



# City of Eagle Point

## Safe Routes to School Plan



Final Report  
April 2020

Eagle Point School District  
185 E Main St, Eagle Point, OR 97524  
<https://hes.eaglepnt.k12.or.us/>

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## Chapter 1. Introduction

The City of Eagle Point Safe Routes to School (SRTS) Plan lays the foundation for schools, the community, the Eagle Point School District, City of Eagle Point, Jackson County, and the Oregon Department of Transportation (ODOT) to work together on reducing barriers for students walking and biking to school. The SRTS Plan includes both recommendations for short and long-term construction projects, as well as ideas for education and engagement events to promote healthy, active lifestyles. Several infrastructure improvements are potential candidates for the ODOT SRTS Competitive Grant Program, while others could be managed by the school district or integrated into the City's planning processes for future consideration. Members of the school community, including administration, teachers, parents, and students, can also contribute through education and engagement activities to make walking or biking easier and more fun 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 City, ODOT Region 5 representatives, and the 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)?

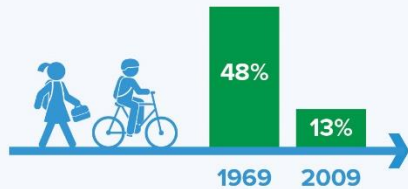
SRTS is a comprehensive program to **make school communities safer** by combining engineering tools and enforcement with education about safety and activities to enable and encourage students to **walk and bicycle to school**. SRTS programs typically involve partnerships among municipalities, school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

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

# Why Safe Routes to School?

## THE PROBLEM

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



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



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



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

Fewer students walking & biking to school

More parents driving children to school

Rising concerns about safety of walking & biking

Increased traffic at & around school

## THE SOLUTION

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



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



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



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



\* McDonald, 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.

## School Overview

### Hillside Elementary School

**Principal:** Jodi Salinas  
**Enrollment:** 460  
**Grades Served:** K-5

**Address:** 185 E Main St, Eagle Point, OR 97524  
**% students eligible for free or reduced lunch:** 74.61%

**Type of School:** Public

#### SCHOOL DEMOGRAPHICS

American Indian/Alaska Native	Asian	Black/African American	Hispanic	Native Hawaiian Pacific Island	Multiracial	White, non- Hispanic
1.3%	0%	0%	10.7%	0%	5%	83%

Source: Oregon Department of Education 2019-2020 school year

### Eagle Point Middle School

**Principal:** Heather Marinucci  
**Enrollment:** 448  
**Grades Served:** 6-8

**Address:** 477 Reese Creek Rd, Eagle Point, OR 97524  
**% students eligible for free or reduced lunch:** 44.8%

**Type of School:** Public

#### SCHOOL DEMOGRAPHICS

American Indian/Alaska Native	Asian	Black/African American	Hispanic	Native Hawaiian Pacific Island	Multiracial	White, non- Hispanic
1.6%	0.4%	0.4%	16.7%	0.2%	6.3%	74.3%

Source: Oregon Department of Education 2019-2020 school year

### Eagle Rock Elementary School

**Principal:** Joni Parsons  
**Enrollment:** 305  
**Grades Served:** K-5

**Address:** 1280 Barton Rd, Eagle Point, OR 97524  
**% students eligible for free or reduced lunch:** 46.53%

**Type of School:** Public

#### SCHOOL DEMOGRAPHICS

American Indian/Alaska Native	Asian	Black/African American	Hispanic	Native Hawaiian Pacific Island	Multiracial	White, non- Hispanic
0.3%	0.7%	0.3%	11.1%	0%	6.2%	81.3%

Source: Oregon Department of Education 2019-2020 school year



## Eagle Point High School

**Principal:** Andy Kovach  
**Enrollment:** 1,036  
**Grades Served:** 9-12

**Address:** 203 N Platt Ave, Eagle Point, OR 97524  
**% students eligible for free or reduced lunch:** 49.02%

**Type of School:** Public

### SCHOOL DEMOGRAPHICS

American Indian/Alaska Native		Asian		Black/African American		Hispanic		Native Hawaiian/Pacific Island		White, non-Hispanic	
0.9%		0.3%		0.5%		33.4%		0.3%		4.6%	

Source: Oregon Department of Education 2019-2020 school year

## Eagle Point School District 9 Languages

TOP 5 LANGUAGES SPOKEN	# STUDENTS
English	3647
Spanish	759
Sign languages	17
Tagalog	5
Dutch/ Flemish	4
Total Languages Spoken: 26	4,465

Source: Oregon Department of Education 2019-2020 school year

## PIP Outreach Process

The Eagle Point School District, school leadership, and the City of Eagle Point worked diligently to spread the word about the SRTS Walk Audits and Community Meetings. The principals posted about the events on the school websites, on Facebook, and distributed the quarter-sheet flyers to families. Flyers were available in English and Spanish. The school also circulated a public input web map to gather feedback about walking and biking conditions near the school. The City of Eagle Point included the events in their utility bill mailings, City Council newsletter, and posted it on the city website. The Eagle Point School District shared the event on their website as well.

During the community meetings, the consultant team facilitated a discussion of the SRTS vision and school community's project goals. Their input is reflected in Chapter 2. Vision and Goals for SRTS.

The draft Plan underwent two internal rounds of review with the Project Team and was available for Public Review in March-April 2020, during which time the Team received several comments.



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

The City of Eagle Point, Eagle Point School District, school principals, and other community meeting attendees helped create the following Vision and Goals.

### Vision

“The Eagle Point 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. The community meeting participants selected Safety and Health as the main priorities for the community. Attendees at the community meetings are included in Chapter 3.

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 Chapter 4. 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.

### 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 to and from campus, between schools, and to homes within a quarter-mile of the school.
  - Action: Eagle Point School District will integrate on-campus infrastructure improvements into their ongoing planning processes.
  - Action: The City of Eagle Point will consider applying to ODOT Competitive SRTS Infrastructure Grant in 2020 for infrastructure improvements, outlined in Chapter 4.
- Objective 2- Safe walking or biking access is available to all families within one mile of school.
  - Action: The City of Eagle Point will adopt the long-term infrastructure recommendations as a part of its planning processes, potentially within the Transportation System Plan.
  - Action: The City of Eagle Point will begin implementing recommendations as funds for capital improvements become available.
- Objective 3- Pedestrian and safety education is integrated into the school curriculum.
  - Action: Hillside Elementary School, Eagle Rock Elementary School, Eagle Point Middle School, Eagle Point High School, and Eagle Point School District will distribute informational safety materials for families and integrate student pedestrian safety instruction into school day lessons.
  - The Eagle Point School District and the City of Eagle Point will coordinate with school leadership to consider applying for the ODOT SRTS Non-Infrastructure Grant funding to fund education and encouragement activities and potentially fund a city or district-wide coordinator.

## 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>1</sup>, and English-language learners, to hear and learn about their barriers to students walking or biking to school.
  - Action: Hillside Elementary School, Eagle Rock Elementary School, Eagle Point Middle School, Eagle Point High School, and Eagle Point School District will provide information and educational materials in English and Spanish, as needed.
  - Action: Hillside Elementary School, Eagle Rock Elementary School, Eagle Point Middle School, Eagle Point High School, and Eagle Point School District will include and encourage partners to include SRTS messaging as part of other school events and services that take place on the school campus.
  - Action: Eagle Point School District will consider how to overcome barriers such as parent work schedules and transportation limitations to enable all parents to participate in SRTS programs and activities.
- Objective 2- Prioritize infrastructure and non-infrastructure improvements that connect underserved or low-income communities to schools and improve access for students walking and biking to school campuses.
  - Action: The City of Eagle Point will implement infrastructure recommendations with a consideration for improvements that serve underserved and low-income communities.
  - Action: The City of Eagle Point should include both English and Spanish on proposed SRTS wayfinding signage.
  - Action: If Eagle Point School District implements a district-wide SRTS Education and Outreach Program, they will work to include lower income students, those with mobility challenges, and students from other historically-marginalized groups.

## Health

Goal: Increase student access to physical activity and reduce emissions near schools, contributing to better air quality.

- Objective 1- Students have increased physical activity before and during the school day.
  - Action: Eagle Point School District and the City of Eagle Point will look for areas of overlap between SRTS efforts and other health initiatives and grants.
- 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: Eagle Point School District will adopt SRTS-supportive language in school wellness policies.
  - Action: Eagle Point School District will share relevant health statistics and messages in school newsletters, back to school night, or through other communication channels.

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<sup>1</sup> 2019 Federal Poverty Guidelines: [www.ocpp.org/2019/02/19/what-is-poverty-2019/](http://www.ocpp.org/2019/02/19/what-is-poverty-2019/)

## 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

#### EAGLE POINT TRANSPORTATION SYSTEM PLAN

Adopted in 2010, the Eagle Point Transportation System Plan (TSP) serves to guide transportation planning and project development in the Eagle Point Urban Growth Boundary over the next 20 years, and supports the City's long-term land use planning. The TSP is based upon a guiding set of principles which reflect State and regional planning goals and policies as well as local needs and conditions. Many of the goals and policies contained within the TSP support the aims of SRTS planning, calling for improving the mobility, safety and accessibility for all travel modes.

To that end, the Plan offers significant guidance for bicycle and pedestrian travel. A central goal of the Plan is to provide a safe, accessible system of bicycle and pedestrian facilities that connects important community destinations, features a range of off-road and on-road facilities, and includes amenities that make walking and bicycling attractive and feasible in Eagle Point. The following policies related to this goal that also support the aims of SRTS efforts are highlighted below:

- Policy C.3 - Bikeways shall be provided on all arterials and collector streets within the Urban Growth Boundary.
- Policy C.4 - Sidewalks, or approved alternative pedestrian systems, shall be included on all new streets within the Urban Growth Boundary.
- Policy C.9 - Crosswalks shall be located and marked in areas of heavy pedestrian traffic, especially near schools and in the downtown central business district.

Arterial, Collector, and Local Streets Policies 2, 13, and 24 are also notable for SRTS efforts:

- Policy B.2 - Eagle Point shall plan and develop a network of streets and other improvements, including bikeways, sidewalks, accessways, and street crossings, to promote safe and convenient bicycle and pedestrian circulation within the community.
- Policy B.13 - Sidewalks or alternative pedestrian facilities shall be included on all new streets within the Urban Growth Boundary.
- Policy B.24 - The City shall encourage nodal commercial development as a land use pattern to provide essential local services with the goal of reducing vehicular trips and encouraging pedestrian and bicycle travel within the community.

In addition to goals and policies, the TSP contains recommended bicycle and pedestrian capital improvement projects. Many of these high priority areas identified in the Plan coincide with streets that are also prioritized by this document as suitable safe routes (particularly for Eagle Point High School and Hillside Elementary School) including: Main St, Platt St, Crystal Dr, and Teakwood Dr among others.

For more information about the goals and policies of the Eagle Point Transportation System Plan, visit: <https://www.cityofeaglepoint.org/DocumentCenter/View/2028/Transportation-System-Plan>

#### JACKSON COUNTY TRANSPORTATION SYSTEM PLAN

The 2017 Transportation System Plan for Jackson County guides the management and development of transportation facilities within Jackson County over the next 20 years. This Plan incorporates the County's vision for the transportation system while remaining consistent with state, regional, and local plans, including Eagle Point. The County TSP shares many goals with the City of Eagle Point TSP, particularly regarding mobility, safety, and accessibility for all modes.

Key policies within the Plan that support the aims of SRTS efforts are noted below:

- 4.1.1-A: The County will work to provide all users with access to integrated transportation facilities and services, including addressing the needs of those with limited mobility, consistent with the federal Americans with Disabilities Act (ADA).
- 4.1.2-C: The County will provide and support enhanced street and highway crossings for pedestrians and bicyclists, consistent with identified needs in the County TSP and focused on reducing collisions.
- 4.2.3-A: The County transportation system will promote a safe, linked pedestrian system that connects residential areas to schools, recreation, commercial centers, employment centers, services, and other activity centers.
- 4.2.4-A: The County will encourage bicycle use by maintaining and developing a safe, linked bicycle system that connects residential areas to schools, recreation, commercial centers, employment centers, services, and other activity centers.

For more information on the goals and policies of the Jackson County TSP, visit:

<https://jacksoncountyor.org/ds/Planning/Planning-Library/ArtMID/6652/ArticleID/242046/Jackson-County-Transportation-System-Plan-TSP>

#### EAGLE POINT SD9 LOCAL WELLNESS PROGRAM

In 2018 the Eagle Point School District readopted its Plan to manage and coordinate the implementation of its wellness policy for students. The policy informs the District's Wellness Plan, which includes specific goals and objectives related to nutrition promotion and education, physical activity, physical education and other school-based activities that promote student wellness.

While much of the Plan's recommendations are related to physical activity on campus during school hours, it recognizes the need for additional activities to promote local wellness. The following are recommendations from the Wellness Plan that directly address the need for SRTS work:

- 2. [Provide a] Safe Routes to School Program
- 3. [Promote] Physically active community engagement
- 7. [Lead] Monthly/Weekly school walks

For more information regarding the Eagle Point SD9 Wellness Program, visit:

<http://policy.osba.org/eaglept/E/EFA%20R%20D1.PDF>

#### MAIN STREET RESTRIPIING PLAN

The City is investigating restriping of Main St from S. Shasta Ave to Tabor for a two-way center turn lane. This would match the striping and roadway section in front of Hillside Elementary School from Tabor to the new E. Main St/Stevens Rd Improvements. The new E. Main St Stevens Rd improvements include six-foot sidewalks and six-foot bike lanes. With this restriping would be the recommendation of a minimum eight-foot multi-use sidewalks on each side, with appropriate striping, from S. Shasta Ave to Tabor Ave. This planning process will impact the approach taken to improve safe access for students walking and biking to Hillside Elementary.

