

City of Pendleton Safe Routes to School Plan







FINAL February 2020

PENDLETON SCHOOL DISTRICT 107 NW 10TH STREET HTTPS://PENDLETON.K12.OR.US This page intentionally left blank.

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Chapter 1. Introduction

The City of Pendleton Safe Routes to School (SRTS) Plan lays the foundation for the schools, District, City of Pendleton, Umatilla County, Oregon Department of Transportation (ODOT), and the wider community to work together on reducing barriers for students walking and biking to school. The Pendleton SRTS Plan includes each of Pendleton School District's schools within city limits: McKay Creek Elementary School, Sherwood Heights Elementary School, Washington Elementary, Pendleton Early Learning Center, Sunridge Middle School, Pendleton High School, and Hawthorne Alternative High 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 ODOT SRTS Competitive Grant Program, while others will be considered for inclusion into the City of Pendleton'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 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.

Pendleton School District, the City of Pendleton, Umatilla County, and ODOT Region 5 worked with a consultant team from Alta Planning + Design to complete this SRTS Plan. For more information on the program, visit: <u>https://www.oregon.gov/ODOT/Programs/Pages/SRTS-Project-Identification-Program.aspx.</u>

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.

25% K 50

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 Padroso. 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.

Pendleton Public Schools Overview

McKay Creek Elementary School

'	1					
Principal:	Lorena Woods	Address:	1539 SW 44th St.			
Enrollment: Grades Served:	258 1-5	% students eligible for free or reduced lunch:	36.7%			
	-					
Sherwood Heig	hts Elementary School					
Principal:	Ronda Smith	Address:	3235 SW Nye Ave.			
Enrollment:	439	% students eligible for	66.070/			
Grades Served:	1-5	free or reduced lunch:	66.97%			
Washington Ele	ementary					
Principal:	Aimee VanNice	Address:	1205 SE Byers Ave.			
Enrollment:	443	% students eligible for				
Grades Served:	9-12	free or reduced lunch:	65.81%			
Pendleton Early	/ Learning Center					
Principal:	Lori Hale	Address:	455 SW 13th St.			
Enrollment:	247	% students eligible for				
Grades Served:	Pre-K and Kindergarten	free or reduced lunch:	Not available			
Sunridge Middl	e School					
Principal:	Dave Williams	Address:	700 SW Runnion Ave.			
Enrollment:	748	% students eligible for				
Grades Served:	6-8	free or reduced lunch:	51.6%			
Pendleton High School and Hawthorne Alternative High School						
Principal:	Melissa Sandven	Address:	1800 NW Carden Avenue			
			1700 NW 15th Dr.			
Enrollmont	822 50	% students eligible for				

Enrollment:822, 50% students eligible forGrades Served:9-12free or reduced lunch:40.11%, not available

Source: Oregon Department of Education 2019-2020 school year

Table 1. School Demographics

	AMERICAN INDIAN/ ALASKA		BLACK/ AFRICAN		NATIVE HAWAIIAN PACIFIC		WHITE, NON-
SCHOOL	NATIVE	ASIAN	AMERICAN	HISPANIC	ISLAND	MULTIRACIAL	HISPANIC
McKay Creek Elementary	5.4%	0.8%	0%	7%	0%	8.5%	78.3%
Sherwood Heights Elementary	3.4%	1.1%	0.7%	18.9%	0.5%	10%	65.4%
Washington Elementary	19.9%	0%	0.7%	13.1%	0.5%	10.2%	55.8%
Pendleton Early Learning Center	10.1%	1.6%	0%	18.2%	0.8%	9.3%	59.9%
Sunridge Middle	13.8%	0.8%	0%	13.2%	0%	6.4%	65.8%
Pendleton High	7.3%	0.7%	0.5%	14.5%	0.2%	6.8%	70%
Hawthorne Alternative High School	14%	0%	4%	6%	0%	4%	72%

Source: Oregon Department of Education 2019-2020 school year

Table 2. Pendleton School District Languages

LANGUAGES SPOKEN (BY SCHOOL DISTRICT)	# STUDENTS
English	3213
Spanish	132
Chinese	5
Filipino	3
Other languages, North American Indian (Other), Vietnamese	2
Sign languages, Italian, Tagalog, German, Khmer, Hindi, Russian, Punjabi	1
Total Languages Spoken: 15	

Source: Oregon Department of Education 2019-2020 school year

PIP Outreach Process

The Pendleton School District, participating schools, and the City of Pendleton spread the word about the SRTS walk audits and community meetings, held on October 7-10, 2019. Staff posted information about the event and the project in the following methods locations to encourage participation:

- School and district website and Facebook pages
- School office bulletin board
- District and City press release
- Quarter-sheet flyers sent home to families (bilingual English and Spanish)

After the Washington Elementary School Safety Assessment field visit, the consultant team held a larger key stakeholder and community meeting to discuss the SRTS Plan vision and project goals. This 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 and received 1 comment.

Chapter 2. Vision and Goals for Safe Routes to Schools

The City of Pendleton, Pendleton School District, Umatilla County, ODOT Region 5, school principals, and other community meeting attendees helped create the following Vision and Goals. The list of attendees is included starting on page 12.

Vision

"The Pendleton 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 Pendleton community meeting participants selected safety, followed by health and equity, as the main SRTS priorities for the community. Meeting participants discussed the importance of safety for students, some of the most vulnerable people on the roadway. They also mentioned using SRTS as a Transportation Demand Management (TDM) strategy to improve parent perceptions about school busing and to reduce the number of cars on the road. A representative from the Confederated Tribes of the Umatilla highlighted the importance of equity as a SRTS program goal to ensure that benefits go to those who need it most and may have historically been marginalized.

The consultant team drafted the list of specific actions for the community to tackle based on the communityidentified vision and goals, as well as community input from the walk audit and data collected throughout the PIP process. These actions describe how the community will work together to tackle the recommendations in Table 3 through Table 10. 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 44 and 61, respectively. Both lists include priority potential funding sources and the jurisdiction responsible for making the change.

Figure 1: Pendleton Community Goal Prioritization



6 Oregon Safe Routes to School Project Identification Program

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 school campus and to homes within a quarter mile of the school.
 - Action: Pendleton School District will prioritize addressing SRTS construction project recommendations on school grounds.
 - Action: City of Pendleton will consider applying to ODOT Competitive SRTS Infrastructure Grant in 2020 for infrastructure improvements at Pendleton Early Learning Center, Washington Elementary, and Sunridge Middle School, as outlined on page 68.
- Objective 2- Walking or biking access to school is available to all families within 1 mile of school.
 - Action: City of Pendleton will consider adopting the SRTS Plan by reference as an amendment to the City of Pendleton Comprehensive Plan; TSP; and Active Transportation and Transit Plan to increase walking and biking access for students.
 - Action: City of Pendleton will begin implementing recommendations as funds for capital improvements become available.
 - Action: ODOT Region 5 will consider applying for an ODOT Competitive SRTS Infrastructure Grant or seeking other funding to implement crossing improvements on SW Emigrant Ave near the Pendleton Early Learning Center.
- Objective 3- Pedestrian and safety education is integrated into the school curriculum.
 - Action: Pendleton schools 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: Pendleton School District will provide SRTS information and educational materials in English, Spanish, and other languages as needed.
 - Action: Pendleton 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.
 - Action: Pendleton School District and City of Pendleton should continue to connect with the Confederated Tribes of the Umatilla around SRTS and explore opportunities to collaborate around shared SRTS goals.
- 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: <u>https://www.ocpp.org/2019/02/19/what-is-poverty-2019/</u>

- Action: City of Pendleton will implement infrastructure recommendations with a consideration for improvements that serve underserved and low-income communities. Impact for students with lower incomes was a key consideration for selecting the projects at Washington Elementary, Pendleton Early Learning Center, and Sunridge High School for the ODOT SRTS Competitive Grant.
- Action: Pendleton School District should begin a SRTS education and engagement program, focusing on benefitting the students eligible for Federal Free and Reduced-Price Lunch.
- Action: Pendleton School District should consider applying for an <u>ODOT SRTS Non-</u> <u>Infrastructure grant</u> in 2022 to fund a SRTS coordinator or otherwise implement the education and encouragement recommendations.

Health

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

- Objective 1- 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: Pendleton School District will adopt SRTS-supportive language in school wellness policy, after short-term infrastructure recommendations have been implemented.
 - Action: Pendleton 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: Pendleton School District will provide parents with education and engagement materials containing 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

UMATILLA COUNTY COMPREHENSIVE PLAN

Written in 1983 and updated in 2018, the Umatilla Country Comprehensive Plan addresses future planning and development. The plan focuses on 14 different planning themes including the following relevant to the SRTS Plan: transportation, urbanization, public facilities and services, recreation, land use planning, and citizen involvement. Specially, the Plan calls for the following:

- **Transit Demand Management (TDM) Methods** are called on to mitigate the negative effects and traffic hazards generated by new development.
- **Bikeways and Pedestrian Access.** Umatilla County shall encourage the development of bikeways and pedestrian access ways to existing and potential activity centers.

UMATILLA COUNTY TRANSPORTATION SYSTEM PLAN

Prepared in 2002, the Transportation System Plan (TSP) articulates regional and local transportation goals on county roadways. The TSP outlines the network which will enable all people within the county to access different transportation options.

Existing Conditions

The majority of pedestrian traffic in the county is found in the cities. Most of the cities in Umatilla County contain a downtown grid layout with some sidewalks. For the most part, rural roads do not include sidewalks. Pedestrians are generally accommodated on the shoulder of the road, as are bicyclists.

Currently, the only designated bikeways within Umatilla County are located within the Cities of Pendleton, Hermiston, Pilot Rock, Stanfield, and Echo. Pendleton has a fairly extensive bike system in its downtown. Bicycle lanes are provided on many of the arterials including US 395 south of the I-84 interchange. Umatilla County currently has no sanctioned bikeways. On low volume roadways, bicyclists, and autos can both safely and easily use the roadway. On higher volume roadways, particularly the arterial streets, safety for bicyclists is an important issue.

Recommendations

In areas with high pedestrian or bicycle use, a pathway should be considered, preferably located on both sides of the roadway, separated from the roadway by at least five feet of greenbelt or drainage ditch.²

An essential component of the sidewalk system is road crossings. The Plan states that intersections must be designed to provide safe and comfortable crossing opportunities. This includes crosswalks, signal timing when traffic signals are present (to ensure adequate crossing time), and other enhancements such as curb extensions, which are used to decrease pedestrian crossing distance and as traffic calming measures.

