

SafeRoutes
Oregon Safe Routes To School



City of Gaston

Safe Routes to School Plan



FINAL | February 2020



CITY OF GASTON
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Chapter 1. Introduction

The Gaston School District Safe Routes to School (SRTS) Plan lays the foundation for the co-located Elementary and Junior/High School, community, City of Gaston, Washington County, and the Oregon Department of Transportation (ODOT) to work together on reducing barriers for students walking and biking to school. The SRTS Plan includes both recommendations for short and long-term construction projects, as well as ideas for education and engagement events to promote healthy, active lifestyles. Several infrastructure improvements are potential candidates for the Oregon Department of Transportation (ODOT) SRTS Competitive Grant Program, while others will be considered for inclusion into the City of Gaston’s Transportation System Plan (TSP) next time it is updated. Members of the school community, including administration, teachers, parents, and students, can host education and encouragement activities to make walking or biking to school easier and more fun.

Oregon Department of Transportation’s Project Identification Program

This SRTS Plan supports Oregon’s state-wide SRTS construction (infrastructure) and education/encouragement (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 schools, as well as critical issues within a mile of the schools.**

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.

The City, ODOT Region 2 staff, and Gaston School District 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)?

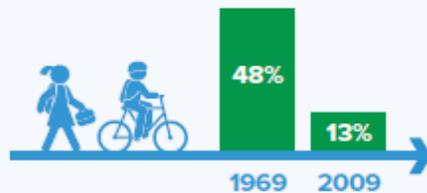
SRTS is a comprehensive program to **make school communities safer** by combining engineering tools and enforcement with education about safety and activities to enable and encourage students to **walk and bicycle to school**. SRTS programs typically involve partnerships among municipalities, school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

Fewer students walking & biking to school

More parents driving children to school

Rising concerns about safety of walking & biking

Increased traffic at & around school

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, Noroon, 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.

Gaston School District School Overview

Gaston Elementary School

Principal:	Susy McKenzie	Address:	402 3rd St, Gaston, OR 97119
Enrollment:	267	% students eligible for free or reduced lunch:	42.42%
Grades Served:	PreK-6		
Type of School:	Public		

SCHOOL DEMOGRAPHICS

AMERICAN INDIAN/ ALASKA NATIVE	ASIAN	BLACK/ AFRICAN AMERICAN	HISPANIC	NATIVE HAWAIIAN PACIFIC ISLAND	MULTIRACIAL	WHITE, NON- HISPANIC
0.7%	0.7%	1.5%	8.2%	0.7%	2.2%	85.8%

Source: Oregon Department of Education 2019-2020 school year

Gaston Jr/Sr High School

Principal:	Summer Catino	Address:	300 Park St, Gaston, OR, 97119
Enrollment:	282	% students eligible for free or reduced lunch:	34.67%
Grades Served:	7-12		
Type of School:	Public		

SCHOOL DEMOGRAPHICS

AMERICAN INDIAN/ ALASKA NATIVE	ASIAN	BLACK/ AFRICAN AMERICAN	HISPANIC	NATIVE HAWAIIAN PACIFIC ISLAND	MULTIRACIAL	WHITE, NON- HISPANIC
0.4%	1.1%	2.5%	12.8%	1.1%	2.1%	80.1%

Source: Oregon Department of Education 2019-2020 school year

Gaston School District Languages

LANGUAGES SPOKEN	# STUDENTS
English	581
Spanish	19
Japanese	1
Tigrinya	1
Tereno	1
Erzya	1
Total Languages Spoken:	6

Source: Oregon Department of Education 2019-2020 school year

PIP Outreach Process

Gaston School District and City of Gaston staff worked to spread the word about the SRTS Walk Audit and Community Meeting, held on October 22, 2019. Staff posted information about the event and the project in the following methods locations to encourage participation:

- Quarter-sheet fliers distributed to families
- Fliers included in residents' water bill mailings
- Fliers mounted in the school district buildings' entry ways

During the SRTS Walk Audit, consultant staff, along with staff from the City of Gaston, Gaston School District, and ODOT Region 2 walked the Hwy 47 corridor from the School District and along Cottonwood Corridor. The Walk Audit also included school dismissal observations with the same staff.

Consultant staff presented to the City of Gaston and Gaston School District staff during the Community Meeting, which also included the Mayor of Gaston. Together, the attendees discussed the SRTS vision and school community's project goals. Their input is reflected in Chapter 2. Vision and Goals for Safe Routes to Schools.

Chapter 2. Vision and Goals for Safe Routes to Schools

Stakeholders helped create the following Vision and Goals through providing direction and comments at the Community Meeting, which was held in the Gaston School District library following the Walk Audit.

Vision

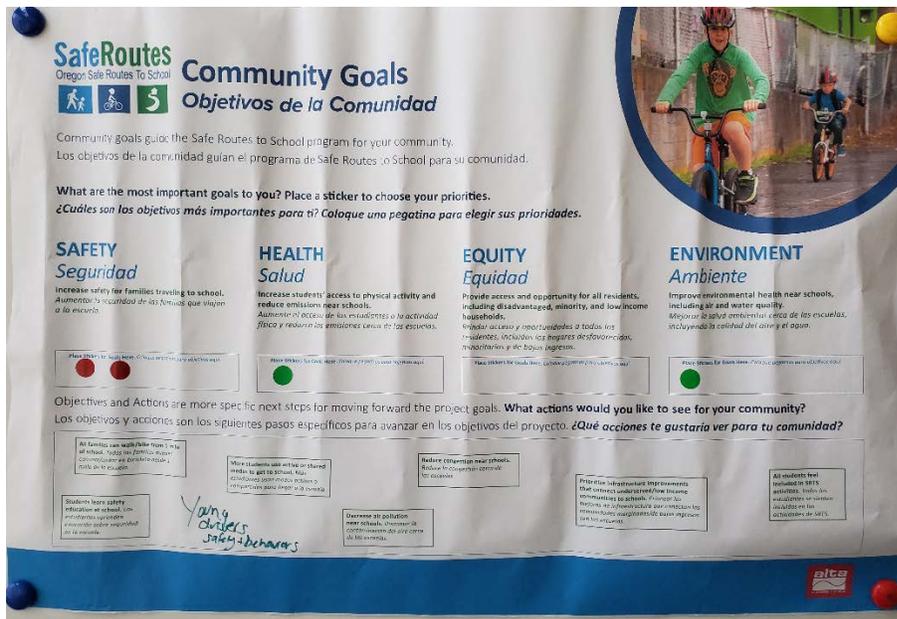
“The Gaston School District community envisions a future where children and their families safely, comfortably, and conveniently walk and bicycle as part of the daily school commute and a healthy lifestyle.”

Goals, Objectives, and Actions

The ODOT SRTS PIP suggested goals in the areas of health, safety, equity, or the environment. As shown in Figure 1, the Gaston School District community meeting participants selected safety, followed by the environment and health, and then equity, as the main priorities for the community. A goal participants identified, as a part of safety, was to improve young drivers’ behaviors around the school. Attendees at the community meetings are included in Chapter 3. Existing Conditions.

