



# Twality Middle School Safe Routes to School Action Plan



# Twality Middle School

## Safe Routes to School Action Plan

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# — INTRODUCTION —

## SCHOOL INFORMATION

School Name: **Twality Middle School**

School Address: **14650 SW 97th Ave, Tigard, OR 97224**

County: **Washington County**

School District: **Tigard-Tualatin School District**

School Website: **[http://twality.ttsdschools.org/pages/Twality\\_MS](http://twality.ttsdschools.org/pages/Twality_MS)**

Enrollment:

Enrollment by Grade:

Free/ Reduced Lunch:

Action Plan Contact: **Anna Dragovich, [annad@tigard-or.gov](mailto:annad@tigard-or.gov), 503-718-2708**

## THE PROJECT TEAM

School Principal: **Carol Kinch**

Parent Representatives:

City Staff Representative: **Susan Shanks**

City Police/ School Resource Officer: **Officer Travis Doughty**

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 Twality Middle 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 Twality SRTS Task Force, the Tigard-Tualatin School District, parents, students and community members as a framework to guide Twality'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 Twality Middle School attendance boundary roughly represents the southern portion of Tigard from I-5 on the east to Roy Rodgers Rd on the west, the Tualatin River on the south, and the northern border is made up of Bull Mountain Rd. up HWY 99 W and along Railroad to Bonita Rd. (see map on page 4).

