



City of Stayton

Safe Routes to School Plan



FINAL
FEBRUARY 2020



NORTH SANTIAM SCHOOL DISTRICT
1155 N 3RD AVE, STAYTON OR 97383
[HTTPS://WWW.NSANTIAM.K12.OR.US/](https://www.nstantiam.k12.or.us/)

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Chapter 1. Introduction

The City of Stayton Safe Routes to School (SRTS) Plan lays the foundation for the schools, North Santiam School District, City of Stayton, Marion County, Oregon Department of Transportation (ODOT), and wider community to work together on reducing barriers for students walking and biking to school. The Stayton SRTS Plan includes Stayton Elementary and Stayton Middle School, the two schools in City limits that have the most difficult barriers for students walking and biking to school. The SRTS Plan includes recommendations for both short and long-term construction improvements, as well as ideas for education and engagement events to promote healthy, active lifestyles. Several infrastructure improvements are potential candidates for the ODOT SRTS Competitive Grant Program, while others will be considered for inclusion into the City of Stayton's Transportation System Plan next time it is updated. Members of the school community, including administration, teachers, parents, and students, can host education and engagement activities to make walking or biking to school easier and more enjoyable.

Oregon Department of Transportation's Project Identification Program

This SRTS Plan supports Oregon's state-wide SRTS construction (infrastructure) and education/engagement (non-infrastructure) efforts. The Project Identification Program (PIP) Process is an ODOT technical grant program that connects communities in Oregon with planning assistance to identify needs and opportunities near one or more schools, **focusing on streets within a quarter-mile of the school, as well as critical issues within a mile of the school.**

The goals of the PIP process are:

- To engage school stakeholders around identifying and prioritizing projects that will improve walking and bicycling routes to schools.
- To identify and refine specific projects that are eligible for the ODOT SRTS Infrastructure Grants and prepare jurisdictions to apply for the funding.

City of Stayton, North Santiam School District, and Marion County Public Works worked with a consultant team from Alta Planning + Design to complete this SRTS Plan.

For more information on the program, visit: <https://www.oregon.gov/ODOT/Programs/Pages/SRTS-Project-Identification-Program.aspx>.

What is Safe Routes to School (SRTS)?

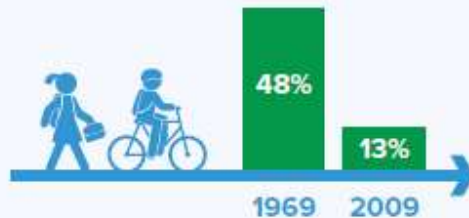
SRTS is a comprehensive program to **make school communities safer** by combining engineering tools and enforcement with education about safety and activities to enable and encourage students to **walk and bicycle to school**. SRTS programs typically involve partnerships among municipalities, school districts, community members, parent volunteers, and law enforcement.

The benefits of implementing a SRTS plan are far-reaching and include improving safety, encouraging physical activity, increasing access to school, and reducing traffic congestion and motor vehicle emissions near schools. Implementing SRTS programs and projects benefit adjacent neighborhoods as well as students and their families, by reducing traffic conflicts and enabling walking and biking trips for all purposes.

Why Safe Routes to School?

THE PROBLEM

Within the span of one generation, the percentage of children walking or bicycling to school has decreased **73%**.



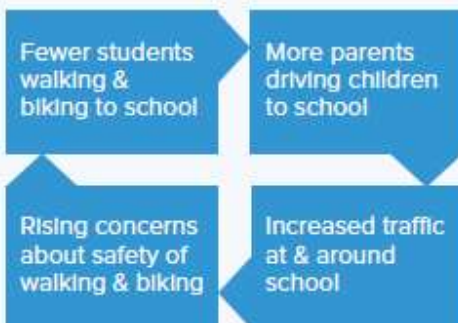
Children and adolescents should have **60 minutes (1 hour)** or more of physical activity daily.



Roads near schools are congested, **decreasing safety and air quality** for children.



This movement away from active transportation is a **self-perpetuating cycle**.



THE SOLUTION

Safe Routes to School programs and activities help overcome obstacles to walking, biking, and skating by **improving safety** and making it **fun and convenient for everyone**.



SRTS education and encouragement programs can result in a **25% increase** in walking and biking over five years.



When education and encouragement programs are combined with infrastructure improvements, such as sidewalks and safe crossings, SRTS can result in a **45% increase** in walking and biking.



1 mile of walking each way to school equals **2/3 of the daily recommended 60 minutes** of physical activity.



* McDonald, Norreen, Austin Brown, Lauren Marchetti, and Margo Pedrosa. 2011. "U.S. School Travel 2009: An Assessment of Trends." American Journal of Preventive Medicine. + Centers for Disease Control. www.cdc.gov/physicalactivity/basics/children/index.htm

** McDonald, N., Steiner, R., Lee, C., Rhoulac Smith, T., Zhu, X., and Y. Yang. (2014). Impact of the Safe Routes to School Program on Walking and Bicycling. Journal of the American Planning Association.

City of Stayton Schools Overview

Stayton Elementary School

Principal: Wendy Moore

Address: 875 N 3rd Ave
Stayton, OR 97383

Enrollment: 372

Grades Served: K-3

Type of School: Public

**% students eligible for
free or reduced lunch:** 67.64%

Stayton Middle School

Principal: Mike Proctor

Address: 1021 Shaff Rd SE
Stayton, OR 97383

Enrollment: 589

Grades Served: 4-8

Type of School: Public

**% students eligible for
free or reduced lunch:** 63.30%

Table 1: School Demographics

SCHOOL	AMERICAN INDIAN/ ALASKA NATIVE	ASIAN	BLACK/ AFRICAN AMERICAN	HISPANIC	NATIVE HAWAIIAN PACIFIC ISLAND	MULTIRACIAL	WHITE, NON- HISPANIC
Stayton Elementary	0%	0.3%	0.8%	21.8%	1.2%	6.1%	70.8%
Stayton Middle	0.2%	0.3%	1.6%	24.7%	0.7%	4.8%	68.1%

Source: Oregon Department of Education 2019-2020 school year.

Table 2: North Santiam School District Languages

LANGUAGES SPOKEN (BY SCHOOL DISTRICT)	# STUDENTS
English	2114
Spanish	274
Russian	7
Other languages	3
Chinese, Filipino	2
Danish, Nepali, Twi, Amharic, Italian, Philippine (Other)	1
Total Languages Spoken: 12	

Source: Oregon Department of Education 2019-2020 school year.

PIP Outreach Process

City of Stayton and the North Santiam School District coordinated to spread the word about the SRTS Walk Audits and Community Meetings, held on October 24, 2019. Staff posted information about the event and the project in the following methods locations to encourage participation:

- School website
- Office bulletin board
- Quarter-sheet flyers sent home to families (bilingual English and Spanish)

In addition, community members were invited to provide feedback via an online map that asked about the best routes to school and challenging locations to walk and bike. Four parents from Stayton Elementary provided feedback through the online map. One family usually bikes to school, two usually walk, and the fourth usually rides to school in a family vehicle. Each parent recorded information about the route their student takes to school and areas of concern. These concerns informed the infrastructure recommendations on page 32.

The draft Plan was available for public review during two weeks in February 2020, but did not receive any comments.

Chapter 2. Vision and Goals for Safe Routes to Schools

The City of Stayton, North Santiam School District, Marion County, school principals, and other community meeting attendees helped create the following Vision and Goals. The list of attendees is included on page 17.

Vision

“The Stayton community envisions a future where children and their families safely, comfortably, and conveniently walk and bicycle as part of the daily school commute and a healthy lifestyle.”

Goals, Objectives, and Actions

The ODOT SRTS PIP suggested goals in the areas of health, safety, equity, or the environment. The Stayton community meeting participants selected safety, followed by equity, as the main SRTS priorities for the community. Community meeting participants agreed that safety for students walking and biking to school is essential for an inclusive, healthy learning environment. So many students already walk and bike, the need for investments to improve conditions is clear. Participants also discussed the importance of equity and striving to make their schools an “environment where all students can flourish.”

The consultant team drafted the list of specific actions for the community to tackle based on the community-identified vision and goals, as well as community input from the walk audit and data collected throughout the PIP process. These actions describe how the community will work together to tackle the recommendations in Table 3 through Table 5. Actions may relate to achieving more than one goal, but each action is only listed once. The recommendations are divided into Infrastructure and Education/Engagement categories starting on pages 29 and 40, respectively. Both lists include priority potential funding sources and the jurisdiction responsible for making the change.

Safety

Goal: Increase safety for families traveling to school, including perceptions of safety, since perceived barriers can have a real impact on whether parents allow their students to walk or bike.

- Objective 1- Students are able to walk and bike on campus and to homes within a quarter-mile of the school.
 - Action: North Santiam School District will address SRTS recommendations on school grounds; these primarily include updates to bike parking.
 - Action: North Santiam School District, Stayton Middle School, and Stayton Elementary School will conduct parent outreach and share safety tips for families walking, biking, driving, or taking the bus to school.
 - Action: City of Stayton will adopt a policy to address whether speed humps or other traffic-calming can be implemented on N 3rd Ave to the east of Stayton Elementary. Marion County and the City of Stayton will coordinate to share resources, such as the County’s speed trailer and driver feedback signs, to provide traffic-calming and enforcement along N 3rd Ave.
 - Action: City of Stayton will implement the short-term infrastructure recommendations on N Gardner Ave to update school zone and crossing signage.

- *Action: Marion County will consider applying to ODOT Competitive SRTS Infrastructure Grant in 2020 for short-term infrastructure improvements on N 1st Ave and Shaff Rd, outlined on page 45 that would remove barriers for students walking and biking to school directly adjacent to school property.*
- Objective 2- Walking or biking access is available to all families within one mile of school.
 - *Action: City of Stayton will consider adopting the long-term infrastructure recommendations as a part of the City of Stayton Comprehensive Transportation System Plan the next time it is updated to improve the pedestrian and bike network in the older neighborhoods east of Stayton Elementary, including: E Hollister St, N 3rd Ave-N 6th Ave E Jefferson St, E Santiam St, E Elwood St.*
- Objective 3- Pedestrian and safety education is provided to students.
 - *Action: North Santiam School District, Stayton Elementary, and Stayton Middle School consider integrating student pedestrian safety lessons into school day curriculum, potentially as a part of physical education class, or as an extra-curricular activity after school or during the summer.*
 - *Action: North Santiam School District will consider applying for the Street Trust's Jump Start program to offer bike rodeos for the 2020-2021 school year. More information is provided on page 43.*

Equity

Goal: Increase access and opportunity for all residents, including disadvantaged, minority, and low-income households.

- Objective 1- Engage with families from historically marginalized groups such as communities of color, households with families with incomes below the poverty line¹, English-language learners, to hear and learn about the barriers students face walking or biking to school.
 - *Action: North Santiam School District will provide information and educational materials in English and Spanish, as needed.*
 - *Action: North Santiam School District will include and encourage partners to include SRTS messaging as part of other school events and services that take place at on the school campus.*
- Objective 2- Prioritize infrastructure and non-infrastructure improvements that connect underserved or low-income communities to schools and improve access on campus.
 - *Action: City of Stayton and Marion County will implement infrastructure recommendations with a consideration for improvements that serve underserved and low-income communities.*
 - *Action: North Santiam School District should begin a SRTS education and engagement program, focusing on benefitting the students eligible for Federal Free and Reduced-Price Lunch.*

Health

Goal: Increase student access to physical activity and reduce emissions near schools to reduce health effects of poor air quality.

- Objective 1- Students have more physical activity before and during the school day.
 - *Action: Stayton Elementary and Stayton Middle School will consider organizing an on-campus walking program either on the track or around school grounds.*

¹ 2019 Federal Poverty Guidelines: <https://www.ocpp.org/2019/02/19/what-is-poverty-2019/>

- *Action: North Santiam School District and school principals will explore opportunities to initiate a park and walk program from nearby parking lots or neighborhood streets.*
- Objective 2- The school community supports families using active and shared transportation to access school and reach nearby destinations to increase physical activity and improve air quality near the school.
 - *Action: North Santiam School District will adopt SRTS-supportive language in school wellness policy, after short-term infrastructure recommendations have been implemented.*
 - *Action: Stayton Elementary and Stayton Middle School will organize Walk + Roll to School Day during the 2020-2021 school year.*
 - *Action: North Santiam School District will share relevant SRTS health statistics and messages in school newsletters, back to school night, or through other communication channels.*
 - *Action: North Santiam School District will explore opportunities to partner with the Marion County Health Department on SRTS programming for Stayton Elementary and Stayton Middle School.*

Environment

Goal: Increase environmental health near schools, including air and water quality.

- Objective 1- Reduce congestion and air pollution near the school campus.
 - *Action: North Santiam School District will provide parents with education and engagement materials providing information on carpooling, walking, biking, and school buses.*

Chapter 3. Existing Conditions

Background Data

In advance of the School Safety Assessment Field Visit, the consultant team collected and compiled existing conditions data and local context information, as well as information about documented community concerns, demographics, travel routes, existing facilities, traffic patterns, school environment, and other relevant details. After the visit, the consultant team added additional contextual details learned during discussions with community members and from in-person observations.

