



# Templeton Elementary Safe Routes to School Action Plan



# Templeton Elementary

## Safe Routes to School Action Plan

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# — INTRODUCTION —

## SCHOOL INFORMATION

School Name:	<b>Templeton Elementary</b>
School Address:	<b>9500 SW Murdock St, Tigard, OR 97224</b>
County:	<b>Washington County</b>
School District:	<b>Tigard-Tualatin School District</b>
School Website:	<a href="http://www.templeton.ttsdschools.org/pages/templeton_elementary">http://www.templeton.ttsdschools.org/pages/templeton_elementary</a>
Enrollment:	<b>597</b>
Enrollment by Grade:	<b>K=87, 14.7%; 1<sup>st</sup>=88, 14.7%; 2<sup>nd</sup>=107, 17.9%; 3<sup>rd</sup>=110, 18.4%; 4<sup>th</sup>=110, 18.4%; 5<sup>th</sup>=95, 15.9%</b>
Free/ Reduced Lunch:	<b>50%</b>
Action Plan Contact:	<b>Liz Hormann, <a href="mailto:lizh@tigard-or.gov">lizh@tigard-or.gov</a>, 503-718-2708</b>

## THE PROJECT TEAM

School Principal:	<b>Todd Robson</b>
Parent Representatives:	<b>Amy Reilly and Colleen Gibb</b>
City Staff Representative:	<b>Buff Brown</b>
City Police/ School Resource Officer:	<b>Travis Doughty</b>
School District Representative:	<b>Phil Wentz</b>
City Safe Routes to School Coordinator:	<b>Liz Hormann</b>

## 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, nationally, 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 Templeton 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 Templeton SRTS Task Force, the Tigard-Tualatin School District, parents, students and community members as a framework to guide Templeton'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 Templeton Elementary attendance boundary is an area framed by Hall Blvd.; Durham Rd. and Hwy 99W, minus a small portion of the southeast corner across from Durham Elementary; and including an area south of Durham Rd. to the Tualatin River between Hwy 99W and 103<sup>rd</sup> Ave. (see map on page 4).

