



# Safe Routes to School: Creating an Action Plan

## SECTION 1: School information

School name:	<b>Madras Elementary</b>				
Street address:	<b>215 SE 10<sup>th</sup> Street</b>				
City:	<b>Madras</b>	State	<b>OR</b>	ZIP:	<b>97741</b>
County:	<b>Jefferson</b>	School district:	<b>509J</b>		
Type of school:	<input checked="" type="checkbox"/> Public school <input type="checkbox"/> Private school <input type="checkbox"/> Charter school				
School Web site (if any):	<b><a href="http://www.jcsd.k12.or.us/education/school/school.php?sectionid=5">http://www.jcsd.k12.or.us/education/school/school.php?sectionid=5</a></b>				
Total student enrollment:	<b>319</b>	Grades served:	<b>K-2</b>		
Percentage of total enrollment for each grade:	<b>Kindergarten – 33%; 1<sup>st</sup> – 33%; 2<sup>nd</sup> – 34%</b>				
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## SECTION 2: Forming the School Team

1. The key partners of the School Team are:

• School principal or designated school staff representative endorsed by the school district:	<b>Kathy Bishop (Madras Elementary Principal)</b>
• A parent who represents or has the endorsement of a recognized school/parent organization or site council:	<b>Samantha Waldo (Madras/Buf PTO President)</b>
• City or county staff or representative endorsed by the local road authority: public works, planner, roadway engineer, etc.	<b>Sara Puddy (Assist. to Public Works Director)</b>
• Member of the local traffic safety committee (if one exists):	<b>N/A</b>

2. Identify all other participants of the School Team:

<ul style="list-style-type: none"> <li>School or district representation: facilities, maintenance, pupil transportation, etc.</li> </ul>	<p><b>Bill McChesney, Transportation Supervisor</b></p>
<ul style="list-style-type: none"> <li>Local government representation: council, commission, planner, law enforcement, EMS or fire department, bike/pedestrian advisory committee, transit agency, etc.</li> </ul>	<p><b>Tom Adams (Madras Police Chief), Gus Burrell (Public Works Director), Nicholas Snead (Community Development Director)</b></p>
<ul style="list-style-type: none"> <li>Community representation: neighborhood association, chamber of commerce or business association, bike/ped advocates, public health, community groups, non-profit organizations, rail, trucking industry, media, marketing, etc.</li> </ul>	<p><b>Tryna Mullenburg (Commission on Children and Families), Stan Nowakowski (SRTS Coordinator for 509J), Danna Drum Hastings (Jefferson County Health Department), Kim Curley (Commute Options of Central Oregon), Richard Ladeby (Neighborhood Watch)</b></p>

**SECTION 3: Assessing the modes of student travel**

- 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:

**Madras Elementary serves Kindergarten through Second Grade students living in Madras. See attached boundary map.**

- 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 does not have a policy on preferred modes of travel but students/parents are expected to follow all safety procedures for the mode of travel they choose. Students may walk, bike, travel by private vehicle or bus to school.**

- 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?

**Yes, the school does have a Supplemental Plan in place for students who live within a one mile walking distance of Madras Elementary School. Currently this plan applies to the area north of B Street as there are inadequate sidewalks and no crossing guard along portions of B Street. Similarly, students in the Grizzly Road area are also bused due to no sidewalks along Grizzly Road. If sidewalks were completed along B Street and Grizzly Road, with the addition of a crossing guard along B Street, these students would be able to walk to school with some savings to the district in busing costs.**

**The school district transportation department also notes the need for a sidewalk along the west side of McTaggart Street between Buff and J Streets as a high priority as well.**

**In terms of busing and general traffic safety, the school district transportation department is also requesting the removal of the traffic island triangle and improvement of the SE corner of McTaggart and Buff Streets as buses currently must turn into the far N side of Buff Street in order to make the turn. They also note that there are a few places on 10<sup>th</sup>, Buff, and C Streets where vegetation blocks visibility for safe vehicle and pedestrian traffic.**

4.  Mapping and brainstorming session held. Include copies of 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:

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

**SE 10<sup>th</sup> St. from SE Buff St. to SE “D” St.: Sidewalks connect to logical residential neighborhood access points, however existing sidewalks are badly worn, are not ADA compliant and are in need of patching, crack sealing and replacement. This proximity is within two blocks of the school.**

**SE McTaggart St. from SE Buff St. to SE “J” Street.: There is no sidewalk along the west side of McTaggart Street. School transportation officials often observe students from the J Street area walking to school on McTaggart on the side of the street without a sidewalk. The sidewalk on the east side of McTaggart curves in so it is closer to the school and is not directly adjacent to McTaggart in front of the school, meaning students walking to Madras Elementary do not have a sidewalk on this section of McTaggart at all.**

