



Safe Routes to School: Creating an Action Plan Template

Section 1: School information

School name:	Roosevelt Middle School				
Street address:	680 East 24 th Avenue				
City:	Eugene	State:	OR	94705	
County:	Lane	School district:	4J		
Type of school:	<input checked="" type="checkbox"/> Public school <input type="checkbox"/> Private school <input type="checkbox"/> Charter school				
School Web site (if any):	www.schools.4j.lane.edu/roosevelt/				
Total student enrollment:	663	Grades served:	6, 7, 8		
Percentage of total enrollment for each grade:	35% 6 th graders, 32% 7 th graders, 33% 8 th graders				
Contact for Action Plan:	Terry Brooks	Phone:	686-2851 (541) Home 915-6670 (541) Cell		
E-mail:	terbrooks@comcast.net				

Section 2: Forming the School Team

1. Identify the following *required* key partners for your school team (persons with multiple affiliations may represent multiple stakeholder groups; see Instructions, Page 1, for details):

• School principal or designated school staff representative endorsed by the school district:	Principal: Morley Hegstrom
• A parent who represents or has the endorsement of a recognized school/parent organization or site council:	Parent: Terry Brooks
• City or county staff or representative endorsed by the local road authority:	Lee Shoemaker, City of Eugene Bike and Walk Coordinator
• Member of the local traffic safety committee (if one exists):	Kay Kronholm, Parking Enforcement Supervisor

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

• School representation:	Principal Morley Hegstrom Vice Principal Juan Cuadros School Nurse Marlys Martin Teacher Daven Tubbs Teacher Morgan Christensen Crossing Guard Walt Fettgatter Parents: Peter Dilcher, Kathy Brandt, Cynthia Wenks, Michal Young, Terry Brooks
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<ul style="list-style-type: none"> Local government representation: 	<p>City Engineer Mark Schoening City of Eugene Youth Program Manager, Tim Patrick City of Eugene Bike and Walk Coordinator, Lee Shoemaker</p>
<ul style="list-style-type: none"> Community representation: 	<p>Lane Transit Department, Smart Ways to School Program Director, Lisa VanWinkle</p> <p>University of Oregon Asst. Professor in 3P and Management Department, Dr. Mark Schlossberg</p> <p>South Eugene High School parent, Katja Heide</p> <p>Eugene/Springfield Bicycle Transportation Alliance Coordinator, Tom Powers</p>

Section 3: Assessing the modes of student travel

1. 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 (See Instructions, Page 2.):

A description of the RMS school attendance area as provided by the 4J School District Transportation Department is as follows:
North of Sunridge Dr. and E. 35h Ave.
West of and including Franklin Blvd.
South of Willamette River and E. 6th Ave.
East of Oak St., Washington St., and Friendly St.
(See Supplemental 1, map of the RMS school attendance area)

2. 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? (See Instructions, Page 2):

The Eugene 4J school district does not have a policy regarding students' mode of travel to school.

There are no modes of travel prohibited.

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? (See Instructions, Page 2):

The 4J school district has the following Supplemental Plan policy:

Transportation may be provided for students who reside within the 1 or 1 1/2 mile limit for exceptionally hazardous walking conditions and for health and special education reasons. Criteria used to evaluate “exceptionally hazardous walking conditions include consideration of: roadside walking conditions, street crossings, railroad crossings, and other significant safety factors.

Special education and health reasons would include: any 504 exceptions for children who have a temporary condition such as a broken leg or who are recovering from surgery or any student with an IEP (Individual education plan) or an FSEP.

4. Conduct a Student In-Class Tally during a one-week period. (See Instructions, Page 2.)

Student In-Class Tally complete.

Electronic file of tabulated tally data copied to CD for submission to SRTS Program.

From the counts taken in the classrooms, what is the most typical method of travel reported by the students? What conclusions can be drawn from the numbers?

Sample

The most typical method of travel reported by students is by car. This result is consistent with national surveys. **(83% of the students completed the survey in February of 2007)**

Family Car or Carpool_____	52.1%
<i>Family Car (non carpool)</i> _____	42.5%
<i>Carpool</i> _____	9.6%
Bike or Walk_____	25.0%
<i>Walk</i> _____	20.8%
<i>Bike</i> _____	4.2%
LTD bus_____	15.2%
Yellow School Bus_____	6.3%
Other_____	1.3%

There are many barriers given by the parents who completed the Parent Survey. (See Parent Survey results below).

