

**SafeRoutes**  
Oregon Safe Routes To School



# Terrebonne Community School

## Safe Routes to School Plan



Final Report  
February 2020

TERREBONNE COMMUNITY SCHOOL  
1199 B AVENUE, TERREBONNE, OR 97760  
[HTTPS://TERREBONNE.REDMONDSCHOOLS.ORG/](https://terrebonne.redmondschools.org/)

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## Chapter 1. Introduction

The Terrebonne Community School Safe Routes to School (SRTS) Plan lays the foundation for the school, community, Deschutes County, and Oregon Department of Transportation (ODOT) Region 4 to work together on reducing barriers for students walking and biking to school. The SRTS Plan includes both recommendations for short and long-term construction projects, as well as ideas for education and engagement events to promote healthy, active lifestyles. Several infrastructure improvements are potential candidates for the ODOT SRTS Competitive Grant Program, while others could be integrated into the County's Transportation System Plan (TSP) for future consideration. Members of the school community, including administration, teachers, parents, and students, can host education and encouragement activities to make walking or biking easier and more fun options for the school commute.

### 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.

The County and school community worked with a consultant team from Alta Planning + Design to complete this SRTS Plan.

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

### What is Safe Routes to School (SRTS)?

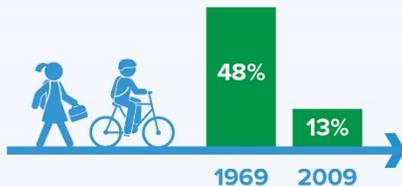
SRTS is a comprehensive program to make school communities safer by combining engineering tools and enforcement with education about safety and activities to enable and encourage students to walk and bicycle to school. SRTS programs typically involve partnerships among municipalities, school districts,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

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

# Why Safe Routes to School?

## THE PROBLEM

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



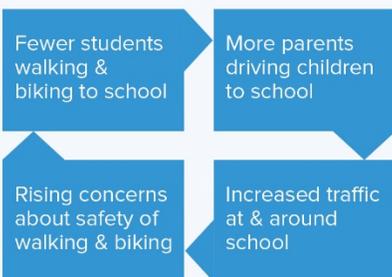
Children and adolescents should have **60 minutes (1 hour)** or more of physical activity daily.



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



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



## 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](http://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.

## Terrebonne Community School Overview

<b>Principal:</b>	Trevor Flaherty	<b>Address:</b>	1199 B Ave, Terrebonne, OR 97760
<b>Enrollment:</b>	361	<b>% students eligible for free or reduced lunch:</b>	35.13%
<b>Grades Served:</b>	K-5		
<b>Type of School:</b>	Public		

### SCHOOL DEMOGRAPHICS

AMERICAN INDIAN/ ALASKA NATIVE	ASIAN	BLACK/ AFRICAN AMERICAN	HISPANIC	NATIVE HAWAIIAN PACIFIC ISLAND	MULTIRACIAL	WHITE, NON-HISPANIC
0.3%	0.3%	0.3%	8.3%	0.3%	4.7%	85.9%

Source: Oregon Department of Education 2019-2020 school year

### REDMOND SCHOOL DISTRICT LANGUAGES

LANGUAGES SPOKEN	% STUDENTS
English	88%
Spanish	11%
Other	1%

Total Languages Spoken: 30

Source: Oregon Department of Education 2019-2020 school year

## PIP Outreach Process

Terrebonne Community School worked to spread the word about the SRTS Walk Audit and Community Meeting, held on October 9, 2019. Staff posted information about the event and the project in the following methods locations to encourage participation:

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

During the School Safety Assessment field visit, consultant staff presented to the Terrebonne Community School PTA and discussed the SRTS vision and school community’s project goals. Their input is reflected in Chapter 2. Vision and Goals for SRTS. 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 January 2020 and received no comments.

# Chapter 2. Vision and Goals for Safe Routes to Schools

Stakeholders helped create the following Vision and Goals through the Community Meeting.

## Vision

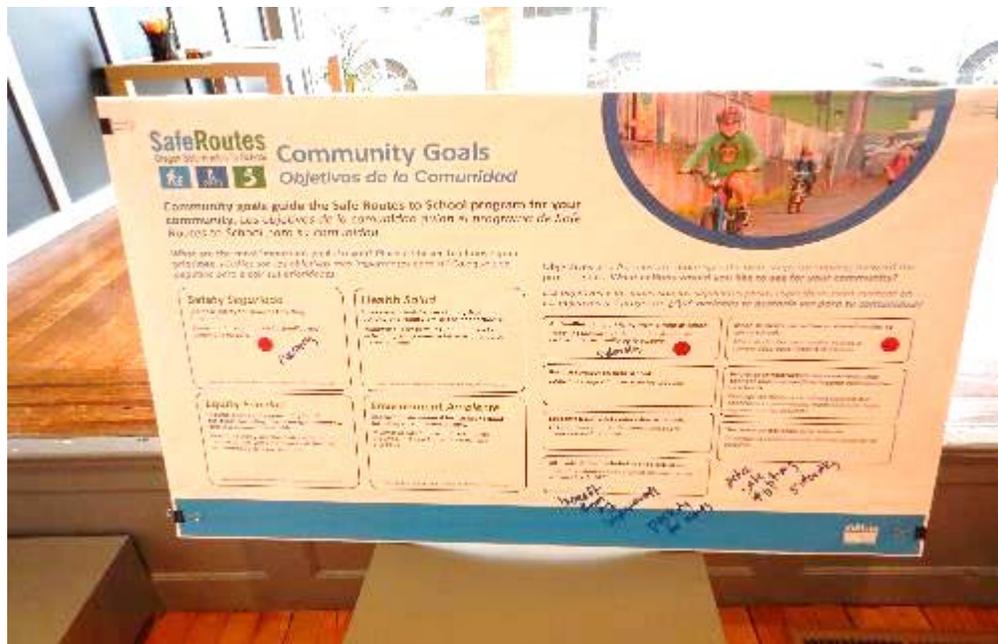
The Terrebonne community envisions a future where children and their families safely, comfortably, and conveniently walk and bicycle as part of the daily school commute and a healthy lifestyle.

## 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 Terrebonne Community School PTA meeting participants selected safety as the main priority for the community.

Based on the community-identified vision and goals, as well as community input from the walk audit and data collected throughout the PIP process, the consultant team drafted the list of specific actions for the community to tackle. These actions describe how the community will work together to tackle the recommendations Table 1 and **Table 2**. Actions may relate to achieving more than one goal, but each action is only listed once. The recommendations are divided into Infrastructure (construction) and Non-Infrastructure (education and engagement) categories in Chapter 4. Both lists include priority potential funding sources and the jurisdiction responsible for making the change.

