

SafeRoutes
Oregon Safe Routes To School



Neah-Kah-Nie Middle and High School Safe Routes to School Plan



FINAL FEBRUARY 2020

CITY OF ROCKAWAY BEACH
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Chapter 1. Introduction

The Neah-Kah-Nie Middle and High School Safe Routes to School (SRTS) Plan lays the foundation for the schools, Neah-Kah-Nie School District, City of Rockaway Beach, Oregon Department of Transportation (ODOT), and wider community to work together on reducing barriers for students walking and biking to school. The Neah-Kah-Nie Middle and High School SRTS Plan includes recommendations for both short and long-term construction improvements, as well as ideas for education and engagement events to promote healthy, active lifestyles. Several infrastructure improvements are potential candidates for the ODOT SRTS Competitive Grant Program. Members of the school community, including administration, teachers, parents, and students, can host education and engagement activities to make walking or biking to school easier and more enjoyable.

Oregon Department of Transportation's Project Identification Program

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

The goals of the PIP process are:

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

City of Rockaway Beach, Neah-Kah-Nie School District, Neah-Kah-Nie Middle and High Schools, and ODOT Region 2 worked with a consultant team from Alta Planning + Design to complete this SRTS Plan.

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

What is Safe Routes to School (SRTS)?

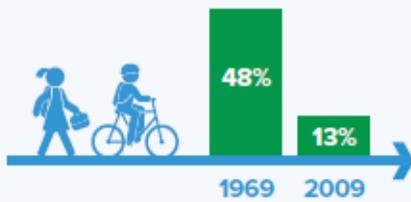
SRTS is a comprehensive program to **make school communities safer** by combining engineering tools and enforcement with education about safety and activities to enable and encourage students to **walk and bicycle to school**. SRTS programs typically involve partnerships among municipalities, school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

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

Why Safe Routes to School?

THE PROBLEM

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



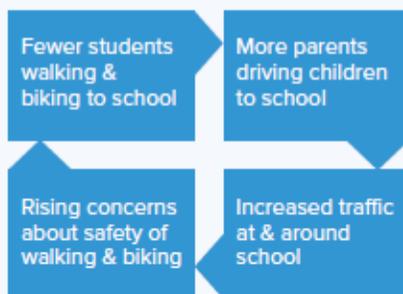
Children and adolescents should have **60 minutes (1 hour)** or more of physical activity daily.



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



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



THE SOLUTION

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



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



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



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



* McDonald, Noreen, Austin Brown, Lauren Marchetti, and Margo Pedrosa. 2011. "U.S. School Travel 2009: An Assessment of Trends." American Journal of Preventive Medicine.
 + Centers for Disease Control. www.cdc.gov/physicalactivity/basics/children/index.htm
 ** McDonald, N., Steiner, R., Lee, C., Rhoulac Smith, T., Zhu, X., and Y. Yang. (2014). Impact of the Safe Routes to School Program on Walking and Bicycling. Journal of the American Planning Association.

Schools Overview

Neah-Kah-Nie Middle School

Principal:	Lori Dilbeck	Address:	25111 Hwy 101 N Rockaway Beach, OR 97136
Enrollment:	217	% students eligible for free or reduced lunch:	50.48%
Grades Served:	6-8		
Type of School:	Public		

Neah-Kah-Nie High School

Principal:	Heidi Buckmaster	Address:	25111 Hwy 101 N Rockaway Beach, OR 97136
Enrollment:	254	% students eligible for free or reduced lunch:	45.15%
Grades Served:	9-12		
Type of School:	Public		

Table 1: School Demographics

SCHOOL	AMERICAN INDIAN/ ALASKA NATIVE		BLACK/ AFRICAN AMERICAN	HISPANIC	NATIVE HAWAIIAN PACIFIC ISLAND	MULTIRACIAL	WHITE, NON-HISPANIC
	Neah-Kah-Nie Middle School	1.4%	0.9%	0.9%	13.8%	0%	4.1%
Neah-Kah-Nie High School	1.6%	2.4%	0%	15.4%	0%	7.1%	73.6%

Source: Oregon Department of Education 2019-2020 school year

Table 2: Neah-Kah-Nie School District Languages

LANGUAGES SPOKEN (BY SCHOOL DISTRICT)	# STUDENTS
English	799
Spanish	60
Bamileke Languages, Philippine (Other), Chamorro, Hebrew, Santali, Chamic Languages, Portuguese, German, Tagalog, Filipino	1
Total Languages Spoken: 12	

Source: Oregon Department of Education 2019-2020 school year

PIP Outreach Process

Neah-Kah-Nie School District and both schools coordinated to spread the word about the SRTS Walk Audits and Community Meetings, held on October 14, 2019. Staff posted information about the event and the project in the following methods locations to encourage participation:

- School/ District Website
- School Facebook page
- Office bulletin board
- Quarter-sheet flyers sent home to families (bilingual English and Spanish)

The consultant team also presented to Neah-Kah-Nie District School Board during the field visit to get board member and community feedback on SRTS needs and goals. Finally, 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. Twelve community members and parents participated in the online survey and map to share their travel behavior, routes to school, and key concerns about walking and biking to school. Four parents indicated that their student always or sometimes walks or bikes to school. Online map comments included concern about the 45 mile per hour speed limit being too fast and the narrow bridge that “puts pedestrians and bicyclist on a narrow sidewalk next to highway traffic, or cyclist are in the roadway.” Several parents drew their student’s walking or biking route to school from Rockaway Beach south on Highway 101.

Additionally, the schools’ principals organized a student focus group to get feedback from students who regularly walk and bike to campus. Four students attended the meeting. **Students reported that the Highway 101 bridge is scary to walk across and that it would be more comfortable if there was more space between people walking and driving on Highway 101.** One student reported that they have almost been hit by a car while walking to school. The students agreed that the school could use a safe way to cross to the beach and a bike path to connect school and the City of Rockaway Beach.

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

Chapter 2. Vision and Goals for Safe Routes to Schools

The City of Rockaway Beach, Neah-Kah-Nie School District Superintendent and Maintenance Facilities Director, First Student Bus Transport, ODOT Region 2, school principals, and other community meeting attendees helped create the following Vision and Goals. The list of attendees is included on page 15.

Vision

“The Neah-Kah-Nie Middle and High School 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 team suggested goals in the areas of health, safety, equity, or the environment, illustrated in Figure 1. The Neah-Kah-Nie community meeting participants selected safety and health as the main SRTS priorities for the community. School board meeting attendees and walk audit debrief participants discussed the importance of safety for students, some of the most vulnerable people on the roadway. The proximity of the school campus to Hwy 101, with high traffic speeds and volumes, and lack of bike and pedestrian facilities connecting to Rockaway Beach, are the main barriers to students walking and biking. Community meeting participants discussed the need for coordinating with ODOT to improve safety for students along the highway. Additionally, meeting participants sought to align the goals of the SRTS Plan with the [Tillamook County Wellness](#) countywide health initiative and the school district Health and Wellness Program. These health initiatives focus on simple changes people can make that have a positive impact on community health, including increasing physical activity.

