

## 6 Tri-North Middle School

**Address:** 1000 West 15th Street, Bloomington, IN

Enrollment in 2012-2013: 534

Grades: 7-8

Students within Walk Boundary: 32

Students within 1.5 Mile: 90



*Buses travel uphill to drop off students at Tri-North.*

### 6.1 Existing Conditions

#### Overview

Tri-North Middle School benefits from a generally walkable and bikeable neighborhood. In addition, middle school students are more capable of bicycling to and from school, so more students can reasonably use active transportation for the school commute. However, the school currently has a relatively low rate of students walking and bicycling to school. Given the age and ability of the middle school students attending Tri-North, encouragement and education programs have the potential to greatly increase student walking and bicycling.

#### School Campus

The Tri North campus is perched on a hill overlooking the northern Bloomington neighborhoods. Much of the northern and western portions of campus are on a steep hillside and would require cost-prohibitive earth moving and potential retaining walls to add access points, driveways, or parking lots. Families access the school via a large double loop drive (N Dyer Drive and W 14<sup>th</sup> Street). The loop drive has a sidewalk along its length. North Monroe Street has a paved side path on its east side for the length of the campus. W 17<sup>th</sup> Street does not have sidewalks.

A large parking lot is located on the south side of campus near the main door of the school. The parking lot is used for both staff and visitors. A paved path approaches the campus from the south (beginning at 12<sup>th</sup> Street) and dead ends on the south side of this parking lot.

#### Surrounding Land Use and Bicycle/Pedestrian Facilities

The surrounding neighborhood is a mix of single- and multi-family homes with a fairly complete sidewalk network that is in good condition. The neighborhoods to the east and west of the school are walkable and bikeable. W 17<sup>th</sup> Street is a barrier to walking or biking from the multi-family homes and mobile home park located just north of it. An active rail line cuts off the neighborhoods south of W 11<sup>th</sup> Street but an underpass on the B-Line provides a crossing. In addition, W 11<sup>th</sup> Street has a viaduct that passes under the rail line. Both of these rail crossings can be used by middle school students.

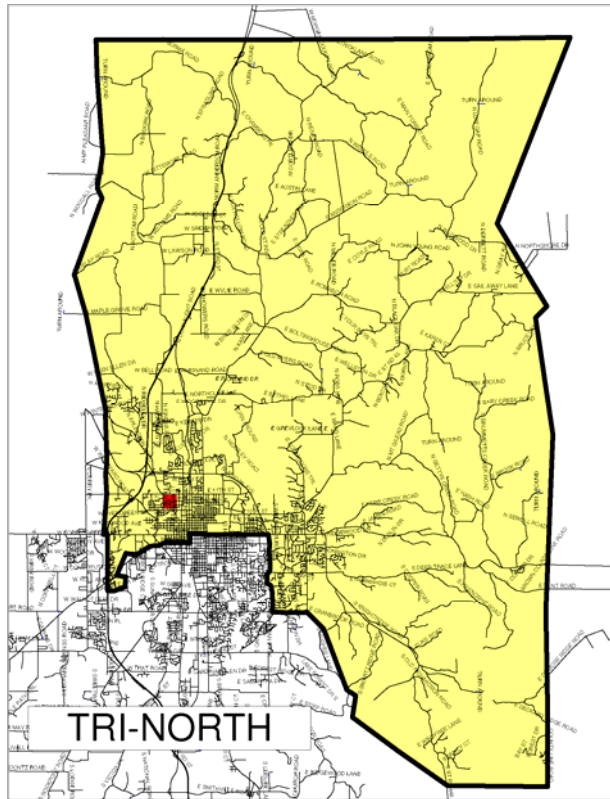
The new roundabout at Monroe and 17<sup>th</sup> Street, multi-use path and sidewalk on W 17<sup>th</sup> Street, and plans to change the cross section of W 17<sup>th</sup> Street from shoulders and ditches to curb and gutter, will greatly enhance the safety of students living north of W 17<sup>th</sup> Street walking or biking to school. In fact, the school may consider expanding the walk zone north of W 17<sup>th</sup> Street after the improvements are complete.

Students coming from subsidized housing at W 12<sup>th</sup> Street and other nearby homes do not have good crossings of N Monroe Street to get to school.