Figure 1: Community Goal Prioritization- Terrebonne Community School



## 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- Walking or biking access is available to all families within 1 mile of school.
  - Action: ODOT will adopt the long-term pedestrian infrastructure recommendations as a part of the Terrebonne Hwy 97 Refinement Plan.
  - Action: Deschutes County will begin implementing recommendations as funds for capital improvements become available.
- Objective 2- Students are able to walk and bike on campus and to homes within a ¼ mile of the school.
  - Action: Deschutes County will address sign and pavement marking maintenance on their maintenance schedule for 2020-2021.
  - Action: Terrebonne Community School will integrate on-campus infrastructure improvements into their District improvements plan.
- Objective 3- Vehicles comply with the Terrebonne Community School Zone.
  - Action: Terrebonne Community School will organize a community-wide School Safety Campaign to increase the visibility of the school zone and encourage compliance with reduced speed limits.
  - Action: Deschutes County will ask County law enforcement to increase patrols near the school zone to enforce school zone traffic laws.
- Objective 4- Pedestrian and safety education is integrated into school curriculum.
  - Action: Terrebonne Community School will distribute informational safety materials for families and integrate 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<sup>11</sup>, English-language learners, to hear learn about their barriers to students walking or biking to school.
  - Action: Terrebonne Community School will provide information and educational materials in English and Spanish, as needed.
  - Action: Terrebonne Community School will include and encourage partners to include SRTS messaging as part of other community events and services that take place in Terrebonne, such as food pantry distribution.
- Objective 2- Prioritize infrastructure and non-infrastructure improvements that connect underserved or low-income communities to schools and improve access on campus.
  - Action: Deschutes County and the Terrebonne Community School District will implement infrastructure recommendations with a consideration for improvements that serve underserved and low-income communities.

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

## Health

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

- Objective 1- Students have increased physical activity before and during the school day.
  - *Action: Terrebonne Community School District staff will look for areas of overlap between SRTS efforts and other health initiatives and grants, and apply for funding.*
- Objective 2- The school community supports families using active and shared transportation to access school and reach nearby destinations.
  - *Action: Terrebonne Community School will share relevant health statistics and messages in school newsletters, back to school night, or through other communication channels.*
  - *Action: Terrebonne Community School will organize a community walk or Walk + Roll to School Day to celebrate improvements along Hwy 97. Explore ways to connect to another event or cause.*
  - *Action: Terrebonne Community School will organize a community school safety campaign to bring additional awareness to people driving in the school area.*

## Environment

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

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

## Chapter 3. Existing Conditions

### Background Data

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

### Plan Review

#### TERREBONNE COMMUNITY PLAN 2010-2030

Drafted in 2010, the Terrebonne Community Plan is a part of the larger Deschutes County Comprehensive Plan. The Plan centers around Terrebonne Community School and development around U.S. 97, a state highway which bisects the commercial core of the town. Deschutes County and ODOT are currently working to address the needs of Terrebonne to maintain safe and convenient uses of the transportation system.

Due to Hwy 97 corridor's close proximity to the Terrebonne Community School, many of these projects are slated under Safe Routes to School Program. The Terrebonne Community Plan articulates the following goals for this corridor:

- Provide safe, convenient pedestrian crossings on the highway near the school.
- Redesign U.S. 97 intersections to balance the needs of truck and pedestrian traffic, particularly at the "B" Ave, "C" Ave and 11th St intersections.
- Work with ODOT and the community to increase safety on U.S. 97 in Terrebonne by using a combination of enforcement and traffic calming techniques to slow traffic to posted speeds, to safely handle local traffic and to improve pedestrian crossings.
- Work with ODOT to provide improved pedestrian crossings on U.S. 97, between Central Ave and the south 11th St intersection, particularly at the "B" Ave and "C" Ave intersections, to increase pedestrian safety in the vicinity of the school.<sup>2</sup>

#### TERREBONNE REFINEMENT PLAN

A critical concern for Terrebonne residents is to provide safe crossings of Hwy 97, particularly for school children at B and C Aves, as these roads provide direct access to the Terrebonne community school. Calling for a new interchange design located along 11<sup>th</sup> St along HWY 97, this plan reviews the current and future developmental goals relating to transit in Terrebonne. Specifically focusing on design interventions around Hwy 97 to increase safety and address Transit Demand Management (TDM) and Transit System Management.

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<sup>2</sup> More information surrounding the U.S. 97 Corridor plan can be found in the Traffic and Circulation section of the Terrebonne Community Plan. visit: [https://www.deschutes.org/sites/default/files/fileattachments/community\\_development/page/11797/terrebonne\\_community\\_plan.pdf](https://www.deschutes.org/sites/default/files/fileattachments/community_development/page/11797/terrebonne_community_plan.pdf)

The TRP leads with the following goals:

- Community & Livability
- Mobility
- Safety and Health
- Accessibility
- Financial Responsibility
- Economic Vitality

Creating SRTS programming with these goals in mind will follow Deschutes County Planning Commission's overall goals for traffic changes around HWY 97.

#### DESCHUTES COUNTY TRANSPORTATION SYSTEM PLAN (TSP) 2010-2030

The Deschutes County TSP identifies the following goals related to transit planning adjacent to county schools:

- Goal 1: Achieve an efficient, safe, convenient and economically viable transportation and communication system. Superficially including bike and pedestrian networks.
- Goal 7: ensure all aspects of construction related to roads, pedestrian walkways and bicycle facilities occurring outside designated urban growth boundaries in Deschutes County are adequate to meet the needs of the traveling public.
- Goal 13: Maintain a safe and efficient network of roadways.
- Goal 15: Provide and maintain a safe, convenient and economical bicycle and pedestrian system that is integrated with other transportation systems.

#### COMMUTE OPTIONS FOR CENTRAL OREGON

Currently, the County, ODOT and the City of Bend jointly fund Commute Options for Central Oregon. This organization began in 1990 as a volunteer citizen's group working towards solutions to traffic congestion and pollution. They are responsible for maintaining the Central Oregon Rideshare list, promoting Commute Options Week each spring, and acting as transportation consultants to businesses, cities, counties and other agencies interested in alternative commuting methods such as carpooling, van pooling, shuttles, and teleworking as well as SRTS. Working with these stakeholders will help support programming for school-aged kids. Specific needs related to school-aged travel within the Terrebonne Community are as follows:

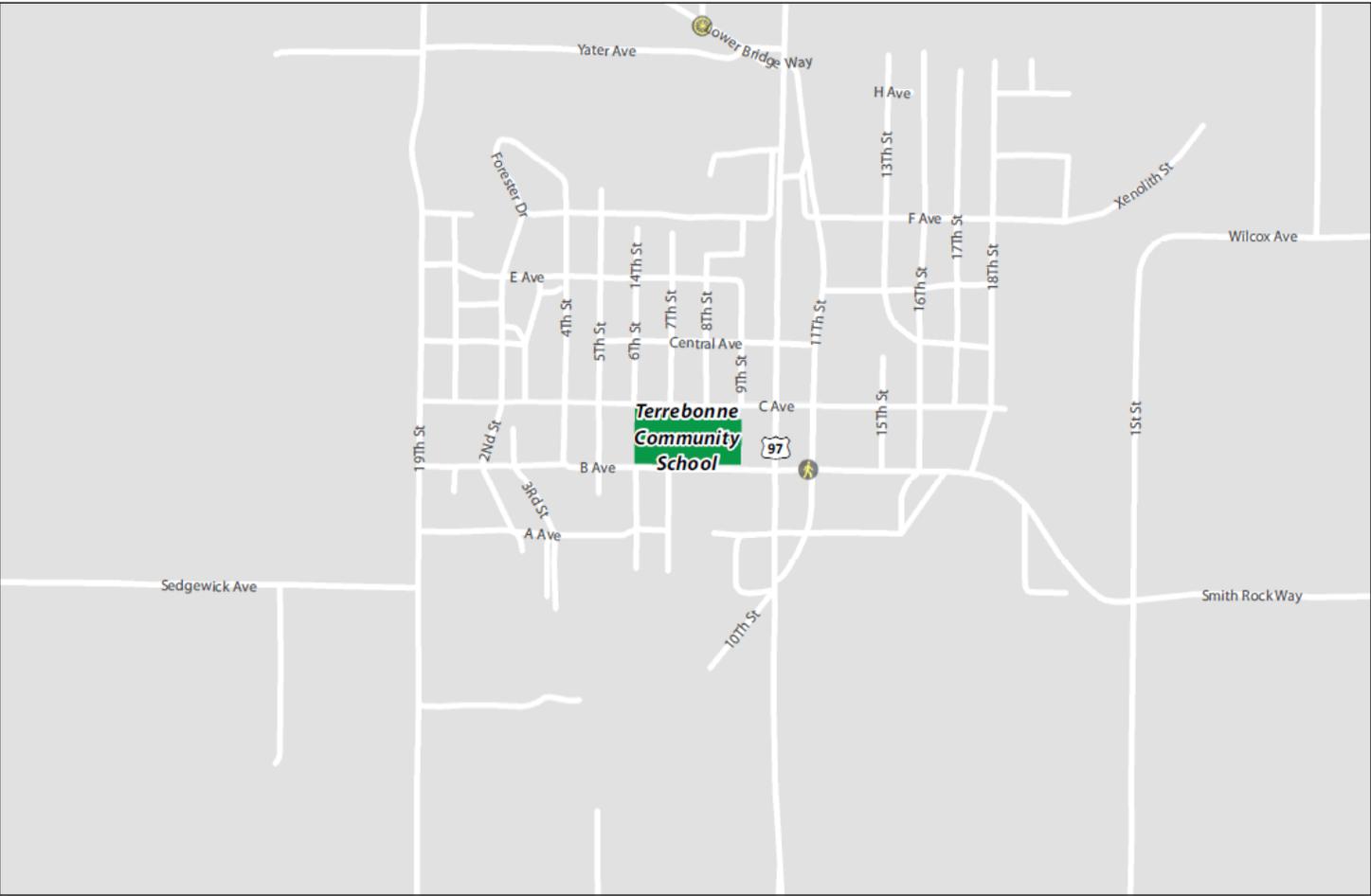
- Address gaps in sidewalk networks near schools
- Design roads to accommodate cyclist with moderate skills
- Design roads to accommodate youth cyclist near schools
- Stripe and mark shoulders as bike lanes near schools
- Address safety concerns on high-use roads for pedestrians and bicyclist
- Near school zones, paved shoulders and multiuse pathways should be provided when road networks do not include sidewalks

Finally, the TSP calls for an increase of bike facilities near schools and updated school bus routes that address efficiency concerns.

## Crash History

From 2012 to 2016, there was one documented crash involving people walking and one documented crash involving people biking within a half-mile of the school, shown in Figure 2. This low number of crashes is likely due to the lack of any pedestrian or bike facilities along Hwy 97, which results in students getting bussed or driven across the barrier. Terrebonne Community School members do not typically walk or bike, even short distances, because of high speeds and narrow to non-existent roadway shoulders. However, as shown in Figure 3, there are many documented vehicle-only crashes within a half-mile of the school especially along the Hwy 97 corridor.

Figure 2. Bicycle and Pedestrian Crashes near Terrebonne Community School



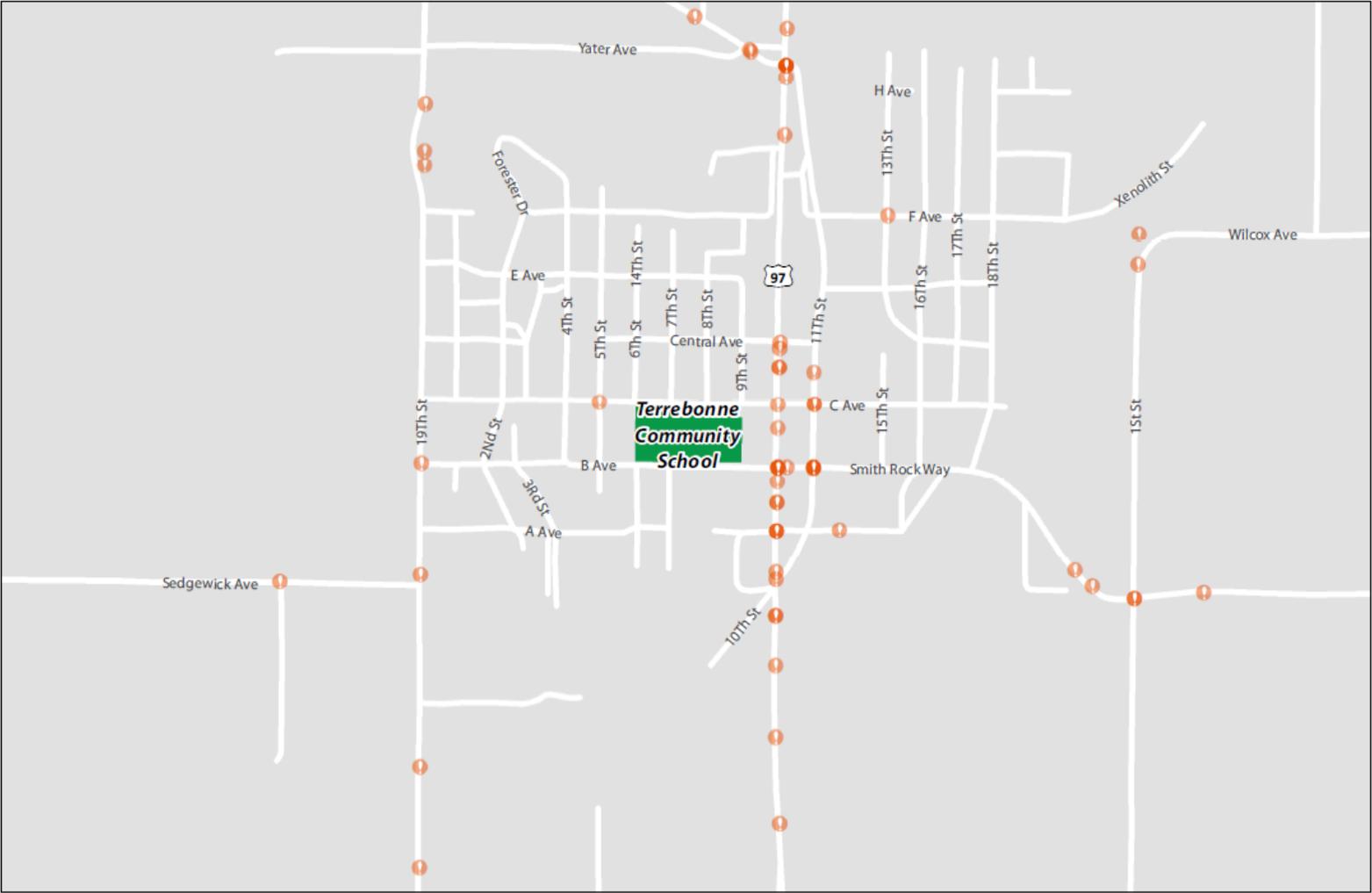
**Terrebonne Community School**  
 Bicycle and Pedestrian Collisions (2012-2016)

