

OREGON SAFE ROUTES TO SCHOOL
ANNUAL SNAPSHOT REPORT



PREPARED BY
The Oregon Safe Routes to School
Network Leadership Committee



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Learn more about the SRTS Leadership Committee on the website:
www.oregonsaferoutes.org/leadership-committee

Front and back cover photo credit: SRTS National Partnership



INTRODUCTION TO

OREGON SAFE ROUTES TO SCHOOL

Safe Routes to School (SRTS) programs aim to create safe, healthy, convenient, and fun opportunities for children to use active transportation for the school commute. These initiatives promote livable, vibrant communities, increase physical activity, and improve unsafe walking, and rolling conditions throughout the community. This includes a commitment to providing safe active transportation infrastructure and reducing crash rates in all communities, including those with low-income families and non-English speakers.



Photo credit: SRTS National Partnership

This report is intended to:

- 1) Educate community members about the state of SRTS in Oregon
- 2) Provide legislators and elected officials the context to promote SRTS
- 3) Inform new staff of core SRTS activities and events, while sharing potential new activities with existing program staff

Please share it with anyone who might be interested in Safe Routes to School in Oregon!

THE SRTS NETWORK

In Oregon, local and regional governments fund most SRTS programs. The Oregon Department of Transportation (ODOT) also makes grants available for local infrastructure and programmatic work.

The Oregon SRTS Network is a coalition of SRTS stakeholders from across the state that shares best practices, helps new practitioners start and maintain successful SRTS programs, and advocates for SRTS policy, legislation and funding. The Leadership Team provides strategic direction, and best practices for practitioners, hosts an annual Oregon SRTS Conference, and publishes this annual report. A SRTS Advisory Committee helps inform the Leadership Committee's decision-making.

Join the Oregon SRTS Network to stay in touch about SRTS activities around the state!
www.oregonsaferoutes.org/about/srts-team

Photo credit: Oregon SRTS



A VICTORY FOR SRTS IN OREGON

In 2017, SRTS won an unprecedented victory in Oregon. With House Bill 2017, the Oregon legislature directed ODOT to dedicate funding for street safety fixes around schools. New funding from the bill will provide a \$10 million annual investment for SRTS street safety improvements – increasing to a \$15 million annual investment in perpetuity starting in 2023.

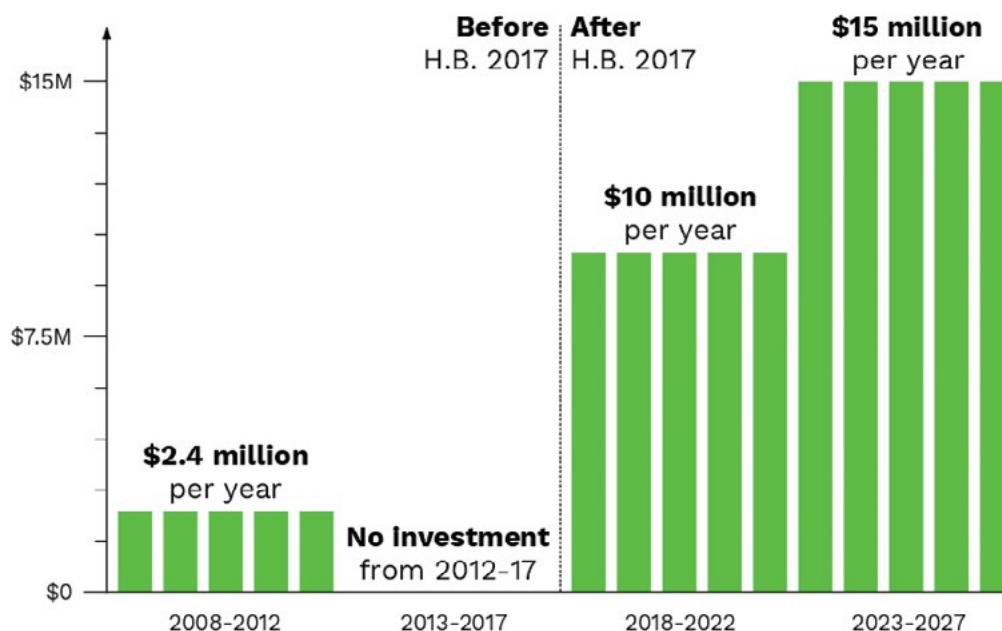
This funding is for safety projects to improve safety for people walking and biking in the one-mile radius of schools (known as the “walk zone”). This ongoing, dedicated investment for school travel safety – and the positive impacts it will have on the health and safety of our communities – is groundbreaking in Oregon, and will ensure that more and more youth in Oregon can safely walk and roll to school and throughout their communities.