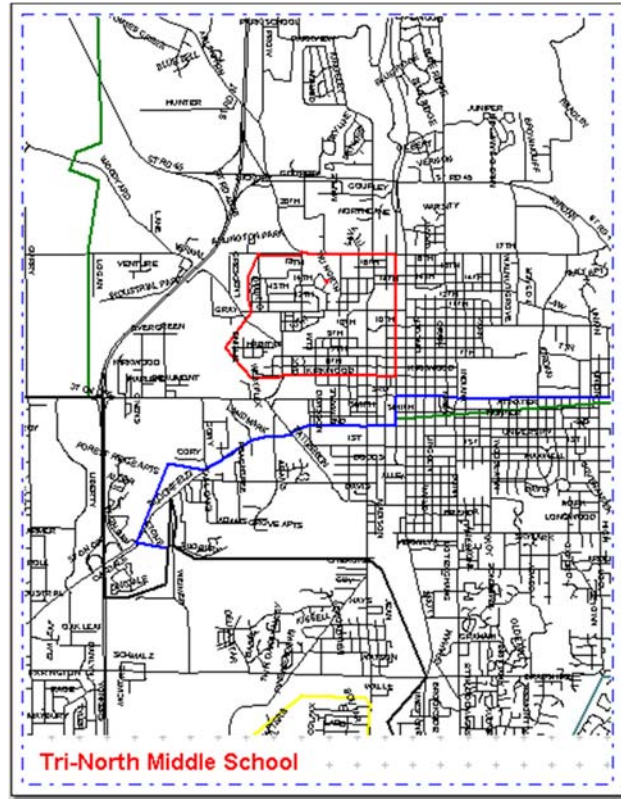
## Student Walking and Biking

The walking zone for Tri-North Middle School is bordered by W 17<sup>th</sup> Street on the north, W Crescent Road on the west, W Kirkwood Avenue on the south and N College Avenue on the east.

Tri-North students living north of Kirkwood Avenue, south of 17<sup>th</sup> Street, and west of College Avenue are expected to walk to school (see Figure 6-1). In the 2012-2013 school year, 32 of Tri-North's 534 students lived within the walk boundary, only 6 percent of the total student body. Only 90 students lived within a 1.5 mile radius of the school.



**Figure 6-1. Tri-North enrollment area (yellow)**



**Figure 6-2. Tri-North walk zone (red border)**

The neighborhood has a fairly complete sidewalk network in good condition on one or both sides of the streets. In addition, a long neighborhood path connects the eastern end of W 12<sup>th</sup> Street to the campus, crossing N Orris Drive and W 14<sup>th</sup> Street along the way. A second neighborhood connection reaches the campus via N Maple Street using a short sidewalk segment and then a service drive to access the campus from the east. Staff and students are unaware of this connection. The school and MCCSC should consider advertising the two available paths to students and parents to encourage walking to school.

Few students were seen walking or biking to school on the days of the site audits. Staff reported that 10 to 15 students walk or bike regularly. Due to the age of the students and the location of the school in a walkable/bikeable neighborhood, this school has great potential for encouraging walking and biking.

## Crossing Guard Locations

Tri-North Middle School does not have a crossing guard assigned to it.

## Driver Staging Area and Access

Due to limited street access to the school and the relatively high proportion of students who are driven to school, arrival and dismissal at Tri-North Middle School are extremely congested. For the morning arrival, parent drivers can drop students off at the sidewalks nearest the school, while for the afternoon pick-up parent drivers use the short sidewalk on the south side of the landscape triangle to pick up their students. The private cars and buses both use the one-way driveways leading up the hill to the school. Due in part to the short queuing distance on the existing sidewalk, cars often double up as students are picked-up or dropped-off. Students walk between moving cars to access the sidewalk to the school, which is not recommended.



*With a single lane loop to drop-off and pick-up students, the parent driver staging area at Tri-North is often congested.*

## Bus Staging Area

For the morning arrival, the buses drop students off at the sidewalk on the south side of the landscape triangle, while for the afternoon dismissal the buses pick students up at the sidewalk nearest the school. The bus staging area functions in an acceptable manner, except for the conflicts with the private cars. Staff is assigned to direct traffic. Overall, the entire parking area of the school could be improved to move traffic in a more effective way. See the Issues and Recommendations section for two options.



*Tri-North students queue to board school buses after class.*

## **Relevant School Policies**

The following school policies are published in the Tri-North Middle School Student Handbook:

### ***Bicycles and Student Operated Motorized Vehicles***

*Tri-North Middle School assumes no responsibility for the safe keeping of bicycles. A bicycle parking area is located outside the gymnasium. If a student rides a bicycle to school make sure it is parked and locked when at school. Using another student's bicycle without permission is prohibited. This is in effect stealing the bicycle. NO STUDENT should operate a motorized vehicle of any kind without the principal's permission.*

