



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
Enrollment:	1,006 (2020-2021)
Enrollment by Grade:	---
Free/ Reduced Lunch:	>95%
Action Plan Contact:	Hendrik Broekelschen, HendrikB@tigard-or.gov, 503-347-5297

THE PROJECT TEAM

School Principal:	Andrew Kearn
Parent Representatives:	---
City Staff Representative:	Susan Shanks
City Police/ School Resource Officer:	Officer Jon Moehring
School District Representative:	---
City Safe Routes to School Coordinator:	Hendrik Broekelschen

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 six through eight who live more than 1.5 miles from school. Otherwise, students are encouraged to walk, bike, car-pool, 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).

Twality Middle School One Mile Radius

Legend

- Twality Middle School
- Twality Bus Stops 18-19
- Traffic Signals
- Sidewalks: Both Sides
- Sidewalks: One Side Only
- Sidewalks: None
- Sidewalks: No Data
- Trails
- Railroad
- Twality 1 Mile Buffer
- River
- Government Owned Land
- Twality Transportation Zone
- Twality Boundary

Map created by Safe Routes to School
Date: 7/11/2019

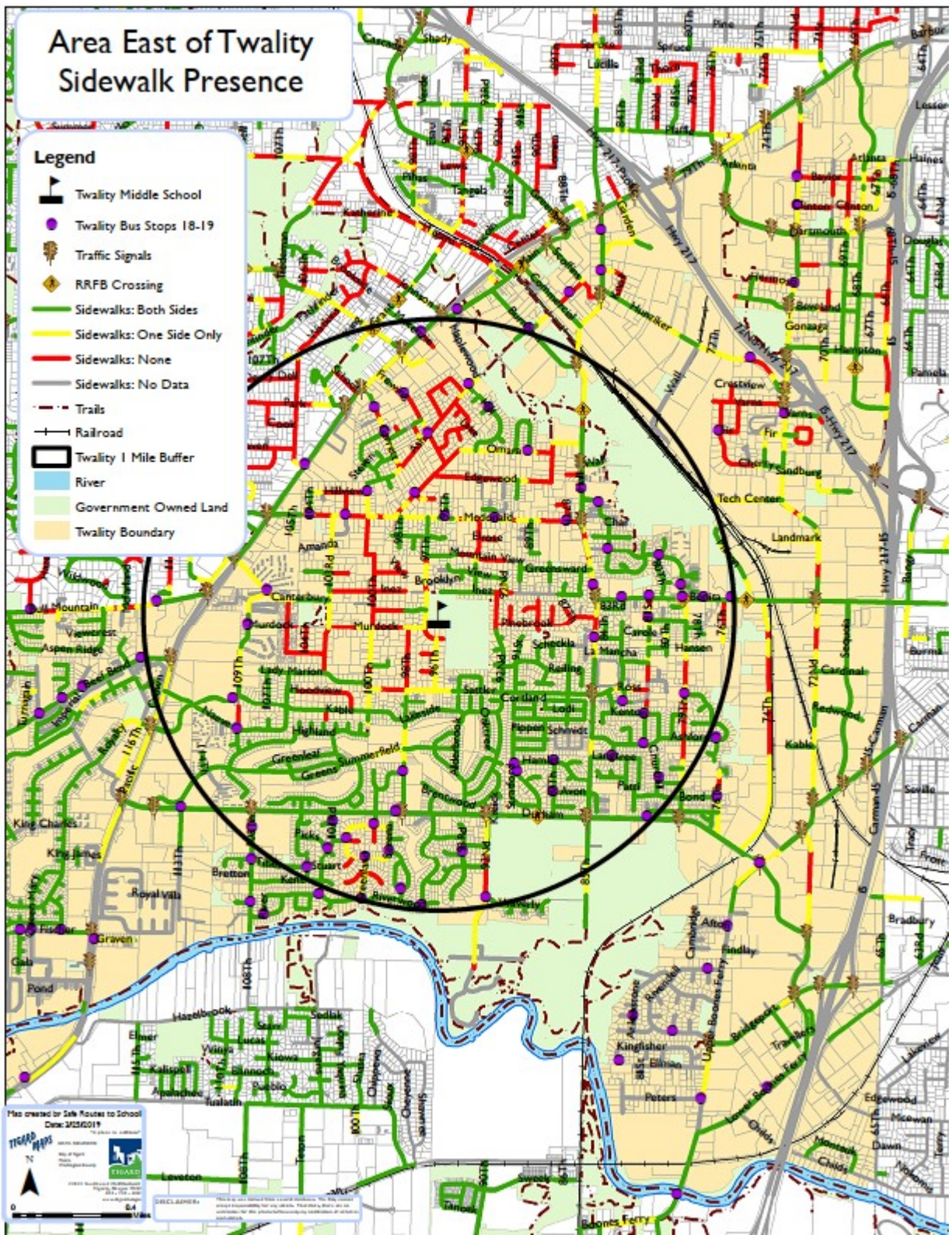
TIGARD MAPS
"A place to call home"