Plan Review

CITY OF STAYTON TRANSPORTATION SYSTEM PLAN 2019

The Transportation System Plan (TSP) presents the investments and priorities for the City of Stayton's pedestrian, bicycle, transit, motor vehicle, and other transportation systems. The TSP contains eight major goals, three of which are highlighted below as being especially relevant to the SRTS planning and implementation effort:

- Goal 2 – Safety: Provide a transportation system that enhances the safety and security of all transportation modes.
 - Objective A. Assess options to reduce traffic volumes and speeds near schools consistent with the Safe Routes to School Plan. Work with the school district and educational institutions to identify and implement circulation and access patterns to and around schools that are safe for pedestrians and bicyclists, as well as people in cars and arriving by bus.
 - Objective C. Address existing safety issues at high collision locations and locations with a history of severe vehicle, bicycle and/or pedestrian-related crashes.
- Goal 3 – Environmental: Limit and mitigate adverse environmental impacts associated with traffic and transportation system development.
 - Objective D. Enhance opportunities to increase the number of walking, bicycling, and transit trips in the city.
- Goal 5 – Health: Provide a transportation system that enhances the health of residents and users.
 - Objective A. Identify and seek funding for programs that encourage walking and bicycling and rideshare/carpool through community awareness and education.
 - Objective C. Provide convenient and direct pedestrian and bicycle facilities and routes to promote health and the physical and social well-being of Stayton residents, to reduce vehicular traffic congestion, to provide community and recreational alternatives, and to support economic development.

For more information on these goals and objectives, please visit:

http://staytonoregon.gov/page/planning_master_plans

PEDESTRIAN PLAN (2019 TSP)

The City of Stayton's Pedestrian Plan includes many projects to fill in the gaps in the sidewalks along the City's arterial and collector streets along with enhanced pedestrian crossings. Most City streets have sidewalks on both sides of the roadway and enhanced crossings at key intersections and mid-block locations; however, there are several streets with gaps in the sidewalks and locations where crossings could be implemented or improved. The

plan acknowledges that a safe, convenient, and continuous network of pedestrian facilities is essential to establishing a vibrant and healthy community while supporting the local economy within Stayton.

Among the many planned projects in the City of Stayton, the Pedestrian Plan specifically calls for pedestrian improvements along First Avenue, Third Avenue, Jefferson St, and Santiam Street, which coincide with the locations of improvements recommended by this report.

For a complete list of proposed projects, see Table 2 on page 23 of the Transportation System Plan:

http://staytonoregon.gov/page/planning_master_plans

BICYCLE PLAN (2019 TSP)

A few major roadways within the city have on-street bike lanes or other bicycle facilities, but many do not have dedicated bicycle infrastructure. Therefore, the bicycle plan includes many projects to fill in the gaps in the bicycle network along the City's arterial and collector streets.

The Bicycle Plan states that a connected network of bicycle facilities improves the health and well-being of Stayton's community while improving access for non-car-owning households and reducing total vehicle miles traveled. The City of Stayton aims to advance its bicycle network by building and improving upon a suite of facilities including on-street bike lanes, enhanced sidewalks, shoulder bikeways, local streets, and trails.

Among the many planned projects in the City of Stayton, the Bicycle Plan specifically calls for bicycle-related improvements along First Avenue, Third Avenue, Jefferson St, and Santiam Street, which coincide with the locations of improvements recommended by this report.

For a complete list of proposed projects, see Table 3 on page 31 of the Transportation System Plan:

<http://sites.kittelson.com/StaytonTSP>

CITY OF STAYTON TRANSIT PLAN (2019 TSP)

In the 2019 Transportation System Plan, the City of Stayton recognizes that transit can provide important connections to destinations for people that do not drive or bike and can provide an additional option for all transportation system users. In Stayton, transit provides residents limited access to Sublimity, Salem, and other surrounding towns. It also provides school children access to school. Currently, there are three transit stops in Stayton. Notably, two of these stops are located on N First Av near some of the recommended infrastructure improvements included in this report.

The Transit Plan states that transit complements walking, bicycling, or driving trips: users can walk to and from transit stops and their homes, shopping, or work places; people can drive to park-and-ride locations to access a bus; and people can bring their bikes on transit vehicles and bicycle from a transit stop to their destination.

2013 CITY OF STAYTON COMPREHENSIVE PLAN

The City of Stayton Comprehensive Plan is a master plan for the planning and development of the City of Stayton as a whole. The Comprehensive Plan was adopted by City Council in 2013 and states the need for a safe, convenient and economic transportation system, and highlights the following relevant goals:

- The City will develop a citywide pedestrian and bicycle network.
- The City will include detailed plans for the location of future pedestrian and bicycle facilities in updates to the Transportation System Plan and Park and Recreation Master Plan.

- The City will require new developments to include construction of off-street pedestrian and bicycle paths when adjacent to proposed paths as shown on Transportation System Plan or Park and Recreation Master Plan.
- The City will require striped bicycle lanes on all new and improved collector streets.
- The City will assure that cross walks and bicycle lane striping is in good condition and visible to motorists.

For more information about the City of Stayton Comprehensive Plan visit:

http://www.staytonoregon.gov/page/planning_comprehensive_plan

MARION COUNTY RURAL TRANSPORTATION SYSTEM PLAN

The Rural Transportation System Plan is a planning tool that is used to identify transportation projects throughout rural Marion County – this includes roads, transit, bicycles, pedestrians, rails, ferries, freight, and air travel. The plan was adopted in 2005, and updated in 2013 to include a new urban strategy component. The mission guiding the urban strategy of the Marion County transportation system is to develop a balanced, safe, multi-modal transportation system to accommodate planned growth, facilitate economic development, recognize fiscal reality, utilize available resources as efficiently as possible and maintain a high standard of livability and safety to serve the transportation needs of the community. Among the many objectives that the plan identifies in order to carry out this mission, a few key elements related to Safe Routes to School planning are highlighted below:

- Objective 1.1: Improve system safety for, and between, all modes of transportation.
- Objective 1.3: Consider the safety of all modes of travel in transportation improvement decisions.
- Objective 3.3: Facilitate and improve mobility and access options to transportation facilities throughout Marion County for all transportation system users.
- Objective 4.3: Consider the capacity needs of all transportation users, both internal and external to the County, regardless of mode of travel.

For more information about the Marion County Rural Transportation System Plan, visit:

<https://www.co.marion.or.us/PW/Engineering/rtsp/Pages/default.aspx>

MARION COUNTY COMPREHENSIVE PLAN

The Marion County Comprehensive Plan is a guide to the development and conservation of Marion County's land resources. It provides the basis for decisions on the physical, social, and economic development of Marion County, which includes transportation related goals and policies. These policies are based on inventories, developmental limitations, projected needs, and the urban growth management strategy.

The plan notes that since many of the main city streets are maintained by Marion County, the County has a vested interest in the transportation planning process for each community. The Comprehensive Plan therefore has many goals and objectives that coincide with the aims of Safe Routes to School planning, including:

- Goal 1: Improve system safety for and between all modes of transportation.
- Goal 6: Promote alternative modes of transportation.
 - Facilitate provision of opportunities for a variety of transportation options.
 - Reduce dependence on any one mode of transportation.
 - Facilitate and support improved connections between different modes.

For more information about the Marion County Comprehensive Plan Transportation element, visit:

<https://www.codepublishing.com/OR/MarionCounty/#!/MarionComp02/MarionComp0206.html#02.06>

2009 MARION COUNTY SAFE ROUTES TO SCHOOL PROBLEM AREAS AND INFRASTRUCTURE NEEDS

There are many pedestrian and bicycle facilities needed in Marion County, especially around its schools. In 2008, Marion County received a Transportation Growth Management (TGM) grant to evaluate the infrastructure needs in the walk zones around schools within the County. As part of this work, a survey was sent to parents to identify barriers to allowing their children to walk and bike to school. Based on information collected, combined with existing information and discussions with the school districts, gaps and needs were identified around each school. The end result was a prioritized list of engineering projects including sidewalks, bike lanes, school flashers, crosswalks and ADA ramps.

As a result of this process, the City of Stayton created a list of problem areas, planned projects, and infrastructure needs related to providing safe and active transportation to children in the community. These projects are grouped in the following categories: Pedestrian and Bicycle Improvements Around School: High Priority Streets, Pedestrian and Bicycle Projects on ODOT Facility, and Stayton Elementary and Middle School Project Identification. Generally, the high priority projects focus on installing school zone flashers, developing and improving sidewalk infrastructure, and evaluating and developing bicycle infrastructure.

In the survey, parents of the students who attend Stayton Elementary School indicated that they preferred their children to be transported to and from school by family vehicle or school bus due to distance and the age of their children. However, the survey demonstrated that they would be more comfortable if there were other children to walk with. Traffic speed and volume of traffic along the main route to the school was a high concern also. Parents indicated the lack of safety guards, unsafe intersections, sidewalks, and violence or crime to be factors in their decisions not to allow walking or biking. Addressing these concerns will make it easier for parents to allow their children to walk and bike to school.

NORTH SANTIAM SCHOOL DISTRICT BOARD GOALS AND STRATEGIES, 2019 – 2020

In their report, the school board states that equity in the North Santiam School District will not be confused with equality, where all students are treated the same. The report adds that equity will be attained when the achievements of our historically underserved students match the outcomes of students in the prevalent population, when at-risk groups increase in capacity and influence and when barriers to student success have been mitigated or eliminated. That the school board affirmed its commitment to equity as core to their mission is notable, particularly from the perspective of a Safe Routes to School Program. Not all students are able to get to school in the same way, and the City of Stayton can address this equity issue by investing in the safety of those who walk or bike to school, as this increases the number of options students have to access their school.

For more information about the North Santiam School District Board goals and strategies visit:

<https://www.nsantiam.k12.or.us/cms/lib/OR02210612/Centricity/Domain/116/District-Board%20Goals%202019-22%20and%202019-20%20Strategies-final.pdf>

CITY OF STAYTON PARK AND RECREATION PLAN

The Parks Master Plan contains a plan for a trail and footpath system that will ultimately be developed to provide a complete loop system among Stayton's parks and schools as well as the existing link to Sublimity Park. The plan identifies an existing inventory of 1.5 miles of trail in Stayton and recommends building another 1.52 miles. The plan also calls for the location and design of any bicycle or footpath trail to consider the safety of users of all ages. From the stakeholder interviews and public workshop meeting, strong support was shown for activities for

adolescent youth. Specifically, there was strong support for a skateboard area. It is important to include all forms of active transportation, including skateboarding, to address safe routes to school infrastructure planning.

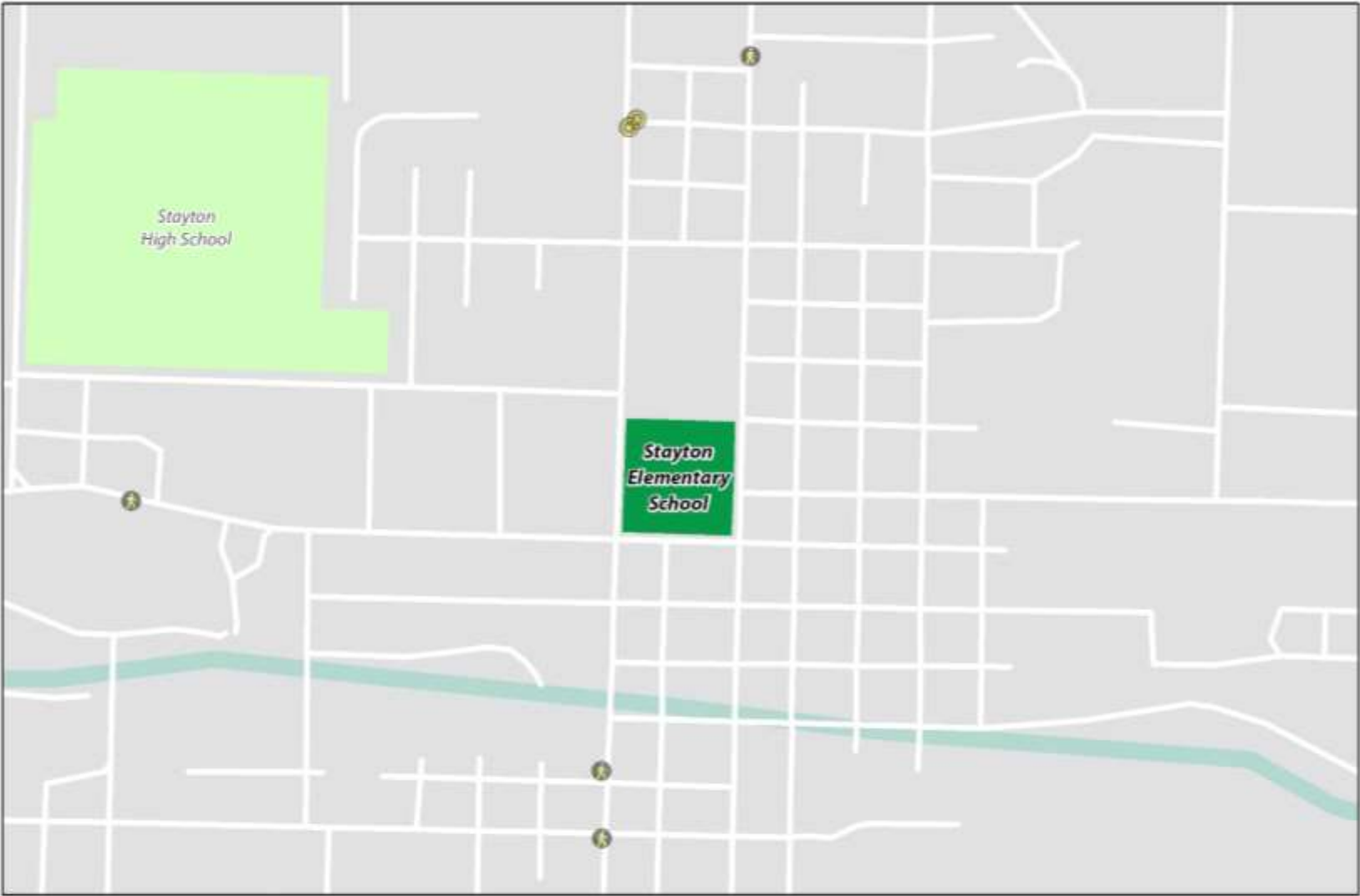
Crash History

Figure 1 through Figure 4 document the pedestrian/bike and vehicle-only crashes near Stayton Elementary and Stayton Middle School from 2012 to 2016. At Stayton Elementary, most crashes involving people walking and biking occurred along N 1st Ave, but over a quarter mile from the school. However, numerous vehicle-only crashes took place on streets around the school, including E Hollister St, N First Ave, W Locust St, and Washington St. During this five-year period, seven vehicle crashes at the N First Ave and W Locust St intersection, which was identified as a high priority intersection during the walk audit and community meeting.