#### Previous SRTS Efforts or Walking/Biking Encouragement Activities

Currently, parents receive information from all schools about proper arrival and dismissal procedures, and students are educated on safe walking and biking procedures on school campuses. Additionally, Hillside Elementary has conducted Walking School Buses, and conducts Walk and Bike to School Day twice per year, with more than 60 participants along each identified route. Eagle Rock Elementary School held crosswalk and crossing guard safety trainings, and has a keen interest in programs including Bike Rodeos and Walking School Buses, as well as potential funding opportunities to support these activities. Eagle Point Middle School expanded the bike parking to include racks located inside for scooters and skateboards, and noted a significant increase in ridership of all modes.

#### Crash History

From 2012 to 2016, there have been no documented crashes involving a bike or pedestrian in Eagle Point. However, ODOT crash data do not include near misses and unreported incidents. Participants in the walk audits and community meetings during the site visits indicated that there have been a lot of near misses, and incidents are under-reported. The maps below illustrate vehicle-only collisions in proximity to the schools (see Figure 1 through Figure 3). Concentrations include Loto/Lava St, Main St and Teakwood Dr in the vicinity of Eagle Point High School and Hillside Elementary School.

Figure 1. Crashes Near Hillside Elementary School



## Eagle Point High School

### Vehicle Only Collisions (2012-2016)

! Vehicle Only Collision

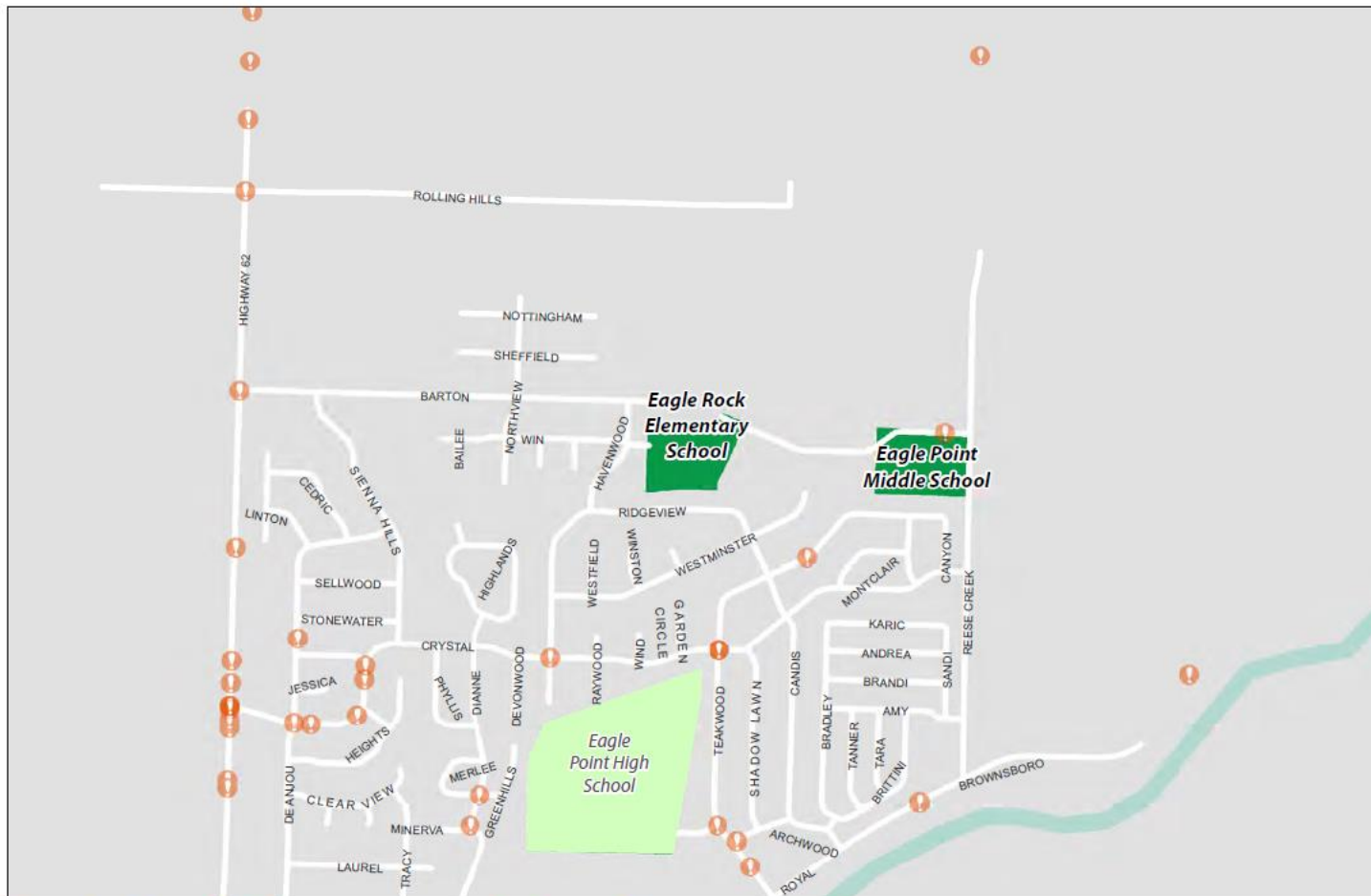
0 0.25 0.5 Miles

**SafeRoutes**  
Oregon Safe Routes To School

**alta**  
PLANNING + DESIGN

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

Figure 2. Crashes Near Eagle Point Middle and Eagle Rock Elementary Schools



## Eagle Rock Elementary School & Eagle Point Middle School

### Vehicle Only Collisions (2012-2016)

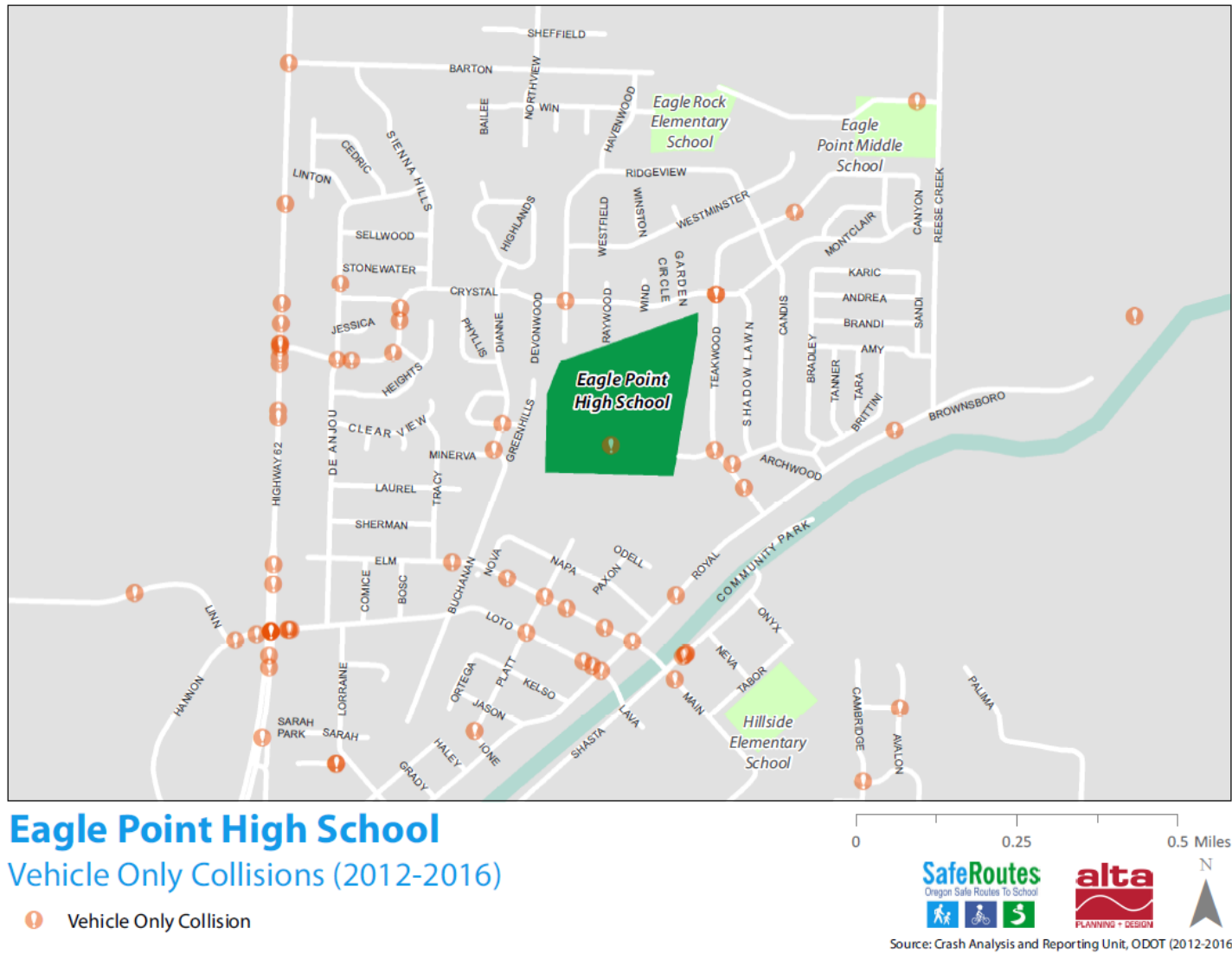
! Vehicle Only Collision



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



Figure 3. Crashes Near Eagle Point High School



## Hillside Elementary School Safety Assessment

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

**Date:** October 28, 2019

**Day of Week:** Monday

**Meeting Time:** 2:45pm

**Dismissal Bell:** 3:10pm Kindergarten/  
3:15pm 1-5<sup>th</sup> grade

**Weather:** Sunny and cool

**Attendees:**

- Jodi Salinas, Principal, Hillside Elementary School
- Stacey Fields, parent, Hillside Elementary School
- Ben Evans, Hillside Elementary School
- Robert Miller, City of Eagle Point

**Facilitators:**

- Katie Selin, Alta Planning + Design
- Grace Stainback, Alta Planning + Design

### Walk Audit Observations

#### SCHOOL LAYOUT

Hillside Elementary School is located on E Main St, across Butte Creek from downtown on the east side of Eagle Point. The school campus includes Hillside, Little Butte Field, and a school playground to the north and east of the main school building. The school parking lot is on the southeast side of campus. The main entrance faces E Main St on the southwest side of the school. Students walking, biking, or getting picked up by family vehicles use this door. Students taking the bus use the north entrance (Figure 4).

Figure 4. Hillside Elementary Site Plan



## Hillside Elementary School Site Plan



## SITE CIRCULATION

- Vehicles:** To pick-up students at the front entrance, drivers enter the driveway from E Main St then exit onto Tabor Ave. Many parents also park in the ample parking areas around the school and walk over to the main entrance to retrieve their students. During the walk audit, the front plaza of the school was crowded with parents waiting to pick-up their students. The parking lots around the school filled up as well. Several conflict points between families walking and driving were observed at the school egresses. Traffic flowed smoothly though the dismissal line, probably because there are many opportunities to park elsewhere.
- School Buses:** Buses approach the school along Neva St, then pick students up on the north side of the school before driving through the staff parking lot and back to E Main St. Most buses turn right to head east and face some congestion from other school traffic. To avoid some congestion, buses turn onto the Lava St alley that is restricted to school buses only during student arrival and dismissal.
- Pedestrians:** Families picking up their students waited in the plaza in front of the school. During the walk audit, many families and groups of students were observed walking northwest towards the covered bridge crossing or to turn and travel down Shasta to the many homes along the creek. A handful of students/families take the informal path into the neighborhoods to the south or the path to the north of the school.
- Bicyclists:** About 10-15 students rode bikes to school on the day of the walk audit. Abundant bike parking is located on the south side of Hillside Elementary campus. During the walk audit, students biking followed similar patterns to students walking, as the left campus.
- Transit** Rogue Valley Transit just started an Eagle Point bus line, Route 63, that will provide hourly service 6am-8pm M-F and on Saturdays from 7am-6pm. The closest stop is two blocks away on N Royal and W Main St.



## Hillside Elementary School Walk Audit and Bike and Pedestrian Inventory Photos



*Bike parking at Hillside Elementary is plentiful. Consider covering bike parking to shelter from seasonal weather.*



*Filling a small sidewalk gap would connect the school walkway to the street, reducing a conflict point at the driveway egress.*



*Main St and Shasta Ave is a major intersection used by all modes to come and go from Hillside. Curb extensions and high visibility crosswalks would enhance comfort and safety for students.*



*Students biking and rolling west on Main St.*



*Sidewalk infill on the south side of E Main St will create a continuous facilities for students traveling southwest from the school onto the Lava St alley.*



*Curb extensions, curb ramps and high visibility crosswalks at the Lava/Loto and Shasta Ave intersection will increase safety and comfort for students walking and biking.*

## Community Meeting

The School Safety Assessment community meeting was an opportunity for school leadership, roadway jurisdiction staff, teachers, and parents to discuss barriers to walking and biking to school and brainstorm ideas for how to overcome them. The meeting was held approximately 30 minutes after the dismissal bell, in a school classroom. Meeting participants discussed the typical routes that students who walk and bike take to get to and from school, points of conflict between people driving and walking/biking, ongoing SRTS programming and some additional ideas for education and engagement events at Hillside Elementary.

