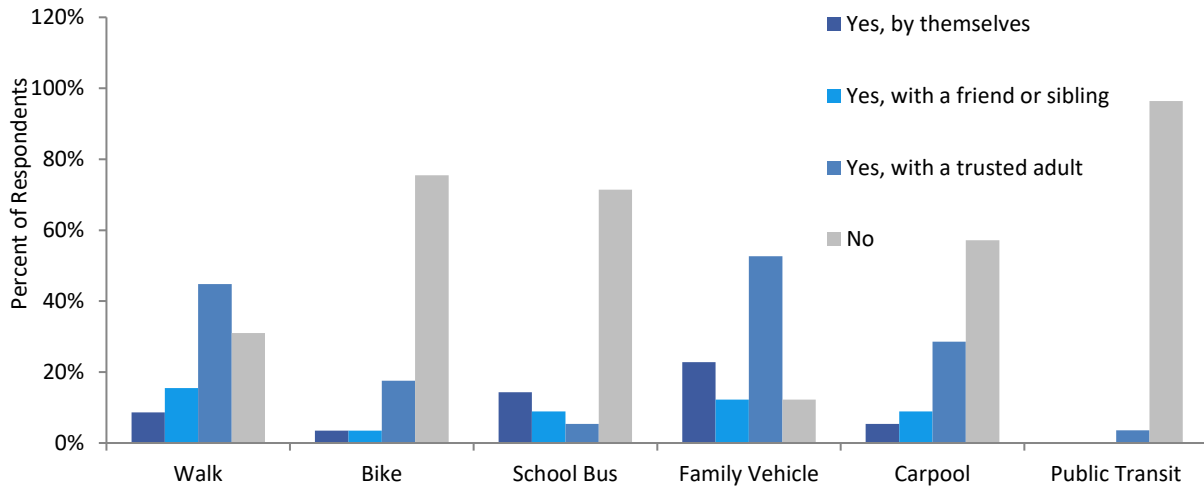


Figure 1. How caregivers allow their student to travel to school

Figure 2 shows the main barriers for parents of students who did not walk or bike. Poor weather and driving behavior were leading reasons for people not allowing their students to get to school on foot or wheels. Convenience and time were also factors, as well as concerns about safety and lack of or disrepair of routes to the school.

