SafeRoutes
Oregon Safe Routes To School

Oakland School District

Safe Routes to School Plan

Oregon Department of Transportation

alta PLANNING + DESIGN

FINAL February 2020

OAKLAND SCHOOL DISTRICT
499 NE SPRUCE ST
HTTP://OAKLAND.SCHOOLDESK.NET

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Table of Contents

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Chapter 1. Introduction

The Oakland School District (OSD) Safe Routes to School (SRTS) Plan lays the foundation for the schools, district, City of Oakland, Oregon Department of Transportation (ODOT) and wider community to work together on reducing barriers for students walking and biking to school. The OSD SRTS Plan includes each of Oakland School District's schools: Oakland Elementary School, Lincoln Middle School, and Oakland High School. The SRTS Plan includes both recommendations for short and long-term infrastructure 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 Oakland's Local Street Network 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.

Oakland School District and the City of Oakland 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)?

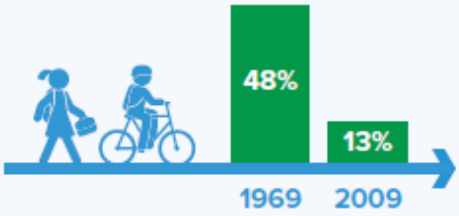
SRTS is a comprehensive program to **make school communities safer** by combining engineering tools and enforcement with education about safety and activities to enable and encourage students to **walk and bicycle to school**. SRTS programs typically involve partnerships among municipalities, school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

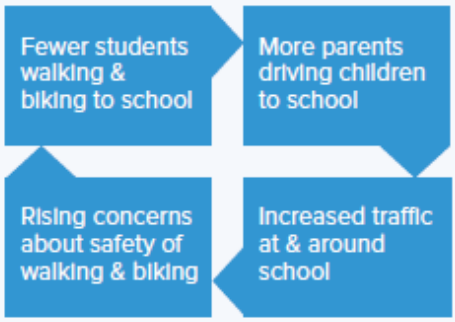
Within the span of one generation, the percentage of children walking or bicycling to school has decreased **73%.**



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, Noreen, Austin Brown, Lauren Marchetti, and Margo Pedroso. 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.

Oakland School District Schools Overview

Oakland Elementary School

Principal: Anne LaMoreaux

Address: 499 NE Spruce
PO Box 90
Oakland, OR 97462

Enrollment: 222
Grades Served: K-4
Type of School: Public

% students eligible for free or reduced lunch: 58.05%

Lincoln Middle School

Principal: Diana Sweeden

Address: 931 Old Town Loop
PO Box 479
Oakland, OR 97462

Enrollment: 200
Grades Served: 5-8
Type of School: Public

% students eligible for free or reduced lunch: 58.77%

Oakland High School

Principal: Jeff Clark

Address: 521 NE Spruce
PO Box 479
Oakland, OR 97462

Enrollment: 225
Grades Served: 9-12
Type of School: Public

% students eligible for free or reduced lunch: 44.44%

Table 1: School Demographics

SCHOOL	AMERICAN INDIAN/ ALASKA NATIVE	ASIAN	BLACK/ AFRICAN AMERICAN	HISPANIC	NATIVE HAWAIIAN PACIFIC ISLAND	MULTIRACIAL	WHITE, NON-HISPANIC
Oakland Elementary	3.6%	0%	0%	7.7%	0%	6.8%	82%
Lincoln Middle	4.0%	1%	0.5%	7.5%	0%	2%	85%
Oakland High	3.1%	0.4%	0.4%	7.1%	0%	1.3%	87.6%

Source: Oregon Department of Education 2019-2020 school year

Table 2: Oakland School District Languages

LANGUAGES SPOKEN (BY SCHOOL DISTRICT)	# STUDENTS
English	658
Spanish	3

Source: Oregon Department of Education 2019-2020 school year

PIP Outreach Process

Oakland School District and the City of Oakland worked diligently to spread the word about the SRTS Walk Audits and Community Meetings, held on October 1-2, 2019. Staff posted information about the event and the project in the following methods locations to encourage participation:

- School website
- Office bulletin board
- Press release
- Robo-calls to parents
- Quarter-sheet flyers sent home to families (bilingual English and Spanish)

During the School Safety Assessment field visit, consultant presented to the City of Oakland City Council to discuss the SRTS Plan vision and project goals. Their input is reflected in Chapter 2. Vision and Goals for SRTS, as well as the SRTS recommendations. 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.

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

Chapter 2. Vision and Goals for Safe Routes to Schools

The City of Oakland City Council, Oakland School District, school principals, and other community meeting attendees helped create the following Vision and Goals. The list of attendees is included on page 19.

Vision

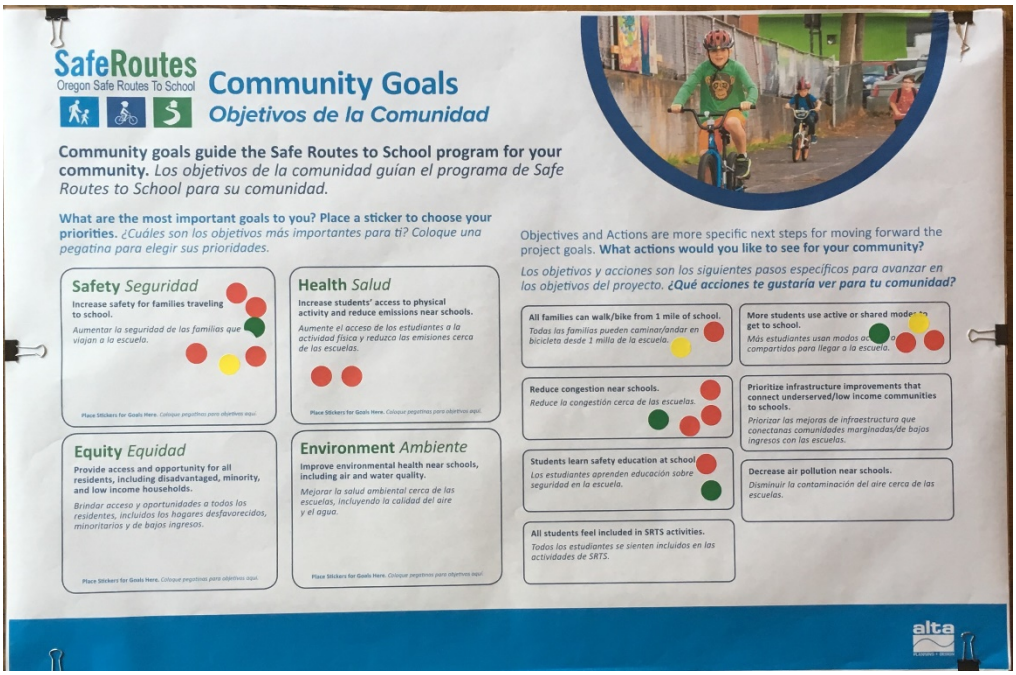
"The City of Oakland community envisions a future where children and their families safely, comfortably, and conveniently walk and bicycle as part of the daily school commute and a healthy lifestyle."

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 Oakland community meeting participants selected safety, followed by health, as the main SRTS priorities for the community.

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 outlined in Chapter 4. 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 on pages 28 and 33, respectively. Both lists include priority potential funding sources and the jurisdiction responsible for making the change.

