



Durham Elementary

Safe Routes to School Action Plan

June 2016



Durham Elementary

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— INTRODUCTION —

SCHOOL INFORMATION

School Name:	Durham Elementary
School Address:	7980 SW Durham Rd., Tigard, OR 97224
County:	Washington County
School District:	Tigard-Tualatin School District
School Website:	http://durham.ttsdschools.org/pages/durham_elementary
Enrollment:	571
Enrollment by Grade:	K=78, 14%; 1st=89, 16%; 2nd=116, 20%; 3rd=91, 16%; 4th=87, 15%; 5th=110, 19%
Free/ Reduced Lunch:	44%
Action Plan Contact:	Anna Dragovich, annad@tigard-or.gov, 503-718-2427

THE PROJECT TEAM

School Principal:	Rhett Boudreau
Parent Representatives:	Matt Hughart and Mike McInnis
City Staff Representative:	Agnes Kowacz
City Police/ School Resource Officer:	Officer Kristan Rinell
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, 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 the 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 Durham 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 Durham SRTS Task Force, the Tigard-Tualatin School District, parents, students and community members as a framework to guide Durham'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 Durham Elementary attendance boundary is an area roughly framed by Hwy 99W on the north, the Tualatin River on the south, Hall Blvd. (to 89th Ave.) on the west and I-5 on the east. Durham Rd. bisects the attendance area, with the majority of students living north of Durham Rd. while Durham Elementary is on the south side of the road (see map on page 4).

