



Metzger Elementary Safe Routes to School Action Plan



Metzger Elementary

Safe Routes to School Action Plan

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— INTRODUCTION —

SCHOOL INFORMATION

School Name: **Metzger Elementary**

School Address: **10350 SW Lincoln St. Tigard, OR 97223**

County: **Washington County**

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

School Website: **http://metzger.ttsdschools.org/pages/metzger_elementary**

Enrollment:

Enrollment by Grade:

Free/ Reduced Lunch:

Action Plan Contact: **Hendrik Broekelschen, hendrikb@tigard-or.gov, 503-347-5297**

THE PROJECT TEAM

School Principal: **Jessica Swindle**

Parent Representatives: **Andrea Johnson**

City Staff
Representative: **Gary Pagenstecher**

City Police/ School Re-
source Officer: **N/A**

School District
Board Chair: **Ben Bowman**

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, nationally, 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 Metzger 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 Metzger SRTS Task Force, the Tigard-Tualatin School District, parents, students and community members as a framework to guide Metzger 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 Metzger Elementary attendance boundary is roughly conterminous with an area framed by Greenburg Rd. and Cascade Ave. on the south, The Washington Square Mall on the west, Hwy 99W on the east and Taylors Ferry Rd. on the north (see map on page 4). Much of the area surrounding Metzger Elementary is in unincorporated Washington County, therefore cross-jurisdictional partnerships are required to implement many of the engineering elements of this Action Plan.