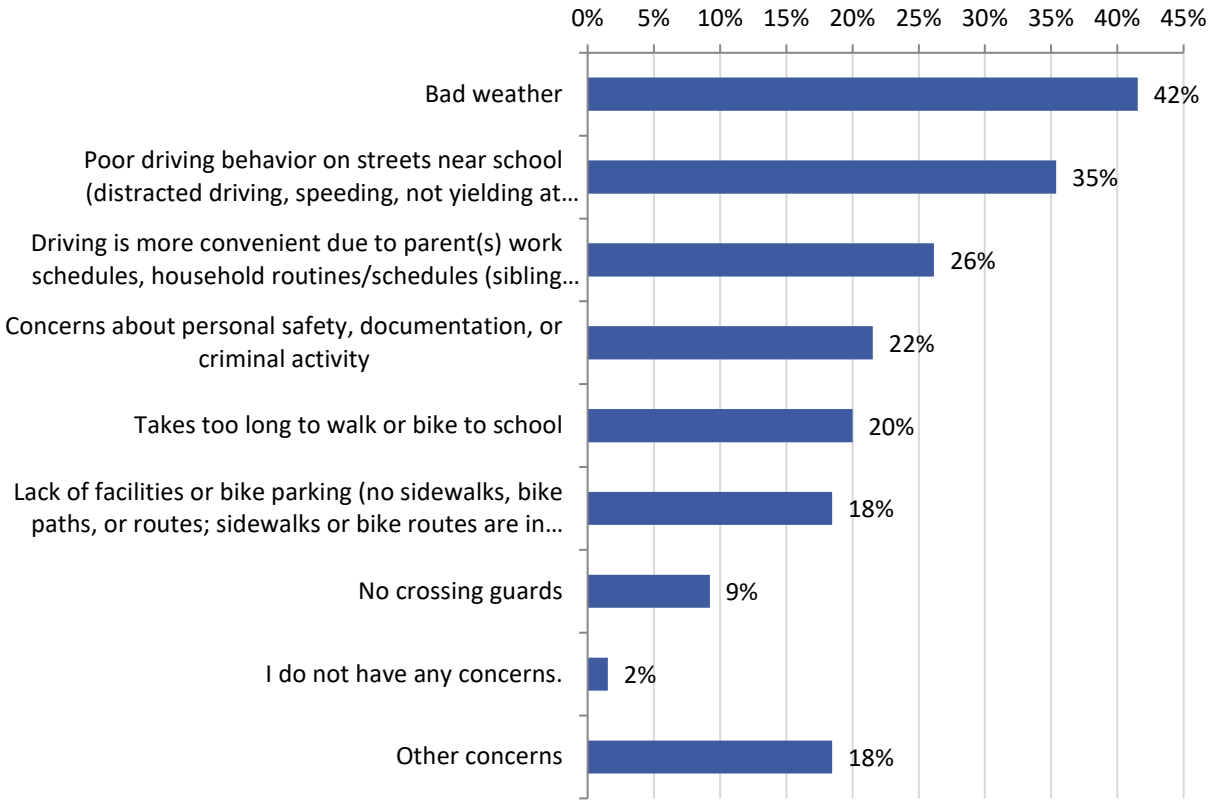


Figure 2. Caregiver concerns that limit a child’s ability to walk/bike to/from school

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 has hosted a database.

Walk Audit Summary

Date: February 9, 2022

Meeting Time: 8-9:30am

Day of Week: Wednesday

Weather: Partly sunny

Attendees:

- Scott Hoelscher, Clackamas County
- Christian Snuffin, Clackamas County
- Rosina Hardy, Oregon Trail Assistant Principal
- Nicole Perry, The Street Trust
- Tais Fedorov, Oregon Trail Parent

Existing Conditions

School Layout

Oregon Trail Elementary School is located on SE 152nd Drive between Sunnyside Road and Highway 212 in the Happy Valley area of urban, unincorporated Clackamas County. Buses utilize a driveway in front of the main entrance and private vehicles use two separate parking lots to the north of the school. One is a continuous loop of unloading in a clear space while the other serves as the main parking lot for staff and visitors.

SITE CIRCULATION

Vehicles: Student drop-off occurs in the parking lots north of the school. Vehicles enter one of two areas for drop-off where staff persons are located to guide students toward building. After the student departs, the vehicle continues to the parking lot exit.

For student pick-up, vehicles follow the same routine of looping through the existing lots to retrieve students.

School Buses: Buses load and unload students in a driveway off 152nd, just east of the main entrance.

Pedestrians: Students and families coming from the surrounding neighborhood walk from multiple direction. From the northwest, they enter school property via the sidewalk along Oregon Trail Drive and from the southwest, there is a gate off of the Rose Creek Trail that leads to the school's back field and walking path. From the east, pedestrians cross SE 152nd, mostly at the main crosswalk directly across from school entrance, but also at adjacent intersections.

Bicyclists: There is ample bike parking that is not covered.

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 13. The party responsible for implementing each recommendation is in parentheses (i.e., Clackamas County or North Clackamas School District).

1. School Parking Lot and Grounds

Student drop-off and pick-up operate in a fair manner. Vehicles can congest the side street, Oregon Trail Drive, at peak times of drop off and pick up. Some drivers drop off students across SE 152nd on a street parallel to it and those students then cross the main crosswalk with other walkers from that neighborhood. One student was observed exiting a vehicle while it was stopped on SE 152nd waiting for crossing pedestrians and the student proceeded across the crosswalk. There are staff members that serve as crossing guards at the crosswalk on SE 152nd and at the main parking lot drop off area.

RECOMMENDATIONS

- a. Provide crossing guard training for staff or volunteer guards (North Clackamas School District)
- b. Cover bike rack parking (North Clackamas School District)

2. SE 152nd

SE 152nd Drive is a collector street that is the eastern border of the Oregon Trail Elementary property. A circular driveway off 152nd serves as the school bus drop off and pick up area. There are sidewalks leading to the school, although some sections are in poor condition. A major crosswalk serves as the main way students access the school from the east

RECOMMENDATIONS

- a. Reduce speed from 35 to 30 mph (Clackamas County)
- b. Upgrade existing crosswalk with pedestrian median and RRFB signs (Clackamas County)
- c. Repair sidewalks north of crosswalk that have been lifted by tree roots (Resident or Clackamas County)
- d. Upgrade school zone signage (larger signs, better retro reflectivity, additional signs) (Clackamas County)
- e. Repair stormwater drainage east side of 152nd Ave. crosswalk (Clackamas County)
- f. Construct new crosswalk at Pioneer Dr., south side of intersection (Clackamas County)

3. SE Oregon Trail Drive

Bordering the north portion of the school property is SE Oregon Trail Drive. This residential street serves as the entrance to the Oregon Trail parking lot and an annex area for drop off and pick up.