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



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

Figure 3. Vehicle Crashes near Terrebonne Community School



### Terrebonne Community School

#### Vehicle Only Collisions (2012-2016)

📍 Vehicle Only Crash

0 0.25 0.5 Miles



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

## School Attendance Area and Transportation Policies

The Terrebonne Community School attendance area covers approximately 65 square miles including Terrebonne and surrounding areas of Deschutes County. Terrebonne Community School has five buses with elaborate routes to cover the area. The school would like the students on the east side of Hwy 97 to have the option to walk or bike, but there are currently no safe facilities to cross the highway. For students west of the highway who do walk or bike to school there are no facilities provided.

## Previous SRTS Efforts or Walking/Biking Encouragement Activities

Terrebonne Community School has not yet participated in any SRTS efforts or walking/ biking encouragement activities. The staff is interested in applying for an ODOT SRTS Non-infrastructure Grant as the high-priority infrastructure recommendations are implemented.

## School Safety Assessment

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

**Date:** October 8, 2019

**Day of Week:** Tuesday

**Attendees:**

**Meeting Time:** 5:30pm

**Weather:** 50 degrees, partly cloudy with occasional rain

- Trevor Flaherty, School Principal
- Brian Potwin, Commute Options
- Janice Donahue, Community Member
- Kelly Lawrence, Community Member
- Christina Berra, Community Member
- Shelly Morton, Community Member
- Heather Monson, Community Member
- Emily Fast, Community Member
- Shannon Taylor, Community Member
- Hannah Day-Kapell, Alta Planning + Design
- Jill Roszel, Alta Planning + Design

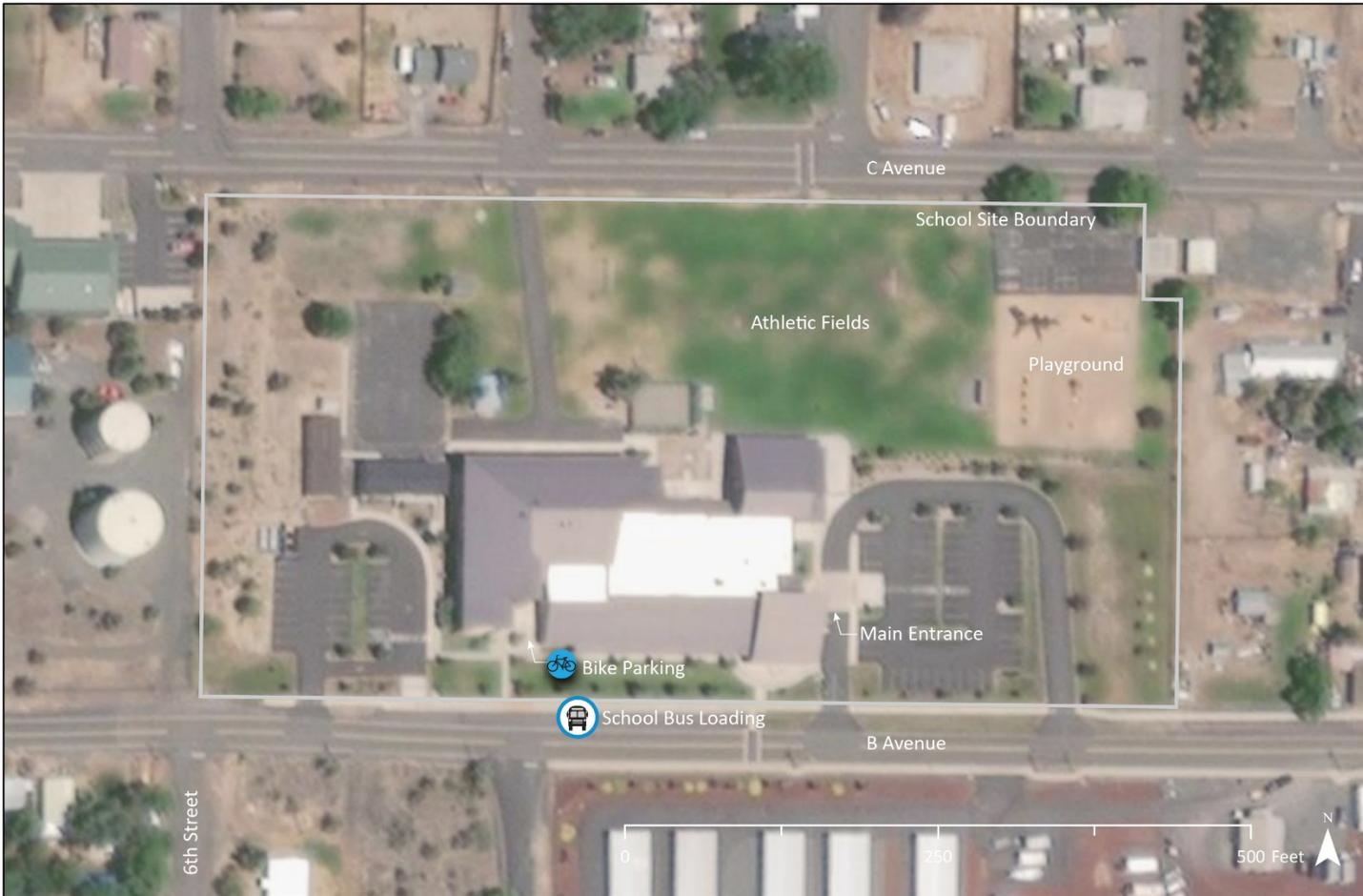
## Walk Audit Observations

### SCHOOL LAYOUT

Terrebonne Community School is located between B Ave and C Ave just west of Hwy 97, surrounded by some businesses, the Redmond Fire and Rescue Station and residential homes. Terrebonne Community School serves as the elementary school for Terrebonne and the surrounding area. The school recently completed infrastructure improvements, including a new sidewalk along the north property line at C Ave, which extends east to Hwy 97.