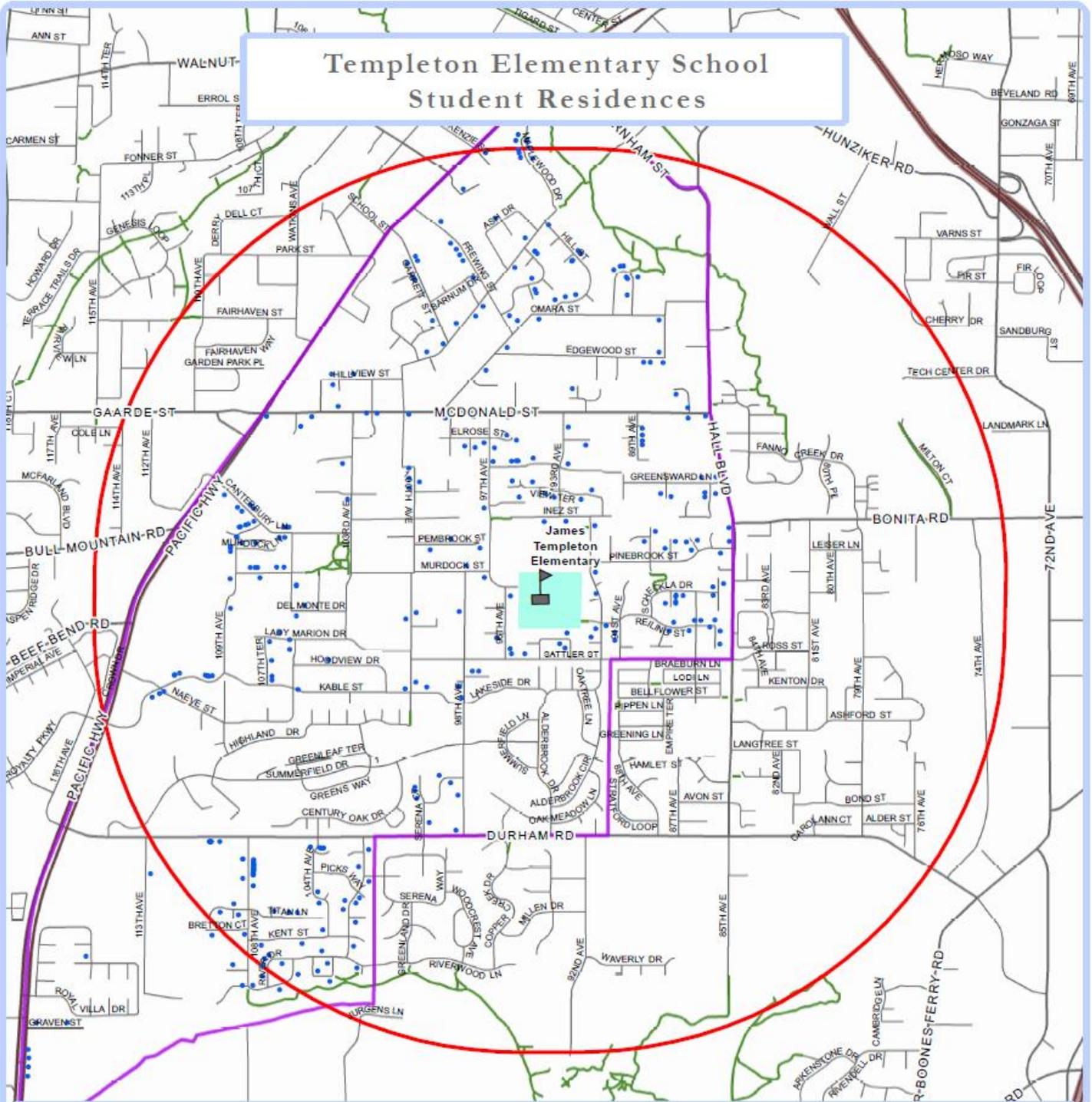
### **DISTRICT TRANSPORTATION POLICY**

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:**

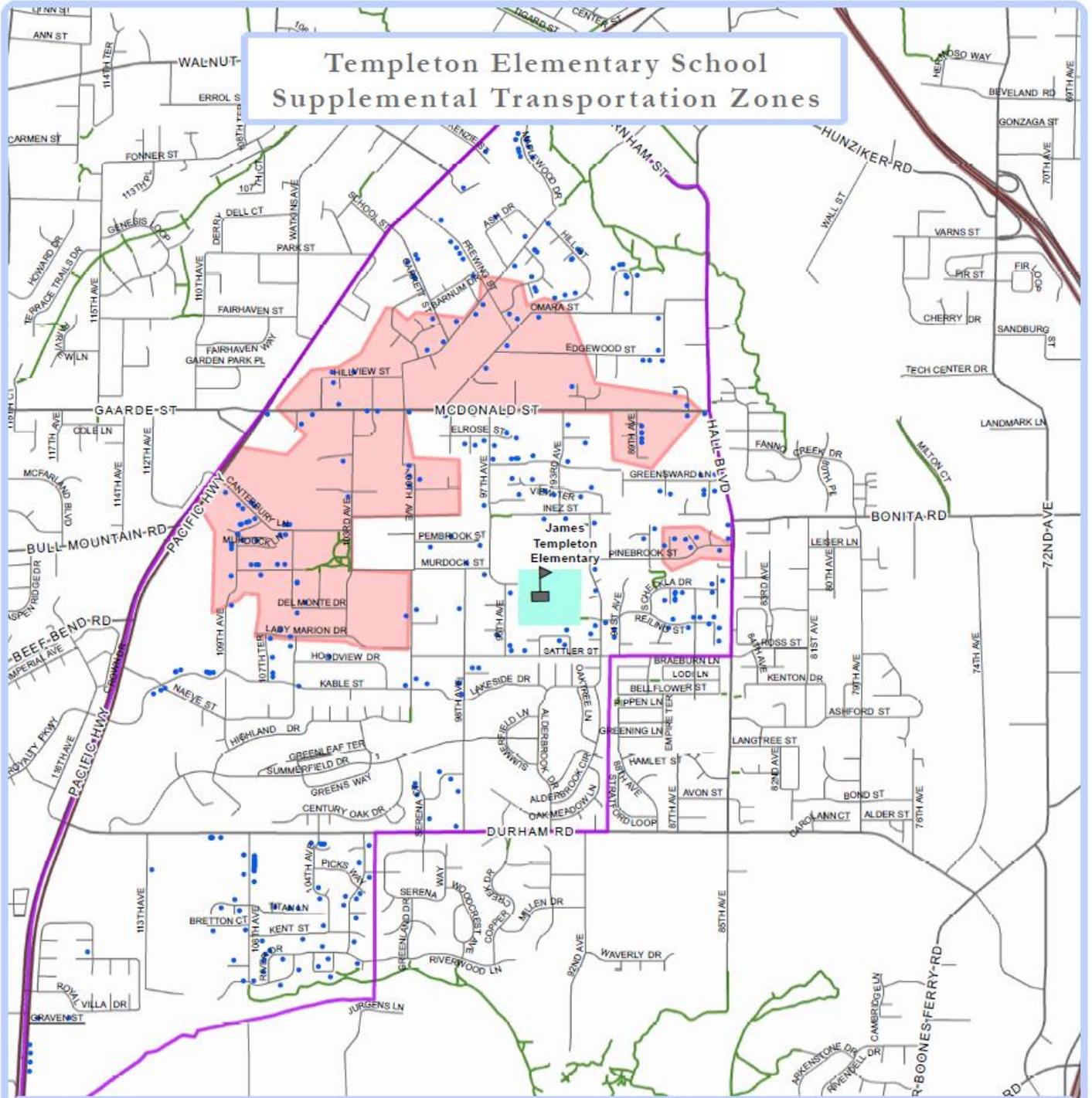
City of Tigard  
Metro  
Washington County