The TSP supports two types of Transportation Demand Management measures for use in Umatilla County:

- Development of facilities for alternative modes of transportation, including paved or improved shoulders, paths, sidewalks, and bike lanes that would handle pedestrians and bicyclists.
- Implementation of a countywide carpooling program.

CITY OF PENDLETON 2007 TRANSPORTATION SYSTEM PLAN UPDATE

Prepared in 2007, the Pendleton TSP establishes local transportation goals for the city. Goals of the TSP include: provide convenience, encourage economic development, increase personal mobility, create choice, and reduce the cost of goods and services.

Existing Conditions

Pendleton has a traditional grid roadway system. The grid pattern can help keep speeds low and create safe traffic conditions for walkers and bikers. The Bicycle System Plan (developed in 1981) plans for the development of 45.1 miles of bicycle lanes, routes, and paths within the urban growth boundary.

Recommendations

The TSP lays out a plan to achieve a safe, accessible and convenient biking and walking experience for all. The TSP addresses demand concerns on the following intersections: US 395 and I-84 West Bound Ramp, Emigrant and 20th Street, US 395 and I-84 East Bound Ramp, US 395 and 30th Street, US 30 and Oregon 11, and Court/Dorion/Westgate.

Overall, the TSP outlines that all future roadway reconstructions or upgrades shall include bicycle facilities. Lanes will be required on nearly all new arterial and collect facilities. Sidewalks will be required by proposed code requirements outlined by the City. Projects will focus primarily on the above areas of concern.

CITY OF PENDLETON 2016 ACTIVE TRANSPORTATION& TRANSIT PLAN

Developed in 2016, the Active Transportation & Transit Plan outlines the City's vision and priorities for the future bicycle, pedestrian, and transit system in Pendleton. The Plan focuses on bicycle, pedestrian, and trail infrastructure improvements as well as transit projects that improve safety and access for key local and regional destinations.

Existing Conditions

² Umatilla Country Transportation Plan Chapter 7, page 7-5, found at: <u>http://www.co.umatilla.or.us/planning/pdf/Umatilla_County_TSP_June_02.pdf</u>

The Plan describes how sidewalks are present on most streets within the established grid network and most segments of the urbanized state highway network. However, there are many more streets where sidewalks are needed to improve pedestrian access to essential destinations and enhance connectivity for all users, regardless of ability. Bicycle lanes or wide shoulders are present on most state highway segments and select City arterials; however, they are fragmented on a number of key segments throughout the city. Bicycle lanes are not provided on most collector and local streets. The plan notes that the city's transit network currently includes a mix of demand-response service within Pendleton as well as fixed routes connection to regional destinations. Transit is operated primarily by the City of Pendleton, Kayak Public Transit (operated by CTUIR); however, additional small providers in the area include Medicaid transportation, hotel shuttles, and taxi companies.

Recommendations

While Pendleton's street standards include bicycle facilities along both sides of arterial and collector streets, it may not be feasible or cost effective to construct on-street bike lanes along both sides of all streets. Some streets may be suitable (due to low speeds and volumes) for people biking to share the roadway with cars, while others could have a parallel multi-use path to accommodate two directions of bicycle travel. The City of Pendleton intends to construct (or, in the case of new development, require) sidewalks on all new public roadways. Where feasible, Pendleton will also strive to retrofit streets without sidewalks with a particular focus on those corridors that serve essential destinations and activity centers. Additionally, the plan lists the continuation and expansion of the Let'er Bus Services as a high priority. Other recommendations for improving the transit environment in Pendleton include new bus shelter locations, building ADA-compliant curb ramps, and improving the distribution of route information, among others.³

Pendleton School District Policy Review

PENDLETON SCHOOL DISTRICT WELLNESS PROGRAM

The Pendleton School District Wellness Program is committed to the optimal development of every student. The district runs the program because it asserts 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." The Wellness Program is consistent with state and federal requirements for the National School Lunch Program (NSLP) and the School Breakfast Program (SBP).

The District integrates wellness activities throughout the entire school environment, not just during lunch and gym class. District policy aims to ensure that wellness efforts are complimentary and work towards other District goals and objectives, such as promoting student well-being, optimal development, and strong educational outcomes.

³ For a complete list of pedestrian, bicycle and transit infrastructure plans visit: <u>https://cityofpendletonor.civicweb.net/document/16362</u>

TRAFFIC AND PARKING CONTROLS

The Pendleton School District develops and maintains written guidelines for parking and traffic on district property. Written regulations are available at the administrative office of each site. The administrator of each building develops and maintains written controls for parking and traffic.

STUDENT TRANSPORTATION SERVICES

School transportation services are provided for students to and from school and for transporting students to and from school-related activities. Elementary students who live more than one mile from school and secondary students who live more than one and one-half miles from school receive busing. Mileage exceptions for health, safety, or disability are made in accordance with the District's approved supplemental plan.

SUSTAINABILITY

The Pendleton School District recognizes sustainability as an important principle and supports developing an ethic of sustainability in its practices. The District defines sustainability as "meeting the educational, environmental, social and economic needs of present generations without compromising the ability of future generations to meet their own needs."

COMMUNITY PARTICIPATION

The Pendleton School District celebrates and supports community participation in the affairs of the District. The District hopes to maintain mutual confidence and respect with the community and work together to improve the quality of education for students. The District seeks to take advantage of every effort to identify the desires of the community and to be responsive, through its actions, to those desires. All people who are part of the district will be encouraged to express their ideas, concerns, and judgement about the schools through multiple communication avenues.

Crash History

Figure 2 through Figure 7 on the following pages illustrates documented crashes involving people walking and biking, as well as people driving within a half-mile of the school from 2012-2016. Crash data do not record near misses and unreported incidents. Some Pendleton Schools are located in quiet neighborhoods and have had very few documented crashes nearby and others are located on higher traffic areas with significantly more crashes. McKay Creek Elementary has no documented crashes within a quarter mile and only a handful within a half mile. Sherwood Heights Elementary data document a pedestrian collision at the intersection of SW 31st St and SW Marshall Ave and scattered vehicle-only crashes on neighborhood streets within a quarter mile. Washington Elementary has had a handful of vehicle crashes, but no bike or pedestrian related crashes nearby. At its location in between two busy arterial roadways, Pendleton Early Learning Center's data illustrate numerous vehicle crashes and a handful of pedestrian and bike crash within a quarter mile of the school. Sunridge Middle school has had three documented vehicle crashes near school campus and no bike and pedestrian crashes. Pendleton High School's data show vehicle crash clusters near 14th St and Despain Ave intersection along Carden Ave and Carden Ave Hwy 37 intersection.





Figure 3. Crashes near Sherwood Heights Elementary School





Figure 4. Crashes near Washington Elementary School



Figure 5. Crashes near Pendleton Early Learning Center School



Figure 6. Crashes near Sunridge Middle School



Figure 7. Crashes near Pendleton High and Hawthorne Alternative School

School Attendance Area and Transportation Policies

For the Pendleton Early Learning Center, Pendleton High, Sunridge Middle School, and Hawthorne Alternative school, students come from all over Pendleton School District, which includes but is not limited to Pendleton city limits. The elementary school boundaries are illustrated in Figure 8. The District offers busing to elementary students who live more than one mile from school as well as secondary students who live more than one and onehalf miles from school. Mileage exceptions for health, safety, or



Figure 8. Map of Pendleton Elementary School Boundaries

disability are made in accordance with the District's approved supplemental plan. Pendleton School District policies do not explicitly prohibit or encourage students walking or biking to school.

Previous SRTS Efforts or Walking/Biking Engagement Activities

Pendleton School District conducts safety outreach to families through public announcements on radio, website, and social media, reminding the community of school times and school zones throughout the school year. Pedestrian safety is taught in elementary schools. The District has a very strong working relationship with local police and fire departments. The District has worked very closely with the Police Chief and staff on overall "safe schools" initiatives. Pendleton School District and schools are interested in exploring new opportunities to participate and organize SRTS activities that streamline staff time and coordination in the short term, and also interested in grant opportunities for a more robust approach in the longer term.

Transit Options in Pendleton

The City of Pendleton provides two free fixed route bus lines that operate six times a day, Monday through Friday called Let'er Bus. The buses are ADA compliant, have space for bikes, and operate 7am-7pm. With a 24-hour phone notice, Let'er Bus can deviate up to a half mile from its route to pick up a person at their location. Riders must be nine years old to ride alone; those younger must be accompanied by an older companion rider. The City also contracts with Elite Taxis to provide a dial-a-ride van service, where people can arrange rides for the following day for \$1. Elite Taxis also provides an on-demand service for users who need transportation outside of the hours that Let'er Bus normally operates, for \$3.25 a ride (tickets must be pre-purchased from City Hall, up to four per week, service offered 5am-3am).

McKay Creek Elementary School Safety Assessment

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

Date: October 8, 2019 Day of Week: Tuesday

Attendees:

- Samantha Matlock, community member
- Lorena Woods, McKay Principal
- Bob Patterson, Pendleton Public Works
 Director
- Chris Fritsch, Pendleton School District (PSD) Superintendent
- Paul Chalmers, City of Pendleton and Umatilla County

Walk Audit Observations

SCHOOL LAYOUT

McKay Creek Elementary School is located on the southwestern edge of Pendleton at the confluence of several cul-de-sacs near McKay Creek. McKay Creek Elementary School is located just south of McKay Park and north of the Free Methodist Church and Iglesia Adventista Hispana de Pendleton. Farm land begins just west of the school. As shown in Figure 9, the school campus consists of one main school building with basketball courts and a playground.

Students arrive and depart from the east side of campus, through different doors for different transportation modes.

Meeting Time: 2:30pm Weather: Partly sunny and cool Facilitators:

- Katie Selin, Alta Planning + Design
- Mike Sellinger, Alta Planning + Design





McKay Creek Elementary School Site Plan



SITE CIRCULATION

- Vehicles:Parents pick-up and drop-off students in the driveway on the east side of McKay Park,
north of the school. They enter from the north and exit through the south end of the park
driveway. During the walk audit, vehicles were observed queuing into SW 44th St and
around the corner onto SW Perkins Ave. Approximately 50 students are picked-up in
vehicles each day.
- School Buses: Bus loading occurs in the parking lot on the south side of the school. Approximately 85 students ride the school bus. During the walk audit, bus loading proceeded smoothly and efficiently.
- Pedestrians: Students who are walking home from school are dismissed through the doors on the southeast corner of the school. Some students are greeted by parents waiting to walk them home or to cars waiting in the nearby church parking lot. Unaccompanied students are divided into two groups, "bridge walkers" and "church walkers" to cross the 44th St and Quinney Ave intersection. Crossing guards guide bridge walkers across the intersection and then send them up the west side of 44th St towards the pedestrian bridge over McKay Creek or east on Quinney Ave. Church walkers are guided across the west leg of the intersection to head south towards Prairie Rd and Sheridan Ave. During the walk audit, many students were observed walking home or walking to cars parked nearby. Over 100 students regularly walk home to or from school.
- **Bicyclists:** Students biking home from school are asked to walk their bikes while on campus, then ride on the crosswalk. Uncovered bike parking is available on the northeast corner of campus. Twelve students were observed biking or scootering home from school during the walk audit. During the walk audit, some students on bikes were weaving through the cars waiting to pick-up students at the entrance of the park and playing with a ball.
- Transit:McKay Creek Elementary is located adjacent to the McKay Park stop on the South/West
Let'er Bus line. Students younger than the age of 9 would need to be accompanied by an
older rider to use the service. There are no age restrictions for the dial-a-ride van service.