DATA SOURCES:
City of Tigard
Harris
Washington County

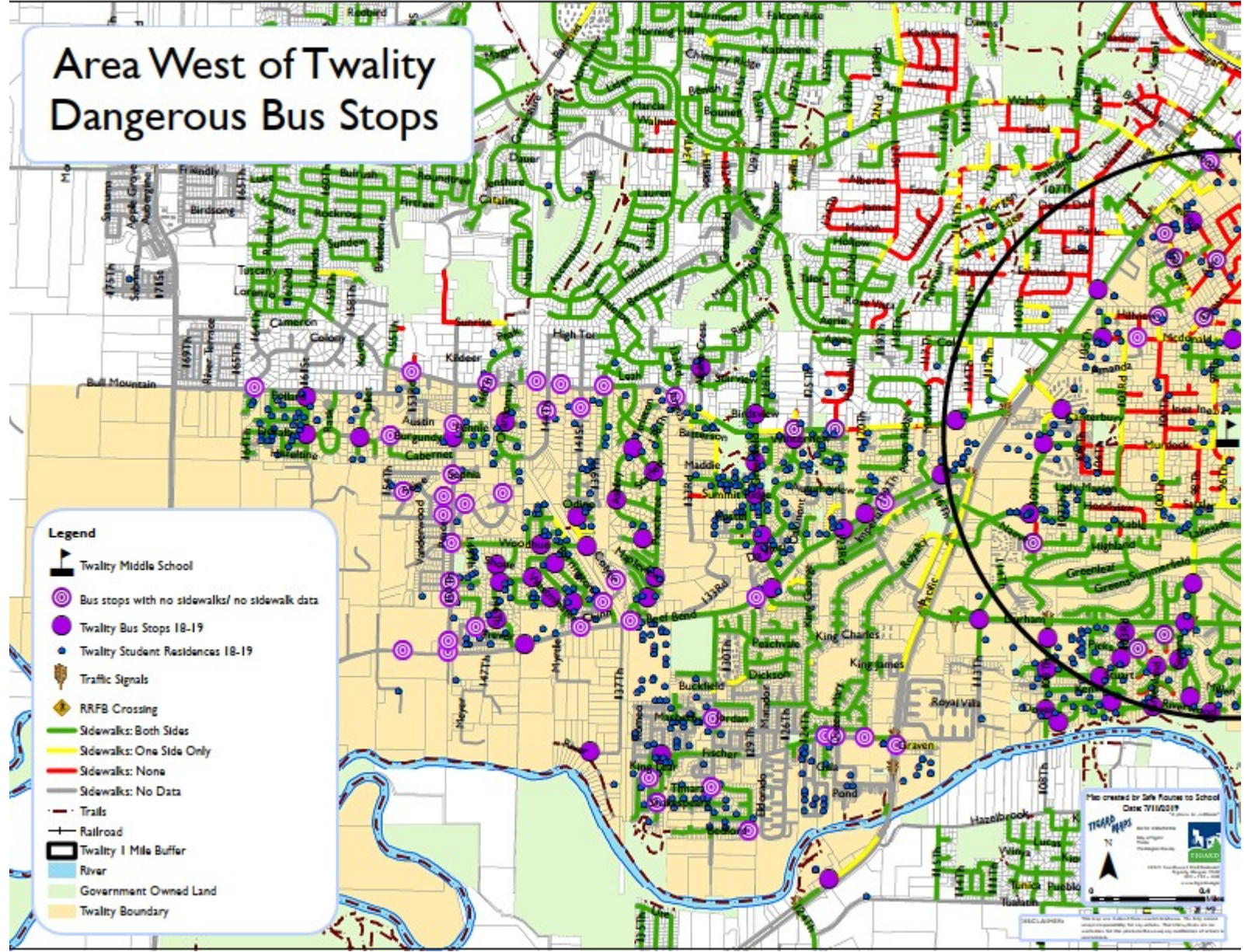
2222 Southwest Hall Boulevard
Tigard, Oregon 97124
503.718.3621
www.tigardoregon.gov

