



Mary Woodward Elementary Safe Routes to School Action Plan



Mary Woodward Elementary

Safe Routes to School Action Plan

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— INTRODUCTION —

SCHOOL INFORMATION

School Name:	Mary Woodward Elementary
School Address:	12123 SW Katherine St.
County:	Washington County
School District:	Tigard-Tualatin School District
School Website:	http://woodward.ttsdschools.org/pages/mary_woodward_elementary
Enrollment:	511
Enrollment by Grade:	K=77, 15%; 1st=73, 14%; 2nd=96, 19%; 3rd=90, 18%; 4th=102, 20%; 5th=73, 14%
Free/ Reduced Lunch:	20%
Action Plan Contact:	Anna Dragovich, annad@tigard-or.gov, 503-718-2708

THE PROJECT TEAM

School Principal:	Jerry Nihill
Parent Representatives:	Jen Vasicek
City Staff Representative:	Cheryl Caines
City Police/ School Resource Officer:	Officer Nick Nunn
School District Representative:	Phil Wentz
City Safe Routes to School Coordinator:	Anna Dragovich

WHAT IS SAFE ROUTES TO SCHOOL?

The Tigard Safe Routes to School (SRTS) Program works to promote and support the use of safe, healthy and active transportation (like biking and walking) to school. There are so many benefits to walking, biking and rolling to school – from increasing daily physical activity to ensuring students are awake and ready to learn to improving the environment and air quality around the school. A generation and a half ago, over 50% of students walked or biked to school, now only 13% of students use active transportation to get to school. There are a number of reasons for this decline, which is why the Tigard SRTS Coordinator is working with each school to develop a comprehensive SRTS Program specific to each school's unique context and environment.

The Six E's provide the foundation of our SRTS initiatives, ensuring that the safety, active transportation and community aspects are promoted.

Equity – Reduce health and wealth disparities by providing equitable services in all school communities.

Education – Students learn lifelong safety behaviors and skills, while parents can learn about the benefits of active transportation and safe travel for students to school.

Encouragement – Parents and students are invited to engage in biking and walking events and activities that promote healthy and active transportation options.

Enforcement – Promote safe walking and biking through consistent enforcement of traffic laws around schools.

Engineering – Implement engineering changes such as new sidewalks, improved crossings, and other traffic calming devices to enhance safety of the walk or bike to school.

Evaluation – Assess the neighborhood travel routes, and drop-off and pick-up processes at the school; as well as evaluate the success of the SRTS Program as a whole in Tigard.

This Action Plan lists the known barriers to walking, biking or rolling to Mary Woodward Elementary School and identifies the potential engineering and programmatic strategies to address those barriers. Some strategies are more geared toward engineering and infrastructure, while others are more programmatic – education, encouragement events, and enforcement. The Action Plan is available for use by the city, the Mary Woodward SRTS Task Force, the Tigard-Tualatin School District, parents, students and community members as a framework to guide Mary Woodward's work on SRTS.

SRTS Program Goals

1. Reduce the number of driving trips to schools.
2. Educate families about the benefits of active transportation.
3. Improve traffic safety and circulation around schools.
4. Identify champions to build the program and sustain activities.

— EXISTING CONDITIONS —

SCHOOL ATTENDANCE AREA

The Mary Woodward Elementary attendance boundary includes all areas in the Tigard-Tualatin School District north of Bull Mountain Road to just west of 121st Avenue at Gaarde St.; and the area between Gaarde St. and Bull Mountain Road to Hwy 99W, continuing north of Walnut Ave west of 115th Ave to the Beaverton School District boundary on the north (see map on page 4).