The consultant team drafted the list of specific actions for the community to tackle based on the community-identified vision and goals, as well as community input from the walk audit and data collected throughout the PIP process. These actions describe how the community will work together to tackle the recommendations in Table 3 and Table 4. Actions may relate to achieving more than one goal, but each action is only listed once. The recommendations are divided into Infrastructure and Education/Engagement categories on pages 22 and 26, respectively. Both lists include priority potential funding sources and the jurisdiction responsible for making the change.

Safety

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

- Objective 1- Students are able to walk and bike on campus and to homes within a quarter mile of the school.
- Objective 2- Track and cross county teams and physical education classes can safely run or walk along Highway 101.
- Objective 3- Students and families will increase attendance at school functions, including after school events, due to increased accessibility for people walking along Highway 101.

- Action: Neah-Kah-Nie School District will address SRTS recommendations on school grounds; these primarily include updates and additions to bike parking and updating signs and striping in the school parking lot.
- Action: Neah-Kah-Nie School District, Neah-Kah-Nie Middle School, and Neah-Kah-Nie High School will conduct parent and student outreach and share safety tips for people walking, biking, driving, or taking the bus to school.
- Action: ODOT Region 2 will implement the short-term infrastructure recommendations along Highway 101 to address signage and visibility issues.

Figure 1: SRTS Goal Prioritization Outreach Board



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Community Goals
Objetivos de la Comunidad

Community goals guide the Safe Routes to School program for your community. Los objetivos de la comunidad guían el programa de Safe Routes to School para su comunidad.

What are the most important goals to you? Place a sticker to choose your priorities. ¿Cuáles son las objetivos más importantes para ti? Coloque una pegatina para elegir sus prioridades.

Objectives and Actions are more specific next steps for moving forward the project goals. What actions would you like to see for your community? Los objetivos y acciones son los siguientes pasos específicos para avanzar en los objetivos del proyecto. ¿Qué acciones te gustaría ver para tu comunidad?

<p>Safety Seguridad</p> <p>Increase safety for families traveling to school. Aumentar la seguridad de las familias que viajan a la escuela.</p> <p>More stickers are placed on this goal.</p>	<p>Health Salud</p> <p>Increase students' access to physical activity and reduce emissions near schools. Aumentar el acceso de los estudiantes a la actividad física y reducir las emisiones cerca de las escuelas.</p> <p>More stickers are placed on this goal.</p>	<p>All families can walk/bike from 1 mile of school. Todas las familias pueden caminar/bicicleta desde 1 milla de la escuela.</p>	<p>More students use active or shared modes to get to school. Más estudiantes usan modos activos o compartidos para llegar a la escuela.</p>
<p>Equity Equidad</p> <p>Provide access and opportunity for all residents, including disadvantaged, minority, and low income households. Proporcionar acceso y oportunidad a todos los residentes, incluidos los hogares desfavorecidos, minoritarios y de bajos ingresos.</p> <p>More stickers are placed on this goal.</p>	<p>Environment Ambiente</p> <p>Improve environmental health near schools, including air and water quality. Mejorar la salud ambiental cerca de las escuelas, incluyendo la calidad del aire y el agua.</p> <p>More stickers are placed on this goal.</p>	<p>Reduce congestion near schools. Reducir la congestión cerca de las escuelas.</p>	<p>Prioritize infrastructure improvements that connect underserved/low income communities to schools. Priorizar las mejoras de infraestructura que conecten las comunidades marginadas/bajas ingresos con las escuelas.</p>
		<p>Students learn safety education at school. Los estudiantes aprenden educación sobre seguridad en la escuela.</p>	<p>Decrease air pollution near schools. Disminuir la contaminación del aire cerca de las escuelas.</p>
		<p>All students feel included in SRTS activities. Todos los estudiantes se sienten incluidos en las actividades de SRTS.</p>	



- Action: ODOT Region 2 and Neah-Kah-Nie School District will consider applying to ODOT Competitive SRTS Infrastructure Grant in 2020 for the sidewalk along the school property fence line, and potentially the Highway 101 crossing north of NE Lake Blvd.
- Action: City of Rockaway Beach, Tillamook County, and ODOT Region 2 will consider mapping the locations of school bus stops and evaluate safe access for students walking to reach their stop as a part of the next Transportation System Plan update.
- Objective 4- Walking or biking access is available to all families within one mile of school.
 - Action: Neah-Kah-Nie School District, Port of Tillamook, ODOT Region 2, City of Rockaway Beach, and the Salmonberry Trail Foundation will support the implementation of the Salmonberry Trail along the rail corridor to provide walking and biking access from the City of Rockaway Beach to the school campus.

- Objective 5- Pedestrian and safety education is provided to students.
 - *Action: Neah-Kah-Nie School District will consider integrating student pedestrian safety lessons into school day curriculum, potentially as a part of physical education class, or as an extra-curricular activity after school or during the summer.*

Equity

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

- Objective 1- Engage with families from historically marginalized groups, such as communities of color, households with families with incomes below the poverty line¹, English-language learners, and students with disabilities, to hear and learn about the barriers students face walking or biking to school.
 - *Action: Neah-Kah-Nie School District will provide information, educational materials, and on campus signage in English and Spanish, as needed.*
 - *Action: Neah-Kah-Nie School District will include and encourage partners to include SRTS messaging as part of other school events and services that take place at on the school campus.*
- Objective 2- Prioritize infrastructure and non-infrastructure improvements that connect underserved or low-income communities to schools and improve access on campus.
 - *Action: City of Rockaway Beach and ODOT Region 2 will implement infrastructure recommendations with a consideration for improvements that serve underserved and low-income communities.*

Health

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

- Objective 1- Increase the amount of physical activity students have before and during the average school day.
 - *Action: Neah-Kah-Nie Middle and High School will consider organizing an on-campus walking program either on the track or around school grounds.*
- Objective 2- The school community supports families using active and shared transportation to access school and reach nearby destinations to increase physical activity and improve air quality near the school.
 - *Action: Neah-Kah-Nie School District will adopt SRTS-supportive language in school wellness policy, after short-term infrastructure recommendations have been implemented and explore opportunities to partner with the Tillamook County Wellness program.*
 - *Action: Neah-Kah-Nie High School will organize Cocoa-for-Carpools or another encouragement event during the 2020-2021 school year.*
 - *Action: Neah-Kah-Nie School District will share relevant SRTS health statistics and messages in school newsletters, back to school night, or through other communication channels.*

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

Environment

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

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

Chapter 3. Existing Conditions

Background Data

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

Plan Review

ROCKAWAY BEACH DOWNTOWN 2003 TRANSPORTATION PLAN

The Rockaway Beach Downtown Transportation Plan addresses key transportation issues in the City of Rockaway Beach and focuses on the six-block segment of U.S. 101 from South 3rd Ave. The Plan emphasizes pedestrian and bicycle travel and parking on the west side of U.S. 101, including the Port of Tillamook Bay railroad and Miller St Areas. It also addresses trail and bridge plans in the Rock Creek/State Recreation Area wayside. The goals and objectives of the Plan are very applicable to aims of SRTS planning, as they call for improving the mobility, safety, and accessibility for all travel modes. Goal 2 of the Plan is particularly important for SRTS planning:

Goal 2. Improve pedestrian and bicycle circulation and facilities

Objectives

- Create better pedestrian and bicycle linkages across U.S. 101 to link parks, beach access and motels to downtown.
- Identify appropriate streetscape improvements, including landscaping, pedestrian-scale lighting, benches and street trees.
- Improve bicycle and pedestrian safety and comfort on U.S. 101, focusing on the west side.
- Provide facilities, such as sidewalks, crosswalks, curb extensions and signage, for safe and pleasant pedestrian travel.
- Identify opportunities for off-street pedestrian and bicycle facilities, such as shared-use paths, trails and greenways.
- Provide pedestrian access across the railroad tracks.