0 0.4 Miles

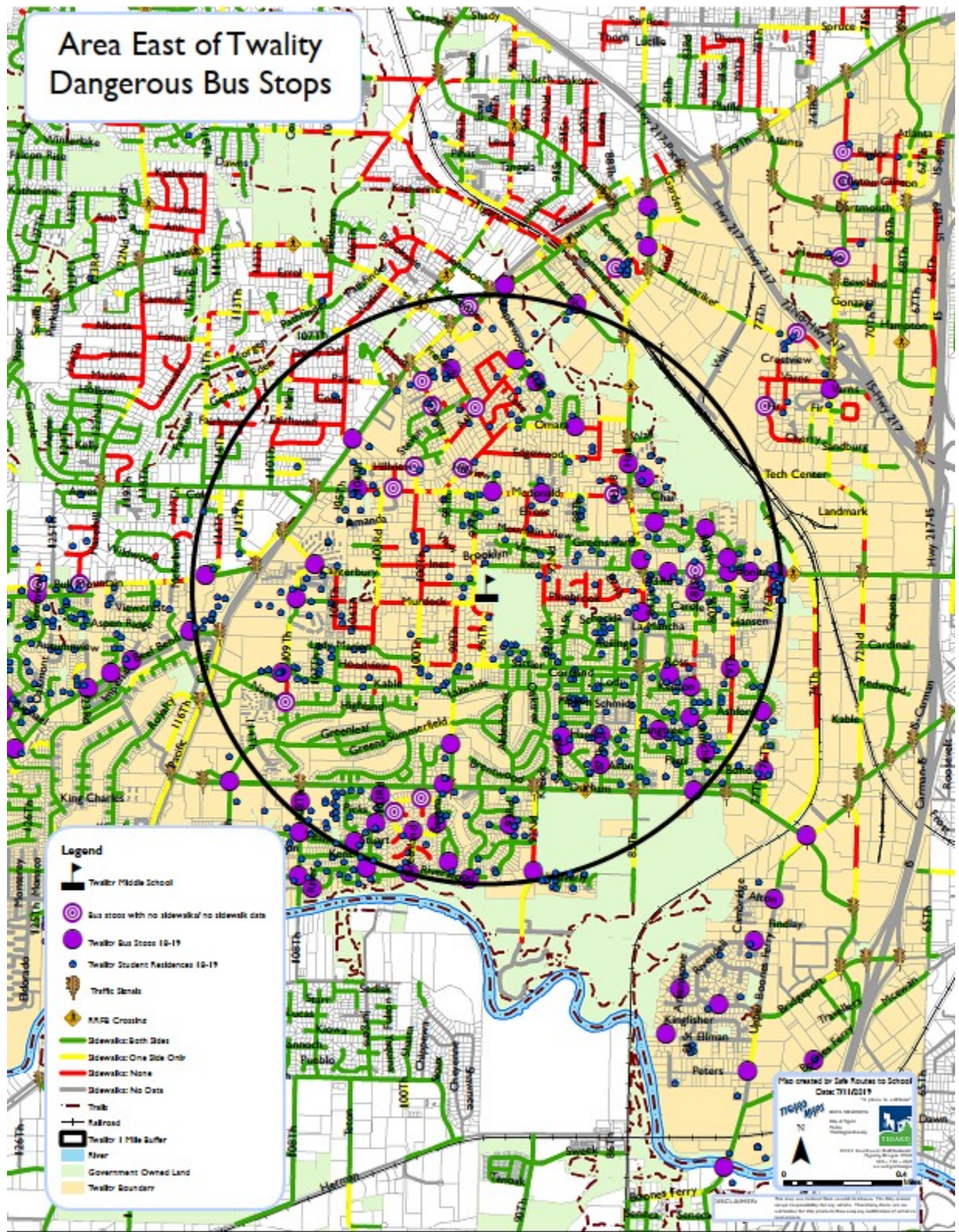
DISCLAIMER: This map was derived from several databases. The City cannot accept responsibility for any errors. Therefore, there are no warranties for this product. However, any notification of errors is appreciated.