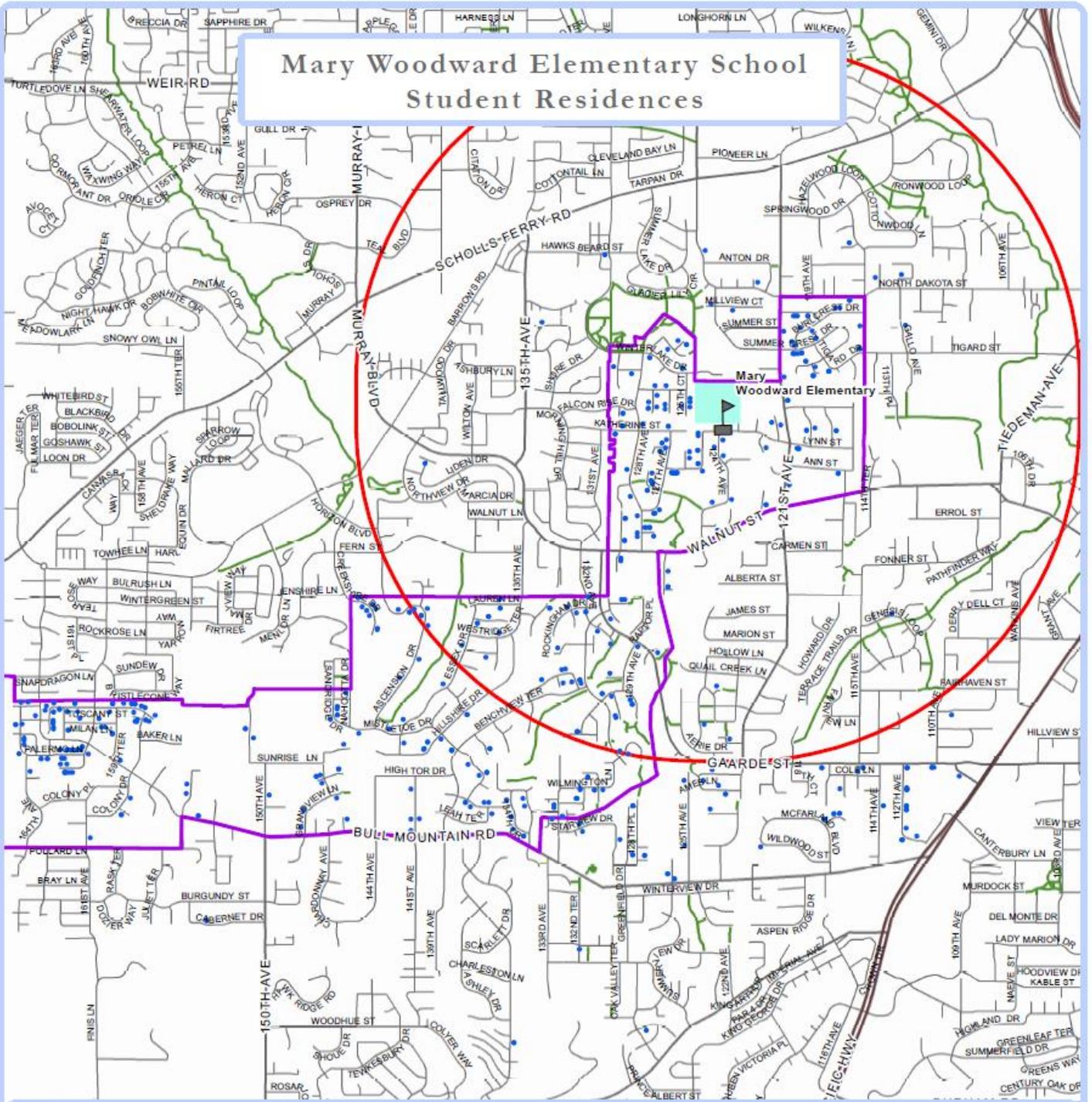
DISTRICT TRANSPORTATION POLICY

The preferred method of travel is by school bus for students in grades kindergarten through 5th who live more than 1 mile from school. Otherwise, students are encouraged to walk, bike, carpool, or be driven to school.

DISTRICT SUPPLEMENTAL TRANSPORTATION POLICY

The Supplemental Transportation Plan provides for buses to transport students inside Oregon's unfunded walking distances – 1 mile for elementary school students and 1.5 miles for middle school students – because of hazardous conditions such as difficult crossings, limited infrastructure, crossing railroad tracks, freeway crossings, and high volume and high speed roadways. The Plan outlines areas that contain these conditions and addresses the reasoning behind the designation (see map on page 5).