For more information on the recommendations of the Downtown Transportation Plan, visit:

<http://corb.us/vertical/sites/%7B087A747C-D4DD-4132-9CE8-8372D0E33390%7D/uploads/DowntownTransportationPlan.pdf>

CITY OF ROCKAWAY BEACH 2007 COMPREHENSIVE PLAN

In 2007, the City of Rockaway Beach adopted its Comprehensive Plan, which establishes policies in accordance with the Oregon Statewide Planning Goals. The transportation considerations in the Comprehensive Plan include the following elements that align with the goals and objectives of safe routes to school planning:

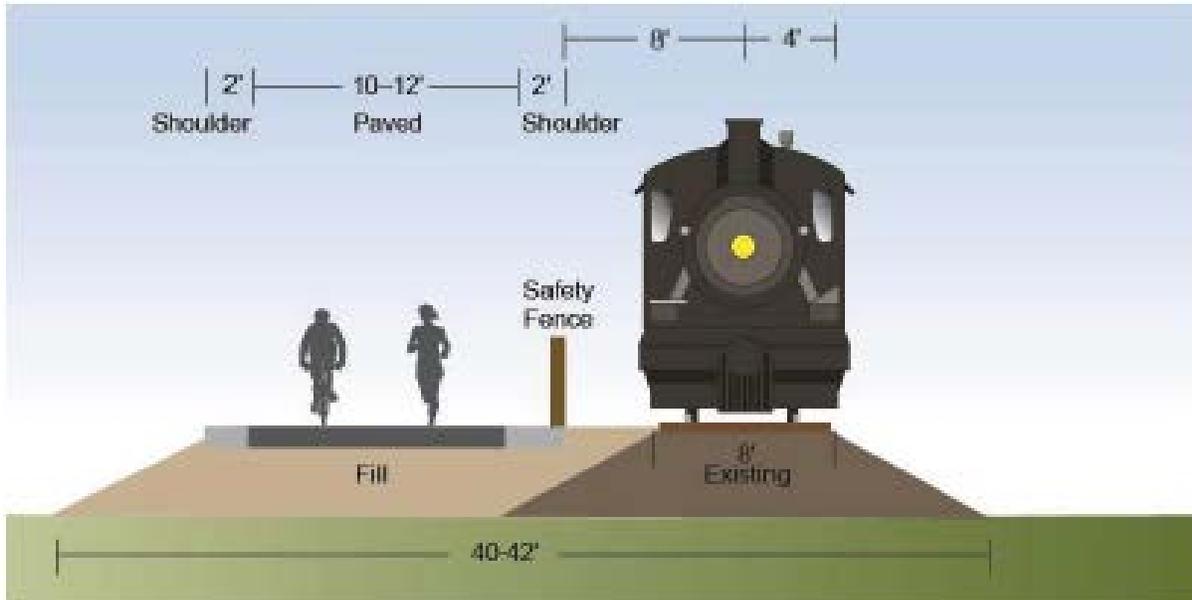
- Pedestrian and bicycle needs should be considered in all proposed street construction and in the improvement of existing rights-of-way, in order to increase safety and encourage the use of non-automobile transportation.
- The City will cooperate with the State Department of Transportation in developing any major improvements to US Highway 101. Any major improvements shall give consideration to the enhancement of vehicular and pedestrian access across US Highway 101.
- Sidewalks should be constructed along all heavily traveled streets, including US Highway 101. The ODOT Region 2 should be encouraged to provide a sidewalk on the east side of the highway from S. 3rd Avenue to S. Stark Street.
- Pedestrian crosswalks across US Highway 101 should be clearly marked and defined with devices such as pedestrian refuges and curbside islands.
- The City should consider placing wheelchair ramps at key points in the downtown area. These ramped curbs would also be of value to people using walkers and those with poor walking ability.

For more information on the recommendations of the Rockaway Beach Comprehensive Plan, visit:

<https://corb.us/vertical/sites/%7B087A747C-D4DD-4132-9CE8-8372D0E33390%7D/uploads/ComprehensivePlan.pdf>

SALMONBERRY TRAIL CONCEPT PLAN

The Salmonberry Trail concept follows an 86-mile rail corridor formerly owned by Southern Pacific, running from Banks to the Tillamook Airport through the canyon of the Salmonberry River and the Tillamook State Forest. Funded through a grant from the non-profit Cycle Oregon, the Concept Plan was commissioned to establish feasible trail types and alignments, explore possible trailheads and trail-related facilities and present options for a variety of trail surfacing options. A significant portion of the trail's proposed coastal segment is adjacent to the school property and in the City of Rockaway Beach. As it is currently proposed, the trail would follow the west side of the railroad tracks either as a separated trail, as a shared roadway utilizing the frontage road, or as a rail-with-trail conversion. Since the trail would need to be completed in stages, the Concept Plan identifies developing the path between Rockaway and Manhattan Beach, including Neah-Kah-Nie Middle and High School as a potential catalyst segment.



Rail with trail diagram from the Salmonberry Trail Coast Segment Planning Study. This would be a similar cross section to the trail segment near the schools in Rockaway Beach.

For more information about the Salmonberry Trail Concept Plan, visit:

https://drive.google.com/file/d/1UKOIEfL_1laET0yyFiG6OVgR6jgUIGAh/view

TSUNAMI EVACUATION FACILITIES IMPROVEMENT PLAN

Rockaway Beach is located in a high tsunami impact zone and has a Tsunami Evacuation Facilities Improvement Plan (2019). This improvement plan is designed to address specific structural, design, and access issues surrounding the Rockaway Beach community and recognizes the fact that pedestrian and bicycle infrastructure has the dual purpose of supporting active transportation demands as well as providing safe evacuation options. Infrastructure improvements related to active transportation around schools are also planned for disaster relief. There are currently plans to:

- Add signage identifying assembly areas at Scenic View Reservoir, McMillan Creek Reservoir, and the Neah-Kah-Nie Middle and High School Assembly Areas.
- Add evacuation arrow signage at Neah-Kah-Nie School directing towards evacuation trail in parking lot and at Highway 101 entrance.
- Expand Evacuation Route Signage in Nedonna Beach neighborhood

Developed as an appendix to both the Tsunami Evacuation Facilities Improvement Plan and the Comprehensive Plan, the Tsunami Evacuation Facilities Improvement Plan includes four transportation-related actions to address infrastructure development in conjunction with emergency response planning. The goals are:

- Develop multi-use paths that both enhance community livability and serve as tsunami evacuation routes.
- Coordinate evacuation route and signage planning in conjunction with existing or proposed transportation system plan pedestrian and bicycle route planning efforts.
- Locate new transportation facilities outside the tsunami inundation zones where feasible.