Area West of Twality Dangerous Bus Stops



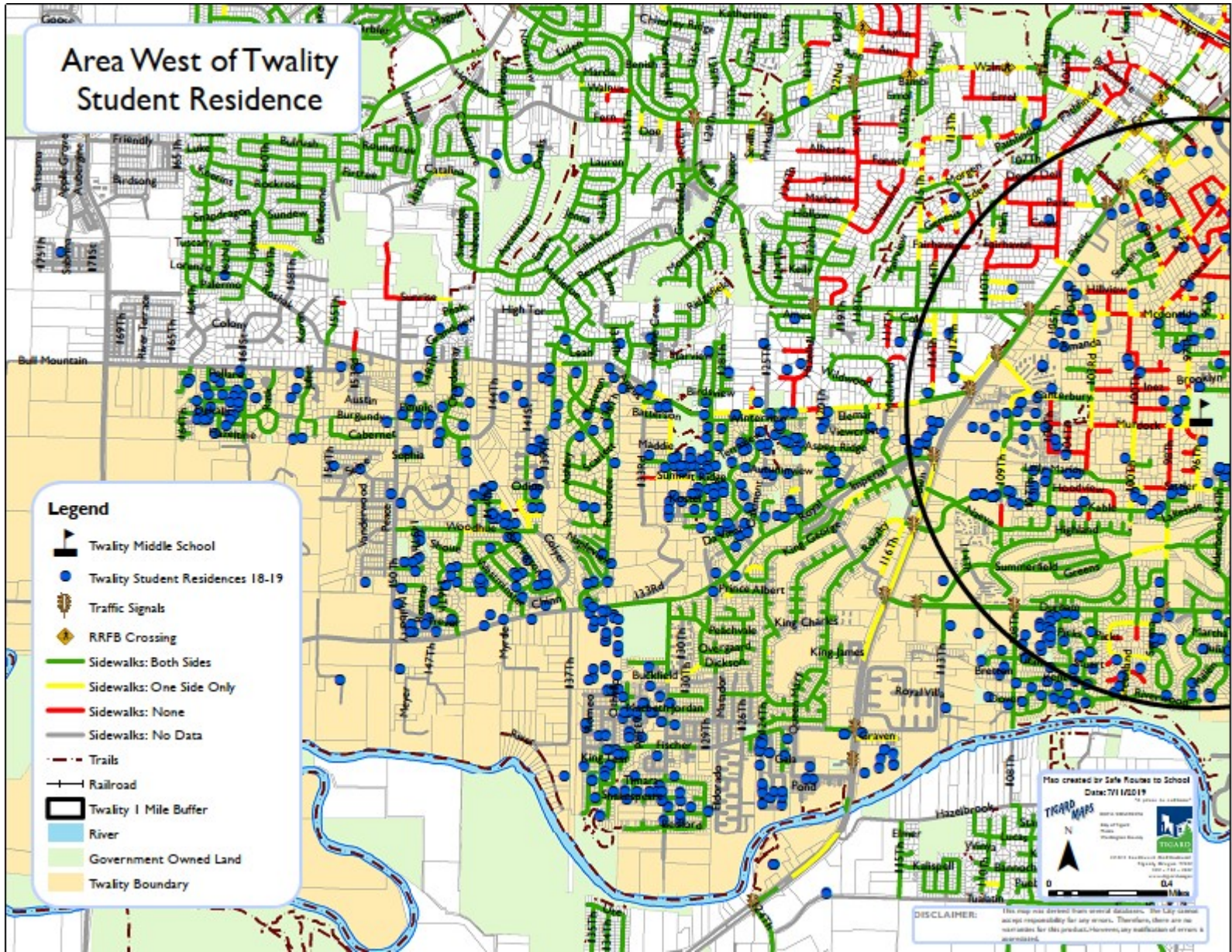
Area East of Twality Dangerous Bus Stops



Area West of Twality Student Residence

Legend

-  Twality Middle School
-  Twality Student Residences 18-19
-  Traffic Signals
-  RRFB Crossing
-  Sidewalks: Both Sides
-  Sidewalks: One Side Only
-  Sidewalks: None
-  Sidewalks: No Data
-  Trails
-  Railroad
-  Twality 1 Mile Buffer
-  River
-  Government Owned Land
-  Twality Boundary