Figure 1: Community Goal Prioritization- Oakland 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 on campus and to homes within a quarter mile of the school.
    - *Action: Oakland School District will prioritize addressing SRTS recommendations on school grounds and consider adding higher cost capital improvements to the next school bond.*
    - *Action: City of Oakland will consider applying to ODOT Competitive SRTS Infrastructure Grant in 2020 for infrastructure improvements on NE 5th Ave, outlined on page 39.*
- Objective 2- Walking or biking access is available to all families within 1 mile of school and connects students and families to key destinations such as Bart's Market and other local businesses and parks.
    - *Action: City of Oakland will consider adopting the long-term infrastructure recommendations as a part of the City of Oakland Comprehensive Plan and Local Street Network Plan the next time it is updated to create connected walking and biking loop connecting the schools to the business district.*
    - *Action: City of Oakland will begin implementing recommendations as funds for capital improvements become available.*
- Objective 3- Pedestrian and safety education is integrated into the school curriculum.
    - *Action: Oakland Elementary, Lincoln Middle, and Oakland High will distribute informational safety materials for families and students and consider integrating student pedestrian safety lessons into school day curriculum.*

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 line[1], English-language learners, to hear and learn about the barriers students face walking or biking to school.
    - *Action: Oakland School District will provide information and educational materials in English and Spanish, as needed.*
    - *Action: Oakland 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.

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

- *Action: City of Oakland will implement infrastructure recommendations with a consideration for improvements that serve underserved and low-income communities.*

- *Action: Oakland 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: Oakland School District will consider organizing an on-campus walking program either on the track or around playground or parking lot path.*

    - *Action: Oakland School District and school principals will explore opportunities to add more frequent walking field trips.*

- 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: Oakland School District will adopt SRTS-supportive language in school wellness policy, after short-term infrastructure recommendations have been implemented.*

    - *Action: Oakland School District will organize a community walk or Walk + Roll to School Day to celebrate the opening of the NE Cypress pathway and/or spring or fall 2020.*

    - *Action: Oakland School District will share relevant health statistics and messages in school newsletters, back to school night, or through other communication channels.*

Environment

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

- Objective 1- Reduce congestion and air pollution near the school campus.

    - *Action: Oakland 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

OAKLAND LOCAL STREET NETWORK PLAN, 2015

The Local Street Network Plan (LSNP) is the City of Oakland's transportation plan, including system goals, policies, and objectives as well as specific projects. Volume 1 of the LSNP contains a synopsis of the preferred improvement alternatives for the City of Oakland's bicycle, pedestrian, automobile, and transit system. The plan also outlines general implementation goals related to street redesign. The LSNP prioritizes projects into High (by 2020), Medium (by 2030), and Low (by 2040).[2] "Safe and well-integrated opportunities for bike/ped," "school access," "minimize energy consumption," and urgency were a few of the evaluation criteria that align with the SRTS Plan goals. Additionally, several of the proposed street projects are within a mile of the schools' campus and relevant to the SRTS Plan. Relevant High Priority projects include:

- Fifth St and Oak St, improved (flashing) crossing
- Ash St (Creek), multi-use path in current undeveloped Ash St right-of-way
- Fifth-Cedar Sts & Fifth-Cypress Sts, sidewalk between Cedar St and school (west side). High visibility crosswalks at Cedar and Cypress Sts

Relevant Medium Priority projects include:

- Fifth St segment improvements, improve path and intersection dynamics between Oak St and School
- Locust St segment improvements, bicycle improvements along Locust St
- Cypress St improvements, pedestrian and bicycle improvements for school traffic

Relevant Low Priority projects include:

- Extending Cypress St, extending Cypress St between 5th and 6th Sts, with bike and ped improvements
- Oak St improvements: bicycle and pedestrian improvements along Oak St

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[2] *Please see table 1.1 of the Oakland Local Street Network Plan Volume 1: Projects for a complete list of projects. Found at:http://oaklandoregon.org/Files/NetworkPlan/DRAFT_Volume_I_II_6_30_sm.pdf*

Volume II of the Oakland Local Streets Network Plan articulates the police and data related to developing new street designs for pedestrians and bikes. The Plan lists the following goals:

- Provide safe, convenient, smooth, energy efficient movement, and multimodal transit experience throughout the city.
- Enhance the livability of residents through location and transportation facilities that are compatible with the existing built, social, and environmental frameworks.
- Improve transportation system through effective land use planning.
- Create a well-planned street system that fits the needs of the residents.
- Create a balanced transportation including bike lanes, sidewalks, multi-use paths, and transit.
- Create a transportation system that supports economic development.
- Work with federal, state, regional, local governments, the private sector, and residents to create a stable flexible financial system for funding transposition improvements.

Currently the City of Oakland does not have a public transportation system. However, the Project Advisory and Citizen Advisory Committees, as well as Oakland's Planning Commission and City Council expressed the need and goal to develop a transportation system that is safety, balanced, and accessible.

CITY OF OAKLAND RESOLUTION 2018-08

The City of Oakland was awarded a Special City Allotment Grant (state highway funds) through provision 366.805 to address safety and capacity issues on non-state highway roads. The State of Oregon accepted a project along Cypress St between proposed at $100,000. The City of Oakland plans to create an asphalt bike/walk path along Cypress St extending from NE 2nd St and NE 5th St. The project will also include: "No Parking" signs, an ADA engineered crosswalk at Cypress St and 5th St, and additional paint.

CITY OF OAKLAND COMPREHENSIVE PLAN 1986

The City of Oakland's 1986 Comprehensive Plan sets forth the goal of providing for safe, convenient, smooth, and energy-efficient movement throughout the city for all people, including "transportation disadvantaged" residents and residents who choose non-motorized modes of transportation. Key policies pertinent to the City's Safe Routes to School efforts include:

- Diversion of through traffic from local streets
- Considering the needs of the transportation disadvantaged during the review of proposals and planning improvements
- Constructing sidewalks on at least one side of the street on all local and collector streets
- Constructing sidewalks on both sides of all arterial streets and on streets leading to schools and commercial areas
- Constructing all new sidewalks to allow for easy wheel chair access from the street
- The development of a program for bicycle trails/lanes and footpaths

- Bicycle lane connection from U.S. 99 to Driver Valley Road, and along U.S. 99 south of town to connect with Sutherlin

School District Policies

MANAGEMENT OF BUILDINGS AND GROUNDS

The superintendent will develop and maintain plans and procedures necessary to assure the security of district properties and to provide for a continuing program of preventive maintenance designed to ensure that buildings are clean, safe and operated in an efficient manner.[3]

SCHOOL BUS SAFETY PROGRAM AND SCHOOL BUS ROUTING

The superintendent or designee will ensure instruction for all students in school bus safety and emergency evacuation procedures is provided. Drivers shall assist in the instruction.[4]

Actual bus stops and routes will be determined by the transportation supervisor and will be based upon efficiency, safety, Board policy and applicable state and federal laws and regulations. [5]

LOCAL WELLNESS PROGRAM

"The district is committed to the optimal development of every student and believes that a positive, safe and health-promoting learning environment is necessary for students to have the opportunity to achieve personal, academic, developmental and social success. "

To help ensure students possess the knowledge and skills necessary to make healthy choices for a lifetime, district policy requires that the superintendent to prepare and implement a comprehensive district nutrition program consistent with state and federal requirements for districts sponsoring the National School Lunch Program (NSLP) and/or the School Breakfast Program (SBP). The district is expected to make an assessment of the implementation available to the public annually, including the extent to which the schools are in compliance with policy, how the policy compares to model policy, and a description of the progress being made in attaining the goals of the policy.