**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.

### ***Physical environment barriers and hazards***

- **Roadway/ Infrastructure:** Noncontiguous sidewalks and no bike lanes along McDonald St. The street has a 35 mph speed limit, and not much of a shoulder for students to walk along.
- **Crossing:** McDonald St. and Omara St. – 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.
- **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.
  - There are trails in the East Butte Heritage Park that do not connect with any other infrastructure.
- **Access:** Back field access – during the wet months, difficult to cross the back field.
- **Roadway/ Infrastructure:** SW 97<sup>th</sup> has a number of sidewalk gaps, including no sidewalk on the east side of the street in front of Twality Middle School.
- **Traffic circulation:**
- **Crossing:** Sattler St. at 96<sup>th</sup> Ave is difficult to cross because many cars do not stop for kids at the marked crosswalk.
  - No slowing mechanism from Hall Blvd. – straight shot down Sattler St. at 35+ mph.
  - The speed of 35 mph seems very high for a street like Sattler.

### ***Programmatic barriers***

- **SRTS Champion:** No designated point person at Twality Middle School to drive SRTS activities or program.
- **Education:** No formal walking or biking safety education program taught to students.
- **Education:** No designated walking or biking route maps for Twality 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 crossing guards.

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

Twality Middle School 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 Twality.
- Students and parents participate in annual Walk & Bike to School events – twice a year.
- The City of Tigard and TTSD were awarded the Bicycle Transportation Alliance (BTA) Jumpstart Grant for the 2015-2016 school year. As part of the grant a few TTSD teachers were trained in the bike safety education curriculum and the city received a fleet of bikes to be used at the schools to teach bike safety. A total of 350 students at Twality Middle school received this hands-on bicycle safety training.
- A monthly SRTS Newsletter Article is sent to parents – topics include pedestrian and bicycle safety.

