



# City of Heppner

## Safe Routes to School Plan



Final Report  
September 2021

Morrow County School District  
235 Stansbury St. Heppner, OR 97836

<https://www.morrow.k12.or.us/>

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## Chapter 1. Introduction

The City of Heppner Safe Routes to School (SRTS) Plan lays the foundation for schools, the community, the Morrow County School District, City of Heppner, and the Oregon Department of Transportation (ODOT) to work together on reducing barriers for students walking and biking to school.

The SRTS Plan includes recommendations for short and long-term construction projects, as well as ideas for education and engagement events to promote healthy, active lifestyles. Several improvements are 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.**

### What is Safe Routes to School?

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 involve partnerships among municipalities, school districts, community members, parent volunteers, and law enforcement.

The benefits of implementing a SRTS plan 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.

Learn more at: [www.oregonsaferoutes.org](http://www.oregonsaferoutes.org)

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 of Heppner, 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:

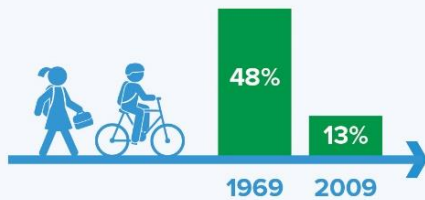
<https://www.oregon.gov/ODOT/Programs/Pages/SRTS-Project-Identification-Program.aspx>.



# Why Safe Routes to School?

## THE PROBLEM

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



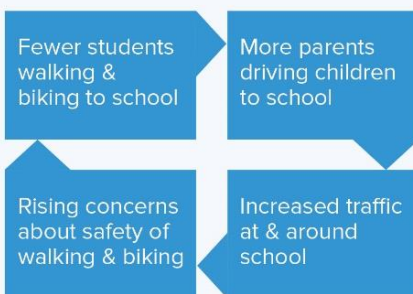
Children and adolescents should have **60 minutes (1 hour)** or more of physical activity daily.



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



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



## THE SOLUTION

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



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



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



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



\* McDonald, Noreen, Austin Brown, Lauren Marchetti, and Margo Pedrosio. 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

### Heppner Elementary School

<b>Principal:</b>	Dieter E. Waite	<b>Address:</b>	235 E Stansbury St, Heppner, OR 97836
<b>Enrollment:</b>	178	<b>% of students eligible for free or reduced lunch:</b>	39.90%
<b>Grades Served:</b>	K-6		
<b>Type of School:</b>	Public		

#### SCHOOL DEMOGRAPHICS

American Indian/Alaska Native	Asian	Black/African American	Hispanic	Native Hawaiian Pacific Island	Multiracial	White, non-Hispanic
1%	1%	0%	12%	0%	2%	85%

Source: Oregon Department of Education 2019-2020 school year

### Heppner Jr/Sr High School

<b>Principal:</b>	Matt Combe	<b>Address:</b>	710 NW Morgan St, Heppner, OR 97836
<b>Enrollment:</b>	140	<b>% of students eligible for free or reduced lunch:</b>	33.52%
<b>Grades Served:</b>	7-12		
<b>Type of School:</b>	Public		

#### SCHOOL DEMOGRAPHICS

American Indian/Alaska Native	Asian	Black/African American	Hispanic	Native Hawaiian Pacific Island	Multiracial	White, non-Hispanic
0%	0%	1%	9%	0%	4%	86%

Source: Oregon Department of Education 2019-2020 school year

## Morrow School District 1 Languages

English	1391
Spanish	1051
Quechua	3
Mandar	2
Mayan languages	2
Total Languages Spoken: 8	2,477

*Source: Oregon Department of Education 2018-2019 school year*

## PIP Outreach Process

The Morrow County School District, school leadership, and the City of Heppner worked diligently to spread the word about the SRTS walk audits, community meetings, and the online public input map and survey. The Morrow County School District posted about the PIP process and opportunities for community input on social media channels and through e-mail listservs. The City of Heppner shared information via social media channels, the city website, and the local newspaper. Information was available in English and Spanish. While the in-person walk audits and community meetings had few attendees, the online survey had 28 unique responses, and the online public input map had 25 comments. This is presumably due to the ongoing impacts of COVID-19 on in-person gatherings. At the time of the walk audits and community meetings in Heppner (May 18-19, 2020), in-person gatherings were limited to 12 people, and masks were required on school campus per CDC guidelines.



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

The City of Heppner and Morrow County School District leadership helped create the following Vision and Goals.

### Vision

“The Heppner 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 Equity 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 level, 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.

<b>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.</b>	<b>Action:</b> Morrow County School District will integrate on-campus infrastructure improvements into their ongoing planning processes.
	<b>Action:</b> The City of Heppner will consider applying to the ODOT Competitive SRTS Infrastructure Grant in 2022 for infrastructure improvements, outlined in Chapter 4.
<b>Objective 2- Safe walking or biking access is available to all families within one mile of school.</b>	<b>Action:</b> The City of Heppner will adopt the long-term infrastructure recommendations as a part of its planning processes, potentially within its Transportation System Plan.