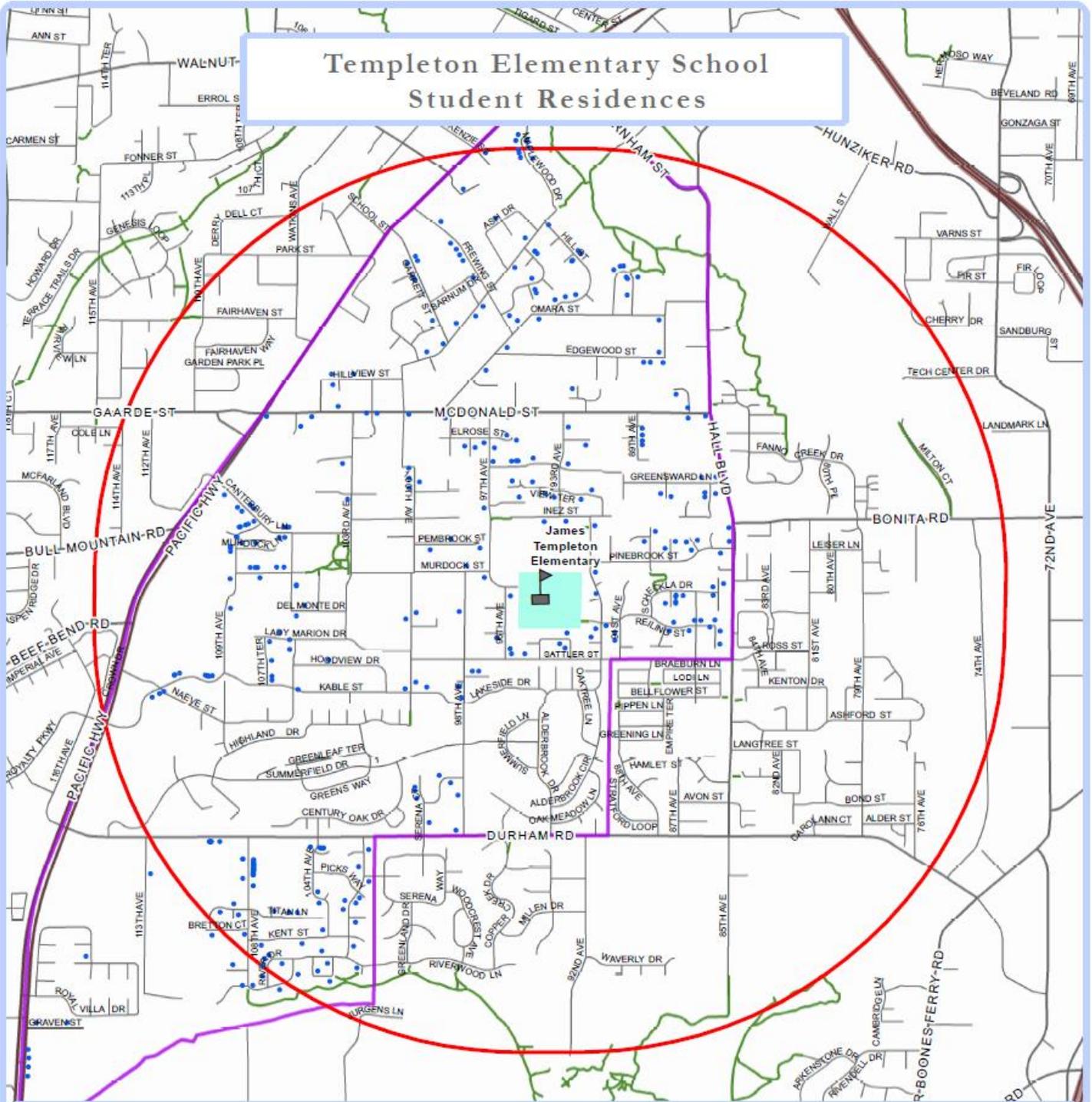
### **DISTRICT TRANSPORTATION POLICY**

The preferred method of travel is by school bus for students in grades kindergarten through 5<sup>th</sup> 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).