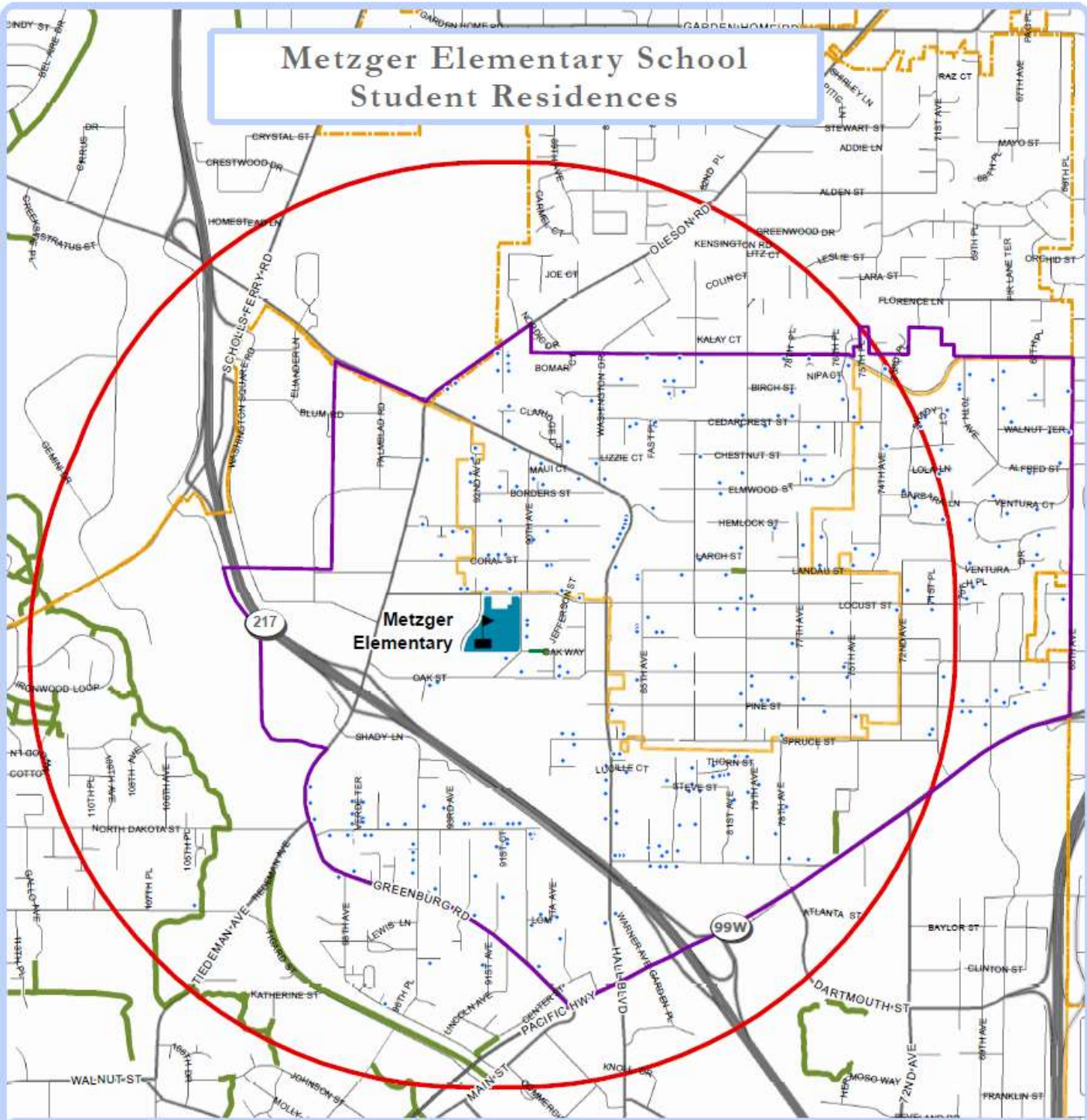
DISTRICT TRANSPORTATION POLICY








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).

Metzger Elementary School Student Residences



-  School
-  Student Residences
-  Trails
-  One-mile Radius Metzger Elementary
-  Metzger Elementary Attendance Area
-  Metzger Elementary School Property
-  Tigard City Boundary



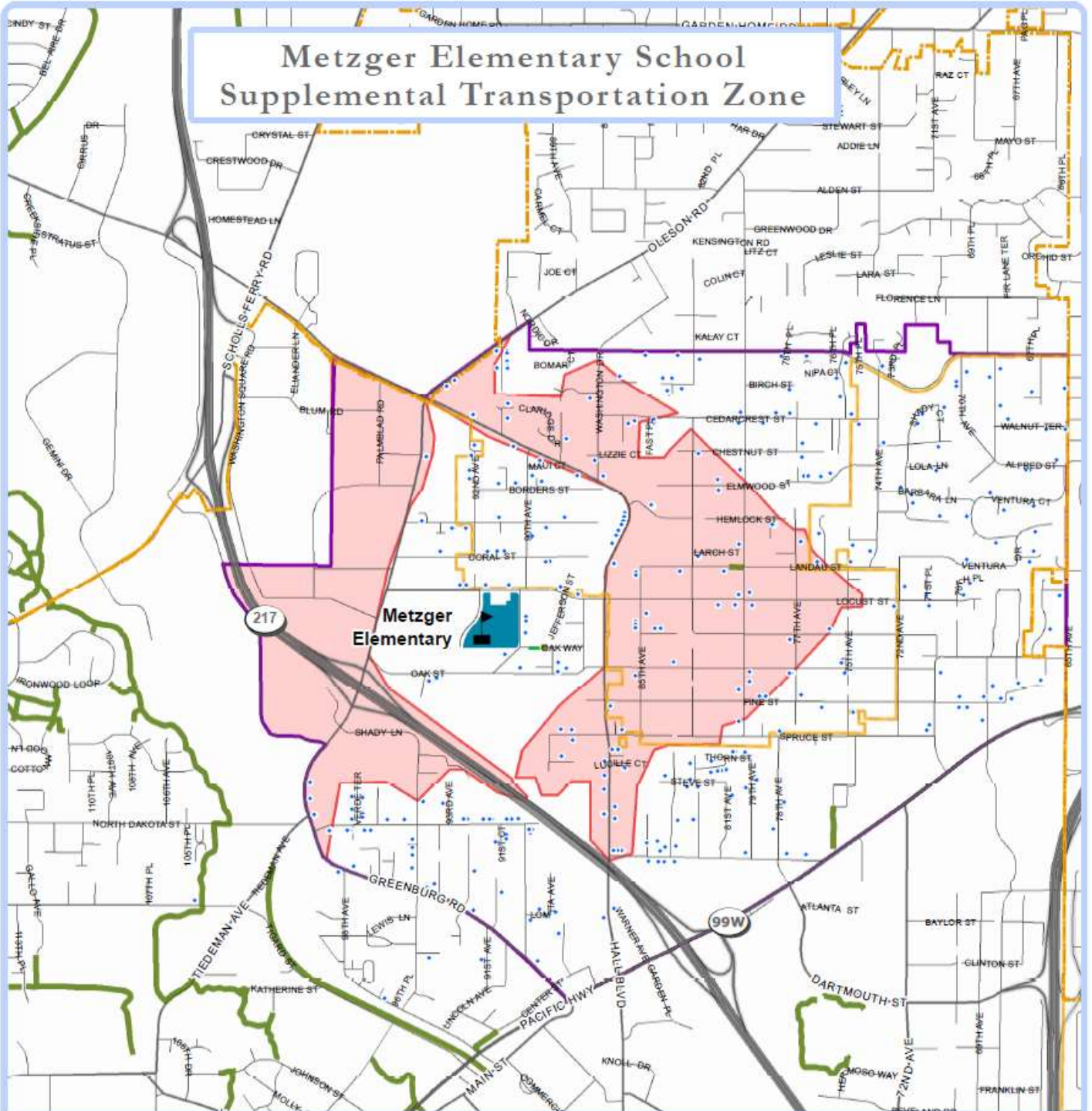
DATA SOURCES:
City of Tigard
Metro
Washington County