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 1 and **Error! Reference source not found..** Actions may relate to achieving more than one goal, but each action is only listed once. The recommendations are divided into Infrastructure and Non-Infrastructure categories in **Error! Reference source not found..** Both lists include priority potential funding sources and the jurisdiction responsible for making the change.

Figure 1: Community Goal Prioritization- Gaston School District



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 safely on campus, to the greenhouse on 3rd and Church St, to the Gaston Market, and to homes within a ¼ mile of the school.
 - Action: City of Gaston will replace and install relevant NO PARKING ANY TIME signs to improve visibility of students and families looking to safely use the crosswalks. The City and School District will work with neighbors to address their parking concerns on 3rd street.
 - Action: City of Gaston, with support from the Gaston School District, will consider applying to the ODOT Competitive SRTS Infrastructure Grant in 2020 for infrastructure improvements, outlined in Chapter 4.
 - Action: Gaston School District will organize a community school safety campaign and a young drivers safety campaign to promote safe driving behavior near the school and on school grounds.
- Objective 2- Walking or biking access is available to all families within 1 mile of school.
 - Action: ODOT Region 2, with support from the City of Gaston, Gaston School District, and Yamhill County, will consider applying to ODOT Competitive SRTS Infrastructure Grant in 2020 for infrastructure improvements along Hwy 47, outlined on page 20.
- Objective 4- Pedestrian and safety education is integrated into school curriculum.
 - Action: Gaston School District will distribute informational safety materials for families and integrate student pedestrian safety lessons into school day curriculum.

Environment

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

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

Health

Goal: Increase student access to physical activity and reduce emissions near schools.

- Objective 1- The school community supports families using active and shared transportation to access school and reach nearby destinations.
 - Action: Gaston School District will adopt SRTS-supportive language in school wellness policy, following the implementation of short-term infrastructure recommendations.
 - Action: Gaston School District and Country Mobile Estate families will organize a Walking School Bus to celebrate the opening of the new Hwy 47 sidewalk to connect students from Country Estates to the school. The school district may explore ways to encourage continued community organizing of the Walking School Bus.
 - Action: Gaston School District will share relevant statistics and messages in school newsletters, at back to school night, or through other communication channels.
- Objective 2- Students have increased physical activity before and during the school day.

- *Action: Gaston School District will look for areas of overlap between SRTS efforts and other health initiatives and grants relevant to student health, such as grants for programming to promote physical activity, young driver safety, and pedestrian safety education.*

Equity

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

- Objective 1- Prioritize infrastructure and non-infrastructure improvements that connect underserved or low-income communities to schools and improve access on campus.
 - *Action: City of Gaston will work to implement infrastructure recommendations with a consideration for improvements that serve underserved and low-income communities, specifically connectivity to and from the Country Mobile Estates neighborhood.*
 - *Action: Gaston School District should begin a SRTS education and encouragement program, focusing on benefitting the 28 - 52% of Gaston School District students eligible for Federal Free and Reduced-Price Lunch.*

Chapter 3. Existing Conditions

Background Data

In advance of the 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 contextual details learned during discussions with community members and from in-person observations.

Plan Review

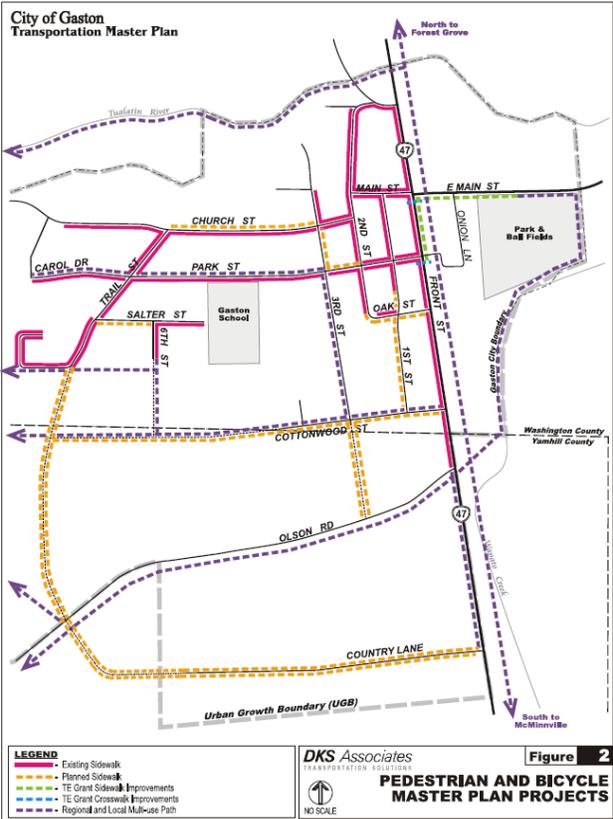
GASTON TRANSPORTATION MASTER PLAN (2009)

In 2009 the City of Gaston approved the Gaston Transportation Master Plan (TMP), which identifies the priority projects and programs for the City through 2030. The TMP’s recommendations focus on pedestrian and bicycle safety improvements, along with motor vehicle systems. Of the active transportation recommendations, a regional trail or multi-use path that runs parallel to Hwy 47 is identified as one of the main priorities. Additionally, it notes a path along the south side of Olson Rd from the west extents of the Urban Growth Boundary (UGB) to Hwy 47. This path will allow bicycle and pedestrian connections between the extended Trail Street and regional connections at Hwy 47. The Transportation Master Plan highlights the following projects in addition to the Hwy 47 and Olson Rd trails:

- New crosswalk at Highway 47 and Park St, relocating the existing crosswalk south just south of Main Street.
- Church Street reconstruction from 3rd St to Trail St, widening the road and providing sidewalks on both sides.
- Trail St extension connecting Olson Road to allow drivers to travel south without having to travel north on Trail St to access Hwy 47.
- Cottonwood St extension allowing drivers to travel to the north and south without having to use Trail St.

For more specific information about the City of Gaston Transportation Master Plan visit: www.cityofgaston.com/vertical/sites/%7BA0E7BB59-BA39-470A-B0F2-FDC9E9A25A45%7D/uploads/Transportation_Master_Plan.pdf

Figure 2. Gaston Transportation Master Plan Projects



COTTONWOOD CORRIDOR REFINEMENT PLAN

The Cottonwood Corridor is located between Gaston School Campus and Gaston School Campus Expansion Area. The 2009 refinement plan details that Cottonwood St will extend westward to connect Third St to Trail St, providing roadway connections between the proposed residential development and Hwy 47. The area of new development is planned for 150-300 homes. With the added residential development, the corridor will provide important connectivity to the school campus and Hwy 47, increasing vehicular volumes along the current Cottonwood St bus route. Thus, the Plan prioritizes pedestrian safety, especially for school-aged children, through recommended 5' sidewalks with 4' planting strips and 2.5' buffers, along with curb extensions at crossings to improve visibility. Furthermore, the Plan calls for additional traffic calming features such as speed bumps, board-canopy street trees, raised crosswalks, and permeable pavers in parking aisles.