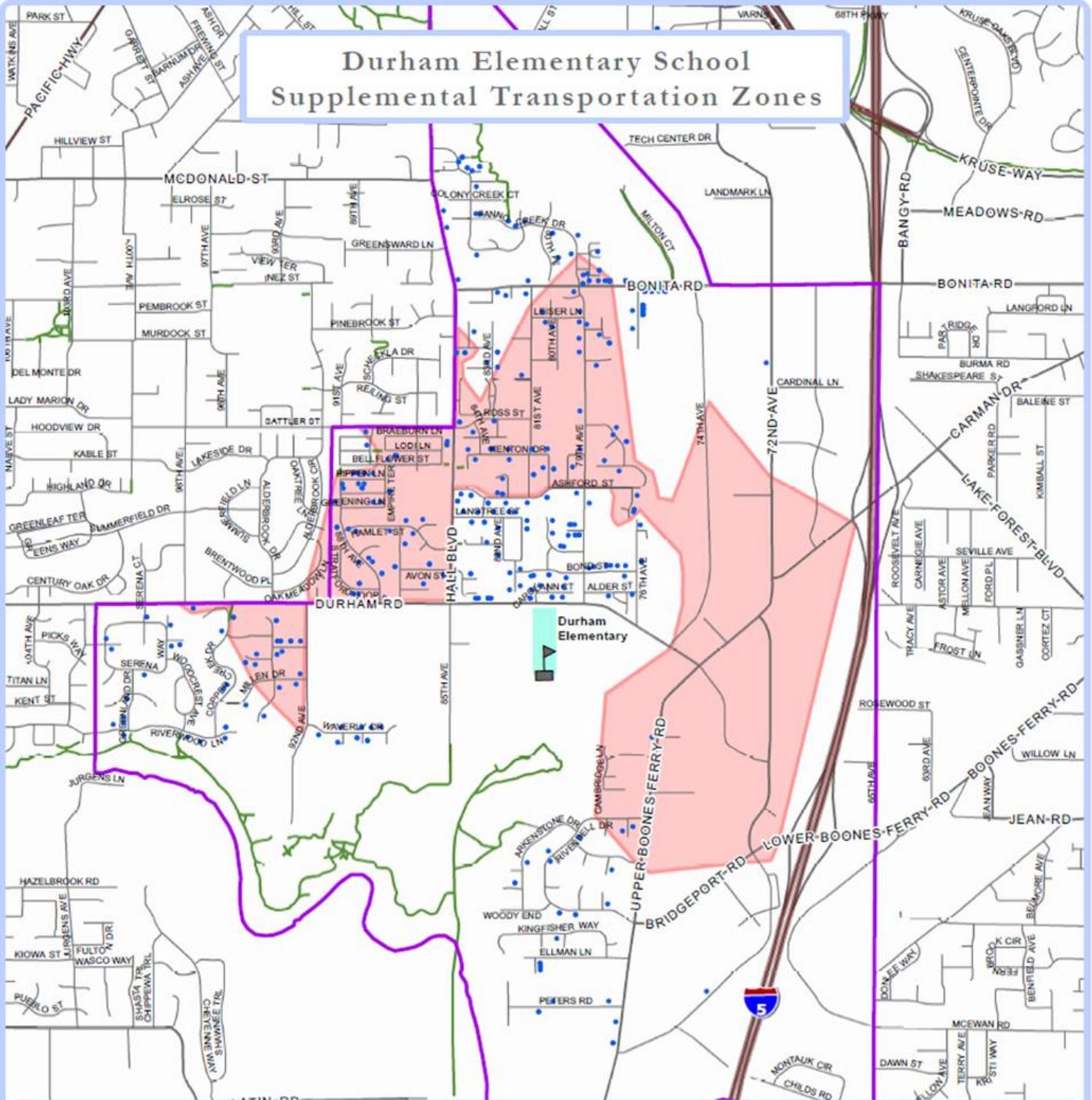
DISTRICT TRANSPORTATION POLICY

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).

Durham Elementary School Supplemental Transportation Zones



School



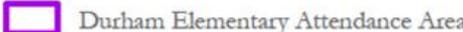
Student Residences



Trails



Durham Elementary School Property



Durham Elementary Attendance Area



Supplemental Transportation Zone



DATA SOURCES:

City of Tigard
Metro
Washington County



DISCLAIMER:

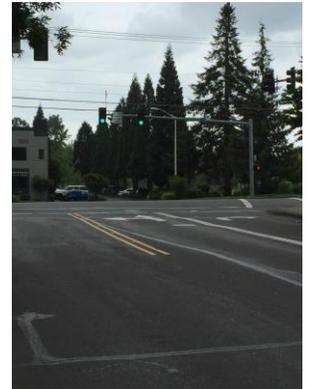
This map was derived from several databases. The City cannot accept responsibility for any errors. Therefore, there are no warranties for this product. However, any notification of errors is appreciated.

WALK AND BIKE AUDIT EVALUATION

A walk audit is a tool used 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

- **Crossing:** 79th Ave. and Durham Rd. – high traffic volumes and high traffic speeds on Durham Rd. While there is a signal and crossing guard this is still an area of concern for the principal and many parents.
 - Traffic on 79th Ave. can back up to Churchill Way (3 blocks north) because people are trying to go straight into the school and have to wait for drivers wanting to turn left.
 - Drivers going straight into Durham Elementary parking lot get impatient waiting behind the left turn cars and jump out of line, creating hazards for oncoming traffic trying to turn left.
- **Crossing:** Hall Blvd. – high traffic volume and high traffic speeds on Hall Blvd. make crossing difficult.
- **Roadway/ Infrastructure:** Durham Rd. has high traffic volume, especially during morning rush hour and during pick-up in the afternoon. Additionally, there are some school speed zone compliance issues along the road.
 - The school sits so far back from Durham Rd. so it's not apparent to some drivers that they are in a school zone.
 - There are some school speed zone compliance issues along the road.
- **Roadway/Infrastructure:** Noncontiguous sidewalks and bike lanes on 79th Ave from Bonita Rd. to Durham Rd.
- **Roadway/ Infrastructure:** Noncontiguous sidewalks on 81st Ave. north of Ashford St. to Bonita Rd.
- **Roadway/Infrastructure/ Crossings:** Tigard High School – the presence of Tigard High School just down Durham Rd. contributes to the amount of traffic on Durham. Additionally, multiple driveway crossings are potential issues for those students walking down Durham Rd.
- **Roadway/Infrastructure:** Noncontiguous sidewalks on Hall Blvd. from Bonita Rd. to Durham Rd.
- **Roadway/Infrastructure/ Crossing:** Neighborhood cut-through – Langtree St. to Bond St. (via 81st and 82nd) is sometimes used as cut-through to avoid traffic on Hall Blvd and Durham Rd.
 - Drivers using these neighborhood streets as cut-throughs may be less likely to watch out for kids walking or biking
- **Facilities/ Bike Parking:** Bike racks are an older, ill-designed model that isn't easy to use. The racks are uncovered and are located across the parking lot from the school entrance. These racks don't necessarily set an inviting tone to cyclists.