RECOMMENDATION

- a. Upgrade school zone signage west of school (City of Happy Valley)

OREGON TRAIL ELEMENTARY SCHOOL REPORT

- b. Review signage at SE 149th Terrace & OR Trail Drive, Do not enter at ‘oblong-a-bout’? (Clackamas County)
- c. Analyze speed reduction (City of Happy Valley)
- d. Review intersection of SE 150th Terrace for crosswalk warrants. Students cross Oregon Trail Dr. to access fence opening on south side of street. (City Of Happy Valley)

4. SE Pioneer Drive

Pioneer Drive is south of the school grounds and intersects with SE 152nd at a location in which residents cross to travel to and from Pioneer Park and the surrounding neighborhood.

RECOMMENDATIONS

- a. Construct new crosswalk with Pedestrian median, RRFB and advance warning signs at intersection with SE 152nd Ave. (Clackamas County)

5. Pedestrian Trails

Rose Creek Trail is on the south side of the school grounds abutting the property. It winds past the school with access at a gate to the school’s back field.

RECOMMENDATIONS

- a. Maintain year round use of Rose Creek Trail by mitigating wetness, safety, etc. (NCPRD)
- b. Consider adding low-level lighting along Rose Creek Trail for safety. (NCPRD)

6. General

RECOMMENDATIONS

- a. Replace old signs with degraded retro reflectivity (Clackamas County)
- b. Evaluate adding STOP signs to north and south legs of 153rd and Bollam intersection (Clackamas County)
- c. Upgrade ADA compliant ramps throughout walk zone (Clackamas County and City of Happy Valley)

Cost Estimates

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

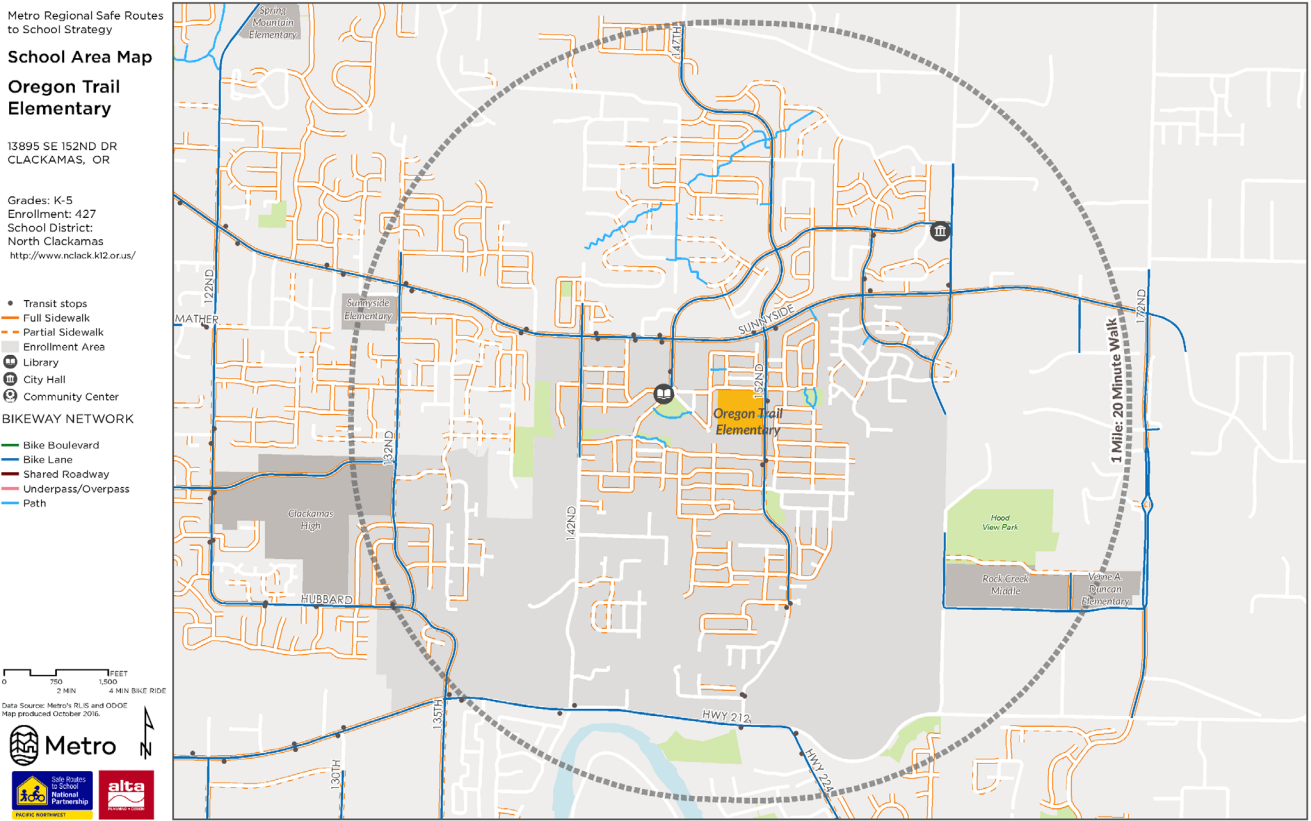
Table 1. Oregon Trail Elementary School Recommended Improvements