**Neighboring street segment SE 10<sup>th</sup> St. from SE “J” St. to SE Buff St. is gravel and does not contain any sidewalks, storm water drainage systems, has minimal street lighting, with poor connections between the roadway, driveways and alleyways. This**

**segment of road is significantly sloped, causing visibility difficulty for students crossing the road as they near the SE 10<sup>th</sup> St. and SE Buff St. intersection. For those students traveling to school on foot, they spend at least half their travel on under-developed roadways.**

**Madras Elementary School receives students from three different housing developments within one mile of the school. The current road conditions near Madras Elementary either prevent parents from allowing their children to walk to school, or cause traveling difficulties & safety hazards for students that must walk to school.**

**It has been observed during repeated storm events that the most critical walking/biking routes located closest to Buff Elementary School are commonly flooded or pooled with storm water due to lack of storm water mitigation in the area.**

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

**The Jefferson County Health Dept. has secured a two year funding contract through the SRTS Program to implement bicycle/pedestrian safety education in the classrooms. A part of the funding provided the opportunity to hire a SRTS coordinator for the school district. The following activities have been implemented as a result of the funding to-date:**

- **Promotional material for a SRTS program has been published**
- **Publication on program safety appears in monthly school newsletters**
- **Community stakeholder meetings held**
- **Walk to School efforts enhanced annually**
- **Held a Walk + Bike Challenge May 2010**

**Additional pedestrian promotion includes crossing guard utilization at the following bike/pedestrian intersections:**

- **“D” Street & 10<sup>th</sup> Street**
- **Buff Street & 10<sup>th</sup> Street**

**The City of Madras has recently constructed bicycle/pedestrian improvements to one of the largest school crossing areas in Madras – “B” Street. Safety enhancements along this student route include:**

- **Enhanced pedestrian crossings & refuge islands; a raised pedestrian crossing with crossing light actuation system**
- **Solar powered stop signs, additional signing and striping for motorized traffic to be aware of the bicycle/pedestrian high traffic areas**
- **More than 4,000 lineal feet of new sidewalk**

**Bicycle parking areas at high traffic areas**

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

**SE 10<sup>th</sup> St. from SE Buff St. to SE “D” St.:** This specific stretch of road is considered a major collector within the City. Major collectors typically contain turn lanes and bike lanes – neither of which is located on this segment of road. The lack of bike lanes is causing both pedestrians and bicyclists to utilize sidewalk segments near the school. When bicyclists are not on the sidewalks, they are riding on the shoulder of the narrow roadway. The roadway becomes a hazard for bicyclists, especially when they are sharing the road with motorized vehicles.

Neighboring street segment **SE 10<sup>th</sup> from SE “J” St. to SE Buff St.** makes riding a bicycle most difficult due to the gravel roadway, water erosion, minimal street lighting and soft shoulders. The poor connections between the roadway, driveways and alleyways make it hazardous for bicyclists to cross. Bicyclists are also affected by the steep slope issues, causing visibility difficulty for crossing near the intersection of SE 10<sup>th</sup> St. and SE Buff St.

It has been observed during repeated storm events that the most critical walking/biking routes located closest to Buff Elementary School are commonly flooded or pooled with storm water due to lack of storm water mitigation in the area.

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

**Madras Elementary has two bike racks available for students on the north side of the building near the north entrance.**

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

**The Jefferson County Health Dept. has secured a two year funding contract with the SRTS Program to implement bicycle/pedestrian safety education. A part of the funding provided the opportunity to hire a SRTS coordinator for the school district. The following activities have been implemented as a result of the funding to-date:**

- Promotional material for a SRTS program has been published
- Publication on program safety appears in monthly school newsletters
- Community stakeholder meetings held
- Walk to School efforts enhanced annually
- Held a Walk + Bike Challenge May 2010
- Held a Bike Round Up and Bike Safety event in April 2010
- Held two - one week bicycle camps for area students
- Purchase of 10 bicycles for the school’s SRTS education program

**The City of Madras has recently constructed bicycle/pedestrian improvements to one of the largest school crossing areas in Madras – “B” Street. Safety enhancements along this student route include:**

- Enhanced pedestrian crossings & refuge islands; a raised pedestrian crossing with crossing light actuation system
- Solar powered stop signs, additional signing and striping for motorized traffic to

**be aware of the bicycle/pedestrian high traffic areas**

- **More than 4,000 lineal feet of new sidewalk**
- **Bicycle parking areas at high traffic areas**