The district is expected to actively communicate ways in which the community can participate in the development, implementation and periodic review and update of the local wellness policy through a variety of means appropriate for the district. Students and staff will receive consistent nutrition messages throughout the school environment. Nutrition promotion also includes marketing and advertising nutritious foods and beverages to students and is most effective when implemented consistently through a comprehensive and multi-channel approach by staff, teachers, parents, students and the community. Furthermore, physical activity should be included in the school's daily education program for grades pre-K through 12 and include regular, instructional physical education, as well as co-curricular activities and recess. [6]

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[3] *http://policy.osba.org/oakland/E/EC%20D1.PDF*

[4] *http://policy.osba.org/oakland/E/EEAC%20G1.PDF*

[5] *http://policy.osba.org/oakland/E/EEAB%20D1.PDF*

[6] *http://policy.osba.org/oakland/E/EFA%20G1.PDF*

CAPITAL CONSTRUCTION PROGRAM

The Board may submit to voters at any election date specified in Oregon Revised Statutes the question of contracting a bonded indebtedness for the purpose of building or renovating school buildings, purchasing school sites or for purchasing equipment. Before such a bond election, the specific needs for facilities will be communicated to the public and careful estimates will be made as to amounts required for site purchase, construction and equipment. All new construction or alterations to existing buildings will ensure to the maximum extent feasible that facilities are readily accessible and usable by individuals with disabilities.[7]

CAPITAL IMPROVEMENT- EDUCATIONAL PROGRAM

To ensure that all new and remodeled facilities are designed to best implement the educational programs, the superintendent will provide for the development of detailed educational specifications to apply to the design and construction of new buildings or renovation of existing buildings.

[7] *http://policy.osba.org/oakland/F/FC%20D1.PDF*

The specifications shall include:

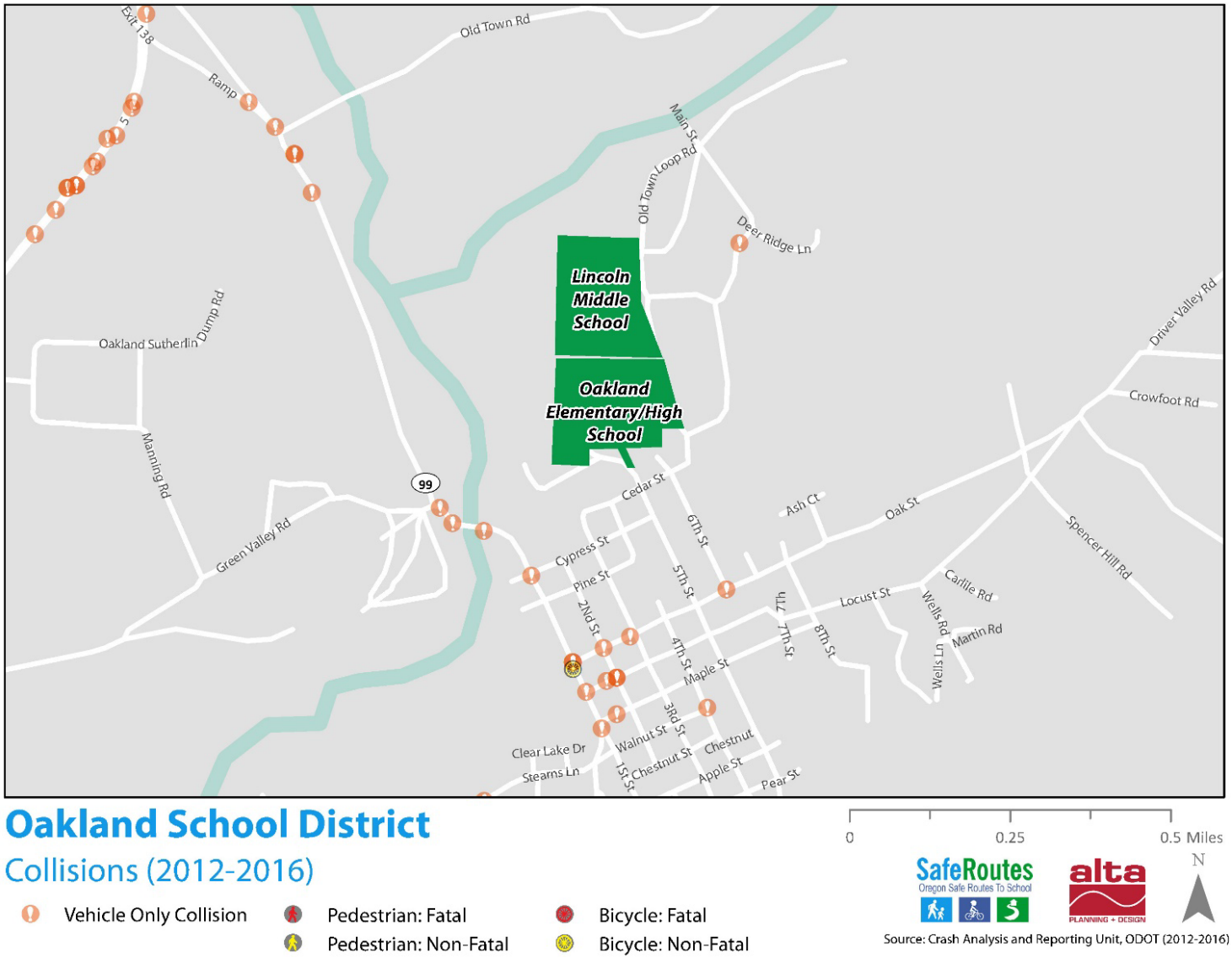
- Information concerning the plan of school organization and estimated enrollment in the proposed building
- A description of the students to be served
- A description of the proposed curriculum and the teaching methods and techniques to be employed
- A schedule of space requirements including an indication of relative locations of various spaces
- A desired layout of special areas and the equipment needed for such areas
- An outline of mechanical features and special finishes desired
- A description of standard codes and regulations (school district, city, county and state) affecting planning including ready accessibility and usability by persons with disabilities
- Pertinent budget and related factors[8]

Crash History

From 2012 to 2016, there was only one documented crash involving people walking and none involving people biking within a half-mile of the school. However, as shown in Figure 2, there are several documented vehicle-only crashes within a half-mile of the school and many more within a mile. Crash data do not record near misses and unreported incidents. For example, walk audit participants witnessed a student biking on campus narrowly avoid getting hit by a car door that opened suddenly to drop-off other students.