13125 Southwest Hall Boulevard
Tigard, Oregon 97223
503 . 639 . 4171
www.tigard-or.gov

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 notifications of error are appreciated.

Metzger Elementary School Supplemental Transportation Zone



-  School
-  Student Residences
-  Trails
-  Metzger Elementary School Property
-  Metzger Elementary Attendance Area
-  Supplemental Transportation Zone
-  Tigard City Boundary



DATA SOURCES:
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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 on Oak St. from 90th Ave to 65th Ave (end of the attendance boundary).
- **Roadway/ Infrastructure:** Noncontiguous sidewalks and no bike lanes on Taylors Ferry Rd. (Greenburg Rd. to 65th Ave).
- **Roadway/ Infrastructure:** Noncontiguous sidewalks and no bike lanes on 80th Ave from Taylors Ferry Rd. to Spruce St.
- **Roadway/ Infrastructure:** Noncontiguous sidewalks and no bike lanes on Locust St.
 - The majority of the sidewalk gaps are from Hall Blvd to 65th Ave (end of the attendance boundary); however there is a key gap on the north side of Locust St. from 87th Ave to Jefferson St.
- **Roadway/ Infrastructure:** Locust St. – high traffic speeds on Locust St. even during the designated 20 mph School Zone timeframe (flashing lights).
- **Crossing:** The crossing at Lincoln St. at Locust St. (up to 92nd Ave) has a crossing guard but there are no crosswalk markings.
- **Crossing:** Crossing 90th Ave at Oak Way is difficult especially when heading east on Oak Way. The sightlines looking down 90th Ave to the south are minimal, and it can be difficult to see vehicles coming around the corner on 90th Ave heading north.
 - The crossing is has marked crosswalk with school crossing signage.
- **Crossing/ Infrastructure:** Difficult crossing at the intersection of Oak St. and 87th Ave.
 - No sidewalks on Oak St between 87th Ave and Hall Blvd.
 - Intersection of Oak St. and 87th Ave is not a perpendicular T intersection, and is on a curve.
- **Roadway/ Infrastructure:** Sidewalk gaps on 87th Ave.
 - On the west side of 87th Ave from Oak Way to Oak St.
 - On the east side of 87th Ave from the last house parcel to Oak St.
- **Traffic Circulation:** Congestion in parking lot and on Lincoln St. during drop-off and pick-up times.
- **Infrastructure Maintenance:** The Oak Way trail is getting a little overgrown with blackberries and additional vegetation.
- **Roadway/ Infrastructure:** Hall Blvd. – high traffic volumes and high traffic speeds on Hall Blvd. Also noncontiguous sidewalks and bike lanes along Hall Blvd. from 99W to Greenburg Rd.
- **Crossing:** Limited sidewalk infrastructure and high speeds and high traffic volumes make crossing difficult on Hall Blvd., specifically on Oak St. and Locust St.
- **Roadway/ Infrastructure:** Noncontiguous sidewalks on Washington Dr. from Taylors Ferry to Hall Blvd.
- **Infrastructure/ Connection/ Pathway:** Missing connection between Oak St. and Lincoln St. Currently, students and parents are using the Lincoln Center driveway to get from Oak St. to Metzger Elementary.