This is a big step for the hundreds of thousands of students in Oregon who currently live within their

school’s walk zone (1 to 1.5 miles from school). These students typically don’t have access to a school bus, and many currently lack a safe walking route to their school. We know that lower income communities tend to also be the communities that are under-invested in transportation safety; these communities are at risk from traffic exposure on a daily basis.

The OR SRTS Network is so grateful to the For Every Kid Coalition, the communities, the partners, the decision makers and the families that made this happen. Thank you!

SAFE ROUTES TO SCHOOL FUNDING IN OREGON



DIVERSITY, EQUITY, AND INCLUSION IN SRTS

The Leadership Team is creating an equity framework to promote more equitable and inclusive SRTS programs around the state. Equity for SRTS begins with a recognition that people from underserved communities—those from low income communities and communities of color that have been under-resourced and under-prioritized for projects—often face unique barriers on the path to healthy and sustainable outcomes for their families.

To support historically marginalized communities throughout Oregon, the Oregon SRTS Network is committed to growing our understanding of the different barriers and opportunities that affect youth and families, provide guidance and resources to SRTS practitioners to help support where our impacts can be transformative, and craft our SRTS policies, programs, and overall approaches with those various challenges and needs in mind.



EQUITY IMPACTS ON SAFE ROUTES TO SCHOOL PROGRAMS?

- Children from low-income families are twice as likely as children from wealthier families to walk to school, but they often face significant traffic and personal safety challenges on the trip to school.
- Low-income, urban residents are more likely to experience busy streets, poor pedestrian and bicycle infrastructure, and threats of crime and violence.
- Low-income, rural communities often lack sidewalks and may see high-speed highways bisecting their communities.
- Low-income communities and communities of color often have inadequate street infrastructure and do not have the funding, strong policies, or staffing resources available for building safer streets.

Photo credit: SRTS National Partnership

WHAT DO WE MEAN BY DIVERSITY, EQUITY AND INCLUSION?

- Diversity is the demographic composition of participants in a SRTS program, which can be based on race, class, religion, ability, age, gender, gender identity, or geography.
- Equity ensures equal access to, and participation in, the procedures, processes, and distribution of resources within SRTS programs for a diverse population.
- Inclusion is active, intentional, and ongoing engagement to ensure diverse individuals are able to participate fully in activities and decision-making processes.

HOW CAN SRTS ADVANCE EQUITY IN PROGRAMMING AND INFRASTRUCTURE INVESTMENTS?

The OR SRTS Network is committed to advancing active transportation in underserved communities and schools. We know that if we encourage communities to support health and opportunity for historically underserved populations, we can help get more children and families walking, biking, and rolling to school safely. We believe children and families of all economic and social backgrounds, and people of all physical and mental abilities, deserve the right to walk and bike safely in their communities.

In 2017, we surveyed our Network Leaders and determined three areas of focus for improvement: Community Engagement, Data & Metrics, and Informed Good Practice.

In 2018, the OR SRTS Network Leadership Committee will create and share equity and inclusion resources with practitioners and on our website.



Photo credit: SRTS National Partnership

CHILDREN KILLED WHILE WALKING



Dangerous by Design, 2011

© 2015 Safe Routes to School National Partnership

OR SRTS WEBSITE UPDATE

The Oregon SRTS program has a new website, full of useful information on education, encouragement, engineering and equity.