McKay Creek Elementary Walk Audit and Bike and Pedestrian Inventory Photos



McKay Creek Elementary bike parking near capacity on a sunny day.



Families waiting in the pick-up line through McKay Park.



Looking west, SW Quinney Ave and SW 44th St. Crossing guards help students cross during arrival and dismissal.



Students walking and biking are organized by the direction they leave campus to cross the road.



Looking south, SW Perkins Ave and SW 44th St intersection. Many students cross here and vehicles back up around the corner from the student pick-up line.



Looking north, a group of students heads down SW 44th St.

Community Meeting

The School Safety Assessment community meeting was an opportunity for school leadership, roadway jurisdiction staff, teachers, and parents to discuss barriers to walking and biking to school and brainstorm ideas for how to overcome them. Meeting participants discussed the typical routes students who walk and

bike take to get to and from school, points of conflict between people driving and walking/biking, and some ideas for education and engagement events at the school.

OUTREACH STRATEGY

McKay Elementary School spread the word about the SRTS walk audit and community meeting. The Principal posted the event on the school website, on Facebook, and distributed the quarter-sheet flyers to families. Flyers were available in English and Spanish. The school also circulated a public input web map to gather feedback about walking and biking conditions near the school.

KEY THEMES

- Overall, student dismissal was very smooth on the school grounds, with minimal traffic and orderly bus departures.
- Streets near McKay Creek Elementary are generally complete, quiet, neighborhood streets. The congestion during student dismissal is the result of school traffic.
- Historic parent distrust and issues with bus service have led to lower ridership, but that is improving this school year with new bus management and more efficient, prompt routes.
- Participants' main concerns included:
 - a. Driver stop compliance and congestion at the Quinney Ave & 44th St intersection creates unsafe conditions for students walking and biking.
 - b. Cars spilling out of park driveway onto 44th St create conflicts with students walking and biking north on 44th St and on SW Perkins Ave.
 - c. Need for bike and pedestrian safety education for students and families.
- The school is not participating in any existing SRTS activities, except for a County health program that distributes bike helmets to students who need them.

Sherwood Heights School Safety Assessment

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

Date: October 9, 2019 Day of Week: Wednesday

Attendees:

- Ronda Smith, Sherwood Principal
- Piper Kelm, Sherwood
- George Cress, Pendleton City Planner
- Chris Fritsch, Pendleton School District (PSD)
 Superintendent

Walk Audit Observations

SCHOOL LAYOUT

Sherwood Heights Elementary School is located in southwestern Pendleton, between Southgate (US-395) and Pendleton Community Park. As shown in Figure 10, the entrance to the school is off of SW Nye Ave, and there is an additional entrance on SW Marshall Ave. There is also a pedestrian path that leads out the back of campus to the intersection of SW 33rd St and SW Kirk Ave.

Meeting Time: 7:45am Weather: Partly cloudy and cold Facilitators

- Katie Selin, Alta Planning + Design
- Mike Sellinger, Alta Planning + Design

Figure 10: Sherwood Heights Site Plan



Sherwood Heights Elementary School Site Plan



SITE CIRCULATION

- Vehicles:Parents pick-up and drop-off students in a driveway on the south side of the school.Vehicles enter off of SW Marshall Ave and exit onto SW Nye Ave. Approximately 10—15%of students arrive by family vehicle. Parents and guardians are assigned a number for
each of the students they are picking up, and students line up in the corresponding order.
- School Buses:Bus loading occurs along a drive through southwest of the main entrance to school.Family vehicles are not allowed to use this area. Buses enter and exit the driveway off of
SW Nye Ave. Around 75% of Sherwood Heights students take the bus to and from school.
During the walk audit, bus loading proceeded smoothly and efficiently.
- Pedestrians: Walkers exit and enter school using the main entrance. In the afternoon, parents and guardians are instructed to wait at the flag pole in front of the school. Once students have met up with their parent or guardian, they are required to exit the school ground using the only crosswalk on SW Marshall at the eastern edge of campus. During the walk audit, some parents were observed ignoring this rule and crossing across SW Nye Ave, which does not have any market crossings. Most walkers arrived to school from the east, along SW Marshall Ave or SW 31 St.
- **Bicyclists:** There are no dedicated bike facilities near Sherwood Heights Elementary School. High quality covered bike parking is available in the main parking lot of the school. Only a handful of students typically arrive by bike.
- Transit:Sherwood Heights Elementary is located across the street from the Baptist Church &
Sunridge Retirement Home stop on the South/West Let'er Bus line. Sherwood Elementary
is also located near the Community Park stop, which is a ten-minute walk away. Students
younger than the age of nine would need to be accompanied by an older rider to use the
service. There are no age restrictions for the dial-a-ride van service.

Sherwood Heights Elementary Walk Audit and Bike and Pedestrian Inventory Photos



Front walkway to Sherwood Heights main entrance. Bus loading is located to the left and vehicles to the right.



Main driveway to the school parking lot, striping needs to be replaced.



Looking south, intersection of SW Perkins Ave and SW Nye Ave an already imporant route to school, with more housing development planned.



Nice, covered bike parking in front of the school.



Looking south, SW Kirk Ave and SW 33rd St intersection. Students cross here to reach a sidepath to connect to campus. Site lines and lack of crosswalk markings are a issues for students crossing.



Looking north, SW Kirk Ave and SW 33rd St intersection. Students cross here to reach a sidepath to connect to campus. Site lines and lack of crosswalk markings are a issues for students crossing.

Community Meeting

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

OUTREACH STRATEGY

School and District leadership spread the word about the SRTS walk audit and community meeting. The Principal posted the event on the school website, on Facebook, and distributed the quarter-sheet flyers to

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

KEY THEMES

- Overall, student arrival was smooth on the school grounds, with separate loading areas for family vehicles and buses.
- Participants' main concerns included:
 - a. Speeding along SW Marshall Ave and SW 31st.
 - b. Parents not following the drop-off rules.
 - c. Parked cars on SW Nye Ave making it difficult for buses to enter/exit the loading zone.
 - d. Missing sidewalks on south side of SW Nye Ave.
- The City of Pendleton noted that new development is expected along SW Perkins Ave.

Washington Elementary School Safety Assessment

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

Date: October 10, 2019 Day of Week: Thursday Attendees:

- Robb Corbett, Pendleton City Manger
- Paul Chalmers, City of Pendleton and Umatilla County
- Aimee VanNice, Washington Elementary Principal
- Chris Fritsch, Pendleton School District (PSD) Superintendent
- George Cress, Pendleton City Planner
- Karen King, Resident
- Carrie Sampson Samuels, Yellowhawk Tribal Health Center
- Antonio Sierra, East Oregonian

Walk Audit Observations

SCHOOL LAYOUT

Washington Elementary School is located in the northeast corner of Pendleton, along SE Byers Ave. It is located just south of the Umatilla River and the Pendleton River Parkway. As shown in Figure 11, the main entrance to the school is off of SE Byers, and there is an additional entrance in the back of the school off of SE Alexander Ave.

Meeting Time: 7:45pm Weather: Clear and cold Facilitators

- Katie Selin, Alta Planning + Design
- Mike Sellinger, Alta Planning + Design

School Bus Loading -9 Playground Main Entrance-Alexander Pl Bike Parking-120 655 250

Figure 11: Washington Elementary School Site Plan

Washington Elementary School Site Plan



SITE CIRCULATION

- Vehicles: Family vehicle loading occurs in the right side of the two driveways on the south side of the school. Parents and guardians enter and exit off of SE Byers Ave. During the walk audit, cars were observed backing up onto Byers for few minutes at the entrance to the driveway. Additionally, some cars had difficulty turning out of the driveway due to nearby parked cars limiting visibility. Approximately 20% of students are driven to and from school in their family vehicle.
- School Buses:Bus loading occurs on the north side of school on SE Alexander Ave. Approximately 70%
of students take buses to and from Washington Elementary. Students enter the school
grounds through a staffed back gate into the playground. The school buses then continue
along a gravel section of SE Alexander Ave and return to SE Beyers Ave via SE 15th Dr.
During the walk audit, student drop-off was efficient; only buses were present.
- Pedestrians:Students walking arrived mostly from the west and southwest of the school. A crossing
guard was stationed at the intersection of SE Byers Ave and SE 12th Dr. Approximately
10% of students arrived to school on foot.
- **Bicyclists:** Both covered and uncovered bike parking is available in the main parking lot of the school, just west of the main entrance. The Pendleton River Parkway provides a separated facility for biking, but lacks a safe connection to the school. During the audit, only a handful of students were observed arriving by bike.
- Transit:Washington Elementary School is located near the Kiwanis Park stop on the North/East
Let'er Bus line, which is an eight-minute walk from the school. Sherwood Elementary is
also located near the Community Park stop, which is a ten-minute walk away. Students
younger than the age of nine would need to be accompanied by an older rider to use the
service. There are no age restrictions for the dial-a-ride van service.

Washington Elementary Walk Audit and Bike and Pedestrian Inventory Photos



Student crossing at SE Byers Ave and SW 12th St intersection.



Student biking to school at SE Byers Ave and SW 12th St intersection.



Looking east, SE Byers Ave and SE 15th Dr, a key sidewalk gap near the school



Roadway construction on SE Byers Ave near SE 11th St. New sidewalks are currently being built to fill exisiting gaps.



Washington Elementary's covered bike parking.



Looking north, sidewalk gap along SE 12th St near SE Alesander Pl.

Community Meeting

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

OUTREACH STRATEGY

Washington Elementary School spread the word about the SRTS walk audit and community meeting. The principal posted the event on the school website, on Facebook, and distributed the quarter-sheet flyers to families. Flyers were available in English and Spanish. The school also circulated a public input web map to gather feedback about walking and biking conditions near the school.