1. The majority of RMS students use car transportation. While it should be noted that 46% of the students attending RMS are transfer students from outside the RMS neighborhood attendance area, this does not tell the whole story. Even when students live within a 1.3 mile radius of RMS, many are using car transport. **Supplemental 5** (2006-2007 Smart Ways to School Map) demonstrates that 42% of the RMS students live within a 1.3mile radius from RMS and 31% of the RMS students live within a 1 mile radius from RMS. The Student Survey does not allow one to draw conclusions as to what percent of students within the 1.3 mile radius bike or walk to school or what the barriers are that prevent the 42% of the RMS students living within a 1.3 mile radius of RMS from biking or walking to school.
2. Lane Transit District (LTD) bus service is a significant mode of transportation for many students. The Student Survey does not allow one to draw conclusions as to what percent of these students live within the 1.3 mile radius.
3. Biking or taking the yellow school bus are the least utilized form of transportation to and from school.
4. Though weather might have been one factor in the low number of students biking to school, observational random day counts during the sunny days of May showed minimum increase in number of bikes in the bike shelter- at most 30 bicycles (5%)

5. Arrange for the Parent Survey to be sent home to each household. (See Instructions, Page 2.)
- Parent Survey sent to each household. Electronic file of tabulated Parent Survey data copied to CD for submission to SRTS Program.

From the responses of the returned Parent Surveys, rank from the highest priority to the lowest priority the issues that affect parents' decisions to allow, or not allow, their children to walk or bike to/from school.*

1. Safety of intersections and crossings (15.8%)
2. Amount of traffic along route (12.6%)
3. Weather /Climate (11.8%)
4. Speed of traffic along route (10.4%)
5. Sidewalks or pathways (9.4%)
6. Time (9.1%)
7. Child's participation in before/after school activities (7.4%)
8. Violence or crime (6.3%)
9. Huge/Heavy backpacks, musical instruments, bulky projects (2.1%)
10. Friends to ride/walk with (1.5%)
11. Child's biking skills/Difficulty of bike ride/large hills (1.5%)

(21% of RMS parents completed the survey)

Optional activity

See Instructions, Page 2, for optional observational information the team may wish to collect.

6. Conduct a walk-about or bike-about with students, parents, neighbors, school staff and other stakeholders. (See Instructions, Page 3.):
 - a. What generalizations may be drawn from the information gathered on the "walkability" of the area around the school site?

Two types of Walk and Bike Safety Surveys were used to identify barriers and design strategies.

This is a summary of RMS SRTS Committee observational studies of problems on and immediately around RMS(See Supplemental 2, Maps identifying areas of potential safety concern at and directly around RMS. See also enclosed DVD of RMS Traffic Study with KMTR TV news segment)

- a) At **Pt. A**, there is a convergence of bus, car, bike and pedestrian traffic leaving and entering RMS before and after school.
- b) At **Pt. B**, buses, cars, pedestrians and bicyclists share the same space (in the back of RMS). A faded pedestrian crosswalk is present at **Pt. C** but is rarely used. No crossing guard is present at Pt. C.
- c) At **Pt. D**, (D gym) cars pick up and drop off students in an area too small for turning around. This results in cars backing up to enter the main egress point at Pt. E. Students and cars share the Pt. D area.
- d) Students and bicyclists walk/bike across **Pt. E** at the same time that cars are entering the RMS parking lot from 24th Ave. and cars and buses are exiting the RMS parking area at Pt. A.
- e) There is no defined crosswalk or crossing guard anywhere along the west side of the RMS building driveway.
- f) At **Pt. F**, cars parking along the yellow striped curb on 24th Ave, just west of the RMS driveway obscure visibility for cars leaving and entering the RMS campus at Pt. A.
- g) In **Area 1**, a bicycle lane is present along the north and south side of 24th Ave. but on the south side of the street, the bicycle lane is external to a row of parked cars along the south side of 24th Ave. This creates possible hazards to bicyclists if a driver's car door suddenly opens into the path of a passing bicyclist or when a parked car leaves and fails to check the left side view mirror for passing bicyclists.
- h) Dedicated, multiuse pedestrian/bike paths are present in areas 2, 3 and 4. (2 and 3 are the paths behind RMS and by the tennis courts, respectively, while area 4 is the path from the west side of SEHS to the tennis court parking lot area)
- i) Some parents consider **Pt. H** (the Amazon Park path to the west of the tennis courts) to be a dangerous area for students to bike and walk because a small number of homeless who loiter in the woods in this area.
- j) Pedestrian Crosswalk sign at Pt. F is not adjacent to the crosswalk.
- k) Crosswalks at Pt G¹ and G² are faded and chipped.