	<b>Action:</b> <i>The City of Heppner will begin implementing recommendations as funds for capital improvements become available.</i>
<b>Objective 3- Pedestrian and safety education is integrated into the school curriculum.</b>	<b>Action:</b> <i>Heppner Elementary, Heppner Jr/Sr High School and Morrow County School District will distribute informational safety materials for families and integrate student pedestrian safety instruction into school day lessons.</i>
	<i>The Morrow County School District and the City of Heppner will coordinate with school leadership to consider applying for the ODOT SRTS Non-Infrastructure Grant to fund education and encouragement activities and potentially fund a city or district-wide coordinator.</i>

## Equity

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

<b>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.</b>	<b>Action:</b> <i>Heppner Elementary, Heppner Jr/Sr High School and Morrow County School District will provide information and educational materials in English and Spanish, as needed.</i>
	<b>Action:</b> <i>Heppner Elementary, Heppner Jr/Sr High School and Morrow County 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.</i>
	<b>Action:</b> <i>Morrow County 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.</i>

<sup>1</sup> 2021 Federal Poverty Guidelines: <https://www.ocpp.org/2021/05/10/poverty-guidelines-2021/>

<b>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.</b>	<b>Action:</b> <i>The City of Heppner will implement infrastructure recommendations with a consideration for improvements that serve underserved and low-income communities.</i>
	<b>Action:</b> <i>The City of Heppner should include both English and Spanish on proposed SRTS wayfinding signage.</i>
	<b>Action:</b> <i>If Morrow County 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.</i>

# Chapter 3. Existing Conditions

## Background Data

Existing conditions data and local context information includes information about documented crashes, community concerns, demographics, travel routes, existing facilities, traffic patterns, school environment, and other relevant details. This chapter also includes additional contextual details learned during discussions with community members and from in-person observations.

## Plan Review

### City of Heppner Transportation System Plan (2018)

The City of Heppner 2018 Transportation System Plan (TSP) sets the vision for the community's transportation system, facilities, and services to meet state, regional and local needs for the next 20 years. The goals and objectives for the Heppner TSP update provide direction for the City to achieve its ideal transportation network in a way that reflects local values and priorities. The TSP defines six goals to consider when planning for new transportation programs within the Heppner community:

1. Mobility
2. Connectivity & Accessibility
3. Safety
4. Health
5. Strategic Investment
6. Coordination and Integration

The TSP outlines objectives, many of which prioritize the safety and security of bicyclists and pedestrians, and are highly relevant to Safe Routes to School programming. These objectives include:

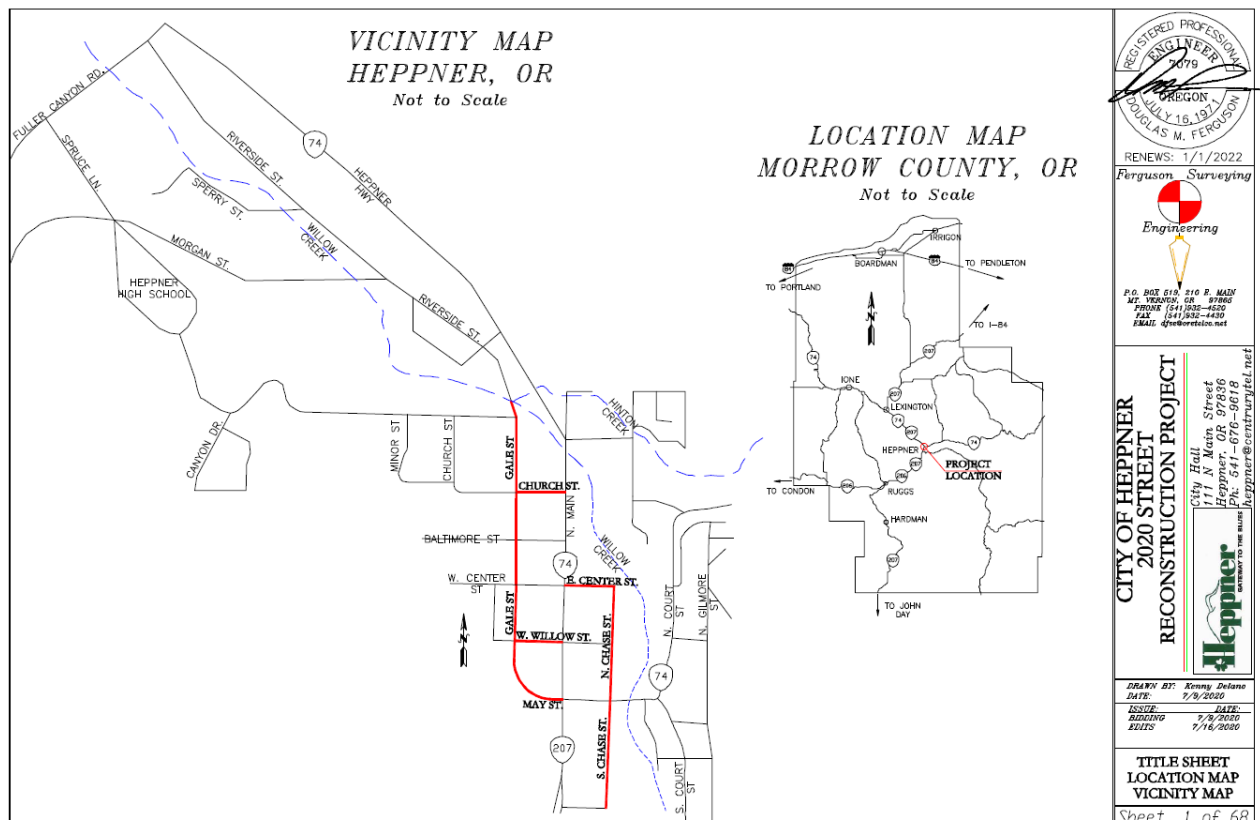
- Objective 1A: Reduce reliance on single occupancy vehicles for trips within Heppner by improving the quality of available transit service and developing bicycle and pedestrian facilities that encourage nonvehicular modes of transportation suited for a range of skill levels.
- Objective 2C: Provide for the needs of the transportation disadvantaged to the greatest extent possible.
- Objective 3A: Address existing and potential future safety issues by identifying high crash locations and locations with a history of fatal, severe injury, and/or pedestrian/bicycle-related crashes and developing strategies to address those issues.
- Objective 3B: Reduce the potential for future crashes by providing separation between travel modes (i.e., separated pedestrian and bicycle facilities, enhanced crossings, etc.)