Map created by Safe Routes to School
 Date: 7/11/2019

TREARD MAPS

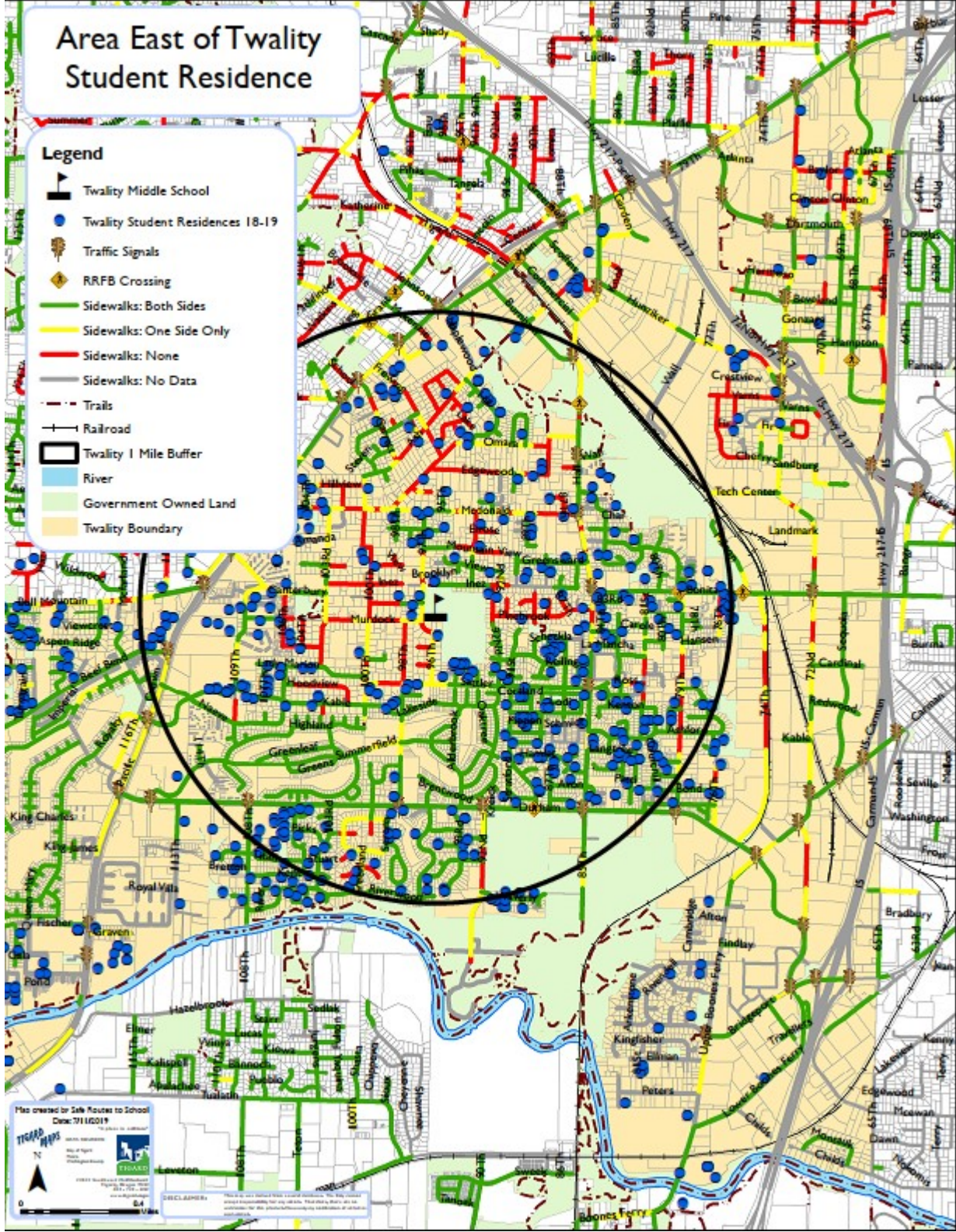
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0 0.5 1 Miles

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.

Area East of Twality Student Residence

- Legend**
- Twality Middle School
 - Twality Student Residences 18-19
 - Traffic Signals
 - RRFB Crossing
 - Sidewalks: Both Sides
 - Sidewalks: One Side Only
 - Sidewalks: None
 - Sidewalks: No Data
 - Trails
 - Railroad
 - Twality 1 Mile Buffer
 - River
 - Government Owned Land
 - Twality Boundary



Map created by Safe Routes to School
Date: 7/11/2019

Map of TIGARD, Oregon
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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.

Templeton Elementary School and Twality Middle School are undergoing largescale construction projects. A new walk and bike audit will need to be conducted once the school construction has finished.

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 103rd to 98th. 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 97th 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 96th 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

- **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 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?