YAMHILL COUNTY TRANSPORTATION PLAN

While Gaston is located in Washington County, the adjacent county, Yamhill County, works with Washington County on multi-level planning initiatives that affect Gaston. Numerous students attend Gaston School District schools while living just over the county line at the Country Mobile Estates and encounter dangerous conditions if walking to school along Hwy 47, the only route available to get to and from school. Regional planning initiatives addressing Hwy 47 are articulated in Yamhill County Plan. The following recommended projects are related to Hwy 47:

- Shoulder and lane widening improvements
- Yamhelas Westsider Trail running parallel to Hwy 47 between Hwy 99W and downtown Gaston
- Install traffic signals on eastbound and westbound Hwy 99W/ Hwy 47, rehabilitate pavement
- Merge eastbound and westbound Hwy 99W/Hwy 47 into single roadway and install traffic signal, add turn lane
- Merge eastbound and westbound Hwy 99W into single roadway and install roundabout

For more information relating to planned development of Hwy 47 visit:

<https://www.co.yamhill.or.us/sites/default/files/Yamhill%20Co.%20TSP%20FINAL.pdf>

CITY OF GASTON SAFE ROUTES TO SCHOOL PLAN

The City made significant street widening and sidewalk improvements along 3rd St and Park St through the Community Block Grant program. In addition to these completed improvements, the City of Gaston highlights the following priority projects for SRTS Planning:

- Pathway off of Hwy 47 from NW Country Ln to NW Olson Rd
- Sidewalk with ADA-compliant curb ramps on Cottonwood St from Hwy 47 to the end of Cottonwood St with a crosswalk at the intersection of 3rd St
- Sidewalk with ADA-compliant curb ramps on Park St on the north side from 3rd St to Trail St with a crosswalk from a sidewalk to the stairs at the parking lot at the school
- Sidewalk with ADA-compliant curb ramps on 3rd St from Park St to Church St
- Sidewalk with ADA-compliant curb ramps on Salter St from Trail St to 6th St
- Sidewalk with ADA-compliant curb ramps on Oak St from Hwy 47 to 1st St

- Clearing vegetation off of sidewalks
- Working with the Washington County Sheriff's Deputy to setup a safety enforcement, educational, and/or encouragement program

For more information regarding SRTS Planning in Gaston visit:

https://www.cityofgaston.com/index.asp?SEC=6DD7CB3B-3C00-4B35-9458-78A01A5FA464&Type=B_BASIC

YAMHELAS WESTSIDER TRAIL MASTER PLAN

Yamhill County submitted for the Transportation and Growth Management Program and Travel Oregon Grant to plan for the Yamhelas Westsider Trail with the support of the cities of Carlton, Yamhill, and Gaston. The 17-mile trail aims to enhance the local tourism and agricultural economy through providing a safe, active transportation link between two counties and four cities in the Oregon wine country. When implemented, the trail will run along the east side of Hwy 47.

Crash History

From 2012 to 2016, there were no documented crashes involving people walking and biking within a half-mile of the schools. While no pedestrian or bicycle crashes were officially documented and reported, the City and School District have heard of at least three incidents of pedestrians being hit along Hwy 47. With large vehicles passing pedestrians at speeds of 45 mph or greater, and only a narrow shoulder for people to walk or bike along, it is unsurprising that many individuals opt not to walk or bike here unless out of necessity.

As shown in Figure 3, there are **twenty-seven** documented vehicle-only crashes within a half-mile of the school between **2012 and 2016**. The map in Figure 3 identifies the thirty-eight vehicle crashes that occurred within the map extents.

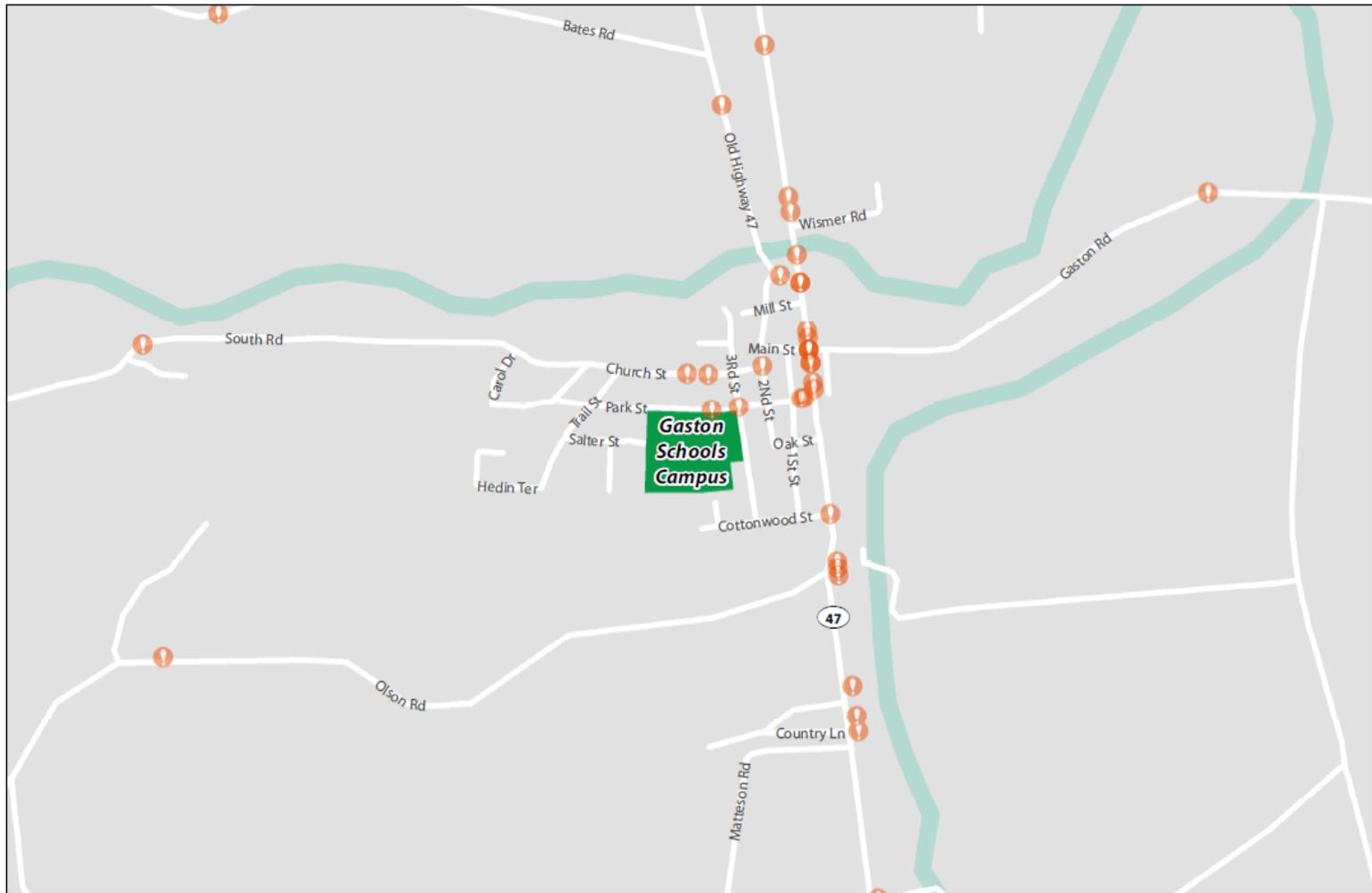
School Attendance Area and Transportation Policies

The Gaston School District attendance area draws students from City of Gaston, Patton and Patton Valley, Laurelwood, Wapato, and Cherry Grove. Gaston School District operates five buses with elaborate routes to cover this vast area, in addition to an occasional activity bus. There are approximately 5 bus stops within one mile of the school. The school would like the students who use the closest of the stops, Country Mobile Estates, to have the option to walk or bike, but there are currently no safe facilities. Gaston School District does not explicitly discourage walking or biking, but does not explicitly encourage it from this site due to the lack of facilities along Hwy 47.