Opportunities

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

- The City of Tigard SRTS Coordinator is working with the principal and other interested parents and partners on a comprehensive SRTS Program at Metzger.
- Students and parents participate in annual Walk & Bike to School events – twice a year.
- Bike Safety Education is taught by teacher, David Lord, to his 5th grade classes.
- A monthly SRTS Newsletter Article is sent to parents – topics include pedestrian and bicycle safety.
- Oak Way Trail – a 150-foot trail was built to connect 87th Ave and 90th Ave with a marked crosswalk and school crossing signage on SW 90th Ave. This trail and crossing enhances the route to school for a number of Metzger students.
- Lincoln Street Trail was constructed in 2016 allow ped/bike access from Oak St. to Lincoln St.

Challenges

- No formal walking or biking safety education program taught to all students. Though bicycle safety education is currently taught to all 5th graders.
- No formal education to parents about safe walking and biking, and how to shift to more walking or biking to school.
- Limited capacity for additional crossing guards – only two staff people at the crossings at Lincoln St. & Locust St. and 90th Ave & Locust St.
- No designated point person at Metzger Elementary School to drive SRTS activities or programs.

— EVALUATIONS AND DATA —

STUDENT TRAVEL DATA

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

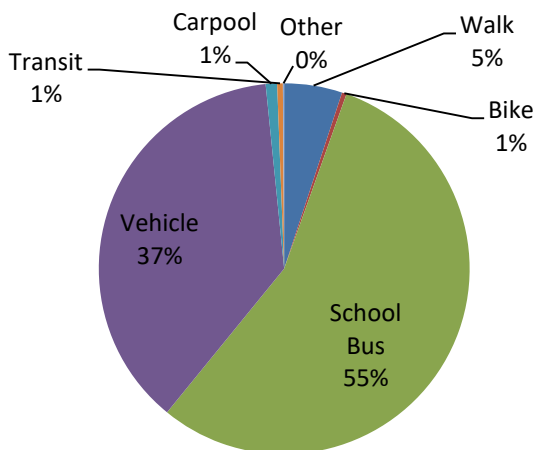
TO SCHOOL

Travel Mode	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other
% of Students	5%	1%	55%	37%	1%	1%	0%

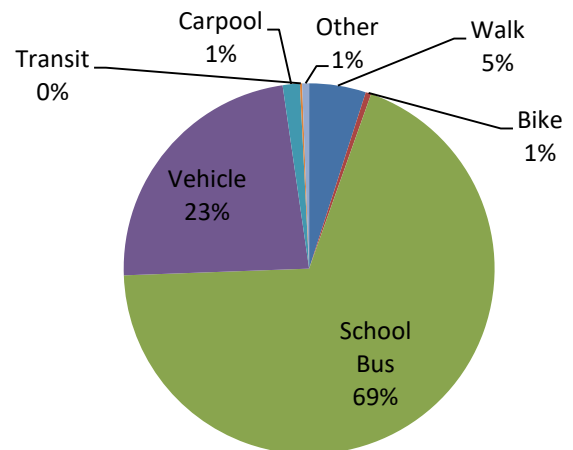
FROM SCHOOL

Travel Mode	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other
% of Students	5%	1%	69%	23%	1%	0%	1%