- Where feasible design and construct new transportation facilities to withstand a Cascadia event earthquake and be resistant to the associated tsunami.

For more information on the Tsunami Evacuation Facilities Improvement Plan, visit:

[https://corb.us/vertical/sites/%7B087A747C-D4DD-4132-9CE8-8372D0E33390%7D/uploads/Tsunami_Evacuation_Facilities_Improvement_Plan\(1\).pdf](https://corb.us/vertical/sites/%7B087A747C-D4DD-4132-9CE8-8372D0E33390%7D/uploads/Tsunami_Evacuation_Facilities_Improvement_Plan(1).pdf)

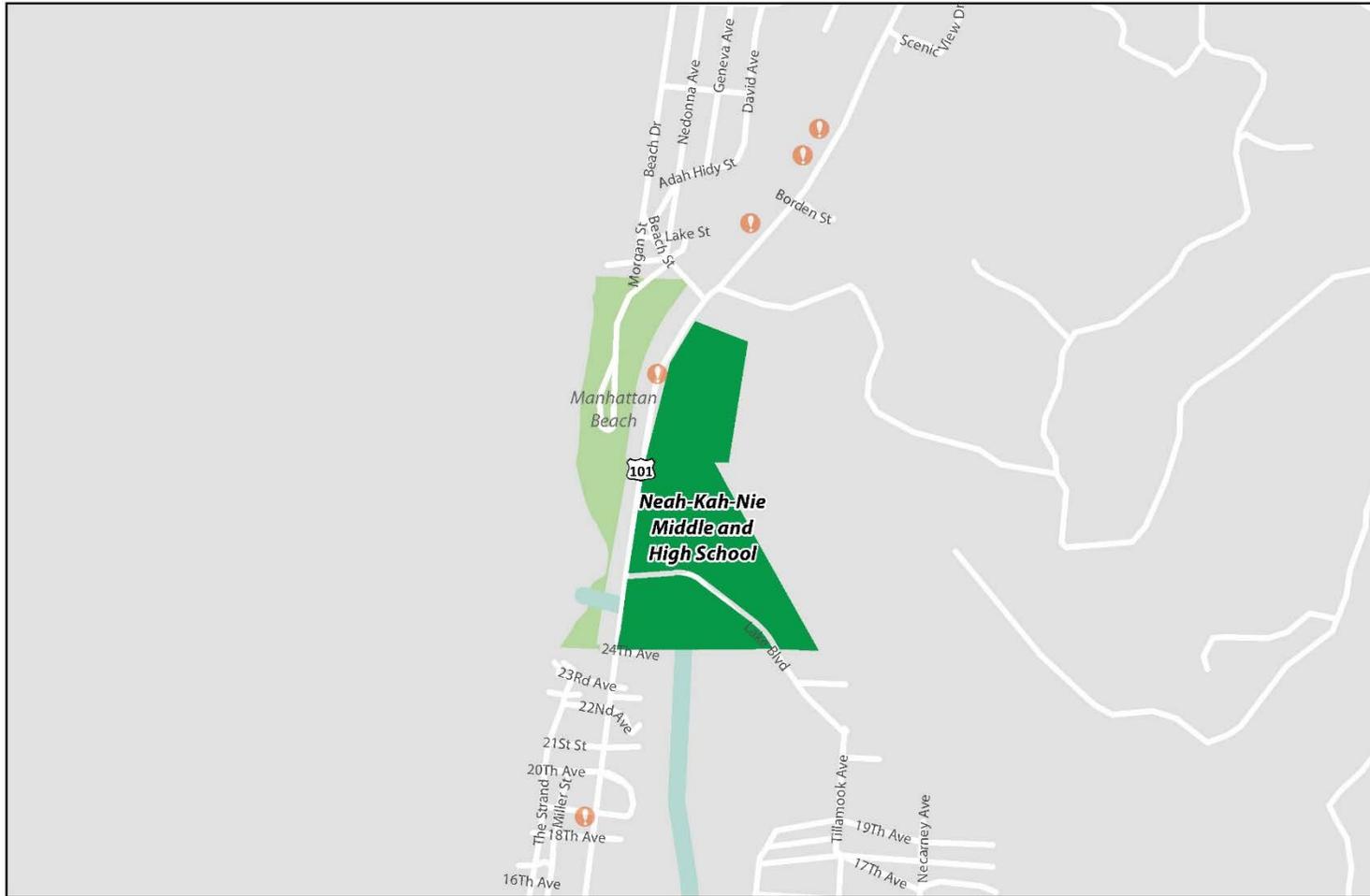
For more information on the Tsunami Evacuation Facilities Improvement Plan appendices, visit:

http://corb.us/vertical/sites/%7B087A747C-D4DD-4132-9CE8-8372D0E33390%7D/uploads/Tsunami_Evacuation_Facilities_Improvement_Plan_Appendices.pdf

Crash History

Figure 2 documents the vehicle-only crashes near Neah-Kah-Nie Elementary and Middle School from 2012-2016. There were no documented crashes involving people walking or biking during this time. There are a few documented vehicle crashes along Highway 101 and one along school property. It is important to note that crash data do not record near misses and unreported incidents. For example, the walk audit participants discussed speeding traffic and near misses involving people running across the highway to get to the beach.

Figure 2: Vehicle Only Crashes near Neah-Kah-Nie Middle and High Schools



Neah-Kah-Nie Middle and High School

Vehicle Only Collisions (2012-2016)

Vehicle Only Collision

0 0.25 0.5 Miles



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

School Attendance Area and Transportation Policies

Neah-Kah-Nie Middle and High School are in the Neah-Kah-Nie School District. They serve Rockaway Beach and students from surrounding Tillamook County. Because of the hazardous conditions on Highway 101 and the lack of housing near the school sites, most students in the district are offered bussing with the closest stop about a half-mile to the south along the highway. The school does not encourage or discourage biking or walking. They have a biking policy that asks students to abide by the rules of the road and use the designated bike parking.

Previous SRTS Efforts or Walking/Biking Engagement Activities

Due to difficult roadway conditions and location, Neah-Kah-Nie Middle and High Schools do not currently encourage students to walk or bike to school. However, teachers do cover pedestrian safety basics when classes cross Highway 101 to access the beach, such as photography or natural science classes. Additionally, the City's police department maintains strong traffic enforcement during student arrival and dismissal to keep students and families safe as they travel to and from school.

School Safety Assessment

The School Safety Assessment includes the walk audit observation, community meeting, Neah-Kah-Nie School Board presentation, and a bike and pedestrian facility inventory. During the School Safety Assessment, the team met face-to-face with community members, observed traffic conditions and travel patterns, and discussed potential solutions to identified challenges.