[8] *http://policy.osba.org/oakland/F/FEA%20D1.PDF*

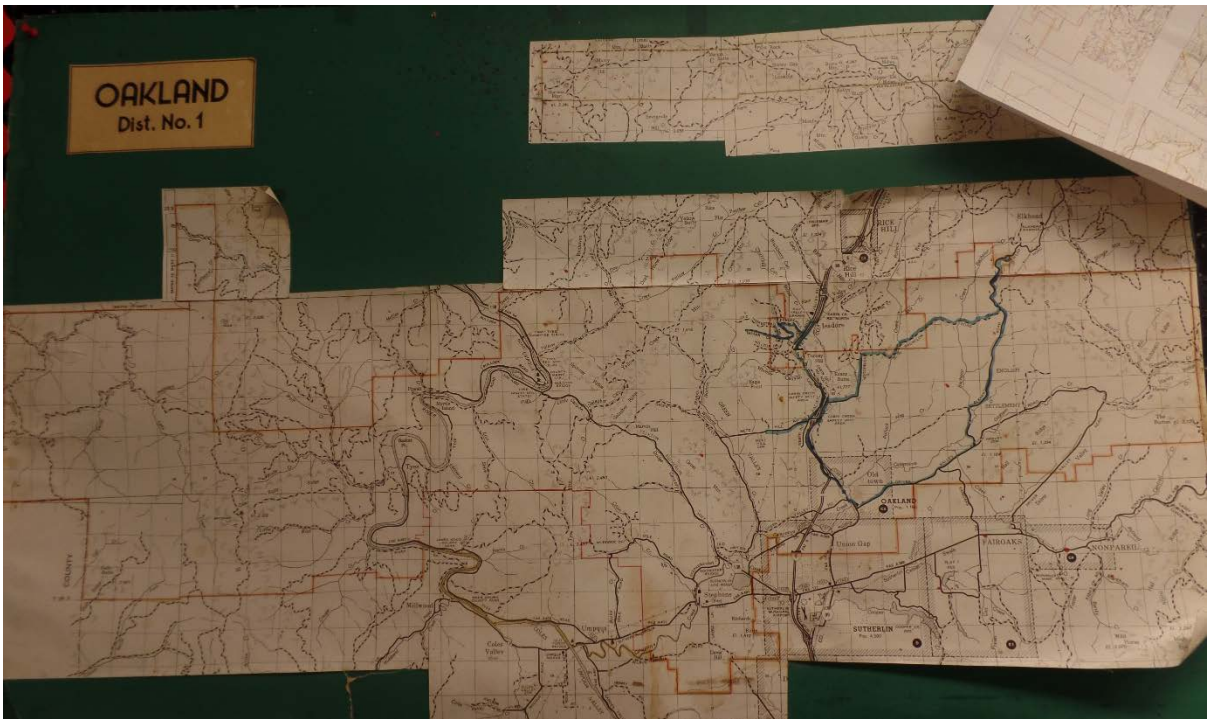
Figure 2: Crashes near Oakland School District Schools



School Attendance Area and Transportation Policies

Oakland School District boundaries and bus routes are illustrated in Figure 3. Bussing is provided to students who live more than one mile from the school, however much of the large district area does not receive bussing service. About one third of the students live outside the Oakland city limits. The District is interested in additional information about opportunities to facilitate carpooling amongst families who live outside city limits. Oakland School District policies do not explicitly prohibit or encourage students walking or biking to school, though they would like more students who live close to the school to have safe routes for walking and biking to school.

Figure 3: Map of Oakland School District boundaries (red lines) and bus routes (blue lines)



Previous SRTS Efforts or Walking/Biking Engagement Activities

Several years ago, Oakland School District had a SRTS program, funded through an ODOT SRTS Non-Infrastructure grant. The Oakland SRTS Program funded AmeriCorps members to coordinate and organize community volunteers. Program activities included a walking school bus, remote bus drop-off, Walking Wednesday, and Walk and Roll to School Day. After an initial strong start, program coordination fell to one specific teacher, before dwindling completely due to volunteer burnout. The District lacked adequate support to run the program that was relevant to their more rural community. The District still organizes several walking field trips to historic downtown, library and museum throughout the school year. Oakland School District and schools are interested in exploring new opportunities to participate and organize SRTS activities that do not require as much staff time or coordination.

School Safety Assessments

Alta Planning + Design conducted School Safety Assessment field visits at each of Oakland School District's schools: Oakland Elementary School, Lincoln Middle School, and Oakland High School. The School Safety Assessment includes the walk audit observations, community meetings, a presentation at Oakland City Council, and a bike and pedestrian facility inventory. During the School Safety Assessment, the team met with school, district, and city leadership, observed traffic conditions and travel patterns, and discussed potential solutions to identified challenges.

Walk Audit Day 1:

Date: October 1, 2019
Day of Week: Tuesday
Attendees:

- Diana Sweeden, Lincoln Middle School
- Patti Lovemark, Oakland School District
- Kent Rochester, City of Oakland
- Jesse Chovinard, Lincoln Middle School

Meeting Time: 3:00 pm
Weather: Warm and sunny
Facilitators:

- Katie Selin, Alta Planning + Design
- Logan Telles, Alta Planning + Design

Walk Audit Day 2:

Date: October 2, 2019

Day of Week: Wednesday

Attendees:

- Anne LaMoreaux, Oakland Elementary
- Patti Lovemark, Oakland School District
- Kent Rochester, City of Oakland
- Jeff Clark, Oakland High School

Meeting Time: 7:30

Weather: Cold and overcast

Facilitators:

- Katie Selin, Alta Planning + Design
- Logan Telles, Alta Planning + Design

Walk Audit Observations

SCHOOL LAYOUT

Oakland School District's three schools are located on the same campus along NE 5th St and Old Town Loop Rd. The elementary school and high school share the southern portion of the campus and are primarily accessed via NE 5th St. Lincoln Middle School is located on the northern half of campus, separated from the elementary and high school buildings by a baseball field and parking lot. Old Town Loop Rd provides vehicle access to the middle school parking lot, where student arrival and dismissal takes place. Figure 4 illustrates the three school campus layout.

Figure 4: Oakland School District Schools Site Plan

Oakland School District
Site Plan

SITE CIRCULATION

Vehicles: Family vehicle loading occur at three primary locations: Lincoln Middle School's parking lot, Oakland Elementary School's parking lot and NE 5th St in front of the high school. Parents picking up students from the elementary school lot circulate in a loop pattern around the angled parking spaces. Observations during the walk audit revealed that many parents and guardians wait until their vehicle reaches the front of the curbside portion of the loop before giving their student permission to exit the vehicle. This contributes to congestion, and appears to be a result of parents' discomfort with a narrow pedestrian space that is separated from vehicle traffic with a line of concrete parking stops.

Families dropping-off and picking-up students at the middle school circulate through one of two lines, which are separated from student foot traffic by a-frame signage and traffic cones. School staff assist in directing the flow of traffic.

People driving to campus usually travel north on NE 5th St before turning onto the NE 5th St access road leading into Oakland Elementary School's parking lot and Oakland High School's parking lot. As approximately 30% of the student population travels in from out-of-district neighborhoods (particularly from the North), many access the location by turning east onto NE Cypress St from Hwy 99 before turning north onto NE 5th St. Vehicles going to the middle school continue onto Old Town Loop Rd.

School Buses: Buses load in the middle school and elementary school parking lots. Buses loading at the middle school lot use a bus zone south of the school, adjacent to a walking path that separates students from vehicle traffic with large log barriers. Buses entering the elementary parking lot using the bus only lane around a traffic circle, then load at the front walkway on the south side of the elementary school.

Pedestrians: Walk audit participants observed students of all ages walking to school on the pedestrian walkway on NE 5th St. This pathway is separated from vehicle traffic by a stormwater drainage facility and continues as far south as Oak St before picking up on the west side of NE 5th St and continuing until approximately half a block south of SE Maple St.

Students walking to and from Lincoln Middle School are instructed to use an off-street path through campus rather than walking along Old Town Loop Rd.

Bicyclists: There are no existing bike lanes near the schools' campus, though a few students biked on the off-street path and on NE 5th St during the walk audit. Uncovered bike parking is available at both the elementary school entrance and middle school entrance. Students biking to school are encouraged to dismount and walk their bike across campus, using the off-street campus path.

Transit: City of Oakland has Dial-a-Ride service through Douglas Rides and the City of Sutherlin. There is no fixed route in this area. To access this service users, must register; rides are donation only.

Walk Audit and Bike and Pedestrian Inventory Photos

Oakland Elementary School student drop-off walk way, buses drive on one side and vehicles on the other.

NE Cypress S between NE 5th St and NE 2nd St, site of funded multi-use sidepath.