RECOMMENDATIONS	LEAD AGENCY	PLANNING – LEVEL COST	PRIORITY
1. School Parking Lot and Grounds			
a. Provide crossing guard training for staff or volunteer guards	North Clackamas School District	\$	Low
b. Cover bike rack parking	North Clackamas School District	\$	Low
2. SE 152nd Ave			
a. Reduce speed from 35 to 30mph	Clackamas County	\$	Medium
b. Upgrade existing crosswalk with pedestrian median and RRFB signs	Clackamas County	\$	High
c. Repair sidewalks north of crosswalk that have been lifted by tree roots	Clackamas County	\$	High
d. Upgrade school zone signage (larger signs, better retro reflectivity, additional signs)	Clackamas County	\$	Medium
e. Repair stormwater drainage east side of 152 nd Ave. crosswalk	Clackamas County	\$\$	High
f. Construct new crosswalk at Pioneer Dr., south side of intersection.	Clackamas County	\$\$	High
3. SE Oregon Trail Drive			
a. Upgrade school zone signage west of school.	City of Happy Valley	\$	Low
b. Review signage at SE 149 th Terrace & OR Trail Drive, Do not enter at ‘oblong-a-bout’?	Clackamas County	\$	Low
c. Analyze speed reduction	City of Happy Valley	\$	Medium
d. Review intersection of SE 150 th Terrace for crosswalk warrants. Students cross Oregon Trail Dr. to access fence opening on south side of street.	City of Happy Valley	\$\$	Medium
4. SE Pioneer Drive			
a. Construct new crosswalk with Pedestrian median, RRFB and advance warning signs at intersection with SE 152 nd Ave.	Clackamas County	\$\$\$	High
5. Pedestrian trails			
a) Maintain year round use of Rose Creek trail by mitigating wetness, safety, etc.	NCPRD	\$	Medium