At Stayton Middle School, three bike and two pedestrian crashes were documented along Shaff Rd, but none of them were directly in front of the school. The closest bike crash occurred at the Kindle Way and Shaff Rd intersection. However, there have been seven vehicle crashes right in front of the school at the Shaff Rd and Gardner Ave intersection, which was identified as the priority route for SRTS access to the middle school.

It is important to note that crash data do not record near misses and unreported incidents. For example, the school principals reported near misses and bike accidents involving students that had happened over the past several years.

Figure 1: Pedestrian and Bike Crashes near Stayton Elementary School



Stayton Elementary School
Bicycle and Pedestrian Collisions (2012-2016)

- Pedestrian: Fatal
- Pedestrian: Non-Fatal
- Bicycle: Fatal
- Bicycle: Non-Fatal

0 0.25 Miles

SafeRoutes
Oregon Safe Routes To School

alta
PLANNING + DESIGN

Source: Crash Analysis and Reporting Unit, ODOT (2012-2016)

Figure 2: Vehicle Only Crashes near Stayton Elementary School

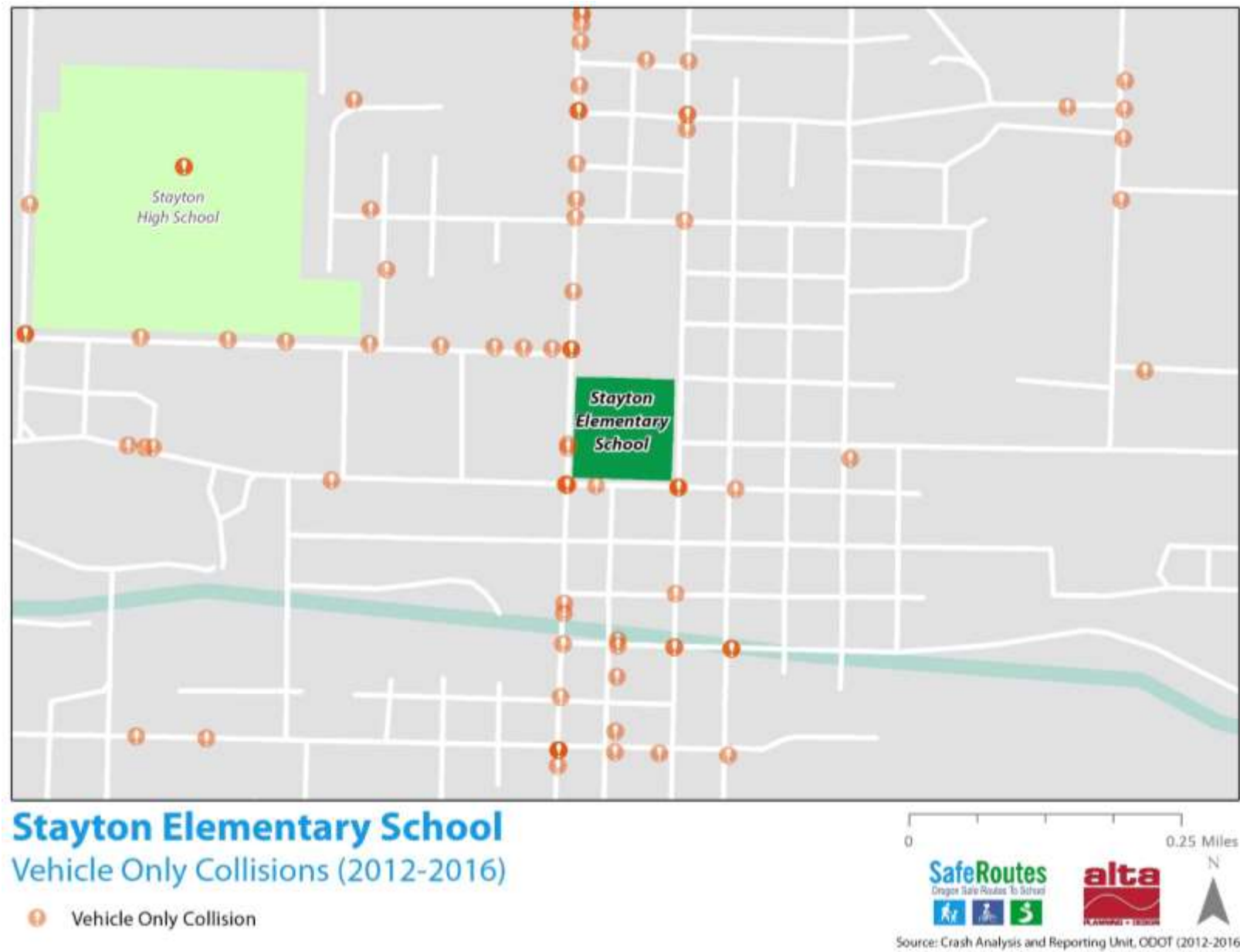


Figure 3: Pedestrian and Bike Crashes near Stayton Middle School

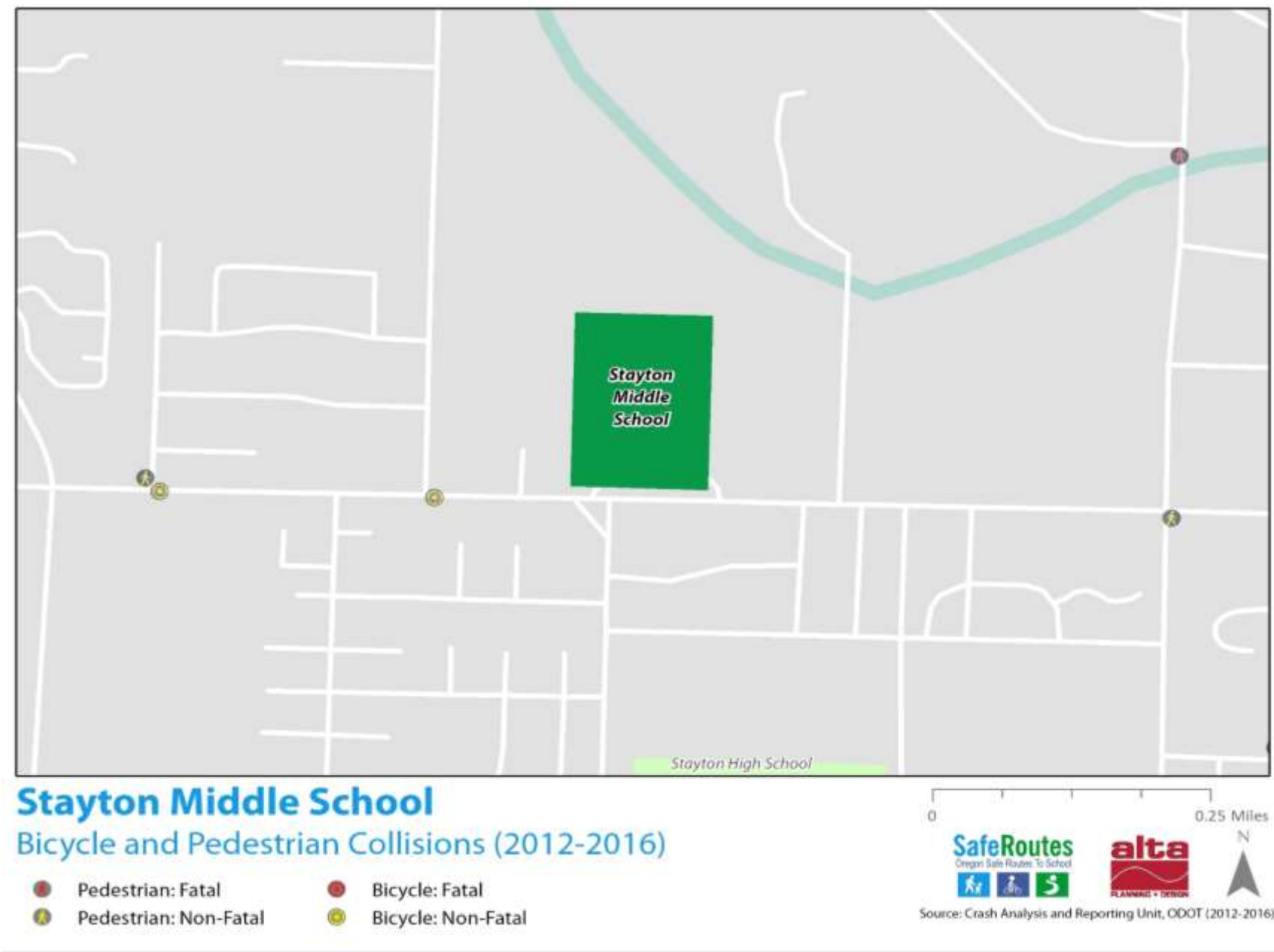


Figure 4: Vehicle Only Crashes near Stayton Middle School



School Attendance Area and Transportation Policies

Stayton Elementary and Stayton Middle School are in the North Santiam School District. Stayton Elementary and Stayton Middle School primarily serve the City of Stayton and a swath of Marion County to the south and east. There are two other K-8 schools in neighboring Lyons and Sublimity. All schools combine into Stayton High School. Students who live more than a mile from each school are provided bussing. The District does not have any specific policy regarding walking and biking to school.

Previous SRTS Efforts or Walking/Biking Engagement Activities

In 2011, the City of Stayton and North Santiam School District received a SRTS mini-grant to create an Action Plan. In 2009, Marion County conducted a SRTS infrastructure assessment, outlined in the Plan Review, which identified sidewalk gaps on Shaff Rd as a priority for SRTS. Several years ago, the Stayton Police Department conducted bike safety rodeos at both schools. The police continue to distribute free bike helmets to students and offer bike and pedestrian safety talks. Stayton Middle School usually gives away two bikes per year as a part of school fundraisers or other school-wide events. Both schools are interested in new SRTS opportunities that do not require class time.

Stayton Elementary School Safety Assessment

The School Safety Assessment includes the walk audit observation, community meeting, and a bike and pedestrian facility inventory. During the School Safety Assessment, the team observed traffic conditions and travel patterns, and discussed potential solutions to identified challenges.

Date: October 24, 2019

Day of Week: Thursday

Grade Levels: K-3

Attendees:

- Morgan Pence, parent
- Dan Fleishman, City of Stayton
- David Jensen, Marion County Public Works
- Wendy Moore, Stayton Elementary Principal
- Gary Rychard, North Santiam School District

Meeting Time: 7:30pm

Weather: Sunny and cold

Enrollment: 375

Facilitators

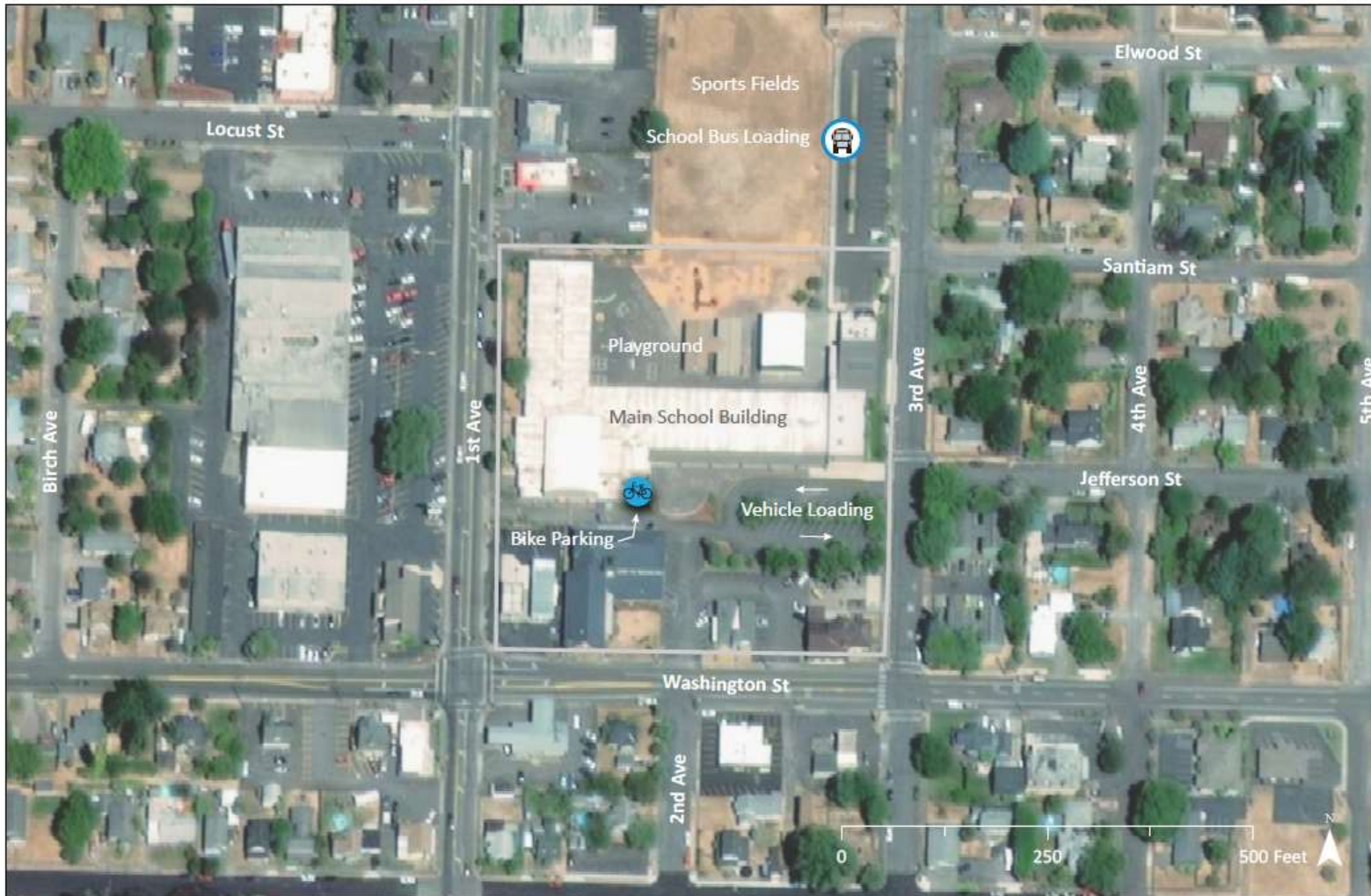
- Katie Selin, Alta Planning + Design
- Kirk Paulsen, Alta Planning + Design