### ***Bus Stops and Walking***

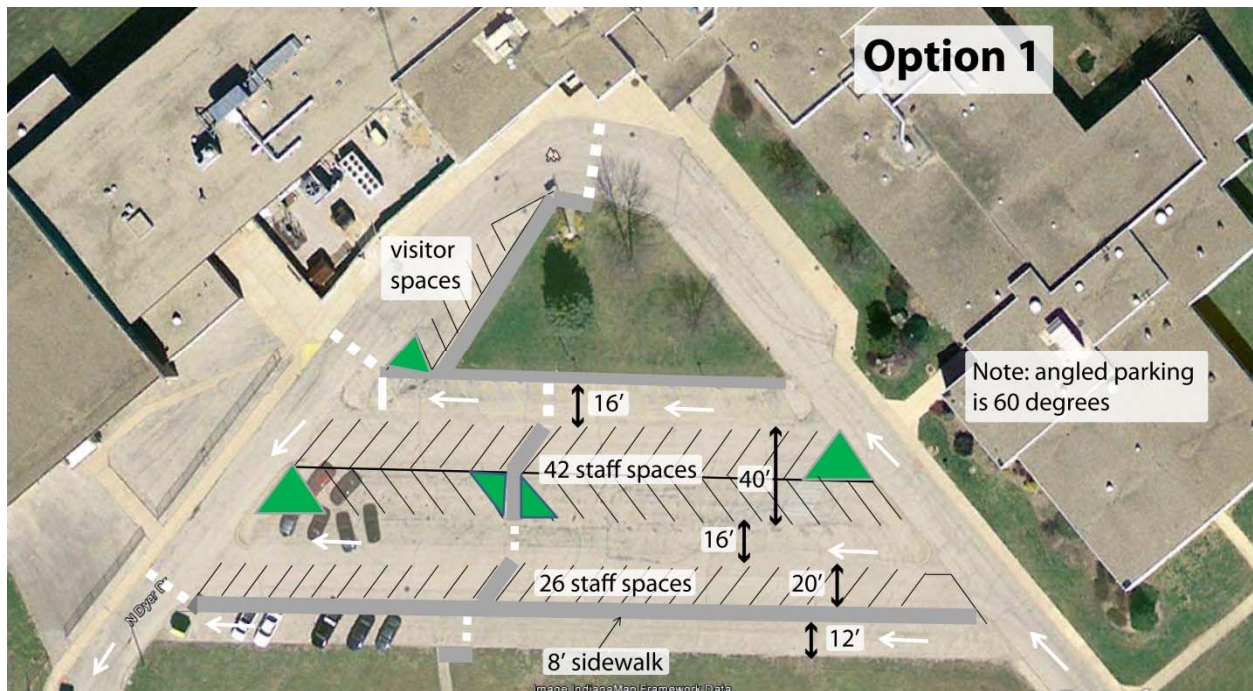
*Students are under the school jurisdiction from the time they leave their homes to go to school until they arrive at their homes at the end of each school day. Their behavior on the way to school as well as on their way home should be the same as if they are on school property. This includes both walking to school and waiting at the bus stop.*



## 6.2 Issues and Recommendations

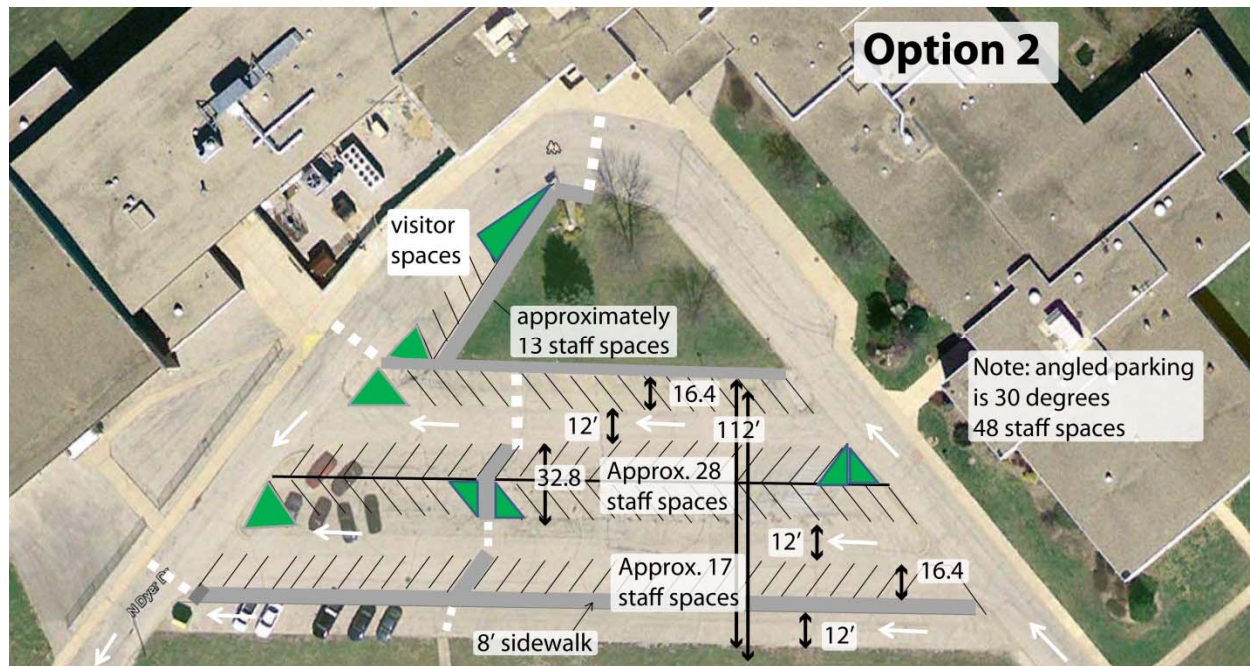
There are two options to improve the way the driveways and parking lot south of the school function, both of which can be completed with a modest amount of construction. Both options provide a marked crosswalk from the end of the concrete path that leads to W 12<sup>th</sup> Street and visitor parking closer to the school entrance. Both options provide several landscape islands to help organize the parking lot.

Option One provides two “pull-through” locations for arrival/dismissal times, one at the existing location on the north side of the parking lot and a new one on the south side of the lot. The new pull-through/ drop-off and pick-up area is lined with an 8 foot wide sidewalk on the passenger side of the lane. The new sidewalk is connected to the school sidewalk by a crosswalk on the far west end. This long lane will provide much more room for cars to queue up during arrival and dismissal. Option One provides approximately 68 staff stalls and 7 or 8 visitor stalls.