Intersection at 79th Ave and Durham Rd., traffic backs up waiting for left turn traffic onto Durham Rd.

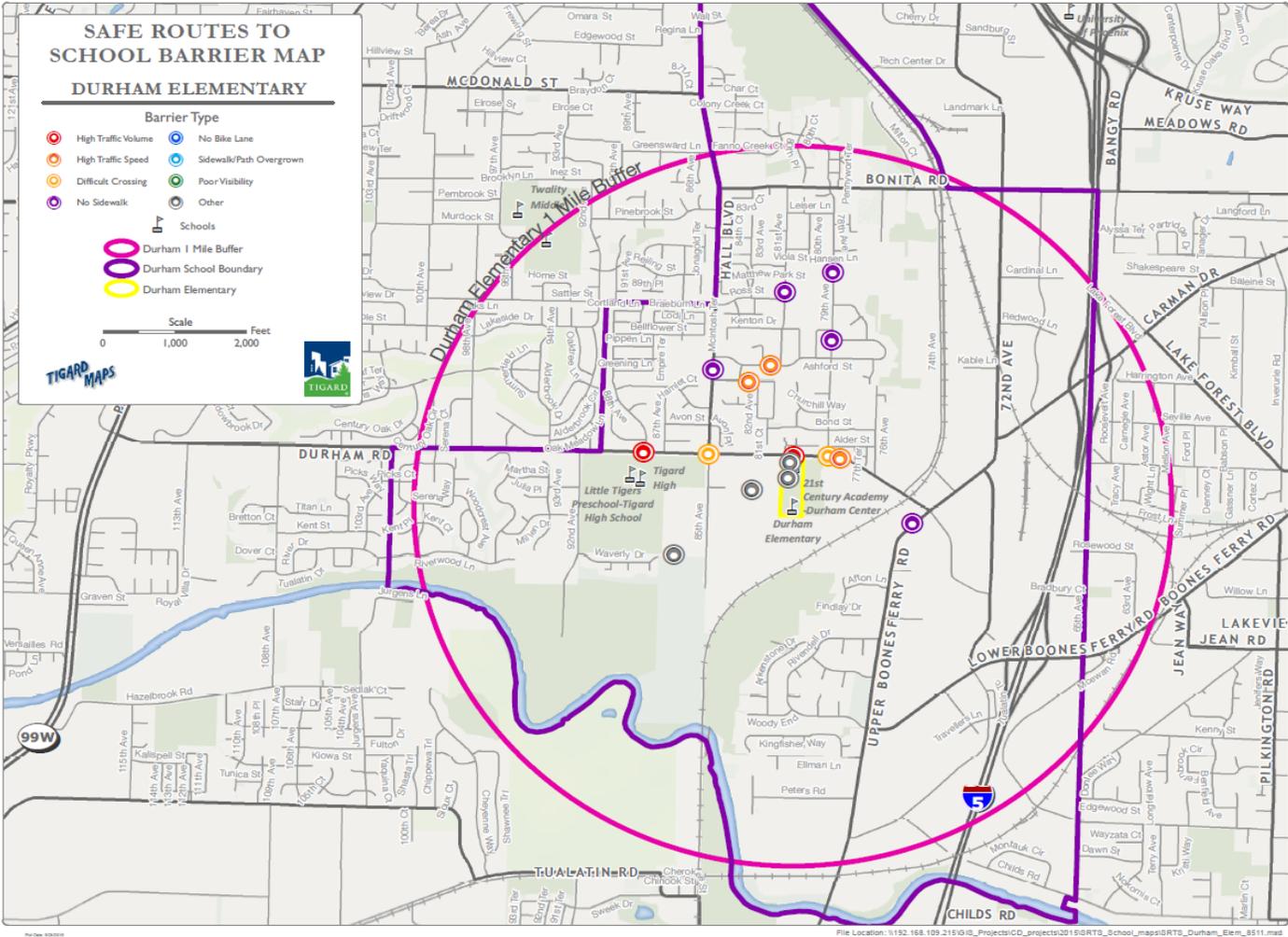


Noncontiguous sidewalks and bike lane on 79th Ave.



Uncovered, wave bike racks that are located away from entry of the school.