# Templeton Elementary School Student Residences



School



Student Residences



Trails



One-mile Radius Around Templeton Elementary



Templeton Elementary Attendance Area



Templeton Elementary School Property



**DATA SOURCES:**

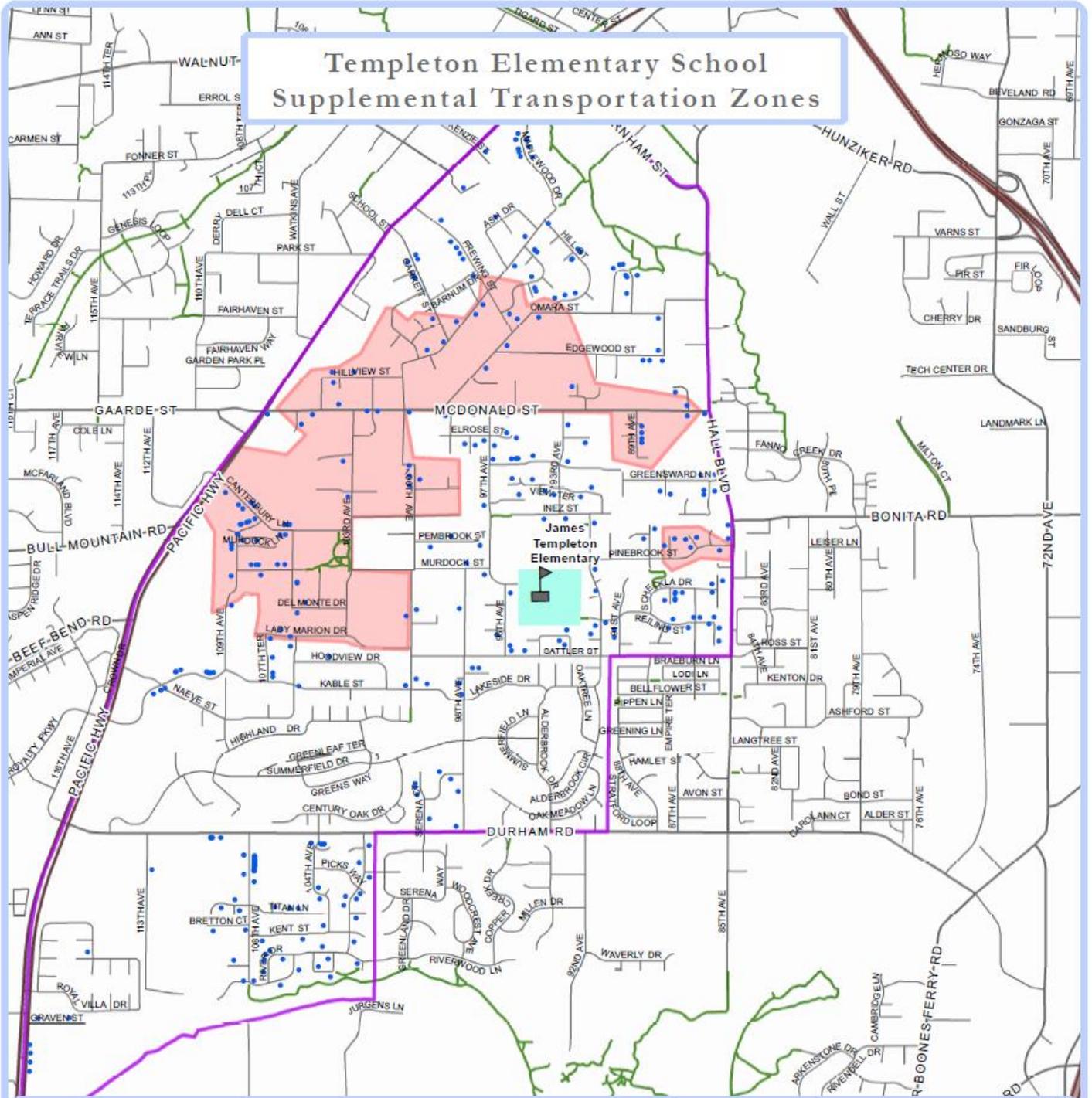
City of Tigard  
Metro  
Washington County



**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.

# Templeton Elementary School Supplemental Transportation Zones



School



Student Residences



Trails



Templeton Elementary School Property



Templeton Elementary Attendance Area



Supplemental Transportation Zone

0 0.25 0.5 Miles

**DATA SOURCES:**

City of Tigard  
Metro  
Washington County



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## WALK AND BIKE AUDIT EVALUATION

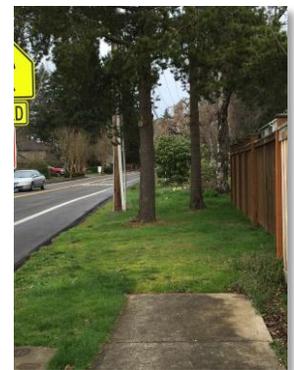
A walk audit is a tool to identify key issues and barriers to walking and biking to school. This is an interactive event where we go out and walk the areas and routes around the school. An on the ground investigation during the walk to and from school time period is the best way to see key issues, conflict areas, and behaviors of those travelling to and from school. The following physical environment barriers were identified during the Templeton walk audit, through the parent surveys, and other communication with parents and school officials.