### KEY THEMES

- Overall, student dismissal was fairly smooth on the school grounds, but the surrounding streets were chaotic with families parking in many different places, students walking and biking, and only one primary exit direction from the school. Congestion may have been heavier than usual because E Main St was closed east of the school for construction during the walk audit.
- Students travel between Hillside Elementary and Eagle Point High School regularly as a part of trips to and from school, as well as for special events. Therefore, it is important to provide appropriate infrastructure along that route. Napa St is a key connection between the two schools that lacks complete sidewalks.
- Hillside conducts some pedestrian education, including a video with the school mascot, and organizes a Walk to School Day with many walking school bus routes. In the 2018-19 school year, more than 60 people participated with each route.
- Sidewalks and bike lanes were completed in fall 2019 on E Main St/ Stevens Rd from the school to Bridgeport Dr on the 'north' side, and Robert Trent Jones Blvd on the south side. This project also includes a crossing at Bridgeport Dr. There is a follow-up planned to add ADA ramps and crosswalk at Stevens and Robert Trent Jones Blvd.
- Walk audit participants' main areas of concern included:
  - a. E/W Main St and N/S Shasta Ave intersection
  - b. Lava St and S Shasta Ave
  - c. General guidance around frequency of marked crossings, particularly south of the school on Stevens Rd

## Eagle Point Middle School Safety Assessment

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

**Date:** October 29, 2019

**Day of Week:** Tuesday

**Attendees:**

- Robert Miller, City of Eagle Point
- Scott Whitman, Eagle Point School District
- Heather Marinucci, Eagle Point Middle Principal
- Larry Carson, grandparent
- Barbara Smith, parent

**Meeting Time:** 7:15 am

**Weather:** Clear and cold

**Facilitators:**

- Katie Selin, Alta Planning + Design
- Grace Stainback, Alta Planning + Design

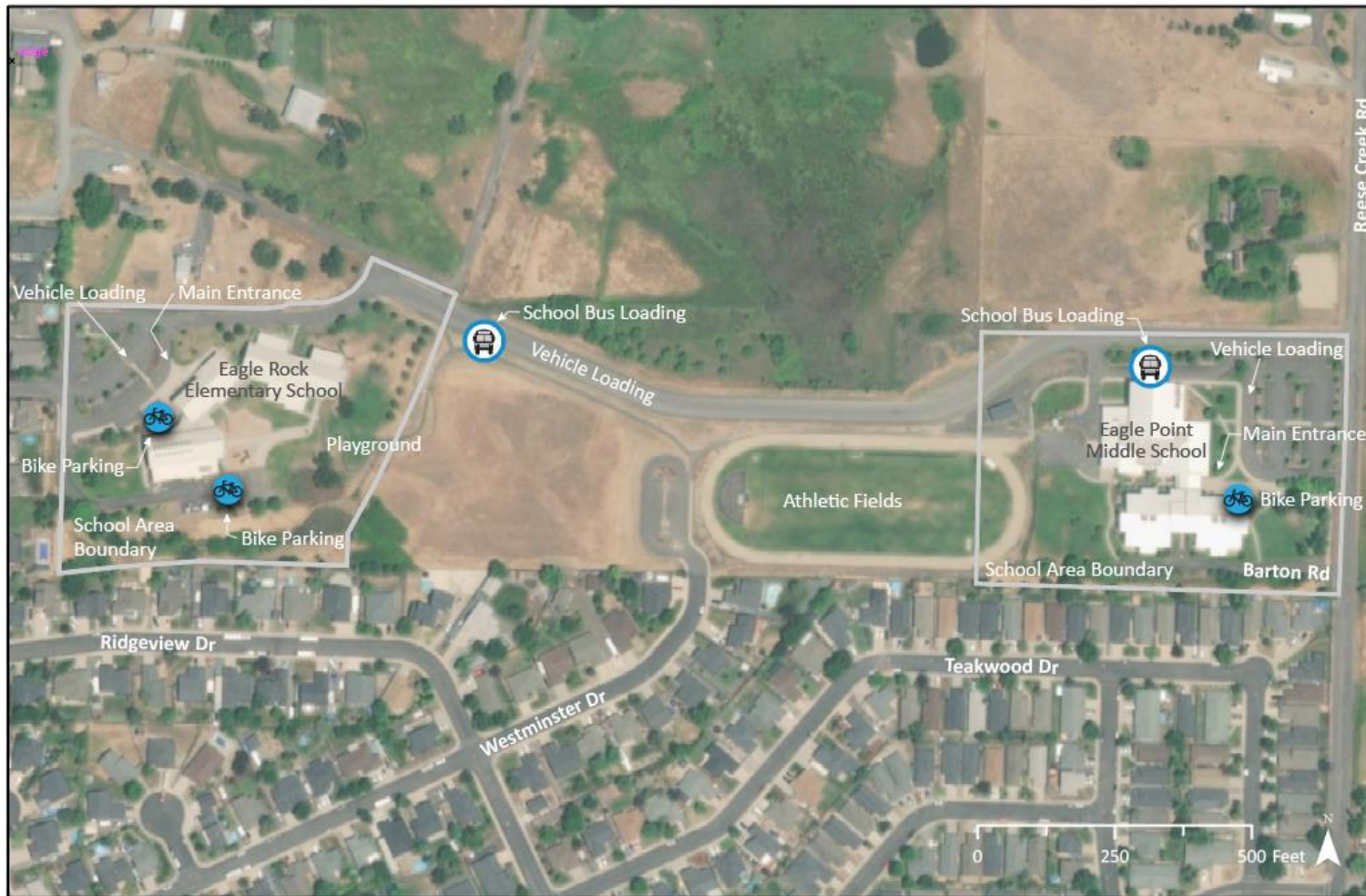
### Walk Audit Observations

#### SCHOOL LAYOUT

Eagle Point Middle School is located on Reese Creek Rd, directly northeast of a network of relatively new residential developments at the northeast corner of the City of Eagle Point limits. The school grounds include a school building, a parking area east of the building, and sports fields to the west. Students enter and are dismissed through the main entrance on the east side of the school building facing the parking lot along Reese Creek Rd (Figure 5).



Figure 5. Eagle Point Middle and Eagle Rock Elementary Site Plan



## Eagle Point Middle & Eagle Rock Elementary Schools Site Plan



## SITE CIRCULATION

- Vehicles:** Family vehicle loading occurs adjacent to the parking lot in front of the school. Vehicles enter via a southbound entrance on Barton Rd, loop past the school frontage and exit onto Reese Creek Rd. Additional vehicle loading occurs along Barton Rd, where drivers enter through Reese Creek Rd to the east and park along the shoulder on both sides of the street. This practice is common for parents who have students enrolled at both Eagle Point Middle and Eagle Rock Elementary.
- School Buses:** Bus loading occurs along a separated designated loop on the north side of the school with an entrance and egress on Barton Rd. Buses travel northbound on Reese Creek Dr to access the loop on Barton Rd.
- Pedestrians:** Many students were observed leaving the school by foot. Students travel along the separated walking path on the west side of Reese Creek Rd, and enter the adjoining neighborhoods at Crystal Dr. Additionally, there is a separated walking path along the south side of Barton Rd, which students use to travel between the elementary and the middle schools, or to access neighborhoods to the south via the terminus of Westminster Dr at a parking lot and cul-de-sac, about halfway between the two schools along Barton Rd.
- Bicyclists:** About 30 students rode bikes, skateboards or scooters to school on the day of the walk audit. Abundant bike parking is located east of the school entrance, and a rack for skateboarders and scooters is located inside the school. During the walk audit, students biking followed similar patterns to students walking.
- Transit** Rogue Valley Transit just started an Eagle Point bus line, Route 63, that will provide hourly service 6am-8pm M-F and on Saturdays from 7am-6pm. The closest stop is on Crystal Dr at Teakwood Dr.

## Eagle Point Middle School Walk Audit and Bike and Pedestrian Inventory Photos



*Students use a separated path along Barton Rd to travel between the middle school and elementary school. The public path drops at the eastern edge of the elementary school campus, forcing students to walk in the street.*



*Bike parking is plentiful at the middle school. Consider covering bike parking to shelter from seasonal weather.*





*Additional racks for skateboards and scooters are located inside the school for security.*



*Chamberlain Park along Crystal Dr could be used as a remote vehicle drop off and pickup location.*



*Poor sight lines along Reese Creek Rd cause drivers to pull in front of the crosswalk at the intersection with Crystal Dr. Many students were observed crossing behind vehicles outside the crosswalk.*



*A paved path along the west side of Reese Creek Rd connects to a sidewalk adjacent to the school and is used by many students walking and biking. Consider additional protection between the path and the street, such as flexible bollards.*

## Community Meeting

The School Safety Assessment community meeting was an opportunity for school leadership, roadway jurisdiction staff, teachers, parents, and other stakeholders to gather and discuss barriers to walking and biking to school and brainstorm ideas for how to overcome them. The consultant team met with a small group to debrief the walk audit in the school library following the morning bell. Meeting participants discussed the typical routes that students who walk and bike take to get to and from school, points of conflict between people driving and walking/biking, ongoing SRTS programming and some additional ideas for education and engagement events at Eagle Point Middle School.

### KEY THEMES

- There are issues with queuing and congestion along Reese Creek Dr.
- Vehicles and buses were observed accessing Reese Creek Rd from Crystal Dr, an intersection where all modes converge. Due to poor sight lines along Reese Creek Rd, many drivers were observed pulling up and stopping in the middle of the crosswalk on the west side of the

intersection. Students were observed walking behind cars to cross Crystal Dr rather than use the crosswalk.

- The portion of students who biked, rode skateboards and scooters to school increased after additional racks were installed inside and outside the school, indicating that students responded to enhancement of infrastructure that supported walking and biking.
- Participants indicated that they are not comfortable with SRTS encouragement and programming until safe routes are identified or established.
- While ODOT data do not show a significant number of crashes in the area, participants indicated that there have been a lot of near misses and incidents are under-reported.

## Eagle Rock Elementary School Safety Assessment

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

**Date:** October 29, 2019

**Day of Week:** Tuesday

**Attendees:**

- Robert Miller, City of Eagle Point
- Joni Parsons, Eagle Rock Elementary Principal
- Ruth Hampton, grandparent
- Heather Marrs, Eagle Rock Elementary staff and parent

**Meeting Time:** 2:30 pm

**Weather:** Sunny and chilly

- Devon Linebaugh, parent
- Sarah Lindsey, City of Eagle Point
- Katie Selin, Alta Planning + Design
- Grace Stainback, Alta Planning + Design

## Walk Audit Observations

### SCHOOL LAYOUT

Eagle Rock Elementary School is located along Havenwood Dr, nestled in the heart of relatively new residential development in the northern area of the City of Eagle Point. The school grounds include a school building, a parking lot located north of the building, and a play area with sports courts south of the building. Students enter and are dismissed through the main entrance on the north side of the school building facing the parking lot, and through doors on the southwest side of the school that lead to a gate that is open only during arrival and dismissal. The gate opens to Barton Rd east of the school (Figure 5 above).

### SITE CIRCULATION

**Vehicles:** The official family vehicle loading occurs in the parking lot in front of the school. Vehicles enter via the school entrance on Havenwood Dr west of the school, and are channeled into three eastbound rows at the front of the school and along the rows of the parking lot. Temporary signage marks where each car should pull forward to

wait. Crossing guards with signage guide students across crosswalks and through the rows of cars to reach their family vehicle. Additional vehicle loading occurs along Barton Rd, where drivers enter through Reese Creek Rd to the east. Students are released through a southeast entrance to the school and escorted through a gate onto Barton Rd. Here vehicles are parked along the shoulder on both sides of the street. Parents either walk from their vehicles, or children walk straight to the vehicle.

**School Buses:** School bus loading occurs on Barton Rd to the northeast of the school. Students walk through a gate from school property to reach the buses.

**Pedestrians:** Many students were observed leaving the school by foot, either through the front entrance and onto Havenwood Dr and the surrounding streets to the west, or through the southeast gate. There is a separated walking path along the south side of Barton Rd, which students use to travel between the elementary and the middle schools, or to access neighborhoods to the south via the terminus of Westminster Dr at a parking lot and cul-de-sac, about halfway between the two schools along Barton Rd.

**Bicyclists:** About five students rode bikes or scooters to school on the day of the walk audit. Bike parking is located just north of the school entrance adjacent to the parking lot. During the walk audit, students biking followed similar patterns to students walking.

**Transit** As of January 2020, Rogue Valley Transit recently started an Eagle Point bus line, Route 63, that will provide hourly service 6am-8pm M-F and on Saturdays from 7am-6pm. The closest stop is on Crystal Dr and St Clair Way.

## Eagle Rock Elementary School Walk Audit and Bike and Pedestrian Inventory Photos



*Two-way vehicle access along Barton Rd between Eagle Rock Elementary and Eagle Point Middle creates unsafe conditions for students walking and biking along one stretch.*



*Students exiting the school driveway to cross Havenwood Dr at Win Wy, where drivers were observed speeding.*





*The off-street path onto the elementary school grounds is only open during arrival and dismissal times.*



*Vehicles and buses travel in both directions and park along both shoulders on Barton Rd during arrival and dismissal.*



*Students walk from the middle school to the elementary school along Barton Rd. The narrow right-of-way along one stretch forces students to walk in the street, where cars and buses travel.*



*Cars queue along Havenwood Dr adjacent to the school driveway prior to dismissal.*

## Community Meeting

The School Safety Assessment community meeting was an opportunity for school leadership, roadway jurisdiction staff, teachers, parents, and other stakeholders to gather and discuss barriers to walking and biking to school and brainstorm ideas for how to overcome them. The team met with a small group to debrief the walk audit in an administrative office about 30 minutes after the dismissal bell. Meeting participants discussed the typical routes that students who walk and bike take to get to and from school, points of conflict between people driving and walking/biking, ongoing SRTS programming and some additional ideas for education and engagement events at Eagle Rock Elementary.

### KEY THEMES

- Staff coordinated dismissal smoothly by forming students into lines at both of the dismissal areas, the use of crossing guards and hand-held signage. However, because the vehicle loading area along Barton Rd is less formal, it is a challenge to guide the movement of students once

they exit the gate on the east side of the school. Many students dart across the street at dismissal to meet parents parked along the north shoulder of Barton Rd.