- **Access/ Infrastructure:** Difficult wayfinding through the path next to the Durham Center that leads to the Durham Elementary School parking lot.
- **Roadway/ Infrastructure/ Connection:** Missing connection between Waverly Dr. to 85th Ave. – safe route alternative to walking along Durham Rd. in front of Tigard High School.
- **Roadway/ Infrastructure:** Sidewalk gap on the west side of Upper Boones Ferry Rd. just south of intersection with Durham Rd. An approximately 600 foot sidewalk gap.
- **Access/ Infrastructure/ Pathway:** Missing connection from 85th Ave to Durham Elementary – safe route alternative to walking along Durham Rd.
- **Traffic Circulation:** Congestion in parking lot and on Durham Rd. during drop-off and pick-up times.
- **Signage and Wayfinding:** Currently no signage to designate a route to school to provide directions for walkers and bikers and warn drivers to watch for students.



Programmatic barriers

- **Education:** No formal walking or biking safety education program taught to students.
- **Education:** No designated walking or biking route maps for Durham 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 and biking to school.
- **Enforcement:** Limited capacity for additional crossing guards – only a staff person and student assistants at the crossing at 79th and Durham Rd during arrival and dismissal times.
- **SRTS Champion:** No designated point person at Durham Elementary School to drive SRTS activities or program.

How does the school already promote pedestrian and bicycle safety?

Durham 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 Durham.
- Students and parents participate in annual Walk & Bike to School events – twice a year.
- Crossing Guard and student assistants stationed at the crossing at Durham Rd. and 79th to help students cross the busy road.
- [Implemented a Leading Pedestrian Interval](#) (LPI) at the crosswalk of Durham Rd & 79th 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 via email newsletters – 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.

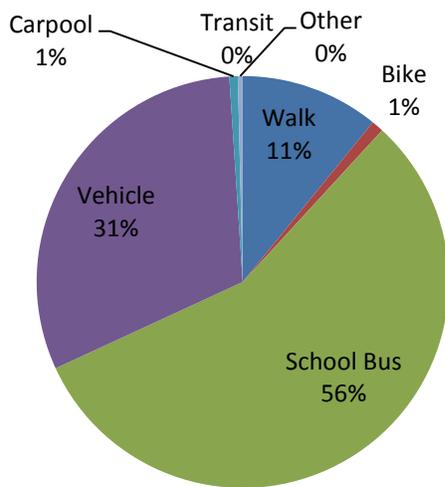
TO SCHOOL

Travel Mode	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other
% of Students	11%	1%	56%	31%	1%	0%	0%

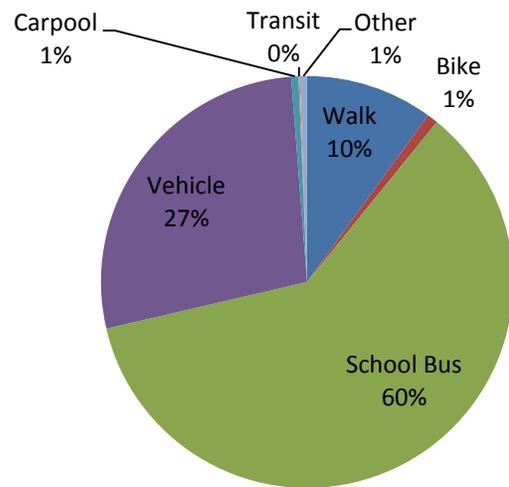
FROM SCHOOL

Travel Mode	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other
% of Students	10%	1%	60%	27%	1%	0%	1%