KEY THEMES

• Overall, student arrival was very smooth in the front of the school grounds. There was a brief backup of cars onto SE Byers that were waiting to enter the driveway.
- Bus unloading was simple and efficient. The buses use a dedicated space in the back of the school grounds, eliminating conflicts with family vehicles.
- Participants' main concerns included:
 - a. Poor pavement quality along SE Byers Ave.
 - b. Missing sidewalks near the school.
 - c. No connection between the Pendleton River Parkway and the school.
 - d. Perception that biking to Washington Elementary is not safe.
 - e. Parents parking along the south side of SE Byers Ave and then cross mid-block, away from the intersection, to reach the school grounds.

Meeting Time: 2:15pm

Facilitators

•

•

Weather: Sunny and warm

Pendleton Early Learning Center School Safety Assessment (PELC)

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

Date: October 7, 2019 Day of Week: Tuesday Attendees:

- Lori Hale, PELC Principal
- Chris Fritsch, Pendleton School District (PSD) Superintendent
- Paul Chalmers, Umatilla County / City of Pendleton

Walk Audit Observations

SCHOOL LAYOUT

Pendleton Early Learning Center is located between SW Frazer Ave and SW Emigrant Ave, southeast of downtown Pendleton. As shown in Figure 12, the school parking lot and parent drop-off are located on the south side of the school. There is a dedicated bus loading area on the east side of the school.

Students being picked up by their parents or guardians exit from the main entrance on the south side, students taking the bus use the east entrance, and walkers use the gym entrance.

Katie Selin, Alta Planning + Design

Mike Sellinger, Alta Planning + Design

Parent Walking Pick-up Emigrant Ave School Bus Loading 9 **Bike Parking** -Main Entrance IJIM Playground Bike Parking -Frazer Ave Staff Parking 2 500 Feet 250

Figure 12: Pendleton Early Learning Center Site Plan

Pendleton Early Learning Center Site Plan



SITE CIRCULATION

Vehicles: Cars enter the family vehicle loading area by turning left off SW Frazer Ave. There is a leftturn lane for queuing vehicles waiting to the use the loading area. During the walk audit, vehicles were observed lining up 30 minutes before the afternoon bell. By the time the bell rang the left-turn lane was full, and there were additional cars pulled over on SW Frazier Ave west of the school.

School staff use an app to relay the order of cars and line up the students in the same order as the family vehicles. Once student pick up began and it proceeded quickly and orderly.

- School Buses: Approximately half of the students at the PELC travel to school by bus. There were two rounds of busing that place on the east side of the school. The first round departed shortly after school let out. The second round arrived later after first stopping at Sunridge Middle School.
- **Pedestrians:** Forty-seven walking students were released out of the gym entrance on the northeast corner of the school. Parents and guardians line up on the grass outside the gym to meet up with students.
- **Bicyclists:** No students were observed biking home from school. This is primarily due to the age of students at the PELC (kindergarten and under).
- Transit:The Pendleton Early Learning Center is located one block from the PGG Warehouse stop.This stop is utilized by both the North/East and South/West Let'er Bus lines, making the
Pendleton Early Learning Center fairly accessible by transit.

Pendleton Early Learning Center Walk Audit and Bike and Pedestrian Inventory Photos



Bottom of condemned stairs near the PELC on SW 13th St, a critical route to school and the reason that Pendleton applied for this grant.



The top of the 13th St staircase, which connects some lower income neighborhoods to the PELC, High School, and buses to other schools.



PELC bike parking.



Looking north, the half signal on SW Emigrant Ave at SW 13^{th} St.



Looking south, the RRFB on SW 13th St and SW Frazer



Families lining up to pick up their student. Most families park in the neighborhood around the school or the empty lot.

Community Meeting

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

OUTREACH STRATEGY

Pendleton Early Learning Center leadership spread the word about the SRTS walk audit and community meeting. The principal posted the event on the school website, on Facebook, and distributed the quarter-sheet flyers to families. Flyers were available in English and Spanish. The school also circulated a public input web map to gather feedback about walking and biking conditions near the school.

KEY THEMES

• Overall, student dismissal was very smooth on the school grounds, with minimal traffic and orderly bus departures.

- Snow presents a particular obstacle for students getting to school. Last year many students
 (especially students leaving in the hills south of the school) fell behind because they could not get to
 school after it snowed. Buses cannot travel up SW Goodwin Ln and into the hilly neighborhoods
 when it is snowy and/or icy.
- Participants' main concerns included:
 - a. Repairing the condemned stairs on SW 13th St.
 - b. Mid-block crossing on SW 13th St to connect the empty lot to the school.
 - c. Speeding along SW Frazier Ave and SW Emigrant Ave.

Sunridge Middle School Safety Assessment

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

Date: October 9, 2019 Day of Week: Wednesday Grade Levels: 6-8 Enrollment: 750 Attendees:

- Dave Williams, Sunridge Middle School Principal
- Jared Tesch, Sunridge Middle School Assistant Principal
- Chris Fritsch, Pendleton School District Superintendent
- Tim Simons, Community Development Director, City of Pendleton

Walk Audit Observations

SCHOOL LAYOUT

Sunridge Middle School is located on a hill on the southeast edge of Pendleton. It is the only public middle school for students from across the district. As shown in Figure 13, school grounds include a track, football field, and baseball field. The driveway connection from the south is the only access road to the school campus for all vehicles, bikes, and pedestrians. The main school doors are on the north side of the school.

Meeting Time: 2:15pm Weather: Sunny and cold

Facilitators

- Katie Selin, Alta Planning + Design
- Mike Sellinger, Alta Planning + Design





Sunridge Middle School Site Plan



SITE CIRCULATION

- Vehicles: Parent vehicle loading takes place in the large parking lot on the east side of campus. Parents are asked to loop around the outside of the parking lot and exit out the same school driveway. During the walk audit, parents were observed making u-turns in the school driveway after they had retrieved their students, adding to congestion in the driveway. Walk audit participants expressed concern that the Sunridge student dismissal was slow and congested.
- School Buses:Bus loading occurs in the loop in front of the main school entrance north of the school.During the walk audit, bus loading proceeded smoothly and efficiently.
- Pedestrians: All students walking enter or exit campus through the main driveway onto SW Runnion Ave. Twelve students walked southeast toward the neighborhood near the school. Over 70 students walked down the hill on SW Runnion Ave. About half took the informal "goat trail" and crossed Tutuilla Rd at SW Athens Ave, despite the lack of marked crossing. The other half walked down to the intersection with Tutuilla Rd and either crossed or walked north along the sidewalk on Tutuilla Rd. Approximately 50 parents picked students up by car in the Grecian Heights Park parking lot.
- **Bicyclists:** Bike parking is located on the north side of the school building, near the main school entrance. Bike parking is an outdated model. Only one bike was observed during the walk audit.
- Transit:Sunridge Middle School is located in Grecian Heights, which is a "Flag Stop" for the
South/West Let'er Bus Line. This means riders would need to call 24 hours in advance to
request the stop, making the middle school fairly inaccessible by transit. The dial-a-ride
van service, however, has no restrictions within the City of Pendleton urban growth
boundary and could access the school.

Sunridge Middle School Walk Audit and Bike and Pedestrian Inventory Photos



Sunridge Middle School bike parking.



Looking south, the intersection of the school driveway and SW Runnion Ave.



Looking west, the start of the "goat path" that connects SW Runnion Ave and Tutuilla Rd.



Looking west students crossing Tutuilla Rd at SW Athens Ave after using the "goat path." There is no marked crossing at this location.



Looking northwest, students being picked up at Grecian Heights Park.



Looking west, the intersection of SW Runnion Ave and Tutuilla Rd.

Community Meeting

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

OUTREACH STRATEGY

Sunridge Middle School used typical outreach methods to spread the word about the SRTS walk audit and community meeting. The principal posted the event on the school website and on Facebook. Flyers were available in English and Spanish. The school also circulated a public input web map to gather feedback about walking and biking conditions near the school. No parents attended the walk audit and community meeting.

KEY THEMES

• Congestion and long wait times during student dismissal were top concerns for walk audit participants. Historic misgivings about reliability of the bus service contribute to the dominant trend

of family members picking up their students by vehicle. Although walk audit participants agreed that new management of the bus service has led to better service this school year.

- School leaders were surprised to see the volume of students using the informal "goat trail" and crossing at SW Athens Ave, as well as the number of parents picking up in the Grecian Heights Park parking lot.
- There is a need for a second access point from school campus to serve as both emergency access and • a bus exit. Walk audit participants discussed several emergency circumstances when this would have been useful. Adding an egress would require purchasing additional property.
- The location of Sunridge Middle school is a challenge for walking and biking because it is on top of a • hill and on the outskirts of town. However, the Grecian Heights Park parking lot is an excellent location for remote student vehicle loading, where families driving students to school can safely park then students can walk to school.

Pendleton High School Walk Audit and School Safety Assessment

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

Date: October 8, 2019 Day of Week: Tuesday Grade Levels: 9-12

Attendees:

- Tilly Williams, parent
- Melissa Sandvan, Pendleton High School and • **Alternative School Principal**
- Troy Jerome, Pendleton High Administrator
- Paul Chalmers, Pendleton City Council and Umatilla County

Walk Audit Observations

SCHOOL LAYOUT

Pendleton High School and Hawthorne Alternative School are located on one campus on the northwest side of Pendleton to the west of downtown. Highway 37 is west of the school, with more industrial land uses further west. As shown in Figure 14, Pendleton High is on the southern half of the campus and the Alternative school in on the northern half. The two schools are separated by a large track and football field. Most students enter campus from Carden Ave to the south or from Despain Ave to the east. The main school doors face south.

Meeting Time: 7:30am Weather: Partly sunny and cool

Facilitators

- Katie Selin, Alta Planning + Design
- Mike Sellinger, Alta Planning + Design •



Figure 14: Pendleton High and Hawthorne Alternative School Site Plan

Pendleton High and Hawthorne Alternative School Site Plan



SITE CIRCULATION

- Vehicles: Most vehicle traffic on campus is created by students driving themselves to school. Many students carpool with siblings or friends. Student parking is located east of the main school building. During the walk audit, students were observed speeding up Despain Ave and failing to yield to other students trying to cross the school driveway. Some students are dropped off from vehicles on the side of Carden Ave and in the access road between staff and student parking.
- **School Buses:** Bus loading occurs in the parking lot on the south side of the school. During the walk audit, bus loading proceeded smoothly and efficiently.
- Pedestrians:Most students walking enter or exit campus through the main entrance on Carden Ave,
the pedestrian trail to the market on Carden Ave or east on Despain Ave. A few students
walk down from the neighborhoods on 15th Dr along several informal paths. The most
common walking route for students is the 18th St pedestrian bridge over the Umatilla
River. Walk audit participants report that many students walk from a large area south of
the school to reach campus, crossing many main arterials along the route.
- **Bicyclists:** Bike parking is located on the east side of the main campus building, near the student parking lot. A few students were observed biking over the bike/ped bridge south of campus to reach school grounds.
- Transit:Pendleton High School and Hawthorne Alternative School are a dedicated stop for both
the North/East and South/West Let'er Bus lines, making the High School readily accessible
by transit. The school would also be accessible via the dial-a-ride van service.