Newcomers to SRTS will easily navigate the site to find ways to get programs started in their communities. Check out the site to learn how Oregon SRTS helps create safe, convenient, and fun opportunities for children to walk, bike, and roll to and from school.

Oregon is a special place with diverse cities, rural communities, and beautiful landscapes. We now have one online resource to tap into for everything we need to know about starting and maintaining a SRTS program. We all benefit from fostering active transportation for youth. Join us in creating amazing programs in Oregon to get families, teachers and community members walking and biking!

Resources and data showing that youth that walk and bike to school are healthier, happier, and often do better in school can be found on

www.oregonsaferoutes.org.



Photo credit: SRTS National Partnership



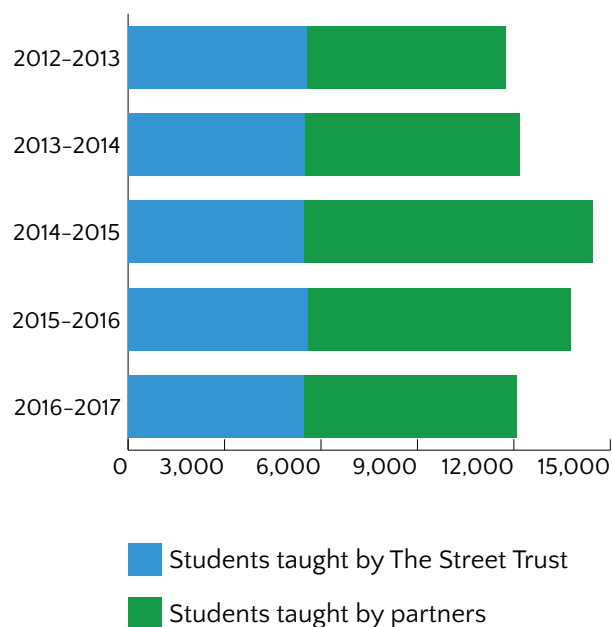
Photo credit: Community Cycling Center

EDUCATION

Many schools across Oregon teach students safe walking and bicycling behaviors.

The Street Trust, Commute Options, and some local partners teach a comprehensive bicycle safety curriculum for 4th–7th grade students. Students learn traffic rules and regulations, potential hazards to avoid when traveling, and handling skills needed to ride safely through their community. Learn more at: www.oregonsaferoutes.org/videos-materials/

PEDESTRIAN AND BICYCLE SAFETY EDUCATION



LET'S RIDE THE BUS

In 2017, Oregon SRTS and Commute Options created several videos to help kids safely ride the school bus and public transit to and from their schools. Not only do these videos feature kids, but they are short and fun to watch in the classroom and at home.

This video explains the process of safely boarding and deboarding a school bus: www.youtube.com/watch?v=i_Xrpf-6JQ8&t=4s

Here, students learn how to correctly ride public transportation: www.commuteoptions.org/your-options/bus/ (scroll to the bottom)

Oregon SRTS thanks ODOT, the Oregon Department of Education, Federal Highway Administration, and Commute Options for helping create these videos.

PORTLAND SRTS FOCUSES ON DAVID DOUGLAS SCHOOL DISTRICT

In Fall 2016, the Portland Bureau of Transportation received a grant from ODOT to fund a dedicated coordinator in David Douglas School District.

At Gilbert Heights Elementary, students kicked off the year with October Walk+Roll to School Day. During the May Walk+Roll Challenge Month, families walked with foster dogs, in partnership with a local non-profit dog rescue. In addition to holding encouragement events, Portland SRTS provided behind-the-scenes support with circulation planning to mitigate congestion.

Portland SRTS also provided opportunities to hear about the barriers and concerns families face during their daily commutes. David Douglas schools ended their first year with their faces in the wind at bike camps with 3rd through 5th grade students, and spent hours cruising and cooling off in Southeast Portland. This year, staff are excited to continue working with community groups to serve their diverse SE Portland communities.