This is a summary of Dr. Marc Schlossberg's Walkability Study of August, 2006. Streets within a radius of 1 mile of RMS were evaluated. (See Supplemental 3)

1. The neighborhoods NE and SE of RMS are generally safe to very safe for walking to school. (It should be noted that at 26th and Hilyard, there is an "unsafe" pink dot. However, there is now a traffic light as well as an Accessible Pedestrian Signal (APS) making this a very safe area to cross the street and then access a new multiuse path that was put in between the Amazon Park pool parking lot and the back of RMS.)
2. There are generally good walkable sidewalks NW and SW of RMS with some notable exceptions which bear future evaluation
3. The intersection at Hilyard and E. 24th Ave. (directly east of RMS) has been improved to

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

The school has a crossing guard at the crosswalk in front of RMS at the corner of 24th Ave. and Patterson St. from 8:30a.m. until 9 am before school and from 3:15p.m. until 3:30p.m every day after school.

Additionally, there is a school lunch pass program in which students may cross the street to the Hilyard and 24th Ave area food merchants. The crossing guard is positioned at this intersection and gives active pedestrian safety instruction and correction as needed.

c. What The RMS SRTS Committee did not conduct a formal study. However, the Eugene Bike Route map was used as a reference by our committee. (http://www.eugene-or.gov/portal/server.pt/gateway/PTARGS_0_2_11283_0_0_18/EugeneMap.PDF).

1. This map was designed in 2005 and does not reflect the new multiuse path between the Amazon Park Pool parking lot and the back of RMS. Multiuse paths throughout Amazon Park are excellent.

2. While bike paths are present on 24th Ave, the bike path is external to a row of parked cars or cars temporarily parked to drop off students. The bike path along here is marked as "busy street with bicycle lane". Possible hazards include cars leaving parked positions without checking their side view mirror for bikers or car drivers who suddenly open their door into the path of a biker. Students usually use the sidewalk parallel and just south of 24th Ave. The bike lane on the north side of 24th Ave. has its own set of hazards including paralleling a high traffic area and cars suddenly turning in front of them to access a large apartment complex or tennis parking lot.

3. The bike lane along Hilyard Street is popular and bicyclists don't have to deal with temporarily parked cars. The bicyclists can turn left into the Amazon Park pool parking lot at the traffic light at 26th Ave. and Hilyard from a dedicated left turn lane. They can then take the multiuse path from the pool parking lot to the back of RMS where the bike shelter is located.

generalizations may be drawn from the information gathered on the "bikeability" of the area around the d. Evaluate the bicycle facilities provided for the students' use:e. In what ways does the school promote bicycle safety?

1. The bicycle facility is housed behind a cyclone fence which is locked once the morning school bell has rung and opened again at the end of the school day. About 1/8 of the facility is sheltered by a high roof but this does not effectively protect the bicycles from rain.

2. The bicycle facility is located in the courtyard behind the main school building. Visual observation of the bicycle facility is poor and only one classroom has windows that look out at the bike rack.

3. The bicycle racks within the facilities are base racks in which locks cannot be used to secure the bike's frame to the rack.

4. Vandalism, including bicycle mischief (e.g. disabling the brakes on bicycles) or outright stealing of the bikes, has occurred during school hours.

1. The RMS administration has official rules on wearing helmets to school. Students are stopped if they are seen riding their bicycles without their helmets. An initial warning is given but if the behavior persists, their parent is contacted and told that the student may not ride their bicycle to school unless the behavior is corrected. It is a "minor" infraction to not wear a helmet to school.

2. Additionally, the RMS administration has written news articles concerning bicycle safety for the monthly newsletter and a weekly electronic newsletter.