# — EVALUATIONS AND DATA —

## STUDENT TRAVEL DATA

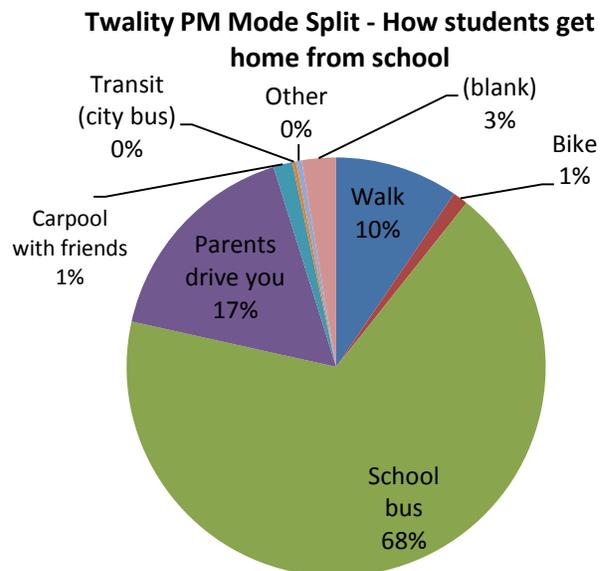
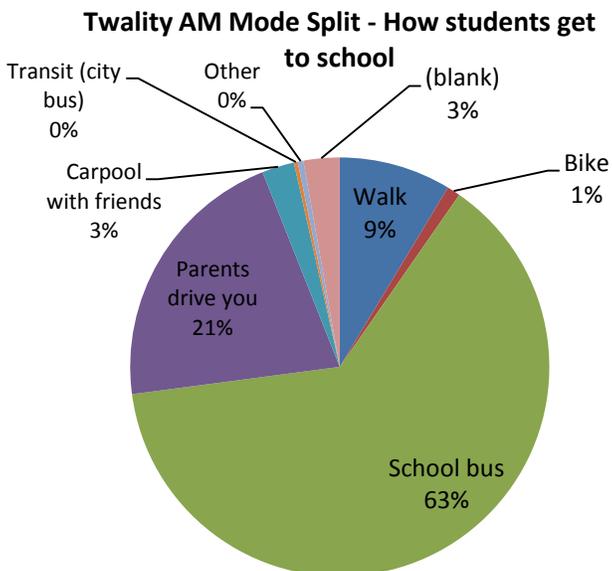
We conducted a survey of Twality students and this is how our students travel to and from school.

### TO SCHOOL

Travel Mode	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other	Blank
% of Students	9%	1%	63%	21%	3%	0%	0%	3%