Previous SRTS Efforts or Walking/Biking Encouragement Activities

Gaston School District has not yet participated in any SRTS efforts or walking/ biking encouragement activities. The School District is interested in applying for an ODOT SRTS Non-infrastructure Grant as the high-priority infrastructure recommendations are implemented. Currently, the school district provides a crossing guard at the intersection of Park St and 3rd St to facilitate crossings at this busy school intersection.

Figure 3. Crashes near Gaston Schools



Gaston Elementary/Jr/Sr High School

Vehicle Only Collisions (2012-2016)

 Vehicle Only Collision

0 0.25 0.5 Miles

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

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 met face-to-face with community members, observed traffic conditions and travel patterns, and discussed potential solutions to identified challenges.

Date: October 22, 2019

Meeting Time: 2:30pm

Day of Week: Tuesday

Weather: Sunny

Attendees:

- Cassie Hansen, Gaston SD
- Andy Worley, City of Gaston, Public Works
- Wenonah Blanchette, Gaston City Recorder-Gaston
- David Meeker, Mayor of Gaston
- Ken Shonkwiler, ODOT Region 2
- Hannah Day-Kapell, Alta Planning + Design
- Cailin Henley, Alta Planning + Design

Walk Audit Observations

SCHOOL LAYOUT

Gaston Elementary School, along with Gaston Union Junior and Senior High Schools, are centrally co-located in the City's main residential neighborhood, three blocks west of Tualatin Valley Hwy (Hwy 47). The schools are surrounded by homes on three sides and the currently undeveloped Cottonwood Corridor Development on the fourth side. As shown in Figure 4, the school grounds include three large facilities for the elementary school (277 students, 2018-2019), unified junior and senior high school (297 students, 2018-2019), and Gaston school district, along with two parking lots, and a large field. The school grounds show new improvements for traffic circulation and select multimodal improvements, including sidewalks, some ADA-compliant ramps, marked crossings to and from the parking lot, and bike racks. Signs boasting, "Every Day Matters" with imagery of students walking and rolling, are staked around campus. The high school horticultural class and after school garden project walk northeast from the school to the green house located at the church on 2nd St and Church St.

According to the District's 2018 – 2019 academic year data, 19% Gaston School District students walk, 49% bus, and the remaining 32% get dropped off in a personal vehicle, either alone or in a carpool. Most of the students enter and are dismissed from their respective school through the northeast corner of campus facing the intersection of Park Street and 3rd Street.

Figure 4. Gaston Elementary and Jr/Sr High School Site Plan



City of Gaston
Schools Site Plan



SITE CIRCULATION

Vehicles: About a third of students arrive in a parent or personal vehicle. Parents or caregivers dropping off or picking up their students follow a one-way rolling pick up/drop-off circulation pattern off using the parking lot south of Park St. High school students who drive themselves to school park in the same lot.

School Buses: Nearly half of Gaston School district students ride the school buses. The school district has its own fleet of five buses that pick-up students in the bus loop on the northeast corner of the school property. The buses proceed south on 3rd St and east down Cottonwood St to connect to Hwy 47. Gaston School District students come from Gaston, Patton and Patton Valley, Laurelwood, Wapato, and Cherry Grove, in addition to smaller rural communities in the surrounding area. The District provides one activity bus for students who stay after school for select programming.

Pedestrians: During the walk audit, approximately 15 students were observed walking home from school. The majority of the students crossed the street at the northeast corner of the school property where the crossing guard resides, at Park St and 3rd St crosswalks. Several other students walked west along Park St using the sidewalks that extend to Trail St.

While no students walked home along Hwy 47 during the walk audit, school staff noted this occurs more frequently when students have no transportation home from afterschool activities. The students often cut through the vacant private road at the northeast corner of 3rd and Cottonwood St, given the current lack of sidewalks extending along 3rd St to Cottonwood St. During the school facilities assessment, the group walked along Hwy 47's narrow shoulder down to Country Ln, where approximately 13 of the 65 homes are occupied by school families. During this walk, a continuous flow of semi-trucks, construction vehicles, and personal vehicles passed the team going fast, presumably at the posted speed of 45 mph, or faster.

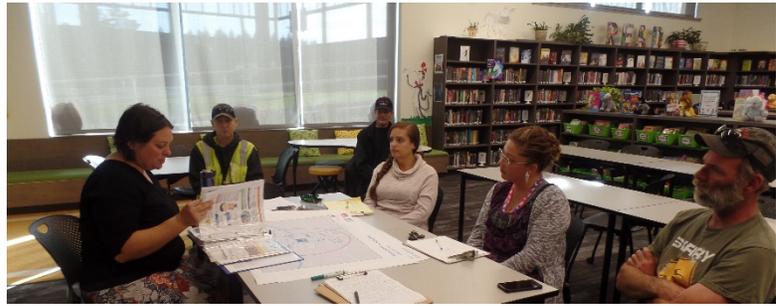
Bicyclists: There are no dedicated bike facilities near Gaston School District schools. Uncovered bike parking is available both outside the elementary school and school district buildings. One bike at each location was locked to the inverted U-racks.

Transit: The City of Gaston has access to the Yamhill County Transit Route 33 bus line. The Route 33 bus makes stops five times a day at the corner of Park Street and Tualatin Valley Highway, a five minute walk from the Gaston Schools campus. Because this line has limited availability and does not stop anywhere else in the City of Gaston, it may prove difficult for most students to use as a way to get to and from school. However, the transit line still serves older students, parents, and households who may need connections to jobs or other extracurricular destinations between McMinnville and the Hillsboro Blue Line MAX station, which the bus line connects. Additionally, Gaston residents have access to Ride Connection, transit service for rural Washington County that offers a variety of options including deviated route bus lines, door-to-door van service, a shared vehicle program and more.

Community Meeting

The School Safety Assessment community meeting was an opportunity for school leadership, roadway jurisdiction staff, teachers, parents, and other stakeholders to discuss barriers to walking and biking to school and brainstorm ideas for how to overcome them. In addition to those who attended the walk audit, the City of Gaston's Mayor joined the community meeting.

Meeting participants discussed ideas for streets nearby the school district campus and along Hwy 47, and identified the community's SRTS goals and priorities.



Staff gathered for the Gaston School District Community Meeting.

KEY THEMES

- Overall, student dismissal was relatively smooth on the school grounds, in large part due to the high numbers of students riding the school buses.
- The City has several pending or planned projects that will improve the walking environment along 3rd St south of the school and on Cottonwood St from 3rd St to Hwy 47.
- Few students currently bike to or from school, likely due to the large distances and location of the school campuses up a hill from where most families live.
- The lack of pedestrian access on Hwy 47 is a concern for students living south of the school.