- Drivers were observed speeding on Win Way, Havenwood Rd and the adjoining streets just outside school entrance. There is modal conflict at the school driveway on Havenwood Rd.
- There was particular concern with one constrained section along Barton Rd, just east of the elementary school parking lot before a walking path begins on the south side of Barton Rd. This is the only direct route between the middle school and the elementary school, and many students were seen walking in the street along this section, experiencing conflict with both vehicles and school buses.
- Walk audit participants indicated that Eagle Rock Elementary School was designed to be a “walking school” but felt that current travel behavior does not reflect that.
- Walk audit participants reported issues with navigation through cul-de-sac neighborhoods to find school.
- There was major interest expressed in non-infrastructure programs and the associated non-infrastructure grant programs available, including bike rodeos, walking school bus, ped/bike safety education, and parent outreach.

## Eagle Point High School Safety Assessment

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

**Date:** October 30, 2019

**Day of Week:** Wednesday

**Grade levels:** 9-12

**Attendees:**

- Scott Whitman, Eagle Point School District
- Brian Heady, parent, Eagle Point High School
- Andy Kovach, Principal, Eagle Point High School
- Rob Fields, parent, Eagle Point High School
- Robert Miller, City of Eagle Point

**Meeting Time:** 7:15pm

**Starting Bell:** 8:00am

**Weather:** Cold and clear

**Facilitators:**

- Katie Selin, Alta Planning + Design
- Grace Stainback, Alta Planning + Design

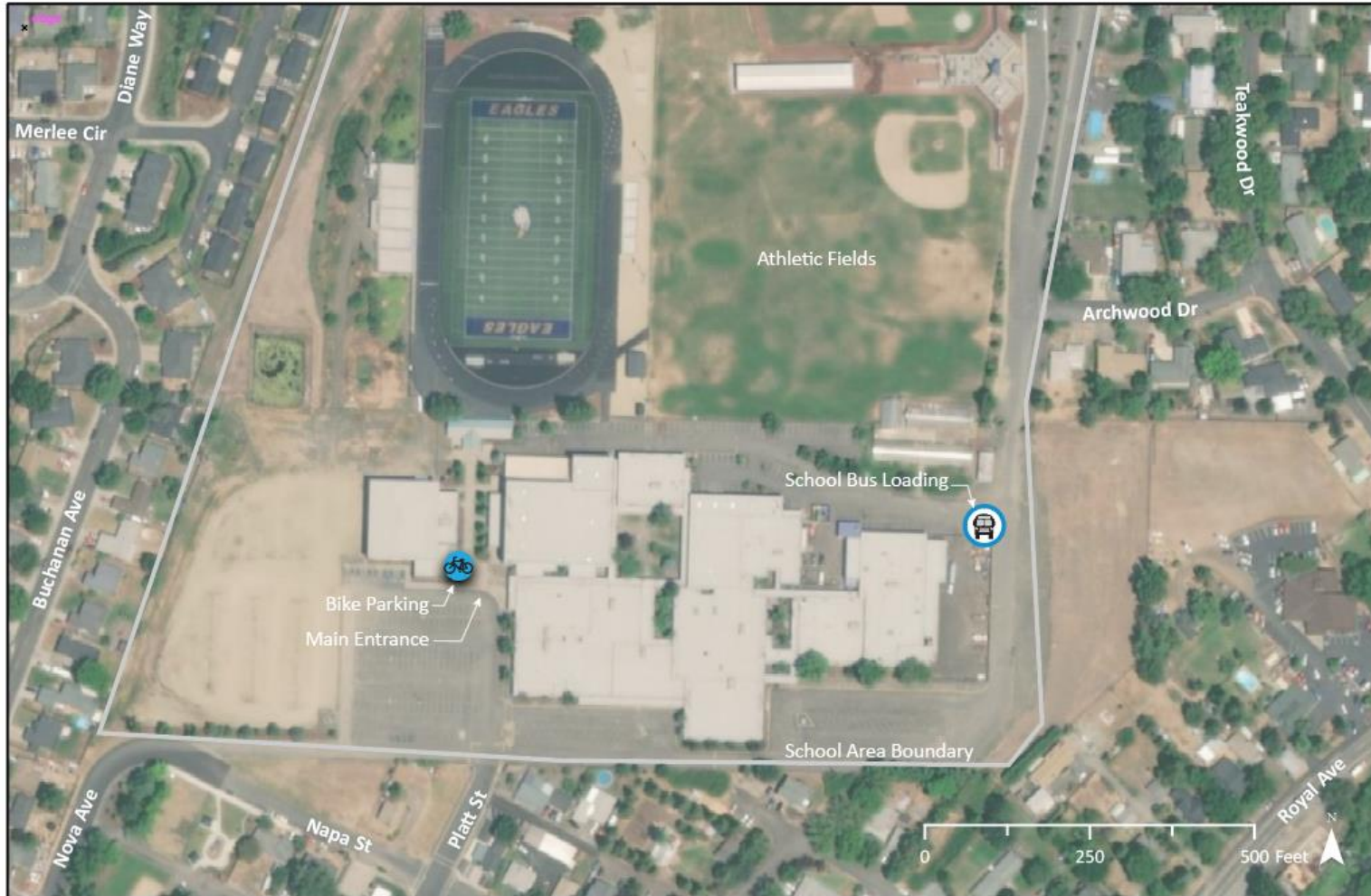
## Walk Audit Observations

### SCHOOL LAYOUT

Eagle Point High School is located north of W Main St, in the heart of Eagle Point surrounded by neighborhoods. The school campus includes a football stadium, track, and several baseball diamonds on the north half of campus. The main school entrance is on the south side of the building, facing Platt St. Faculty and student parking is located on the southwestern corner of campus. W Archwood Dr provides additional campus access from the east and Napa St from the southeast; however, this entrance is not highly utilized by students, given that many arrive by vehicle from neighboring communities on State Road 62 to the west of the school (Figure 6).



Figure 6. Eagle Point High School Site Plan



## Eagle Point High School Site Plan



## SITE CIRCULATION

- Vehicles:** Most student drop-off/ pick-up occurs on the southern edge of campus in the main parking lot. Drivers enter from Platt St, drive counter clockwise around the loop then exit the same way. Students are also dropped-off on Napa St and walk up to campus along Platt St or Nova Ave. Student drivers enter from Platt St and Nova Ave to park in the large student lot. During the walk audit, participants observed speeding near both entrances, but particularly at Nova Ave and dangerous conditions for students walking and biking to campus along the same routes.
- School Buses:** Buses approach the school on Teakwood Dr then enter at W Archwood Dr. During the walk audit, student bus arrival proceeded smoothly and safely.
- Pedestrians:** Despite being surrounded by neighborhoods, pedestrian access to the school is limited to the entrances on the south and east side of campus. During the walk audit, many students were observed walking to campus. Students faced dangerous conditions with speeding vehicles as they crossed and walked along Napa St and Nova Ave. Many students crossed W Main St at Platt Ave, which is already slated for curb extensions and new crosswalks. The school has an open campus policy during lunch so many students walk along Elm Way to nearby restaurants on Hwy 62.
- Bicyclists:** Bike parking is located near the main entrance on the south side of campus. Only a handful of students were observed biking to school during the walk audit. They followed the same routes and experienced similar challenges to students walking. Walk audit participants reported general issues with students biking obeying the rules of the road.
- Transit** Rogue Valley Transit just started an Eagle Point bus line, Route 63, that will provide hourly service 6am-8pm M-F and on Saturdays from 7am-6pm. The bus route stops at N Royal and W Main St and on N Buchanan Ave nearby.

## Eagle Point High School Walk Audit and Bike and Pedestrian Inventory Photos



*Many students access the school campus on foot through the main school entrance on Platt, which also experiences a high volume of vehicular traffic. A high visibility or raised crosswalk will increase visibility and comfort.*



*Students were observed walking and biking in the street amidst vehicle traffic to access the school entrance from Nova Ave.*





*A sidewalk on the west side of Nova Ave will provide a separated route for pedestrians onto the school campus.*



*The terminus of Odell St offers another potential opportunity for bike and pedestrian access to the high school.*



*Upgrading the crosswalk at Tracy and Elm Way with high visibility paint will establish a continuous safe route for students traveling between the school and neighborhoods to the west.*



*Platt Ave and Main St is a major thoroughfare for students driving, walking and biking. Intersection improvements are already planned to increase safety and comfort for all modes.*

## Community Meeting

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

### KEY THEMES

- Overall, student arrival was fairly smooth, with some issues with speeding vehicles and safety concerns for students walking and biking from lack of sidewalks and inadequate crossings.
- Sidewalks and infrastructure are major concerns for parents and community members.
- Wayfinding and access to the school from nearby neighborhoods is a challenge due to extensive use of culs-de-sac and security concerns at the school.

- Students on bikes, pedestrians, and vehicles are all funneled into two main entrances creating conflict between modes.
- Principal and parents were interested in SRTS events for high school students, especially large-scale events with potentially live music. The High School does not currently conduct any SRTS events.
- Walk audit participants' main areas of concern included: Nova Ave, Platt St, W Main St, N Royal Ave.

## Bike and Pedestrian Facility Inventory

The bike and pedestrian facility inventory confirmed existing infrastructure and filled gaps in ODOT, City of Eagle Point, and Jackson County data, focusing on all streets within a quarter mile of all schools. 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 Chapter 4.

## Chapter 4. Needs & Recommendations

### Prioritization Criteria

Walk audit and community meeting participants provided feedback on how actions and recommendations should be prioritized in their community on a sliding scale of “Not Important” to “Very Important”. This exercise requires thinking about trade-offs between different goals and actions. As illustrated in Figure 7, participants generally felt that most of the prioritization measures were quite important to consider for SRTS projects in the community.

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. Participants found proximity of school to be an important factor, while also recognizing that the safety of key routes within a mile of the school was essential. Community-identified need was also an important criterion for Eagle Point participants. Participants discussed the need for routes to connect the four schools within city limits and the need for a complete and navigable SRTS network. As a result of this process, the consultant team prioritized larger-scale safety improvements along identified SRTS routes to elevate for the ODOT SRTS Competitive Grant application.

Figure 7. Project Prioritization- City of Eagle Point

**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.

**alta**

## PHASING

The consultant team prioritized recommendations in Table 1 through Table 4 into three time-frames: short term, medium term, and long term:

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

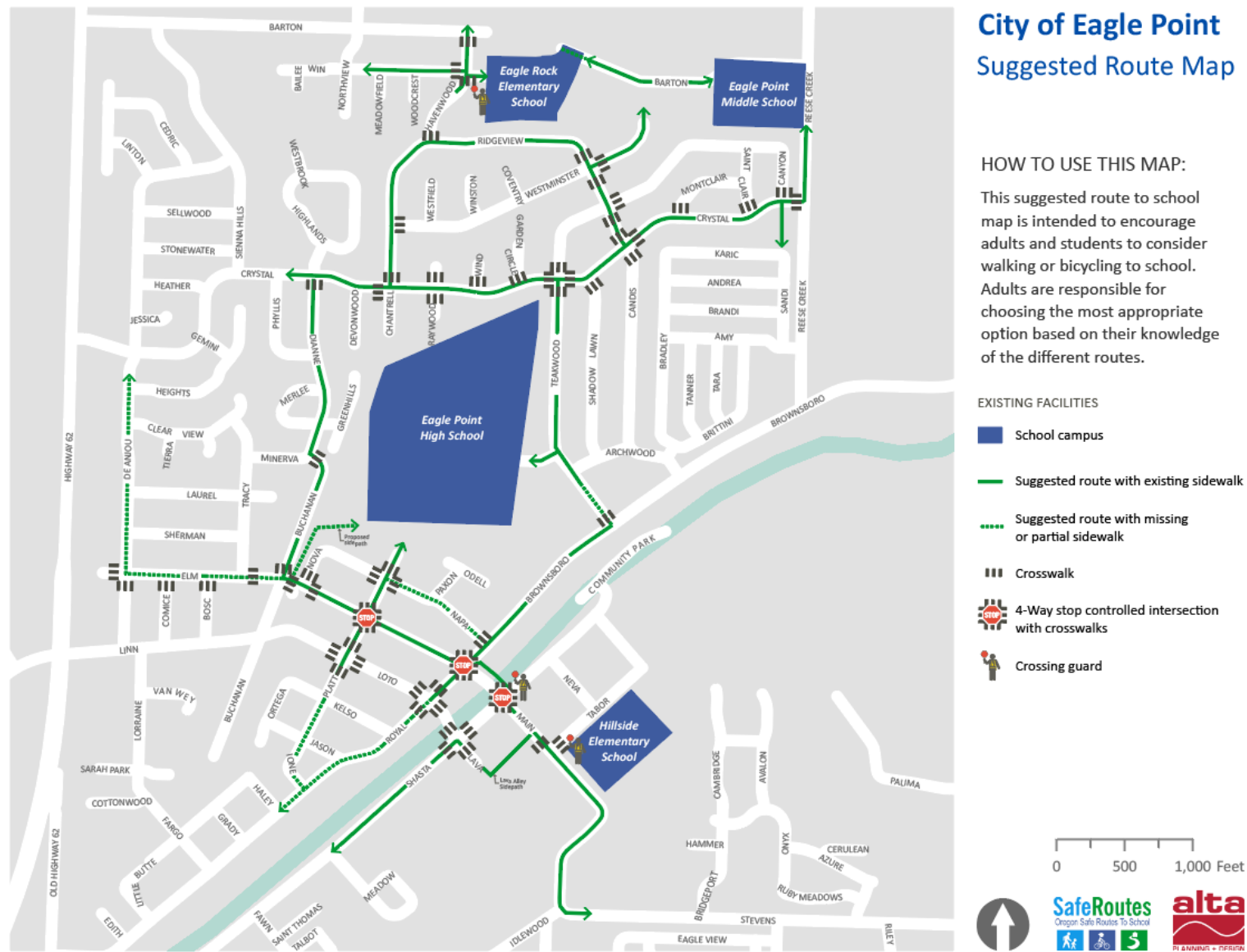
Phasing is based on the community's readiness to accomplish the action, resources available, and other factors.