Metzger AM Mode Split - How students get to school



Metzger PM Mode Split - How students get home from school



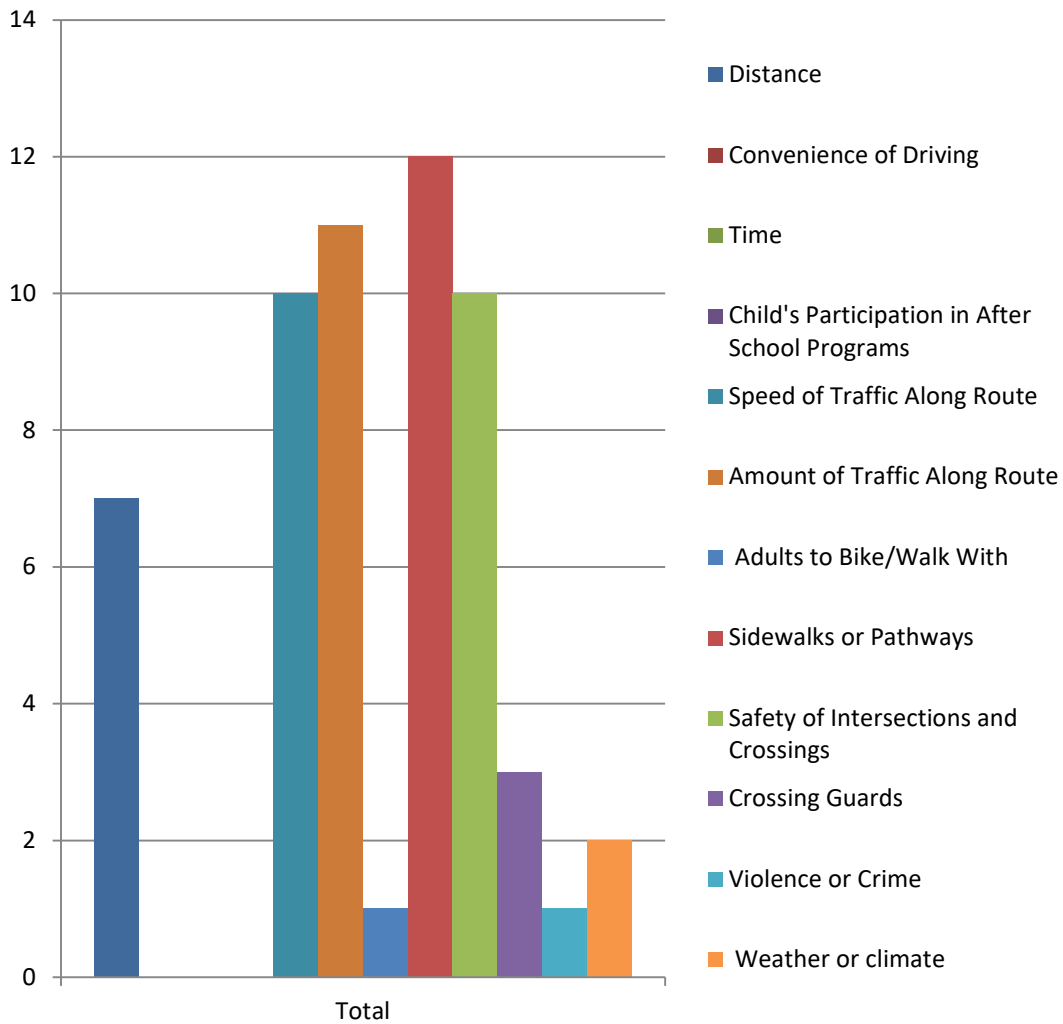
PARENT SURVEY DATA

Parent Survey was conducted 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 Metzger parents are:

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

Concerns of Metzger Parents From Parent Survey, n=15



— LONG TERM VISION—

- Educated parents and students on safe walking and biking behaviors
- Monthly walk and bike to school events
- Reduced parking lot and neighborhood congestion during pick up and drop off times
- Reduced speeds and volumes on Locust St.
- Increased usability of crossings intersecting Hall Boulevard
- Full sidewalks within attendance boundary with priority to sidewalks within the Supplemental Transportation Zone.
- Vero crashes with the school zone
- Increased walk/bike rate

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

ENGINEERING AND INFRASTRUCTURE STRATEGIES

Sidewalks on Oak St.:

- Prioritize key sidewalk gaps on Oak St. from 90th Ave to 65th Ave (end of the Metzger attendance boundary).
- Fill sidewalk gaps on Oak St.

Sidewalks and bike lanes on Taylors Ferry Rd.:

- Prioritize key sidewalk gaps on Taylors Ferry Rd. from Greenburg Rd. to 65th Ave.
- Fill sidewalk gaps on Taylors Ferry Rd.
- Provide continuous bike lanes on Taylors Ferry Rd. from 65th Ave. to Greenburg Rd.

Sidewalks and bike lanes on 80th Ave.:

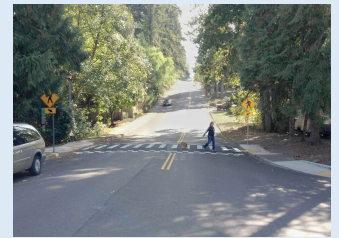
- Prioritize key sidewalk gaps on 80th Ave. from Taylors Ferry Rd. to Spruce St.
- Fill sidewalk gaps on 80th Ave.
- Provide continuous bike lanes on 80th Ave from Taylors Ferry Rd. to Spruce St.