Walk Audit Observations

SCHOOL LAYOUT

Stayton Elementary School is located near the center of the City of Stayton, flanked by two busy arterials, E Washington St and N First Ave. There are residential neighborhoods on in all directions from the school. As shown in Figure 5, the school campus includes a playground and soccer field north of the main school building. Learning Tree Pre-School and Stayton Christian Church are just south of the school campus. Students who walk, bike, or arrive by car enter through the main doors on the south side of the building. Students who arrive by bus enter through another door on the north side of the building.

Figure 5: Stayton Elementary School Site Plan



Stayton Elementary School Site Plan



SITE CIRCULATION

- Vehicles:** Parents pick-up and drop-off students in the driveway loop on the southeast side of the school. They enter through the north entrance and exit through the south parking lot egress. During the walk audit, student arrival went smoothly with only limited vehicle congestion. However, walk audit participants reported that there have been fender benders in the parking lot and it is crucial that parents pull up to the front of the line to drop-off students. About 30% of students arrive by car each day.
- School Buses:** Bus loading occurs in the parking lot on the north side of the school. Approximately 60% of students ride the school bus. During the walk audit, bus loading proceeded smoothly and efficiently. Bussing is available for students who live over one mile away from school.
- Pedestrians:** There are three crossing guards stationed at key intersections near the school: E Washington St and N First Ave, W Locust St and N First Ave, and N 3rd Ave and E Jefferson St. Most students observed walking to school during the walk audit crossed at N 3rd Ave and E Jefferson St. Approximately 20 students were observed using this crossing. Only a few elementary students used the other crossings, but this varies year by year. Many high school students crossed at the W Locust St and N First Ave, with the help of the crossing guard. An estimated 10% of students usually walk to school.
- Bicyclists:** Only a handful of students usually ride their bike to school. More students bike when the weather is pleasant. Uncovered bike parking is available in front of the main doors to the school. Racks are fun and shaped like bikes, but an outdated design that makes locking difficult. A parent who usually bikes with her students attended the walk audit. She expressed the importance of curb ramps and safe crossings for younger students riding and highlighted the needs along her route.
- Transit:** Cherriots, the Salem regional transit provider, offers transit service between Salem and Gates, through the City of Stayton. Route 30X has stops at the Stayton Park and Ride, Safeway, and Downtown Stayton at Washington and 4th Ave. The route operates four times a day Monday-Saturday.

Stayton Elementary Walk Audit and Bike and Pedestrian Inventory Photos



Stayton Elementary school bike parking is a very fun design, but the wave shape makes it difficult to lock bikes.



N First Ave and W Locust St intersection looking north.



N 3rd Ave and E Santiam St intersection is a common route to school that lacks curb ramps.



A Stayton Elementary School crossing guard helping a student cross at the N First Ave and W Locust St intersection.



Looking east, students cross N 3rd Ave at E Jefferson St.



School crossing pavement markings on N 3rd Ave are difficult to read because of the dense lettering.

Community Meeting

The School Safety Assessment community meeting was an opportunity for school and district leadership, roadway jurisdiction staff, teachers, and parents to discuss barriers to walking and biking to school and brainstorm ideas for how to overcome them. Meeting participants discussed the typical routes that students who walk and bike take to get to and from school, points of conflict between people driving and walking/biking, and some ideas for education and encouragement events at the school.

OUTREACH STRATEGY

Stayton Elementary School worked diligently to spread the word about the SRTS Walk Audit and Community Meeting. The Principal posted the event on the school website, on Facebook, and posted flyers in the school. Flyers were available in English and Spanish. The school also circulated a public input web map to gather feedback about walking and biking conditions near the school.

KEY THEMES

- Overall, student arrival was smooth on the school grounds, with minimal congestion and orderly bus departures. Participants had some concern about vehicle congestion during arrival and dismissal.
- Participants' main concerns included:

- a. Congestion, stop compliance, and speeding through the W Locust St and N First Ave create dangerous conditions for students crossing and crossing guard.
 - b. Curb ramps and sidewalk completion along N 3rd Ave, E Santiam St, E Ellwood St, and E Robidoux St.
 - c. Speeding on N 3rd Ave during school arrival and dismissal hours.
- The school is not participating in any existing SRTS activities, but used to participate in bike rodeos. Walk audit participants were interested in finding out more information about SRTS opportunities.
 - Both City of Stayton and Marion County applied for funding from ODOT SRTS, highlighting the need for more multi-jurisdictional coordination.

Stayton Middle School Safety Assessment

The School Safety Assessment includes the walk audit observation, community meeting, and a bike and pedestrian facility inventory. During the School Safety Assessment, the team observed traffic conditions and travel patterns, and discussed potential solutions to identified challenges.

Date: October 24, 2019

Day of Week: Thursday

Grade Levels: 4-8

Attendees:

- Dan Fleishman, City of Stayton
- David Jensen, Marion County Public Works
- Matt Olson, Stayton Middle School Assistant Principal
- Mike Proctor, Stayton Middle School Principal
- Gary Rychard, North Santiam School District
- Mike Jaffe, Mid-Willamette Valley Council of Governments

Meeting Time: 2:30pm

Weather: Sunny and warm

Enrollment: 600

Facilitators

- Katie Selin, Alta Planning + Design
- Kirk Paulsen, Alta Planning + Design

Walk Audit Observations

SCHOOL LAYOUT

Stayton Middle School is located on the north edge of the City of Stayton, near busy arterial Shaff Rd SE. Some of the city's newest housing subdivisions surround Stayton Middle School, including a subdivision currently under construction on the property west of the school. The campus includes two separate buildings, one for 4-5 grade on west side and one for 6-8 on the east side. A playground and sports fields are on the north side of campus. Students who walk, bike, or arrive by car enter through the main doors on the south side of the building. Students who arrive by bus enter through another door near the bus, loading on the north side of the school.

Figure 6: Stayton Middle School Site Plan



Stayton Middle School Site Plan



SITE CIRCULATION

- Vehicles:** Parents drop-off and pick-up students in both driveway loops on the south side of the school. The school prefers that parents enter through the southeast entrance and exit through the south entrance, heading straight or right as directed by signage (no left turn during arrival and dismissal or through the southwest exit shared by buses (also no left turn.) However, many parents enter through the south entrance and pick up at the 4-5 grade building, adding to congestion at the Shaff Rd SE and N Gardner Ave intersection. During the walk audit, student loading was fairly congested. According to the school principal, only about 15% of students arrive by car each day. Walk audit participants reported that some parents pick their students up on W Kathy St or W Regis St to avoid congestion on campus.
- School Buses:** Bus loading occurs in the bus loop on the north side of the school. Approximately 50% of students ride the school bus. During the walk audit, bus loading proceeded smoothly and efficiently. Bussing is available for students who live more than one mile away from school.
- Pedestrians:** There are two crossing guards stationed at Shaff Rd SE and N Gardner Ave. Teachers are also stationed at the school campus crossings to help students navigate the parking lot safely. Approximately 35% of students walk or bike to school. During the walk audit hundreds of students crossed Shaff Rd SE at N Gardner Ave, with the help of the crossing guards. The overwhelming majority headed south down N Gardner Ave, some walked west on Shaff Rd SE and a handful traveled east on Shaff Rd SE. The planned new development west of the school will include a multi-use path and sidewalk along the north side of Shaff Rd SE to connect to Kindle Way SE, as well as a new pedestrian path to the north side of campus.
- Bicyclists:** Students biking to school follow patterns similar to those of students walking. Uncovered bike parking is available in front of the main doors to the school. On the day of the walk audit, the bike parking was nearing capacity with 15 bikes. The outdated bike rack design makes it difficult to lock bikes and keep them upright. Students crossed Shaff Rd SE with their bikes then were observed heading the wrong way down the bike lane to W Kathy St then crossing to continue south on N Gardner Ave.
- Transit:** There is no public transit service within a half-mile of Stayton Elementary.

Stayton Middle School Walk Audit and Bike and Pedestrian Inventory Photos



Packed bike parking at Stayton Middle School



Sidepath with designated space for people biking and walking on the north side of Shaff Rd along school property and the housing development to the east.



Traffic backing up as students cross Shaff Rd at N Gardner Ave during student dismissal.



Hundreds of students walking and biking home across Shaff Rd during student dismissal.



Looking south, students walk and bike the wrong way in the bike lane on N Gardner Ave.



Looking west, students walking home through the sidewalk gap on the south side of Shaff Rd just west of N Gardner Ave.

Community Meeting

The School Safety Assessment community meeting was an opportunity for school and district leadership and roadway jurisdiction staff to discuss barriers to walking and biking to school and brainstorm ideas for how to overcome them. Meeting participants discussed the typical routes that students who walk and bike take to get to and from school, points of conflict between people driving and walking/biking, and some ideas for education and encouragement events at the school.

OUTREACH STRATEGY

Flyers advertising the event were available in English and Spanish. The school circulated a public input web map to gather feedback about walking and biking conditions near the school.

KEY THEMES

- School, district, and roadway jurisdiction leadership are well aware of the congestion during dismissal and arrival at Stayton Middle School. Marion County is evaluating whether to install a Rectangular Rapid Flashing Beacon (RRFB) at Shaff Rd SE and N Gardner Ave.
- Overall, student dismissal caused vehicle congestion on the school grounds and along Shaff Rd SE. The crossing guards play a pivotal role making sure the hundreds of students walking and biking are able to cross safely. However, there are over 250 students who participate in after school programming and need to cross Shaff Rd at the N Gardner Ave intersection.
- The school gives away two bikes per year as part of a raffle, unrelated to other SRTS promotion. Apart from that, the school is not participating in any existing SRTS activities. Walk audit participants were interested in finding out more information about SRTS opportunities, but concerned about committing to anything that could take away from class time. Early June or the very beginning of the school year would be good for larger events, or partnering with the summer meals program.
- Both City of Stayton and Marion County applied for infrastructure funding from ODOT SRTS, but were unsuccessful, highlighting the need for more multi-jurisdictional coordination.

Bike and Pedestrian Facility Inventory

The bike and pedestrian facility inventory confirmed existing infrastructure conditions, and filled gaps in ODOT, City of Stayton, and Marion County data focusing on all streets within a quarter mile of the school. As part of the bike and pedestrian facility inventory, the consultant team collected the following information about general infrastructure deficiencies and needs:

- **Sidewalk deficiencies** – lack of continuity, insufficient width, poor surface condition, non-compliant cross-slopes and driveways, lack of separation from the travel lane, and obstacles (utility/light poles, signs, and vegetation)
- **School area signs and pavement markings** – presence, placement, and condition
- **Paths** – formal or informal, surface material
- **Bike lanes** – lack of continuity, insufficient width or markings, presence of on-street parking, speed and volume of traffic, poor pavement condition
- **Bicycle, scooter, and/or skateboard parking** – presence, location, visibility, degree of security, and utilization
- **Drop-off/pick-up areas** – designated areas, curb paint, and signs
- **Visibility** – insufficient pedestrian lighting, line of sight obstacles (parked cars, vegetation, signs, and poles)

The following information about street crossings was collected by consultant during the bike and pedestrian facility inventory:

- **Traffic signals** – pedestrian signals, push-button location and reach distance, signing, countdown feature, accessible pedestrian signal feature, and sufficient crossing time.
- **Marked crosswalks** – condition, type, signs, visibility, and whether ramp is contained within crosswalk markings.
- **Curb ramps** – presence at corners, ADA-compliant design (tactile domes, ramp and flare slope, level landing).
- **Connections with neighborhood trails or paths and transit** - signage, bike parking, ease of connection to transit hubs, parks, or schools.