Students who are dropped off and picked up with a family vehicle primarily enter and are dismissed through the main doors on the east side of the main school building. These students then walk through the parking lot with their parent to the parked car, or walk along the sidewalk at C Ave to the line of cars awaiting pick up. Students who arrive and depart by bus enter and exit through the south doors and are staged along the sidewalk and lawn area along B Avenue (Figure 4).

Figure 4. Terrebonne Community School Site Plan



## Terrebonne Community School Site Plan



## SITE CIRCULATION

- Vehicles:** Family members who drive students to and from school generally park along C Ave to drop them off or pick them up. Others park in the side streets off of C Ave (6th, 7th, or 8th St) or park in the parking lot to wait for or drop off the students. Some drivers were observed doing U- turns on C Ave. Most of the vehicular traffic arrives and leaves via Hwy 97.
- School Buses:** Approximately a quarter of the students at Terrebonne Community School ride the school busses. Five busses provide transportation to any students who need it outside of the 1-mile walkshed from the school, and to any who live east of Hwy 97, which is a designated hazard bus route.
- Pedestrians:** During the walk audit, five students were observed walking home from school. These students used mid-block crosswalk with crossing guard at B Ave. On campus, students generally walked with their parents through the parking lot to their cars or along the sidewalk at C Ave. Some students needed to cross C Ave at the crosswalk with the crossing guard to get to their family's vehicle for pickup.
- Bicyclists:** There are no dedicated bike facilities on the streets surrounding the school, with the exception of Hwy 97, which is considered part of the Scenic Bikeway. Uncovered bike parking is available at the southwest corner of the school, but it is an outdated wave rack, which only supports bicycles from one point of contact, causing them to tip over easily. One bike was locked to the rack.
- Transit:** Terrebonne Parish residents have access to the Cascades East Transit system via the Route 22 bus line from Madras to Redmond. This route stops in Terrebonne five times a day Monday-Friday at the Terrebonne Thriftway store on US 97.

## Community Meeting

The PTA meeting was an opportunity for school staff and parents 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, Hwy 97 and surrounding affected neighborhoods, including the Ranch. The consultant team met to debrief the walk audit with the Non-Infrastructure liaison in the library and then met with the attendees of the previously scheduled Terrebonne Community School PTA to share information about the project, answer questions, and discuss community SRTS goals and priorities.



*Terrebonne Community School walk audit observation of student dismissal*

## KEY THEMES

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

- Deschutes County is interested in taking care of smaller maintenance issues. They are constrained by limited funding and capacity.
- Participants' main concerns included:
  - a. Need for a safe pedestrian and bike route across Hwy 97.
  - b. Lack of sidewalk along C Ave leading to 19<sup>th</sup> Ave.
  - c. Sidewalk and crosswalk deficiencies on campus and immediately adjacent to the school.
  - d. Need for safety and awareness education and events.

## Bike and Pedestrian Facility Inventory

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

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

The bike and pedestrian facility inventory collected the following information about street crossings:

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

Deficiencies and needs identified in the bike and pedestrian facility inventory inform the Infrastructure recommendations described in Table 1. Infrastructure Needs and Recommendations and Figure 3. Terrebonne Community School SRTS Improvements Map.

## Walk Audit and Bike and Pedestrian Inventory Photos



*Crosswalk paint is faded and some lack curbs and tactile domes.*



*No sidewalks along B Ave west of the school, signage height is not code compliant.*



*No sidewalks along C Ave leading to 19<sup>th</sup> Ave.*



*Lack of sidewalks on side streets north of C Ave.*



*Sidewalk upheaval.*



*Substandard bike parking.*



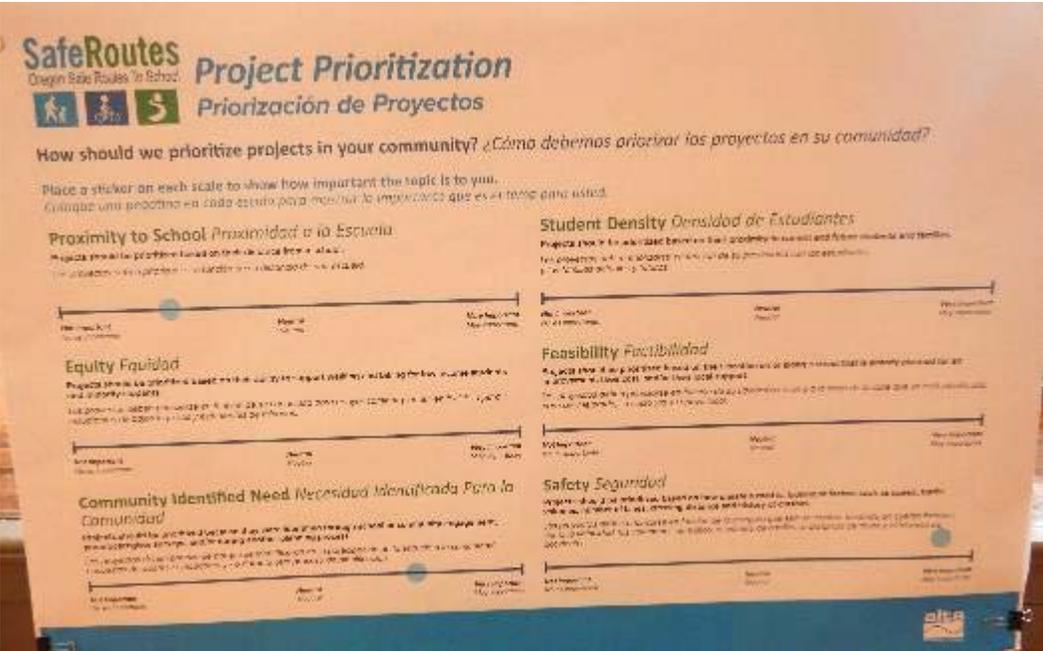
*Lack of adequate pedestrian crossing infrastructure at Hwy 97, which has high traffic speeds and volume.*

# Chapter 4. Needs & Recommendations

## Prioritization Criteria

Walk audit participants provided feedback on how actions and recommendations should be prioritized in their community on a sliding scale of “Not Important” to “Very Important”. This exercise requires thinking about trade- offs between different goals and actions. As illustrated in Figure 5, safety was a top criterion for Terrebonne participants, followed by community-identified need. Participants were divided about how important proximity to school should be as a guiding factor. Additionally, participants discussed the trade-offs between feasibility and safety, deciding that they would be interested in looking at both short-term highly-feasible improvements but also considering a long-term approach that maximized safety. Most participants were neutral about the importance of student density and equity, potentially because most Terrebonne students are from families with low incomes and dispersed over a large geographic area. To reflect these community priorities, the consultant team will prioritize community-identified, safety-related projects both within a ¼ mile of the school and within the larger 1-mile radius. To incorporate the mixed feedback on the “feasibility” criteria, the consultant team will recommend some more creative short-term infrastructure recommendations and programmatic ideas and long-term, higher cost recommendation to address the biggest safety concerns.