Looking east, NE Cypress St and NE 5th Ave intersection. Existing crosswalk ends in a driveway.

Looking south, NE Cypress St and NE 5th Ave intersection. Bollards mark the edge of the roadway to prevent vehicles from cutting the corner on this frequent walking route.

Looking west, Oak St and NE 5th St intersection. All curbs lack ADA-compliant curb ramps and some corners include utility complications.

Looking south, congestion backing up down NE 5th St at the NE 5th St intersection on school district property.

Community Meetings

The School Safety Assessment community meeting was an opportunity for school leadership, roadway jurisdiction staff, teachers, parents, and other stakeholders to gather and discuss barriers to walking and biking to school and brainstorm ideas for how to overcome them. Participants convened to discuss walking, biking, and driving behavior observed during the walk audits, as well as how existing infrastructure is and isn't serving the school community's travel needs.

Additionally, the consultant team gave a presentation about the SRTS Plan before City Council and community members.

OUTREACH STRATEGY

School Safety Assessment meetings and activities were promoted by the school district through a robo call, a listserv email, and posted on the school website. The flyer for the School Safety Assessment meeting was also posted on the City website. 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.

KEY THEMES

- Overall, arrival and dismissal procedures at Lincoln Middle School functioned well with the use of a-frame signage, traffic cones, and staff members directing the circulation of vehicles through the parking lot.
- Arrival and drop-off circulation at Oakland Elementary School is slowed by vehicles stopping in front of Oakland High School's entrance and congestion at the NE 5th St intersection.
- Some parents feel the narrow walkway separating students from cars via concrete parking stops is unsafe and, as a result, wait to drop-off their student until their vehicle is as the front of the line.
- The City of Oakland is working on a side path along SE Cypress St from NE 5th St to NE 2nd St that will provide another component of a citywide bike and pedestrian facility loop.
- Most school zone signage is faded and out-of-date.

Bike and Pedestrian Facility Inventory

The bike and pedestrian facility inventory confirmed existing infrastructure conditions, and filled gaps in ODOT and City of Oakland focusing on all streets within a quarter mile of the school. As part of the bike and pedestrian facility inventory, consultant 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.

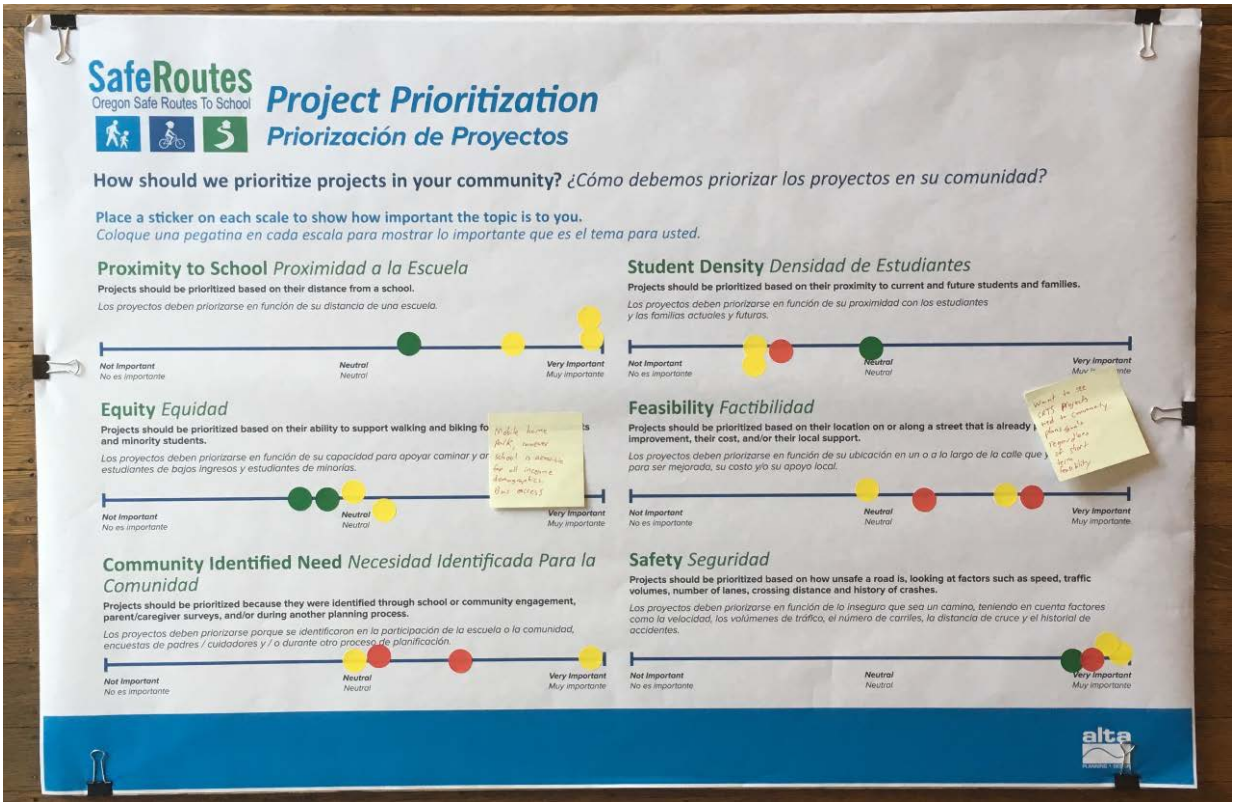
Deficiencies and needs identified in the bike and pedestrian facility inventory inform the Infrastructure recommendations described in Table 3.

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 Table 4, **safety** was the top prioritization criteria for City of Oakland walk audit participants, followed by **proximity to the school**. 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. For feasibility, walk audit participants expressed interest in identifying the most impactful projects to include in the SRTS plan, regardless of short-term feasibility. Regarding equity, participants felt that it was important to ensure that equal access particularly for those with lower incomes, but not very relevant if they were going to focus on the area right around the school. They identified a mobile home park about a mile from the school as a key community to ensure could participate in SRTS activities. To reflect these community priorities, the consultant team prioritized safety-related projects both within a ¼ mile of the school and within the larger 1-mile radius. To incorporate the feedback on the "feasibility" criteria, the consultant team deemphasized cost as a factor in the recommendations and focused how to best address the communities' infrastructure needs.

Figure 5: Project Prioritization- Oakland School District



PHASING

The consultant team prioritized recommendations Table 3 and Table 4 into three time-frames: short term, medium term, and long term:

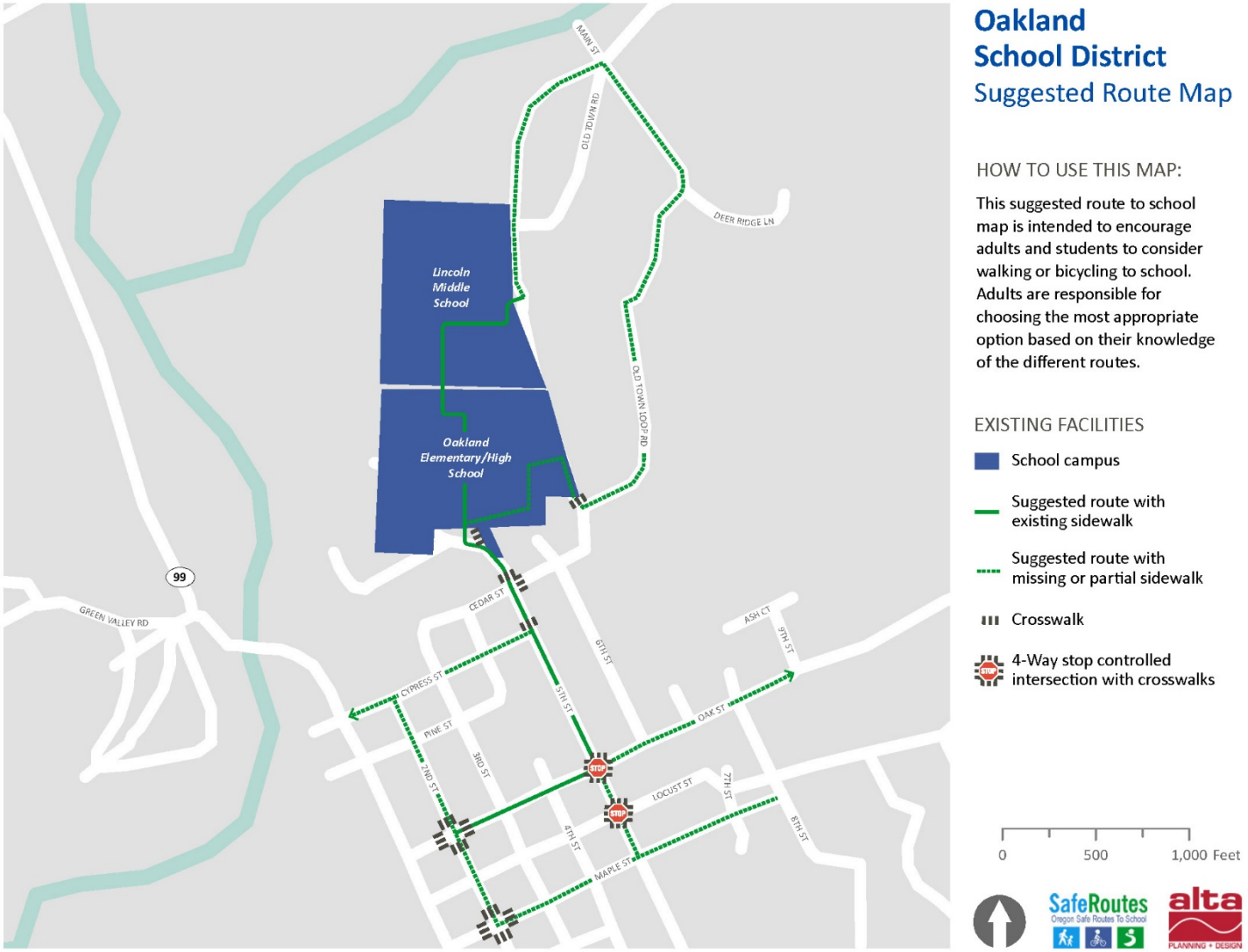
- Short Term: action to be completed in the following semester (spring if the Plan is being developed in the fall, or the following fall if the Plan is being developed in the spring)
- Medium Term: the following school year from when the Plan is being developed
- Long Term: two or more years from Plan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

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

Suggested Route Map

The purpose of the SRTS suggested route map, Figure 6, 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 maps with input from walk audit participants and findings from the bike and pedestrian facility inventory.

Figure 6: Oakland School District Suggested Route Map



Infrastructure 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 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.

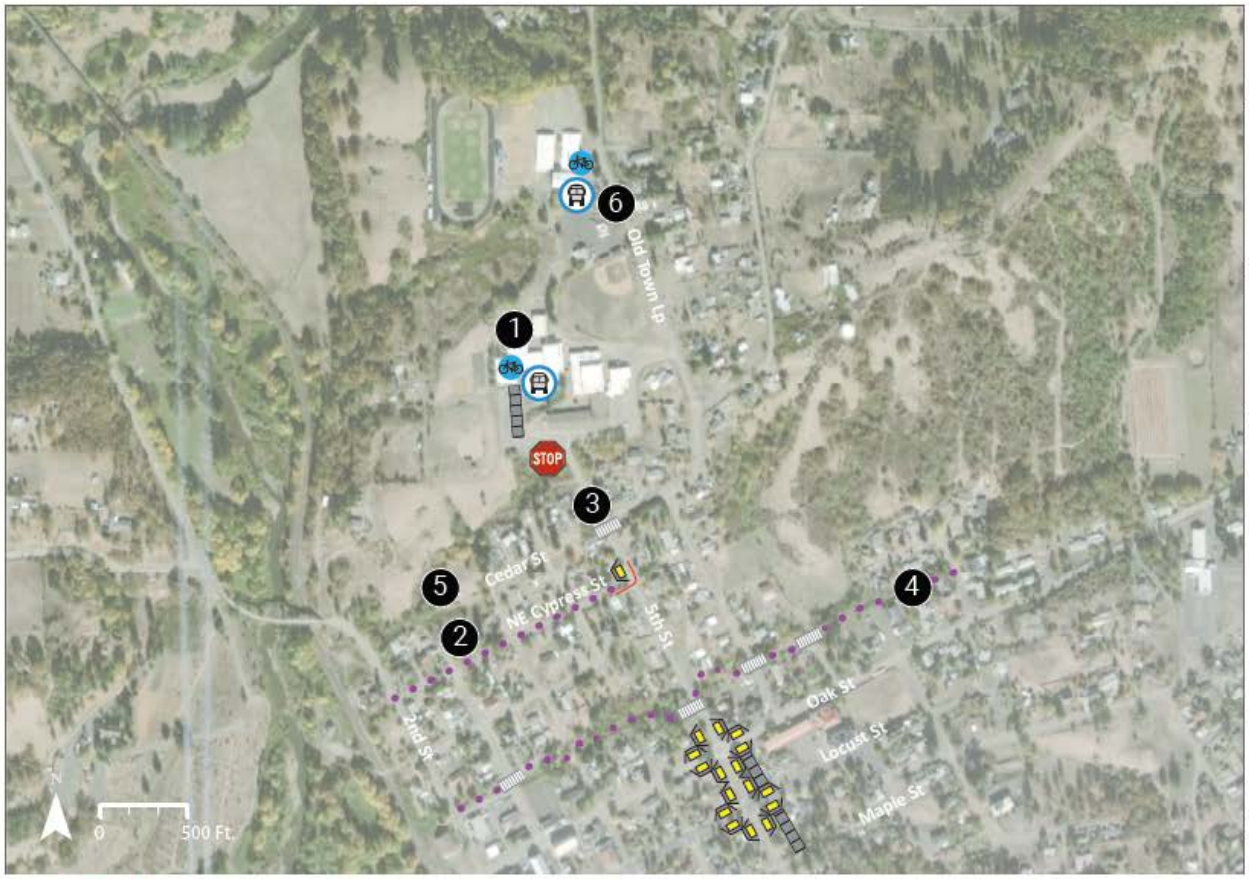
Table 3: Infrastructure Needs and Recommendations

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
Oakland Elementary School Grounds					
Intersection of NE 5th St and the elementary school driveway indicates STOP control for two of the three intersection legs. While most drivers exiting the western parking, lot turn right onto 5th St southbound, those who continue eastbound on the district road to the high school may surprise other drivers by traveling straight through the intersection without stopping.	*Add STOP sign and limit line to the eastbound approach of the 5th St and 5th St intersection, in conjunction with an EXCEPT RIGHT TURN sign.*	*Short-term*	*$*	*School District*	*School District maintenance funds*
The designated walkway through the parking lot is defined with concrete parking stops and the resulting walkway width is narrow and inconsistent in areas. It is perceived to be unsafe by some parents.	*Upgrade walkway with 6' wide raised sidewalk, narrow the 'bus only' lane to accommodate additional pedestrian space.*	*Medium-term*	*$*	*School District*	*School District capital funds*
NE Cypress Street					
Lack of dedicated space for bicyclists and pedestrians to travel east-west through the area and issues with speeding vehicles coming through town from the highway.	*Construct planned 10' wide multi-use path along the north side of NE Cypress St between NE 2st St and NE 5th St and install speed cushions with spacing to slow vehicle speeds, but minimize impact to school buses. Already identified as a medium priority project the Local Streets Network Plan.*	*Medium-term*	*$*	*City of Oakland*	*Partially-funded through ODOT Small City Allotment Grant*