- Objective 4A: Develop a comprehensive system of pedestrian and bicycle routes that link major activity centers within the study area.
- Objective 4B: Encourage the use of active modes of transportation (walking and biking) for short distance, intercity trips and identify improvements to further promote their use in the community.
- Objective 6D: Engage community members and organizations in the development and design of transportation facilities identified in the TSP.

At the time of the site visit, several large-scale construction projects, based on projects identified in the TSP, were underway to enhance pedestrian access and safety along major connecting corridors through Heppner. The City of Heppner 2020 Street Reconstruction Project includes pedestrian enhancements including sidewalk infill, sidewalk reconstruction, and intersection crossing improvements along the following street extents (Figure 1, also shown on the Suggested Routes Map in Chapter 4):

- May St/Gale St between Main St and Water St
- Bike/ped bridge across Willow Creek to connect Gale St with Riverside Ave
- Church St between Gale St and N Main St
- E Center St between N Main St and N Chase St
- W Willow St between Gale St and N Main St
- Chase St between Cannon St and E Center St

Figure 1. City of Heppner 2020 Street Reconstruction Project Extents



## **Current Projects on ODOT Facilities**

The City of Heppner is currently coordinating with ODOT on pedestrian safety improvements at two major intersections: Highway 74/Main St at Baltimore St, and Highway 74/Main St at Quaid St. Both of these intersections are key crossing locations for students traveling between the two schools in Heppner, and between the schools and other neighborhood destinations. A pedestrian-activated signal is planned on Highway 74/Main St at Baltimore St. A street reconfiguration is planned on Highway 74/Main St at Quaid St; improvements include, at a minimum, modifications of the intersection (closing N Main St to vehicle access from Highway 74/Main St) and high-visibility crosswalks, and may include curb bulbouts and/or a pedestrian-activated signal.

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

Heppner Elementary School, with the help of the School Resource Officer and the Sheriff's Department, provides instruction on bicycle safety most years. In addition, Heppner Elementary School provides a crossing guard on campus.

## **Crash History**

From 2014-2018, there were two documented collisions involving pedestrians in Heppner, and none involving a person bicycling. It is important to note that 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 related to school travel, and incidents are under-reported.



Figure 2. Crashes Near Heppner Elementary and Heppner Jr/Sr High School

## Vehicle Collisions with People Walking and Biking (2014-2018)

Heppner Elementary + Heppner Jr/Sr High School

 School Property

 City Boundary

Pedestrian Collisions

-  Pedestrian Injury
-  2 or more Pedestrian Injuries
-  Pedestrian Fatality



## Heppner Elementary School Safety Assessment

The School Safety Assessment includes the walk audit observations, community meetings, 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:** May 18th, 2021

**Meeting Time:** 7:00am (Morning), 2:15pm (Afternoon)

**Day of Week:** Tuesday

**Morning Bell:** 8:00am

**Dismissal Bell:** 2:45pm

**Weather:** Cool and Clear

**Attendees:**

- Dieter Waite, Heppner Elementary School Principal
- Kraig Cutsforth, City Manager, City of Heppner

**Facilitators:**

- Grace Stainback, Alta Planning + Design

## Walk Audit Observations

### SCHOOL LAYOUT

Heppner Elementary School is located on Stansbury St, just east of Willow Creek and west of Highway 74/Court St. The school campus includes two school buildings, a playground, and ball fields located both on-site and just east of campus on the Morrow County Fairgrounds. The school parking lot is located on the south side of the campus. The main entrance faces Stansbury St on the south side of the school. Students walking, biking, or getting dropped off/picked up by family vehicles use this door. Students taking the bus use an entrance of the north side of the main building (Figure 3).

Figure 3. Heppner Elementary School Site Plan



## SITE CIRCULATION

### **Vehicles:**

School staff recommend that parents drop off and pick up students in a parking lot just to the east of school campus, on the Morrow County Fairgrounds property. There is a gate on the east side of campus that students may use to access this area. However, many parents were observed loading and unloading students in the main school parking lot, along Stansbury St and along Elder St. Additionally, Stansbury St is one of only two east-west through-streets in central Heppner (via Elder St and Quaid St), resulting in vehicular through-traffic at the school frontage during drop off and pickup times. Additionally, many vehicles were observed performing U-turns at the school frontage and at the intersection of Stansbury St and Elder St. There is currently a raised crosswalk at the school frontage, and signage posted to discourage U-turns.

### **School Buses:**

Buses approach the school southbound on Elder St, circulate the school parking lot and pull up, facing northbound, adjacent to the field on the west side of campus to load students. Buses serve both the elementary school and high school students.

### **Pedestrians:**

Many students were observed walking to and from campus along several routes including:

- Elder St northwest of the school.
- Elder St southwest of the school, leading to an off-street paved path that crosses Willow Creek and connects to Baltimore St west of the school.
- Through the school parking lot and tennis courts, to continue down Highway 74/Court St or crossing Highway 74/Court St at Barratt Blvd to access neighborhoods to the east.
- Some students traverse a natural surface trail on a steep hill to access neighborhoods east of the school, rather than crossing farther south at the intersection of Highway 74/Court St and Barratt Blvd. The trail connects to the east side of the intersection of Stansbury St and Hwy 74/Court St, where there is no sidewalk and no designated crossing to reach the school on the west side of the street. The intersection is located along a blind curve along Highway 74/Court St.

Pedestrians included elementary school students as well as high school students, who either walk from the high school campus to eventually access



these routes, or take the school bus from the high school to the elementary school and continue on foot.

**Bicyclists/Micromobility:** A few students were observed biking around the school area on the day of the walk audit; one student used a non-electric scooter on the day of the walk audit. Bike parking is located west of the secondary school building.