**Figure 6-3. Option One for Tri-North Parking Area**

Option Two provides only the south pull-through which allows for more staff parking. Option Two is preferable over Option One, as the single pull through will cause less confusion and keep the private cars away from the school, yet provide a convenient path to the school for students. The pull through lane on the south side of the parking lot is configured in a similar fashion to Option One with a crosswalk connection to the school sidewalk at the far west end. Option 2 provides approximately 78 staff stalls and 7 or 8 visitor stalls.



**Figure 6-4. Option Two for Tri-North Parking Area**

The map on the following page presents the existing bikeways and sidewalks around Tri-North Middle School. The existing issues identified in black circles correspond with the issues presented in Table 6-1. Issues were generated from existing conditions and school staff input. Many of these issues require working with the City to identify next steps, as discussed in the table.

**Table 6-1. SRTS Issues at Tri-North Middle School**

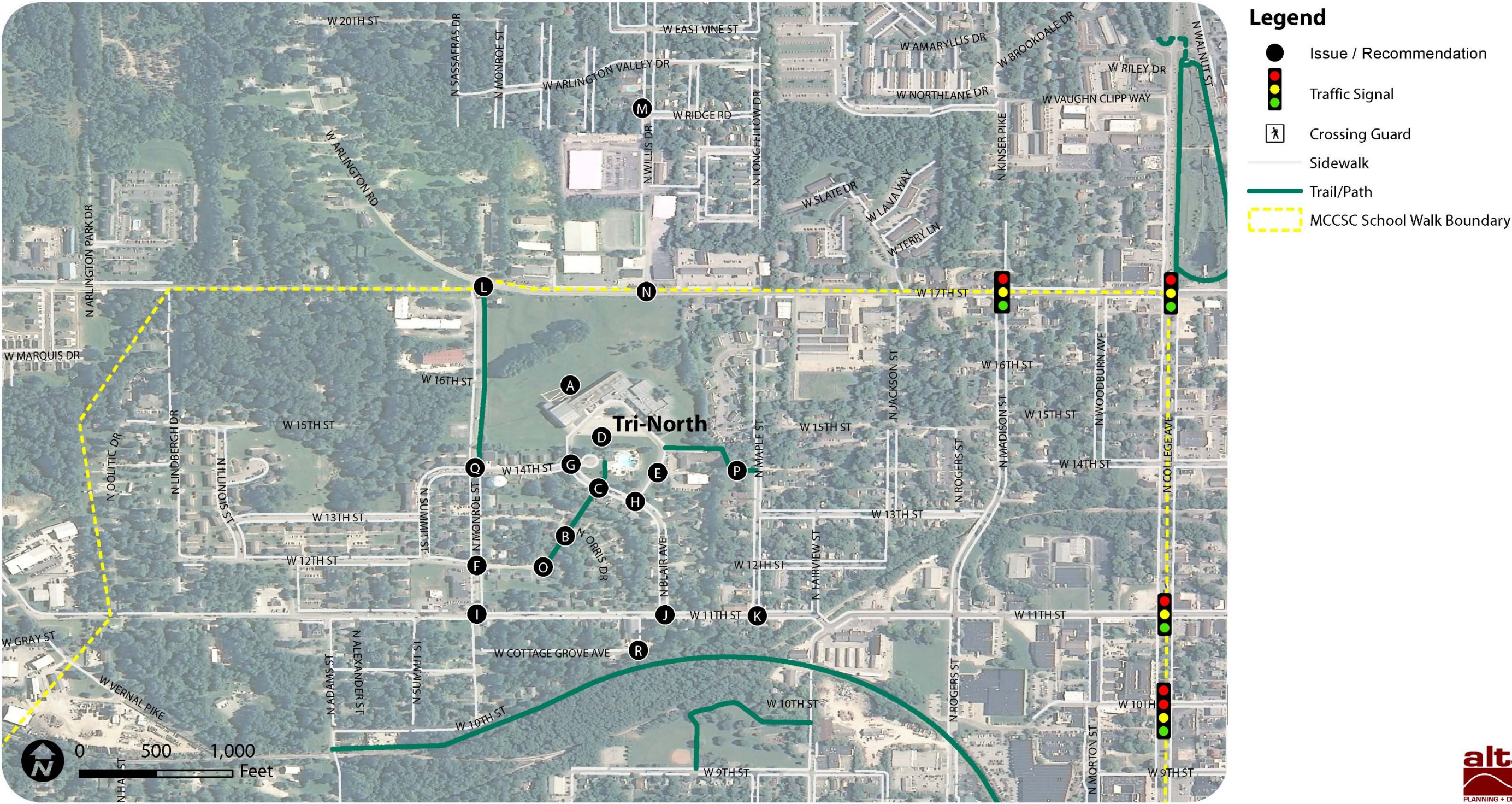
Map Key	Location	Issue /Discussion	Recommendations
A	School campus	Topography makes adding a separate parent or bus parking lot a challenge	Explore opportunities for walking and biking with respect to drop-offs and circulation
B	Connector trail from W 12 <sup>th</sup> Street to Tri-North parking lot	ADA ramps and crosswalk at North Orris Drive needed, as well as ramp at southern end of connector from 12th Street, and path is not well-known	Work with City to increase awareness and pedestrian accommodation on trail (see <b>Table 6-2</b> ) Add ADA ramps and crosswalk at North Orris Drive, as well as ramp at southern end of connector from W 12th Street
C	Connector trail at W 14 <sup>th</sup> Street	This midblock crossing is challenging due to poor visibility and lack of awareness	Add crosswalk paint and pedestrian crossing signs
D	Connector trail from W 12 <sup>th</sup> Street end at the school parking lot	There is a gap in connectivity between the school and the parking lot	Provide a sidewalk or painted area with designated crossings to complete the connection to the school
E	Driveway to childcare southeast of school	There is no crosswalk across this driveway along a key school route	Consider adding crosswalk