Date: October 14, 2019

Day of Week: Monday

Attendees:

- Luke Shepard, City of Rockaway Beach Public Works Director
- Charlie Stewart, Rockaway Beach Police Department
- Michele Aedar, First Student/School Board
- Paul Erlebach, Neah-Kah-Nie School District
- Steve Baertlein, Neah-Kah-Nie School District
- Heidi Buckmaster, Neah-Kah-Nie School District
- Katie Selin, Alta Planning + Design
- Hannah Day-Kapell, Alta Planning + Design

Meeting Time: 2:00pm

Weather: Warm and sunny

Walk Audit Observations

SCHOOL LAYOUT

Neah-Kah-Nie Middle and High schools are located just off Hwy 101 along the Oregon Coast. The High School is adjacent to Hwy 101, while the Middle School is tucked further away from the highway. With Manhattan Beach State Park and the Pacific Ocean directly west of the school, steep hills to the east, and primarily vacation houses north, in Nedonna Beach, most students ride the school busses. The Rockaway Beach City line is located south of the school, and Hwy 101 is an Oregon Department of Transportation facility. The schools share a driveway, although the schools have separate loops for bus and parent driver turn-around. The track is south of the schools, with a fence alongside Hwy 101.

Figure 3: Neah-Kah-Nie Middle and High School Site Plan



Neah-Kah-Nie Middle and High School Site Plan



SITE CIRCULATION

- Vehicles:** Families pick up students for both schools in the parking lot by the Middle School, or the parent turn-around circle. Some older students also drive themselves. Vehicles enter and leave the site through the driveway entrance onto Hwy 101 just south of the High School. Some drivers had to queue at the driveway and wait for an opportunity to turn either direction onto Hwy 101. Several vehicles were observed speeding in the school zone during the audit.
- School Buses:** Most students at Neah-Kah-Nie Middle and High Schools ride the school busses. Busses load students at the Middle School turn-around circle. The busses exit the site to the east of the track and turn onto Hwy 101 from NE Lake Blvd. The bus drivers had some difficulty waiting for gaps to turn.
- Due to hazardous conditions, the District busses students who live a half-mile away, at 24th Ave just south of the bridge. Students who participate in after-school activities can take the activity busses home.
- Pedestrians:** During the walk audit, one student was observed walking away from the school, between Hwy 101 and the fence along the track. A wide ditch and several poles and street signs impede walking along the shoulder, but with the speed, volume, and width of many of the vehicles on Hwy 101, the student walked in the ditch. Walk audit participants noted that usually up to 10 students walk, all heading south.
- It is also notable that Middle and High School classes regularly walk off-campus, crossing Hwy 101 at NE Lake Blvd, and walking over the seldom-used railroad tracks to access the beach. In addition, some students cross Hwy 101 closer to the schools, to access trails in Manhattan Beach State Park. Finally, students running cross-country frequently run along Hwy 101 south of the schools.
- Bicyclists:** Bicycle parking is limited to a single wave-style rack at the high school. Given the topographical challenges and limited routes to school, no students currently ride bicycles.
- Transit:** NW Connect OR is an alliance of five transit agencies that coordinate transit service for NW Oregon, including Tillamook County. Route 3 runs from Tillamook to Manzanita to Cannon Beach, with a stop in downtown Rockaway Beach. The bus route runs every day every 2-3 hours between 5am and 8pm.

Neah-Kah-Nie Middle and High Walk Audit and Bike and Pedestrian Inventory Photos



Student parking lot and family pick-up traffic navigating a three-way intersection on campus. The intersection relies on small rubber pavement stop signs.



School entrance looking south down Highway 101.



Bike parking for Neah-Kah-Nie Middle and High Schools is a wave-style rack.



Informal railway crossing that students use to access the beach from the school campus across from NE Lake Blvd.



A high school photography class running across the highway to get to return from the beach during school hours.



Narrow bridge with small sidewalk is a pinch point south for students walking and biking south of the school.



Consultant team sharing walk audit observations with the Neah-Kah-Nie School Board during the community meeting.

Community Meeting

The School Safety Assessment community meeting was an opportunity for school leadership, roadway jurisdiction staff, teachers, parents, and other stakeholders to discuss barriers to walking and biking to school and brainstorm ideas for how to overcome them. Meeting participants discussed ideas for the school campus and Hwy 101, the only route to the school. The consultant team presented to the Neah-Kah-Nie School District Board to share information about the project, answer questions, and discuss community SRTS goals and priorities.

OUTREACH STRATEGY

Neah-Kah-Nie School District spread the word about the SRTS Walk Audit and Community Meeting. Staff posted the event on their website and distributed the quarter-sheet flyers to families.

KEY THEMES

- Overall, student dismissal was relatively smooth on the school grounds, due in large part to the many students riding the school busses.
- Vehicles speeding along Hwy 101 in the school area is a large concern, both for potential walkers and for parent, student, and school bus drivers turning north- or southbound.
- There is currently no formal pedestrian access south toward the City of Rockaway Beach.
- Participants' main concerns included:
 - a. Speeding along Hwy 101
 - b. Lack of sidewalk between Hwy 101 and the track fence
 - c. Access to the beach
 - d. Increased visibility of the school area
 - e. Improved circulation on the school campus

Bike and Pedestrian Facility Inventory

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

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

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

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

Deficiencies and needs identified in the bike and pedestrian facility inventory inform the Infrastructure recommendations described in Table 3, starting on page 23.

Chapter 4. Needs & Recommendations

Prioritization Criteria

Walk audit participants and school board members provided feedback on how actions and recommendations should be prioritized in their community on a sliding scale of “Not Important” to “Very Important”. This exercise requires thinking about trade-offs between different goals and actions. Figure 4 illustrates the prioritization criteria that the walk audit participants discussed. For the Neah-Kah-Nie Middle and High School community, **safety** was the top prioritization criteria followed by **proximity**. Participants agreed that it is foundational to the community and schools that students be able to safely travel to school. SRTS projects should be prioritized primarily based on their safety benefits to students and the degree to which they remove the major barriers to students walking and biking and secondarily based on how close they are to the school campus. Participants felt that some of the most important needs were during or after the school day, for classes, practice, or lunch, so selecting projects along school property is important. To reflect these community priorities, the consultant team prioritized safety-related projects, both within a quarter-mile of the school, that would impact most students on their trip to school or during the school day. Regarding feasibility, the project team identified both projects Neah-Kah-Nie School District and ODOT Region 2 can complete on their own and also longer-term projects that may require grant money to complete.

Figure 4- SRTS Project Prioritization Criteria

SafeRoutes
Oregon Safe Routes To School

Project Prioritization
Priorización de Proyectos

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

Place a sticker on each scale to show how important the topic is to you.
Coloque una pegatina en cada escala para mostrar lo importante que es el tema para usted.

Proximity to School Proximidad a la Escuela
Projects should be prioritized based on their distance from a school.
Los proyectos deben priorizarse en función de su distancia de una escuela.

Student Density Densidad de Estudiantes
Projects should be prioritized based on their proximity to current and future students and families.
Los proyectos deben priorizarse en función de su proximidad con los estudiantes y las familias actuales y futuras.