Photo credit: City of Portland SRTS





Photo credit: Eugene-Springfield SRTS

INTEGRATING PEDESTRIAN SAFETY INTO THE CLASSROOM

The regional Eugene-Springfield SRTS program has historically contracted with the City of Eugene's Recreation Department to provide bike and pedestrian safety classes in all three school districts. However, less than half of Eugene School District 4J School District's second grade students had been receiving pedestrian safety education, leaving students dangerously lacking or rusty on their safety skills.

With support from the superintendent and the instruction department, Eugene School District 4J is shifting to provide the pedestrian safety class in-house, during P.E. time. During the 2017-18 school year, Kindergarten through second grade students will learn pedestrian safety over two to three P.E. classes, and they will get a chance to practice on real streets. Another grade will be added each year, so eventually all elementary students will have a session on pedestrian safety each year!

CONFIDENT CYCLING FOR FAMILIES

The Eugene-Springfield SRTS program has been hosting Confident Cycling for Families classes for families to learn basic bike traffic skills. We expect parents to teach their children to ride a bike safely, but many aren't comfortable riding, let alone riding in traffic, themselves!

The class provides the opportunity for parents and their children to learn the rules of the road and bike handling skills together, so parents can help their kids be safer while they are out on the roads. The three-hour classes are held on the weekends and include classroom time, skills training in a protected space like a parking lot, and a neighborhood ride.

ENCOURAGEMENT

Encouragement activities make it fun for students and their families to walk and roll to school.

The **Walk+Roll to School Challenge** is a friendly competition that encourages students to walk and roll to school for the whole month of May. During the Challenge, school coordinators track the number of students walking and rolling to school throughout the month. At the end of the Challenge, prizes go to the schools that log the most biking trips, the most walking trips, largest total number of students walking and rolling and highest percentage of students (out of the total school population) walking and rolling. In May 2017, we had 284 schools throughout Oregon participate! www.thestreettrust.org/walkroll

Oregon's **Walk+Roll to School Day** celebrates walking and rolling to school in conjunction with International Walk to School Day in October. It's an annual event that promotes all active transportation options to and from school and throughout the community. In October 2017, we had 298 schools throughout Oregon participate!