### **Physical environment barriers**

- **Crossing:** SW Sattler at 96<sup>th</sup> Ave is difficult because many cars don't stop for kids crossing the street.
  - No slowing mechanisms from Hall Blvd. – straight shot down SW Sattler at 35+ mph.
  - 35 mph seems very high for a street like SW Sattler.
  - Bushes on east side of SW Sattler block view of kids trying to cross.
- **Crossing:** 98<sup>th</sup> and Durham Rd. – cars turning left from 98<sup>th</sup> to Durham don't always wait for kids to cross.
- **Crossing:** McDonald and Omara – cars don't always stop at marked crosswalk. When the cars do stop, they do not wait for person to get all the way or even most of the way across. Cars start moving again as soon as the person clears the first lane.
- **Crossing/ traffic circulation:** Murdock and 97<sup>th</sup> – many conflict points at this intersection – traffic flow and pedestrian use.
  - At pick-up this crosswalk is difficult for students to cross. Cars backed-up for drop-off and regular traffic flow trying to get around creates a congested intersection.
- **Crossing:** 98<sup>th</sup> and Sattler – this is a four-way stop, so generally protected for students crossing, but there is no curb or standing area for students coming from the west side (southwest corner) of 98<sup>th</sup> to cross.
- **Crossing:** 108<sup>th</sup> and Durham Rd. – high traffic volumes and the nature of the stoplight (no through traffic up 108<sup>th</sup> to the north, vehicles must either turn left or right onto Durham Rd.) make this a difficult crossing. Parent indicated preference to crossing Durham here (as opposed to 98<sup>th</sup>) because there are fewer driveways and street access points on the north side of Durham Rd.
- **Crossing/ Infrastructure:** Difficult crossing/ intersection at Pinebrook and 92<sup>nd</sup> Ave and no sidewalk or path on Pinebrook (the east end of Pinebrook is part of the district Supplemental Transportation Plan, offering buses within the mile walk radius of Templeton).
- **Roadway/ Infrastructure:** Noncontiguous sidewalks or pathways along Murdock St. from 103<sup>rd</sup> to 98<sup>th</sup>. Traffic increases on Murdock during the student drop-off and pick-up times, which coincide with pedestrian traffic on the street. Murdock is a very narrow street with little to no shoulder space. Steep drainage ditches line the road in some spots, making any walking space very limited.
  - Parents noted that they would feel okay with a pathway, soft-path, etc. –



Four-way stop at Sattler and 98<sup>th</sup> – no sidewalk or curb for students crossing 98<sup>th</sup> to the sidewalk on Sattler.



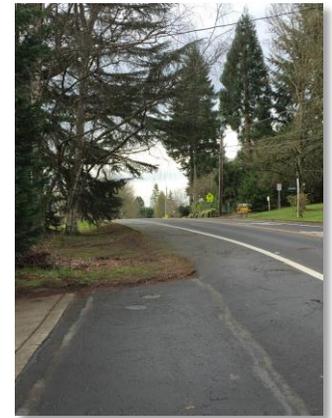
Sidewalk ends on north side of Sattler about 300ft before 96<sup>th</sup> which leads to the entrance to Templeton.