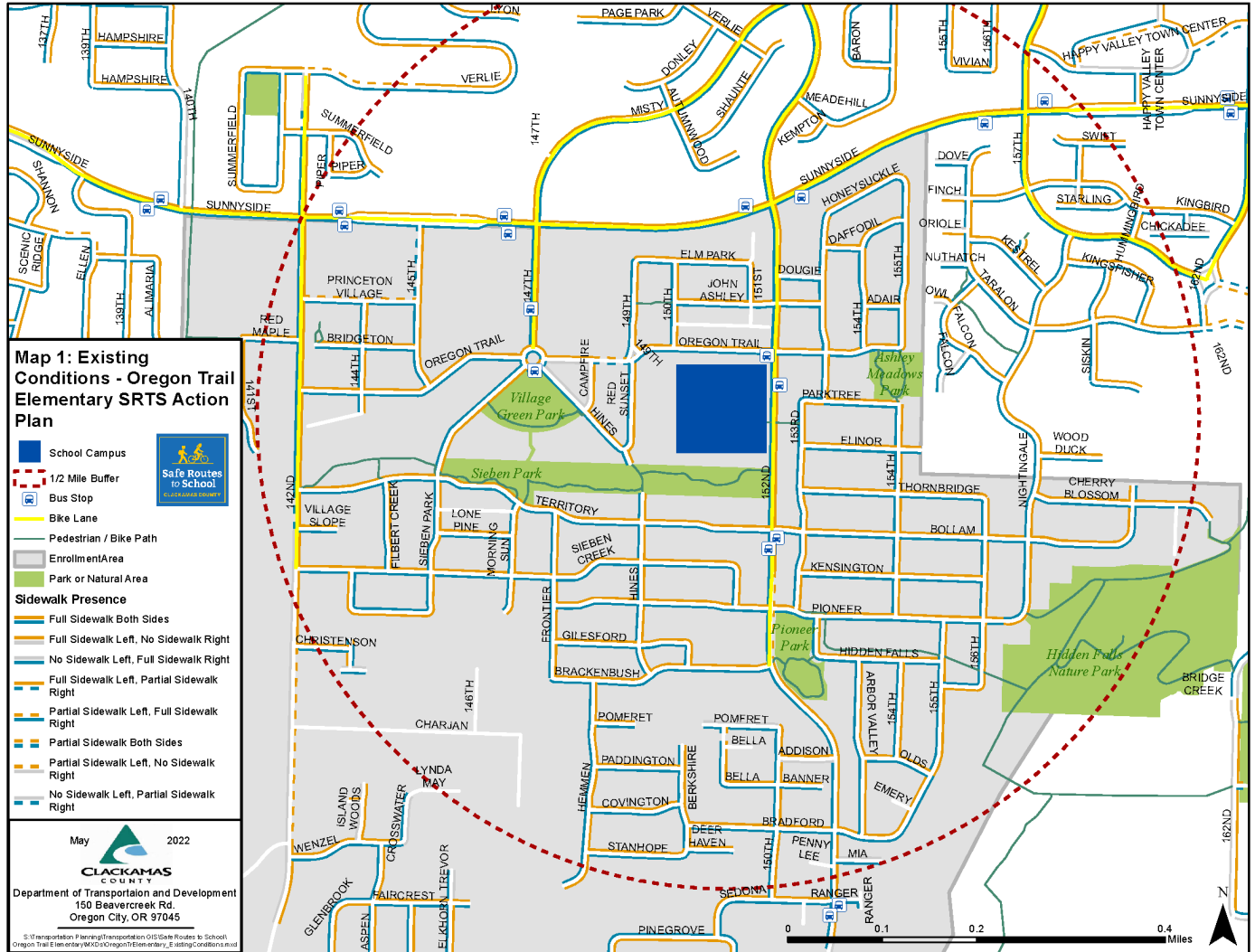
OREGON TRAIL ELEMENTARY SCHOOL REPORT

b. Consider adding low-level lighting along Rose Creek Trail for safety.	NCPRD	\$	Medium
6. General			
a) Replace old signs with degraded retro reflectivity.	Clackamas County	\$	Low
b) Evaluate adding STOP signs to north and south legs of 153 rd and Bollam intersection	Clackamas County	\$	Medium
c) Upgrade ADA compliant ramps throughout walk zone	Clackamas County and City of Happy Valley	\$\$	High