Deficiencies and needs identified in the bike and pedestrian facility inventory inform the construction recommendations described in Table 3 and Table 4, starting on page 32.

Chapter 4. Needs & Recommendations

Prioritization Criteria

Walk audit participants provided feedback on how actions and recommendations should be prioritized in their community on a sliding scale of “Not Important” to “Very Important”. This exercise requires thinking about trade-offs between different goals and actions. Figure 7 illustrates the prioritization criteria that the walk audit participants discussed. For the Stayton community, **safety** was the top prioritization criteria followed by **equity**. Participants agreed that it is foundational to the community and schools that students be able to safely travel to school and that the safety of their trip is not dependent on the neighborhood they are coming from or their identity. The schools strive to be places where all students can flourish and learn and SRTS can be a big part of that. Additionally, walk audit participants were more interested in prioritizing projects close to the school, than by student density since so many students live further from school. To reflect these community priorities, the consultant team prioritized safety-related projects both within a quarter-mile of the school, that would impact most students on their trip to school. Regarding feasibility, the project team identified both projects that Marion County and the City of Stayton can complete on their own and longer-term projects that would likely require grant money to complete.

Figure 7. SRTS Project Prioritization Criteria



Project Prioritization Priorización de Proyectos

How should we prioritize projects in your community? *¿Cómo debemos priorizar los proyectos en su comunidad?*

Place a sticker on each scale to show how important the topic is to you.

Coloque una pegatina en cada escala para mostrar lo importante que es el tema para usted.

Proximity to School *Proximidad a la Escuela*

Projects should be prioritized based on their distance from a school.

Los proyectos deben priorizarse en función de su distancia de una escuela.



Equity *Equidad*

Projects should be prioritized based on their ability to support walking and biking for low income students and minority students.

Los proyectos deben priorizarse en función de su capacidad para apoyar caminar y andar en bicicleta para estudiantes de bajos ingresos y estudiantes de minorías.



Community Identified Need *Necesidad Identificada Para la Comunidad*

Projects should be prioritized because they were identified through school or community engagement, parent/caregiver surveys, and/or during another planning process.

Los proyectos deben priorizarse porque se identificaron en la participación de la escuela o la comunidad, encuestas de padres / cuidadores y / o durante otro proceso de planificación.



Student Density *Densidad de Estudiantes*

Projects should be prioritized based on their proximity to current and future students and families.

Los proyectos deben priorizarse en función de su proximidad con los estudiantes y las familias actuales y futuras.



Feasibility *Factibilidad*

Projects should be prioritized based on their location on or along a street that is already planned for an improvement, their cost, and/or their local support.

Los proyectos deben priorizarse en función de su ubicación en un o a lo largo de la calle que ya está planificada para ser mejorada, su costo y/o su apoyo local.



Safety *Seguridad*

Projects should be prioritized based on how unsafe a road is, looking at factors such as speed, traffic volumes, number of lanes, crossing distance and history of crashes.

Los proyectos deben priorizarse en función de lo inseguro que sea un camino, teniendo en cuenta factores como la velocidad, los volúmenes de tráfico, el número de carriles, la distancia de cruce y el historial de accidentes.



PHASING

The consultant team prioritized recommendations listed in in Table 3 through Table 5 into three time-frames: short term, medium term, and long term:

- Short Term: action to be completed in the following semester (spring if the Plan is being developed in the fall, or the following fall if the Plan is being developed in the spring)
- Medium Term: the following school year from when the Plan is being developed
- Long Term: two or more years from Plan development

Phasing is based on the community's readiness to accomplish the action, resources available, and other factors.

Construction Recommendations

School and road infrastructure recommendations are based on:

- Existing conditions data
- Community feedback from the walk audit and community meeting,
- Jurisdiction input.

Table 3 and Table 4 list the needs identified at each location and ensuing infrastructure recommendations, as well as the relative priority of the recommendation, a high-level cost, the agency responsible for implementing the recommendation, and any potential funding source for construction.

Suggested Route Map

The purpose of the SRTS suggested route maps, Figure 8 and Figure 9, are to encourage students and families to consider walking and biking to school and to provide a network to focus future SRTS infrastructure investments along the most important routes to school. The consultant team created the maps with input from walk audit participants and findings from the bike and pedestrian facility inventory.

Figure 8: Stayton Elementary Suggested Route Map

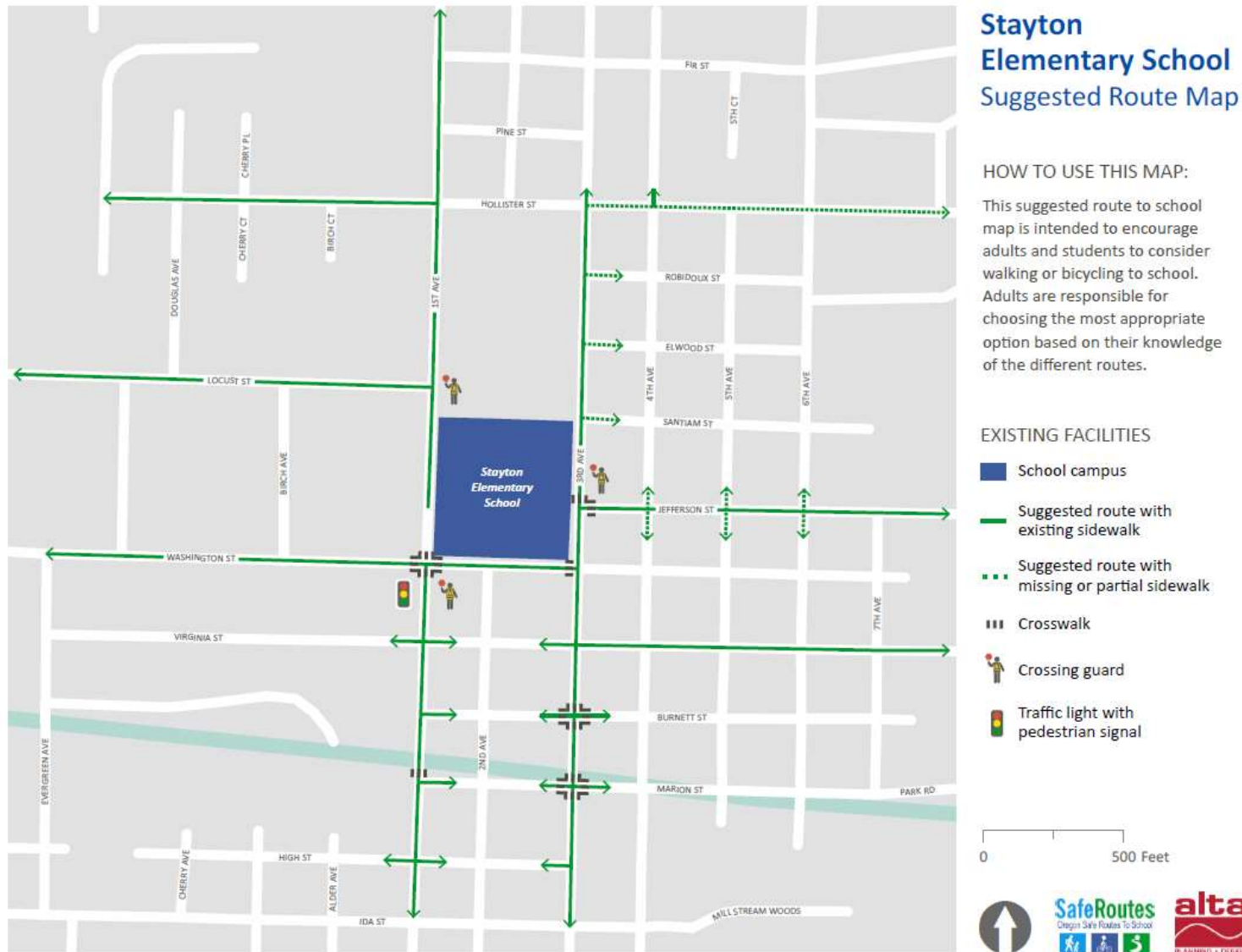


Figure 9: Stayton Middle School Suggested Route Map

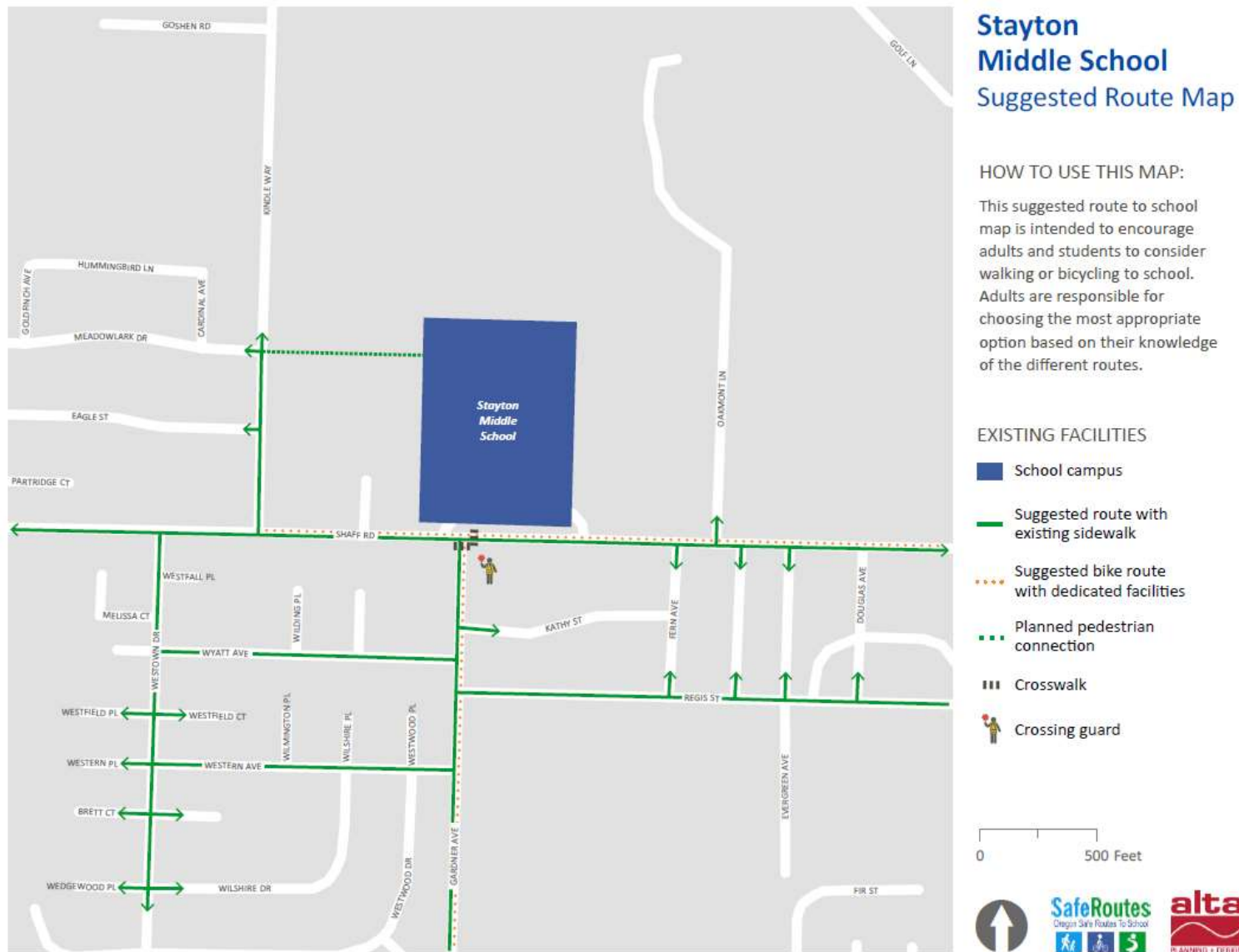


Table 3. Stayton Elementary Construction Needs and Recommendations

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
Stayton Elementary School Grounds					
<i>Bike parking is an outdated design, which makes locking bikes on the rack difficult.</i>	<i>Add additional bike parking with inverted-U racks, as needed. Consider covering bike parking and adding lighting.</i>	<i>Long-term</i>	<i>\$</i>	<i>North Santiam School District</i>	<i>School District Maintenance Fund</i>
N 1st Avenue					
<i>The W Locust St and N 1st Ave intersection is congested during student arrival and dismissal with traffic for the elementary and high schools, and commuter traffic heading to/from the highway to the north. Frequent issues were reported with drivers turning left from W Locust St. A stationed crossing guard helps students cross, but faces difficulty with volumes and speeds, as well as distracted driving. One parent reported that their student frequently has trouble getting cars to stop for him and his brother. If there is no crossing guard stations, students face very dangerous conditions.</i>	<i>Install curb extensions and a pedestrian refuge island with high-visibility crosswalk across the north leg of the intersection. Consider installing a pedestrian-activated RRFB to encourage drivers to stop for students attempting to cross the road. Install curb extensions and high-visibility continental crosswalk with ADA-compliant curb ramps across the west leg of the intersection. Trim tree and adjust height of Stayton High School wayfinding blocking visibility of south-facing school crossing sign (S1-1, W16-7P).</i>	<i>Short-term</i>	<i>\$\$</i>	<i>Marion County</i>	<i>ODOT SRTS Competitive Grant</i>
<i>School speed limit signs are faded.</i>	<i>Install new school speed limit signs (R2-1, S4-2P).</i>	<i>Short-term</i>	<i>\$</i>	<i>Marion County</i>	<i>County maintenance fund</i>
<i>South-facing school advance crossing sign should have a plaque to complete the assembly and meet MUTCD requirements.</i>	<i>Install "Ahead" (W16-9P) plaque, same as north-facing sign.</i>	<i>Short-term</i>	<i>\$</i>	<i>Marion County</i>	<i>County maintenance fund</i>
<i>E Washington St and N First Ave intersection is a busy, signalized intersection along the route to school from the southwest.</i>	<i>Install ADA-compliant curb ramps and stripe continental, high-visibility crosswalks.</i>	<i>Long-term</i>	<i>\$\$</i>	<i>Marion County</i>	<i>ODOT SRTS Competitive Grant</i>

