

# SafeRoutes

Oregon Safe Routes To School



## Safe Routes to School: Action Plan

Village School, 2017

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### SECTION 1: School information

|  |   |                  |                     |      |              |
|--|---|------------------|---------------------|------|--------------|
| School name:                                   | <b>Village School</b>   |                  |                     |      |              |
| Street address:                                | <b>3411 Willamette St.</b>  |                  |                     |      |              |
| City:  | <b>Eugene</b>   | State:           | <b>OR</b>           | ZIP: | <b>97405</b> |
| County:  | <b>Lane</b>   | School district: | <b>Eugene 4j</b>    |      |              |
| Type of school:                                | <input type="checkbox"/> Public school <input type="checkbox"/> Private school <input checked="" type="checkbox"/> Charter school |                  |                     |      |              |
| School Web site (if any):                      | <a href="http://www.happyvillage.org/">http://www.happyvillage.org/</a>   |                  |                     |      |              |
| Total student enrollment:                      | <b>219</b>  | Grades served:   | <b>K-8</b>          |      |              |
| Percentage of total enrollment for each grade: | <b>K-6: 12.5-13% each, 7: 9%, 8: 3%</b>   |                  |                     |      |              |
| Contact for Action Plan:                       | <b>Beth Eiva &amp; Shane MacRhodes</b>  | Phone:           | <b>503-577-9987</b> |      |              |
| E-mail:  | <a href="mailto:eiva.beth@gmail.com">eiva.beth@gmail.com</a> , shanerh@mac.com  |                  |                     |      |              |

### SECTION 2: Forming the School Team

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

|  |   |
|--|---|
| • School principal or designated school staff representative endorsed by the school district:                                | <b>Carla La Fleur, Principal and Andy Pears, Executive Director</b> |
| • A parent who represents or has the endorsement of a recognized school/parent organization or site council:                 | <b>Beth Eiva, Shane MacRhodes</b>                                   |
| • City or county staff or representative endorsed by the local road authority: public works, planner, roadway engineer, etc. | <b>Reed Dunbar, Planner, City of Eugene Public Works</b>            |
| • Member of the local traffic safety committee (if one exists):  |   |

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

|  |   |
|--|---|
| • School or district representation: facilities, maintenance, pupil transportation, etc. | <b>Sarah Mazze, SRTS Program Manager (Formerly Shane MacRhodes)</b> |
|--|---|

|   |  |
|---|--|
| <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>Shane MacRhodes, Active Transportation Committee Member and Village School Parent.</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>Southeast Neighborhood Association: David Monk, president</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:

**The Village School is a Charter School and draws from the whole Eugene-Springfield region. See [linked Dot Map of all students](#) and [students living one mile from school](#) to see current attendance.**

- 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 Eugene 4J School District does not have a policy regarding students’ mode of travel to school. There are no modes of travel prohibited. Village School has a Wellness Policy that was adopted in August 2015 that includes the following:**

**“The Village School is committed to supporting the health and well-being of every student. We recognize that it is the school’s role to model and actively practice, through policies and procedures, the promotion of nutrition education, physical activity and environmental, social and sexual health. The policies outlined in this document are intended to create a school environment that protects and promotes the health of our students.”**

**“The Village School recognizes the positive benefits of physical activity for student health and academic achievement.”**

**The Village School supports walking, bicycling, and other forms of active transportation to and from school, and encourages families and school personnel to minimize driving. We support the inclusion of walking, bicycling, and traffic skills and safety in curriculum, and also encourages walking school buses and bicycle trains.**

**Our school will provide storage facilities for bicycles, scooters, and other active**

**transportation devices, and will provide safe routes through school campuses to those facilities.**

**We will ensure the adequate provision of crossing guards.**

**We will participate in active transportation incentive events and celebrations throughout the school year. When possible, we will offer bicycle safety classes for families.”**

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

**There is no busing for the Village School except for a few after school programs that pick up in the afternoon. As such, there is no “supplemental plan”.**

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 (see Instructions, Page 3.):

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

**The walkability of the site is a work in progress. There are some streets that feel safe for students to walk on (35th, which doesn't have sidewalks, but has a wide path in the grass); some that are improving (traffic on Willamette has slowed thanks to the flashing school zone sign); and some that still need improvement (crossing of 33rd at Willamette and crossing of Willamette in front of school). Also, the hills and curves on Donald Street present challenges to slowing traffic or installing crosswalks.**

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

**The school has a long history of promoting active transportation. At the previous site, a group of parents worked for a couple of years to get a marked crossing and other improvements to the area in front of the existing school. With a lot of diligent work and persistence they overcame barriers that should not have been there and were finally rewarded with the new painted crosswalk and yellow curbs to improve site distance for pedestrians. At the current site, the school advocated for various infrastructure improvements that were installed or were pending at the time of writing this plan. Those include a flashing school zone sign on Willamette, a school zone sign on 35th and a crosswalk on Donald (pending). There have been many encouragement programs implemented in the past, including participation in Walk+Bike to School Day and Walk+Bike Challenge Month.**