Mary Woodward Elementary School Student Residences



School



Student Residences



Trails



One-mile Radius Around Mary Woodward



Mary Woodward Attendance Area



Mary Woodward Elementary



DATA SOURCES:

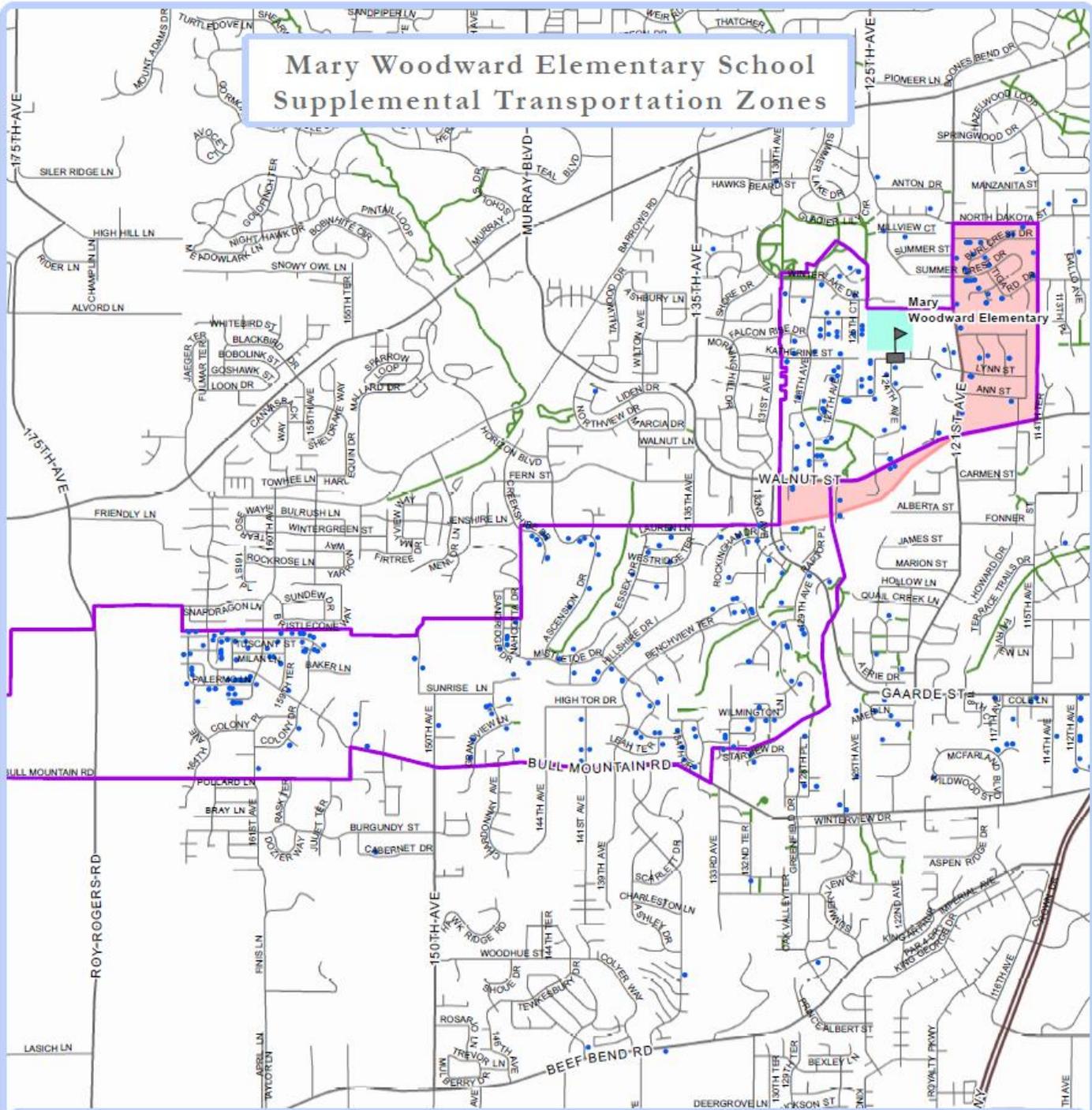
City of Tigard
Metro
Washington County



DISCLAIMER:

This map was derived from several databases. The City cannot accept responsibility for any errors. Therefore, there are no warranties for this product. However, any notification of errors is appreciated.