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
<i>Students cross E Hollister St intersection to reach the elementary school from the north or to connect to the school crossing at E Cedar St.</i>	<i>Stripe a high-visibility continental crosswalk across the east leg of the intersection. Install an ADA-compliant curb ramp on the southeast corner.</i>	<i>Long-term</i>	<i>\$\$</i>	<i>Marion County</i>	<i>ODOT SRTS Competitive Grant</i>
E Hollister Street					
<i>Walk audit participants reported using the E Hollister St and N 3rd Ave intersection on their route to school. Lack of curb ramps makes it more difficult for young students to ride their bikes where they would prefer to do so. This intersection is an important east-west and north-south connection to other neighborhood streets.</i>	<i>Install ADA-compliant curb ramps and high-visibility continental crosswalks across all legs of the intersection.</i>	<i>Medium-term</i>	<i>\$\$</i>	<i>City of Stayton</i>	<i>ODOT SRTS Competitive Grant</i>
<i>Parents reported through the online map that their students biking to school along E Hollister St. are unable stay on the sidewalk through the E Hollister St and N 4th Ave because of the lack of curb ramps.</i>	<i>Install ADA-compliant curb ramps across all legs of the intersection at N 4th Ave and E Hollister St.</i>	<i>Medium-term</i>	<i>\$\$</i>	<i>City of Stayton</i>	<i>ODOT SRTS Competitive Grant</i>
N 3rd Avenue					
<i>Many students walk and bike along N 3rd Ave between E Hollister Ave and E Washington St to access the school.</i>	<i>Install ADA-compliant curb ramps on the northeast and southeast corners of E Robidoux St, E Elwood St, and E Santiam St intersections with N 3rd Ave.</i>	<i>Medium-term</i>	<i>\$\$</i>	<i>City of Stayton</i>	<i>ODOT SRTS Competitive Grant</i>
<i>Walk audit participants observed speeding cars along E 3rd Ave adjacent to the school. N 3rd Ave is designated as a neighborhood collector.</i>	<i>Conduct a speed study to investigate whether speeding is an issue. If so, consider installing speed humps between E Hollister Ave and E Washington St.</i>	<i>Short-term</i>	<i>\$</i>	<i>City of Stayton</i>	<i>ODOT SRTS Competitive Grants</i>
<i>School speed limit signs are faded and could be updated to reflect ODOT guidance outlined in A Guide to School Area Safety.</i>	<i>Install new school speed limit signs (S4-3P, R2-1, OS4-8).</i>	<i>Short-term</i>	<i>\$</i>	<i>City of Stayton</i>	<i>City maintenance fund</i>

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
<i>“School crossing” pavement marking south of the school driveway is hard to read because it is narrow and small.</i>	<i>Replace “School XING” pavement marking with larger pavement markings.</i>	<i>Short-term</i>	<i>\$</i>	<i>City of Stayton</i>	<i>City maintenance fund</i>
<i>Many students cross at the E Jefferson St crossing every day.</i>	<i>Restripe using high-visibility, continental crosswalk.</i>	<i>Short-term</i>	<i>\$</i>	<i>City of Stayton</i>	<i>City maintenance fund</i>
<i>E Jefferson St, E Santiam St, E Elwood St</i>					
<i>Many students walk from the surrounding neighborhood through these legacy streets to the east of the school. Sidewalk gaps and lack of ADA-compliant curb ramps make it difficult for students to travel safely.</i>	<i>Install sidewalks at the following gaps:</i> <ul style="list-style-type: none"> <i>- Ellwood St (south side): 130 ft west of N 5th Ave.</i> <i>- Ellwood St (north side): 130 ft east of N 5th Ave, 250 ft from N 4th Ave to N 5th Ave, 250 ft from N 5th Ave to N 6th Ave.</i> <i>- E Santiam St (north side): 120 ft east of N 3rd Ave, 250 ft from N 4th Ave to N 5th Ave.</i> <i>- E Santiam St (south side): 250 ft from N 3rd Ave to N 4th Ave., 250 ft from N 4th Ave to N 5th Ave.</i> 	<i>Long-term</i>	<i>\$\$\$</i>	<i>City of Stayton</i>	<i>ODOT SRTS Competitive Grant</i>
<i>Key walking route lacks curb ramps.</i>	<i>Install ADA-compliant curb ramps on all corners of E Jefferson St and N 5th Ave intersection.</i>	<i>Long-term</i>	<i>\$\$</i>	<i>City of Stayton</i>	<i>ODOT SRTS Competitive Grant</i>

Table 4. Stayton Middle School Infrastructure Needs and Recommendations

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
Stayton Middle School Grounds					
<i>During the walk audit the bike parking was near capacity. Additionally, bike parking is an outdated design, which makes locking bikes and keeping bikes upright on the rack difficult.</i>	<i>Replace and add additional bike parking with inverted-U racks. Consider covering bike parking and adding lighting.</i>	<i>Long-term</i>	<i>\$</i>	<i>School District</i>	<i>School District Maintenance Fund</i>
Shaff Road SE					
<i>Shaff Rd SE and N Gardner Ave intersection is very congested during student arrival and dismissal with school and commuter traffic heading towards the highway and into town. The neighborhood to the west of the school is projected to grow over the next 5-10 years. Hundreds of students use this crossing every day. Two stationed crossing guards improve safety, but face difficulty with motor vehicle volumes and speeds, impatient drivers, as well as distracted driving.</i>	<i>While both are candidate treatments, consider installing a Pedestrian Hybrid Beacon (PHB) rather than an RRFB. PHB operations would more closely align with the pedestrian and motor vehicle traffic conditions currently desired and attempted by crossing guards. To cross the intersection, groups of pedestrians are clustered together to wait and cross in groups. PHBs can be programmed to activate immediately upon initial pedestrian actuation, but then also incorporate a delay in activation between very recent pedestrian actuations to allow for motorized vehicular traffic to proceed through the intersection between crossing periods. See ‘Additional Details’ on page 36 for more information.</i>	<i>Medium-term</i>	<i>\$\$</i>	<i>Marion County</i>	<i>ODOT SRTS Competitive Grant</i>
<i>New subdivisions have installed a multi-use path along the north side of the road east of the school, however this facility terminates just east of Deer Ave. Students who live east of Deer Ave do not currently have a safe facility to walk and bike to school, though many live close by.</i>	<i>Install a multi-use path with separated space for people walking and biking, or a sidewalk and protected bike lane along the north side of Shaff Rd SE to connect to Cascade Hwy SE. Install lighting along the new and existing multi-use path.</i>	<i>Long-term</i>	<i>\$\$\$</i>	<i>Marion County</i>	<i>ODOT SRTS Competitive Grant</i>

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
<i>Many students travel along the south side of Shaff Rd SE to and from school. There is no sidewalk for a 420 ft section in front of Rivertown Apartments, across from the school.</i>	<i>Install 420 ft of sidewalk along the south side of Shaff Rd SE in front of Rivertown Apartments</i>	<i>Long-term</i>	<i>\$\$\$</i>	<i>Marion County</i>	<i>ODOT SRTS Competitive Grant</i>
N Gardner Ave					
<i>School crossing and advance crossing signage for every crossing approaching the school may be distracting and hard to follow for drivers.</i>	<i>Remove advance crossing signs in both directions and install school zone sign assembly (S1-1, S4-3P) facing traffic in northbound direction. Consider adding a school zone sign assembly facing southbound traffic, if it is unclear that the school zone continues from Shaff Rd onto Gardner Ave.</i>	<i>Short-term</i>	<i>\$\$</i>	<i>City of Stayton</i>	<i>ODOT SRTS Competitive Grant</i>

ADDITIONAL DETAILS: SHAFF RD SE AND GARDNER AVE PHB VS RRFB RECOMMENDATION

Installation of either an RRFB or PHB would increase awareness of the crosswalk and improve the crossing situation during school hours, as well as throughout the remainder of the day. An RRFB, when activated, would immediately start flashing and drivers would be expected to yield to people attempting to cross the road. A PHB has the ability to be programmed to operate in conjunction with motor vehicle traffic needs, if desired. PHBs allow for large numbers of pedestrians to cross in groups with the pedestrian crossing signal phase, rather than a more constant flow that can occur with RRFBs. The traffic and crossing conditions observed during the walk audit resemble the operations that a PHB would create.

However, it is worth noting that a delay in activation upon pedestrian actuation of the PHB should not be the default setting for all crossing requests, but should only be applied to subsequent requests within a short time period. If pedestrians are not provided with a crossing phase soon after actuating the device, pedestrians during off-peak hours would request to cross the road but likely grow tired of waiting for the walk signal and proceed to cross when not allowed to do so. Drivers would then receive the indication to stop after the pedestrian has already crossed the road, observing nobody using the crosswalk which could then lead to motorist non-compliance with the PHB over time, presenting a safety issue. Therefore, once an initial crossing phase has been completed, a slight delay before the next crossing phase would occur is considered acceptable to allow for queues of motor vehicle traffic to dissipate before the next crossing phase occurs.

With regard to seeking approval of either device, an RRFB would be likely be easily approved, however the following steps would help justify the installation of a PHB:

- Based on an engineering study, assuming a crossing of the roadway without the aid of crossing guards were to take place as school traffic departs the site, it is likely that Section 4C.06 (Warrant 5 School Crossing) of the MUTCD would be met.

- Paragraph 3 of Section 4C.06 states: "Before a decision is made to install a traffic control signal, consideration shall be given to the implementation of other remedial measures, such as warning signs and flashers, school speed zones, school crossing guards, or a grade-separated crossing." For the subject site, several of the remedial measures provided as examples are currently applied, therefore the use of RRFBs or a PHB could be utilized in advance of upgrading the intersection to be controlled by a traffic signal.
- Paragraph 2 of Section 4F.01 (Application of Pedestrian Hybrid Beacons) states: "A pedestrian hybrid beacon may be considered for installation to facilitate pedestrian crossings at a location that does not meet traffic signal warrants, or at a location that meets traffic signal warrants under Sections 4C.05 and/or 4C.06 but a decision is made to not install a traffic control signal."

Therefore, based on the above items, if an engineering study shows Warrant 5 is met, a PHB could potentially be installed at the existing crosswalk location. (*FWHA's Field Guide for Selecting Countermeasures at Uncontrolled Pedestrian Crossing Locations*)

GUIDANCE FOR PHB PLACEMENT

The consultant team recommends installing a side-mounted PHB at the Shaff Rd SE and Gardner Ave intersection because of the versatility of placement and lower cost compared to overhead mounted PHBs. Side-mounted PHBs require two displays facing each direction, one on each side of the road. On Shaff Rd, the westbound approach has clear sight lines, while the eastbound approach faces reduced visibility due to a utility pole.

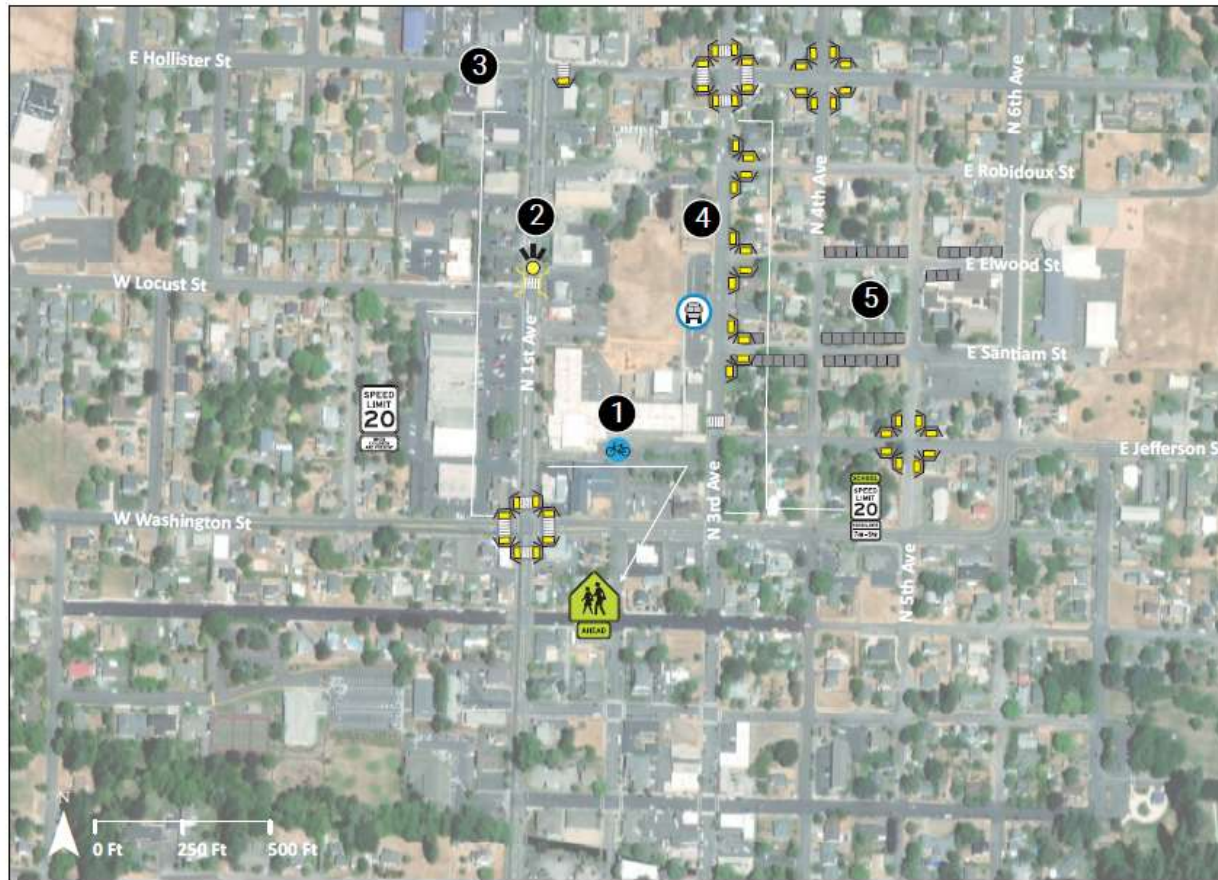
Figure 10 illustrates some potential locations for PHB placement. To address sight issues for the eastbound approach, the PHB display could potentially be installed on the utility pole, if approved by the utility company (Location 1). If the utility company does not give approval to install the display on the utility pole the display could either be located on its own pole in advance of the utility pole (also Location 1, but would require minor work to reduce the size of the curb ramp to create space for the device) or located after the pole where the crosswalk warning sign assembly is currently located (Location 2, but available sight distance should be verified).