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

**The bikeability of the area around the school is more challenging than the walkability for various reasons. The hilly topography poses an inherent challenge. Other challenges could be remedied with infrastructure improvements, like an uphill bike lane on Donald or an enhanced crossing of Willamette closer to the school.**

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

**There were originally no bike racks at the new school site. Since moving into the site there have been four covered bike parking structures installed by parent volunteers, two on the south side and two on the north side. Six new four-hoop staple racks were purchased by the school and installed as part of the building of the new structures. Two racks remain to be installed after determination of the best location on site for them. The school is up to or above code in terms of bike racks.**

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

**Village School has participated in the Bike Safety Education courses in the past. They have also held a “Confident Cycling for Families Class” at the current site. A Bike Safety Education 10-day course is scheduled for spring of 2018. Several families have participated in the monthly Kidical Mass family bike ride and the school has some of the highest participation in the annual “Family Bike Camping Trip” put on through Kidical Mass. The school has promoted Walk+Bike to School events for many years and has a long history of encouraging active transportation. They have a “Golden Bike Award” for the class with the largest participation. They also have purchased a “bike blender” that has been installed on a Bike Friday bicycle (donated by Eugene SRTS) and has been used to award winning classes with a ‘smoothie party’ for their participation in Walk+Bike events.**

6. We conducted the In-Class Student Tally (see page 4 of Instructions) and this is how our students travel to and from school:

| Travel Mode   | Walk | Bike | School Bus | Family Vehicle | Carpool | Public Transit | Other |
|---------------|------|------|------------|----------------|---------|----------------|-------|
| % of Students | 15%  | 6%   | .2%        | 67%            | 9%      | 1.5%           | 1%    |

We conducted the Parent Survey where parents report how students travel to and from school, and these are the results:

## Typical mode of arrival at and departure from school

| Time of Trip | Number of Trips | Walk | Bike | School Bus | Family Vehicle | Carpool | Transit | Other |
|--------------|-----------------|------|------|------------|----------------|---------|---------|-------|
| Morning      | 55              | 18%  | 24%  | 0%         | 47%            | 7%      | 4%      | 0%    |
| Afternoon    | 55              | 16%  | 25%  | 0%         | 44%            | 11%     | 4%      | 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:

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

#### Section 4: Summarizing the findings

1. List the physical environment barriers and hazards. (See Instructions, Page 4.)

See [“Village School Barriers and Opportunities Maps - 2017,”](#) or, for initial review, see [“Dunn Preliminary Site Review – Safe Routes to School – March 2015”](#)

**The new school site is located on the arterial of South Willamette with a 30mph posted speed and observed speeding issues.**

**The school site has inclines ranging from gradual to steep in most directions.**

**The entry on the north side of the school lacks sidewalks for a large section and a narrow driveway with no separated pedestrian facilities leading to the school.**

**The nearest recommended crossing on South Willamette is at the intersection of Crest Drive and has several turning hazards and sight line issues.**

**There are no marked crossings along Donald street leading to the school, specifically at the 35th & Donald intersection which is a main active transportation connection to the school. Installation of a crosswalk and school zone sign is pending. The crosswalk will lead to a gap in the sidewalk on the east side of Donald.**

**Biking south/uphill on Donald is challenging because of lack of separated bike facilities and the speed differential between vehicles and people on bikes.**

2. List the education/encouragement/enforcement barriers and hazards.  
(See Instructions, Page 4.)

**The Village School is a charter school so many families live a long distance from the school ([see dot map](#)). Without school bus service this barrier is even more difficult and limits the number of families who can walk or bike exclusively.**

## 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:

### Off-Site:

- **Pending (Fall 2017 or Spring 2018): Marked Crossing on Donald midblock between 35th & 34th Place**
  
- **School Zone signs:**
  - a. **Implemented: 100 feet from property on S. Willamette: “When Flashing”**
  - b. **Implemented: on 35th with “7am-5pm”;**
  - c. **on Donald at 35th: “When Children are Present”- to be installed with crosswalk**
  
- **Formalize one or more Park & Stride location**
  - a. **Use old Willard Site on Walk and Roll Days for families to Walk & Roll to School Days.**
  - b. **Seek other permanent Park & Stride location, and/or, when safe crossing of Willamette is established (see below), establish ability for families to park across Willamette at Homeless Youth House.**
  
- **Improved crossing on Willamette, with the potential of a marked crossing w/RRFB, HAWK, or full signal somewhere on Willamette between Crest and 34th Ave.**
  