Mary Woodward Elementary School Supplemental Transportation Zones



-  School
-  Student Residences
-  Trails
-  Mary Woodward Elementary
-  Mary Woodward Attendance Area
-  Supplemental Transportation Zone

0 0.325 0.65 Miles

DATA SOURCES:
City of Tigard
Metro
Washington County



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WALK AND BIKE AUDIT EVALUATION

A walk audit is a tool to identify key issues and barriers to walking and biking to school. This is an interactive event where we go out and walk the areas and routes around the school. An on the ground investigation during the walk to and from school time period is the best way to see key issues, conflict areas, and behaviors of those travelling to and from school.

Physical environment barriers and hazards

- **Roadway/ Infrastructure:** Noncontiguous sidewalks and very narrow shoulders along 121st Ave.
- **Roadway:** High traffic volume and speeds on 121st Ave.
- **Crossing:** Difficult crossing 121st Ave.
 - There is a Rectangular Rapid Flashing Beacon (RRFB) on 121st and Lynn (Katherine) St., however cars do not always stop for pedestrians even when the RRFB is activated.
 - No other crossing point between Lynn and North Dakota Ave.
- **Roadway/Infrastructure:** Noncontiguous sidewalks on North Dakota Ave between 121st and Greenburg Rd.
- **Roadway:** High traffic volume and speeds on SW Walnut.
- **Crossing:** Difficult crossings of SW Walnut – high traffic volumes (part of the TTSD Supplemental Transportation Zone for Mary Woodward).
 - No marked crossings between 121st Ave. and Gaarde St. on Walnut – students on the other side of Walnut have to walk a sizable distance out of their way to get across the street.
- **Traffic Circulation:** Circulation concerns around the drop-off and pick-up times at the Mary Woodward driveway and on Katherine St.
- **Roadway:** Speeding in neighborhoods (Katherine, 124th, and others) during drop-off and pick-up times.
- **Roadway/ Infrastructure:** Sidewalk gap on the corner of Ann Court and 124th.
- **Environment:** Mary Woodward has a large attendance boundary with steep terrain, which influences the ability of students to walk or bike.

Programmatic barriers

- **Education:** No formal walking or biking safety education program taught to students.
- **Education:** No designated walking or biking route maps for Mary Woodward to post on website or give to parents.
- **Education:** No formal education to parents about safe walking and biking, and how to shift to more walking or biking to school.
- **Enforcement:** Limited capacity for additional crossing guards – only a single staff person at the entrance to the parking lot for enforcement.

How does the school already promote pedestrian and bicycle safety?

Mary Woodward Elementary has taken a number of steps to promote pedestrian and bike safety:

- City of Tigard SRTS Coordinator is working with the principal and other interested parents and partners on a comprehensive SRTS Program at Mary Woodward.
- Students and parents participate in annual Walk & Bike to School events – twice a year.
- In April 2016 students and parents started a Weekly Walk & Bike to School Day event on Wednesdays (Walking Wednesdays).
- Crossing guard at Katherine St. crossing in front of school driveway.
- Implemented a No Parking Zone on Katherine across the street from the school driveway and on the same side of the street near the driveway to allow buses to turn into and out of the Mary Woodward driveway. Additionally, these No Parking Zones provide for a buffer space and increased visibility around the crosswalk across Katherine.
- A monthly SRTS Newsletter Article is sent to parents – topics include pedestrian and bicycle safety.

— EVALUATIONS AND DATA —

STUDENT TRAVEL DATA

We conducted In-Class Student Tallies and this is how our students travel to and from school.