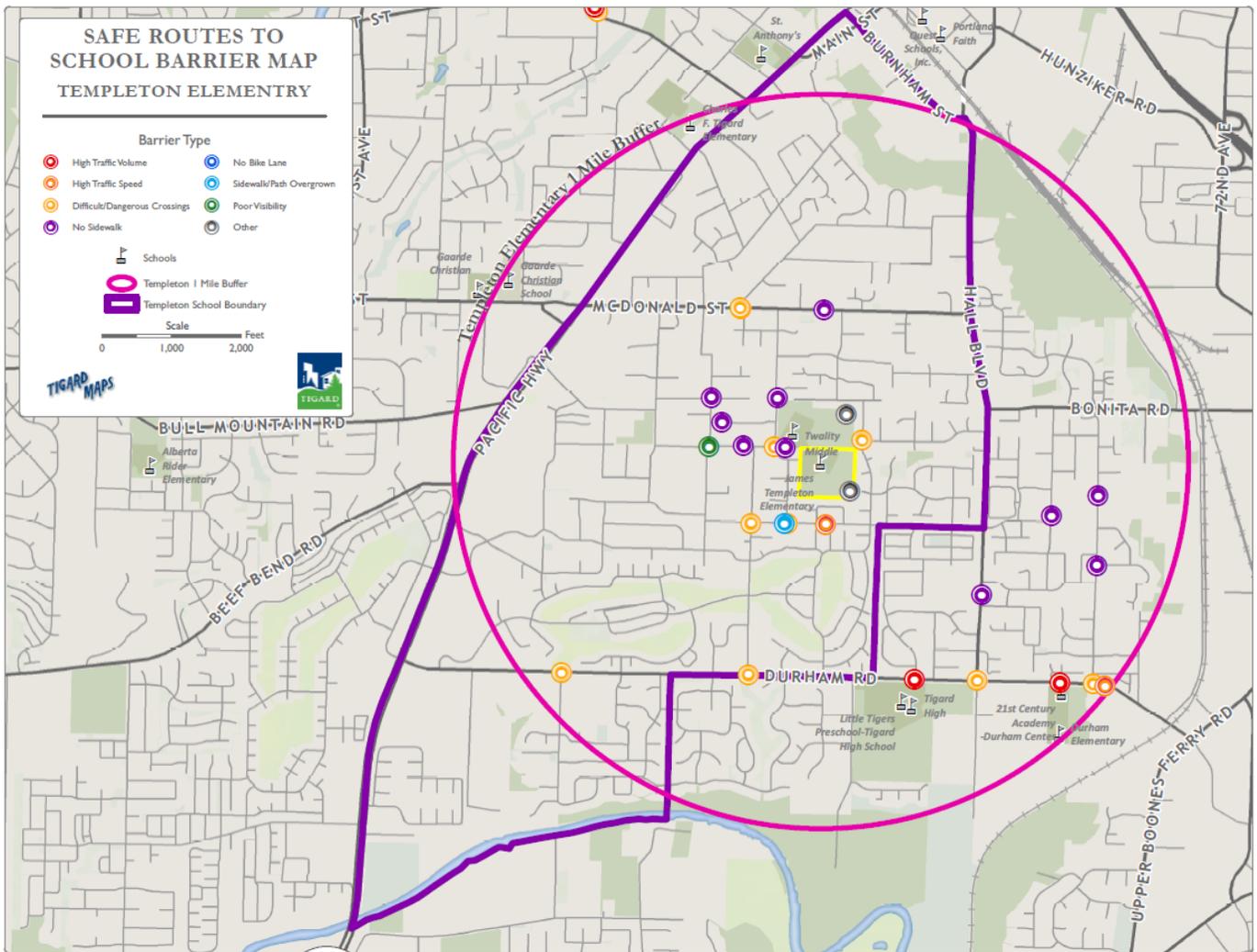
SW Murdock has no shoulder space and steep drainage ditches, leaving little walking space.

they indicated a full sidewalk was not necessarily needed. Expressed the need to carve out a space for pedestrians.

- There are trails in the East Butte Heritage Park that do not connect with any other infrastructure.
- **Roadway/Infrastructure:** SW 97<sup>th</sup> has a number of sidewalk gaps and very few crossings. The speed is 25 mph and 20 in the School Zone, but there are a number of gaps in the sidewalk network leading to Templeton.
- **Roadway/Infrastructure:** Sidewalk gap on the west side of 98<sup>th</sup> Ave between Kable St. and Kimberly Dr.
- **Roadway/Infrastructure:** 100<sup>th</sup> Ave has no sidewalks. Traffic speeds are over posted limits, especially going around the blind curve just north of View Terrace.
- **Roadway/Infrastructure:** Sidewalk gap on Pembroke from 100<sup>th</sup> Ave to midway down the block to 97<sup>th</sup> Ave.
- **Roadway/Infrastructure:** Sidewalk gap on the north side of SW Sattler leading to 96<sup>th</sup> Ave and the entrance to Templeton.
- **Roadway/Infrastructure:** Noncontiguous sidewalks along McDonald. 35 mph speed limit, not much of a shoulder for students to walk along.
- **Access:** Back field access – during the wet months, difficult to cross back field.



Sidewalk gap on SW 97<sup>th</sup> up the hill to Twality Middle School and Templeton Elementary.



## ***Programmatic barriers***

- **Education:** No formal walking or biking safety education program taught to students.
- **Education:** No designated walking or biking route maps for Templeton 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 staff person and a few students in the parking lot for enforcement.