Along the south side of the road a side-mounted PHB could likely fit within the planter strip at Location 3. Location 4 might be able to be utilized for either a side mounted display or a mast arm across the entire roadway (if that's more desirable), pending verification of ROW limits. Location 5 could be used for a third display facing eastbound traffic if there is concern that the far-side displays would not be easily noticed by oncoming traffic.

Figure 10. Potential PHB Placements



Figure 11. Stayton Elementary SRTS Improvements Map



Legend

Proposed Improvements

	Crosswalk Improvement		RRFB Crossing
	ADA Curb Ramp		Sidewalk Construction
	Curb Extension		

	S4-3P, R2-1, OS4-8
	School Advance Signage with W16-79

Existing

	Bike Parking
	School Bus Loading

Stayton Elementary School

Improvement Recommendations



- 1 Stayton Elementary School Grounds**
 - a. Add additional bike parking with inverted-U racks, as needed. Consider covering bike parking and adding lighting.
- 2 N 1st Avenue**
 - a. Install curb extensions and a pedestrian refuge island with high-visibility crosswalk across the north leg of the intersection at W Locust St and N 1st Ave. Consider installing a pedestrian-activated RRFB to encourage drivers to stop for students attempting to cross the road. Install curb extensions and high-visibility continental crosswalk with ADA-compliant curb ramps across the west leg of the intersection. Trim tree and adjust height of Stayton High School wayfinding blocking visibility of south-facing school crossing sign (S1-1, W16-7P).
 - b. Install new school speed limit signs (R2-1, S4-2P)
 - c. Install "Ahead" (W16-7P) plaque at south-facing school advance crossing sign, same as north-facing sign.
 - d. Install ADA-compliant curb ramps and stripe continental, high-visibility crosswalks at the intersection of E Washington St and N 1st Ave.
 - e. Stripe a high-visibility continental crosswalk across the east leg of the intersection at N 1st Ave and E Hollister St.
- 3 E Hollister Street**
 - a. Install ADA-compliant curb ramps and high-visibility continental crosswalks across all legs of the intersection with N 3rd Ave.
 - b. Install ADA-compliant curb ramps across all legs of the intersection at N 4th Ave and E Hollister St.
- 4 N 3rd Avenue**
 - a. Install ADA-compliant curb ramps on the northeast and southeast corners of E Robidoux St, E Elmwood St, and E Santiam St intersections with 3rd Ave.
 - b. Conduct a speed study to investigate whether speeding is an issue. If so, consider installing speed humps between E Hollister Ave and E Washington St.
 - c. Install new school speed limit signs (S4-3P, R2-1, OS4-8).
 - d. Replace "School XING" pavement marking with larger pavement markings.
 - e. Restripe crossing at E Jefferson St using high-visibility, continental crosswalk.
- 5 E Jefferson St, E Santiam St, E Elmwood St**
 - a. Install sidewalks at gaps on Elmwood St and E Santiam St.
 - b. Install ADA-compliant curb ramps on all corners of E Jefferson St and N 5th Ave intersection.



Map produced January 2020

Figure 12. Stayton Middle School SRTS Improvements Map



Education and Engagement Recommendations

Programmatic activities and events complement infrastructure improvements by empowering students and their families to try walking and bicycling, and by making it safer for them to do so.

The activities outlined below are recommended for Stayton Elementary and Stayton Middle School to improve and promote safe walking and bicycling to and from school and in the community. They can be implemented by the North Santiam School District, school administrators, teachers, parents, or even school clubs.

Table 5. Stayton Middle and Elementary School Encouragement and Education Recommendations

ACTIVITY	RESPONSIBLE PARTY	DESCRIPTION	TIMELINE	RESOURCES NEEDED	INCLUSION CONSIDERATIONS	MEASURES OF SUCCESS
EDUCATION RECOMMENDATIONS						
<i>Pedestrian and Bike Safety Education</i>	<i>Stayton Elementary and Middle School</i>	<i>Travel safety tips for students walking, biking, driving, or riding the bus. Could begin with limited scope and build to a more robust curriculum.</i>	<i>Medium-term</i>	<i>Travel Safety Hand-out, messaging, curriculum</i>	<i>Focus on walking and bike safely in students' neighborhoods or on field trips, even if not near the school.</i>	<i>Number of students participating; feedback from families</i>
<i>Bike Rodeo</i>	<i>Stayton Elementary and Middle School / North Santiam School District</i>	<i>Consider organizing a Bike Rodeo to teach students about bike safety.</i>	<i>Long-term</i>	<i>Consider applying for The Street Trust's Jump Start Program, which includes a whole bike rodeo kit</i>	<i>Consider how students with mobility challenges could participate.</i>	<i>Number of students participating, skills learned, number of volunteers</i>
<i>Parent outreach and education</i>	<i>Stayton Elementary and Middle School</i>	<i>Travel safety tips for parents aimed at people walking, biking, driving, or riding the bus.</i>	<i>Medium-term</i>	<i>Seasonal tips for school communications, flyer</i>	<i>Provide materials in Spanish, or other languages as needed.</i>	<i>Feedback from families; observations from school leadership</i>
ENCOURAGEMENT RECOMMENDATIONS						
<i>On-campus walking program</i>	<i>Stayton Elementary and Middle School</i>	<i>Organize students to walk before or after school or at lunch on school grounds.</i>	<i>Medium-term</i>	<i>Incentives, outreach materials, volunteers, painted route or designated track</i>	<i>Consider how students with mobility challenges could participate.</i>	<i>Number of students participating, steps or miles walked</i>

ACTIVITY	RESPONSIBLE PARTY	DESCRIPTION	TIMELINE	RESOURCES NEEDED	INCLUSION CONSIDERATIONS	MEASURES OF SUCCESS
<i>Park and walk</i>	<i>Stayton Elementary and Middle School</i>	<i>Invite parents to drop-off and pick-up students in Immaculate Conception Catholic Church parking lot for the elementary school and along W Kathy St or W Regis St for the middle school.</i>	<i>Short-term</i>	<i>Communications to parents, potential staffing needs</i>	<i>Provide materials in Spanish, or other languages as needed.</i>	<i>Decrease in congestion during arrival and dismissal; feedback from families</i>
<i>Walk + Roll to School Day</i>	<i>Stayton Elementary and Middle School</i>	<i>Organize a Walk + Roll to School Day to encourage and celebrate walking and biking at the school.</i>	<i>Medium-term</i>	<i>Food, music, decorations, incentives or prizes for students</i>	<i>Ensure that students who live too far to walk or bike are able to participate on campus. Consider locations to hold a remote drop-off sit, such as Immaculate Conception Church.</i>	<i>Number of students and community members participating</i>
<i>Wellness Policy</i>	<i>North Santiam School District</i>	<i>Update wellness policy to support SRTS efforts.</i>	<i>Medium-term</i>	<i>Text for SRTS policy</i>	<i>Ensure that equity and inclusion language is included in policy.</i>	<i>Majority of school board members support policy</i>

Education Programs

PEDESTRIAN AND BIKE SAFETY EDUCATION/ BIKE RODEO

Pedestrian and bike safety education teaches students basic traffic laws and safety rules.

Resources and innovative program ideas include:

- The Street Trust's [SRTS Curriculum](#) includes a flexible in-class and on-bike [bike safety curriculum](#) and [pedestrian safety lesson plans](#).
- The Street Trust's [Bike Rodeo Program](#) helps communities create a unique local bicycle and pedestrian education program in one community each year free of charge. The Street Trust provides training to school and district staff and loans a trailer of bikes and materials for bike rodeos to the community for the year. **The deadline for applying to the Jump start program for the 2020-2021 school year is January 31, 2020.**
- Oregon SRTS provides [curriculum for activities and lessons](#) that teach the knowledge and skills necessary to be safe road users, including bike and pedestrian [education videos](#).
- The National Highway Traffic Safety Administration offers a [child pedestrian safety curriculum](#) and [Cycling Skills Clinic Guide](#) to help organizations plan bike safety skills events.
- The [Girls in Gear](#) curriculum is a girls-specific bicycling program designed to empower adolescent girls by creating self-reliance and building confidence. It is also the first program to creatively integrate STEM — Science, Technology, Engineering and Mathematics — activities, physical exercise and nutrition education by way of the bicycle.



PARENT EDUCATION AND OUTREACH

Parents are the primary decision-makers about how their children get to school. Informing parents about their options for walking and bicycling, as well as communicating the benefits of active transportation, can encourage more families to walk and bike. This can occur through school e-news or announcements, and other informational resources. After high-priority infrastructure recommendations are implemented, suggested route maps can show parents the best walking or biking route to the school and help overcome concerns about barriers.

Resources and innovative program ideas include:

Oregon SRTS provides offers safety and fun tips for parents who are interested in their student [walking](#) and [biking](#) to school.

The [National Center for SRTS](#) offers tools and training to provide communities the technical support they need to make community-enhancing decisions.



Engagement Programs

ON-CAMPUS WALKING PROGRAM

In situations where distance, safety concerns, or a disability prevents a child from walking or biking to school, communities can encourage walking on the school campus. For example, school officials can establish walking activities before or after school or during recess, physical education or health class. Walk routes on the school grounds provide all students an opportunity to walk a safe route and increase their physical activity.

Resources and innovative program ideas include:

- Safe Routes Info provides [ideas for on-campus walking activities](#), including a step-by-step strategy and examples from schools around the country.

WELLNESS POLICY

SRTS programs allow children to bike and walk to school safely and easily. By walking or bicycling to school, children can easily incorporate exercise into their day and increase their overall physical activity. Incorporating SRTS into school wellness policies helps parents, teachers, and school district staff understand how helping students bike and walk to school can increase their physical activity and create a healthier school environment. North Santiam School District could show that school leadership prioritizes and sees the benefit of SRTS and start to build community momentum for additional SRTS programming.

Resources and innovative program ideas include:

- Change Lab Solutions offers [model policy language](#) for rural community school districts that are interested in demonstrating strong support for SRTS in their local school wellness policy. This resource is specifically targeted to California, but examples are relevant to Oregon as well.
- The National Safe Routes Partnership offers [best practices for school wellness policies](#) that support SRTS, including local models and state recommendations.

WALK + ROLL TO SCHOOL DAY OR COMMUNITY WALK

The Oregon Walk + Roll to School Challenge Month celebrates students walking and rolling to school. Oregon Walk to School Day is held the first Wednesday in October, to correspond with International Walk + Roll to School Day. Bike to School Day takes place the second week in May. Parents can set up a table on the event day to provide refreshments and small rewards for families who participate, as well as maps, lights, and safety information to encourage more students and families to join in the fun.

Even families who live too far from school to walk and bike can participate by driving to a designated central location and walking together from there. Coffee and breakfast can be provided, and students can dress up or hold posters to make a fun, parent-supervised parade to school. Walks could also take place as a part of another health-related event or to benefit a cause.

Resources and innovative program ideas include:

- Schools in Oregon can order incentives to support and promote [Walk + Roll to School Day](#).
- [Walk and Bike to School](#) suggests event ideas and planning resources for encouraging active transportation at schools.
- The National Center for SRTS maintains a [national database of walk and bike to school day events](#), as well as event ideas and planning resources.