Sidewalks and bike lanes on Locust St.:

- Prioritize sidewalk gaps on Locust St. – start with gap on north side of Locust



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.

St. from 87th to Jefferson, then prioritize gaps from Hall Blvd. to 65th Ave.

- Fill sidewalk gaps on Locust St.
- Provide continuous bike lanes on Locust St. from Greenberg Rd. to 65th Ave (end of Metzger attendance boundary).

Traffic Speed on Locust St.:

- Evaluate other potential traffic calming and enforcement measures on Locust St. near Metzger Elementary.

Crossing at Lincoln St. and Locust St.:

- Provide a marked crosswalk or other crossing enhancement at this school entrance crossing point. There is a crossing guard at this location, but no crossing enhancement to designate it as a school crossing.

Crossing at Oak Way and 90th Ave.:

- Investigate measures to enhance this crossing, and to warn drivers coming around the curve on 90th that they are approaching a school crossing.
- Study traffic calming and enforcement measures to improve crossing experience on 90th Ave.

Crossing at Oak St. and 87th Ave.:

- Study the traffic and pedestrian flow at this non-perpendicular T intersection.
- Investigate potential engineering solutions to improve the crossing experience, for example, provide possible pedestrian refuge area for crossing Oak St. to get up 87th Ave. and the Oak Way Trail to Metzger Elementary.

Sidewalks on 87th Ave.:

- Prioritize and fill sidewalk gaps on 87th Ave. on both sides from Oak St. to Oak Way.

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.

Maintain the Oak Way Trail:

- Develop a maintenance plan for the Oak Way Trail, including a schedule for pruning vegetation and picking up trash.

Sidewalks and bike lanes on Hall Blvd.:

- Prioritize key sidewalk gaps on Hall Blvd. from 99W to Greenburg Rd.
- Fill sidewalk gaps on Hall Blvd.
- Provide continuous bike lanes on Hall Blvd. from 99W to Greenburg Rd.

Crossings on Hall Blvd.:

- Study the two school crossings on Hall Blvd. at Oak St. and Locust St.
- Evaluate other traffic calming and enforcement measures to reduce traffic speeds on Hall Blvd. near Metzger Elementary and key school crossings.
- Consider a crossing guard at these intersections as sidewalk network gets complete on Oak St. and Locust St.

Sidewalks on Washington Dr.:

- Prioritize and fill sidewalk gaps on Washington Dr. from Taylors Ferry Rd. to Hall Blvd.

PROGRAMMATIC STRATEGIES

Education:

- Develop walking and biking route maps to be distributed to parents.
- Promote safe walking and biking skills through assemblies and integrate pedestrian safety into PE classes.
- 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:

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

Enforcement:

- District-wide crossing guard program:
 - Lincoln St. & Locust St.
 - 90th Ave & Locust St.
 - Hall Blvd & Oak St. and Hall Blvd. & Locust St. (these are future locations once sidewalk networks are built-up on Oak St. and Locust St.).
- Work with Tigard Police Department and the School Resource Officer on traffic enforcement around Metzger.
- Implement Police enforcement in concert with the installation of any traffic calming devices and infrastructure.

Evaluation:

- Annual Parent Survey.
- Annual Student Tally Survey.

STRATEGY PRIORITIZATION

All of the strategies outlined in this Action Plan will play an important role in Metzger'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.

Programmatic Priorities

- Identify a SRTS champion to lead program work at Metzger.
- Implement a Monthly Walk & Bike to School Day.
- Develop Walking & Biking route maps for parents and students.
- District-wide crossing guard program.

Engineering Priorities

- Hall Blvd. Sidewalk between Locust St. & Hemlock St.
- Oak St. Sidewalk between 95th Ave & 71st Ave.
- Locust St. Sidewalk between Lincoln & 80th Ave.
- Hall Blvd & Oak St. intersection Improvement
- Hall Blvd. & Locust St. Intersection Improvement
- Locust St. & Lincoln & 92nd Ave. Crossing Improvement
- Oak St. & 90th Ave. Crossing Improvement

FINAL THOUGHTS

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