## ***How does the school already promote pedestrian and bicycle safety?***

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

- Formed a SRTS Task Force in Spring 2014 – the team meets monthly to plan and implement a Templeton SRTS Program.
- Students and parents participate in annual Walk & Bike to School events – twice a year.
- In February 2016 students and parents started a Monthly Walk & Bike to School Day event on the first Wednesday of every month.
- There are established Walking School Buses from at least one neighborhood – looking to develop more.
- Walk Audits were performed in November 2015.
- [Implemented a Leading Pedestrian Interval](#) (LPI) at the crosswalk of Durham Rd & 98<sup>th</sup> Ave – pedestrians are given a 5 second head start to start crossing before any vehicle gets a green light.
- 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.

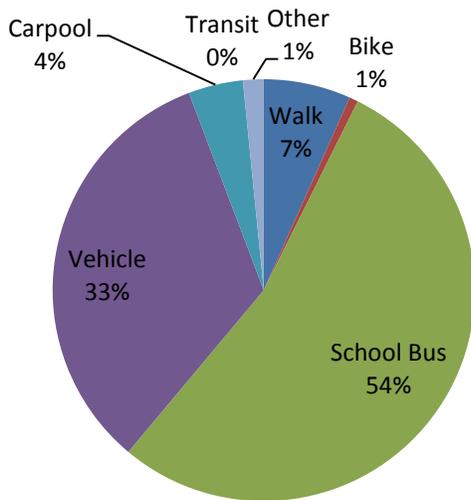
### TO SCHOOL

Travel Mode	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other
% of Students	7%	1%	53%	33%	4%	0%	2%

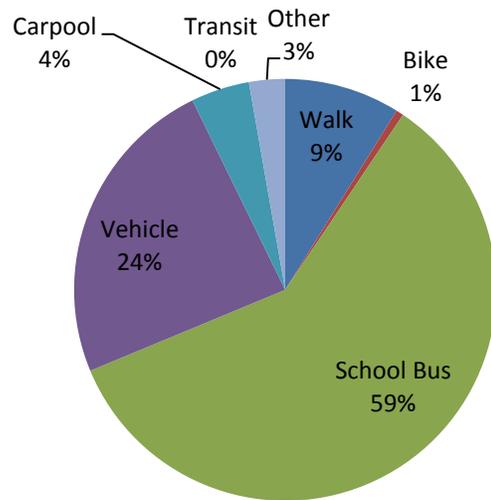
### FROM SCHOOL

Travel Mode	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other
% of Students	9%	1%	59%	24%	4%	0%	3%