Durham AM Mode Split - How students get to school

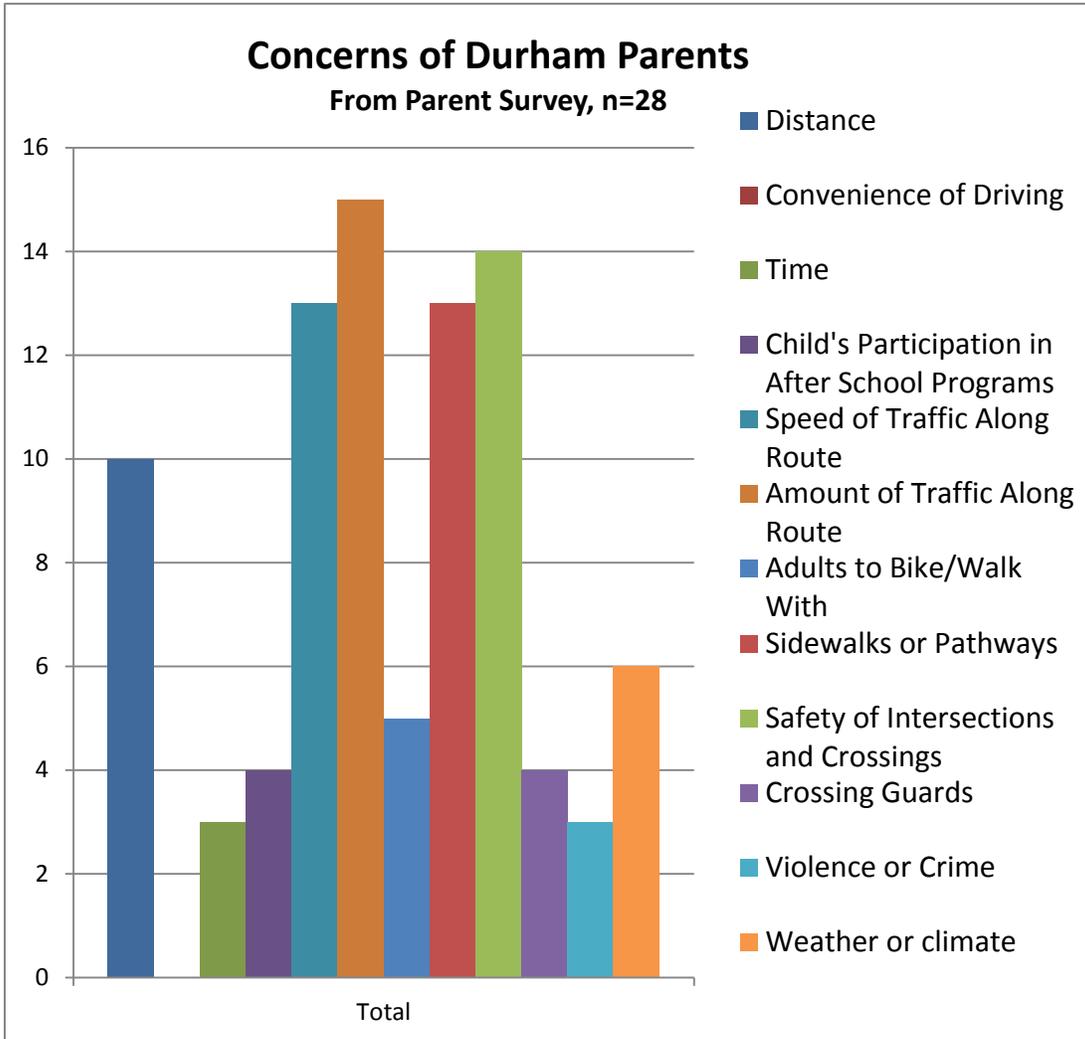


Durham PM Mode Split - How students get home from school



PARENT SURVEY DATA

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



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

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

Durham SRTS Data:

- Approximately 178 students walked or biked to Durham on National Walk & Bike to School Day in May 2016, which equals 31% of all students!
- 22% of parents surveyed said 5th grade was the earliest grade where they would let their student walk to school without an adult.
- During the Durham Walking & Biking Observation Day (2/29/2016) most students said their favorite part of walking to school is getting to walk with friends!

— 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 Durham 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.
- Include the concept of alternative drop-off sites for parents to relieve congestion issues. For example, on 85th Ave near Clean Water Services (CWS). Develop a turn around and walking connection to (new/ potential) pathway to get to Durham.

Sidewalks and bike lanes on 79th Ave:

- Prioritize key sidewalk gaps on 79th Ave. from Bonita Rd. to Durham Rd.
- Fill sidewalk gaps on 79th Ave.
- Provide continuous bike lanes on 79th Ave. from Bonita Rd. to Durham Rd.

Intersection of 79th Ave. and Durham Rd.:

- Study traffic flow at intersection, particularly those vehicles coming south on 79th Ave. towards Durham Rd.
- Investigate making the right lane on 79th Ave. heading south a right turn and straight lane, with the left lane as a dedicated left turn only.
- Consider reconfiguring signal to allow independent left turns onto Durham Rd. after crosswalk/ straight intervals.