7. Invite the local community and/or the School Team to a mapping and brainstorming session for input on conditions and possible solutions, in addition to helping to determine the best current and future routes within 2 miles from residential neighborhoods to the school. (See Instructions, Page 3.):

Mapping and brainstorming session held. Maps included.

8. Consider on-site issues.

- a. Is the arrival/departure zone (for bus, staff and parent autos) designed to allow safe and convenient bicycling and walking access to the school?

The following problems were identified (**see Supplemental 2**)

1. At Pt. A, there is a convergence of bus, car, bike and pedestrian traffic leaving and entering RMS before and after school.
2. At Pt. B, buses, cars, pedestrians and bicyclists share the same space (in the back of RMS). A faded pedestrian crosswalk is present at Pt. C but is rarely used. No crossing guard is present at Pt. C.
3. At Pt. D, (D gym) cars pickup and drop off students in an area too small for turning around. This results in cars backing out to enter the main driveway point at Pt. E. Students and cars share the Pt. D area and there is no pedestrian sidewalk or railing barrier to separate cars from students.
4. Students and bicyclists walk/bike across Pt. E at the same time that cars are entering the RMS parking lot from 24th Ave. *and* cars and buses are exiting the RMS parking area at Pt. A.
5. There is no defined crosswalk or crossing guard anywhere along the west side of the RMS building driveway.
6. At Pt. F, cars parking along the yellow striped curb on 24th Ave, just west of the RMS driveway obscure visibility for cars leaving and entering the RMS campus at Pt. A.
7. In area 1, a bicycle lane is present along the north and south side of 24th Ave. but on the south side of the street, the bicycle lane is external to a row of parked cars along the south side of 24th Ave. This creates possible hazards to bicyclists if a driver's car door suddenly opens into the path of a passing bicyclist or when a parked car leaves and fails to check the left side view mirror for passing bicyclists.
8. Dedicated, multiuse pedestrian/bike paths are present in Amazon Park going north and south, as well as east and west, through Amazon Park and extending north to South Eugene High School. A newly built multiuse path between the back of RMS and the Amazon Park Pool is not shown on the Eugene Bike Map but can be found in **Supplemental 2**).
9. Some parents consider Pt H (the Amazon Park path to the west of the tennis courts) to be a dangerous area for students to bike and walk because a small number of homeless who loiter in the woods in this area.
10. Pedestrian Crosswalk sign at Pt. G is not adjacent to the crosswalk.
11. Crosswalks at Pt I¹ and I² are faded and chipped.
12. Deciduous trees in front of RMS obscure the No Stopping Signs at Pts. J^{1,2}
13. All school buses enter at a "Bus Only" electronically operated gate at Pt. K but all school buses exit with the confluence of cars, bikers and pedestrians at Pt. A
14. No night time outside lighting in back of RMS discourages parents from using connecting multiuse path at Amazon Park Pool when then attend RMS evening events.

Optional activities

See Instructions, Page 4, for optional information the team may wish to collect.

Section 4: Summarizing the findings

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

1. Poor Visibility of the Two Main School Crosswalk at 24th Ave directly in front of the School:

- The crosswalk is poorly visible secondary to faded and chipped paint.
- The Pedestrian Crossing Sign placement is not immediately adjacent to the crosswalk on 24th Ave. directly in front of RMS.
- Deciduous trees obscure the signage along 24th St. (directly in front of RMS) during the spring, summer and early fall months

2. Poor Visibility west of the RMS drive on 24th Ave. :

Cars park directly west of the RMS access driveway along a yellow striped curb while waiting to pick up their students. These cars obscure the vision of other cars trying to make a left turn onto 24th St. from the RMS driveway and distract the driver from focusing on pedestrian and biking who are trying to cross in the same area.

3. Too many students are driven to and from school creating the greatest hazard for student pedestrians/bicycles to safely exit and access the RMS campus.

The parking lot was built in 1944 during a time when RMS was a neighborhood school. Most students walked or biked to school until the late 1970's when "District School Choice" allowed students to transfer to school from throughout the District. Currently RMS has a 46% student transfer rate. With 52% of students being picked up in vehicles, the RMS parking lot is not adequate to handle this volume. Currently, approximately 55-60% are picked up in the Very Little Theater (VLT) parking lot across the street from the front of RMS, 30% are picked up in the RMS parking lot or along the 24th Avenue south curb in front of RMS, 10% are picked up in neighborhood parking lots across the street from RMS and less than 5% are picked up at the Amazon Park Pool Parking lot and the Amazon Park Tennis Court Parking Lot combined.