Community Meeting

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

OUTREACH STRATEGY

Pendleton High School used typical outreach methods to spread the word about the SRTS walk audit and community meeting. The principal posted the event on the school website and on Facebook. Flyers were available in English and Spanish. The school also circulated a public input web map to gather feedback about walking and biking conditions near the school.

KEY THEMES

- Walk audit participants agreed that the top priority intersection is at Carden Ave and the school driveway, where the pedestrian bridge lands on the north side of the river. Concerns include:
 - a. Driver failure to yield to students crossing at crosswalk.
 - b. Speeding drivers.
 - c. Parents dropping students off and parking near the crosswalk on the south side of the street creating sight line issues and conflicts pulling back into traffic.
- Walk audit participants are concerned about the safety and knowledge of student drivers, regarding interactions with people walking and biking and general attention to the roadway.
- Participants' other concerns included:
 - a. Sidewalk gaps on 14th St.
 - b. 14th St and Despain Ave intersection crossings and ADA accessibility need improvement.
 - c. Unsafe bike and pedestrian crossings at Highway 37 and Carden Ave intersection.

Pendleton High and Hawthorne Alternative School Walk Audit and Bike and Pedestrian Inventory Photos



Students arriving on campus and heading to the main entrance.



Looking east, NW Despain Ave and NW 14th St intersection, a main route to school that lacks curb ramps and complete sidewalks.



Looking north, the mid-block crossing of NW Carden Ave that connects to the Food Mart.



Looking west, SW Despain Ave entrance to campus. Studnets had a difficult time crossing to reach the other side of the sidewalk.



Looking south, NW Carden Ave and Midco Ln intersection at the main entrance of the school. Bedford Bridge also lands here.



Looking south, the Bedford Bridge is the most common route for students walking and biking to campus.

Bike and Pedestrian Facility Inventory

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

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

The following information about street crossings was collected by the 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 through Table 8.

Suggested Route Maps

The purpose of the SRTS suggested route maps, Figure 15- Figure 17, 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 suggested route maps for Pendleton School District's elementary schools with input from walk audit participants and findings from the bike and pedestrian facility inventories.

Figure 15: McKay Creek Elementary Suggested Route Map







Sherwood Heights Elementary School 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.

1,000 Feet

alta

EXISTING FACILITIES

Suggested route with missing or partial sidewalk Multi-use path III Crosswalk 500 SafeRoutes





Washington **Elementary 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

- Suggested route with existing sidewalk
- Suggested route with missing or partial sidewalk
- 4-Way stop controlled intersection with crosswalks
 - Crossing guard
 - pedestrian signal



1,000 Feet

Chapter 4. Needs & Recommendations

Prioritization Criteria

Community meeting 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. Participants generally agreed that all the listed prioritization criteria were important, but their perspectives varied on the degree of importance. As illustrated in Figure 18, **safety** was by far the top prioritization criteria for most participants, followed by **community-identified need. Equity** and **proximity to school** were also top priorities for some participants. Participants agreed that projects that would provide safety benefits to low income and minority students should be prioritized and that the community should pursue other ways to do that outside the SRTS planning process. For example, Pendleton School District and the representative from the Confederated Tribes of the Umatilla discussed opportunities to partner and share SRTS resources, even though that was outside the scope of the current SRTS planning effort with the City of Pendleton. For feasibility, walk audit participants expressed interest in identifying the most impactful projects to include in the SRTS plan, regardless of short-term feasibility.

To reflect these community priorities, the consultant team prioritized safety-related projects both within a ¼ mile of the school and within the larger one-mile radius. To incorporate the feedback on the "equity" criteria, the consultant team prioritized projects at some of the schools with the highest percentage of students eligible for the Federal Free and Reduced-Price Lunch Program.



Figure 18. Pendleton Project Prioritization

PHASING

The consultant team prioritized recommendations in Table 3 through Table 8 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.

Infrastructure Recommendations

School and road infrastructure recommendations are based on:

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

Table 3 through Table 8 list the needs identified at each location at each school 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. McKay Creek Infrastructure Needs and Recommendations

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
McKay Creek Elementary School Grounds and McKay Park					
Bike parking is an outdated design, which makes locking bikes on the rack difficult. During the walk audit, the bike parking was near capacity.	Replace and add additional bike parking with inverted-U racks. Consider covering bike parking and adding lighting.	Medium- term	\$	School District	Pendleton School District Maintenance Fund
During the walk audit, vehicles were observed queuing into SW 44 th St and around the corner onto SW Perkins Ave.	Consider expanding the park driveway further south to expand the storage capacity for vehicles waiting to pick-up students.	Long- term	\$\$\$	City of Pendleton	City of Pendleton Parks Fund
44 th St & Quinney Ave Intersection					
Intersection is very congested during pick-up and drop-off. Quinney Ave is the only primary vehicle access road to the school and main crossing for students walking and biking home. Paid crossing guards walk students across in groups during dismissal time. Walk audit participants report issues with drivers failing to stop for students crossing, which creates dangerous conditions for students walking and biking to school.	Move stop bar on east leg of the intersection in line with the stop sign. Restripe crosswalks on all corners directly between curb ramps to be MUTCD compliant. Consider curb extensions on all corners to reduce crossing distance for students walking and biking or interim curb extensions using paint and posts.	Long- term	\$	City of Pendleton	ODOT Enhance Program
44 th St & SW Perkins Ave Intersection					
School reports parent safety complaints about students crossing SW Perkins Ave as they walk along 44 th St. Vehicles spill out onto SW Perkins during student dismissal as they are waiting for the bell.	Consider installing a raised crosswalk or using posts and paint to create interim curb extensions to make students more visible as they cross SW Perkins Ave.	Long- term	\$	City of Pendleton	ODOT Enhance Program; City of Pendleton Road Fund

ISSUE/ CHALLENGE 44 th St & SW Perkins Ave Intersection	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
A few school zone sign assemblies are not compliant with MUTCD.	School crossing signs (S1-1) need to be accompanied with arrows (W16-7P) signs. Advance school crossing signs should be accompanied with "ahead" (W16-9P) signs in advance of the crossing.	Short- term	\$	City of Pendleton	City of Pendleton Road Fund
Visibility of school speed limit sign on north side of campus is blocked by tree branches, for southbound traffic.	Trim tree around school speed limit sign.	Short- term	\$	City of Pendleton	City of Pendleton Road Fund

Figure 19. McKay Creek Elementary SRTS Improvements Map



McKay Creek Elementary School SafeRoutes Improvement Recommendations

McKay Creek Elementary School Grounds

a. Replace and add additional bike parking with inverted U racks.
Consider covering bike parking and adding lighting.
b. Consider expanding the park driveway further south to expand the storage capacity for vehicles waiting to pick-up students.



a. Move stop bar on east leg of the intersection in line with the stop sign. Restripe crosswalks directly between curb ramps to be MUTCD compliant. Consider curb extensions to reduce crossing distance for students walking and biking or interim curb extensions using paint and posts.

3 44th St & Perkins Ave Intersection

a. Consider installing a raised crosswalk or using posts and paint to create interim curb extensionsto make students more visible as they cross SW Perkins Ave.

Legend

Propose	ed Improvements	
	Crosswalk Improvement	
	Stop Bar	
	Curb Extension	

Existing	
670	Bike Parking
(P)	School Bus L





ISSUE/ CHALLENGE SW Nye Avenue	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
SW Nye Ave runs directly in front of the school and does not have basic pedestrian facilities. There are no sidewalks along the south side (adjacent to Sun Ridge Retirement Community) and no marked crossings. Additionally, there is currently vegetation blocking the	Trim vegetation along west side of SW Nye Ave from the school grounds to SW Perkins Ave.	Immediate		City of Pendleton	City of Pendleton Road Fund
existing sidewalk in some areas.	Install midblock crosswalk with school crossing assembly (S1-1 and W16-7P) across SW Nye Ave. The crosswalk should align with the path located between the bus and family vehicle pick-up/drop-off areas.	Short-term	\$	City of Pendleton	ODOT Enhance Program; ODOT SRTS Competitive Grant
	Install sidewalks along the south side of SW Nye Ave.	Long-term	\$\$\$	City of Pendleton	ODOT Enhance Program; ODOT SRTS Competitive Grant
SW Perkins Avenue and SW Nye Avenue Intersection					
This intersection is along the primary vehicle access road to the school for people coming from the south or the west. It does not have marked crossings and the large curb radii allow for high-speed turns.	Install all-way stop, mark crosswalks, and install ADA-compliant curb ramps across all three legs.	Short-term	\$	City of Pendleton	ODOT Enhance Program; ODOT SRTS Competitive Grant

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
SW 33 rd St and SW Kirk Avenue Intersection A pedestrian path leads from the school to this intersection. There are no marked crosswalks at the intersection and visibility is limited due to steep grades on both streets.	Based on a review of available sight distance, if suitable, install a marked crosswalk with school crossing and advance crossing assemblies across SW 33rd St. Sign "NO PARKING" for 10 ft on either side of the path connection to improve visibility of students using the crosswalk. Crosswalk should connect to the northwest corner of the intersection. Consider prohibiting on- street parking in advance of the crosswalk to improve sight distance and increase safety.				City of Pendleton Road Fund
SW 31 st Street There is no traffic control along SW 31 st St between SW Jay and the school entrance along SW Marshall Ave.	Install traffic-calming devices along SW 31 st , such as speed humps. Install curb ramps and mark high visibility, continental crosswalks with school crossing assembly signage (S1-1 and W16-7P) at the intersection of SW Marshall Ave and SW 31 st St.	Short-term	\$\$	City of Pendleton	City of Pendleton Road Fund; ODOT Enhance Program; SRTS ODOT Competitive Grant

Figure 20. Sherwood Heights Elementary SRTS Improvements Map



Sherwood Heights Elementary Improvement Recommendations



SW Nye Avenue

a. Trim vegetation along west side of SW Nye Ave from the school grounds to SW Perkins Ave.

b. Install midblock crosswalk with school crossing assembly (S1-1 and W16-7P) across SW Nye Ave. The crosswalk should align with the path located between the bus and family vehicle pick-up/drop-off areas.

c. Install sidewalks along the south side of SW Nye Ave.