**Transit** There is no public transit available in Heppner at this time.

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



*Natural surface trail that connects to the east side of the intersection of Stansbury St and Hwy 74/Court St.*



*Faded crosswalks at the intersection of Elder St and Quaid St, where many students walk between the elementary school and Heppner Jr/Sr High School.*



*A separated path leads from the southwest side of the Heppner Elementary School grounds west to the intersection of Highway 74/Main St and Baltimore St.*



*Students crossing Highway 74/Main St from the path at Baltimore St.*



*Sidewalk gaps on the north side of Baltimore St west of Highway 74/Main St.*



*Highway 74/Court St and Barratt Blvd, where the crossing on the south side of the street is served by curb ramps and complete sidewalks, but the north crossing is not.*

## 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 meetings were held directly after each walk audit, in a school classroom. Meeting participants discussed the typical routes that students who walk and bike take 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 Heppner Elementary. Feedback from the online public input map is included in the discussion of key themes below.

### KEY THEMES

- Overall, student arrival and dismissal were fairly smooth on the school grounds.
- Many high school students ride the bus between Heppner Elementary and Heppner Jr/Sr High School; thus, at arrival and dismissal times there are high volumes of both elementary and high school students walking through the elementary school campus.
- Walk audit participants' and online survey respondents' main areas of concern included:
  - a. Vehicle circulation through the school at arrival and dismissal times – including both through-traffic and parents loading students, performing U-turns, and hindering bus circulation
  - b. Students cross at a blind curve along Hwy 74/Court St at Stansbury St, where there is no sidewalk and no designated crossing. They then traverse a steep natural surface trail to access neighborhoods east of the school, rather than crossing farther south at the intersection of Highway 74/Court St and Barratt Blvd.
  - c. There are major safety concerns for students crossing Hwy 74/Main St and Quaid St, as well as Hwy 74/Main St and Baltimore St. The City is currently working with ODOT to explore improvements at both of these intersections.



## Heppner Jr/Sr 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 met face-to-face with community members, observed traffic conditions and travel patterns, and discussed potential solutions to identified challenges.

**Date:** May 19th, 2021

**Meeting Time:** 7:30am (Morning), 2:15pm (Afternoon)

**Day of Week:** Wednesday

**Morning Bell:** 8:00am

**Dismissal Bell:** 2:30pm

**Weather:** Cool and windy

**Attendees:**

- Dieter Waite, Heppner Elementary Principal
- Kraig Cutsforth, City Manager, City of Heppner

**Facilitators:**

- Grace Stainback, Alta Planning + Design

## Walk Audit Observations

### SCHOOL LAYOUT

Heppner Jr/Sr High School is located on a hill on the west side of the city. The school grounds include a primary school building, parking lots located on the southeast and northwest sides of the building, and a secondary school building and track and ball fields located to the west of the primary building. Students enter and are dismissed through multiple doorways on the north, east and south side of the primary building (Figure 4).

Figure 4. Heppner Jr/Sr High School Site Plan



## SITE CIRCULATION

### **Vehicles:**

There are only two means of accessing the school campus by vehicle:

1. Willow View Dr is a two-way street accessing the south side of campus
2. Spruce Lane and Morgan St are both one-way streets on the north side of campus; Spruce Lane provides southbound access the school, and Morgan St provides an eastbound exit.

Because of this, vehicle circulation is concentrated and busy during arrival and dismissal times from both points of access. There is a driveway loop that circles the entire primary building and connects Willow View Dr and Spruce Ln/Morgan St. Two-way traffic is permitted throughout the loop.

### **School Buses:**

School buses enter the high school campus via Spruce Lane and circle clockwise around the primary school building before loading students at the back (southwest) entrance.

### **Pedestrians:**

Some students were observed arriving on campus by foot from Willow View Dr. Many students were observed departing the campus on foot in the afternoon along Morgan St.

### **Bicyclists/Micromobility:**

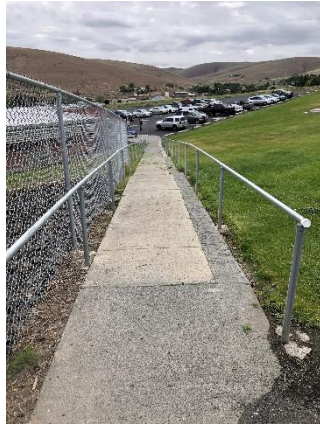
No students were observed biking on the day of the walk audit. The school is located at the top of a steep hill, which may deter students from biking. However, walk audit participants and feedback on the online survey indicated that some students ride bikes to school.

### **Transit**

N/A



## Heppner Jr/Sr High School Walk Audit and Bike and Pedestrian Inventory Photos



*Sidewalks and stairs provide internal circulation between the southeast parking areas and the two school buildings.*



*Many students exit the school on foot from the main school entrance on the north side of the school and cross the school driveway amidst heavy vehicle traffic.*



*Morgan St experiences high volumes of vehicle and pedestrian traffic during dismissal, as one of only two routes to exit the school grounds and descend the hill into the city.*



*Students use a natural surface trail to cut down the hill before walking alongside traffic on Morgan St.*



*Many students walk on the shoulder of Morgan St, where there are no bike or pedestrian facilities.*



*Students cross Riverside Ave at Morgan St to continue along complete sidewalks on the east side of Riverside Ave.*

## 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 meetings were held directly after each walk audit, in a school classroom. Meeting participants discussed the typical routes that students who walk and bike take 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 Heppner Jr/Sr High School. Feedback from the online public input map is included in the discussion of key themes below.