- Too many parents park on RMS campus to pick-up and drop off their children.
- Parents exiting the RMS parking structure onto 24th Ave create a hazard for student pedestrian and bicyclist leaving the RMS campus to travel to points west and east of the school campus. The major point of congestion occurs at Pt. A and Pt. D.
- In the back of RMS, buses and cars share the same space as students leaving the campus by bicycles or on foot. There are no crossing guards in this area. A faded crosswalk in the back of RMS is generally ignored.
- Fire lanes with posted No Parking signs are ignored by cars. Starting several minutes before the end of school, cars are lined up along yellow striped curbs and along fire lanes, often idling for several minutes. (Partially addressed this spring by having the 4J School District Facilities Department paint the fire lane curb areas bright red).

4. Wooded area adjacent to Amazon Park multiuse path is perceived as a personal safety hazard by some parents/students who associate this area with homeless loiterers.

5. Physical Barriers to Bicyclists:

- Current bicycle shelter is inadequate to protect bicycles from inclement weather conditions
- Current bicycle shelter is inadequate to protect bicycles from vandalism and theft
- Current bicycle shelter has old style bicycle racks which prevent bicycles from optimally securing their bicycles.
- Some school lockers are tall and narrow and shared by 2 or 3 students making it difficult to fit in helmets and wet raingear
- Absence of bicycle racks in front of school acts as barrier for adult volunteers and staff to bike to RMS.
- Parent perception that the streets and intersections are too dangerous for students to bike to school

6. Lack of lighting in the back of RMS makes the multiuse path between the back of RMS and the Amazon pool parking lot of less desirable use after dark for evening events at RMS.

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

1. Inadequate pedestrian and bicycle education at elementary feeder schools do not prepare incoming 6th grade students to be safe walkers and bikers to school.
2. No specific global pedestrian or bicycle education curriculum at RMS (a bicycle class elective is offered at RMS).
3. Parents and students are not provided with specific bicycle/pedestrian safety handouts or resources.
4. RMS has a large campus. The Vice-Principal monitors the back of RMS after school every day and the crossing guard is present at the 24th Ave. crosswalk everyday before and after school. There are no other school personnel to monitor pedestrian/bicycle behavior outside of the D gym parking lot or along the west RMS driveway to give on-site education/guidance.
5. Inadequate driver safety education around the school campus vicinity.

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:

Sample

1. Poor Visibility of the Two Main School Crosswalk at 24th Ave directly in front of the School :

Engineering:

- Ask the City to repaint the crosswalks and move the pedestrian sign. (As of June 6, 2007, RMS has been told that the City will address this problem during the summer of 2007).
- Have District Facilities Department trim trees to improve visibility of the "No Parking" signs.

2. Poor Visibility west of the RMS drive on 24th Ave:

Engineering:

- Ask the City if the first two parking spaces on 24th Ave, just west of the RMS access driveway, can be designated as "No Parking" areas. The City is currently evaluating this idea, and it should be noted that if the City does not have the financial resources to budget for new signage, we have asked the City to give our committee a bid so that we would be able to include this as a budget line item in our application for an SRTS structural improvements grant for the next grant cycle.
- Ask 4J Facilities to prune back the deciduous trees that are currently obscuring the No Stopping signs in front of RMS.

3. Too many students are driven to and from school creating the greatest hazard for student pedestrians/bicycles to safely exit and access the RMS campus.