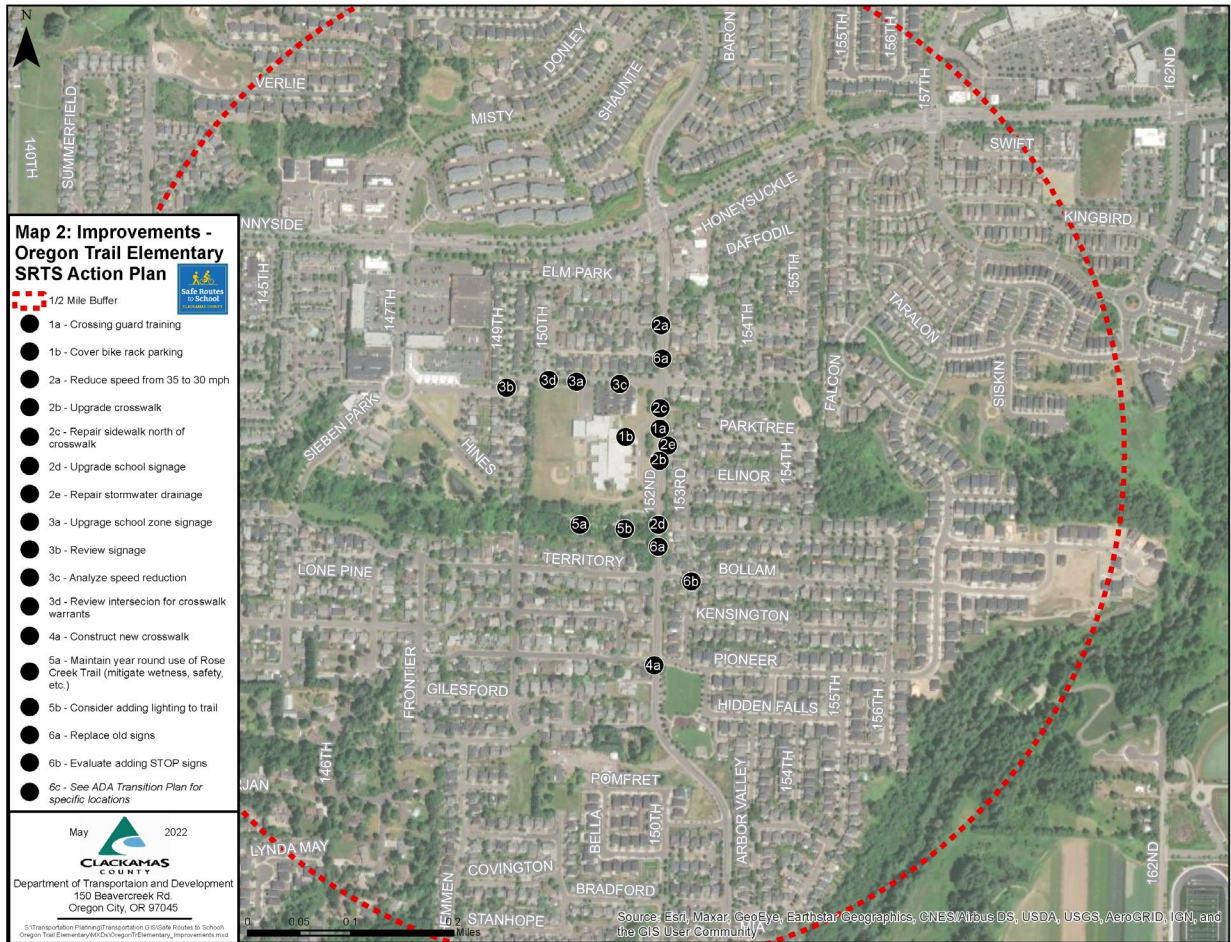
Map 1: Attendance Area & One Mile Radius Map