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
The northwest corner of NE 5th St at NE Cypress St has a relatively large corner radius, creating conditions that are suitable for high speed right turns and resulting in poor visibility of pedestrians within the western portion of the marked crosswalk.	*Reconstruct the northwest corner to consist of a smaller radius, including new curb, sidewalk, and ADA ramps. In addition, truck aprons are recommended to discourage high speed turns around the corner while allowing school buses to perform the turn. Consider using flexible delineators to reduce the corner radius as a temporary, short-term improvement until a permanent improvement is implemented.* *Consider moving the marked crossing to the north to improve visibility and avoid conflict with the driveway to the east. The marked crosswalk could also be upgraded to a raised crosswalk to reduce speeds along 5th St and increase awareness of the crosswalk.*	*Medium-term*	*$*	*City of Oakland*	*Partially-funded through ODOT Small City Allotment Grant*
NE 5th Street					
Pedestrian warning signage for the marked crosswalk across 5th Street at the intersection of Cedar St is setback from the roadway a significant amount and is difficult to see through the brush.	*Relocate signage toward edge of roadway to improve visibility. Include the W16-7P supplemental sign to indicate the point of crossing. Replicate the same treatment for the southbound approach.*	*Short-term*	*$*	*City of Oakland*	*ODOT SRTS Competitive Grant*
School zone speed limit signage south of the NE 5th Street at NE Cypress St intersection is setback from the roadway a significant amount and is difficult to see through the brush.	*Relocate signage toward edge of roadway to improve visibility.*	*Short-term*	*$*	*City of Oakland*	*City of Oakland Maintenance Fund*
Intersection of NE 5th St at Oak St lacks curb ramps.	*Install ADA curb ramps at all four intersection corners and eliminate sidewalk steps from the western leg of the intersection. Already identified as a high priority project the Local Streets Network Plan.*	*Medium-term*	*$*	*City of Oakland*	*ODOT SRTS Competitive Grant*

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
Intersection of NE 5th St at Locust St lacks curb ramps.	*Install ADA curb ramps at all four intersection corners. Already identified as a medium priority project the Local Streets Network Plan.*	*Medium-term*	*$*	*City of Oakland*	*ODOT SRTS Competitive Grant*
Lack of pedestrian walkway along the east side of 5th south of Oak St.	*Construct sidewalks along the east side of 5th between Oak St and SE Maple St.*	*Long-term*	*$*	*City of Oakland*	*ODOT SRTS Competitive Grant*
Ash Creek					
No continuous east-west walking and biking route through Oakland.	*Construct a multi-use path following Ash Creek between NE 1st St and NE 8th St. Install marked crosswalks at all roadway crossings. Already identified as a high priority project the Local Streets Network Plan.*	*Long-term*	*$*	*City of Oakland*	*Oregon Community Paths Program (OCPP)*
Cedar St					
School zone signage is faded and outdated.	*Replace signage with new signs, replace "AT ALL TIMES" placard with "WHEN CHILDREN ARE PRESENT" (S4-2P).*	*Medium-term*	*$*	*City of Oakland*	*City of Oakland Maintenance Fund*
Old Town Loop Road					
School zone signage and crosswalks are faded and outdated.	*Replace signage with new signs according to appropriate school zone engineering conditions and sign assembly.*	*Medium-term*	*$*	*City of Oakland*	*City of Oakland Maintenance Fund*
General Project Area					
Marked crosswalk standard.	*As crosswalk markings fade and need to be replaced, update to a continental, high-visibility crosswalk pattern.*	*Medium-term*	*$*	*City of Oakland*	*City of Oakland Maintenance Fund*

Figure 7: Oakland School District SRTS Improvements Map



Oakland School District

Improvement Recommendations

SafeRoutes
Oregon Safe Routes To School

1 Oakland Elementary School Grounds

a) Add STOP sign and limit line to the eastbound approach of the 5th and 5th intersection, in conjunction with an EXCEPT RIGHT TURNS sign.

b) Upgrade walkway with 6' wide raised sidewalk, narrow the 'bus only' lane to accommodate additional pedestrian space.

2 NE Cypress Street

a) Construct planned 10' wide raised multi-use path along the north side of street between 2nd and NE 5th St and install speed cushions.

b) Reconstruct the northwest corner of 5th and Cypress to consist of a smaller radius, include new curb, sidewalk, and ADA curb ramps.

3 NE 5th Street

a) Relocate signage toward edge of roadway at 5th and Cedar to improve visibility and avoid conflict with the driveway to the east. The marked crossing could also be upgraded to a raised crosswalk to reduce speeds along 5th Street and increase awareness of the crosswalk.

b) Relocate school zone speed limit signage toward edge of roadway to improve viability.

c) Install ADA curb ramps at all four intersection corners of NE 5th and Oak and eliminate sidewalk steps from the western leg of the intersection.

d) Intersection of NE 5th St at Locust St lacks curb ramps, install ADA curb ramps at all four corners.

e) Construct sidewalks along the east side of 5th between Oak St and SE Maple St.

4 Ash Creek

a) Construct a multi-use path following Ash Creek between NE 1st St and NE 8th St. Install marked crosswalks at all roadway crossings.

5 Cedar St

a) Replace signage with new signs, replace "AT ALL TIMES" placard with "WHEN CHILDREN ARE PRESENT" (S4-2P).

6 Old Town Loop Road

a) Replace signage with new signs according to appropriate school zone engineering conditions and sign assembly.

Legend

Proposed Improvements

- Crosswalk Improvement
- Sidewalk Improvement
- Multi-use Path Improvement
- Stop Sign
- ADA Curb Ramp
- Curb Radius Improvements

Existing

- School Bus Loading
- Bike Parking

alta

Map produced Nov 2019

Non-Infrastructure Program 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 Oakland School District schools to improve and promote safe walking and bicycling to and from school and in the community. They can be implemented by the Oakland School District School Board, school administrators, teachers, parents, or even school clubs.