6. We conducted the In-Class Student Tally 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	20%	.5%	49%	28%	2.5%	0%	0%

7. We conducted the Parent Survey (see page 4 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 (tied with Weather/Climate)
- Weather or climate (tied with Violence/Crime)

**Section 4: Summarizing the findings**

1. List the physical environment barriers and hazards.

**Physical environmental barriers and hazards within 1 mile of school:**

- **Lack of sidewalks/poor sidewalk conditions**
- **Lack of ADA compliance (i.e. sidewalk, curb/ramps at intersections, etc.)**
- **Narrow gravel shoulders**
- **No bike lanes**
- **Poor design and maintenance at major school crossing intersections (school zone signage, crossing indicators, water runoff, etc.)**
- **Minimal street lighting and landscaping for buffering motorized traffic**
- **Traffic speed and volume along roads near the school**
- **Perceived risk of crime**
- **Buses, private vehicles, and pedestrians from all three schools (two elementary**

**schools and one high school) use 10<sup>th</sup> Street during drop off and pick up times.**

- **Storm water management in area of Buff & Madras Elementary Schools**

2. List the education/encouragement/enforcement barriers and hazards.

**Education barriers:**

- **Educating the public on the benefits related to biking and walking to school will always provide an area for improvement. As funding is available, this effort can be expanded annually. Currently, the school district is utilizing its two year SRTS education dollars to implement a bicycle/pedestrian safety program into the classrooms.**

**Encouragement barriers:**

- **East side Madras residents tend to use motorized vehicles as the primary mode of transportation**
- **Inaccurate perception that there is a large risk for violence and/or crime along routes to school**

**Enforcement barriers:**

- **Traffic exceeds 20mph school zone**
- **Limited number of law enforcement officers on-duty during drop-off and pick-up times to do local enforcement**

## **Section 5: Identifying the solutions and making the Action Plan**

See Instructions, Pages 4-5, 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:

**Engineering: The operational and physical improvements that would make the largest impact include:**

- **Road paving along SE 10<sup>th</sup> St. from SE “J” St to SE Buff St.**
- **Sidewalk implementation along 10<sup>th</sup> St, Buff St., and McTaggart Rd**
- **Bike lanes along 10<sup>th</sup> St, “D” St, Buff St, and McTaggart Rd**
- **Strategic placement of street lights at dark roadway connections**
- **Roadside landscaping to provide buffering between bicyclists/pedestrians from motorized traffic**
- **SE 10<sup>th</sup> St & SE Buff St intersection redesign to include new/additional school zone signage, crossing indicators, storm retention system to assist with water runoff and special paving at the intersection of SE 10<sup>th</sup> and SE Buff St. to facilitate vehicles during harsh weather conditions.**
- **Storm water management in area of Buff & Madras Elementary Schools**
- **Redesign of bus traffic flow from Buff Elementary to Madras Elementary to D Street in order to eliminate bus traffic completely from SE 10<sup>th</sup> Street during drop off and pick up times. The school has an unimproved driveway between SE Buff Street and SE D Street that would need to be graveled and Madras Elementary**

**teacher parking would have to be relocated.**

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

**Education:**

- **On-going driver safety awareness through earned media outreach in the Madras Pioneer (feature story about Safe Routes to School, use of ODOT PSAs in the newspaper four times per year, public notification at least one week in advance of start of increased traffic enforcement).**
- **For grade 3, (Buff Elementary is a 3-5 school), on-going pedestrian and bicycle training in the elementary school through individual classroom instruction, assemblies, or otherwise negotiated with the school principal upon receipt of a non-infrastructure SRTS grant.**
- **For grades 4 and 5, on-going pedestrian and bicycle training during school hours over a two week period for a total of 3 hours per student using combined Commute Options and Jefferson County bike fleet.**
- **On-going monthly articles in school newsletter promoting pedestrian safety, bicycle safety, and fewer motor vehicle trips to school.**

**Encouragement:**

- **Ongoing walking and biking challenges between classrooms and individuals with incentives that encourage walking, biking, and general physical activity (such as beanies to address weather barriers, ropes course as classroom incentive, swim passes, bike helmets, shoe laces, etc.)**
- **Walking school bus events throughout the year from The Pines, Strawberry Heights, Morning Crest, and Grizzly Road neighborhoods**