High Priority Improvements for the ODOT Infrastructure Grant Application

The following are top priority improvements recommended for the Competitive ODOT SRTS IN Grant Application:

ISSUE/ CHALLENGE	RECOMMENDATION
N 1st Avenue	
<i>W Locust St and N 1st Ave intersection is congested during student arrival and dismissal with traffic for the elementary, high school, and commuter traffic heading to/from the highway to the north. Frequent issues with drivers turning left from W Locust St. A stationed crossing guard helps students cross, but faces difficulty with volumes and speeds, as well as distracted driving.</i>	<i>Install curb extension and a pedestrian refuge island with high-visibility crosswalk across the north leg of the intersection. Consider installing a pedestrian-activated RRFB to encourage drivers to stop for students attempting to cross the road. Install curb extension and high-visibility continental crosswalk with ADA-compliant curb ramps across the west leg of the intersection.</i>
Shaff Road SE	
<i>Shaff Rd SE and N Gardner Ave intersection is very congested during student arrival and dismissal with school and commuter traffic heading towards the highway and into town. The neighborhood to the west of the school is projected to grow over the next 5-10 years. Hundreds of students use this crossing every day. Two stationed crossing guards improve safety, but face difficulty with motor vehicle volumes and speeds, impatient drivers, as well as distracted driving</i>	<i>While both are candidate treatments, consider installing a Pedestrian Hybrid Beacon (PHB) rather than an RRFB as the PHB operations would more closely align with the pedestrian and motor vehicle traffic conditions currently desired and attempted by crossing guards. To cross the intersection, groups of pedestrians are clustered together to wait and cross in groups. PHBs can be programmed to activate immediately upon initial pedestrian actuation, but then also incorporate a delay in activation between very recent pedestrian actuations to allow for motorized vehicular traffic to proceed through the intersection between crossing periods. See 'Additional Details' on page 36 for more information</i>
<i>New subdivisions have installed a multi-use path along the north side of the road east of the school, however this facility terminates just east of Deer Ave. Students who live east of Deer Ave do not currently have a safe facility to walk and bike to school, though many live close by.</i>	<i>Install a multi-use path with separated space for people walking and biking, or a sidewalk and protected bike lane along the north side of Shaff Rd SE to connect to Cascade Hwy SE. Install lighting along the new and existing multi-use path.</i>

Additional details that will be needed to complete the application are provided in Table 6.

Table 6. Project Details for ODOT Competitive Infrastructure Grant

GRANT CRITERIA/QUESTION	RESPONSE FOR CITY OF STAYTON AND MARION COUNTY
<i>Relevant Right of Way ownership</i>	<i>Impacts to ROW may occur associated with a multi-use path at the NW corner of the intersection of Shaff Rd SE at Cascade Hwy SE. Impacts to ROW may also occur associated with the HAWK beacon, if a mast arm is desired rather than side-mounted displays, at the SE corner of the intersection of Shaff Rd SE at N Gardner Ave.</i>
<i>Utility implications and opportunities to mitigate</i>	<i>Location of existing utility poles along the north side of Shaff Rd SE may be impacted by the proposed multi-use path. Utility relocation coordination will need to occur if incompatible with desired location of path; relocation costs assumed to be covered by the utility.</i>
<i>Environmental resource implications</i>	<i>N/A</i>
<i>Stormwater management implications</i>	<i>Existing stormwater system along the west side of First Ave at Locust St will be impacted by construction of curb extensions. At least two drainage inlets are visible and expected to need revision within project limits. New stormwater system expected to be needed along the north side of Shaff Rd for the multi-use path.</i>
<i>Near a rail road? Or bridge, tunnel, retaining wall affected?</i>	<i>N/A</i>
<i>AADT</i>	<i>First Ave n/o Hollister St: 11,000 AADT; Shaff Rd e/o Douglas Ave: 7,000 AADT</i>
<i>Priority Safety Corridor</i>	<i>N/A</i>

Table 7. Competitive Grant Cost Estimates

ITEM DESCRIPTION	MEASUREMENT	COST/UNIT	UNITS	ESTIMATE
Demo existing concrete sidewalk.	SF	\$ 4	450	\$ 1,800
Remove existing curb and gutter.	LF	\$ 15	90	\$ 1,350
Remove existing catch basin.	EA	\$ 500	2	\$ 1,000
Install catch basin.	EA	\$ 3,000	2	\$ 6,000
Install perpendicular curb ramp.	EA	\$ 5,000	3	\$ 15,000
Install curb and gutter.	LF	\$ 50	120	\$ 6,000
Install concrete sidewalk.	SF	\$ 25	980	\$ 24,500
Install 1 concrete pedestrian refuge island.	SF	\$ 25	330	\$ 8,250
Warning sign assemblies.	EA	\$ 1,000	2	\$ 2,000
Install 2 tactile warning surfaces.	SF	\$ 75	24	\$ 1,800
Install solar powered RRFB assembly.	EA	\$ 15,000	2	\$ 30,000
Relocate STOP sign.	EA	\$ 200	1	\$ 200
Install STOP bar at 1 intersection approach.	SF	\$ 8	22	\$ 176
Install 1 marked crosswalk with thermoplastic continental markings.	SF	\$ 8	90	\$ 720
Install side mounted PHB beacons with pedestrian indications.	LS	\$ 60,000	1	\$ 60,000
Clearing and grubbing.	LS	\$ 20,000	1	\$ 20,000
Implement stormwater improvements.	LF	\$ 80	1900	\$ 152,000
Install concrete sidewalk.	SF	\$ 25	22800	\$ 570,000
Install curb and gutter.	LF	\$ 50	1900	\$ 95,000
Install planter strip.	SF	\$ 10	11400	\$ 114,000
Install thermoplastic lane markings.	LF	\$ 1	1900	\$ 1,900
Install thermoplastic pavement symbol markings.	SF	\$ 8	160	\$ 1,280
Install thermoplastic pavement symbol markings.	SF	\$ 8	160	\$ 1,280
Install lighting.	EA	\$ 5,000	19	\$ 95,000
<i>Continued on next page.</i>				

ITEM DESCRIPTION	MEASUREMENT	COST/UNIT	UNITS	ESTIMATE
Traffic Mobilization (10%)	EA	\$ 120,798	1	\$ 120,798
Traffic Control (15%)	EA	\$ 181,196	1	\$ 181,196
Erosion Control (2%)	EA	\$ 24,160	1	\$ 24,160
Subtotal				\$1,534,130

Total Costs

Preliminary Engineering/Design Costs (12%)	\$184,096
Construction Costs (Subtotal + 40% Contingency + 15% CE)	\$2,377,901
Right of Way Costs	\$0
Utility Costs	\$0
Other Costs	\$0
Total Project Cost:	\$2,561,996

Chapter 5. Potential Funding & Implementation

This chapter lists a variety of funding sources that the City of Stayton, Marion County, North Santiam School District, or other partners could use to implement the recommendations outlined in Chapter 4. These funding sources are accurate as of February 2020, but may change over time. Please refer to ODOT or other funding jurisdictions website for the most up to date information.

Statewide Funding Opportunities

ODOT SRTS Infrastructure Grants:

ODOT currently offers Safe Routes to School specific funding pools for local jurisdictions interested in improving walking and biking conditions near schools, including a competitive infrastructure grant program and a rapid response infrastructure grant.

COMPETITIVE INFRASTRUCTURE GRANT

ODOT's SRTS Competitive Infrastructure Grant program funds roadway safety projects located within a one-mile radius of an educational facility that improves walking and biking conditions for children on their way to school. Funding requests may range between \$60,000 and \$2 million, with a 40% local match (special circumstances may allow a 20% reduction in match requirements). These funds are awarded on a competitive application basis to cities, counties, transit districts, ODOT, any other roadway authority, and tribes are in compliance with existing jurisdictional plans and receive school or school district support.

Learn more about the 2021-2022 grant cycle at

<https://www.oregon.gov/ODOT/Programs/Pages/SRTS.aspx>.

RAPID RESPONSE INFRASTRUCTURE GRANT

Up to 10% of state SRTS funding will be reserved for projects that can demonstrate serious and immediate need for safety improvements within a one-mile radius of schools. This funding would be awarded outside of the Competitive Infrastructure Grant cycle as a Rapid Response Infrastructure Grant. Eligibility requirements for Rapid Response Infrastructure grants can be found at

<https://www.oregon.gov/ODOT/Programs/Pages/SRTS.aspx>.

ODOT STIP Program

Outside of Safe Routes to School specific programs, ODOT offers more general funding opportunities for bicycle and pedestrian improvement projects through the development of ODOT's State Transportation Improvement Program (STIP). The STIP is a three- or four-year document, but is amended often. Proposals can be made to the state via your local regional offices. Projects must be in a local adopted Transportation System Plan. The 2021-2024 STIP includes roughly \$115 million for walking and biking projects. Programs include Active Transportation Leverage, which adds walking or biking features to Fix-It projects, and ADA Curb Ramps, to boost accessibility of pedestrian infrastructure.

Learn more: <http://www.oregon.gov/ODOT/STIP/> and find contact info for your ODOT region at www.oregon.gov/ODOT/STIP/Pages/Contacts.aspx

ODOT All Roads Transportation Safety Program (ARTS)

ODOT's STIP process also funds safety improvement projects that reduce traffic related deaths and injuries through the All Roads Transportation Safety Program, which utilizes data collection and analysis to select projects that will maximize traffic safety benefits per investment dollar. For more information on ARTS, visit: <https://www.oregon.gov/ODOT/Engineering/Pages/ARTS.aspx>.

OREGON PARKS AND RECREATION GRANTS

Oregon Parks and Recreation have a number of grants that may help in completing a Safe Routes to School off-road project like the Local Government Grant Program, the Land and Water Conservation Fund, and the Recreational Trails Program. For more information visit: <https://www.oregon.gov/OPRD/GRANTS/pages/index.aspx>

OREGON COMMUNITY PATHS PROGRAM (OCPP)

In 2020, ODOT will open solicitation for an off-system path grant program called the Oregon Community Paths Program (OCPP) and will fund awarded projects (in 2021) with either the state Multimodal Active Transportation fund or the federal Transportation Alternatives Program funds. Through the OCPP, ODOT strives to fund projects for pedestrian and bicycle transportation projects including the development, construction, reconstruction, resurfacing, or other capital improvement of multiuse paths, bicycle paths, and footpaths that improve access and safety for people walking and bicycling.

OREGON TRANSPORTATION INFRASTRUCTURE BANK (OTIB)

Oregon Transportation Infrastructure Bank (OTIB) provides low cost loans for transportation related projects by: reducing total up-front costs; reducing overall interest costs; no prepayment penalties; draw funds only as needed. OTIB loans are processed quickly and a decision is typically received within 60 days, with loan closing between 90-120 days. www.oregon.gov/odot/cs/fs/pages/otib.aspx

State Highway Trust Fund/Bicycle Bill

When roads are constructed or reconstructed, Oregon law requires walkways and bikeways be provided. Additionally, all agencies receiving State Highway Funds are required to spend at least 1% of those funds on bicycle and/or pedestrian infrastructure improvements (ORS 366.514). Currently, cities and counties receive 20% and 30% of the state's highway trust funds, respectively, which can be used for walking and biking projects along roads. For more information contact Jessica Horning, (503) 986-3555.

Sidewalk Improvement Program (SWIP)

ODOT's SWIP builds pedestrian and bicycle facilities on state roads and local roads that help people moving across or around the state system. For more information contact Jessica Horning, (503) 986-3555.

Transportation and Growth Management (TGM) Funds

TGM offers grants for improving transportation system plans and planning efforts that integrate land use and transportation. TGM also offers Quick Response grants when pending development will impact the city's goals, Code Assistance to help with specific code questions, Transportation System Plan (TSP) Assessments to look at city TSPs, and Education and Outreach projects to move community conversations forward. www.oregon.gov/lcd/tgm/

State Transportation Improvement Fund (STIF)

Walking and biking connections to transit are eligible under ODOT's STIF Discretionary and Statewide Network Program, a new fund for transit started in 2018.

<https://www.oregon.gov/odot/RPTD/Pages/Funding-Opportunities.aspx>

Congestion Mitigation and Air Quality (CMAQ) program

The CMAQ program is jointly administered by the FHWA and FTA, with projects selected by local jurisdictions in high pollution areas. Bike/pedestrian projects make up a significant portion of the funded projects, which must focus on air quality improvement. www.fhwa.dot.gov/environment/air_quality/cmaq/

Federal Funds

Some federal funding sources may be available to certain communities and can be used for Safe Routes to School projects. Such as:

- Community Development Block Grant Program, <https://www.orinfrastructure.org/Infrastructure-Programs/CDBG/>
- Rural Development Grant Assistance Program, <https://www.usda.gov/topics/farming/grants-and-loans>

Local Funding Opportunities

Potential School Bond Opportunities

Localities can leverage school bonds to collect funding for transportation educational programming and school-zone pedestrian/bicycle infrastructure improvements. School bonds may be sufficient to cover the cost of low to mid cost projects or could be utilized to collect local match dollars for state awarded grants.

SRTS Projects & the TSP

Cities and counties undergoing transportation system plan updates should consider including a section on their plans and priorities for Safe Routes to School infrastructure upgrades and programming to identify project expenses well in advance and allow ample time to gather project funding.

Demonstration Projects

Demonstration projects are temporary roadway improvement installments that utilize temporary barriers (such as traffic cones, planters, hay barrels, etc.) to test and demonstrate how a street would operate with bicycle and/or pedestrian infrastructure improvements. These low-cost projects can serve as an immediate term temporary solution to traffic issues while local jurisdictions build support and funding for permanent infrastructure

improvements. Depending on specific site conditions and the nature of materials used, demonstration projects can last for several hours to several months.

Non-Infrastructure Programs Funding Opportunities

ODOT SRTS Non-Infrastructure Grant

In addition to funding infrastructure improvements for Safe Routes to School programs, ODOT reserves \$300,000 annually for funding of non-infrastructure SRTS projects that encourage children in grades K-8 to walk and bike to school. This competitive grant program distributes funding to a project over the course of three years (to allow for advanced planning) with a maximum award of \$50,000 per year with a 12% match requirement. For more information, visit <https://www.oregon.gov/ODOT/Programs/Pages/SRTS.aspx>