## Suggested Route Map

The purpose of the Suggested Route Map shown in Figure 8 is to encourage students and families to consider walking and biking to school and to provide a network for the City to focus future SRTS infrastructure investments along the most important routes to school. The consultant team created the maps with input from walk audit participants and findings from the bike and pedestrian facility inventory.



Figure 8. City of Eagle Point Suggested Route Map





## Construction (Infrastructure) Recommendations

Circulation and infrastructure needs around the school were identified based on:

- existing conditions data
- community feedback from the walk audits and community meetings
- input from jurisdictions

Table 1 through Table 4 list the needs identified at each location and ensuing construction recommendations, as well as the relative priority of the recommendation, a high-level associated cost, the agency responsible for implementing the recommendation, and any potential funding source for construction.

Table 1. Hillside Elementary Infrastructure Needs and Recommendations

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
<b>School Grounds</b>					
<i>Parents walking across Tabor Ave to access the school entrance frequently cross the school driveway exit instead of cutting through the grass to get to the school walkway. This increases the number of conflicts with people walking and driving in the vicinity of Tabor Ave.</i>	<i>Construct a sidewalk to connect the sidewalk on Tabor Ave to the school walkway to reduce the need for people walking to cross the school driveway.</i>	<i>Mid-term</i>	<i>\$\$\$</i>	<i>City of Eagle Point</i>	<i>ODOT SRTS Competitive Grant</i>
<b>Tabor Avenue</b>					
<i>Parents park close to the school driveway exit, making it difficult for drivers to see and turn out of the driveway.</i>	<i>Expand “NO PARKING” area near to school driveway egress to include the entire segment between the driveway and E Main St and 20 ft NE of the driveway.</i>	<i>Short-term</i>	<i>\$</i>	<i>City of Eagle Point</i>	<i>TBD</i>

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
<i>School area is hectic and congested during student arrival and dismissal. Families and students walking and biking face multiple points of conflict with drivers going through the pick-up line or parking nearby.</i>	<i>Consider revising Tabor Ave to operate one way southwest-bound for about 75 feet between the school driveway and E Main St. Stripe a dedicated left turn lane and a dedicated right turn lane. Add DO NOT ENTER signs (R5-1) and install curb extensions with a stop bar at the Tabor Ave and E Main St intersection to physically narrow the roadway to reinforce one-way traffic. Curb extensions can be constructed with concrete in a more permanent manner, or through the use of temporary materials such as paint and flexible bollards to test out the changes to traffic patterns and ensure sufficient one-way vehicle access is maintained. If temporary treatments are successful, they should be upgraded to permanent improvements when possible.</i>	<i>Long-term</i>	<i>\$\$</i>	<i>City of Eagle Point</i>	<i>TBD</i>
<b><i>E Main Street</i></b>					
<i>Students walking and biking along E Main St from the Tabor Ave crossing to the Lava St sidepath do not have a safe connecting facility. They face challenges navigating vehicles parking on the south side of E Main St.</i>	<i>Build about 200 ft of sidewalk along the south side of E Main St to fill the sidewalk gap south of Lava St. Install a high-visibility continental crosswalk across Lava St, adjacent to E Main St. This would provide a continuous facility for students walking and biking and result in greater predictability for drivers parking.</i>  <i>Coordinate the approach to improvements on Main St with the Main St restriping planning process currently underway.</i>	<i>Long-term</i>	<i>\$\$\$</i>	<i>City of Eagle Point</i>	<i>ODOT SRTS Competitive Grant</i>

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
<i>During the walk audit conflicts were observed between students walking and drivers pulling out of the old Little Butte Elementary parking lot northwest of Tabor Ave.</i>	<i>Formalize parking lot flow by establishing the Tabor Ave access as ingress only and the E Main St access as egress only. Consider the use of angled parking stalls within the parking lot, DO NOT ENTER sign (R5-1) and concrete curbs at the E Main St access to narrow/define the driveway, and reconstruction of the driveway/sidewalk area to keep the sidewalk at the same elevation. Consider the needs of service vehicles accessing facilities from E Main St and tailor approach accordingly to ensure access for vehicles.</i>	<i>Short-term</i>	<i>\$</i>	<i>City of Eagle Point; Eagle Point School District</i>	<i>TBD</i>
<b><i>E/W Main Street and N/S Shasta Avenue Intersection</i></b>					
<i>This intersection is a main conflict point for people walking, biking, and driving through this area. It is currently a four-way stop with standard crosswalk striping. A school crossing guard is stationed here during student arrival and dismissal to help students cross and access the covered bike/ped bridge. However, crossing guards reported that drivers frequently fail to yield to students in the crosswalk and there is significant congestion during peak hours.</i>	<i>Install curb extensions and ADA-compliant curb ramps on all corners. Update crosswalks to contain high-visibility continental crosswalk markings or the custom downtown crossing treatments as used along Royal Ave. Add school zone warning signs (S1-1, W16-6P) to both approaches along N/S Shasta Ave.</i>	<i>Medium-term</i>	<i>\$\$</i>	<i>City of Eagle Point</i>	<i>ODOT SRTS Competitive Grant</i>
<b><i>Lava/Loto Street and S Shasta Avenue Intersection</i></b>					
<i>This intersection is another main conflict point for people walking, biking, and driving through the neighborhood. Many students walk or bike through this intersection before or after school and experience long crossing distances and challenging sight lines</i>	<i>Install curb extensions and ADA-compliant curb ramps. Update crosswalks with high-visibility continental crosswalk markings or custom downtown crosswalk markings.</i>	<i>Medium-term</i>	<i>\$\$</i>	<i>City of Eagle Point</i>	<i>ODOT SRTS Competitive Grant</i>

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
<b>Robert Trent Jones Boulevard</b>					
<i>New sidewalks and bike lanes along Stevens Rd result in new walking and biking connections to Robert Trent Jones Blvd. Robert Trent Jones Blvd would benefit from improvements, particularly pedestrian crossings, to create a safer and more appealing facility for all users.</i>	<i>Install high visibility continental crosswalks with ADA-compliant crosswalks and associated warning signage at the intersections with Arrowhead Trail, and Pumpkin Ridge. Evaluate additional marked crossings as development occurs.</i>	<i>Long-term</i>	<i>\$\$</i>	<i>City of Eagle Point</i>	<i>TBD</i>
<b>General School Area</b>					
<i>All marked crosswalks use transverse crosswalk markings which are more difficult for drivers to see, as compared to continental markings. Standard crosswalk markings also result in higher maintenance costs due to the need to frequently restripe worn markings.</i>	<i>Install high-visibility continental crosswalk markings as old crosswalk markings need to be replaced.</i>	<i>Long-term</i>	<i>\$</i>	<i>City of Eagle Point</i>	<i>City of Eagle Point Maintenance Fund</i>

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
<i>Hillside Elementary school zone does not comply with MUTCD or ODOT requirements.</i>	<p><i>Relocate existing School Speed Limit Assemblies (E Main St s/o Shasta Ave, N Shasta Ave n/o Neva St) to be located about 100 ft southeast of the intersections of E Main St at Shasta Ave and Neva St at N Shasta Ave.</i></p> <p><i>Supplement relocated School Speed Limit Assemblies with ‘End School Speed Limit’ signs (S5-3) on the opposite side of the road.</i></p> <p><i>Remove existing School Speed Limit Assembly along E Main St immediately east of Royal Ave.</i></p> <p><i>Establish the beginning of the revised school zone by installing School Zone Sign Assemblies (S1-1, S4-3P) approximately 100 ft in advance of each relocated School Speed Limit Assembly.</i></p> <p><i>Add school zone warning signs (S1-1, W16-6P) to both approaches along N Shasta Ave at the intersection of Neva St.</i></p>	<i>Short-term</i>	\$	<i>City of Eagle Point</i>	<i>TBD</i>



Figure 9. Hillside Elementary SRTS Improvements Map



Legend

Proposed Improvements

	Crosswalk		S5-3		S1-1, S4-3P
	Sidewalk Improvements		Stop Bar		S1-1, W16-6P
	Curb Extension/Reconstruction		R5-1		
	Curb Ramp				

Hillside Elementary School

Infrastructure Needs and Recommendations



See the City of Eagle Point SRTS Plan for the full list of construction and programmatic recommendations, and the City of Eagle Point Suggested Route Map for details on recommended routes to school.

- 1 School Grounds**  
Construct a sidewalk to connect the sidewalk on Tabor Ave to the school walkway to reduce the need for people walking to cross the school driveway.
- 2 Tabor Avenue**
  - Expand "NO PARKING" area near to school driveway egress to include the entire segment between the driveway and E Main St and 20 ft NE of the driveway.
  - Consider revising Tabor Ave to operate one way southwest-bound for about 75 feet between the school driveway and E Main St. Stripe a dedicated left turn lane and a dedicated right turn lane. Add DO NOT ENTER sign (R5-1) and install curb extensions with a stop bar at the Tabor Ave and E Main St intersection to physically narrow the roadway to reinforce one-way traffic. Curb extensions can be constructed with concrete in a more permanent manner, or through the use of temporary materials such as paint and flexible bollards to test out the changes to traffic patterns. If temporary treatments are successful, they should be upgraded to permanent improvements when possible.
- 3 E Main Street**
  - Build about 200 ft of sidewalk along the south side of E Main St to fill the sidewalk gap south of Lava St. Install a high-visibility continental crosswalk across Lava St, adjacent to E Main St. This would provide a continuous facility for students walking and biking and result in greater predictability for drivers parking.
  - Formalize parking lot flow by establishing the Tabor Ave access as ingress only and the E Main St access as egress only. Consider the use of angled parking stalls within the parking lot, DO NOT ENTER sign (R5-1) and concrete curbs at the E Main St access to narrow/define the driveway, and reconstruction of the driveway/sidewalk area to keep the sidewalk at the same elevation.
- 4 E/W Main Street and N/S Shasta Avenue Intersection**  
Install curb extensions and ADA-compliant curb ramps on all corners. Update crosswalks to contain high-visibility continental crosswalk markings or the custom downtown crossing treatments as used along Royal Ave. Add school zone warning signs (S1-1, W16-6P) to both approaches along N/S Shasta Ave.
- 5 Lava/Loto Street and S Shasta Avenue Intersection**  
Install curb extensions and ADA-compliant curb ramps. Update crosswalks with high-visibility continental crosswalk markings or custom downtown crosswalk markings.

General School Area

- Install high-visibility continental crosswalk markings as old crosswalk markings need to be replaced.
- Relocate existing School Speed Limit Assemblies (E Main St s/o Shasta Ave, N Shasta Ave n/o Neva St) to be located about 100 ft southeast of the intersections of E Main St at Shasta Ave and Neva St at N Shasta Ave.
- Supplement relocated School Speed Limit Assemblies with "End School Speed Limit" signs (S5-3) on the opposite side of the road.
- Remove existing School Speed Limit Assembly along E Main St immediately east of Royal Ave. (not pictured)
- Establish the beginning of the revised school zone by installing School Zone Sign Assemblies (S1-1, S4-3P) approximately 100 ft in advance of each relocated School Speed Limit Assembly.
- Add school zone warning signs (S1-1, W16-6P) to both approaches along N Shasta Ave at the intersection of Neva St.



Map produced Jan 2020

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Table 2. Eagle Rock Elementary/Eagle Point Middle SRTS Infrastructure Needs and Recommendations

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
<b>Eagle Rock Elementary School Grounds</b>					
Existing bike parking was observed full.	Install additional bike parking. Provide bike racks with two points of contact on the rack, such as inverted-U racks. Consider covering bike parking to shelter from rain and add lighting.	Short-term	\$	School District	TBD
<b>Havenwood Drive at Win Way</b>					
There is conflict between different types of users at this intersection which is also the main school entrance. Drivers were observed speeding along both Havenwood Dr and Win Way.	As maintenance occurs, upgrade the existing marked crosswalks across the south and west legs of the intersection by replacing the thermoplastic outer markings and installing 2' wide thermoplastic continental crosswalk markings. Install a thermoplastic stop bar across the eastbound approach to the intersection.	Short-term	\$	City of Eagle Point	City of Eagle Point Maintenance Fund
	Install a curb ramp with tactile domes at the southeast corner of the intersection, where the school driveway meets the street. Consider more physical separation between the vehicle driveway and walking path on the east side of the intersection, such as planters, flexible bollards or signage, to limit the movement of turning vehicles.	Short-term	\$\$\$	City of Eagle Point/Eagle Point School District	ODOT SRTS Competitive Grant
	Install curb bulbouts at the northwest and southwest corners of the intersection. Curb bulbouts minimize pedestrian exposure during crossing by shortening crossing distance and giving pedestrians a better chance to see and be seen by vehicles before committing to crossing. Curb bulbouts are particularly effective in areas				



ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
	<p><i>such as schools where there is a high volume of pedestrian activity.</i></p> <p><i>Install a south-facing perpendicular curb ramp with tactile domes at the northwest corner. Install two perpendicular curb ramps with tactile domes at the southwest corner.</i></p>				
	<p><i>Install signage reminding drivers to stop for pedestrians in crosswalk per state law (R1-6c) for both the northbound and southbound approaches along Havenwood Dr. Position the signs between 1-5 ft in advance of the marked crosswalk across the south leg of the intersection at Win Way.</i></p>	Short-term	\$	City of Eagle Point	ODOT SRTS Competitive Grant
<b>Havenwood Drive</b>					
<p><i>Drivers were observed speeding along adjacent streets and performing fast turns onto streets in the vicinity of Eagle Rock Elementary School, particularly along Havenwood Dr.</i></p>	<p><i>Install School Speed Limit Assemblies (S4-3P, R2-1, OS4-8) facing northbound traffic along Havenwood Dr about 100 ft north of the intersection at Ridgeview Dr, facing southbound traffic along Havenwood Dr about 100 ft south of the intersection at Barton Rd, and facing eastbound traffic along Win Way about 200 ft west of the intersection at Havenwood Dr. Install accompanying "End School Speed Limit" (S5-3) signs in the opposite direction at each location identified.</i></p> <p><i>Establish the beginning of the school zone by installing School Zone Sign Assemblies (S1-1, S4-3P) approximately 100 ft in advance of each School Speed Limit Assembly.</i></p>	Short-term	\$\$	City of Eagle Point	ODOT SRTS Competitive Grant
	<p><i>In general, reconstruct intersection corners to minimize corner radii and lower turning speeds of motorized</i></p>	Long-term	\$\$\$	City of Eagle Point	TBD

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
	<p>vehicles and reduce pedestrian crossing distances, as well as to increase the visibility and comfort of pedestrians.</p> <p>Assuming a phased approach, prioritize improvements at the intersections located closest to the elementary school (Havenood Dr at Ridgeview Dr and Barton Rd) in addition to the above recommendations for the intersection of Havenwood Dr at Win Way. Secondary priorities should be intersections associated with routes identified as part of the Suggested Routes Map provided.</p> <p>Consider incorporating this recommended practice, as well as perpendicular curb ramps with tactile domes and high visibility continental crosswalks where applicable, as a design standard for all future construction and routine maintenance to existing streets.</p>				
<b>Barton Road</b>					
One constrained section of Barton Rd requires students traveling between the schools to walk within the street amongst vehicular and bus traffic.	Revise the constrained section of Barton Rd (between the Eagle Rock Elementary School parking lot and the start of the pedestrian path behind the school) to operate as a one-way facility for eastbound traffic, prohibiting westbound traffic. Install a curb barrier, striping, and signage to designate a two-way facility for people walking and biking along the south side of the roadway between the parking lot and the start of the existing separated path that connects the two schools.	Short-term	\$\$	School District	TBD
	As the Barton Rd extension is built, creating a new connection between the two schools, revise the existing section of road to prohibit all vehicles.	Long-term	\$	City of Eagle Point and School District	TBD

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
Vehicle pick up / drop off activity along Barton Rd is not formalized, with drivers parking along both shoulders and performing U-turns to exit at Reese Creek Rd. School buses pull onto the south shoulder closer to the elementary school. Many students dart across the street at dismissal to meet parents parked along the north shoulder of Barton Rd.	<p>Formalize vehicle loading process along Barton Rd. Pave and stripe a loading area about 200-ft long intended for buses only along the south side of Barton Rd immediately east of the location where the proposed two-way bike/pedestrian facility will transition into the existing separated path (approximately the same location where buses were observed pulling onto the shoulder). Use striping to direct eastbound through traffic to bypass buses along the north side of the street. Install striping east of this location to redirect eastbound traffic to the south side of the street and match existing conditions to allow for two-way traffic, U-turns and parking along both shoulders of Barton Rd.</p> <p>Use striping, signage, and flexible bollards to define the transition between one-way and two-way traffic flow and to increase safety and compliance. Consider more permanent treatments, such as a cul-de-sac, to better assist U-turns at the westernmost limits of westbound traffic.</p>	Medium-term	\$\$\$	School District	TBD
	Designate remote vehicle drop off and pick up at the parking lot located at the terminus of Westminster Dr to use as vehicle loading zone for both schools.	Short-term	\$	City of Eagle Point and School District	TBD
<b>Reese Creek Road</b>					
A high volume of students utilize the sidepath along Reese Creek Rd; however, there is no physical separation from drivers traveling at high	Install a physical barrier, such as flexible bollards, between the sidepath and the street along the west side of the street.	Short-term	\$\$	City of Eagle Point and Jackson County	ODOT SRTS Competitive Grant

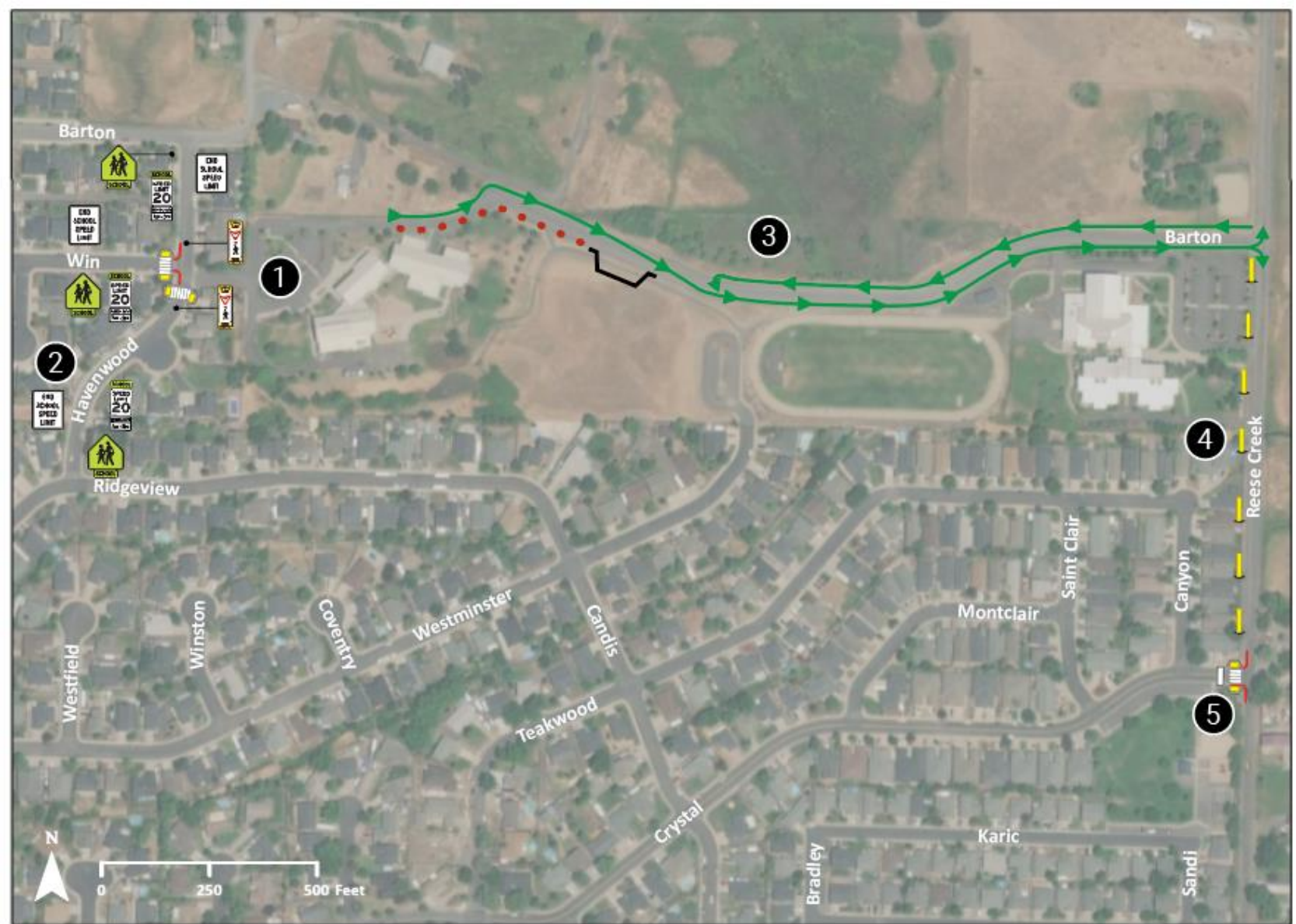


ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
<i>speeds and heavy traffic volumes observed along the street during drop off and pick up.</i>	<i>Perform seasonal maintenance for the sidepath to ensure year-round access and safety, including snow removal, application of de-icer, routine mowing/edging of vegetation and occasional sealing of asphalt.</i>	<i>Medium-term</i>	<i>\$\$</i>	<i>City of Eagle Point and Jackson County</i>	<i>City of Eagle Point Maintenance Fund</i>
	<i>As usage increases, considering widening the path.</i>	<i>Long-term</i>	<i>\$\$\$</i>	<i>City of Eagle Point and Jackson County</i>	<i>TBD</i>
<b>Reese Creek Road at Crystal Drive</b>					
<i>Due to poor sight lines along Reese Creek Rd, many drivers were observed pulling up into and stopping within the middle of the crosswalk across the west leg of the intersection. Students were observed walking behind cars outside of the crosswalk to cross Crystal Dr rather than crossing within the crosswalk.</i>	<i>Install curb bulbouts with curb ramps and tactile domes at the northwest and southwest corners of the intersection to decrease the pedestrian crossing distance and shift the location of the crosswalk about five feet east of its current location. Curb bulbouts minimize pedestrian exposure during crossing by shortening crossing distance and giving pedestrians a better chance to see and be seen by vehicles before committing to crossing. Curb bulbouts are particularly effective in areas such as schools where there is a high volume of pedestrian activity.</i>	<i>Short-term</i>	<i>\$\$\$</i>	<i>City of Eagle Point and Jackson County</i>	<i>ODOT SRTS Competitive Grant</i>
	<i>Upgrade the marked crosswalk with high visibility thermoplastic continental crosswalk markings. Install a thermoplastic stop bar across the eastbound approach to the intersection. Program a crossing guard to assist during arrival and dismissal times.</i>				
<i>Vehicle queuing and congestion was observed along Reese Creek Rd in the northbound direction, at times extending south to the intersection at Crystal Dr.</i>	<i>Designate remote vehicle drop off and pick up at the Chamberlain Park north parking lot along Crystal Dr and south parking lot along Karic Way, where students can access the middle school using the existing sidepath.</i>	<i>Short-term</i>	<i>\$</i>	<i>Eagle Point School District</i>	<i>ODOT SRTS Competitive Grant</i>

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
<b><i>Street Network in Vicinity of Schools</i></b>					
<i>Walk audit participants reported issues with navigation through cul-de-sac neighborhoods to find the schools. Furthermore, the network of streets south of both schools are low-speed routes with complete sidewalks, serving as potential safe routes to the schools.</i>	<i>Using the Suggested Routes Map as a guide, install wayfinding signage and street markings designating bike and pedestrian routes to the schools. This effort could include a partnership with the schools on a student-led art project to mark the street or sidewalks along the route.</i>	<i>Medium-term</i>	<i>\$\$</i>	<i>City of Eagle Point and Eagle Point School District</i>	<i>ODOT SRTS Competitive Grant</i>



Figure 10. Eagle Rock Elementary/Eagle Point Middle SRTS Improvements Map



Eagle Rock Elementary School  
/Eagle Point Middle School  
Infrastructure Needs and Recommendations



See the City of Eagle Point SRTS Plan for the full list of construction and programmatic recommendations, and the City of Eagle Point Suggested Route Map for details on recommended routes to school.

- 1
- Havenwood Drive at Win Way
- a. As maintenance occurs, upgrade the existing marked crosswalks across the south and west legs of the intersection by replacing the thermoplastic outer markings and installing 2' wide thermoplastic continental crosswalk markings. Install a thermoplastic stop bar across the eastbound approach to the intersection.
- b. Install a curb ramp with tactile domes at the southeast corner of the intersection, where the school driveway meets the street. Consider more physical separation between the vehicle driveway and walking path on the east side of the intersection, such as planters, flexible bollards or signage, to limit the movement of turning vehicles. Install curb bulbouts at the northwest and southwest corners of the intersection. Install a south-facing perpendicular curb ramp with tactile domes at the northwest corner. Install two perpendicular curb ramps with tactile domes at the southwest corner.
- c. Install signage reminding drivers to stop for pedestrians in crosswalk per state law (R1-6c) for both the northbound and southbound approaches along Havenwood Dr. Position the signs between 1-5 ft in advance of the marked crosswalk across the south leg of the intersection at Win Way.
- 2
- Havenwood Drive
- a. Install School Speed Limit Assemblies (S4-3P, R2-1, OS4-8) facing northbound traffic along Havenwood Dr about 100 ft north of the intersection at Ridgeview Dr, facing southbound traffic along Havenwood Dr about 100 ft south of the intersection at Barton Rd, and facing eastbound traffic along Win Way about 200 ft west of the intersection at Havenwood Dr. Install accompanying "End School Speed Limit" signs (S5-3) in the opposite direction at each location identified.
- b. Establish the beginning of the school zone by installing School Zone Sign Assemblies (S1-1, S4-3P) approximately 100 ft in advance of each School Speed Limit Assembly.
- 3
- Barton Road
- a. Revise the constrained section of Barton Rd (between the Eagle Rock Elementary School parking lot and the start of the pedestrian path behind the school) to operate as a one-way facility for eastbound traffic, prohibiting westbound traffic. Install a curb barrier, striping, and signage to designate a two-way facility for people walking and biking along the south side of the roadway between the parking lot and the start of the existing separated path that connects the two schools.
- b. As the Barton Rd extension is built, creating a new connection between the two schools, revise the existing section of road to prohibit all vehicles.
- c. Formalize vehicle loading process along Barton Rd. Pave and stripe a loading area about 200-ft long intended for buses only along the south side of Barton Rd immediately east of the location where the proposed two-way bike/pedestrian facility will transition into the existing separated path (approximately the same location where buses were observed pulling onto the shoulder). Use striping to direct eastbound through traffic to bypass buses along the north side of the street. Install striping east of this location to redirect eastbound traffic to the south side of the street and match existing conditions to allow for two-way traffic, U-turns and parking along both shoulders of Barton Rd.
- c. Use striping, signage, and flexible bollards to define the transition between one-way and two-way traffic flow and to increase safety and compliance. Consider more permanent treatments, such as a cul-de-sac, to better assist U-turns at the westernmost limits of westbound traffic.
- d. Designate remote vehicle drop off and pick up at the parking lot located at the terminus of Westminster Dr to use as vehicle loading zone for both schools.
- 4
- Reese Creek Road
- a. Install a physical barrier, such as flexible bollards, between the sidepath and the street along the west side of the street.
- 5
- Reese Creek Road at Crystal Drive
- a. Install curb bulbouts with curb ramps and tactile domes at the northwest and southwest corners of the intersection to decrease the pedestrian crossing distance and shift the location of the crosswalk about five feet east of its current location. Upgrade the marked crosswalk with high visibility thermoplastic continental crosswalk markings. Install a thermoplastic stop bar across the eastbound approach to the intersection. Program a crossing guard to assist during arrival and dismissal times.
- b. Designate remote vehicle drop off and pick up at the Chamberlain Park north parking lot along Crystal Dr and south parking lot along Karic Way, where students can access the middle school using the existing sidepath.