Sidewalks on Hall Blvd:

- Prioritize key sidewalk gaps on Hall Blvd. from Bonita Rd. to Durham Rd.
- Fill sidewalk gaps on Hall Blvd.

Traffic Speed on Durham Rd.:

- School Zone flashing beacons – bring more attention to drivers to slowdown in school zone.
- Potentially re-evaluate making school zone “when lights flashing” instead of the current 7:00 am to 5:00 pm to increase compliance of school zone speed.
- Evaluate other potential traffic calming measures and enforcement on Durham Rd. near Durham Elementary.

Pedestrian experience on Durham Rd.:

- Evaluate the potential for a buffered sidewalk (via a landscape strip) along the south side of Durham Rd. between Hall Blvd. and 79th Ave.



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.

Sidewalks on 81st Ave.:

- Prioritize key sidewalk gaps on 81st Ave. north of Ashford St.
- Fill sidewalk gaps on 81st Ave.

Reducing neighborhood cut-through (Langtree St. to Bond St. via 81st and 82nd):

- Consider traffic calming devices in the neighborhood.
- Investigate some of the intersections in the neighborhood and potential strategies for discouraging cut-through traffic, reducing speed and improving safety for students walking to school.

Enhance crossing at Hall Blvd.:

- Consider programming signal at Hall and Durham with a Leading Pedestrian Interval.
- Consider a crossing guard at the intersection.

Bike parking at Durham Elementary:

- Design covered bike parking for Durham Elementary.
- Investigate alternative locations for bike parking that are closer to the front entrance.

Wayfinding for Durham Center pathway:

- Install wayfinding signage to direct walkers and bikers to the pathway from the Durham Center (on Durham Rd.) to Durham Elementary (current pathway connects near bike racks).

Connection between Waverly Dr. and 85th Ave:

- Develop a neighborhood trail/ pathway in the unimproved ROW between Waverly Dr. and 85th Ave.
- Due to CWS facilities investigate trail possibilities through Tigard High School's back fields.

Provide an alternative to walking on Durham Rd. (missing connection from 85th Ave to Durham Elementary):

- Create a pathway through the open greenspace near CWS to Durham Elementary following a similar path as the old driveway. The public uses the greenspace on a regular basis.
- For safety/ security, fence gate would only be open during school hours.

Wayfinding and signage for designated walking & biking routes:

- Once walking and biking route maps are produced work on some signage and wayfinding to designate those routes. These signs provide information to walkers and bikers, but also provide a notice to drivers in the neighborhood to watch out for kids.

Sidewalks on Upper Boones Ferry Rd.:

- Fill sidewalk gap on the west side of Upper Boones Ferry Rd., just south of intersection with Durham Rd.

* 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.

PROGRAMMATIC STRATEGIES

Education:

- Develop walking and biking route maps to be distributed to parents before the school year starts (and throughout the year). Also provide information to parents about walking school buses and bike trains, so parents can work to form walking or biking groups before the school year begins.
- Promote safe walking and biking skills through assemblies and integrate pedestrian safety into PE classes.
- 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:

- 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.
- Identify a parent or school staff champion to lead SRTS work at Durham Elementary.
 - PE Teacher – can also integrate safe pedestrian curriculum.
 - PSO – designate a SRTS liaison.
- Durham SRTS Task Force parent representative recruitment – develop a process to continually recruit parents because kids will eventually age out of Durham.

Enforcement:

- District-wide crossing guard program:
 - Durham Rd. & 79th Ave.
 - Durham Rd. & Hall Blvd.
- Work with Tigard Police Department and School Resource Officer on traffic enforcement around Durham.
- 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.



Walking/ Biking route maps are a tool that highlight potential routes to and from school.



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 Durham's SRTS Program. However, the 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 be developed.

- **Identify a SRTS champion to lead program work at Durham.**
- **Develop Walking & Biking route maps for parents and students.**
- **District-wide crossing guard training program.**
- **Sidewalks along 79th from Bonita to Durham.**
- **Improve intersection of 79th and Durham.**

FINAL THOUGHTS

Thank you for taking the time to read the Durham 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 Durham SRTS Program, please reach out to Principal Boudreau by email at (rboudreau@ttsd.k12.or.us), or by phone at 503-431-4500, or the SRTS Coordinator, we would love to have you involved!