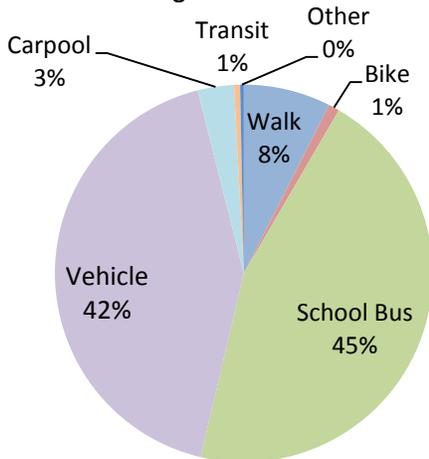
TO SCHOOL

Travel Mode	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other
% of Students	8%	1%	45%	42%	3%	1%	0%

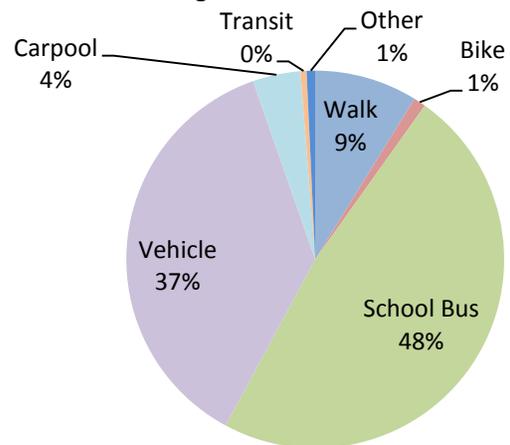
FROM SCHOOL

Travel Mode	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other
% of Students	9%	1%	48%	37%	4%	0%	1%