Equity Equidad
Projects should be prioritized based on their ability to support walking and biking for low income students and minority students.
Los proyectos deben priorizarse en función de su capacidad para apoyar caminar y andar en bicicleta para estudiantes de bajos ingresos y estudiantes de minorías.

Feasibility Factibilidad
Projects should be prioritized based on their location on or along a street that is already planned for an improvement, their cost, and/or their local support.
Los proyectos deben priorizarse en función de su ubicación en un o a lo largo de la calle que ya está planificada para ser mejorada, su costo y/o su apoyo local.

Community Identified Need Necesidad Identificada Para la Comunidad
Projects should be prioritized because they were identified through school or community engagement, parent/caregiver surveys, and/or during another planning process.
Los proyectos deben priorizarse porque se identificaron en la participación de la escuela o la comunidad, encuestas de padres / cuidadores y / o durante otro proceso de planificación.

Safety Seguridad
Projects should be prioritized based on how unsafe a road is, looking at factors such as speed, traffic volumes, number of lanes, crossing distance and history of crashes.
Los proyectos deben priorizarse en función de lo inseguro que sea un camino, teniendo en cuenta factores como la velocidad, los volúmenes de tráfico, el número de carriles, la distancia de cruce y el historial de accidentes.

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PHASING

The consultant team prioritized recommendations from Table 3 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,
- Jurisdiction input.

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

Table 3. Construction Needs and Recommendations

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
Neah-Kah-Nie Middle and High School Grounds					
<i>Signage and striping in the school parking lots and access to the loading areas is non-standard and compliance was poor.</i>	<i>Update signs and striping on the school grounds. Include signage in English and Spanish.</i>	<i>Short-term</i>	<i>\$</i>	<i>School District</i>	<i>Maintenance Fund</i>
<i>Bike parking is an outdated design, which prohibits locking bikes on the rack.</i>	<i>Replace bike parking with inverted-U racks. Consider covering bike parking and adding lighting.</i>	<i>Long-term</i>	<i>\$</i>	<i>School District</i>	<i>Maintenance Fund</i>
Hwy 101					
<i>There is no safe pedestrian access from the school south to the City of Rockaway Beach.</i>	<i>Construct a sidewalk adjacent to Hwy 101 along the fence line of the track field between the northern school driveway and the Hwy 101 bridge, include 'No Parking' signs, in English and Spanish.</i>	<i>Long-term</i>	<i>\$\$</i>	<i>ODOT Region 2</i>	<i>ODOT SRTS Competitive Grant</i>
<i>Speeding and non-compliance with the school speed zone is an issue in the vicinity of the school.</i>	<i>Install placemaking and traffic calming measures to reduce traffic speeds. Consider installation of a landscaped median within the existing striped median of Hwy 101, and/or a large, attractive City of Rockaway Beach welcome sign or arch.</i>	<i>Long-term</i>	<i>\$\$</i>	<i>ODOT Region 2, City of Rockaway Beach</i>	<i>ODOT SRTS Competitive Grant</i>
<i>Vegetation on the east side of Hwy 101 impedes visibility of traffic signs and westbound busses waiting to turn onto Hwy 101 at NE Lake Blvd.</i>	<i>Trim vegetation at intersection of Hwy 101 at NE Lake Blvd.</i>	<i>Short-term</i>	<i>\$</i>	<i>ODOT Region 2</i>	<i>Maintenance budget</i>
<i>Speeding and non-compliance with the school speed zone is an issue in the vicinity of the school. Numerous school zone-related signs could be contributing to sign clutter.</i>	<i>Consider adding FINES HIGHER placard (R2-6P) to School Speed Limit Assembly and removing separate BEGIN HIGHER FINES ZONE (R2-10) in both directions to reduce sign clutter and improve driver compliance with posted speeds.</i>	<i>Short-term</i>	<i>\$</i>	<i>ODOT Region 2</i>	<i>Maintenance budget</i>

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
<i>School Advance Crossing Assembly (S1-1) with AHEAD placard (W16-9P) is incorrectly used to mark the school zone (no crossing is ahead) in both directions.</i>	<i>Replace AHEAD placard with SCHOOL placard (S4-3P) in both south and northbound directions.</i>	<i>Short-term</i>	\$	<i>ODOT Region 2</i>	<i>Maintenance budget</i>
<i>Southbound-facing END SCHOOL ZONE is located north of the bridge, which lacks adequate pedestrian facilities.</i>	<i>Relocate END SCHOOL ZONE sign (S5-2) to south side of bridge to extend length of school zone.</i>	<i>Short-term</i>	\$	<i>ODOT Region 2</i>	<i>Maintenance budget</i>
<i>Students cross Hwy 101 at NE Lake Blvd to access the beach. There is currently no marked crossing, meaning students face speeding traffic and dangerous crossing conditions.</i>	<i>Consider installing a high-visibility marked crosswalk across Hwy 101 100 ft north of NE Lake Blvd in conjunction with a Pedestrian Hybrid Beacon (PHB) and a railway crossing to reach the beach. This improvement may also require 100ft of sidewalk on the west side of Highway 101, depending on the location of the railway crossing.</i>	<i>Long-term</i>	\$\$	<i>ODOT Region 2, Port of Tillamook</i>	<i>ODOT SRTS Competitive Grant</i>
<i>The bridge along Hwy 101 at the northern city limits has narrow sidewalks and no dedicated space for biking. Upgrading the bridge is a high priority for Evacuation Improvements.</i>	<i>When the bridge is retrofitted or replaced, provide a minimum of 4' width for sidewalks on each side of the bridge, with curb ramps and tactile domes. If replaced, provide additional width for dedicated bike facilities.</i>	<i>Long-term</i>	\$\$\$	<i>ODOT Region 2</i>	<i>FEMA grants</i>
<i>There is a future proposal for a rail-with-trail project along the Port right-of-way along the beach, which would provide safe and comfortable bicycle and pedestrian access to/from the City of Rockaway Beach.</i>	<i>Support future development of the Salmonberry rail with trail project west of Hwy 101 adjacent to the existing railroad corridor. This trail would provide bike and pedestrian access for students coming from the City of Rockaway Beach, away from the speeding traffic on Highway 101.</i>	<i>Long-term</i>	\$\$\$	<i>ODOT Region 2, City of Rockaway Beach, Port of Tillamook, Salmonberry Trail Foundation</i>	<i>TBD</i>

Figure 5. Neah-Kah-Nie Middle and High School SRTS Improvements Map



Legend

Proposed Improvements

- | | | | |
|---|-----------------------|---|-------------|
|  | Sidewalk Construction |  | S5-1, R2-6P |
|  | ADA Curb Ramp |  | S1-1, S4-3P |
|  | S5-2 | | |