- SW Perkins Avenue and SW Nye Avenue Intersection a. Install all-way stop, marked crosswalks, and install ADA-compliant curb ramps across all three legs.
 - SW 33rd St and SW Kirk Avenue Intersection a. Based on a review of available sight distance, if suitable, install a marked crosswalk with school crossing and advance crossing assemblies across SW 33rd St. Sign "NO PARKING" for 10 ft on either side of the path connection to improve visibility of students using the crosswalk. Crosswalk should connect to the northwest corner of the intersection. Consider prohibiting on-street parking in advance of the crosswalk to improve sight distance and increase safety.

SW 31st Street

a. Install traffic-calming devices along SW 31st, such as speed humps. Install curb ramps and mark high visibility, continental crosswalks with school crossing assembly signage (S1-1 and W16-7P) at the intersection of SW Marshall Ave and SW 31st St.

Legend





Existing Bike Parking Constraints Stop Bublic Transit Stop



Table 5. Washington Elementary Infrastructure Needs and Recommendations

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
SE Byers Avenue and SE 12 th Street Intersection					
The intersection at SE Byers Ave and SE 12 th St is part of all of the primary routes to access Washington Elementary. It currently has standard marked crosswalks across three legs of the intersection and has poor pavement conditions.	Replace crosswalk markings with high-visibility, continental markings across all four legs of the intersection. Coordinate with the upcoming paving project along SE Byers Ave.	Short-term	\$	City of Pendleton	City of Pendleton paving project
SE Byers Avenue					
SE Byers Ave runs along the south side of Washington Elementary and has an incomplete sidewalk network and lacks marked crossings at intersections. Cars parked along SE Byers Ave during student arrival blocked visibility from the parking lot egress. Walk audit participants noted this has led to several near misses. Pendleton River Parkway Access	Install a sidewalk along the south side of SE Byers Ave from SE 11 th St to SE 12 th St. Install a sidewalk along the north side of SE Byers Ave from SE 15 th Dr to SE 17 th St. Provide a high- visibility crosswalk across SE Byers Ave, directly west of SE 15 th Dr. Coordinate with the upcoming paving project along SE Byers Ave. Install "NO PARKING" signs and paint for 20ft on both sides of SE Byers Ave school parking lot egress.	Short- term/ long-term	\$\$\$	City of Pendleton	ODOT SRTS Competitive Grant
There is currently no safe connection from the school to the River Parkway. Students wishing to access the path must travel along a gravel section of SE Alexander Ave without sidewalks and share the space with school bus traffic.	Install a sidewalk for people walking and biking to access the Pendleton River Parkway.	Long-term	\$\$	City of Pendleton	City of Pendleton Road Fund; ODOT Enhance Program; SRTS ODOT Competitive Grant

ISSUE/ CHALLENGE SE 12 th Street	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
There are no sidewalks along the west side of SE 12 th St directly across from Washington Elementary.	Install sidewalks along the west side of SE 12 th from SE Alexander St to SE Court PI.	Long-term	\$\$\$	City of Pendleton	ODOT Enhance Program; SRTS ODOT Competitive Grant

Figure 21. Washington Elementary SRTS Improvements Map



Washington Elementary School SafeRoutes Improvement Recommendations



SE Byers Avenue and SE 12th Street Intersection

a. Replace crosswalk markings with high-visibility, continental markings across all four legs of the intersection. Coordinate with the upcoming paving project along SE Byers Ave. Add no parking paint and no parking signage around school exit.

SE Byers Avenue

a. Install a sidewalk along the south side of SE Byers Ave from SE 11th St to SE 12th St. Install a sidewalk along the north side of SE Byers Ave from SE 15th Dr to SE 17th St. Provide a high-visibility crosswalk across SE Byers Ave, directly west of SE 15th Dr. Coordinate with the upcoming paving project along SE Byers Ave.

3 Pendleton River Parkway Access

a. Install a sidewalk for people walking and biking to access the Pendleton River Parkway.

SE 12th Street

a. Install sidewalks along the west side of SE 12th from SE Alexander St to SE Court Pl.

Legend

Proposed Improvements

- Crosswalk Improvement
- Distance. Sidewalk Construction
- No Parking





* No existing transit stops within this extent

PLANNING RESPONSI POTENTIAL FUNDING PRIORITY LEVEL BLE ISSUE/ CHALLENGE RECOMMENDATION LEVEL COST AGENCY SOURCE Southwest 13th Street Stairs Stairway connecting SW Goodwin Ln to SW 13th St Repair or replace the condemned staircase Mid-ŚŚŚ City of **ODOT SRTS Competitive** has been condemned. This is an important with a new staircase that provides adequate Pendleton Grant term pedestrian connection for students living in the hilly protections from weather and ice buildup. neighborhoods south of the school. In winter, icy conditions along Goodwin Ln can prevent students from getting down the hill to school. SW Frazer Avenue and SW Emigrant Ave Update the Emigrant/13th crossing with a ŚŚ There are concerns about speeding drivers, as both Long-ODOT **ODOT SRTS Competitive** RRFB to replace the existing half-signal. Align streets have long stretches with no traffic control. Grant; ODOT Region 5 term Additionally, there are no marked pedestrian the marked crossing with the ADA-compliant Roadway Maintenance crossings of either street between SW 13th St and curb ramp on the SW corner of the Fund SW 20th St. intersection and install an ADA-compliant curb ramp on the NW corner of the intersection. \$\$ Mark a high-visibility, continental crosswalk ODOT **ODOT SRTS Competitive** Longwith a RRFB on the east or west leg of the SW Grant; ODOT Region 5 term 17th St and SW Emigrant crossing. Roadway Maintenance Fund Southwest 13th Street Between SW Frazer Avenue and SW Emigrant Avenue Many people park on the east side of SW 13th Street Install a raised mid-block crossing across SW Mid-\$ City of Pendleton Road City of and in the adjacent empty lot, and then cross 13^{th,} between SW Emigrant Ave and SW Frazer term Pendleton Fund illegally to the Pendleton Early Learning Center. Ave as vacant lot is developed. Install a curb ramp on the southeast corner of the 13th St and Emigrant Ave intersection to provide ADA access to the existing crossing. Consider adding a curb extension to shorten the crossing distance and add traffic calming.

Table 6. Pendleton Early Learning Center Infrastructure Needs and Recommendations

Figure 22. Pendleton Early Learning Center SRTS Improvements Map



Pendleton Early Learning Center Improvement Recommendations

Southwest 13th Street Stairs

a. Repair or replace the condemed staircase with a new staircase that provides adequate protections from weather and ice buildup.

2 SW Frazer Avenue and SW Emigrant Avenue

a. Update the Emigrant/13th crossing with a RRFB to replace the existing half-signal. Align the marked crossing with an ADA-compliant curb ramp on the SW corner of the intersection and install an ADA-compliant curb ramp on the NW corner of the intersection.

b. Mark a high-visibility, continental crosswalk with a RRFB on the east or west leg of the SW 17th St and SW Emigrant crossing.

SW 13th Street (Between SW Frazer Avenue and SW Emigrant Avenue)

a. Install a raised mid-block crossing acress SW 13th between SW Emigrant Ave and SW Frazer Ave. Install a curb ramp on the southeast corner of the 13th st and Emigrant Ave intersection to provide ADA access to the existing crossing. Consider adding a curb extension to shorten the crossing distance and add traffic calming.





Table 7. Sunridge Middle School Infrastructure Needs and Recommendations

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
Sunridge Middle School Grounds					
Teachers on duty during student dismissal identified the need for a curb ramp at the school access road crossing to the parent parking lot.	Install an ADA-compliant curb ramp to connect the school sidewalk to the parent pick-up parking lot north of the school building.	Short- term	\$	Pendleton School District	Pendleton School District Maintenance Fund
During the walk-audit, parents were observed making dangerous U-turns to avoid perceived long vehicle wait times (20 minutes) to pick their students up and proceed through the designed loop.	Install additional signage informing parents to not perform U-turns and to instead follow the student arrival and dismissal traffic flow.	Short- term	\$	Pendleton School District	Pendleton School District Maintenance Fund
The access road to the school is the only entrance/exit for the school. Walk audit participants identified the need for emergency access and for a bus-specific exit from campus to ease congestion.	Consider constructing a directional bus access road from existing road on the west side of the school parking lot to SW Runnion Ave.	Long- term	\$\$\$	Pendleton School District	Pendleton School District Maintenance Fund
Bike parking is an outdated design, which prohibits locking bikes on the rack.	Replace bike parking with inverted-U racks. Consider covering bike parking and adding lighting.	Long- term	\$	Pendleton School District	Pendleton School District Maintenance Fund
SW Runnion Avenue					
During the walk audit, over 30 students were observed using the informal "goat path" to travel from SW Runnion Ave to Tutuilla Rd.	Formalize the "goat path" that connects SW Runnion Ave and Tutuilla Rd. Connect the path to the existing sidewalk on the south side of Runnion Ave.	Long- term	\$\$	City of Pendleton	Oregon Community Paths Program
During the walk audit, 12 students were observed traveling into the neighborhood from the school campus. This neighborhood is slated to grow considerably in the next several years.	Install marked crosswalks on all legs of the intersection with SW Quinney PI and SW 3 rd St.	Long- term	\$\$	City of Pendleton	City of Pendleton Road Fund

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
Over 40 students were observed crossing Tutuilla Rd at the SW Runnion Ave intersection to walk north up Tutuilla Rd and to walk south to meet parents waiting in the Grecian Heights Park parking lot. SW Nye Ave is a planned connection east to SW Perkins Ave, which could increase bike and pedestrian demand and vehicle traffic from the area west of Tutuilla Rd.	Install a RRFB across the north leg of the intersection.	Short- term	\$\$	City of Pendleton	City of Pendleton Road Fund; ODOT SRTS Competitive Grant
Over 30 students were observed crossing Tutuilla Rd at the western terminus of the informal "goat path" to walk up SW Athens Ave and get picked-up by vehicles waiting in the Grecian Heights Park parking lot.	Install a RRFB across the north leg of the intersection and mark a high-visibility continental crosswalk. Consider including a center pedestrian refuge island, potentially by removal of the southbound right turn lane and restriping the approach lanes.	Medium- term	\$\$	City of Pendleton	City of Pendleton Road Fund; ODOT SRTS Competitive Grant
If a new marked crossing is installed at the western terminus of the "goat path", the school zone will need to be expanded to include the new crossing location.	Extend school zone to include the new school zone crossing at SW Athens Ave.	Short- term	\$	City of Pendleton	City of Pendleton Road Fund







Sunridge Middle School Improvement Recommendations



Sunridge Middle School Grounds

a. Install an ADA-compliant curb ramp to connect the school sidewalk to the parent pick-up parking lot north of the school building.

b. Install additional signage informing parents to not perform U-turns and to instead follow the student arrival and dismissal traffic flow.

c. Consider constructing a directional bus access road from existing road on the east side of the school parking lot to SW Runnion Ave. d. Replace bike parking with inverted-U racks. Consider covering bike parking and adding lighting.