TBD



— EVALUATIONS AND DATA —

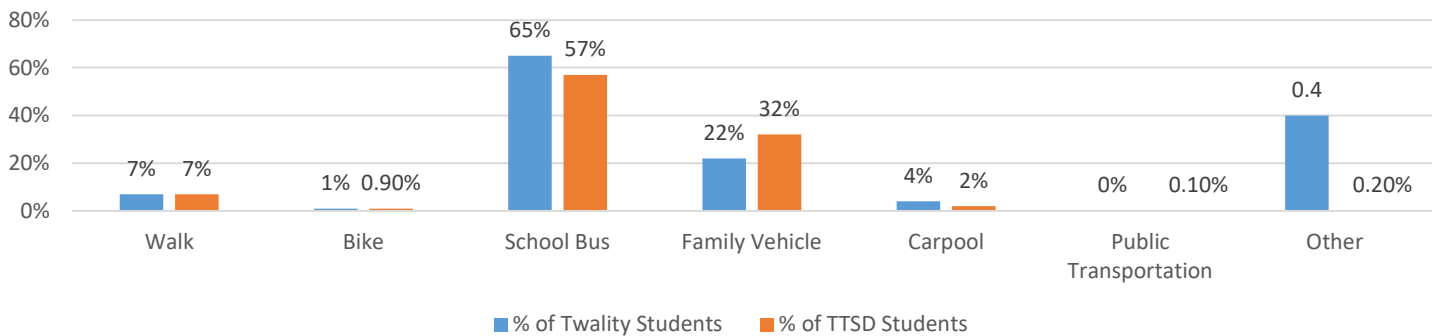
STUDENT TRAVEL DATA

A survey of all TTSD students, excluding schools located in the City of Tualatin, was conducted in December 2018 using the *Safe Routes to School Students Arrival and Departure Tally Sheet*. The schools that contributed data in December 2018 include Alberta Rider Elementary School, Charles F. Tigard Elementary School, Deer Creek Elementary School, Mary Woodward Elementary School, Fowler Middle School, and Twality Middle School.

TO SCHOOL

Travel Mode	Walk	Bike	School Bus	Family	Carpool	Public	Other	Blank
% of Twality Students	7%	1%	65%	22%	4%	0.1%	0.4%	NA
% of TTSD Students	7%	.9%	57%	32%	2%	0.1%	0.2%	NA

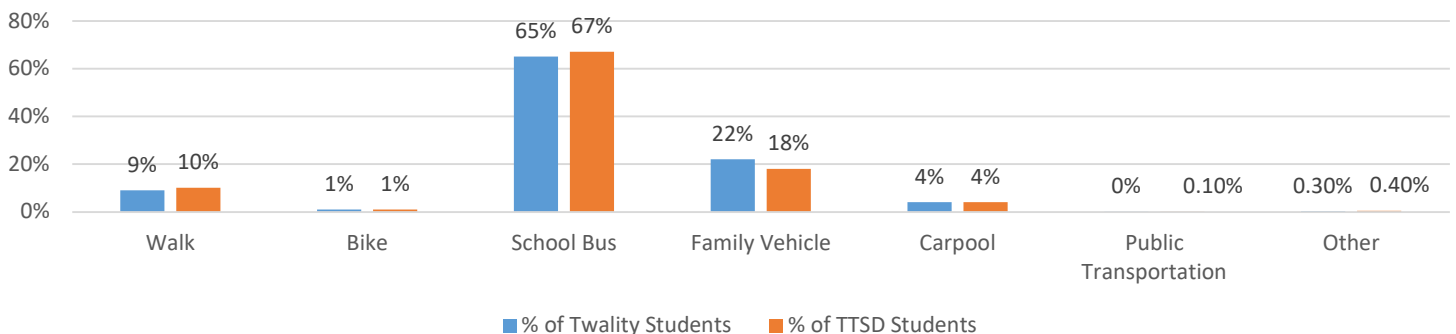
December 2018 Twality and TTSD AM Mode Split



FROM SCHOOL

Travel Mode	Walk	Bike	School Bus	Family	Carpool	Public	Other	Blank
% of Fowler Students	9%	1%	65%	22%	4%	0%	0.3%	NA
% of TTSD Students	10%	1%	67%	18%	4%	0.1%	0.4%	NA

December 2018 Twality and TTSD PM Mode Split



PARENT SURVEY DATA

A link to the online *Safe Routes to School Parent Survey* was provided to parents in December 2018 to gather information about how their students get to and from school. Additional information gathered includes parental concerns and issues surrounding the walk or bike to school.

Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	15	2
Amount of Traffic Along Route	15	1
Speed of Traffic Along Route	15	1
Sidewalks or Pathways	12	3
Safety of Intersections and Crossings	12	1
Weather or climate	10	0
Adults to Bike/Walk With	6	0
Time	6	0
Violence or Crime	6	0
Crossing Guards	5	1
Convenience of Driving	3	1
Child's Participation in After School Programs	3	0
Number of Respondents per Category	18	4

No response: 4

Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

Themes from Twality Parent Survey:

- Many parents are concerned about the lack of sidewalks in their neighborhood
- Parents are concerned that the lack of covered bike parking will discourage students from biking to school
- Most parents believe that the school neither encourages nor discourages walking to school