### KEY THEMES

- High school student drivers were observed speeding along the only two streets that access the school (Spruce Lane/Morgan St and Willow View Dr), posing safety concerns for students who walk along the shoulder of the same streets.
- Two-way vehicle traffic is permitted throughout the school driveway (in a loop around the primary school building), posing safety concerns for students walking to campus, or traveling between school buildings. Additionally, because there are several entrances to the school buildings, pedestrian travel patterns are difficult for vehicles to anticipate.
- Walk audit participants' and online survey respondents' main areas of concern included:
  - a. The lack of pedestrian facilities on Morgan St, where students walk along the shoulder amidst heavy vehicle traffic (including student drivers)
  - b. Safe travel within the school campus, where there is generally a lack of separation between vehicles and students walking
  - c. Concern was reiterated for students crossing Hwy 74/Main St at Quaid St, as well as Hwy 74/Main St at Baltimore St. Many high school students travel across these intersections between the high school and the elementary school to drop off or pick up a sibling at the elementary school. The City is currently working with ODOT to explore improvements at both of these intersections.

## Bike and Pedestrian Facility Inventory

The bike and pedestrian facility inventory confirmed existing infrastructure and filled gaps in ODOT, City of Heppner, and Morrow 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 (Figure 5). Participants generally felt that most of the prioritization measures were quite important to consider for SRTS projects in the community.

Participants found safety to be the most important factor, while also recognizing that equity, student density, and proximity to school was essential when considering projects. 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.

Figure 5. Project Prioritization Considerations

### Project Prioritization

*How should we prioritize projects in your community?*

#### Proximity to School

Projects should be prioritized based on their distance from a school.

#### Student Density

Projects should be prioritized based on their proximity to current and future students and families.

#### Equity

Projects should be prioritized based on their ability to support walking and biking for all students regardless of age, ability, race, or income

#### Feasibility

Projects should be prioritized based on their location on or along a street that is already planned for an improvement, their cost, or other feasibility measures that make them most achievable in the short-term

#### Community Identified Need

Projects should be prioritized because they were identified through school or community engagement, parent/caregiver feedback, and/or during another planning process.

#### Safety

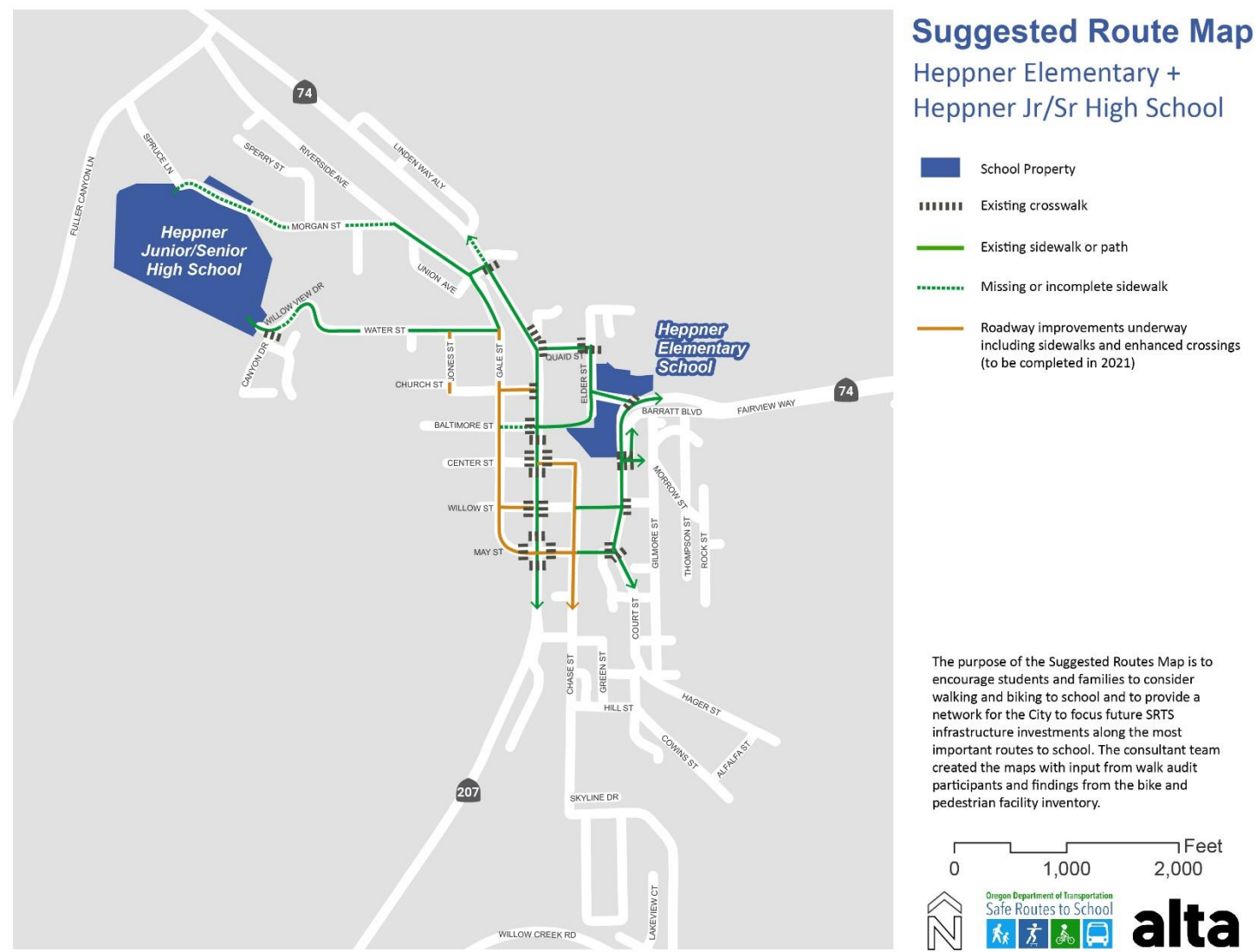
Projects should be prioritized based on how unsafe a road is, looking at factors such as speed, traffic volumes, number of lanes, crossing distance and history of crashes.