- **Improve crossing of 33rd at Willamette by shortening crossing distance and adding school crossing signs. Consider tactical installation in the short term. Meet with USPS and Fire Station #15 to discuss improvements.**
  
- **Sidewalk infill on Donald on west side of street between 34th Pl and 35th Ave. A shorter term improvement could be to create a temporary separation of space that would increase safety for people walking.**
  
- **Consider strategies for improving safety for students and families riding bikes uphill on the East side of Donald.**

- **Continue monitoring to see if there's a need for a marked crossing or signage to alert drivers of pedestrians on 35th Ave at S. Willamette**
- **Implemented: Improve visibility at Willamette and 35th by removing vegetation.**

**On-Site:**

- **Implemented: Covered bike parking at NW corner, south central and West side of the office**
- **Sidewalk connection from Willamette sidewalk to bike parking area on the north side of the building.**
- **Paved path system connecting drop-off zone on 35th and school (on/off site project)**

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

**Education:**

- **Pedestrian Education - either provide internally to K-3, if movement teacher (Britten Kimbell) is trained to provide it as other 4J PE teachers have been, or provide two hour training to both 2nd and 3rd grade, rotating every two years.**
- **The 4j School District provides Bicycle Safety Education to interested local schools (including Charter schools), as capacity permits. The course is focused on 6th graders and is a 10 hour on-bike curriculum. All materials (bikes, helmets, vests, etc.) and two instructors are provided to assist the PE or Health instructor. Village School is interested in having Bike Safety as part of their Enrichment Program**
- **Site Map of parking areas and drop off zones has been completed and will be updated. It will continue to go out at the beginning of the school year and to parents as needed.**
- **Share SRTS Walking Map, along with safety tips, on website and to parents as needed.**

**Encouragement:**

- **Walk+Roll to School Day (October)**
- **Walk+Roll Challenge Month (May)**



- If School Champion is identified, hold monthly Walk+Roll events.
- The school owns a bike blender and will utilize it in it's encouragement programs.
- Investigate potential of LTD- Student bus pass for each class (6,7,8). Previously \$3.15/month. \$3000 for the year?
- Access to one of 4J's bike fleets- For education classes, field trips, and/or long term loans. Potential of some e-assist cargo bikes too.
- Work with wellness committee to continue to encourage staff to use active transportation. Currently, staff using active transportation are entered into a raffle for an hour-long massage.

**Evaluation:**

- Conduct SRTS Student Tallies annually in the fall of 2017
- Conduct SRTS Parent Surveys every three years in the Fall (2019, 2022)

**Enforcement:**

- Crossing guard near 34th Place/35th & Donald once crosswalk is established.
- Speed gun and training for volunteers.

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

**Infrastructure Off-Site:**

- 1) Pending (expected Spring 2018): Marked Crossing on Donald midblock between 35th & 34th Place. Add school zone signs on Donald at 35th: "When Children are Present"- to be installed with crosswalk.
- 2) Formalize one or more Park & Stride location
- 3) The following projects are in order of priority and will be constructed as funding is available.
  - Improved crossing on Willamette, with the potential of a marked crossing w/RRFB, HAWK, or full signal somewhere on Willamette between Crest and 34th Ave.
  - Improve crossing of 33rd at Willamette by shortening crossing distance and adding school crossing signs. Consider tactical installation in the short term. Meet with USPS and Fire Station #15 to discuss improvements.
  - Sidewalk infill on Donald on east side of street between 34th Pl and 35th Ave.

**Ongoing:** Consider strategies for improving safety for students and families riding bikes uphill on the East side of Donald.

**Ongoing: Continue monitoring to see if there's a need for a marked crossing or signage to alert drivers of pedestrians on 35th Ave at S. Willamette**

**Infrastructure On-Site:**

- **As funding is available: Sidewalk connection from Willamette sidewalk to bike parking area on the north side of the building.**
- **As funding is available: Paved path system connecting drop-off zone on 35th and school (on/off site project)**

**Programming: See above. Items are listed in order of priority with timing information as available under each programming sub-heading (Education, etc.)**

**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.

**Optional Assessments Page – Not Required**

**You may use this page to record additional information for the school team’s use.**

1.  Pictures and/or video footage were taken to document the barriers and hazards.
2. If information was gathered by interviewing additional sources, check all that apply:
  - school patrol or crossing guard or safety supervisor
  - law enforcement
  - school bus driver or dispatcher
  - local roadway or traffic safety engineer
  - city planner

Highlight information learned:

3.  Check here if Observational Survey was completed.

This is how our students travel to and from school:

| Travel Mode   | Walk | Bike | School Bus | Family Vehicle | Carpool | Public Transit | Other |
|---------------|------|------|------------|----------------|---------|----------------|-------|
| # of Students |      |      |            |                |         |                |       |

4. Record any additional information gathered, such as traffic volume data, speed study data, etc.