Figure 5. Project Prioritization- Terrebonne Community School



## PHASING

The consultant team prioritized recommendations **Table 1** and **Table 2** into three time-frames: short term, medium term, and long term:

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

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

## Construction (Infrastructure) Recommendations

Circulation and infrastructure needs around the school build on existing conditions data, community feedback from the walk audit and community meeting, and jurisdiction input. Table 1 lists the needs identified at each location and ensuing infrastructure recommendations, as well as the relative priority of the recommendation, a high-level cost, the agency responsible for implementing the recommendation, and any potential funding source for construction.

Table 1. Construction Needs and Recommendations

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
<b>Terrebonne Community School Grounds</b>					
<i>Crosswalk paint is faded across all (3) driveway entrances along school property leading to B Ave.</i>	<i>Repaint crosswalks at school driveways.</i>	<i>Short-term</i>	<i>\$</i>	<i>School District</i>	<i>District funds</i>
<i>'Buses Only' signs are not MUTCD compliant.</i>	<i>Replace Bus Loading signs with NO PARKING LOADING ZONE signs (R7-6).</i>	<i>Short-term</i>	<i>\$</i>	<i>School District</i>	<i>District funds</i>
<i>There is no safe pedestrian access to school from C Ave for students who arrive early (before the gates are unlocked).</i>	<i>Establish a soft surface path along east or west boundary of the school property, outside the fence, which will require moving the fence further into the school property.</i>	<i>Medium-term</i>	<i>\$\$</i>	<i>School District</i>	<i>District funds or grant</i>
<i>Bike parking is limited and racks are an outdated design which prevents optimal locking bikes on the rack.</i>	<i>Add additional bike parking and replace wave racks with racks that provide two points of contact with the bicycle frame. Consider fencing, covered bike parking, and lighting to provide additional security and shelter for bikes.</i>	<i>Long-term</i>	<i>\$</i>	<i>School District</i>	<i>District funds or grant</i>
<b>B Avenue</b>					
<i>Crosswalk at midblock crossing across B Ave has no curb ramp on the south side of B Ave and the paint is faded.</i>	<i>Install midblock crosswalk with high-visibility continental or ladder markings, use thermoplastic.</i>	<i>Short-term</i>	<i>\$</i>	<i>County</i>	<i>County funds</i>
	<i>Construct curb ramp with tactile domes on south side of midblock crosswalk.</i>	<i>Short-term</i>	<i>\$\$</i>	<i>County</i>	<i>County funds</i>

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
<i>School signage on south side of B Ave west of school is beneath regulation height due to grade adjacent to the road and lacks visibility due to plant overgrowth.</i>	<i>Reposition (2) signs, currently in gravel shoulder along south side of B Ave, install at the proper height above the roadway.</i>	<i>Short-term</i>	\$	<i>County</i>	<i>County funds</i>
	<i>Trim vegetation as needed to ensure signs are visible.</i>	<i>Short-term</i>	\$	<i>County</i>	<i>County funds</i>
<i>Sidewalk is crumbling and lacks ADA-compliant curb ramp with tactile domes at southeast corner of 7<sup>th</sup> St and B Ave.</i>	<i>Repair curb ramp and install tactile domes at southeast corner of 7<sup>th</sup> St and B Ave.</i>	<i>Short-term</i>	\$\$	<i>County</i>	<i>County funds</i>
<i>Sidewalk upheaves at utility pole on the south side of B Ave, east of the school.</i>	<i>Repair sidewalk upheaval.</i>	<i>Short-term</i>	\$\$	<i>County</i>	<i>County funds</i>
<b>C Avenue</b>					
<i>Some parents were observed making U- turns on C Ave during drop-off and pick- up, resulting in unsafe conditions for pedestrians.</i>	<i>Coordinate with School Resource Officer to enforce law.</i>	<i>Short-term</i>	\$	<i>School District</i>	<i>TBD</i>
<i>Plant overgrowth blocks view of stop sign at 6<sup>th</sup> and C Ave.</i>	<i>Trim vegetation at 6<sup>th</sup> and C Ave to ensure sign visibility.</i>	<i>Short-term</i>	\$	<i>County</i>	<i>County funds</i>
<i>There is no safe pedestrian route for students walking along C Ave between 19<sup>th</sup> Ave and the School.</i>	<i>Extend sidewalks on C Ave west to 19<sup>th</sup> Ave on the south side of C Ave. Consider including project in TSP update.</i>	<i>Long-term</i>	\$\$	<i>County</i>	<i>County funds</i>

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
<b>Highway 97</b>					
<p><i>Crossing Hwy 97 from B Ave to Smith Rock Way is very challenging for pedestrians due to traffic speeds and volumes, as well as the lack of low-stress pedestrian crossing infrastructure.</i></p>	<p><i>Enhance pedestrian safety along Smith Rock Way/B Ave as part of the Refinement Plan Process of future Hwy 97 improvements.</i></p> <p><i>Potential Options for Enhanced Pedestrian Crossing:</i></p> <ul style="list-style-type: none"> <li><i>- Install a HAWK beacon at the crosswalk</i></li> <li><i>- Install a RRFB at the crosswalk</i></li> </ul>	<p><i>Long-term</i></p>	<p><i>\$\$\$</i></p>	<p><i>ODOT</i></p>	<p><i>ODOT SRTS Infrastructure Grant</i></p>

Figure 6. Terrebonne Community School SRTS Improvements Map



**Legend**

**Proposed Improvements**

-  Crosswalk
-  Sidewalk
-  Path Accessibility Improvements
-  Curb Ramp Improvements
-  Reposition Signs
-  School Bus Parking Sign

**Existing Conditions**

-  School Bus Loading
-  Bicycle Parking
-  Existing Sidewalk Improvement
-  Transit Stop