Map Key	Location	Issue /Discussion	Recommendations
F	W 12 <sup>th</sup> Street and N Monroe Street	This important access to the neighborhood connector lacks crosswalk and pedestrian signs	Add crosswalk and pedestrian signs
G	W 14 <sup>th</sup> Street and N Dyer Drive (west)	Poor pedestrian accommodations along this important school route	Improve pedestrian accommodations
H	W 14 <sup>th</sup> Street and N Dyer Drive (east)	Poor pedestrian accommodations along this important school route	Improve pedestrian accommodations
I	W 11 <sup>th</sup> Street and N Monroe Street	This busy intersection is within the walk zone of Tri-North and should be improved to accommodate pedestrians	Work with City to improve pedestrian accommodations (see <b>Table 6-2</b> and <b>Figure 6-6</b> )
J	W 11 <sup>th</sup> Street and N Blair Avenue	Poor pedestrian accommodations along this important school route	Improve pedestrian accommodations
K	W 11 <sup>th</sup> Street and N Maple Street	Poor pedestrian accommodations along this important school route	Improve pedestrian accommodations
L	W Arlington Road/W 17 <sup>th</sup> Street and N Monroe Street	Intersection is a barrier, but roundabout construction is expected to begin 2014 with sidewalks and side paths on W 17 <sup>th</sup> Street	Maintain pedestrian and bicycle access through construction area and work with the City to provide additional pedestrian accommodations if possible (see <b>Table 6-2</b> ) Consider expanding the walking zone for Tri-North after construction improves student access to the campus
M	N Willis Drive	Willis Drive has a rural cross section and no sidewalks	Improve pedestrian connection on Willis Drive
N	W 17 <sup>th</sup> Street and N Willis Drive	Intersection has a large turning radius and no pedestrian accommodations	Improve pedestrian connection from W 17 <sup>th</sup> Street to school main door (see <b>Table 6-2</b> )
O	W 12 <sup>th</sup> Street cul-de-sac at connector trail entrance	There is a sidewalk gap on the approach to the connector trail	Consider a sidewalk on the north side of W 12 <sup>th</sup> Street (this may require moving private fencing in the right-of-way)
P	Neighborhood connector from North Maple Street	Poor pedestrian accommodations	Consider improving the crosswalks on Maple Street
Q	N Monroe Street	Many students live west of N Monroe Street; crosswalks are needed to help them cross North Monroe Street	Work with City to add pedestrian improvements at W 14 <sup>th</sup> Street, N Orris Drive, W 12 <sup>th</sup> Street (see <b>Table 6-2</b> )
R	B Line Connection at W Cottage Grove Avenue and Diamond Street	An existing, well-used dirt path connects Diamond Street to the B Line	Work with the City to formalize the existing dirt trail to the B Line on Diamond Street and add wayfinding signage to help bikers and walkers find Tri North, downtown and destinations west on the B Line (see <b>Table 6-2</b> )