Table 4: Education and Engagement Recommendations

ACTIVITY	RESPONSIBLE PARTY	DESCRIPTION	TIMELINE	RESOURCES NEEDED	INCLUSION CONSIDERATIONS	MEASURES OF SUCCESS
EDUCATION ACTIVITIES						
Pedestrian and Bike Safety Education	*Oakland Elementary, Lincoln Middle, Oakland High*	*Travel safety tips for students and parents aimed at people walking, biking, driving, or riding the bus. Could begin with limited scope and build to a more robust curriculum.*	*Medium-term*	*Curriculum, different materials needed depending on the scope.*	*Focus on walking safely to community market, in neighborhoods,*	*Number of students participating; feedback from families*
Parent Education and Outreach	*Oakland Elementary, Lincoln Middle, Oakland High*	*Engage parents with safety tips and route suggestions for walking and biking to school*	*Medium-term*	*Outreach materials, suggested route map*	*Provide materials in Spanish, or other languages, as needed.*	*Number of students walking and biking to school; feedback from families*
ENGAGEMENT ACTIVITIES						
On-campus walking program	*Oakland Elementary School, Lincoln Middle School, Oakland High School*	*Organize students to walk before or after school or at lunch on track. Consider pairing event with a booster club or fundraising activity.*	*Medium-term*	*Incentives, outreach materials, volunteers, painted route or designated track.*	*Consider how students with mobility challenges could participate.*	*Number of students participating, steps or miles walking, number of volunteers*

ACTIVITY	RESPONSIBLE PARTY	DESCRIPTION	TIMELINE	RESOURCES NEEDED	INCLUSION CONSIDERATIONS	MEASURES OF SUCCESS
Wellness Policy	*Oakland School District*	*Update wellness policy to support SRTS efforts.*	*Medium-term; After short-term infrastructure recommendations have been implemented.*	*Text for SRTS policy.*	*Ensure that equity and inclusion language is included in policy.*	*Majority of school board members support policy.*
Walk + Roll to School Day or Community Walk	*Oakland School District*	*Consider organizing an annual Walk + Roll to School Day with remote drop-off options.*	*Medium-term; Fall 2020 or spring 2021*	*Food, music, decorations, activities*	*Consider how students or community members with mobility challenges could participate. Provide materials in Spanish, or other languages, as needed.*	*Number of students and community members participating.*
Trip Planning	*Oakland School District*	*Consider sharing ODOT's Get There travel planning website and app with families as a trip planning resource and way to connect families who may want to carpool.*	*Long-term*	*Outreach materials*	*Consider how families without access to smart phones or a computer at home would be able to use the trip planning resource. Website and app are available in Spanish and Chinese, in addition to Spanish.*	*Number of families with Get There accounts, number of families who carpool to school or report using the app.*

Education Programs

PEDESTRIAN AND BIKE SAFETY EDUCATION

Pedestrian and bike safety education teaches students basic traffic laws and safety rules. The Oakland Local Street Network Plan calls for bike and pedestrian education to make it safer and more accessible for residents to walk and bike in their communities.

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.
- 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. Oakland 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.

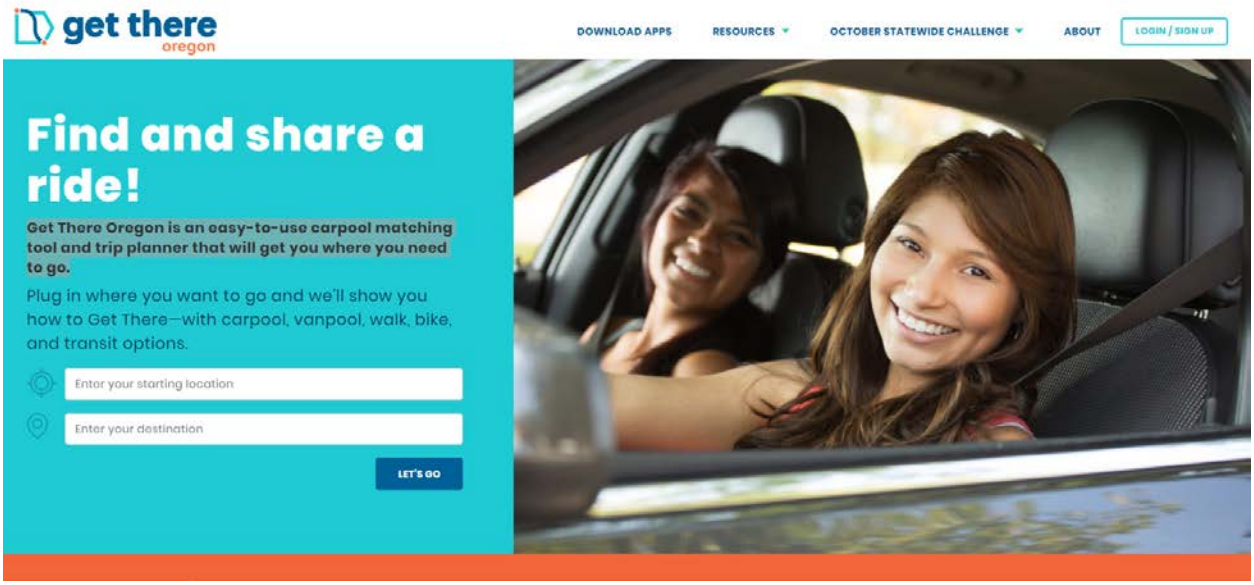
Resources and innovative program ideas include:

- 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.

TRIP PLANNING

ODOT's new Get There Oregon website and app provides an easy-to-use carpool matching tool and trip planner that families could use to identify opportunities to carpool, walk, or bike to get to Oakland School District schools. Get There Oregon connect people with others who are making a similar trip and are interested in carpooling. Get There Oregon plans to add a school-specific service in the coming years.



High Priority Improvements for the ODOT Infrastructure Grant Application

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

- NE 5th Street
    a. N 5th St and Oak St- Install ADA curb ramps at all four intersection corners and eliminate sidewalk steps from the western leg of the intersection.
    b. NE 5th St and Locust St- Install ADA curb ramps at all four intersection corners.
    c. 5th St between Oak St and SE Maple St- Construct sidewalks on east side of roadway.

Additional details that will be needed to complete the application are provided in Table 5.

Table 5: Project Details for ODOT Competitive Infrastructure Grant

GRANT CRITERIA/QUESTION	RESPONSE FOR CITY OF OAKLAND
Relevant Right of Way ownership	Appears that encroachment of the ROW has likely occurred along the east side of 5th St between Oak St and Maple St. Impacts to existing fence lines and trees may occur as a result of the sidewalk project, costs assumed to be covered by the City.
Utility implications and opportunities to mitigate	Location of existing utility poles at the western corners of 5th St at Locust St and 5th St at Oak 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	Not affected
Stormwater management implications	Existing stormwater system will be impacted by construction of curb ramps. At least four of the eight intersection corners proposed for improvements have drainage inlets visible.
Near a rail road? Or bridge, tunnel, retaining wall affected?	Not affected
AADT	NE 1st St/Hwy 99 south of NE Pine St = 1,200 AADT Locust St east of 8th St = 360 AADT
Priority Safety Corridor	No

Table 6: Competitive Grant Cost Estimates

ITEM DESCRIPTION	MEASUREMENT	COST/UNIT	UNITS	ESTIMATE
Install perpendicular curb ramp.	EA	$5,000	16	$80,000
Remove existing concrete sidewalk/steps.	SF	$4	225	$900
Remove existing curb.	LF	$15	200	$3,000
Install 5' wide sidewalk.	SF	$25	2525	$63,125
Remove existing catch basin.	EA	$500	4	$2,000
Install catch basin.	EA	$3,000	4	$12,000
Clearing and grubbing.	LS	$2,000	1	$2,000
Tree mitigation (removal and/or avoidance).	EA	$1,000	3	$3,000
Remove and rebuild fence.	LF	$30	40	$1,200
Traffic Mobilization (10%)	EA	$16,723	1	$16,723
Traffic Control (15%)	EA	$25,084	1	$25,084
Erosion Control (2%)	EA	$3,345	1	$3,345
			Subtotal	**$212,376**
Total Costs				
Preliminary Engineering/Design Costs (12%)				$25,485
Construction Costs (Subtotal + 40% Contingency + 15% CE)				$329,182
Right of Way Costs				$0
Utility Costs				$0
Other Costs				$0
Total Project Cost:				**$354,668**

Chapter 5. Potential Funding & Implementation

This chapter lists a variety of funding sources that the City of Oakland, Oakland 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 (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 programing 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