Mary Woodward AM Mode Split - How students get to school

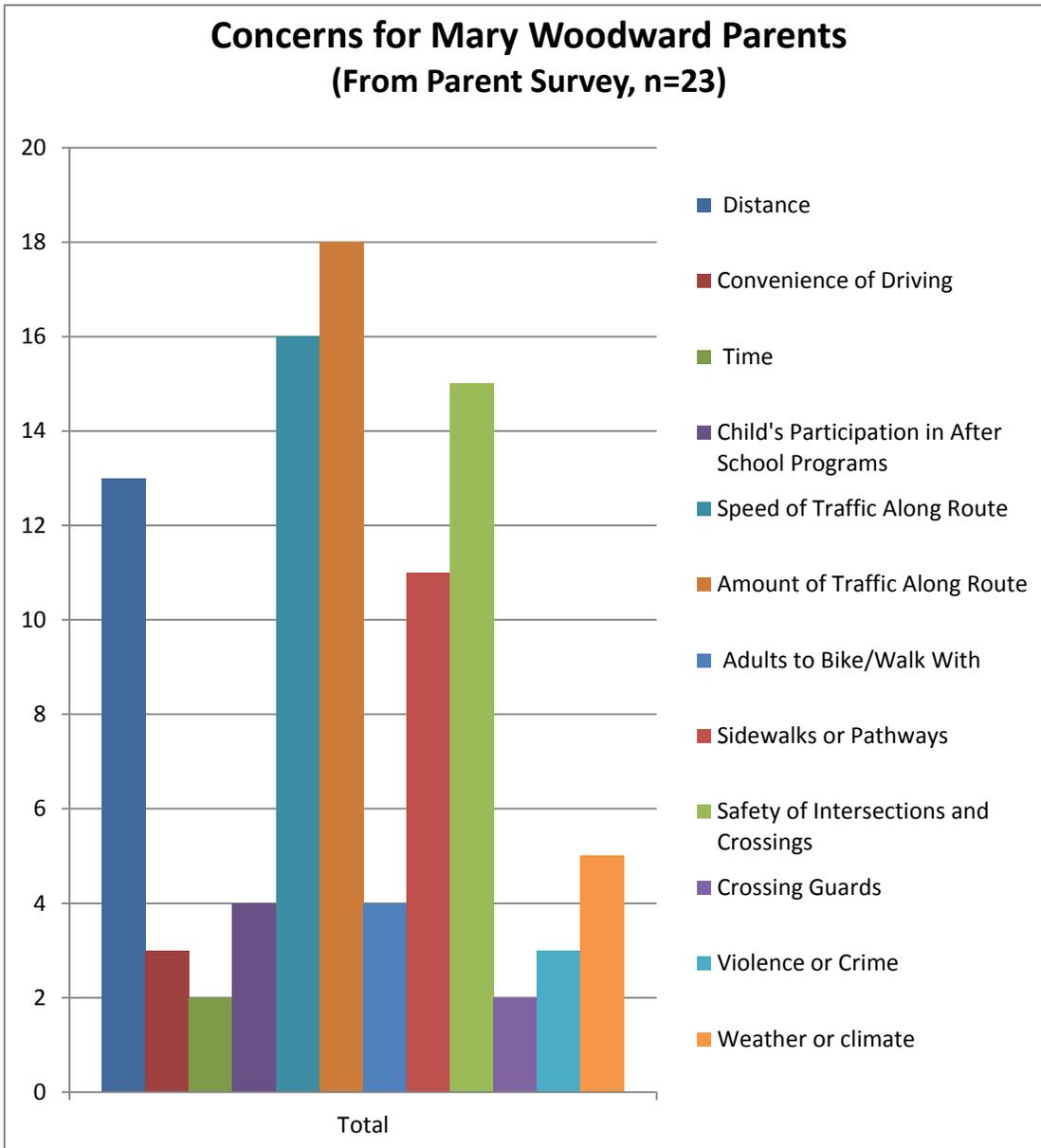


Mary Woodward PM Mode Split - How students get home from school



PARENT SURVEY DATA

We conducted a Parent Survey to gather information about how students get to and from school and learn about concerns and issues surrounding the walk or bike to school.



Mary Woodward SRTS Data:

- Over 66 students walked or biked on the October 7th International Walk & Bike to School Day. This was double the number of walkers or cyclists on a regular school day.

The top five walkability and bikeability issues for Mary Woodward parents are:

1. Amount of traffic along route
2. Speed of traffic along route
3. Safety of intersections and crossings
4. Distance
5. Sidewalks or pathways

— RECOMMENDATIONS AND PLAN IMPLEMENTATION —

A comprehensive SRTS Program includes engineering/ infrastructure and programmatic strategies. The following sections outline the possible strategies that directly address the identified barriers and hazards. At this time this is simply a list of potential strategies. The Mary Woodward SRTS Task Force, parents, City of Tigard, and others will work to refine the strategies for implementation.

ENGINEERING AND INFRASTRUCTURE STRATEGIES

Improve walking and biking conditions on 121st Ave:

- Prioritize key sidewalk gaps on both sides of 121st Ave.
- Fill these gaps with sidewalks or pathways.
- Provide continuous bike lanes on 121st from Gaarde St. to Scholls Ferry Rd.
- Evaluate potential traffic calming and enforcement measures on 121st near Mary Woodward Elementary and key school crossings.

Reducing Traffic Speed in Neighborhood:

- Evaluate potential traffic calming and enforcement measures on neighborhood streets around Mary Woodward.

Crossing 121st Ave:

- Consider additional crossing locations on 121st between Katherine and North Dakota.
- Install enhanced crossing treatments, like a RRFB, at crossings on 121st Ave.

Sidewalks on North Dakota:

- Prioritize key sidewalk gaps on North Dakota between 121st and Greenburg Rd.
- Fill sidewalk gaps on North Dakota.

Crossing SW Walnut St.:

- Consider programming the signal at Gaarde St. with a Leading Pedestrian Interval.
- Consider additional crossing locations on Walnut St.(currently there are no marked crossings between 121st Ave. and Gaarde St. on Walnut St.).
- Evaluate other traffic calming and enforcement measures to reduce traffic speeds on Walnut St. near key school crossing locations and walking routes.