Photo credit: SRTS National Partnership

WALK+ROLL TO SCHOOL DAY AND MONTH CHALLENGE

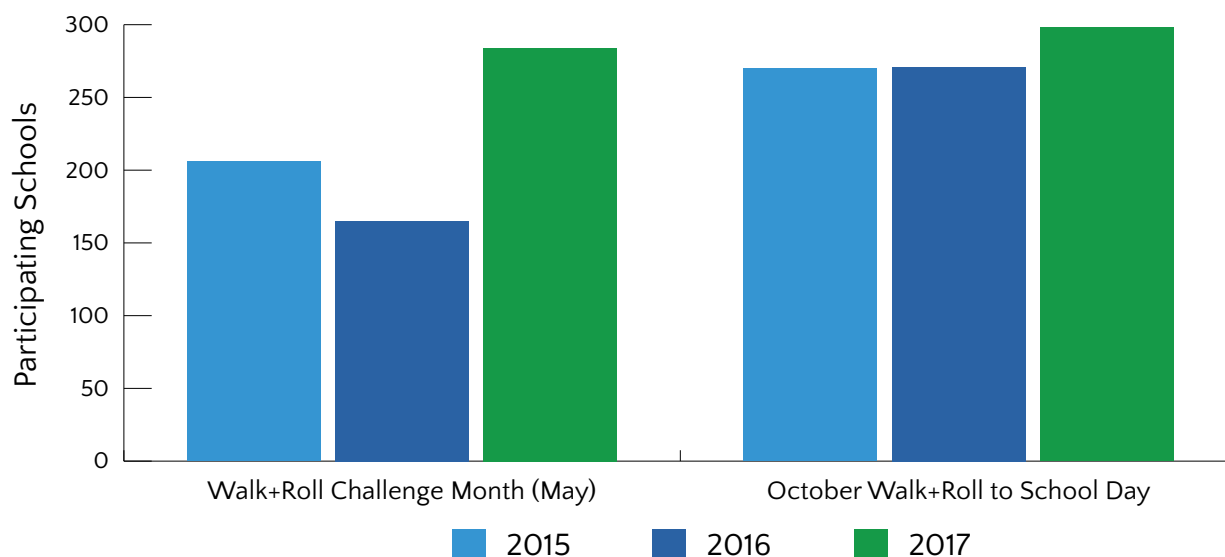




Photo credit: SRTS National Partnership

EVENING COMMUNITY WALKS IN BEAVERTON

Fir Grove Elementary School in the Beaverton School District hosted a Community Walk this fall. The goal was to help families start a healthy habit, spend quality family time together, and build a sense of community. Each walk started with safety tips and a fun task for the walkers, such as counting dogs, streets crossed, and red doors.

Volunteers carrying different colored balloons led each route. A total of 588 people participated throughout the four nights. It was fun to hear walkers say: “Hey, that’s my house” and “let’s walk together to school.” It was a great community event that offered healthy fun for all.

TRAFFIC GARDENS AT PARTIES IN THE PARK

Throughout the summer, the Eugene-Springfield SRTS program attended outdoor partner events in both cities to spread enthusiasm about biking to students. Eugene-Springfield SRTS created pop-up traffic gardens for hundreds of riders of all abilities at the City of Eugene’s Party in the Park and Sunday Street events and Springfield Willamalane’s Children’s Celebration. Using bikes from their Bike Safety Education fleets, Eugene-Springfield SRTS even loaned out helmets as well as pedal and balance bikes for those who didn’t have their own. Several students learned to ride a bike for the first time and many more honed their skills and had a blast doing it!

ENFORCEMENT

Law enforcement activities are a critical component of a successful SRTS effort to promote safety for all road users. SRTS efforts can also address concerns about personal safety, including crime and bullying along the route to school. Enforcement personnel can connect a SRTS program with existing youth- or community-based law enforcement initiatives that are already underway, such as youth crime prevention programs, DARE programs, and gang prevention programs.

CHILDREN'S SAFETY IS EVERYONE'S RESPONSIBILITY IN PORTLAND

Children are vulnerable on the street during the beginning and end of school due to the amount of traffic and people moving around campus. To address this issue, each school's pick-up and drop-off areas are designed to increase the visibility and safety of students. However, most people are unaware that some common, yet dangerous, behaviors put youth at risk every day!

Portland SRTS is partnering with school staff to pilot a campaign around schools that addresses parking safety concerns during pick-up and drop-off. This initiative combines adult education, encouragement and parking enforcement.

SPRINGFIELD CROSSING ENFORCEMENT

In response to crashes involving pedestrians in crosswalks, the Springfield Police Department (SPD), Springfield Public Works, Springfield Public Schools and the Springfield SRTS program teamed up to educate the public about crosswalk safety, with a focus around schools. Using a crosswalk-enforcement mini-grant, SPD publicized and ran monthly operations at eight crosswalks, including six near schools. During the operations, an officer in plain clothes acted as a pedestrian in a crosswalk. The officer handed out walking safety tips to all students walking in the area and stopped drivers who failed to yield, providing them with educational materials. Drivers only received a ticket for actively violating some other law (e.g. driving suspended, texting, etc.). Excellent media coverage throughout the duration of the program broadened the reach of the message.

The SAFETY of our students depends on YOU!

Please avoid these common, yet dangerous, traffic violations and do your part to keep all students safe.

INCREASE STUDENT VISIBILITY, DECREASE TRAFFIC CONGESTION

PARKING IN NO-PARKING ZONES

PARKING THE WRONG WAY

PARKING TOO LONG AND DOUBLE PARKING

BLOCKING BUS ZONES

BLOCKING IMPORTANT SPACES

And remember to practice safe, conscientious driving habits around school for everyone's safety:

Follow speed limits

Avoid U-turns on streets near school

Stop for crossing guards

Turn your key and be idle free

e: SafeRoutes@PortlandOregon.gov w: SafeRoutesPortland.org

PBOT is committed to providing meaningful access. For accommodations, modifications, translation, interpretation or other services, please contact 503-823-5185.