### Suggested Route Map

The purpose of the Suggested Route Map (Figure 6) 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 6. City of Heppner 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 lists 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. Figure 7 and Figure 8 provide planning-level illustrative maps of the recommended improvements.

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

### PHASING

The consultant team prioritized recommendations in Table 1 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.

Table 1. Heppner Elementary and Heppner Jr/Sr High School Infrastructure Needs and Recommendations

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
<b>General (City-wide)</b>					
<i>Several crossing assemblies were obscured by existing vegetation, making them difficult for motorists to see.</i>	<i>Trim vegetation as needed to maintain visibility of crossing signage.</i>	<i>Medium term</i>	<i>\$</i>	<i>City of Heppner</i>	<i>TBD</i>
<i>Many crosswalk markings along Suggested Routes are faded. Additionally, many marked crosswalks use transverse crosswalk markings (two simple lines painted across the street), which are more difficult for drivers to see, as compared to continental markings or “ladder-style” markings (a series of wide stripes parallel to each other, across the width of the street). Transverse crosswalk markings also result in higher maintenance costs due to the need to frequently restripe worn markings. Finally, several streets in the city are in the process of reconstruction.</i>	<i>Install high-visibility continental crosswalk markings or “ladder-style” crosswalk markings as old crosswalk markings need to be replaced. As streets are reconstructed, install high-visibility continental crosswalk markings or “ladder-style” crosswalk markings at all crossing locations along routes identified on the Suggested Routes Map.</i>	<i>Long term</i>	<i>\$\$</i>	<i>City of Heppner</i>	<i>TBD</i>
<b>Elementary School Grounds</b>					
<i>Bike parking is provided, but is not covered.</i>	<i>Consider locating bike parking under a covered, lit area to provide shelter from rain. If additional bike parking is installed, provide bike racks with two points of contact on the rack, such as inverted-U racks.</i>	<i>Long term</i>	<i>\$</i>	<i>Morrow County School District</i>	<i>TBD</i>

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
Stansbury Street					
Stansbury St is one of only two east-west through-streets in central Heppner (via Elder St and Quaid St), resulting in vehicular through-traffic at the school frontage during drop off and pickup times. Additionally, many vehicles were observed performing U-turns at the school frontage and at the intersection of Stansbury St and Elder St. There is currently a raised crosswalk at the school frontage, and signage posted to discourage U-turns.	Use education and encouragement strategies to educate drivers, particularly parents, about safe circulation procedures (see following table).	Short term	N/A	Morrow County School District	N/A
Stansbury Street and Highway 74/Court Street					
Some students traverse a natural surface trail on a steep hill to access neighborhoods east of the school, rather than crossing farther south at the intersection of Highway 74/Court St and Barratt Blvd. The trail connects to the east side of the intersection of Stansbury St and Hwy 74/Court St, where there is no sidewalk and no designated crossing to reach the school on the west side of the street. The intersection is located along a blind curve along Highway 74/Court St.	Install crosswalk barricade and bidirectional, east-west facing Crosswalk Closed sign (OR22-7) on the east side of the intersection (where the trail meets the street). Use education and awareness strategies to discourage students from crossing at this location (see following table).	Short term	\$	City of Heppner	TBD

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY	PLANNING	RESPONSIBLE	POTENTIAL
		LEVEL	LEVEL	AGENCY	FUNDING
SOURCE					
Highway 74/Court Street and Barratt Boulevard					
Many elementary and high school students were observed crossing at the intersection to travel between schools and neighborhoods on the east side of the city. The crosswalk on the south side of the intersection includes curb ramps and provides a complete connection to sidewalks and a staircase/pathway. The north side of the intersection does not include curb ramps, and lacks sidewalks on the east side of the intersection.	Remove crosswalk markings on the north side of the intersection. Relocate both northbound and southbound School Crossing signage assemblies (S1-1, W16-7P) to the existing crosswalk on the south side of the intersection.	Short term	\$	City of Heppner	TBD
Elder Street and Quaid Street					
Students walking and biking, buses, parents driving private vehicles, and thru-traffic all converge at this busy intersection. Buses and vehicles were observed stopping in the middle of the crosswalks.	Repaint faded crosswalk markings with high-visibility continental crosswalk markings or “ladder-style” crosswalk markings on the west and south sides of the intersection. Repaint faded stop bars on the west and south sides of the intersection.	Short term	\$	City of Heppner	ODOT SRTS Competitive Grant



ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY	PLANNING	RESPONSIBLE	POTENTIAL
		LEVEL	LEVEL	AGENCY	FUNDING
COST					
SOURCE					
Baltimore Street					
Baltimore St is a major travel corridor for students walking and biking to and from the high school and elementary school. An RRFB is planned at the intersection of Baltimore St and Highway 74/Main St. However, to the west of this intersection Baltimore St lacks complete sidewalks. At present there is an at-grade sidewalk on the south side of Baltimore St west of Highway 74/Main St, but parked cars were observed to obstruct nearly the entire walkway.	<p>Install approximately 270 linear feet of sidewalk with curb and gutter on the north side of Baltimore St between Gale St and Main St.</p> <p>Install concrete parking stops along the south side of Baltimore St between Gale St and Highway 74/Main St.</p>	Short term	\$\$\$	City of Heppner	ODOT SRTS Competitive Grant
Heppner Jr/Sr High School Grounds					
There is no bike parking provided at the high school.	Install 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.	Medium term	\$	Heppner School District	TBD
Many students were observed walking between the high school building and Willow View Drive, where there is no designated pedestrian travel way and a high volume of teenage drivers.	Stripe a pedestrian pathway to provide a designated travel area from the terminus of the existing sidewalk on the west side of Willow View Dr across the parking lot (across the driveway of the secondary building, across the driveway of the primary building rear entrance, and along the west side of the road leading to the east student parking lot).	Long term	\$	Heppner School District	TBD