Bike and Pedestrian Facility Inventory

The bike and pedestrian facility inventory confirmed existing infrastructure and filled gaps in ODOT and Washington County data, focusing on all streets within a quarter mile of the school. The bike and pedestrian facility inventory 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 bike and pedestrian facility inventory collected the following information about street crossings:

- **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** - 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 Infrastructure recommendations described in Table 1. Infrastructure Needs and Recommendations and Figure 6. SRTS improvements Map – City of Gaston.

Suggested Route Map

The purpose of the SRTS suggested route map on the following page is 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 suggested route map with input from walk audit participants and findings from the bike and pedestrian facility inventories.

City of Gaston Suggested Route Map

HOW TO USE THIS MAP:

This suggested route to school map is intended to encourage adults and students to consider walking or bicycling to school. Adults are responsible for choosing the most appropriate option based on their knowledge of the different routes.

EXISTING FACILITIES

-  School campus
-  Suggested route with existing sidewalk
-  Suggested route with missing, but planned sidewalk
-  Crosswalk
-  Crossing guard
-  RRFB

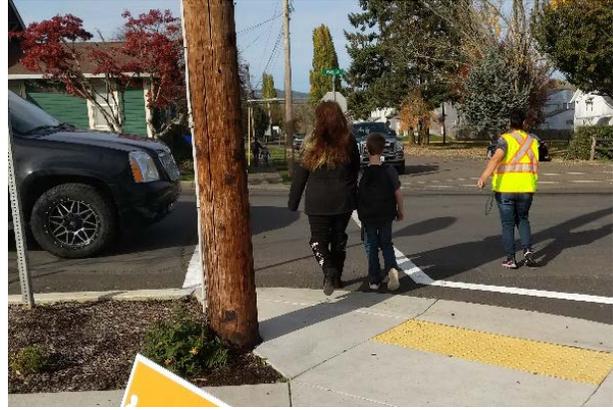
0 500 Feet



Walk Audit and Pedestrian Photos



Walking along Hwy 47 where semi-trucks and other large vehicles pass at speeds of 45 mph or greater.



Students crossing at the intersection of Park St and 3rd St.



Sidewalk ends along the northside of Park St looking west.



The intersection of Trail St and Park St presents a large turning radius with a discontinuous sidewalk.



Cottonwood St, the main bus route to exit from the school and connect to Hwy 47.



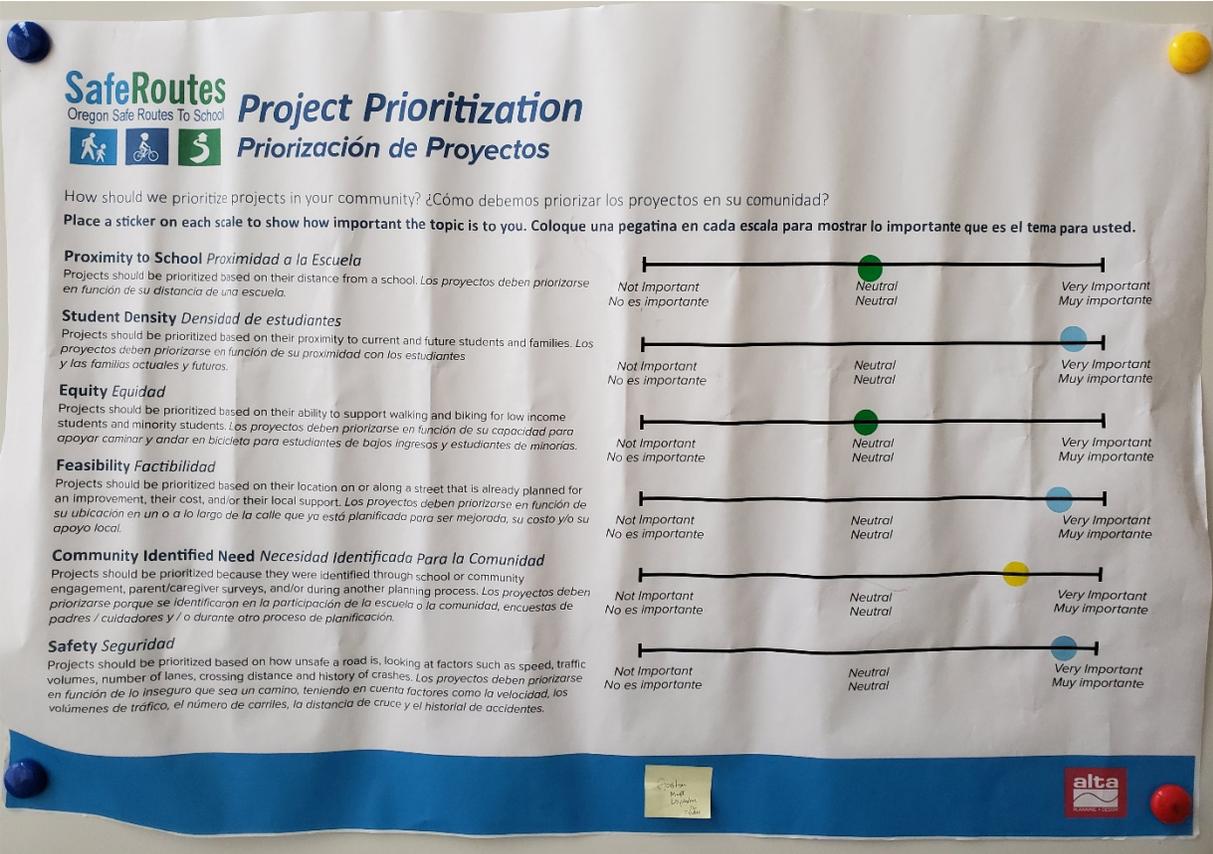
Sign to be updated and curb to be painted red to improve visibility of students crossing entry way to school parking lot.

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. As illustrated in Figure 5, the participants wish to prioritize projects that address safety, apply to many students and families, and that are feasible based on anticipated projects or cost and local support. Following these top three criteria, was projects that fit within the community identified need. Participants felt more neutral about the projects needing to be close by the school and equity. They highlighted the need to prioritize projects further away from the schools given the anticipated improvements along 3rd St and along the Cottonwood Corridor redevelopment. Regarding equity considerations, the participants mentioned that the School District serves low income families throughout region and these families may live disparately throughout the district. To reflect and balance these priorities, the consultant team has provided recommendations that have short-term, low-cost feasibility serving a high density of students and families directly around the school, along with a recommended approach for the key Hwy 47 safety project. The Hwy 47 improvements address the community’s identified priorities for safety and applies to numerous students and families living at the Country Mobile Estates.

Figure 5. Project Prioritization - Gaston School District



Infrastructure Recommendations

Circulation and infrastructure needs around the school build on existing conditions data, community feedback from the walk audit and community meeting, and jurisdiction input. Table 1 lists 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.