Engineering:

- District Facilities will paint red striping on curbs along the marked Fire Lanes
- Increase No Parking signage along Fire Lane Areas*
- Consider placing permanent posts at the area marked as Pt A on **Supplemental 2**. This may help by creating a safe island for pedestrians to cross as well as improving the visibility for cars to see other cars and pedestrians/bikers.*
- Close the D gym parking lot to vehicular traffic during peak traffic times (8:15-9:00am and 2:45pm -3:30pm)*

These actions will effectively decrease the areas to park on RMS premises during peak school traffic hours. The RMS SRTS Committee addressed this issue during the 2006-2007 academic year in which RMS worked collaboratively with the Eugene Parks and Recreation department to publicize the use of the Amazon Park Pool Parking Lot facility which has ample parking for all students commuting by car. The Amazon Park tennis court parking lot is another public facility which can safely be reached by walking across the crosswalk monitored by the crossing guard. This parking area would be more useful for car commuters going to the southwest areas of Eugene. (See **Supplemental 4, Kick-off event to promote preferred parking areas at Amazon Park. See enclosed DVD of KMTR's news segment on the event).*

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

Sample

For the purposes of coordinating all structural, educational, encouragement, and enforcement and evaluation strategies for improvement, it is the working hypothesis of the RMS SRTS Committee that a regional approach, headed by an RMS SRTS Coordinator will achieve desired outcomes in the most efficient and effective manner.

Providing SRTS pedestrian and bike curriculum, encouragement and enforcement tools to our south Eugene area elementary schools, will create street savvy, environmentally conscious students who are ready to safely walk or bike to Roosevelt Middle School. All of the below events would be coordinated by an RMS SRTS Coordinator (see Infrastructure Grant Application, Exhibit B, entitled, RMS SRTS Coordinator Job Description)

1. Poor Visibility of the Two Main School Crosswalk at 24th Ave directly in front of the School:

Education:

- RMS Media Network will be used to educate students and their parents concerning the safest areas to cross and walk around RMS.
- RMS Media Network will provide timely information on personal and community environmental benefits to walking or biking to school.
- On-site staff and volunteers to monitor areas around RMS and provide on-site education and enforcement.

Evaluation:

- RMS SRTS Coordinator will work in collaboration with the City and the District Facilities Department to define and remove barriers that may be preventing the physical improvements as identified in Section 5A1 actions from taking place.
- The RMS SRTS Coordinator will report back to the RMS SRTS Committee and the grantors on the progress of accomplishing the above steps.
- Do a baseline traffic speed assessment study on 24th Ave in front of RMS and if speeds are excessive, work collaboratively with the City to address possible solutions.
- Continue to explore solutions for adding traffic calming devices to ensure 20mph compliance along 24th Ave.

2. Poor Visibility west of the RMS drive on 24th Ave :

If the City has the financial resources to put in the signs, these additional steps will be taken:

Enforcement:

- The City Traffic Enforcement Supervisor will do a short term traffic enforcement checkpoint at the becoming of the upcoming academic year.
- RMS Staff and volunteers will do follow-up observational studies, educate non-compliers and alert the City traffic enforcement supervisor of any ongoing compliance issues.

- 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 Coordinate RMS Media Network for Back to School publications and promote bike and walk and alternative parking areas intensely during the first 2 months of school. (August 15, 2007-October 31, 2007)
2. Improve RMS SRTS Committee infrastructure to ensure that we can achieve our objectives in an efficient and effective manner by hiring an RMS SRTS Coordinator by October 21, 2007 and recruiting more school and community volunteers for our RMS SRTS Committee throughout the fall of 2007.
3. Organize the October 3, 2007 Bike/Walk to School Day (Start planning in early Sept., 2007)
4. Conduct fall Parent and Student SRTS Survey and Observational Studies for parking patterns, bicycles in bike shelter. (Oct, 2007-Nov., 2007)
5. RMS Coordinator to put together SRTS PowerPoint presentations and resources for south Eugene schools, including staff, administrators and parent council groups. RMS Coordinator to encourage these schools to start their own SRTS Action Committee and institute Pedestrian/Bike curriculum in their own schools. RMS Coordinator to field questions from other schools (November, 2007-March 31, 2008)
6. Development of other bike and walk promotional events. (Nov., 2007-Feb., 2008)
7. Develop strategies as needed to address ongoing bike and walk safety issues at RMS (Oct., 2007-June., 2008)
8. RMS SRTS Coordinator to develop proposal for District school policies regarding bike and walk promotion and collaborative relationships with the City of Eugene, Lane Transit District and other community stakeholders (Nov., 2007-March 31, 2008)
Complete application for the 2008-2009 Structural Improvements Grant application cycle
9. Investigate possibilities of renewing the Coordinator's salaried position for one additional year through the SRTS grant or find other sources of funding. (Nov., 2007-March, 2008)

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.