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# Tri-North Middle School



Map 6-1. Tri-North Middle School Issues Map



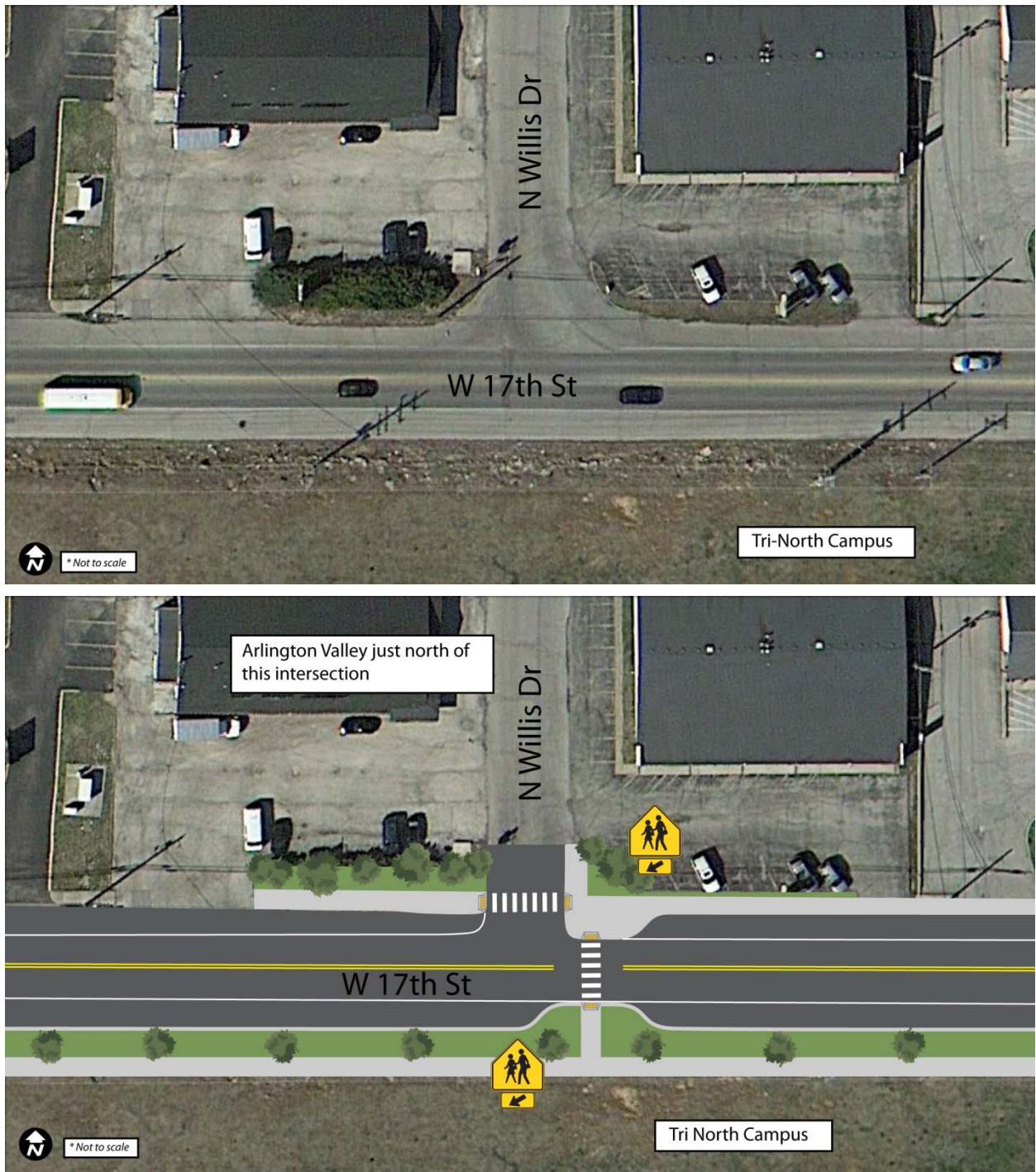
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## Priority City-Led Infrastructure Recommendations

Table 6-2 lists key improvements that would be led by the City of Bloomington to improve conditions for students traveling to Tri-North Middle School. A map showing the location of these recommended improvements, along with other recommendations for other MCCSC schools, can be found in Appendix A.

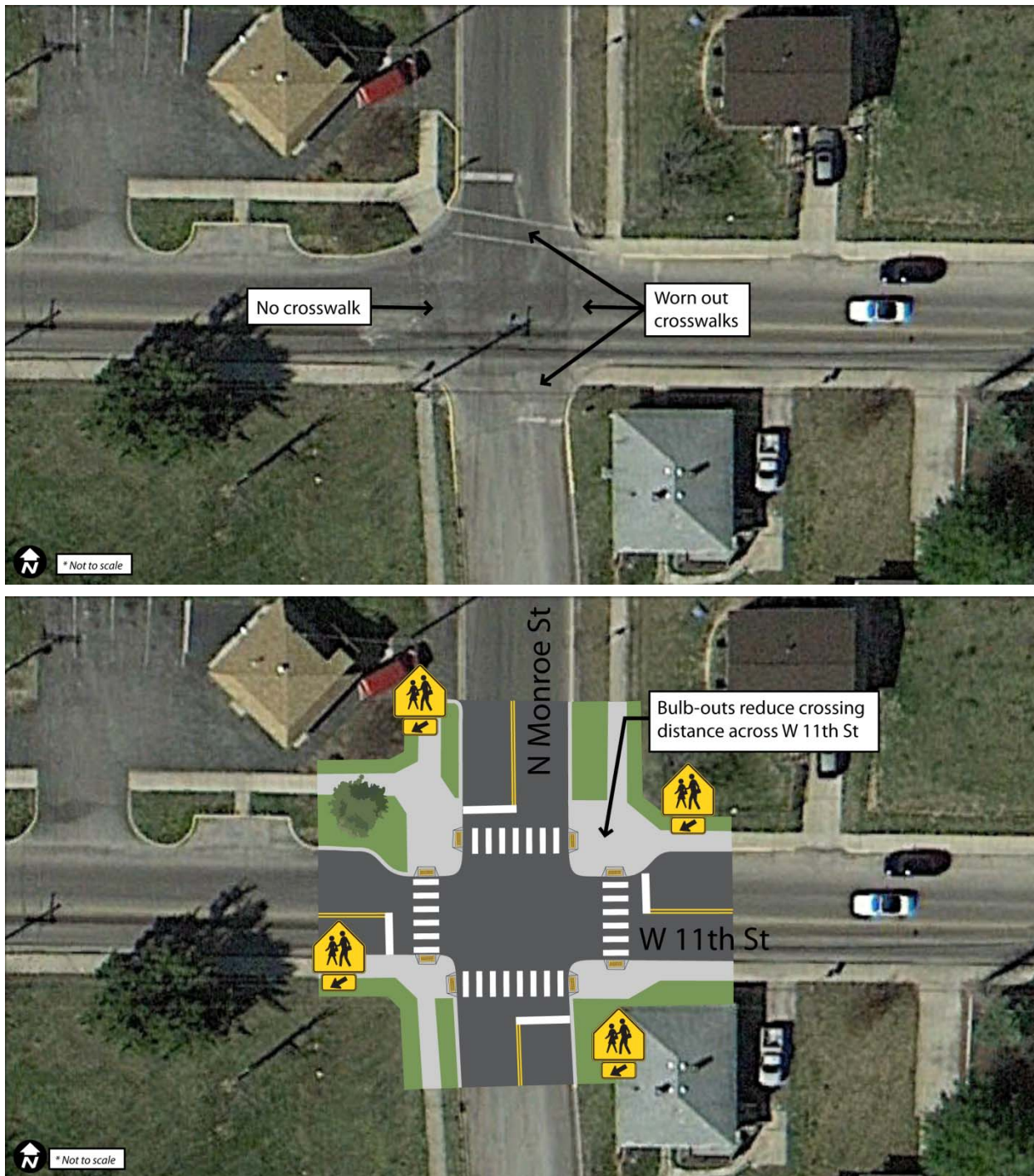
**Table 6-2. Infrastructure Recommendations at Tri-North Middle School**