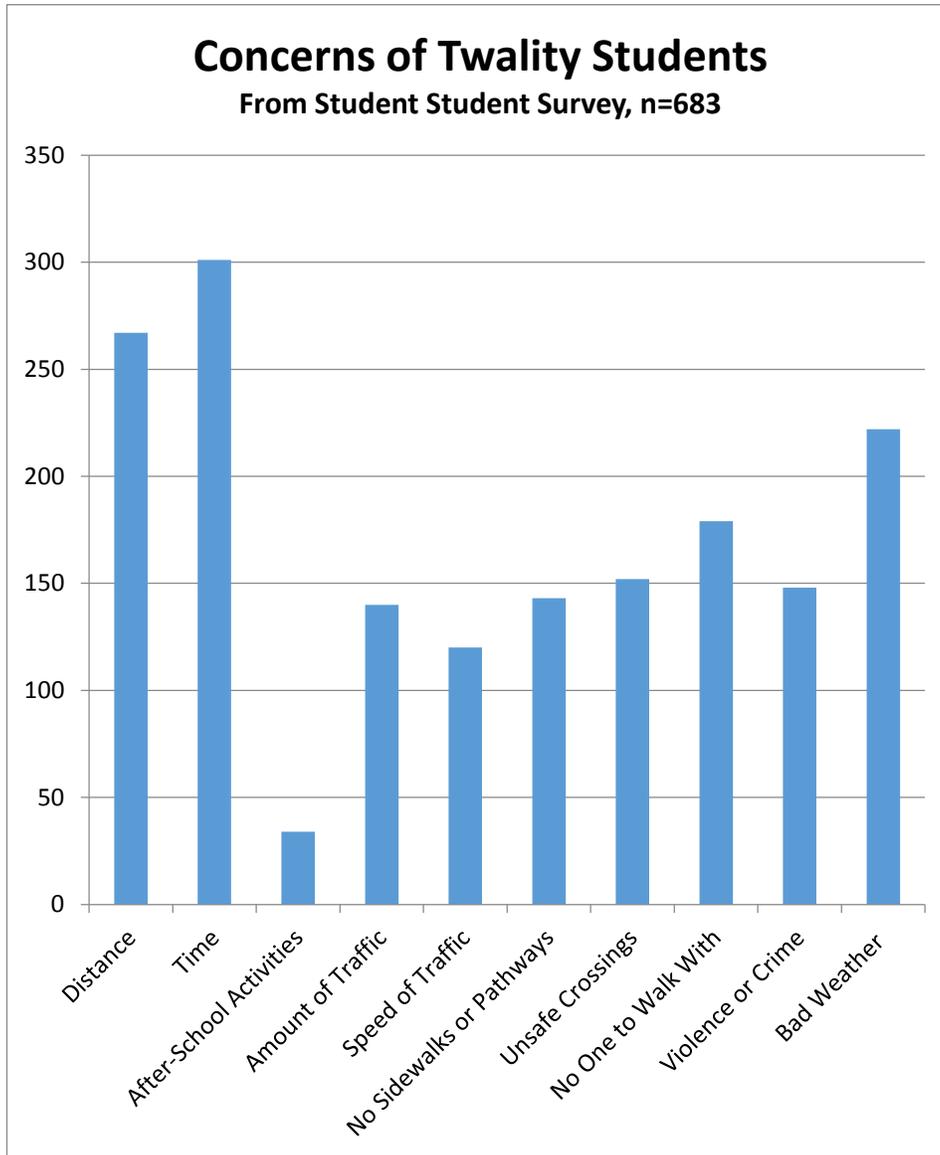
### FROM SCHOOL

Travel Mode	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other	Blank
% of Students	10%	1%	68%	17%	1%	0%	0%	3%



## STUDENT SURVEY DATA

We conducted a Student 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 Twality students are:

1. Time
2. Distance
3. Bad weather
4. No one to walk with
5. Unsafe crossings

### Themes from Twality Student Survey:

- Distance is a big issue – Bull Mountain and larger attendance boundary of a middle school.
- Walking groups – many suggested walking with friends or groups for safety and fun.
- Need for more sidewalks and walking infrastructure.
- More Walk & Bike to School Day events throughout the year – with prizes.
- Promote walking and biking – posters, signs, social media.

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

### ENGINEERING AND INFRASTRUCTURE STRATEGIES

#### Improve drop-off and pick-up circulation and safety:

- Develop a school drop-off and pick-up circulation plan.
- Implement recommendations from the circulation plan.

#### Crossing McDonald St.:

- Install enhanced crossing signs like RRFB at crossing on McDonald.
- Install traffic calming devices on McDonald.

#### Sidewalks on McDonald St.:

- Prioritize key sidewalk gaps on McDonald St.
- Fill sidewalk gaps on McDonald St.
- Provide continuous bike lanes on McDonald St. from Hall to HWY 99W.

#### Improve walking conditions on Murdock St.:

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

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

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

#### 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> Ave. and Home St.

#### Improve safety of the crosswalk at 96<sup>th</sup> Ave. and Sattler St.:

- Reduce the speed limit on Sattler St.
- 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.

\*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 Bike Safety Education for all 6<sup>th</sup> graders.
- Develop and distribute yard signs. Messages geared toward reminding drivers to slow down, watch for students, and designate walking routes.

### 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.
- Fire Up Your Feet Program – opportunity to increase physical activity and raise money for school.
- Identify a parent or school staff champion to lead SRTS work at Twality Middle School

### Enforcement:

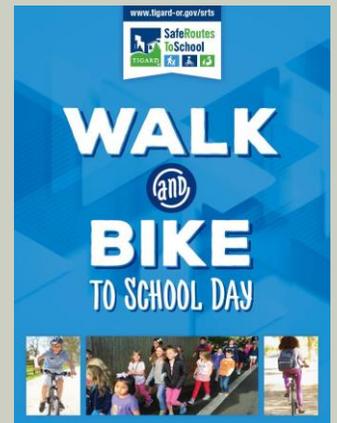
- District-wide crossing guard program:
  -
- Work with Tigard Police Department and School Resource Officer on traffic enforcement around Twality.
- Implement Police enforcement in concert with the installation of traffic calming devices and infrastructure.

### 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 Twality'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.**
- **Improve safety of the crosswalk at 96<sup>th</sup> Ave. & Sattler St.**
- **Improve safety of crossing McDonald St.**

## FINAL THOUGHTS

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