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BIKE RODEO IN JEFFERSON

The Oregon Cascades West Council of Governments (OCWCOG) partnered with the City of Jefferson, Jefferson Elementary School, the Mid-Valley Bicycle Club, and the Marion County Sheriff's Department to bring the first-ever Bike Rodeo to the Jefferson community on Saturday, October 14. Over 30 children and families participated in the event at Jefferson Elementary School, enjoying helmet-decorating, healthy snacks, a bike repair station, and helmet fitting, in addition to hands-on lessons in bike safety with an instructor certified by the League of American Bicyclists. Free helmets were provided to children who needed them.

Jefferson Elementary Principal Anna Keifer was instrumental in the Bike Rodeo's success, encouraging her students to attend and attending herself, so she could provide "high-fives" of encouragement. "The event was a great way to get our kids active while interacting with the community," Keifer said. While the school has students who bike to school daily, bike safety education has historically been limited. As part of a five-community SRTS program lead by OCWCOG, Jefferson students have taken part in transportation safety presentations at all-school assemblies, in addition to the Bike Rodeo.



EVALUATION

Monitoring program outcomes can communicate the successes while providing insight into what is working and what isn't—so practitioners can modify the activities or approach to better serve all students.

Evaluation can also help communities understand where SRTS efforts are needed, and whether resources are reaching those schools.



Photo credit: SRTS National Partnership

SCHOOL TEAM SUCCESS IN BEAVERTON

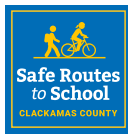
Bethany Elementary school had a problem. School travel surveys indicated that too many people drive to pick up or drop off their children every day. The 250 cars twice a day, every day that entered the school campus made it dangerous for students who wanted to walk or bike, and the estimated 500 extra miles of driving consumed an average of 20 gallons of gasoline, which converted into an estimated 70,000 pounds of carbon emissions over a whole year.

The Parent – Teacher Organization (PTO) and Green Team joined forces to develop an action plan to combat this problem. They offered pedestrian and bike safety classes and encouragement sessions throughout the school year, organized and promoted walking school bus events and posted safe travel tips and skill reminders in their newsletters. Bethany's drive alone rate went from 53% to 46% in one year. There is still a long way to go, but the school team has a plan to see permanent change.

WALK AUDITS IN CLACKAMAS COUNTY

Clackamas County has been conducting walk audits for local schools, with ODOT grant funding. Audits have brought stakeholders together to observe morning drop-off and to analyze how circulation for students walking and biking could be improved.

After the walk audit, the group convened to discuss findings and mark up maps of the areas. The team mapped hazard locations, such as streets lacking sidewalks, crossings with faded or missing crosswalks, and paths with poor lighting, along with other issues. The team used the observations and findings of the walk audits to make infrastructure recommendations around each school and to develop walking route maps that will enable families to plan the best route for walking to school.

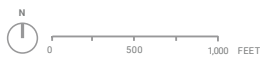


Bilquist Elementary
15708 SE Webster Road
Portland, OR 97267

- MAP LEGEND**
- Enrollment area
 - Park or natural area
 - School campus
 - Suggested route
 - Missing or partial sidewalk
 - Crosswalk
 - Signalized intersection with crosswalks
 - Stop Sign
 - Crossing Guard