Existing

- | | |
|---|--------------------|
|  | Bike Parking |
|  | School Bus Loading |

Neah-Kah-Nie Middle and High School



Improvement Recommendations

- 1 **Neah-Kah-Nie Middle and High School Grounds**
 - a. Update signs and striping on the school grounds.
 - b. Replace bike parking with inverted-U racks. Consider covering bike parking and adding lighting.
- 2 **HWY 101**
 - a. Construct a sidewalk adjacent to Hwy 101 along the fence line of the track and field between the northern school driveway and the Hwy 101 bridge, include 'No Parking' signs.
 - b. Install placemaking and traffic calming measures to reduce traffic speeds. Consider installation of a landscaped median within the existing striped median of Hwy 101, and/or a large, attractive City of Rockway Beach welcome sign or arch.
 - c. Trim vegetation at intersection of Hwy 101 at NE Lake Blvd.
 - d. Consider adding FINES HIGHER placard (R2-6P) to School Speed Limit Assembly and removing separate BEGIN HIGHER FINES ZONE (R2-10) in both directions to reduce sign clutter and improve compliance.
 - e. Replace AHEAD placard with SCHOOL placard (S4-3P) in both south and northbound directions.
 - f. When the bridge is retrofitted or replaced, provide a minimum of 4' width for sidewalks on each side of the bridge, with curb ramps and tactile domes. If replaced, provide additional width for dedicated bike facilities.
 - g. Support future development of the Salmonberry trail project west of Hwy 101 along the existing rail corridor.
- 3 **HWY 101 Crossing**
 - a. Consider installing a high-visibility marked crosswalk across Hwy 101 100 ft north of NE Lake Blvd in conjunction with a Pedestrian Hybrid Beacon (PHB) and a railway crossing to reach the beach. This improvement may also require 100ft of sidewalk on the west side of Highway 101, depending on the location of the railway crossing.



Map produced Jan 2020

Education and Engagement Recommendations

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

The activities outlined below are recommended for Neah-Kah-Nie Middle and High School to improve and promote safe walking and bicycling to and from school and in the community. They can be implemented by the Neah-Kah-Nie School District, school administrators, teachers, parents, or even school clubs.

Table 4. Encouragement and Education Recommendations

ACTIVITY	RESPONSIBLE PARTY	DESCRIPTION	TIMELINE	RESOURCES NEEDED	INCLUSION CONSIDERATIONS	MEASURES OF SUCCESS
EDUCATION RECOMMENDATIONS						
<i>Pedestrian and Bike Safety Education</i>	<i>Neah-Kah-Nie Middle and High School, Neah-Kah-Nie School District</i>	<i>Travel safety tips for students walking, biking, driving, or riding the bus. Could begin with limited scope and build to a more robust curriculum.</i>	<i>Medium-term</i>	<i>Travel Safety Hand-out, messaging, curriculum</i>	<i>Focus on walking and bike safely in students' neighborhoods, to reach the bus, or on field trips, as well as crossing Hwy 101.</i>	<i>Number of students participating; observations from school leadership</i>
<i>Parent outreach and education</i>	<i>Neah-Kah-Nie Middle and High School, Neah-Kah-Nie School District</i>	<i>Travel safety tips for parents aimed at people walking, biking, driving, or riding the bus.</i>	<i>Medium-term</i>	<i>Seasonal tips for school communications, flyer</i>	<i>Provide materials in Spanish, or other languages as needed.</i>	<i>Feedback from families; observations from school leadership</i>
ENCOURAGEMENT RECOMMENDATIONS						
<i>Wellness Policy</i>	<i>Neah-Kah-Nie School District</i>	<i>Update wellness policy to support SRTS efforts.</i>	<i>Medium-term</i>	<i>Text for SRTS policy.</i>	<i>Ensure that equity and inclusion language is included in policy.</i>	<i>Majority of school board members support policy.</i>
<i>Cocoa for Carpools and other events</i>	<i>Neah-Kah-Nie Middle and High School</i>	<i>Offer hot cocoa or other treats to encourage and celebrate students who carpool or take the bus to school. Can also be fun to include a selfie or photo contest and celebrate bus drivers with thank you notes.</i>	<i>Medium-term</i>	<i>Food, music, decorations, photo contest guidelines, promotional materials</i>	<i>Provide materials in Spanish, or other languages as needed.</i>	<i>Number of students participating</i>
<i>Student Clubs and Youth Leadership Programs</i>	<i>Neah-Kah-Nie Middle and High School</i>	<i>Clubs and leadership programs could organize school-wide events, present at city council to advocate for biking and walking infrastructure, such as the Salmonberry Trail.</i>	<i>Medium-term</i>	<i>Food, music, decorations, photo contest guidelines, promotional materials</i>	<i>Provide materials in Spanish, or other languages as needed.</i>	<i>Number of students participating and organizing</i>

Education Programs

PEDESTRIAN AND BIKE SAFETY EDUCATION

Pedestrian and bicycle safety education teaches students basic traffic laws and safety rules. Pedestrian safety includes basic traffic safety rules, sign identification and decision-making tools. Bicycle education can include informational school assemblies, in-classroom lessons, and on-pavement practice. Getting middle school students excited about Safe Routes to School activities and events can build momentum for walking and bicycling, since older students can have more independence to get to school on their own or together. The National Center for SRTS provides [Tips for Engaging Middle School Students](#), which will help SRTS practitioners recognize and build off of the typical attributes of middle school students. Resources and innovative program ideas include:

- The Street Trust's [SRTS Curriculum](#) includes a flexible in-class and on-bike [bike safety curriculum](#) and [pedestrian safety lesson plans](#).
- Oregon SRTS provides [curriculum for activities and lessons](#) that teach the knowledge and skills necessary to be safe road users, including bike and pedestrian [education videos](#).
- The National Highway Traffic Safety Administration offers a [child pedestrian safety curriculum](#) and [Cycling Skills Clinic Guide](#) to help organizations plan bike safety skills events.
- The [Girls in Gear](#) curriculum is a girls-specific bicycling program designed to empower adolescent girls by creating self-reliance and building confidence. It is also the first program to creatively integrate STEM — Science, Technology, Engineering and Mathematics — activities, physical exercise and nutrition education by way of the bicycle.

PARENT OUTREACH AND EDUCATION

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

Resources and innovative program ideas include:

- Oregon SRTS provides offers safety and fun tips for parents who are interested in their student [walking](#) and [biking](#) to school.
- The [National Center for SRTS](#) offers tools and training to provide communities the technical support they need to make community-enhancing decisions.

Engagement Programs

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.

Neah-Kah-Nie School District could show that school leadership prioritizes and sees the benefit of SRTS and start to build community momentum for additional SRTS programming.

Resources and innovative program ideas include:

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

COCOA FOR CARPOOLS

Many students at Neah-Kah-Nie High School drive themselves to school. Celebrating and encouraging carpooling can be a great addition to SRTS programming, particularly when it is not possible for many students to walk and bike. Cocoa for Carpools is just one example of an encouragement event to celebrate transportation choices. Student clubs offer hot cocoa or other treats to encourage and celebrate students who carpool and/or take the bus to school. Additional components could include a selfie or photo contest or celebration of bus drivers.



- Alameda County Safe Routes to Schools in the San Francisco Bay Area organizes [Cocoa for Carpools](#) through student leaders and clubs at high schools participating in the program. Organized and promoted by student leaders, the event fosters important partnerships between schools and local businesses and promotes the many benefits of carpooling such as traffic and pollution reduction. The program can be combined with a hashtag/instagram/social media campaign such as #CocoaforBikes. Check out the Alameda County Safe Routes to School [Cocoa for Carpools 2020 Tool Kit](#) for tips on event goals, how to host the event, needed supplies, and the planning timeline.