Legend  
Proposed Improvements

- Crosswalk
- S1-1, S4-3P
- S5-3
- Bike/Pedestrian Facility
- Stop Bar
- Curb Ramp
- Curb Extension
- Bollards
- Proposed Vehicle Route
- Bus Pullout
- R1-6c
- S4-3P, R2-1, OS4-8



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Table 3. Eagle Point High SRTS Infrastructure Needs and Recommendations

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
<b>School Grounds</b>					
<i>Access to the school grounds for people walking and biking is challenging and requires out of direction travel, despite dense neighborhoods surrounding the school. During the walk audit, the main entrance to the school is congested during student arrival with students getting dropped off, parking, walking, and biking to school.</i>	<i>Consider constructing a path and gate to connect Devonwood Ct and/or Dianne Way through utility corridor to the northwest side of campus.</i>	<i>Long-term</i>	<i>\$\$</i>	<i>Eagle Point School District</i>	<i>TBD</i>
	<i>Consider constructing a gate and path through campus to connect to the west side of Nova Ave. This would reduce current conflicts between students and vehicles crossing or walking along Nova Ave.</i>	<i>Long-term</i>	<i>\$\$</i>	<i>Eagle Point School District, City of Eagle Point, Utility</i>	<i>ODOT SRTS Competitive Grant (partial)</i>
	<i>Construct a raised crosswalk and sidewalk at the location of the existing marked crosswalk connecting the main entrance of the school to the east side of Platt St.</i>	<i>Long-term</i>	<i>\$\$</i>	<i>Eagle Point School District</i>	<i>TBD</i>
	<i>Use the Suggested Route Map to educate students and the school community about alternate entrances to the school campus, including Archwood Dr and the proposed paths at Devonwood/Dianne and Nova (if constructed).</i>	<i>Long-term</i>	<i>\$</i>	<i>Eagle Point School District</i>	<i>TBD</i>
<b>Platt St</b>					
<i>Speeding vehicles driven by students and family members are a safety issue.</i>	<i>Install speed humps along Platt St between school campus and W Main St.</i>	<i>Medium-term</i>	<i>\$</i>	<i>City of Eagle Point</i>	<i>TBD</i>



ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
<b>Napa St</b>					
<i>Napa St is an important SRTS route, connecting Hillside Elementary to the High School, but lacks sidewalks.</i>	<i>Install sidewalks where nonexistent along both sides of the roadway from N Royal Ave to Nova Ave.</i>	<i>Long-term</i>	<i>\$</i>	<i>City of Eagle Point</i>	<i>TBD</i>
<b>Nova Avenue</b>					
<i>Students walking along the north side of W Main St currently cross Nova Ave, which creates congestion on W Main St during arrival hours and dangerous crossing conditions for students.</i>	<i>Construct about 290 ft of sidewalk along the west side of Nova Ave between W Main St and the school campus. This would require the relocation of existing utilities on the west side of Nova Ave and reconstruction of curb and gutter.</i>	<i>Long-term</i>	<i>\$\$\$</i>	<i>City of Eagle Point</i>	<i>TBD</i>
<i>Student drivers were observed and reported to speed, presenting a safety issue.</i>	<i>Install speed humps along Nova Ave between school campus and W Main St.</i>	<i>Medium-term</i>	<i>\$</i>	<i>City of Eagle Point</i>	<i>TBD</i>
<b>Elm Way</b>					
<i>Elm Way is a main SRTS route for students and a frequent route for students walking to get lunch at the commercial center east of Hwy 62. Elm Way does not provide continuous sidewalks along both sides of the street. However, if students cross Elm Way at Tracy Ave they can use sidewalks for the whole route.</i>	<i>Upgrade current marked crosswalk across the east leg of the intersection at Tracy Ave with a high-visibility continental crosswalk marking.</i>	<i>Medium-term</i>	<i>\$</i>	<i>City of Eagle Point</i>	<i>TBD</i>

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
Neighborhood west of campus					
Neighborhood streets west of campus lack complete sidewalks. Walk audit participants who live in these neighborhoods do not feel comfortable walking with students.	Prioritize N Deanjou Ave for installation of continuous sidewalks as it is a key SRTS route for neighborhood connectivity.	Medium-term	\$\$	City of Eagle Point	TBD
	Construct sidewalks where non-existent along Sherman Way, Laurel St, and Tracy Ave (south of Minerva Ct).	Long-term	\$\$\$	City of Eagle Point	TBD
Neighborhood south of campus					
Many students walk or bike to school from south of campus. In certain older neighborhoods there are not safe facilities for students.	Construct sidewalks along S Platt St/Ave from Kelso St to lone St.	Long-term	\$\$\$	City of Eagle Point/Jackson County	TBD
	Construct sidewalks along lone St from S Platt Ave to S Royal Ave.				
	Construct sidewalks along the west side of S Royal Ave from lone St to Loto St.				
General School Area					
All marked crosswalks use standard crosswalk markings which are more difficult for drivers to see, as compared to continental markings. Standard crosswalk markings also result in higher maintenance costs due to the need to frequently restripe worn markings.	Install high-visibility continental crosswalk markings as old crosswalk markings need to be replaced.	Long-term	\$	City of Eagle Point	City of Eagle Point Maintenance Fund
There is no school zone or school-specific signage.	Coordinate with ODOT to establish a school speed zone along the approaches to the school. Install School Speed Limit Assembly (S4-3P, R2-1, OS4-8) along Nova Ave about 100 ft north of the intersection with W Main St. Install School Speed	Short-term	\$	City of Eagle Point	TBD

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
	<p><i>Limit Assemblies (S4-3P, R2-1, S4-2P) along N Platt Ave about 100 ft north of the intersection with W Main St, and about 325 ft east of the Platt St intersection along Napa St. Supplement with 'End School Speed Limit' signs (S5-3) on the opposite side of the road for each School Speed Limit Assembly.</i></p> <p><i>Establish the beginning of the school zone by installing School Zone Sign Assemblies (S1-1, S4-3P) approximately 100 ft in advance of each School Speed Limit Assembly.</i></p> <p><i>Install School Advance Crossing Assemblies (S1-1, W16-9P) in advance of all marked crosswalks currently signed with School Crossing Assemblies (S1-1, W16-7P) in the vicinity of the school outside the boundaries of the proposed school zone. Some marked crosswalks signed with School Crossing Assemblies, such as the midblock crossing of W Main St between Platt Ave and Royal Ave, may be better suited as typical pedestrian crossings by replacing the S1-1 sign with a W11-2 sign.</i></p>				
<p><i>Even long-time residents have a difficult time finding their way through the city network of culs-de-sac, especially while walking and biking.</i></p>	<p><i>Install school wayfinding signage and pavement markings identifying SRTS routes.</i></p>	<p><i>Medium-term</i></p>	<p><i>\$</i></p>	<p><i>City of Eagle Point</i></p>	<p><i>TBD</i></p>



Figure 11. Eagle Point High SRTS Improvements Map



Eagle Point High School

SafeRoutes  
Oregon Safe Routes To School

Infrastructure Needs and Recommendations

See the City of Eagle Point SRTS Plan for the full list of construction and programmatic recommendations, and the City of Eagle Point Suggested Route Map for details on recommended routes to school.

- 1 School Grounds
  - a. Consider constructing a gate and path through campus to connect to the west side of Nova Ave. This would reduce current conflicts between students and vehicles crossing or walking along Nova Ave. This would require the relocation of existing utilities on the west side of Nova Ave, and reconstruction of curb and gutter.
  - d. Construct a raised crosswalk and sidewalk at the location of the existing marked crosswalk connecting the main entrance of the school to the east side of Platt St.
- 2 Platt St
  - a. Install speed humps along Platt St between school campus and W Main St.
- 3 Napa St
  - a. Install sidewalks where nonexistent along both sides of the roadway from N Royal Ave to Nova Ave.
- 4 Nova Ave
  - a. Construct about 290 ft of sidewalk along the west side of Nova Ave between W Main St and the school campus.
  - b. Install speed humps along Nova Ave between school campus and W Main St.
- 5 Elm Way
  - a. Upgrade current marked crosswalk across the east leg of the intersection at Tracy Ave with a high-visibility continental crosswalk marking.
- 6 Neighborhood west of campus
  - a. Prioritize N Deanjou Ave for installation of continuous sidewalks as it is a key SRTS route for neighborhood connectivity.
  - b. Construct sidewalks where non-existent along Sherman Way, Laurel St, and Tracy Ave (south of Minerva Ct)
- 7 Neighborhood south of campus
  - a. Construct sidewalks along S Platt St/Ave from Kelso St to Lone St.
  - b. Construct sidewalks along Lone St from S Platt Ave to S Royal Ave.
  - c. Construct sidewalks along the west side of S Royal Ave from Lone St to Loto St.

General School Area

- a. Install high-visibility continental crosswalk markings as old crosswalk markings need to be replaced
- b. Coordinate with ODOT to establish a school speed zone along the approaches to the school. Install School Speed Limit Assembly (S4-3P, R2-1, OS4-8) along Nova Ave about 100 ft north of the intersection with W Main St. Install School Speed Limit Assemblies (S4-3P, R2-1, S4-2P) along N Platt Ave about 100 ft north of the intersection with W Main St, and about 325 ft east of the Platt St intersection along Napa St. Supplement with 'End School Speed Limit' signs (S5-3) on the opposite side of the road for each School Speed Limit Assembly.
- c. Establish the beginning of the school zone by installing School Zone Sign Assemblies (S1-1, S4-3P) approximately 100 ft in advance of each School Speed Limit Assembly.



Map produced Jan 2020

Legend

Proposed Improvements

- Crosswalk
- Sidewalk Improvements
- Speed Hump
- Multi Use Path



S4-3P, R2-1, S4-2P



S4-3P, R2-1, OS4-8



S5-3



S1-1, S4-3P

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## Education and Engagement Program Recommendations

The activities outlined in Table 4 through Table 6 are recommended to improve and promote safe walking and bicycling to and from school and in the community in conjunction with the construction 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. They can be implemented by the City of Eagle Point, the School District, school administrators, teachers, parents, or even school clubs. More information and resources regarding the Education and Engagement Recommendations are included following Table 6.

Table 4. Hillside Elementary School Education and Engagement Recommendations

ACTIVITY	RESPONSIBLE PARTY	DESCRIPTION	TIMELINE	RESOURCES NEEDED	INCLUSION CONSIDERATIONS	MEASURES OF SUCCESS
<i>Parent Education and Outreach</i>	<i>Hillside Elementary School</i>	<i>Travel safety tips for parents aimed at people walking, biking, driving, or riding the bus. Include specific reminders about school designated speed zones and crossings.</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>
<i>Pedestrian and Bike Safety Education</i>	<i>Hillside Elementary School</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 or on field trips, even if not near the school.</i>	<i>Number of students participating; feedback from families</i>
<i>Bike Rodeo</i>	<i>Hillside Elementary School/ Eagle Point School District</i>	<i>Consider organizing a Bike Rodeo to teach students about bike safety.</i>	<i>Long-term</i>	<i>Consider applying for The Street Trust's Jump Start Program, which includes a whole bike rodeo kit</i>	<i>Consider how students with mobility challenges could participate.</i>	<i>Number of students participating, skills learned, number of volunteers</i>
<i>On-campus walking program</i>	<i>Hillside Elementary School</i>	<i>Organize students to walk before or after school or at lunch on school grounds.</i>	<i>Medium-term</i>	<i>Incentives, outreach materials, volunteers, painted route or designated track</i>	<i>Consider how students with mobility challenges could participate.</i>	<i>Number of students participating, steps or miles walked</i>

ACTIVITY	RESPONSIBLE PARTY	DESCRIPTION	TIMELINE	RESOURCES NEEDED	INCLUSION CONSIDERATIONS	MEASURES OF SUCCESS
<i>Walking School Bus or Bike Train</i>	<i>Hillside Elementary School</i>	<i>Organize group walks to or from school, led by volunteers or paid leaders from common points in the surrounding neighborhood. Could occur daily, weekly, monthly. Hillside already holds a yearly Walking School Bus as part of Walk + Roll to School Day.</i>	<i>Medium-term</i>	<i>Communications to parents, routes and meet-up points, signs, staff/volunteer time</i>	<i>Provide materials in Spanish, or other languages as needed. Consider how students with mobility challenges could participate.</i>	<i>Number of students participating. Decrease in congestion during arrival and dismissal; feedback from families</i>
<i>Walk + Roll to School Day</i>	<i>Hillside Elementary School</i>	<i>Organize a Walk + Roll to School Day to encourage and celebrate walking and biking at the school.</i>	<i>Medium-term</i>	<i>Food, music, decorations, incentives or prizes for students</i>	<i>Ensure that students who live too far to walk or bike are able to participate on campus. Consider locations to hold a remote drop-off site.</i>	<i>Number of students and community members participating</i>