**Terrebonne Community School**



**Improvement Recommendations**

- 1 Terrebonne Community School Grounds**
  - a. Repaint crosswalks at school driveways.
  - b. Replace Bus Loading signs with NO PARKING LOADING ZONE signs (R7-6).
  - c. Establish a soft surface path along east or west boundary of the school property, outside of fence, which will require moving the fence further into the school property.
  - d. Add additional bike parking and replace wave racks with racks that provide two points of contact with the bicycle frame. Consider fencing, covered bike parking, and lighting to provide additional security and shelter for bikes.
- 2 B Avenue**
  - a. Install midblock crosswalk with high-visibility continental or ladder markings, use thermoplastic.
  - b. Construct curb ramp with tactile domes on south side of midblock crosswalk.
  - c. Reposition (2) signs, currently in gravel shoulder along south side of B Ave, install at the proper height above the roadway.
  - d. Trim vegetation as needed to ensure signs are visible.
  - e. Repair curb ramp and install tactile domes at southeast corner of 7th St and B Ave.
  - f. Repair sidewalk upheaval.
- 3 C Avenue**
  - a. Coordinate with School Resource Officer to enforce law.
  - b. Trim vegetation at 6th and C Ave to ensure sign visibility.
  - c. Extend sidewalks on C Ave west to 19th Ave on the south side of C Ave. Consider including project in TSP update.
- 4 Highway 97**
  - a. Enhance pedestrian safety along Smith Rock Way/B Ave as part of the Refinement Plan Process of future Hwy 97 improvements.
  - b. Options include:
    - Install a HAWK beacon at the crosswalk
    - Install a RRFB at the crosswalk



## Education and Engagement Program Recommendations

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

Terrebonne Community School does not currently participate in any SRTS encouragement or engagement activities due to the lack of resources and staff capacity, in addition to challenges accessing the school via walking or biking. However, they are interested in applying for a grant that could tie in to initial SRTS efforts.

The activities outlined in Table 2 are recommended for Terrebonne Community School to improve and promote safe walking and bicycling to and from school and in the community. The District should work with Commute Options to potentially benefit from ODOT-funded SRTS Non-Infrastructure services. Education and engagement recommendations can be implemented by the Terrebonne Community School Board, school administrators, teachers, parents, or even school clubs.

**Table 2. Non-Infrastructure Recommendations\***

*\*Work with Commute Options to potentially benefit from ODOT-funded SRTS Non-Infrastructure services.*

ACTIVITY	RESPONSIBLE PARTY	DESCRIPTION	TIMELINE	RESOURCES NEEDED	INCLUSION CONSIDERATIONS	MEASURES OF SUCCESS
<i>Post safety tips on the school website, with seasonally-appropriate messages (back to school, visibility when the time changes, winter walking safety, bike month, etc.).</i>	<i>School District</i>	<i>Travel safety tips for students and parents aimed at people walking, biking, driving, or riding the bus. Could begin with limited scope and build to a more robust curriculum.</i>	<i>Once or twice a year.</i>	<i>Curriculum, different materials needed depending on the scope.</i>	<i>Provide materials in Spanish, or other languages as needed.</i>	<i>Feedback from families, noticeable decrease in unsafe driving behavior.</i>
<i>Send a letter to parents about driver safety in the school area and drop-off/pickup procedures.</i>	<i>School District</i>	<i>Include message to stop drivers from making U-turns. Could do very limited or more robust scope.</i>	<i>Once or twice a year.</i>	<i>Curriculum, different materials needed depending on the scope.</i>	<i>Provide materials in Spanish, or other languages as needed.</i>	<i>Noticeable decrease in unsafe driving behavior.</i>
<i>Organize a walking school bus to solicit parents to walk to school with a group of students (may be internal at the Ranch?).</i>	<i>School District or Community Advocate</i>	<i>Organize students to walk before or after school.</i>	<i>Annual</i>	<i>Incentives, outreach materials, and volunteers</i>	<i>Consider how students with mobility challenges could participate</i>	<i>Number of students and community members participating.</i>
<i>Host pedestrian safety assembly or train PE teachers to deliver pedestrian safety education.</i>	<i>School District</i>	<i>Travel safety tips for students and parents aimed at people walking, biking, driving, or riding the bus.</i>	<i>Fall 2020</i>	<i>Curriculum, different materials needed depending on the scope.</i>		

ACTIVITY	RESPONSIBLE PARTY	DESCRIPTION	TIMELINE	RESOURCES NEEDED	INCLUSION CONSIDERATIONS	MEASURES OF SUCCESS
<i>Launch traffic safety outreach campaign at the Ranch.</i>	<i>Community Advocate</i>	<i>Travel safety tips for students and parents aimed at people walking, biking, driving, or riding the bus.</i>	<i>Fall 2020 or Spring 2021</i>	<i>Incentives, outreach materials, and volunteers</i>	<i>Provide materials in Spanish, or other languages as needed.</i>	<i>Number of students and community members participating.</i>
<i>When improvements to Hwy 97 are complete, host a Park and Walk event at the Thriftway.</i>	<i>School District</i>	<i>This event could be a way to celebrate the installation of high-priority infrastructure projects and/or tie this to another cause or event.</i>	<i>Upon project completion</i>	<i>Incentives, outreach materials, and volunteers</i>	<i>Consider how students or community members with mobility challenges could participate. Provide materials in Spanish, or other languages, as needed.</i>	<i>Number of students and community members participating.</i>

## Education Programs

The Terrebonne School District can partner with Commute Options to better understand how to plan and facilitate the following non-infrastructure outreach and events.

### PEDESTRIAN AND BIKE SAFETY EDUCATION

Pedestrian and bike safety education teaches students basic traffic laws and safety rules. Deschutes County TSP and Terrebonne Community Plan recognize the need for bike and pedestrian education to make it safer and more accessible for residents to walk and bike in their communities.



Resources and innovative program ideas include:

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

### PARENT EDUCATION AND OUTREACH

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

Resources and innovative program ideas include:

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



## SCHOOL TRAVEL SAFETY CAMPAIGN

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

This could be a particularly good option for Terrebonne Community School to alert traffic along Hwy 97 about the school and encourage compliance with the school zone.

Resources and innovative program ideas include:

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



## 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, or even within neighborhoods leading to local bus stops, to provide all students an opportunity to walk a safe route and increase their physical activity.

Resources and innovative program ideas include:

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

## Encouragement Programs

### WELLNESS POLICY

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

Resources and innovative program ideas include:

- Change Lab Solutions offers [model policy language](#) for rural community school districts that are interested in demonstrating strong support for SRTS in their local school wellness policy. This resource is specifically targeted to California, but examples are relevant to Oregon as well.

- The National Safe Routes Partnership offers [best practices for school wellness policies](#) that support SRTS, including local models and state recommendations.