MIDDLE SCHOOL EVENTS

While many of the recommended programs are targeted towards elementary school students, programs for middle school students share the basic framework, with a few key differences: raffles can be more effective than small giveaways such as stickers and pencils; a single bicycle, pair of sneakers, or iPad can be an effective reward for participation. Middle school students should also be given leadership opportunities, such as organizing a school-wide walk to school day or presenting to a City council.

Resources and best practice programs:

- Themed Bike Rides can correspond with other school events, like earth day, or can be a standalone event.
- Local celebrities or passionate advocates can make great bike ride captains.

STUDENT CLUBS AND YOUTH LEADERSHIP PROGRAMS

Clubs and leadership programs allow older students to form groups to support the causes they care about most. Middle or High school student clubs can host Walk and Roll to School Day events, organize a competition, present at city council, or work with their peers to promote walking and bicycling. Student clubs can offer excellent ideas, provide exceptional energy and drive to get things done.

Resources and best practice programs:

- Marin County SRTS's [Teens Go Green](#) program partners with teens interested in the environment to bring reduced CO2 and healthy lifestyles to their schools.
- Create a Cycling League or club, Leagues can introduce student riders to the sport of mountain biking or road racing, with a focus on skills, fun, fitness, and responsibility.



High Priority Improvements for the ODOT Infrastructure Grant Application

Table 5. Top priority improvements Recommended for the Competitive ODOT SRTS IN Grant

ISSUE/ CHALLENGE	RECOMMENDATION
HIGHWAY 101	
<i>There is no safe pedestrian access from the school south to the City of Rockaway Beach.</i>	<i>Construct a sidewalk adjacent to Hwy 101 along the fence line of the track field between the northern school driveway and the Hwy 101 bridge, include 'No Parking' signs.</i>
<i>Vegetation on the east side of Hwy 101 impedes visibility of traffic signs and westbound busses waiting to turn onto Hwy 101 at NE Lake Blvd.</i>	<i>Trim vegetation at intersection of Hwy 101 at NE Lake Blvd.</i>
<i>Speeding and non-compliance with the school speed zone is an issue in the vicinity of the school. Numerous school zone-related signs could be contributing to sign clutter.</i>	<i>Consider adding FINES HIGHER placard (R2-6P) to School Speed Limit Assembly and removing separate BEGIN HIGHER FINES ZONE (R2-10) in both directions to reduce sign clutter and improve compliance.</i>
<i>School Advance Crossing Assembly (S1-1) with AHEAD placard (W16-9P) is incorrectly used to mark the school zone (no crossing is ahead) in both directions.</i>	<i>Replace AHEAD placard with SCHOOL placard (S4-3P) in both south and northbound directions.</i>

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

Table 6. Project Details for ODOT Competitive Infrastructure Grant

GRANT CRITERIA/QUESTION	RESPONSE FOR CITY NEAH-KAH-NIE MIDDLE AND HIGH SCHOOL
Relevant Right of Way ownership	N/A
Utility implications and opportunities to mitigate	Location of existing utility poles along the east side of Hwy 101 may be impacted by the proposed sidewalk and sign relocations. Utility relocation coordination will need to occur if incompatible with desired location, relocation costs assumed to be covered by the utility company.
Environmental resource implications	N/A
Stormwater management implications	Existing ditch along the east side of Hwy 101 may be impacted by construction of sidewalk. Stormwater improvements are expected to be needed as part of the project.
Near a rail road? Or bridge, tunnel, retaining wall affected?	N/A
AADT	4,900 AADT along Hwy 101 s/o Lake Blvd
Priority Safety Corridor	Yes

Table 7. Competitive Grant Cost Estimates

ITEM DESCRIPTION	MEASUREMENT	COST/UNIT	UNITS	ESTIMATE
Construct embankment to infill ditch.	CUYD	\$ 30	552	\$ 16,560
Implement stormwater improvements associated with embankment.	LF	\$ 80	620	\$ 49,600
Install 6" deep aggregate base 8' wide for 860 LF.	TON	\$ 40	179	\$ 7,160
Install 860 LF of 6' wide sidewalk.	SF	\$ 25	860	\$ 21,500
Install NO PARKING signs and posts.	EA	\$ 1,000	7	\$ 7,000
Trim vegetation at intersection of Hwy 101 at NE Lake Blvd.	LS	\$ 1,000	1	\$ 1,000
Relocate FINES HIGHER sign and remove post.	EA	\$ 250	2	\$ 500
Install SCHOOL supplemental plaque.	EA	\$ 250	2	\$ 500
Traffic Mobilization (10%)	EA	\$ 10,382	1	\$ 10,382
Traffic Control (15%)	EA	\$ 15,573	1	\$ 15,573
Erosion Control (2%)	EA	\$ 2,076	1	\$ 2,076

Subtotal \$131,851

Total Costs

Preliminary Engineering/Design Costs (12%)	\$15,822
Construction Costs (Subtotal + 40% Contingency + 15% CE)	\$204,370
Right of Way Costs	\$0
Utility Costs	\$0
Other Costs	\$0
Total Project Cost:	\$220,192

Chapter 5. Potential Funding & Implementation

This chapter lists a variety of funding sources that the City of Rockaway Beach, ODOT Region 2, or other partners could use to implement the recommendations outlined in Chapter 4.

These funding sources are accurate as of February 2020, but may change over time. Please refer to ODOT or other funding jurisdictions website for the most up to date information.

Statewide Funding Opportunities

ODOT SRTS Infrastructure Grants:

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

COMPETITIVE INFRASTRUCTURE GRANT

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

Learn more about the 2021-2022 grant cycle at

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

RAPID RESPONSE INFRASTRUCTURE GRANT

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

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

Small City Allotment Program (SCA)

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

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

ODOT STIP Program

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

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

ODOT All Roads Transportation Safety Program (ARTS)

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

OREGON PARKS AND RECREATION GRANTS

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

OREGON COMMUNITY PATHS PROGRAM (OCP)

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

OREGON TRANSPORTATION INFRASTRUCTURE BANK (OTIB)

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

State Highway Trust Fund/Bicycle Bill

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

Sidewalk Improvement Program (SWIP)

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

Transportation and Growth Management (TGM) Funds

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

State Transportation Improvement Fund (STIF)

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

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

Congestion Mitigation and Air Quality (CMAQ) program

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

Federal Funds

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

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

Local Funding Opportunities

Potential School Bond Opportunities

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

SRTS Projects & the TSP

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

Demonstration Projects

Demonstration projects are temporary roadway improvement installments that utilize temporary barriers (such as traffic cones, planters, hay barrels, etc.) to test and demonstrate how a street would operate with bicycle and/or pedestrian infrastructure improvements. These low-cost projects can serve as an immediate term temporary solution to traffic issues while local jurisdictions build support and funding for permanent infrastructure improvements. Depending on specific site conditions and the nature of materials used, demonstration projects can last for several hours to several months.

Non-Infrastructure Programs Funding Opportunities

ODOT SRTS Non-Infrastructure Grant

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