Many factors are considered when identifying project prioritization, including:

- Project location and proximity to a school
- Safety benefit provided by project
- Addressing specific barriers to walking and biking to school
- Roadway type and attributes (average daily traffic, posted speed limit, number of lanes or crossing distance)
- History of crashes related to school traffic

Table 1. Infrastructure Needs and Recommendations

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
Elementary School, Jr/Sr High School Grounds					
<i>The crosswalk across the bus egress aisle lacks ADA-compliant curb ramps.</i>	<i>Install curb ramp on north side of crosswalk across bus egress aisle.</i>	<i>Medium-term</i>	<i>\$\$</i>	<i>Gaston School District</i>	<i>TBD</i>
3rd Street					
<i>The sidewalk along the east side of the street ends south of the school driveway.</i>	<i>Construct approximately 410' of sidewalk along 3rd St between where it terminates south of the school driveway to Cottonwood St.</i>	<i>Short-term</i>	<i>\$\$</i>	<i>City of Gaston</i>	<i>Planned funding</i>
<i>Many students were observed crossing at the intersection of 3rd St and Park St The City recently reconstructed the intersection with curb ramps, curb extensions, and wider sidewalks. It is an all-way stop-controlled intersection, with marked transverse crosswalks on all legs, which are more difficult for drivers to see as compared to high-visibility continental markings. In addition, there are visibility challenges associated with the hill and the high volume of pedestrian and vehicular traffic.</i>	<i>Sign NO PARKING. ANY TIME (R7-1) 20' in advance of the crosswalks at 3rd St and Park St to improve crosswalk visibility (Note: this will reflect state law prohibiting a vehicle parking immediately in advance of the corner).</i>	<i>Short-term</i>	<i>\$</i>	<i>City of Gaston</i>	<i>City funds</i>
	<i>Update the crosswalk markings across the west and south legs of 3rd St at Park St with high-visibility continental crosswalk markings, install school crossing signs (S1-1 with W16-7P) and advance warning signs (S1-1 with W16-9P) on all approaches, and mark STOP bars on all approaches.</i>	<i>Medium-term</i>	<i>\$</i>	<i>City of Gaston</i>	<i>ODOT IN Competitive Grant (City of Gaston)</i>

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
<i>The intersection of 3rd St and Park St lacks ADA-compliant curb ramps on the northwest and southeast corners, where students frequently crossed.</i>	<i>Install tactile domes on northwest and southeast corners of 3rd St and Park St. Reconstruct northwest and southeast corners with perpendicular curb ramps.</i>	<i>Medium-term</i>	<i>\$\$</i>	<i>City of Gaston</i>	<i>ODOT IN Competitive Grant (City of Gaston)</i>
Park St					
<i>Family vehicles park along Park St to pick-up students. Park St lacks a continuous sidewalk along the north side.</i>	<i>Construct sidewalk on north side of Park St from Trail St to 3rd St.</i>	<i>Medium-term</i>	<i>\$\$</i>	<i>City of Gaston</i>	<i>ODOT IN Competitive Grant (City of Gaston)</i>
<i>The south side of Park St adjacent to the school is signed with NO PARKING DURING SCHOOL HOURS, although the space is used for student loading and a hydrant is located near the school driveway.</i>	<i>Replace NO PARKING DURING SCHOOL HOURS sign at school driveway on Park St with NO PARKING ANY TIME sign (R7-1).</i>	<i>Short-term</i>	<i>\$</i>	<i>City of Gaston</i>	<i>City maintenance funds</i>
<i>The intersection of Park St and Trail St is skewed with a large left turn radius for vehicles turning northbound onto Trail St and large left turn radius for vehicles turning eastbound onto Park St.</i>	<i>Reconstruct northeast corner of Park St and Trail St to reduce curb radius with new curb and sidewalk. Reinstall one stop bar.</i>	<i>Medium-term</i>	<i>\$\$</i>	<i>City of Gaston</i>	<i>ODOT IN Competitive Grant (City of Gaston)</i>
<i>A tree obscures visibility of the school zone and speed limit sign.</i>	<i>Trim vegetation around school zone sign at 2nd St and Park St.</i>	<i>Short-term</i>	<i>\$</i>	<i>City of Gaston</i>	<i>Code Compliance Issue</i>

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING	RESPONSIBLE AGENCY	POTENTIAL
			LEVEL COST		FUNDING SOURCE
Cottonwood St					
<i>Cottonwood St is the main route for students walking south of the school to connect to residences along Hwy 47. It currently lacks pedestrian accommodations.</i>	<i>Construct approximately 500' of sidewalk along both sides of Cottonwood St from 3rd St to Hwy 47.</i>	<i>Short-term</i>	<i>SS</i>	<i>City of Gaston</i>	<i>Planned funding*</i>
Church St					
<i>The intersection of Church St at 3rd St lacks ADA-compliant curb ramps. Stop bars exist but are faded, and the STOP sign on the northwest corner of the intersection is non-standard size and height.</i>	<i>Construct perpendicular curb ramps with tactile domes on all corners of Church St and 3rd St, restripe STOP bars, and upgrade STOP sign on northwest corner.</i>	<i>Medium-term</i>	<i>\$\$</i>	<i>City of Gaston</i>	<i>ODOT IN Competitive Grant (City of Gaston)</i>
Highway 47					
<i>South of NW Olson Rd at the County Line the sidewalks along Hwy 47 drop to 2.5', adjacent to a steep ditch. With a 45 MPH speed limit and high volumes of large trucks, this results in a very uncomfortable walking environment.**</i>	<i>Construct approximately 1,225' linear feet of 6' wide sidewalk along the west side of Hwy 47 from NW Olson Rd to NE Matteson Rd. Note: this project will require significant infill of a drainage ditch and wetland mitigation.</i>	<i>Short-term</i>	<i>\$\$\$</i>	<i>ODOT Region 2</i>	<i>ODOT IN Competitive Grant (ODOT Region 2)</i>

**The City is waiting to hear back from property owners along the east side of the street to move forward.*

*** The project team considered multiple alternatives for this corridor before prioritizing this recommendation, including:*

- 1. Installing a shared-use path on the east side of Hwy 47 in the railroad right-of-way (Yamhelas Westsider Trail). This option would require multiple crossings of Hwy 47 which is a high speed and high-volume roadway. Also, the land on this side of the corridor is zoned industrial, rendering the cost of land acquisition significant.*
- 2. A shared-use path in the hills west of Hwy 47. This option would be costly due to the slopes and wetlands involved, as well as personal safety concerns with students walking in the dark.*
- 3. A separated boardwalk on the west side of Hwy 47, which may mitigate the wetlands impact. This option would likely be more costly than the sidewalk and potentially result in personal safety concerns due to the tunneling effect.*