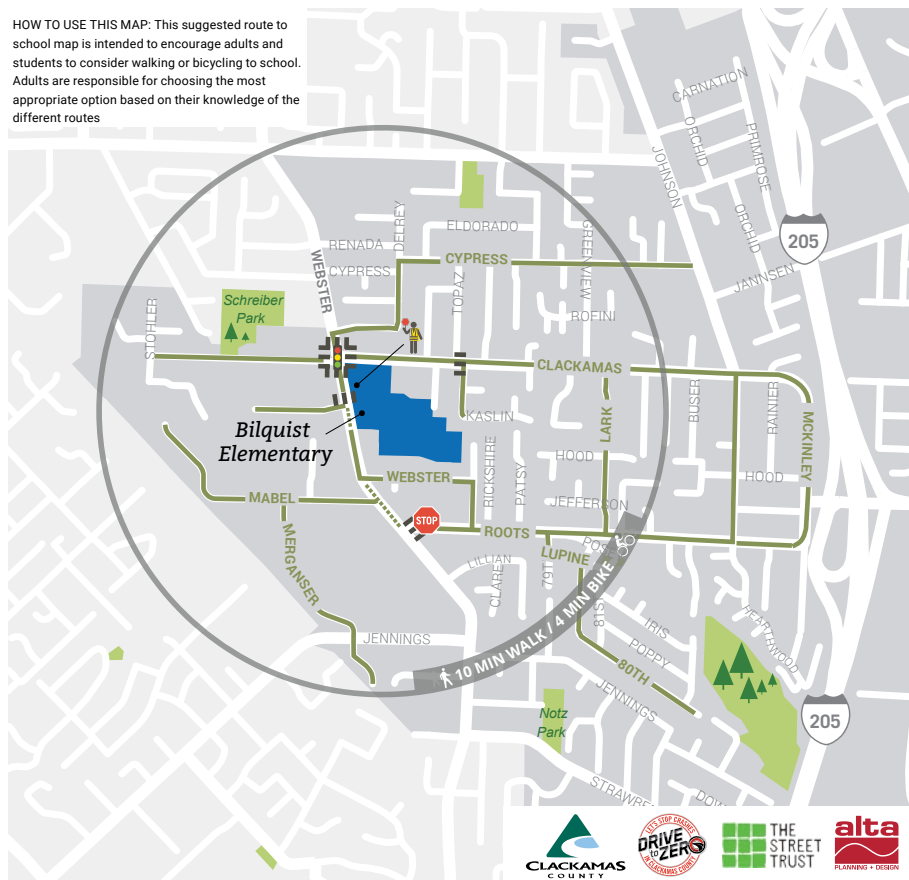
Clackamas County Safe Routes to School (SRTS)

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



ENGINEERING

Engineering addresses the physical environment near schools to create safe and accessible places for walking and rolling. The first step is to assess the infrastructure needs in school areas, usually through a community walk audit or mapping analysis, and to develop an Action Plan and a Student Travel Plan.

Funding for planning and infrastructure improvements is now available from the Oregon Department of Transportation (ODOT)!

An Action Plan highlights measurable and achievable actions for a school or school district to promote SRTS activities and defines steps to take and partners to include. ODOT provides mini-grants (\$2,000) to fund development of Action Plans; however, completion of a plan does not guarantee that additional funds will be awarded in the future. www.commuteoptions.org/action-plan-mini-grants/

FIXING OUR STREETS SUPPORT SAFER ROUTES TO SCHOOL

On May 17th, 2016, Portland voters passed Measure 26-173, Portland's first local funding source (gas tax) dedicated to fixing our streets. Thanks to Fixing Our Streets, the Portland Bureau of Transportation (PBOT) will make over eight million dollars in investments to make routes to schools safer and more convenient for children to walk and roll to school.

Every weekday, close to 50,000 students travel Portland's streets to get to school. Each of the twelve high school attendance areas (called clusters) have funds set aside for improvements at the elementary and middle schools in their area. These funds will be used for projects like sidewalks, signal updates, marked crosswalks and pedestrian islands and other safety improvements.

Portland SRTS held open houses in each high school cluster, gathering route and barrier information from families. From there, they developed primary investment routes and a funded Fixing Our Streets project list, plus an unfunded project list. Fixing Our Streets projects will be installed starting in Summer 2018.

For more information on Fixing Our Streets, visit www.fixingourstreets.com.

ARRIVAL/ DEPARTURE STRATEGIES

Schools' arrival and dismissal times are often extremely chaotic, and school or city officials are often asked to fix it. Beaverton School District developed informational sheets to help principals and school teams decide and plan for improved arrival and departure plans. Improving the drop-off and pick-up process increases the safety and attractiveness of traveling to and from school on foot or by bicycle. When more people walk, bike or take the bus to school, safety and efficiency are improved for everyone.