**Templeton AM Mode Split – How students get to school**

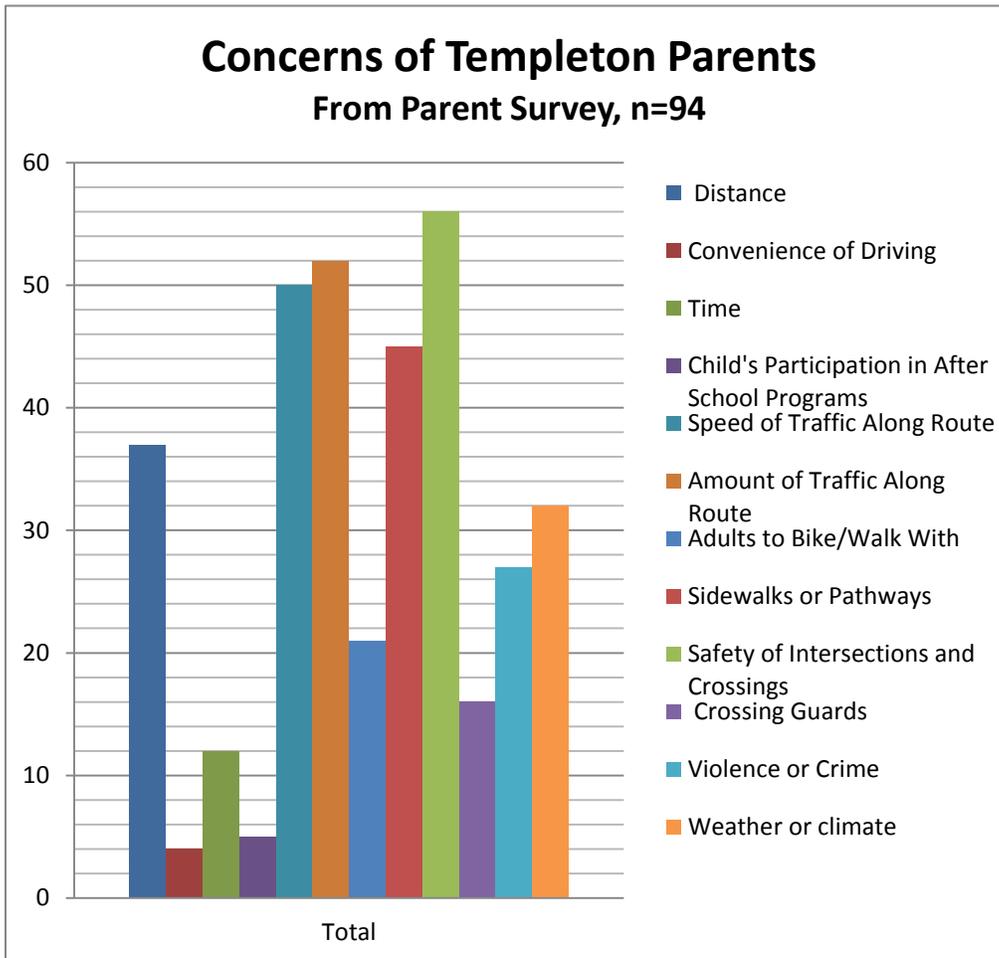


**Templeton PM Mode Split – How students get home from school**



## 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.



The top five walkability and bikeability issues for Templeton parents are:

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

### Templeton SRTS Data:

- Approximately 38% of the parents who drive their students to school live within a ½ mile of school.
- Over 144 students walked to Templeton on International Walk & Bike to School Day!
- Templeton Car Count (11/17/2015): A total of 127 cars were counted in the car drop-off line in the Templeton parking lot.
- 24% of parents surveyed said 5<sup>th</sup> grade was the earliest grade where they would let their student walk to school without an adult.

## — 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 Templeton SRTS Task Force, parents, City of Tigard, and others will work to refine the strategies for implementation.

### ENGINEERING AND INFRASTRUCTURE STRATEGIES

#### Improve safety of the crosswalk at 96<sup>th</sup> & Sattler:

- Reduce the speed limit on SW Sattler.
- Install enhanced crossing signs like Rectangle Rapid Flashing Beacons (RRFB) and/ or in-street pedestrian signs.
- Investigate the use of traffic calming devices, such as a raised crosswalk.

#### Improve drop-off and pick-up circulation and safety – Murdock & 97<sup>th</sup>:

- Develop a school drop-off and pick-up circulation plan.
- Implement recommendations from the circulation plan.
- Include a designated walking/ biking route through the Templeton pick-up and drop-off driveway for pedestrians entering from 97<sup>th</sup> and Murdock.

#### Crossing McDonald:

- Install enhanced crossing signs like RRFB at crossing on McDonald.

#### Sidewalks on McDonald:

- Prioritize key sidewalk gaps on McDonald.
- Fill sidewalk gaps on McDonald.

#### Sidewalks on 97<sup>th</sup>:

- Fill sidewalk gaps on both sides of 97<sup>th</sup> from McDonald up to Templeton.
- In particular, build sidewalks on the east side of SW 97<sup>th</sup> in front of Twality Middle School.

#### Improve walking conditions on SW Murdock:

- Pathways or sidewalks on one side of SW Murdock from East Heritage Butte Park to Templeton.
- Traffic calming devices to slow traffic and bring attention to pedestrians.



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.

### Access across the back field:

- Create a soft-path (gravel or bark chips) around the grass field to provide dry, designated path for students entering from the pathways on 92<sup>nd</sup> and Home St.