**Enforcement:**

- **Madras Police Department to increase enforcement of speed limits and yielding to pedestrians and bicyclists on the road and in crossings during drop-off and pick-up times in October/November, January (week after holiday break), March (week after Spring Break), April/May, and September (when school year starts) for a total of 75 hours during the 2010 and 2011 funding years. Target areas to include SE 10<sup>th</sup> Street, SE J Street, SE Buff Street, SE "D" Street, SE "C" Street, and SE "B" Street. Strategic enforcement along routes during Walking School Bus events.**
- **Madras Police Department to utilize the speed limit advisory trailer within the two mile radius of Buff Elementary during drop-off/pick-up times**

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



- 1. Host community meetings to orient leaders, policy makers and city stakeholders on the creation of safe routes to school to support continued community buy-in. (Initial workshop was held June 10, 2009)**
- 2. On-going implementation and education in the classrooms on the SRTS bicycle/pedestrian safety curriculum. This curriculum is customized and taught during school hours to all students by the SRTS coordinator and program volunteers. The local school coordinator will continue coordinating activities with Madras Elementary, Commute Options, local volunteers, and community partners. (Fall 2010)**
- 3. Complete SRTS Infrastructure Funding Phase 1: Installing sidewalks along 10<sup>th</sup> St, Buff St, and McTaggart Road, bike lanes on 10<sup>th</sup>, Buff St and McTaggart Rd, improved crossing safety at the intersection of 10<sup>th</sup> & Buff Street, improved storm system (thus making safer environment and route to bicyclists/pedestrians), install safety lighting and landscaping (to provide a buffer between children and motorized vehicles), etc. (Summer 2011)**
- 4. Increase traffic enforcement along SE "J", SE Buff, SE 10<sup>th</sup>, and SE "B" Streets to slow speed along heavily traveled streets near schools during drop-off/pick-up times. (Fall 2009 through Spring 2010; Fall 2010 through Spring 2011; September 2011; see Section 5C above for details)**
- 5. Utilize earned media throughout funding cycle to highlight Safe Routes to School Program, pedestrian and bicycle safety, and fewer trips in private motor vehicles to schools. Main media outlets: Madras Pioneer and KWSO. Strategically place SRTS PSAs in the Madras Pioneer at deeply discounted rates four times per year. (Fall 2009 through September 2011)**
- 6. Complete SRTS Infrastructure Funding Phase 2 (upon successful grant application for 2010-2011): Install additional sidewalk, curb, gutter and bike lanes along SE 10<sup>th</sup> Street, additional sidewalk, curb and gutter along McTaggart Road. (Summer 2013)**
- 7. Complete paving of SE 10<sup>th</sup> Street between SE Buff and SE "J" Streets. (Dependent on available city funding)**
- 8. On-going scheduling and implementation of Walking School Bus from Morning Crest, The Pines, Strawberry Heights and Grizzly Road neighborhoods at least two times in Fall 2009, Spring 2010, Fall 2010, and Spring 2011 in conjunction with 509J School District, Healthy Eating Active Living Coalition, Neighborhood Watch blocks, local homeowners associations, and the Madras Elementary PTO.**
- 9. Ongoing walking and biking incentive program in the school with a school coordinator to implementing and monitoring the incentive program. (Fall 2010 through Spring 2011; Fall 2011 through Spring 2012)**
- 10. Madras Public Works to partner with 509J School District to re-route bus traffic off of SE 10<sup>th</sup> Street by redesigning bus route between Madras Elementary and Buff Elementary Schools and installing necessary gravel for route (Summer 2011 through**

**Spring 2012)****11. Improve pedestrian access with installation of sidewalks along Grizzly Road (Future project, funding dependent).**

Buff Elementary has partnered with the City of Madras, Jefferson County Public Health Department and other key community members to evaluate and prioritize specific areas in town that need both immediate and long-term assistance. Those specific areas of interest have been located in Exhibit A. To implement these denoted areas, involved parties are applying for grant funding to assist with these projects. This is an on-going effort that will make our neighborhoods a more bicyclist- and pedestrian-friendly community.

**Evaluation:**

- Parent surveys and classroom tallies were conducted in May 2010. Follow-up evaluation will be conducted through parent surveys and classroom tallies as safety education and infrastructure are implemented.
- Through surveys and tallies, monitor for increases in number of children walking and/or biking to school
- Through surveys and tallies, monitor for decreases in concerns/barriers such as traffic speed, traffic volume, safety of intersections and crossings, violence/crime, and weather
- Madras Police Department will report number and types of violations cited during SRTS traffic enforcement on their invoices to Jefferson County Public Health
- Commute Options and/or SRTS School Coordinator will track number of children participating and/or served through the education and encouragement program components.
- Infrastructure improvements completed within budget and on time

**Section 6: Submitting the Action Plan**

Submit this completed Action Plan Template and all supplemental materials including any optional collected information, along with the Safe Routes to School Application.