SW Runnion Avenue

a. Formalize the "goat path" that connects SW Runnion Ave and Tutuilla Rd. Connect the path to the existing sidewalk on the south side of Runnion Ave.

b. Install marked crosswalks on all legs of the intersection with SW Quinney Pl and SW 3rd St.

Tutuilla Road

a. Install a RRFB across the north leg of the intersection. b. Install a RRFB across the north leg of the intersection and mark a high-visibility continental crosswalk. Consider including a center pedestrian refuge island, potentially by removal of the southbound right turn lane and restriping the approach lanes. c. Extend school zone to include the new school zone crossing at SW Athens Ave.

Legend

RRFB

* No existing transit stops within this extent



ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
School Grounds					
Student drivers were observed speeding and failing to yield for other students crossing the school driveway at the west end of NW Despain Ave.	Install speed humps along driveway and NW Despain Ave west of NW 14 th St. Mark a crosswalk across the west end of NW Despain Ave to connect the sidewalks on either side of the road, and mark another crosswalk to connect back to the sidewalk adjacent to the school about 100 ft west of the NW Despain Ave driveway.	Short- term	\$	School District	Pendleton School District Maintenance Fund
Students were observed walking to the school from the north along informal paths.	Replace desire lines with crushed granite paths connecting to the north side of campus from NW Horn Ave and NW 21 st St	Long- term	\$\$	School District and City of Pendleton	Pendleton School District Maintenance Fund
NW 14 th Street					
Many students walk and bike through the intersection with NW Despain Ave, to access the school from the east.	Mark high-visibility, continental crosswalks across the north and east legs of the intersection and install ADA-compliant curb ramps on each corner.	Long- term	\$\$	City of Pendleto	n City of Pendleton Road Fund; ODOT Enhance Program
The only on-street route to the Alternative school lacks complete bike and pedestrian facilities.	Complete bike lane on NW 14 th St from the intersection with SW 15 th St up the hill to the NW 15 th Dr intersection. Infill sidewalk gaps around the outside of the loop and mark a high- visibility continental crosswalk across the south leg of the intersection on the southern end of	Long- term	\$\$\$	City of Pendleto	n City of Pendleton Road Fund; ODOT Enhance Program

Table 8. Pendleton High School and Hawthorne Alternative Infrastructure Needs and Recommendations

ISSUE/ CHALLENGE	RECOMMENDATION the NW 14 th St/NW 15 th St loop. Install sidewalk on east side of NW 14 th St between NW Despain Ave and the existing sidewalk north of the intersection.	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
Many students were observed walking along NW Carden Ave from the east to reach the high school.	Mark a high-visibility continental crosswalk across NW 14 th St at NW Carden Ave.	Medium- term	\$	City of Pendleto	n City of Pendleton Road Fund
NW Carden Avenue					
The intersection with Midco Ln, the main school driveway, is the busiest access point to the school for buses, vehicles, and students walking and biking. Many students travel across the Bedford Bike/Ped Bridge from the south and cross NW Carden Ave at this location.	Enhance the crossing across the east leg of the Midco Ln intersection and mark a high-visibility continental crosswalk across the north leg to provide safer, more comfortable pedestrian and bike access. Add school zone crossing signage (S1-1 advance and crossing assemblies), curb extensions, and a center pedestrian refuge island. Consider installing a RRFB and/or a raised crossing across Carden Ave. Consider a raised crossing across Midco Ln.	Short- term	\$\$	City of Pendleto	n City of Pendleton Road Fund; ODOT Enhance Program
Many students cross NW Carden Ave at the mid- block crossing at the exit of the pedestrian path at the southwest corner of campus to access the Food Mart.	Shift crossing west to avoid conflict with Aquatic Center driveway. Install ADA-compliant curb ramps at both sides of the mid-block crossing and replace crosswalk markings with high-visibility continental markings. Consider adding an RRFB for increased safety for students.	Medium- term	\$	City of Pendleto	n City of Pendleton Road Fund; ODOT Enhance Program
Speeding and non-compliance with the posted school zone is an issue along NW Carden Ave.	Consider additional traffic-calming treatments along NW Carden Ave, such as chicanes or fire- truck-friendly speed humps.	Long- term	\$\$	City of Pendleto	n City of Pendleton Road Fund

Figure 24. Pendleton High School SRTS Improvements Map





Bike Lane

Sidewalk Construction

School Bus Loading

Public Transit Stop

Pendleton High & Hawthorne Alternative Improvement Recommendations



School Grounds 1

a. Install speed humps along driveway and NW Despain Ave west of NW 14th St. Mark a crosswalk across the west end of NW Despain Ave to connect the sidewalks on either side of the road, and mark another crosswalk to connect back to the sidewalk adjacent to the school about 100 ft west of the NW Despain Ave driveway. b. Replace desire lines with crushed granite paths connecting to the north side of campus from NW Horn Ave and NW 21st St.

NW 14th Street

a. Mark high-visibility, continental crosswalks across the north and east legs of the intersection and install ADA-compliant curb ramps on each corner.

b. Complete bike lane on NW 14th St from the incersection with SW 15th St up the hill to the NW 15th Dr intersection. Infill sidewalk gaps around the outside of the loop and mark a high-visibility continental crosswalk across the south leg of the intersection on the southern end of the NW 14th St/NW 15th St loop. Install sidewalk on east side of NW 14th St between NW Despain Ave and the existing sidewalk north of the intersection. c. Mark a high-visibility continental crosswalk across NW 14th St at NW Carden Ave.

3 **NW Carden Avenue**

a. Enhance crossing across the east leg of the Midco Ln intersection and mark a high-visibility continental crosswalk across the north leg to provide safer, more comfortable pedestrian and bike access. Add school zone crossing signage (S1-1 advance and crossing assemblies), curb extensions, and a center pedestrian refuge island. Consider installing a RRFB and/or a raised crossing across Carden Ave. Consider a raised crossing across Midco Ln. b. Shift crossing west to avoid conflict with Aquatic Center driveway. Install ADA-compliant curb ramps at both sides of the mid-block crossing and replace crosswalk markings with high-visbility continental markings. Consider adding an RRFB for increase safety for students.

c. Consider additional traffic-calming treatments along NW Carden Ave, such as chicanes or fire-truck-friendly speed humps.



OH
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 Pendleton 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 Pendleton School District School Board, school administrators, teachers, parents, or even school clubs.

Table 9. Education and Engagement Recommendations

ACTIVITY	RESPONSIBLE PARTY	DESCRIPTION	TIMELINE	RESOURCES NEEDED	INCLUSION CONSIDERATIONS	MEASURES OF SUCCESS
ELEMENTARY S	CHOOL RECOMME	NDATIONS				
On-campus walking program	School	Organize students to walk before or after school or at lunch on around McKay Park or school grounds.	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 walked, number of volunteer
Pedestrian and Bike Safety Education	School	Travel safety tips for students walking, biking, driving, or riding the bus. Could begin with limited scope and build to a more robust curriculum.	Medium- term	Travel Safety Hand-out, messaging, curriculum	Focus on walking and bike safely in students' neighborhoods or on field trips, even if not near the school.	Number of students participating; feedback from families
Parent outreach and education	School	Travel safety tips for parents aimed at people walking, biking, driving, or riding the bus.	Medium- term	Seasonal tips for school communications, flyer	Provide materials in Spanish, or other languages as needed.	Feedback from families; observations from school leadership
Walk + Roll to School Day	School	Organize a Walk + Roll to School Day to encourage and celebrate walking and biking at the school.	Medium- term	Food, music, decorations, incentives or prizes for students	Ensure that students who live too far to walk or bike are able to participate on campus. Consider locations to hold a remote drop-off site.	Number of students and community members participating.
Bike Rodeo	School/ School District	Consider organizing a Bike Rodeo to teach students about bike safety.	Long- term	Consider applying for The Street Trust's Jump Start Program, which includes a whole bike rodeo kit.	Consider how students with mobility challenges could participate.	Number of students participating, skills learned, number of volunteers
Wellness Policy	School District	Update wellness policy to support SRTS efforts.	Medium- term;	Text for SRTS policy.	Ensure that equity and inclusion language is included in policy.	Majority of school board members support policy.

ACTIVITY	RESPONSIBLE PARTY ARLY LEARNING CEN	DESCRIPTION TER RECOMMENDATIONS	TIMELINE	RESOURCES NEEDED	INCLUSION CONSIDERATIONS	MEASURES OF SUCCESS
Parent outreach and education	Pendleton Early Learning Center	Travel safety tips for parents aimed at people walking, biking, driving, or riding the bus.	Medium- term	Seasonal tips for school communications, flyer	Provide materials in Spanish, or other languages as needed.	Feedback from families; observations from school leadership
Walk + Roll to School Day	Pendleton Early Learning Center	Organize a Walk + Roll to School Day to encourage and celebrate walking and biking at the school.	Medium- term	Food, music, decorations, incentives or prizes for students	Ensure that students who live too far to walk or bike are able to participate on campus. Consider locations to hold a remote drop-off site.	Number of students and community members participating.
Wellness Policy	School District	Update wellness policy to support SRTS efforts.	Medium- term;	Text for SRTS policy.	Ensure that equity and inclusion language is included in policy.	Majority of school board members support policy.
SUNRIDGE MID	DLE SCHOOL RECOM	MMENDATIONS				
Park and walk	Sunridge Middle School	Invite parents to drop-off and pick-up students in Grecian Heights Park parking lot.	Short- term	Communications to parents, potential staffing needs	Provide materials in Spanish, or other languages as needed.	Decrease in congestion during arrival and dismissal
On-campus walking program	Sunridge Middle School	Organize students to walk before or after school or at lunch on school grounds.	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 walked, number of volunteers
Pedestrian and Bike Safety Education	Sunridge Middle School	Travel safety tips for students walking, biking, driving, or riding the bus. Could begin with limited scope and build to a more robust curriculum.	Medium- term	Travel Safety Hand-out, messaging, curriculum	Focus on walking and bike safely in students' neighborhoods or on field trips, even if not near the school.	Number of students participating; feedback from families