Figure 6. SRTS improvements Map – City of Gaston



Gaston Elementary School/ Gaston Union Jr/Sr High Improvement Recommendations



- 1 Elementary School, Jr/Sr High School Grounds**
 - a. Install curb ramp on north side of crosswalk across bus egress aisle.
- 2 3rd Street**
 - a. Construct approximately 410' of sidewalk along 3rd St between where the existing walkway terminates south of the school driveway to Cottonwood St.
 - b. Install NO PARKING ANY TIME (R7-1) 15'-20' in advance of the crosswalks at 3rd St and Park St to improve crosswalk visibility.
 - c. Update the crosswalk markings across the west and south legs of 3rd St at Park St with high-visibility continental crosswalk markings, install school crossing signs (S1-1 with W16-7P) and advance warning signs (S1-1 with W16-9P) on all approaches, and mark STOP bars on all approaches.
 - d. Install tactile domes on northwest and southeast corners of 3rd St and Park St. Reconstruct northwest and southeast corners with perpendicular curb ramps.
- 3 Park Street**
 - a. Construct sidewalk on north side of Park St from Trail St to 3rd St.
 - b. Replace NO PARKING DURING SCHOOL HOURS sign at school driveway on Park St with NO PARKING ANY TIME sign (R7-1) and paint curbside red.
 - c. Reconstruct northeast corner of Park St and Trail St to reduce curb radius, with new curb ramp and sidewalk. Reinstall one stop bar.
 - d. Trim vegetation around school zone sign at 2nd St and Park St.
- 4 Church Street**
 - a. Construct perpendicular curb ramps with tactile domes on all corners of Church St and 3rd St, restripe STOP bars, and upgrade STOP sign on northwest corner.
- 5 Highway 47**
 - a. Construct approximately 1,225 linear feet of 6' wide sidewalk along the west side of Hwy 47 from NW Olson Rd to NE Matteson Rd. Note: this project will require significant infill of a drainage ditch and wetland mitigation.
- 6 Cottonwood Street**
 - a. Construct approximately 500' of sidewalk along both sides of Cottonwood St from 3rd St to Hwy 47.

Legend

Proposed Improvements

Crosswalk Improvement

Sidewalk Construction

Stop Bar

Curb Ramp

Stop Sign Upgrade

S1-1, W16-9P

S1-1, W16-7P

No Parking Zone

Curb Radius Improvement

Existing

Bike Parking

School Bus Loading



Education and Engagement Recommendations

Programmatic activities and events (also known as SRTS Non-Infrastructure programs) complement the construction improvements by empowering students and their families to try walking and bicycling, and by making it safer for them to do so.

Gaston Elementary School primarily educates students in grades K-6 on walking and riding safely through the Health curriculum. The school has also sent out information to parents about the safest routes to and into the school in an effort to make traveling to school safer. The City intends to work with the Washington County Sheriff's Deputy to setup a safety enforcement/educational/encouragement program that could be launched in conjunction with the school and PTO.

The activities outlined in Table 2 are recommended for Gaston Elementary School to improve and promote safe walking and bicycling to and from school and in the community. The City and School District can work with Washington County to potentially benefit from existing SRTS services. Education and engagement recommendations can be implemented by the City or District staff, school administrators, teachers, parents, or even school clubs.

Table 2. Education and Engagement Recommendations

Activity	Responsible Party	Description	Timeline	Resources Needed	Inclusion Considerations	Measures of Success
Education Programs						
<i>Update Crossing Guard Signs</i>	<i>School District</i>	<i>School flags should be at least 24" square or rectangle, on yellow-green or fluorescent yellow-green with at least 6' upper-case black letters. For added conspicuity, additional retroreflective material may be added to the pole or flag.</i>	<i>As soon as possible.</i>	<i>New/updated flag.</i>	<i>N/A</i>	<i>Updated flag in use.</i>
<i>Pedestrian Safety Education</i>	<i>School District with the Washington County Sheriff's Department</i>	<i>Travel safety tips for students and parents aimed at people walking, biking, driving, or riding the bus.</i>	<i>Fall 2020</i>	<i>Curriculum, different materials needed depending on the scope.</i>	<i>N/A</i>	<i>Events or classes offered, number of participants</i>
<i>Parent Education and Outreach</i>	<i>School District</i>	<i>Post safety tips on the school website, with seasonally-appropriate messages (back to school, visibility when the time changes, winter walking safety, bike month, etc.) for students and parents aimed at walking, biking, driving, or riding the bus.</i>	<i>Once or twice a year.</i>	<i>Curriculum, different materials needed depending on the scope.</i>	<i>Provide materials in Spanish, or other languages as needed.</i>	<i>Feedback from families, noticeable decrease in unsafe driving behavior.</i>
<i>School Travel Safety Campaign</i>	<i>School District</i>	<i>Reminders to parents/caregivers about watching for students in the school area, yielding appropriately, and other safety tips.</i>	<i>Once or twice a year.</i>	<i>Curriculum, different materials needed depending on the scope.</i>	<i>Provide materials in Spanish, or other languages as needed.</i>	<i>Noticeable decrease in unsafe driving behavior.</i>

Activity	Responsible Party	Description	Timeline	Resources Needed	Inclusion Considerations	Measures of Success
<i>Young Driver Safety Campaign</i>	<i>School District</i>	<i>Reminders/information for high school student drivers about driving safety and anti-distracted driving.</i>	<i>Monthly, particularly at start of school year.</i>	<i>Outreach materials.</i>	<i>Provide materials in Spanish, or other languages as needed.</i>	<i>Noticeable decrease in unsafe driving behavior.</i>
Encouragement Programs						
<i>Wellness Policy</i>	<i>School District</i>	<i>Adopt a policy that supports students walking or biking to school and highlights the benefits of active transportation.</i>	<i>Medium-term</i>	<i>District approval</i>	<i>N/A</i>	<i>Adopted policy</i>
<i>Walk + Roll to School Day</i>	<i>School District</i>	<i>Consider organizing a Walk + Roll to School Day with remote drop-off options. For this day, consider encouraging a Walking School Bus, led by parents/caregivers or older students from Country Mobile Estates, once the new infrastructure opens.</i>	<i>Long-term</i>	<i>Food, music, decorations, activities, volunteers</i>	<i>Consider how students or community members with mobility challenges could participate. Provide materials in Spanish, or other languages, as needed.</i>	<i>Number of students and community members participating.</i>

Education Programs

The Gaston School District can partner with Washington County SRTS and ODOT SRTS staff to better understand how to plan and facilitate the following non-infrastructure outreach and events.

PEDESTRIAN SAFETY EDUCATION

Pedestrian safety education teaches students basic traffic laws and safety rules to make it safer and more accessible for residents to walk and bike in their communities. The Gaston School District can work with the Washington County Sheriff's Deputy to set up an educational campaign for students.



Resources and innovative program ideas include:

- The Street Trust's [SRTS Curriculum](#) includes flexible [pedestrian safety lesson plans](#).
- 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](#).

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, new suggested route maps can show parents the best walking or biking route to the school and help overcome concerns about barriers.

Resources 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.



SCHOOL TRAVEL SAFETY CAMPAIGN

A school zone safety campaign can be used to share simple safety messages and increase the visibility of the school zone.

Resources and innovative program ideas include:

- The Oregon SRTS website has a host of [banners, brochures, and other materials](#) that schools can use to raise awareness of students travelling in a school area.
- The [Drive Like Your Kids Live Here](#) campaign offers yard signs, safety kids, and other materials with a simple, clear message.



Encouragement Programs

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. Gaston Elementary School 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

The Oregon Walk + Roll to School Challenge Month celebrates students walking and bicycling 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 (referred to as Park & Walk). 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.
- Oregon SRTS program offers a [Walking School Bus guide](#) to help to include more students and families, including students who may not have an available parent/caregiver to walk with them.