The top five walkability and bikeability issues for Twality students are:

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

— RECOMMENDATIONS AND PLAN IMPLEMENTATION —

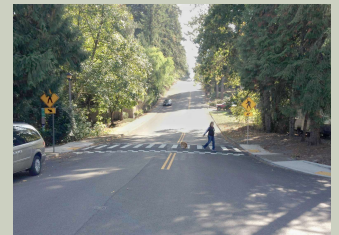
A comprehensive SRTS Program includes engineering/ infrastructure and programmatic strategies. The following sections outline the possible strategies that directly address the identified barriers and hazards. At this time this is simply a list of potential strategies. The Twality SRTS Task Force, parents,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

ENGINEERING AND INFRASTRUCTURE STRATEGIES*

* 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.

Project #	Status	Project Name	Project Type	Project limits/ location	Project Description
SR-ARE2015-01	Inactive	Bull Mt. Rd. Sidewalks	Sidewalk Infill	SW Bull Mountain Road	Sidewalk infill along SW Bull Mountain Road
SR-ARE2015-02	Inactive	Internal Circulation	Internal Circulation	SW Alberta Rider Driveway	Create better internal circulation in the school driveway
SR-ARE2015-03	Inactive	SW Bull Mountain Road	Crossing Improvement	Entire street segment	Install enhanced crossings such as RRFB and HAWK
SR-ARE2019-01	Proposed-Levy 2020	Alberta Rider Crosswalk	Crossing Improvement	SW Maddie Ln. & SW 132nd Ter.	Install one marked crosswalk on north side of the intersection. Install ADA curb ramps on each corner of the intersection (4).
SR-ARE2019-02	Inactive	Bull Mt. Rd. Traffic Calming	Traffic Calming	SW Bull Mountain Road	Reduce speed limit on SW Bull Mt. Road
SR-ARE2019-03	Inactive	Bull Mt. Road Vision Clearance	Vision Clearance	SW Bull Mountain Road between SW 139th and SW 133rd	Sidewalk infill along SW Bull Mountain Road or make it easier for pedestrians to be seen along this road segment
SR-DCES2019-01	Inactive	SW 131st Speed Zone	Traffic Calming	SW 131st	Reduce speed limit or install traffic calming on SW 131st
SR-DCES2019-02	Inactive	Crosswalk at Peachvale and 131st	Crossing	Intersection at SW 131st and SW Peachvale	Install crossing at SW 131st and SW Peachvale
SR-DCES2019-03	Inactive	ADA ramp at 131st and Peachvale	Crossing	Intersection at SW 131st and SW Peachvale	Install ADA ramp at SW 131st and SW Peachvale

Project #	Status	Project Name	Project Type	Project limits/ location	Project Description
SR-DCES2019-04	Inactive	Beef Bend Traffic Calming	Traffic Calming	Entire street segment	Reduce speed limit or install traffic calming on SW Beef Bend Rd.
SR-DES2015-02	Inactive	SW 79th Complete Streets	Complete Street	Complete Street	Create a Complete Street with sidewalk infill and bike lanes
SR-DES2015-03	Inactive	Durham Elementary internal circulation	Internal circulation	Durham Elementary Driveway	Reduce speed limit on SW Bull Mt. Road
SR-DES2015-04	Inactive	SW Hall Blvd. and SW Durham Road Enhanced Crossing	Intersection Improvement	SW Hall Blvd. and SW Durham Road Intersection	Consider programming signal at Hall and Durham with a Leading Pedestrian Interval. Possible location for a crossing guard
SR-DES2015-05	Inactive	Hall Boulevard Sidewalks	Sidewalk Infill	Entire street segment	Sidewalk infill
SR-DES2015-06	Inactive	SW 81st Sidewalks	Sidewalk Infill	Entire street segment	Sidewalk infill
SR-DES2015-07	Inactive	Trail between SW Waverly and 85th	Trail Connection	CWS Facility between SW Waverly and SW 85th	Create a neighborhood trail between SW Waverly and 85th Ave
SR-DES2015-08	Inactive	Trail between Durham and SW 85th Ave on CWS tract	Trail Connection	CWS Facility between Durham Elementary and SW 85th	Create a neighborhood trail between Durham Elementary School and 85th Ave