ID	Location	Issue	Recommendation
19	W 17th Street and N Willis Drive	Intersection has a large turning radius and no pedestrian accommodations	<ul style="list-style-type: none"> <li>Shorten turning radii</li> <li>Consider curb extensions or pedestrian islands to shorten crossing distances</li> <li>Add high visibility crosswalks and typical pedestrian crossing signage</li> </ul>
20	W Arlington Road/W 17 <sup>th</sup> Street and N Monroe Street	Intersection is a barrier, but roundabout construction is expected to begin 2014 with sidewalks and side paths on W 17 <sup>th</sup> Street	<ul style="list-style-type: none"> <li>Install roundabout and improve W 17th St with curb and gutter and sidewalk to N Maple Street</li> </ul>
21	N Monroe Street and W 14 <sup>th</sup> Street, N Orris Drive, W 12 <sup>th</sup> Street	Many students live west of N Monroe Street; crosswalks are needed to help them cross North Monroe Street	<ul style="list-style-type: none"> <li>Add high visibility crosswalks and typical pedestrian crossing signs</li> </ul>
22	Connector Trail from W 12 <sup>th</sup> Street to Tri-North parking lot	The 5 foot wide connector leads from West 12 <sup>th</sup> Street to the Tri-North Campus but is not well-known	<ul style="list-style-type: none"> <li>Add signs to increase awareness of the connection to the school</li> <li>Add crosswalk and typical pedestrian signs at street crossings</li> <li>Maintain pavement and trim shrubs and trees along route</li> </ul>
23	W 11 <sup>th</sup> Street and N Monroe Street	This busy intersection is within the walk zone of Tri-North and should be improved to accommodate pedestrians	<ul style="list-style-type: none"> <li>Improve intersection for pedestrian crossings by shortening turning radii, especially the northwest corner</li> <li>Add high visibility crosswalks</li> </ul>
24	B Line Connection at W Cottage Grove Avenue and Diamond Street	An existing, well-used dirt path connects Diamond Street to the B Line	<ul style="list-style-type: none"> <li>Formalize the existing dirt trail to the B Line on Diamond Street</li> <li>Add wayfinding signage to help bikers and walkers find Tri North, downtown and destinations west on the B Line</li> </ul>
25	North Maple Street Sidewalk Connection	Existing sidewalk connection to the campus from the neighborhoods east of Tri-North	<ul style="list-style-type: none"> <li>Add signage to raise awareness of sidewalk connection to the school campus</li> <li>Maintain pavement, trim shrubs and trees</li> <li>Work with the child care to approve use of the service drive to connect to the school sidewalk</li> </ul>



**Figure 6-5. West 17<sup>th</sup> Street and North Willis Drive (Project 4); Current Condition (Top) and After Recommended Improvements (Bottom)**





**Figure 6-6. West 11<sup>th</sup> Street and North Monroe Street (Map Key 8); Current Condition (Top) and After Recommended Improvements (Bottom)**

## One-Year Action Plan

The Action Plan is a one-year forecast of attainable goals for each school as determined by MCCSC staff. The Plan complements the above infrastructure recommendations by prioritizing short-term non-infrastructure and infrastructure improvements. It should be updated periodically with new tasks as the previous ones are accomplished or new opportunities arise. **Appendix A** outlines the infrastructure recommendations in greater detail, while **Appendix E** provides best practices for SRTS across all the “E’s.”