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 City of Gaston could submit an application to the Competitive ODOT SRTS IN Grant Application for improvements on the City's right-of-way, with support from the Gaston School District. ODOT Region 2 would be the applicant for the improvements on Hwy 47, with support from the City, School District, and Yamhill County.

City of Gaston

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

- Update the crosswalk markings across the west and south legs of 3rd St at Park St with high-visibility continental crosswalk markings, install school crossing signs (S1-1 with W16-7P) and advance warning signs (S1-1 with W16-9P) on all approaches, and mark STOP bars on all approaches.
- Install tactile domes on northwest and southeast corners of 3rd St and Park St. Reconstruct northwest and southeast corners with perpendicular curb ramps.
- Construct sidewalk on north side of Park St from Trail St to 3rd St.
- Reconstruct northeast corner of Park St and Trail St to reduce curb radius with new curb and sidewalk. Reinstall one stop bar.
- Construct perpendicular curb ramps with tactile domes on all corners of Church St and 3rd St, restripe STOP bars, and upgrade STOP sign on northwest corner.

Additional details that will be needed to complete the Competitive ODOT SRTS IN Grant Application are provided in Table 3.

Table 3. Project Details for ODOT Competitive Infrastructure Grant

GRANT CRITERIA/QUESTION	RESPONSE FOR CITY OF GASTON
Relevant Right of Way ownership	All proposed projects within the ROW
Utility implications and opportunities to mitigate	Location of existing utility pole at southwest corner of 3rd St at Church St may be impacted by proposed curb ramps. Utility relocation coordination will need to occur if incompatible with desired location of curb ramps, relocation costs assumed to be covered by the utility company.
Environmental resource implications	N/A
Stormwater management implications	Existing stormwater system will be impacted by construction of curb ramps and sidewalk. At least four drainage inlets are visible and expected to need revision within project limits.
Near a rail road? Or bridge, tunnel, retaining wall affected?	No
AADT	Unknown
Priority Safety Corridor	No, although crossing distance is greater than 30 feet

Table 4. Prioritized Projects Cost Estimates – City of Gaston

ITEM DESCRIPTION	MEASUREMENT	COST/UNIT	UNITS	ESTIMATE
Install marked crosswalk with thermoplastic continental markings.	SF	\$ 8	252	\$ 2,016
Install marked crosswalk warning sign assemblies.	EA	\$ 1,000	8	\$ 8,000
Install STOP bars at 9 intersection approaches.	SF	\$ 8	280	\$ 2,240
Install tactile warning surface.	SF	\$ 75	48	\$ 3,600
Demo existing concrete sidewalk.	SF	\$ 4	540	\$ 2,160
Demo existing asphalt.	SF	\$ 3	325	\$ 975
Remove existing curb and gutter.	LF	\$ 15	165	\$ 2,475
Remove existing catch basin.	EA	\$ 500	4	\$ 2,000
Install catch basin.	EA	\$ 3,000	4	\$ 12,000
Install perpendicular curb ramp.	EA	\$ 5,000	12	\$ 60,000
Install curb and gutter.	LF	\$ 50	1160	\$ 58,000
Install concrete sidewalk.	SF	\$ 25	200	\$ 5,000
Install 5' wide sidewalk.	SF	\$ 25	5300	\$ 132,500
Replace STOP sign.	EA	\$ 200	1	\$ 200
Traffic Mobilization (10%)	EA	\$ 29,117	1	\$ 29,117
Traffic Control (15%)	EA	\$ 43,675	1	\$ 43,675
Erosion Control (2%)	EA	\$ 5,823	1	\$ 5,823
			Subtotal	\$369,781
Total Costs				
Preliminary Engineering/Design Costs (12%)				\$44,374
Construction Costs (Subtotal + 40% Contingency + 15% CE)				\$573,160
Right of Way Costs				\$0
Utility Costs				\$0
Other Costs				\$0
Total Project Cost:				\$617,534

ODOT Region 2

The following is a top priority infrastructure improvement recommended for the Competitive ODOT SRTS IN Grant Application:

- Construct approximately 1,225' linear feet of 6' wide sidewalk along the west side of Hwy 47 from NW Olson Rd to NE Matteson Rd. Note: this project will require significant infill of a drainage ditch and wetland mitigation.

Additional details that will be needed to complete the Competitive ODOT SRTS IN Grant Application are provided in Table 5.

Table 5. Project Details for ODOT Competitive Infrastructure Grant

GRANT CRITERIA/QUESTION	RESPONSE FOR CITY OF GASTON
Relevant Right of Way ownership	It is assumed that all proposed work will take place within the ROW of Hwy 47.
Utility implications and opportunities to mitigate	Location of existing utility poles along the west side of Hwy 47 may be impacted by proposed embankment. Utility relocation coordination will need to occur if affected, costs of coordination assumed within contingency costs. Utility relocation costs assumed to be covered by the utility company.
Environmental resource implications	It is expected that the proposed embankment will require environmental permitting and mitigation.
Stormwater management implications	It is expected that the proposed embankment will require implementation of a stormwater management system.
Near a rail road? Or bridge, tunnel, retaining wall affected?	No
AADT	7,800
Priority Safety Corridor	Yes, posted speed is 45 mph

Table 6. Prioritized Projects Cost Estimates – Hwy 47

ITEM DESCRIPTION	MEASUREMENT	COST/UNIT	UNITS	ESTIMATE
Construct embankment to widen highway.	CUYD	\$ 30	2950	\$ 88,500
Implement stormwater improvements associated with embankment.	LF	\$ 80	1225	\$ 98,000
Install 6' wide sidewalk.	SF	\$ 25	7350	\$ 183,750
Install curb and gutter.	LF	\$ 50	1225	\$ 61,250
Environmental permitting.	LS	\$ 25,000	1	\$ 25,000
Environmental mitigation.	ACRE	\$ 175,000	0.2	\$ 35,000
Traffic Mobilization (10%)	EA	\$ 49,150	1	\$ 49,150
Traffic Control (15%)	EA	\$ 73,725	1	\$ 73,725
Erosion Control (2%)	EA	\$ 9,830	1	\$ 9,830
			Subtotal	\$624,205

Total Costs

Preliminary Engineering/Design Costs (12%)	\$74,905
Construction Costs (Subtotal + 40% Contingency + 15% CE)	\$967,518
Right of Way Costs	\$0
Utility Costs	\$0
Other Costs	\$0
Total Project Cost:	\$1,042,422

Chapter 5. Potential Funding & Implementation

This chapter lists a variety of funding sources the City of Gaston, Gaston 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>.

Small City Allotment Program (SCA)

The Small City Allotment Program is available to communities with less than 5,000 residents. One application may be submitted per city per year, and successful projects may receive up to \$100,000. Successful applicants may request an advance of up to 50% of their award and will be reimburse the remainder of their award upon submission of project invoices.

<https://www.oregon.gov/ODOT/LocalGov/Documents/SCA-Guidelines.pdf>

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 (OCP)

In 2020, ODOT will open solicitation for an off-system path grant program called the Oregon Community Paths Program (OCP) and will fund awarded projects (in 2021) with either the state Multimodal Active Transportation fund or the federal Transportation Alternatives Program funds. Through the OCP, 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>