ACTIVITY	RESPONSIBLE PARTY	DESCRIPTION	TIMELINE	RESOURCES NEEDED	INCLUSION CONSIDERATIONS	MEASURES OF SUCCESS	
Parent outreach and education	Sunridge Middle School	Travel safety tips for parents aimed at people walking, biking, driving, or riding the bus.	Medium- term	Seasonal tips for school communications, flyer	Provide materials in Spanish, or other languages as needed.	Feedback from families; observations from school leadership	
Walk + Roll to School Day	Sunridge Middle School	Organize a Walk + Roll to School Day to encourage and celebrate walking and biking at the school.	Medium- term	Food, music, decorations, incentives or prizes for students	Ensure that students who live too far to walk or bike are able to participate on campus. Consider locations to hold a remote drop-off site.	Number of students and community members participating.	
Bike Rodeo	Sunridge Middle School/ Pendleton School District	Consider organizing a Bike Rodeo to teach students about bike safety.	Long- term	Consider applying for The Street Trust's Jump Start Program, which includes a whole bike rodeo kit.	Consider how students with mobility challenges could participate.	Number of students participating, skills learned, number of volunteers	
Wellness Policy	School District	Update wellness policy to support SRTS efforts.	Medium- term;	Text for SRTS policy.	Ensure that equity and inclusion language is included in policy.	Majority of school board members support policy.	
PENDLETON HI	GH AND HAWTHOR	NE ALTERNATIVE SCHOOL RECOM	MENDATIO	NS			
Walk + Roll to School Day	Pendleton High School	Students can help organize a Walk + Roll to School Day to encourage and celebrate walking and biking at the school.	Medium- term	Food, music, decorations, incentives or prizes for students	Ensure that students who live too far to walk or bike are able to participate on campus. Consider locations to hold a remote drop-off site.	Number of students and community members participating.	
Pedestrian and Bike Safety Education	Pendleton High School	Travel safety tips for students walking, biking, driving, or riding the bus. Could begin with limited scope and build to a more robust curriculum.	Medium- term	Travel Safety Hand-out, messaging, curriculum	Focus on walking and bike safely in students' neighborhoods or on field trips, even if not near the school.	Number of students participating; feedback from families	

ACTIVITY	RESPONSIBLE PARTY	DESCRIPTION	TIMELINE	RESOURCES NEEDED	INCLUSION CONSIDERATIONS	MEASURES OF SUCCESS
Parent outreach and education	Pendleton High School	Travel safety tips for parents aimed at people walking, biking, driving, or riding the bus.	Medium- term	Seasonal tips for school communications, flyer	Provide materials in Spanish, or other languages as needed.	Feedback from families; observations from school leadership
Wellness Policy	School District	Update wellness policy to support SRTS efforts.	Medium- term;	Text for SRTS policy.	Ensure that equity and inclusion language is included in policy.	Majority of school board members support policy.

Education Programs

PEDESTRIAN AND BIKE SAFETY EDUCATION/ BIKE RODEO

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

Resources and innovative program ideas include:

 The Street Trust's <u>SRTS Curriculum</u> includes a flexible in-class and on-bike <u>bike safety</u> <u>curriculum</u> and <u>pedestrian safety lesson plans</u>.



- The Street Trust's <u>Bike Rodeo Program</u> helps communities create a unique local bicycle and pedestrian education program in one community each year free of charge. The Street Trust provides training to school and district staff and loans a trailer of bikes and materials for bike rodeos to the community for the year. The deadline for applying to the Jump start program for the 2020-2021 school year is January 31, 2020.
- Oregon SRTS provides <u>curriculum for activities and lessons</u> that teach the knowledge and skills necessary to be safe road users, including bike and pedestrian <u>education videos</u>.
- The National Highway Traffic Safety Administration offers a <u>child pedestrian safety curriculum</u> and <u>Cycling Skills Clinic Guide</u> to help organizations plan bike safety skills events.
- The <u>Girls in Gear</u> 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 <u>National Center for SRTS</u> 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 <u>ideas for on-campus walking activities</u>, 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. Pendleton 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 <u>model policy language</u> 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 <u>best practices for school wellness policies</u> 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.
- <u>Walk and Bike to School</u> suggests event ideas and planning resources for encouraging active transportation at schools.
- The National Center for SRTS maintains a <u>national database of walk and bike to school day events</u>, as well as event ideas and planning resources.

High Priority Improvements for the ODOT Infrastructure Grant Application

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

Table 10. Priority Improvements Re	ecommended for the Competitive ODOT SRTS IN Grant
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ISSUE/ CHALLENGE	RECOMMENDATION
Southwest 13 th Street Stairs	
Stairway connecting SW Goodwin Ln to SW 13 th St has been condemned. This is an important pedestrian connection for students living in the hilly neighborhoods south of the school. In winter, icy conditions along Goodwin Ln can prevent students from getting down the hill to school.	Repair or replace the condemned staircase with a new staircase that provides adequate protections from weather and ice buildup.
SE Byers Avenue	
SE Byers Ave runs along the south side of Washington Elementary and has an incomplete sidewalk network.	Install a sidewalk along the north side of SE Byers Ave from SE 15 th Dr to SE 17 th St.
SW Runnion Avenue and Tutuilla Road	
During the walk audit, over 30 students were observed using the informal "goat path" to travel from SW Runnion Ave to Tutuilla Rd.	Formalize the "goat path" that connects SW Runnion Ave and Tutuilla Rd. Connect the path to the existing sidewalk on the south side of Runnion Ave.
Over 40 students were observed crossing Tutuilla Rd at the SW Runnion Ave intersection to walk north up Tutuilla Rd and to walk south to meet parents waiting in the Grecian Heights Park parking lot. SW Nye Ave is a planned connection east to SW Perkins Ave, which could increase bike and pedestrian demand and vehicle traffic from the area west of Tutuilla Rd.	Install a RRFB across the north leg of the intersection.
Over 30 students were observed crossing Tutuilla Rd at the western terminus of the informal "goat path" to walk up SW Athens Ave and get picked-up by vehicles waiting in the Grecian Heights Park parking lot.	Install a RRFB across the north leg of the intersection and mark a high-visibility continental crosswalk. Consider including a center pedestrian refuge island, potentially by removal of the southbound right turn lane and restriping the approach lanes.

ISSUE/ CHALLENGE	RECOMMENDATION
If a new marked crossing is installed at the western terminus of the "goat path", the school zone will need to	Extend school zone to include the new school zone crossing at SW Athens Ave.
be expanded to include the new crossing location.	

Additional details that will be needed to complete the application are provided in Table 11.

GRANT CRITERIA/ QUESTION	RESPONSE FOR CITY OF PENDLETON
Relevant Right of Way ownership	All proposed projects within the ROW.
Utility implications and opportunities to mitigate	Location of utility poles within areas proposed for sidewalk construction may be impacted. Utility relocation coordination will need to occur if incompatible with ADA required sidewalk width. 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 two drainage inlets are visible and expected to need revisions within project limits.
Near a rail road? Or bridge, tunnel, retaining wall affected?	Not affected
AADT	Unknown
Priority Safety Corridor- at least one of the projects must be located on a road where the posted speed or 85th percentile speed of traffic is 40 miles per hour or greater OR if any two of the following apply.	Yes- Tutuilla Creek Rd is posted at 35 miles per hour and has crossings greater than 30 feet. AADT is unknown and has minimal crash history.

Table 11. Project Details for ODOT Competitive Infrastructure Grant

Table 12. Competitive Grant Cost Estimates

ITEM DESCRIPTION	MEASUREMENT	COS	T/UNIT	UNITS	EST	IMATE
Remove 110 LF of 5' wide concrete staircase.	CUYD	\$	200	19	\$	3,800
Install 110 LF of 6' wide concrete staircase.	CUYD	\$	3,000	17	\$	51,000
Install 110 LF of 8' wide covered structure.	LF	\$	1,000	110	\$	110,000
Install 220 LF of handrail.	LF	\$	125	220	\$	27,500
Install 6'x8' landing.	SF	\$	25	48	\$	1,200
Install 385 LF of 5' wide sidewalk.	SF	\$	25	1925	\$	48,125
Remove existing catch basin.	EA	\$	500	2	\$	1,000
Install catch basin.	EA	\$	3,000	2	\$	6,000
Install perpendicular curb ramp.	EA	\$	5,000	9	\$	45,000
Clearing and grubbing.	LS	\$	2,000	1	\$	2,000
Remove existing curb.	LF	\$	10	65	\$	650
Remove existing curb and gutter.	LF	\$	15	90	\$	1,350
Install curb.	LF	\$	40	115	\$	4,600
Install 330 LF decomposed granite walking path 4' wide x 4" thick.	SF	\$	4.50	1320	\$	5,940
Install 330 LF of 4' wide geotextile fabric.	SQYD	\$	2	147	\$	294
Demo existing 5' wide concrete sidewalk.	SF	\$	4	450	\$	1,800
Install solar powered RRFB assembly.	EA	\$	15,000	4	\$	60,000
Install 1 marked crosswalk with thermoplastic continental markings.	SF	\$	8	126	\$	1,008
Relocate 1 school sign.	EA	\$	250	1	\$	250
Install 2 new school signs.	EA	\$	500	2	\$	1,000
Install 1 concrete pedestrian refuge island.	SF	\$	25	330	\$	8,250
Warning sign assemblies.	EA	\$	1,000	2	\$	2,000
Remove existing lane markings.	LF	\$	1	2290	\$	2,290
Install thermoplastic lane markings.	LF	\$	1	2490	\$	2,490
Removal of pavement symbol markings.	SF	\$	3	69	\$	207
Install thermoplastic pavement symbol markings.	SF	\$	8	32	\$	256

ITEM DESCRIPTION	MEASUREMENT	COST/UNIT	UNITS	ESTIMATE
Traffic Mobilization (10%)	EA	\$ 38,801	1	\$ 38,801
Traffic Control (15%)	EA	\$ 58,202	1	\$ 58,202
Erosion Control (2%)	EA	\$ 7,760	1	\$ 7,760
			Subtotal	\$492,773
Total Costs				
Preliminary Engineering/Design Costs (12%)		\$59,133		
Construction Costs (Subtotal + 40% Contingency + 15% CE)				\$763,798
Right of Way Costs				\$0
Utility Costs		\$0		
Other Costs				\$0
Total Project Cost:				\$822,930

Chapter 5. Potential Funding & Implementation

This chapter lists a variety of funding sources that the City of Pendleton, Pendleton 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: <u>http://www.oregon.gov/ODOT/STIP/</u> and find contact info for your ODOT region **at** <u>www.oregon.gov/ODOT/STIP/Pages/Contacts.aspx</u>

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

Local Funding Opportunities

Potential School Bond Opportunities

Localities can leverage school bonds to collect funding for transportation educational programing and schoolzone 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 <u>https://www.oregon.gov/ODOT/Programs/Pages/SRTS.aspx</u>