Table 5 Eagle Rock Elementary/Eagle Point Middle School Education and Engagement Recommendations

ACTIVITY	RESPONSIBLE PARTY	DESCRIPTION	TIMELINE	RESOURCES NEEDED	INCLUSION CONSIDERATIONS	MEASURES OF SUCCESS
<i>Parent Education and Outreach</i>	<i>Eagle Point Middle School and Eagle Rock Elementary School</i>	<i>Travel safety tips for parents aimed at people walking, biking, driving, or riding the bus. Include specific reminders about school designated speed zones and crossings, and circulation procedures along Barton Rd.</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>
<i>Pedestrian and Bike Safety Education</i>	<i>Eagle Point Middle School and Eagle Rock Elementary School</i>	<i>Travel safety tips for students and parents aimed at people walking, biking or riding the bus, with specific emphasis on Suggested routes.</i>	<i>Short-term</i>	<i>Suggested Routes Map, Travel Safety Hand-out, messaging, curriculum</i>	<i>Focus on walking safely to/from school and in students' neighborhoods, even if not near the school; Provide materials in Spanish, or other languages, as needed.</i>	<i>Number of students participating; feedback from families</i>
<i>Bike Rodeo</i>	<i>Eagle Rock Elementary School// Eagle Point School District</i>	<i>Consider organizing a Bike Rodeo to teach students about bike safety.</i>	<i>Long-term</i>	<i>Consider applying for The Street Trust's Jump Start Program, which includes a whole bike rodeo kit</i>	<i>Consider how students with mobility challenges could participate.</i>	<i>Number of students participating, skills learned, number of volunteers</i>

ACTIVITY	RESPONSIBLE PARTY	DESCRIPTION	TIMELINE	RESOURCES NEEDED	INCLUSION CONSIDERATIONS	MEASURES OF SUCCESS
<i>On-campus walking program</i>	<i>Eagle Point Middle School and Eagle Rock Elementary School</i>	<i>Organize students to walk before or after school or at lunch on school grounds.</i>	<i>Medium-term</i>	<i>Incentives, outreach materials, volunteers, painted route or designated track.</i>	<i>Consider how students with mobility challenges could participate.</i>	<i>Number of students participating, steps or miles walked</i>
<i>Walking School Bus or Bike Train</i>	<i>Eagle Rock Elementary School</i>	<i>Organize group walks to or from school, led by volunteers or paid leaders from common points in the surrounding neighborhood. Could occur daily, weekly, monthly.</i>	<i>Medium-term</i>	<i>Communications to parents, routes and meet-up points, signs, staff/volunteer time.</i>	<i>Provide materials in Spanish, or other languages as needed. Consider how students with mobility challenges could participate.</i>	<i>Number of students participating. Decrease in congestion during arrival and dismissal; feedback from families</i>
<i>Walk + Roll to School Day</i>	<i>Eagle Rock Elementary School</i>	<i>Organize a Walk + Roll to School Day to encourage and celebrate walking and biking at the school.</i>	<i>Medium-term</i>	<i>Food, music, decorations, incentives or prizes for students</i>	<i>Ensure that students who live too far to walk or bike are able to participate on campus. Consider locations to hold a remote drop-off site.</i>	<i>Number of students and community members participating</i>



Table 6. Eagle Point High School Education and Engagement Recommendations

ACTIVITY	RESPONSIBLE PARTY	DESCRIPTION	TIMELINE	RESOURCES NEEDED	INCLUSION CONSIDERATIONS	MEASURES OF SUCCESS
<i>Student and Parent Education and Outreach</i>	<i>Eagle Point High School</i>	<i>Travel safety tips for parents and students 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>
<i>Pedestrian and Bike Safety Education</i>	<i>Eagle Point High School</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 or on field trips, even if not near the school.</i>	<i>Number of students participating; feedback from families</i>
<i>Walk + Roll to School Day</i>	<i>Eagle Point High School</i>	<i>Organize a Walk + Roll to School Day to encourage and celebrate walking and biking at the school.</i>	<i>Medium-term</i>	<i>Food, music, decorations, incentives or prizes for students</i>	<i>Ensure that students who live too far to walk or bike are able to participate on campus. Consider locations to hold a remote drop-off site.</i>	<i>Number of students and community members participating</i>
<i>Cocoa for Carpools</i>	<i>Eagle Point High School</i>	<i>Offer hot cocoa or other treats to encourage and celebrate students who carpool to school. Can also be fun to include a selfie or photo contest.</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>

## Education Programs

### 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 construction 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.

### COMMUNITY SCHOOL SAFETY CAMPAIGN

A school zone safety campaign can be used to share simple safety messages and increase the visibility of the school zone. Resources and innovative program ideas include:

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



## PEDESTRIAN AND BIKE SAFETY EDUCATION/BIKE RODEO

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

Resources and innovative program ideas include:

- The Street Trust's [SRTS Curriculum](#) includes a flexible in-class and on-bike [bike safety curriculum](#) and [pedestrian safety lesson plans](#).
- The Street Trust's [Bike Rodeo Program](#) helps communities create a unique local bicycle and pedestrian education program in one community each year free of charge. The Street Trust provides training to school and district staff and loans a trailer of bikes and materials for bike rodeos to the community for the year. **The deadline for applying to the Jump start program for the 2020-2021 school year is January 31, 2020.**
- Oregon SRTS provides [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.



## Encouragement Programs

### ON-CAMPUS WALKING PROGRAM

In situations where distance, safety concerns, or a disability prevents a child from walking or biking to school, communities can encourage walking on the school campus. For example, school officials can establish walking activities before or after school or during recess, physical education or health class. Walk routes on the school grounds provide all students an opportunity to walk a safe route and increase their physical activity.

Resources and innovative program ideas include:

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

### WALKING SCHOOL BUS/BIKE TRAIN

In a walking school bus, a group of children walks together to school, accompanied by one or two adults (usually parents or guardians of the children on the “bus”). As the walking school bus continues on the route to school, they pick up students at designated meeting locations. Similar to walking school buses, bike trains involve a group of students biking together with adults.

### Resources and best practice programs:

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

Even families who live too far from school to walk and bike can participate by driving to a designated central location and walking together from there. Coffee and breakfast can be provided, and students can dress up or hold posters to make a fun, parent-supervised parade to school. Walks could also take place as a part of another health-related event or to benefit a cause.

- 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.



### COCOA FOR CARPOOLS

Many students at Eagle Point 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.



## High Priority Improvements for the ODOT Infrastructure Grant Application

The following are top priority improvements recommended for the Competitive ODOT SRTS IN Grant Application. These projects were chosen due to their emphasis on safety, proximity to school, and ability to serve a large number of students walking and biking both to and from and between schools. The City of Eagle Point will be the relevant party to prepare the Competitive ODOT SRTS IN Grant Application. Additional details that will be needed to complete the application are provided in Table 7, and cost estimates are provided in Table 8.

### HILLSIDE ELEMENTARY PRIORITIZED RECOMMENDATIONS

#### **Hillside Elementary School Grounds**

*Construct a sidewalk to connect the sidewalk on Tabor Ave to the school walkway to reduce the need for people walking to cross the school driveway.*

#### **E Main Street**

*Build about 200 ft of sidewalk along the south side of E Main St to fill the sidewalk gap south of Lava St. Install a high-visibility continental crosswalk across Lava St, adjacent to E Main St. This would provide a continuous facility for students walking and biking and result in greater predictability for drivers parking.*

#### **E/W Main Street and N/S Shasta Avenue Intersection**

*Install curb extensions and ADA-compliant curb ramps on all corners. Update crosswalks to contain high-visibility continental crosswalk markings or the custom downtown crossing treatments as used along Royal Ave. Add school zone warning signs (S1-1, W16-6P) to both approaches along N/S Shasta Ave.*

#### **Lava/Loto Street and S Shasta Avenue Intersection**

*Install curb extensions and ADA-compliant curb ramps. Update crosswalks with high-visibility continental crosswalk markings or custom downtown crosswalk markings.*

### EAGLE ROCK ELEMENTARY/EAGLE POINT MIDDLE PRIORITIZED RECOMMENDATIONS

#### **Havenwood Drive at Win Way**

*Install curb ramp with tactile domes at the southeast corner of the intersection, where the school driveway meets the street. Install curb bulbouts at the northwest and southwest corners of the intersection. Install a south-facing perpendicular curb ramp with tactile domes at the northwest corner. Install two perpendicular curb ramps with tactile domes at the southwest corner.*

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**Reese Creek Road at Crystal Drive**

*Install curb bulbouts with curb ramps and tactile domes at the northwest and southwest corners of the intersection to decrease the pedestrian crossing distance and shift the location of the crosswalk about five feet east of its current location. Upgrade the marked crosswalk with high visibility thermoplastic continental crosswalk markings. Install a thermoplastic stop bar across the eastbound approach to the intersection.*

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**Nova Avenue**

*Construct about 290 ft of sidewalk along the west side of Nova Ave between W Main St and the school campus. This would require the relocation of existing utilities on the west side of Nova Ave, and reconstruction of curb and gutter.*

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**EAGLE POINT HIGH PRIORITIZED RECOMMENDATIONS****Nova Avenue**

*Construct about 290 ft of sidewalk along the west side of Nova Ave between W Main St and the school campus. This would require the relocation of existing utilities on the west side of Nova Ave, and reconstruction of curb and gutter.*

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Table 7. Project Details for ODOT Competitive Infrastructure Grant

GRANT CRITERIA/QUESTION	RESPONSE FOR CITY OF EAGLE POINT
Relevant Right of Way ownership	Not affected
Utility implications and opportunities to mitigate	Coordination with utility for improvements on Nova Ave
Environmental resource implications	Not affected
Stormwater management implications	Not affected
Near a rail road? Or bridge, tunnel, retaining wall affected?	Improvements to intersections along Shasta Ave are located adjacent to bridges.
AADT	AADTs needed for: <ul style="list-style-type: none"><li>• W/E Main St</li><li>• Loto/Lava St</li><li>• Reese Creek Rd</li><li>• Havenwood Dr</li></ul>
Priority Safety Corridor	No

Table 8. City of Eagle Point Prioritized Project Cost Estimates

ITEM DESCRIPTION	MEASUREMENT	COST/UNIT	UNITS	ESTIMATE
Demo existing concrete curb and gutter at corner of intersection.	LF	\$15	420	\$6,300
Install 25 LF of 8' wide sidewalk.	SF	\$25	200	\$5,000
Install 325 LF of 6' wide sidewalk.	SF	\$25	1950	\$48,750
Install 235 LF of 10' wide sidewalk.	SF	\$25	2350	\$58,750
Install 435 LF of curb and gutter.	LF	\$50	435	\$21,750
Install catch basin.	EA	\$3,000	18	\$54,000
Install 12 marked crosswalks with thermoplastic continental markings.	SF	\$8	1422	\$11,376
Install perpendicular curb ramp.	EA	\$5,000	24	\$120,000
Install intersection corner curb extension.	EA	\$26,000	12	\$312,000
Install 2 new school signs.	EA	\$500	2	\$1,000
Install STOP bar at 1 intersection approach.	SF	\$8	30	\$240
Traffic Mobilization (10%)	EA	\$66,240	1	\$66,240
Traffic Control (15%)	EA	\$99,359	1	\$99,359
Erosion Control (2%)	EA	\$13,248	1	\$13,248
			<b>Subtotal</b>	<b>\$841,243</b>
<b>Total Costs</b>				
Preliminary Engineering/Design Costs (12%)				\$100,949
Construction Costs (Subtotal + 40% Contingency + 15% CE)				
Right of Way Costs				\$0
Utility Costs				\$0
Other Costs				\$0
<b>Total Project Cost:</b>				<b>\$1,404,876</b>

## Chapter 5. Potential Funding & Implementation

This chapter lists a variety of funding sources that the City of Eagle Point, the Eagle Point School District, or other partners could use to implement the recommendations outlined in Chapter 4.

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

### Statewide Funding Opportunities

#### ODOT SRTS Infrastructure Grants:

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

##### COMPETITIVE INFRASTRUCTURE GRANT

ODOT's SRTS Competitive Infrastructure Grant program funds roadway safety projects located within a one-mile radius of an educational facility that improves walking and biking conditions for children on their way to school. Funding requests may range between \$60,000 and \$2 million, with a 40% local match (special circumstances may allow a 20% reduction in match requirements). These funds are awarded on a competitive application basis to cities, counties, transit districts, ODOT, any other roadway authority, and tribes are in compliance with existing jurisdictional plans and receive school or school district support. Learn more about the 2021-2022 grant cycle at <https://www.oregon.gov/ODOT/Programs/Pages/SRTS.aspx>.

##### RAPID RESPONSE INFRASTRUCTURE GRANT

Up to 10% of state SRTS funding will be reserved for projects that can demonstrate serious and immediate need for safety improvements within a one-mile radius of schools. This funding would be awarded outside of the Competitive Infrastructure Grant cycle as a Rapid Response Infrastructure Grant. Eligibility requirements for Rapid Response Infrastructure grants can be found at <https://www.oregon.gov/ODOT/Programs/Pages/SRTS.aspx>.

#### Small City Allotment Program (SCA)

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

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

## ODOT STIP Program

Outside of Safe Routes to School specific programs, ODOT offers more general funding opportunities for bicycle and pedestrian improvement projects through the development of ODOT's State Transportation Improvement Program (STIP). The STIP is a three- or four-year document, but is amended often.

Proposals can be made to the state via your local regional offices. Projects must be in a local adopted Transportation System Plan. The 2021-2024 STIP includes roughly \$115 million for walking and biking projects. Programs include Active Transportation Leverage, which adds walking or biking features to Fix-It projects, and ADA Curb Ramps, to boost accessibility of pedestrian infrastructure.

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