### Fill additional neighborhood sidewalk gaps:

- Prioritize and fill key sidewalk gaps/ pathways on the following roads:
  - 98<sup>th</sup> Ave between Kable St. and Kimberly Dr.
  - Pembroke from 100<sup>th</sup> Ave to midway down the block to 97<sup>th</sup> Ave.
  - North side of SW Sattler leader to 96<sup>th</sup> Ave.

### Improve walking conditions on SW 100<sup>th</sup> Ave:

- Prioritize key sidewalk gaps on 100<sup>th</sup>, with a focus on the blind S curve just north of View Terrace.
- Traffic calming devices to slow traffic and bring attention to pedestrians.

### Improve walking conditions on Pinebrook and 92<sup>nd</sup> Ave:

- Given that the east end of Pinebrook is on TTSD's Supplemental Transportation Plan, the first step is to work with the District to devise a potential plan for improving walking conditions in this area.

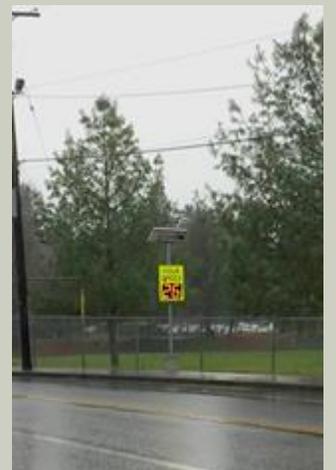
### Crossing Durham Rd.:

- Implement Leading Pedestrian Interval signals at crossings along Durham Rd. – a signal timing change where pedestrians are given a 5 second head start to cross before any vehicle traffic gets a green light.

\*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.



Sidewalks are an important component of the walking route to school. In some cases, a pathway (or designated walkway) can be implemented instead of a full sidewalk.



Driver feedback signs provide real-time information of a driver's speed and reminds drivers of the posted speed limit.

## PROGRAMMATIC STRATEGIES

### Education:

- Develop walking and biking route maps.
- Develop pedestrian education for all 2<sup>nd</sup> 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.
- Work with the Summer Lunch Program at Templeton for outreach and education opportunities.

### Encouragement:

- Monthly 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.
- [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.
- Templeton SRTS Task Force parent representative recruitment – develop a process to continually recruit parents because kids will eventually age out of Templeton.

### Enforcement:

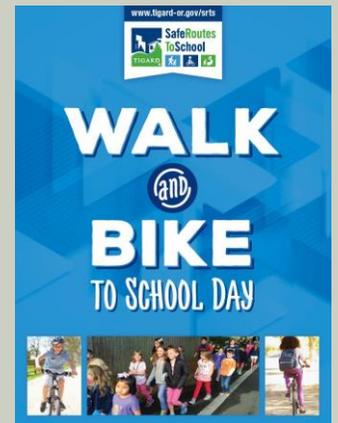
- District-wide crossing guard program:
  - McDonald & Omara/ 97<sup>th</sup>
  - Sattler & 96<sup>th</sup>
  - Murdock & 97<sup>th</sup>
- Work with Tigard Police Department and School Resource Officer on traffic enforcement around Templeton.
- Implement Police enforcement in concert with the installation of traffic calming devices and infrastructure.

### Evaluation:

- Annual Parent Survey.
- Annual Student Tally Survey.
- Traffic Counts – install a traffic counter in driveway to provide a daily count of drivers. The counter will also be part of a parent education campaign.



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 Templeton'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.

1. **District-wide crossing guard program.**
2. **Improve safety of the crosswalk at 96<sup>th</sup> & Sattler.**
3. **Improve safety of crossing McDonald.**
4. **Improve the drop-off and pick-up circulation and safety.**
5. **Access across the back field.**
6. **Improve walking conditions on SW Murdock.**
7. **Develop Walking & Biking route maps.**

## FINAL THOUGHTS

Thank you for taking the time to read the Templeton 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 Templeton SRTS Program, please reach out to Principal Robson or the SRTS Coordinator, we would love to have you involved!