Project #	Status	Project Name	Project Type	Project limits/ location	Project Description
SR-DES2015-09	Inactive	Upper Boones Ferry Road Sidewalks	Sidewalk In-fill	Entire street segment	Sidewalk infill
SR-DES2015-10	Inactive	SW 79th Ave and SW Durham Rd Intersection Improvement	Intersection Improvement	SW 79th Ave and SW Durham Rd Intersection	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.
SR-DES2015-11	Inactive	SW Durham Road Traffic Calming	Traffic Calming	Entire Street Segment	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.
SR-DES2015-12	Inactive	Pedestrian Experience on SW Durham Road	Pedestrian Experience	SW Durham between SW Hall and SW 79th	Evaluate the potential for a buffered sidewalk (via a landscape strip) along the south side of Durham Rd. between Hall Blvd. and 79th Ave.
SR-DES2015-13	Inactive	Reducing neighborhood cut through traffic	Traffic Calming	Langtree St. to Bond St. via 81st and 82nd	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
SR-DES2015-14	Inactive	SW Durham Sidewalks	Sidewalk In-fill	SW Durham St.	Sidewalk infill
SR-DES2019-01	Inactive	SW 79th Ave	Sidewalk In-fill	15545 - 15565 (including adjacent tract) SW 79th. Ave	Sidewalk infill along two properties 15545 and 15565 (including adjacent tract) on SW 79th. Ave

Project #	Status	Project Name	Project Type	Project limits/ location	Project Description
SR-DES2019-02	Inactive	RRFB on Hall at Ashford and Schmidt Loop	Crossing Improvement	SW Hall Blvd. & SW Ashford St.	Install marked crosswalk with RRFB on north side of intersection. Install ADA curb ramps (2).
SR-DES2019-03	Inactive	Trail Extension 80th Place to Bonita	Trail Improvement	Trail connection between SW 80th Pl. & SW Bonita Rd.	Pave informal neighborhood trail 30 feet between SW 80th Pl. & SW Bonita Rd. Install ADA curb ramp on SW 80th (1). Plat shows that the tract has "City controlled access"
SR-TMP2015-01	Inactive	SW McDonald Complete Street	Complete Street	Entire Street Segment	Complete Street with sidewalks and bike lanes
SR-TMP2015-02	Inactive	SW Murdock Street Sidewalk	Sidewalk Infill	Entire Street Segment	Sidewalk infill along entire street segment
SR-TMP2015-03	Inactive	SW 100th Ave S-Curve Improvement	Sidewalk Infill	SW 100th Ave near SW View Terrace	Sidewalk infill along identified street segment
SR-TMP2018-01	Inactive	Stop signs on Omara	Signs	Entire street segment	Install additional stop signs on Omara Street
SR-TMP2018-02	Inactive	Trail between SW Home and Templeton/Twality	Trail Connection	Templeton/Twality and SW Home	Install neighborhood trail between Templeton/Twality and SW Home
SR-TMP2018-03	Inactive	SW 93rd Bike Lanes	Bike Lanes	Entire street segment	Install bike lanes
SR-TMP2019-01	Proposed-Levy 2020	Murdock Street Trail (103rd to 106th)	Trail Improvement	SW Murdock St. between SW 103rd Ave & 106th Ave.	Pave informal neighborhood trail through park along unimproved Murdock ROW.

Project #	Status	Project Name	Project Type	Project limits/ location	Project Description
SR-TMP2019-02	Proposed-Levy 2020	Crossing Improvements at Omara and McDonald	Crossing Improvement	SW Omara St. & SW McDonald St.	Install ADA curb ramps (4) along east of Omara and west side of 98th. Install RRFB crossing at same location.
SR-TMP2019-03	Proposed-Levy 2020	Pedestrian improvements at Sattler and 96th	Crossing Improvement	SW Sattler St. and SW 96th Ave.	Install ADA curb ramps (4). Install pedestrian bulb out. Install warning signage and advanced stop bars.

PROGRAMMATIC STRATEGIES

Education:

- Develop walking and biking route maps.
- 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 Groups (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

Enforcement:

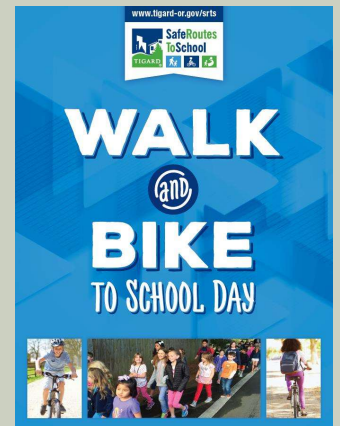
- District-wide crossing guard program:
- Work with Tigard Police Department and School Resource Officer on traffic enforcement around Twality.
- Implement Police enforcement in concert with the installation of traffic calming devices and infrastructure.

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 96th 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 the Principal or the SRTS Coordinator, we would love to have you involved!