#### WALK + ROLL TO SCHOOL DAY OR COMMUNITY WALK

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

Even families who live too far from school to walk and bike can participate by driving to a designated central location and walking together from there. Coffee and breakfast can be provided, and students can dress up or hold posters to make a fun, parent-supervised parade to school. For Terrebonne, walks could start from Thriftway and walk towards the school campus, when the pedestrian crosswalk improvements are installed at Hwy 97. Walks could also take place as a part of another health-related event or to benefit a cause.

Resources and innovative program ideas include:

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



## High Priority Improvements for the ODOT Infrastructure Grant Application

The projects discussed affecting county roads will be addressed by Deschutes County, and will not be relevant to the ODOT Infrastructure Grant Application. However, the following is a top priority improvement recommended for the Competitive ODOT SRTS IN Grant Application, which would be submitted by ODOT Region 4:

- Need for a safe pedestrian and bike route across Hwy 97.

Additional details that will be needed to complete the application are provided in Table 3.

Table 3. Project Details for ODOT Competitive Infrastructure Grant

Relevant Right of Way ownership	Not affected
Utility implications and opportunities to mitigate	Not affected
Environmental resource implications	Not affected
Stormwater management implications	Not affected
Near a rail road? Or bridge, tunnel, retaining wall affected?	Not affected
AADT	B Ave/Smith Rock Way AADT: <ul style="list-style-type: none"> <li>• Present (2017): 13,700</li> <li>• 20 year projection: 17,500</li> </ul>
Priority Safety Corridor	Yes: <ul style="list-style-type: none"> <li>• Posted speed limit 30 miles per hour or greater</li> <li>• More than 2 lanes or a crossing distance greater than 30 feet</li> <li>• Has a demonstrated history of crashes related to school traffic</li> </ul>

Table 4. Cost Estimate for HAWK Beacon Option

ITEM DESCRIPTION	MEASUREMENT	COST/UNIT	UNITS	ESTIMATE
Perform engineering study to determine appropriate pedestrian crossing enhancements.	LS	\$50,000	1	\$50,000
Install overhead HAWK assembly on new mast arm.	EA	\$300,000	1	\$300,000
Demo existing sidewalk/ramps at intersection corner.	SF	\$6	800	\$4,800
Demo existing curb and gutter at intersection corner.	LF	\$15	200	\$3,000
Install pedestrian push button.	EA	\$5,000	2	\$10,000
Install pedestrian signal.	EA	\$2,500	2	\$5,000
Install street lights.	LS	\$50,000	1	\$50,000
Install perpendicular curb ramp (Hwy 97 at B Ave).	EA	\$6,500	8	\$52,000
Install 6' wide sidewalk and curb along south side of C Ave between 19th St and school property.	LF	\$120	1550	\$186,000
Install marked crosswalk with thermoplastic continental markings (4).	SF	\$8	72	\$576
Remove existing curb.	LF	\$10	15	\$150
Demo existing 5' wide concrete sidewalk.	SF	\$6	165	\$990
Install perpendicular curb ramp.	EA	\$6,500	2	\$13,000
Repair sidewalk upheaval.	SF	\$25	90	\$2,250
Traffic Mobilization (10%)	EA	\$62,777	1	\$62,777
Traffic Control (15%)	EA	\$94,165	1	\$94,165
Erosion Control (2%)	EA	\$12,555	1	\$12,555
			Subtotal	\$847,263
Contingency	%	\$0		\$338,905
CA/CEI	%	\$0		\$177,925
<b>Total Estimated Construction Costs</b>				<b>\$1,364,093</b>
Preliminary Engineering/Design Costs (12%)				\$101,672
ODOT Oversight (6%)				\$50,836
Inflation Risks per year (5%)*				\$42,363
Easements				\$25,000
Right of Way Acquisition				\$0
Utility Relocation				\$0
Other Costs				\$0
<b>Total Estimated Soft Costs</b>				<b>\$219,870</b>
<b>Total Estimated Project Cost:</b>				<b>\$1,583,964</b>

Table 5. Cost Estimate for RRFB Option

ITEM DESCRIPTION	MEASUREMENT	COST/UNIT	UNITS	ESTIMATE
Perform engineering study to determine appropriate pedestrian crossing enhancements.	LS	\$50,000	1	\$50,000
Install overhead RRFB assembly on new mast arm.	EA	\$150,000	1	\$150,000
Demo existing sidewalk/ramps at intersection corner.	SF	\$6	800	\$4,800
Demo existing curb and gutter at intersection corner.	LF	\$15	200	\$3,000
Install pedestrian push button.	EA	\$5,000	2	\$10,000
Install pedestrian signal.	EA	\$2,500	2	\$5,000
Install street lights.	LS	\$50,000	1	\$50,000
Install perpendicular curb ramp (Hwy 97 at B Ave).	EA	\$6,500	8	\$52,000
Install 6' wide sidewalk and curb along south side of C Ave between 19th St and school property.	LF	\$120	1550	\$186,000
Install marked crosswalk with thermoplastic continental markings (4).	SF	\$8	72	\$576
Remove existing curb.	LF	\$10	15	\$150
Demo existing 5' wide concrete sidewalk.	SF	\$6	165	\$990
Install perpendicular curb ramp.	EA	\$6,500	2	\$13,000
Repair sidewalk upheaval.	SF	\$25	90	\$2,250
Traffic Mobilization (10%)	EA	\$47,777	1	\$47,777
Traffic Control (15%)	EA	\$71,665	1	\$71,665
Erosion Control (2%)	EA	\$9,555	1	\$9,555
			Subtotal	\$656,763
Contingency	%	\$0		\$262,705
CA/CEI	%	\$0		\$137,920
<b>Total Estimated Construction Costs</b>				<b>\$1,057,388</b>
Preliminary Engineering/Design Costs (12%)				\$126,887
ODOT Oversight (6%)				\$63,443
Inflation Risks per year (5%)*				\$52,869
Easements				\$25,000
Right of Way Acquisition				\$0
Utility Relocation				\$0
Other Costs				\$0
<b>Total Estimated Soft Costs</b>				<b>\$268,199</b>
<b>Total Estimated Project Cost:</b>				<b>\$1,325,587</b>

## Chapter 5. Potential Funding & Implementation

This chapter lists a variety of funding sources that Deschutes County, Terrebonne Community School, 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](http://www.oregon.gov/ODOT/STIP/Pages/Contacts.aspx)

## **ODOT All Roads Transportation Safety Program (ARTS)**

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

## **OREGON PARKS AND RECREATION GRANTS**

Oregon Parks and Recreation have a number of grants that may help in completing a Safe Routes to School off-road project like the Local Government Grant Program, the Land and Water Conservation Fund, and the Recreational Trails Program. For more information visit:

<https://www.oregon.gov/OPRD/GRANTS/pages/index.aspx>

## **OREGON COMMUNITY PATHS PROGRAM (OCPP)**

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

## **OREGON TRANSPORTATION INFRASTRUCTURE BANK (OTIB)**

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