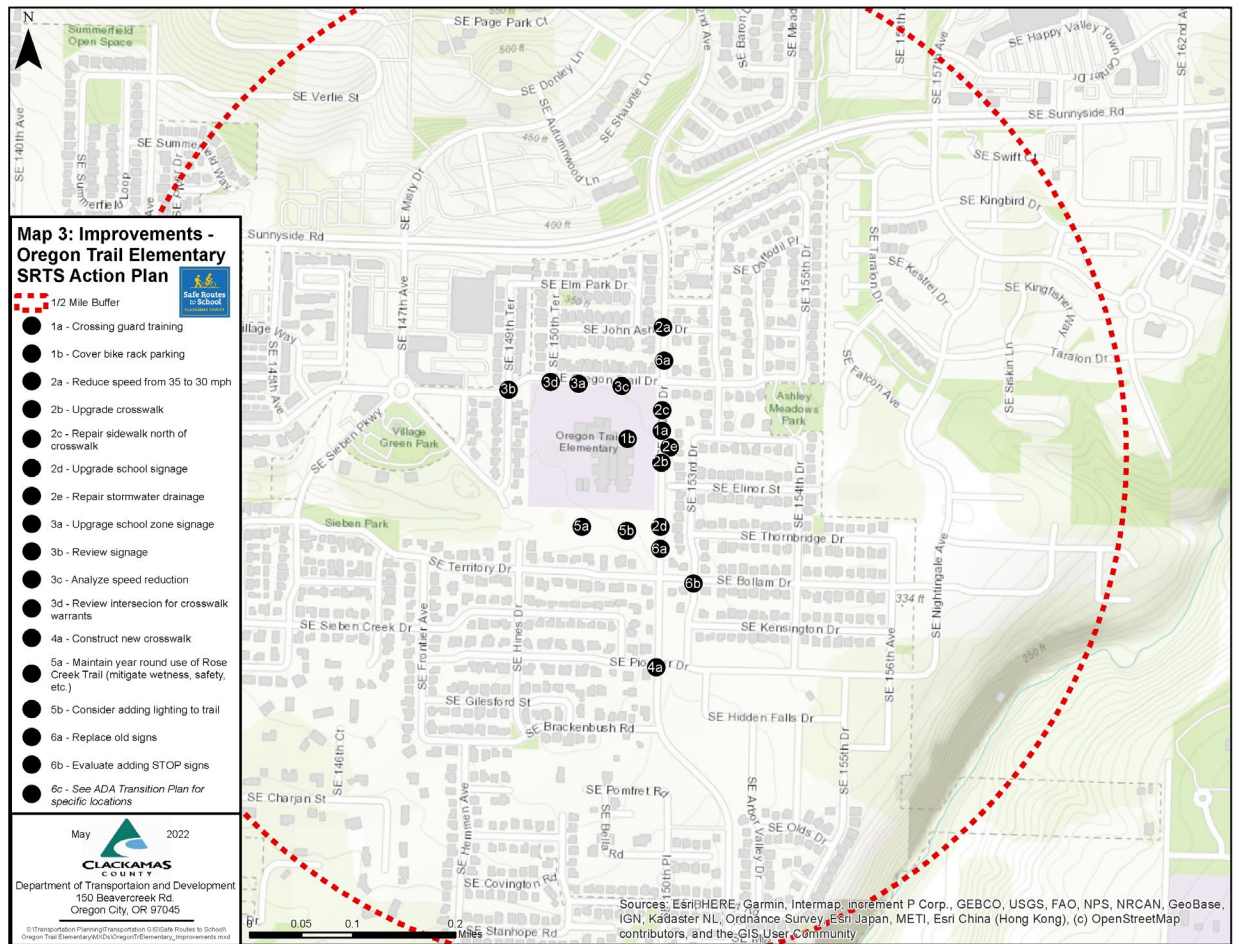
Map 2: Existing Conditions Map



Map 3: Recommended Infrastructure Improvement Map: Aerial



Map 4: Recommended Infrastructure Improvement Map: Non Aerial



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.

Oregon Trail Elementary 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 Oregon Trail 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.

- ◆ [Educational guides](#) are available from Oregon SRTS that address a variety of modes and safety issues involved with student travel to and from school.
- ◆ Oregon SRTS curriculum [Neighborhood Navigators](#) includes series of lesson plans grouped for grade levels that can be taught in a variety of settings in school communities.
- ◆ The National Highway Traffic Safety Administration offers [pedestrian safety](#) and [bicycle safety](#) resources.

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:

- ◆ Clackamas County's SRT program has a [guidebook, brochure, and safety tip sheets](#), as well as other information about efforts
- ◆ [Oregon SRTS](#) provides materials, handouts, and theme ideas for monthly themes, year-long events, messages.
- ◆ [Metro's SRTS collaboration page](#) contains a variety of resources and toolkits.

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.



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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.

STUDENT CLUBS AND YOUTH LEADERSHIP PROGRAMS

Clubs and leadership programs allow 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:

- ◆ [Eco-school network](#) started as a project of the Center for Earth Leadership and is an organization that aims to promote sustainable practices and raise ecological awareness.
- ◆ [Oregon Green Schools](#) is a nonprofit organization that supports school in establishing and sustaining practices that shape the next generation of environmental leaders, including an active transportation track of certification.

Enforcement Programs

SCHOOL SAFETY PATROL

Safety patrol programs vary by school and district. 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:

- ◆ The Oregon Department of Education published an [Oregon Traffic Patrol Manual](#)



that describes the roles of patrols and operational guidelines.

- ◆ AAA has [School Safety Patrol membership information](#) and descriptions of student, teacher, and parent roles.