**Table 6-3: Tri-North Middle School One Year Action Plan**

<b>Non-infrastructure</b>	
	Implement Parent Pledge
Encouragement	Participate in the International Walk to School Day celebration in October 2014 with a Celebrity Walking School Bus
	Encourage parents to use the two trails that lead to campus to pick-up and drop-off students off campus
Enforcement	Work with the BPD to provided “Yield to Pedestrian” and speeding enforcement on W 17 <sup>th</sup> Street and West 11 <sup>th</sup> Street
Education	Include a SRTS Fact Corner in the monthly school newsletter (see <b>Appendix C</b> )
Enforcement	Implement School Safety Campaign
Evaluation	Conduct parent surveys and student hand tallies
<b>Infrastructure</b>	
Parking Lot	Determine the preferred option for the parking lot reconfiguration and begin the necessary engineering study to implement it
Intersections	Add crosswalks at the neighborhood connection sidewalk and W 14 <sup>th</sup> Street
	Add crosswalks at the neighborhood connection sidewalk and N Orris Drive
Signage for School Area Traffic Control	Install school zone signage as recommended in the Manual of Uniform Traffic Control Devices (MUTCD)

## Primary School Route Map

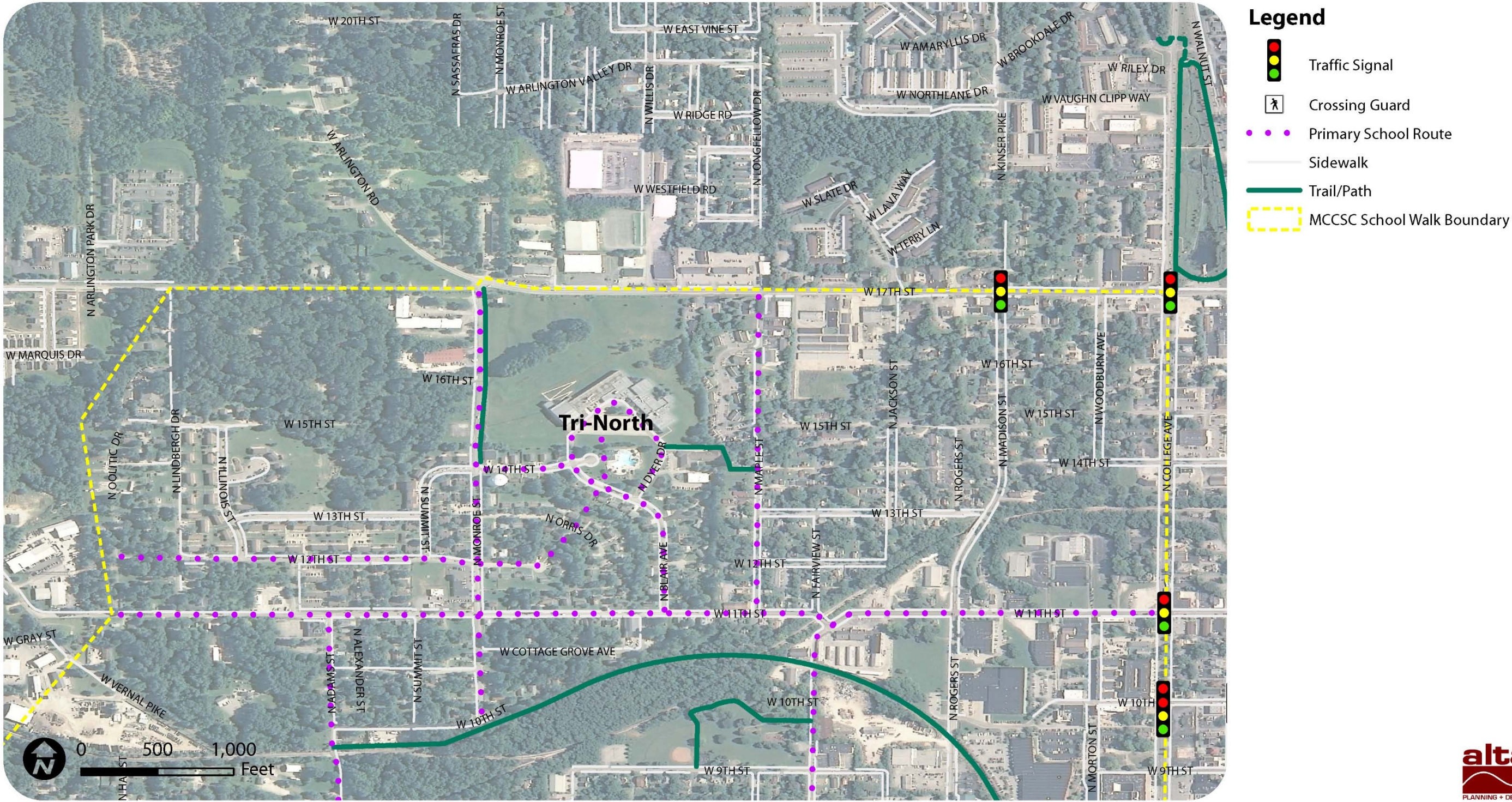
The map on the following page shows recommended walking and bicycling routes to Tri-North.

This map can be shared with parents during school orientation and during the publicity for Walk to School Day or similar events. Parents who live too far from school to walk could consider meeting at a location along one of the routes and walking as a group to school.

The map also establishes priority locations for improvements. It can support a grant application for infrastructure funding. As improvements are made, the maps should be revised to reflect the most recent conditions for walking and bicycling to Tri-North.



# Tri-North Middle School



Map 6-2. Tri-North Middle School Primary School Route Map



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