Improve drop-off and pick-up circulation and safety – Mary Woodward driveway at Katherine St.:

- Develop a school drop-off and pick-up circulation plan.
- Implement recommendations from the circulation plan.
- Include the concept of alternative drop-off sites where parents can park and students can walk to relieve congestion at the school. For example, Summerlake Park or the Walnut St. Fire Station.

*The engineering recommendations in this plan are considered “planning level” and may require further engineering analysis, design, or public input to determine if they are appropriate solutions before implementation.



A RRFB is an active warning device used to alert motorists of crossing pedestrians. They remain dark until activated by pedestrians.



Raised pedestrian crosswalks serve as a traffic calming measure that draws more attention to the pedestrian crossing.



Pathways can connect neighborhoods directly with schools.

PROGRAMMATIC STRATEGIES

Education:

- Develop walking and biking route maps.
- Develop pedestrian education for all 2nd graders.
- Pass out pedestrian and bicycle safety brochures to parents in the vehicles waiting to pick up their kids.
- Develop and distribute yard signs. Messages geared toward reminding drivers to slow down, watch for students, and designate walking routes.

Encouragement:

- Weekly Walk & Bike to School Day – making walking and biking to school a more regular habit (create themes for every month).
- Form [Walking School Buses](#) – groups of students who walk to school together.
- [Park & Walk Locations](#) – due to Mary Woodward’s large attendance boundary with varied terrain, develop a park & walk program where parents drive part of the way and then students can walk the rest of the way to school.
- [SchoolPool](#) (Drive Less Connect) – help parents connect to form walking school buses or carpools.
- [All schools Youth Bike Fair](#) – learn bike safety and practice skills.
- [Fire Up Your Feet Program](#) – opportunity to increase physical activity and raise money for school.
- Mary Woodward SRTS Task Force parent representative recruitment – develop a process to continually recruit parents because kids will eventually age out of Mary Woodward.

Enforcement:

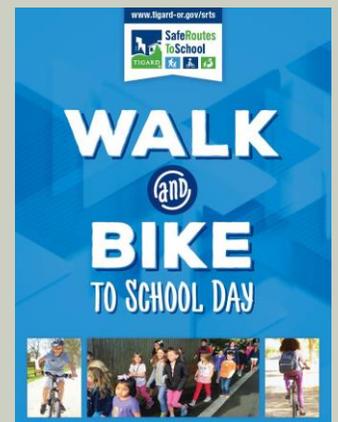
- District-wide crossing guard program:
 - 121st and Katherine
 - School driveway crossing
- Work with Tigard Police Department and School Resource Officer on traffic enforcement around Mary Woodward.
- Implement Police enforcement in concert with the installation of traffic calming devices and infrastructure.

Evaluation:

- Annual Parent Survey.
- Annual Student Tally Survey.



A walking school bus/bike train is a group of children walking/ biking to school together.



Make walking and biking to school a regular activity by setting a recurring date for a Walk & Bike to School Day.



Crossing guards aid students crossing the street at the school and at intersections in the surrounding neighborhood.

STRATEGY PRIORITIZATION

All of the strategies outlined in this Action Plan will play an important role in Mary Woodward's SRTS Program. However, the SRTS Task Force has identified a few priorities to guide the work over the next year or so. Since this is the first Action Plan the Task Force recognizes that these priorities may shift and as these projects and programs are implemented new priorities will develop.

- **District-wide crossing guard program.**
- **Establish Park & Walk Locations.**
- **Develop Walking & Biking Route Maps.**
- **Improve walking and biking conditions on 121st Ave.**

FINAL THOUGHTS

Thank you for taking the time to read the Mary Woodward SRTS Action Plan. A successful SRTS Program will require students, parents, school staff, the City of Tigard, Tigard-Tualatin School District, and the community to work together to ensure students are able to walk, bike or roll to school safely.

If you would like to be more involved in the Mary Woodward SRTS Program, please reach out to Principal Nihill or the SRTS Coordinator, we would love to have you involved!