Staggered Release is a popular and extremely effective strategy for many Beaverton School District schools. Priority is given to students who walk, bike or take the bus and parents who choose to pick up their students from school by vehicle must wait 15 minutes. Ten schools are using this strategy with most reporting immediate reduction in congestion, increased safety with minimal additional time.

RECOGNITION PROGRAM

FRIENDLY COMPETITION—RACE TO PLATINUM

Schools are having fun with the recognition program! This recognition program celebrates the great work happening around the state. It helps the Oregon SRTS Network understand how we can help local coordinators reach more students. It also helps schools, districts, and cities learn more about SRTS activities and resources available throughout the state.

Learn more at:

www.oregonsaferoutes.org/get-recognized.

FIRST STEP

Interested in getting involved in SRTS and learning more? Complete the nomination form and identify a SRTS contact (it can be anyone: a parent, student, teacher, school or district official, city employee, etc.).

Incentive: Receive the Oregon SRTS First Step logo to use in your school's outreach materials.

BRONZE LEVEL

Meet the First Step requirements, then hold at least one walk/bike education or encouragement event (Walk+Roll to School Day or Challenge, bicycle/pedestrian assembly, bike rodeo, etc.). Remind parents about traffic safety and collect information about how students get to school.

Incentives: Receive an Oregon SRTS Bronze Level logo and window decal to display proudly.

SILVER LEVEL

Meet the Bronze Level requirements and identify a SRTS Champion, who might be a parent volunteer, staff, student, or community member involved in organizing SRTS activities at your school. Hold an education AND an encouragement event, and provide families with monthly tips for using active transportation. Complete a walk audit to assess the infrastructure needs near your school, and conduct parent surveys to understand the barriers to walking and rolling.

Incentives: Receive an Oregon SRTS Silver Level logo and decal, as well as a banner for your school.

GOLD LEVEL

Meet the Silver Level requirements and hold an active travel program at least monthly (Walking Wednesdays, Walking School Bus, etc.). Bring the community together to develop a School Action Plan and map the safe routes near your school. Show your school's commitment to SRTS by working with the administration to adopt a statement in support of walking and rolling.

Incentives: Gold Level incentives and premium incentives (to be determined).

PLATINUM LEVEL

Meet the Gold Level requirements and integrate SRTS into the school's day-to-day operations with a SRTS position in the parent organization, with student or parent safety club(s), and annual in-class bicycle and pedestrian education. Work with students to host an event or activity and begin implementing the school's Action Plan.

Incentives: Platinum Level incentives and premium incentives (to be determined).

WHAT'S NEXT?

We had a fantastic year for SRTS in 2017 and are looking forward to deepening our engagement in 2018. With new ODOT infrastructure funding and additional non-infrastructure resources and technical support from both ODOT and regions, we are poised to make a real difference in families' lives!

In particular, the Oregon SRTS Network Leadership Team wants to congratulate our illustrious past-chair LeeAnne Ferguson, who left her position of Deputy Director of The Street Trust to become ODOT's new SRTS Program Manager! LeeAnne led the For Every Kid Coalition that was instrumental in promoting increased funding for SRTS in the Portland Metro Region and statewide. We look forward to working with her in her new role.

Of course, there is still a lot of work to be done. In 2018, the Oregon SRTS Network Leadership Team will continue working with local partners to provide equitable and inclusive programming, to support transportation decisions that make travel safer for our most vulnerable populations, and to make it easier for families to choose to walk and bike. We will be promoting transit education and encouragement, and getting free or reduced-price youth transit passes for families. We will work with partners to get ready for the new funding opportunities. And we will continue promoting walking and rolling as fun, safe, and everyday activities that families throughout Oregon can join in!

"I live just over a quarter-mile from school, and I can't safely walk and bike there."



Trey Niggeman testifying before the Oregon legislature's Joint Committee on Transportation Preservation and Modernization.