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
			LEVEL COST		
<i>Many students were observed walking between the primary building rear entrance, and the secondary building, where crosswalks are faded.</i>	<i>Restripe the two existing crosswalks between the primary building rear entrance and the secondary building with high visibility continental crosswalk markings or “ladder-style” crosswalk markings.</i>	<i>Medium term</i>	<i>\$</i>	<i>Heppner School District</i>	<i>TBD</i>
<i>Many students were observed exiting the main school entrance on the northeast side of the building, and traveling along the shoulder to reach Morgan St alongside heavy vehicle traffic.</i>	<i>Install high visibility continental crosswalk markings across school driveway at the main school entrance on the north east side of campus. Install a curb ramp on the west side of the crosswalk.</i>	<i>Medium term</i>	<i>\$\$</i>	<i>Heppner School District</i>	<i>TBD</i>
<i>Some students are traversing a natural surface trail on a steep hill east of the main school entrance rather than traveling between the school entrance and the terminus of Morgan St.</i>	<i>Install 300 linear feet of sidewalk along the northeast side of the driveway between the school entrance and Morgan St, to encourage use of this route.</i>  <i>Consider formalizing the natural surface trail between the main school entrance and Morgan St with a combination of stairs and paved pathway.</i>	<i>Long term</i>	<i>\$\$\$</i>	<i>Heppner School District, City of Heppner</i>	<i>TBD</i>

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY	PLANNING	RESPONSIBLE	POTENTIAL
		LEVEL	LEVEL		COST
SOURCE					
Morgan Street					
Many students were observed walking along the shoulder of Morgan St, which has no bicycle or pedestrian facilities. It is one of only two roadway options for vehicles and experiences high volumes during dismissal.	Install approximately 2,000 linear feet of sidewalk with curb and gutter on the south side of Morgan St between Spruce Ln and Riverside Ave. A lower-cost interim solution may consist of a designated sidepath with a physical barrier such as flexible bollards.	Short term	\$\$\$	City of Heppner	ODOT SRTS Competitive Grant
Morgan Street and Riverside Avenue					
Many students were observed crossing Riverside Ave at Morgan St.	Install high-visibility continental crosswalk markings or “ladder-style” crosswalk markings on the south side of the intersection. Install curb ramps on both sides of the crosswalk.	Short term	\$\$	City of Heppner	ODOT SRTS Competitive Grant
Riverside Avenue and Hinton Drive					
Many students were observed crossing Hinton Dr at various locations between Riverside Ave and Highway 74/Linden Way.	Install high-visibility continental crosswalk markings or “ladder-style” crosswalk markings on the east side of the intersection of Hinton Dr and Riverside Ave, aligned with the existing curb ramps.	Medium term	\$	City of Heppner	ODOT SRTS Competitive Grant

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY	PLANNING	RESPONSIBLE	POTENTIAL
		LEVEL	LEVEL	AGENCY	FUNDING
SOURCE					
Highway 74/Linden Way					
The sidewalks along Highway 74/Linden Way end at Hinton Dr, just short of a residential area along Linden Way and Linden Way Alley to the north. This stretch of Highway 74/Linden Way is located on the north end of the city boundary, where vehicles and freight are entering and leaving the city at higher-than-average speeds. The first marked crossing in Heppner is located south of this neighborhood, at Highway 74 and Hinton Dr.	Install 350 linear feet of sidewalk with curb and gutter on the east side of the street between Linden Way Alley and Hinton Dr.	Long term	\$\$\$	City of Heppner	ODOT SRTS Competitive Grant

Figure 7. Heppner Elementary SRTS Improvement Recommendations Map



Heppner Elementary School  
Improvement Recommendations

- 1 Stansbury Street and Highway 74/Court Street**  
Install crosswalk barricade and bidirectional, east-west facing Crosswalk Closed sign (OR22-7) on the east side of the intersection (where the trail meets the street). Use education and awareness strategies to discourage students from crossing at this location.
- 2 Highway 74/Court Street and Barratt Boulevard**  
Relocate both northbound and southbound School Crossing signage assemblies (S1-1, W16-7P) to the existing crosswalk on the south side of the intersection.
- 3 Elder Street and Quaid Street**  
Repaint faded crosswalk markings with high-visibility continental crosswalk markings or "ladder-style" crosswalk markings on the west and south sides of the intersection. Repaint faded stop bars on the west and south sides of the intersection.
- 4 Baltimore Street**
  - a. Install approximately 270 linear feet of sidewalk with curb and gutter on the north side of Baltimore St between Gale St and Main St.
  - b. Install concrete parking stops along the south side of Baltimore St between Gale St and Highway 74/Main St.
- 5 Riverside Avenue and Hinton Drive**  
Install high-visibility continental crosswalk markings or "ladder-style" crosswalk markings on the east side of the intersection of Hinton Dr and Riverside Ave, aligned with the existing curb ramps.
- 6 Highway 74/ Linden Way**  
Install 350 linear feet of sidewalk with curb and gutter on the east side of the street between Linden Way Alley and Hinton Dr.





Figure 8. Heppner Jr/Sr High School SRTS Improvement Recommendations Map

Heppner Jr/Sr High School  
Improvement Recommendations

- 1 Heppner Jr/Sr High School Grounds  
Install 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.
- 2 Heppner Jr/Sr High School Grounds  
Stripe a pedestrian pathway to provide a designated travel area from the terminus of the existing sidewalk on the west side of Willow View Dr across the parking lot (across the driveway of the secondary building, across the driveway of the primary building rear entrance, and along the west side of the road leading to the east student parking lot).
- 3 Heppner Jr/Sr High School Grounds  
Restripe the two existing crosswalks between the primary building rear entrance and the secondary building with high visibility continental crosswalk markings or "ladder-style" crosswalk markings.
- 4 Heppner Jr/Sr High School Grounds  
Install high visibility continental crosswalk markings across school driveway at the main school entrance on the north east side of campus. Install a curb ramp on the west side of the crosswalk.
- 5 Heppner Jr/Sr High School Grounds  
Install 300 linear feet of sidewalk along the northeast side of the driveway between the school entrance and Morgan St, to encourage use of this route.
- 6 Heppner Jr/Sr High School Grounds  
Consider formalizing the natural surface trail between the main school entrance and Morgan St with a combination of stairs and paved pathway.
- 7 Morgan Street  
Install approximately 2,000 linear feet of sidewalk with curb and gutter on the south side of Morgan St between Spruce Ln and Riverside Ave
- 8 Morgan Street and Riverside Avenue  
Install high-visibility continental crosswalk markings or "ladder-style" crosswalk markings on the south side of the intersection. Install curb ramps on both sides of the crosswalk.





## Education and Engagement Program Recommendations

The activities outlined in Table 2 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 Heppner, the School District, school administrators, teachers, parents, or even school clubs. More information regarding the Education and Engagement Recommendations are included following Table 2.

### **Connect with Heppner's ODOT SRTS Regional Hub Coordinator**

In many cases, the ODOT SRTS Program can help provide free resources, materials, and guidance to implement education and encouragement programs. The ODOT SRTS Education team is working in parallel with the Construction team to help communities across the state implement education and encouragement efforts. The team offers Regional Hub meetings and office hours on alternating months to discuss statewide and regional SRTS strategies and efforts. Regional Hub Coordinators are a resource for local SRTS coordinators and regions without a coordinator to help create and sustain successful SRTS programs.

SRTS champions or involved staff in or near Heppner are a part of the Central, Eastern and Southern Hub. Register for the meetings and office hours [here](#) or fill out the [contact form](#) to be connected with your Regional Hub Coordinator. Review Table 2 to identify educational and encouragement priorities and discuss with the Regional Hub Coordinator

Table 2. Heppner Elementary and Heppner Jr/Sr High School Education and Engagement Recommendations

ACTIVITY	RESPONSIBLE PARTY	DESCRIPTION	TIMELINE	RESOURCES NEEDED*	INCLUSION CONSIDERATIONS	MEASURES OF SUCCESS
Parent Education and Outreach	Heppner Elementary School, Heppner Jr/Sr High School	Travel safety tips for parents aimed at people walking, biking, driving, or riding the bus. For Heppner Elementary School, place a particular emphasis on proper vehicle circulation procedures, including a reminder about the designated drop off/pickup area in the parking lot east of the school.	Short-term	Seasonal travel tips for school communications, flyer	Provide materials in Spanish, or other languages as needed.	Feedback from families; observations from school leadership
Pedestrian and Bike Safety Education	Heppner Elementary School, Heppner Jr/Sr High School	Travel safety tips for students walking, biking, driving, or riding the bus. Could begin with limited scope and build to a more robust curriculum. Place a particular emphasis on discouraging the use of the soft surface trail east of the Elementary School due to safety concerns.	Short-term	Travel Safety Hand-out, messaging, curriculum	Focus on walking and biking safely in students' neighborhoods or on field trips, even if not near the school.	Number of students participating; feedback from families
Train the Trainer	Heppner Elementary School	Consider offering bike and walk education through a health or physical education class, with training provided by ODOT.	Medium-term	Free education with the potential to include bike fleets and helmets for student use.	Consider how students with disabilities could participate.	Number of students participating, skills learned, number of volunteers

ACTIVITY	RESPONSIBLE PARTY	DESCRIPTION	TIMELINE	RESOURCES NEEDED*	INCLUSION CONSIDERATIONS	MEASURES OF SUCCESS
<i>Walking School Bus or Bike Train</i>	<i>Heppner 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 weekly, monthly, or annually. Heppner already holds a yearly Walking School Bus as part of Walk + Roll to School Day.</i>	<i>Short - 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; feedback from families</i>
<i>Walk + Roll to School Day</i>	<i>Heppner Elementary School, Heppner Jr/Sr High School</i>	<i>Organize a Walk + Roll to School Day to encourage and celebrate walking and biking at the school.</i>	<i>Short-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>Heppner Jr/Sr 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>

\*In many cases, the ODOT SRTS Program can help provide free resources, materials, and guidance to implement education and encouragement programs. Talk to your PIP Project Manager or Regional Hub Coordinator about programs you are interested in!

## 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

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

Resources and innovative program ideas include:

- The ODOT SRTS [Neighborhood Navigators 2.0 Curriculum](#) includes a flexible in-class and on-bike Walk and Roll Safety Education lesson plans and workbooks. The ODOT SRTS technical assistance team are piloting bike fleets and new train-the-trainer materials in 2022. Sign up for the Oregon SRTS newsletter or join the Regional Hub meetings to learn when these will launch.
- 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.



## Encouragement Programs

### 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.

Bike trains and walking school buses for elementary school students are typically led by a parent, however, middle school students can become leaders, act as role models, and practice and teach safe bicycling behaviors. Bike trains may be more appropriate for middle school students, as they enable students to feel independent in their mobility, while also providing the safety and comfort of riding in a group.

Resources and best practice programs:

- ODOT’s SRTS Website has [resources and tips](#) to get started.

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

Resources and innovative program ideas include:

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





## COCOA FOR CARPOOLS

Many students at Heppner Jr/Sr 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 (Table 3). 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. Furthermore, all three of these projects are identified in the 2018 Heppner TSP (Projects P15, P16, and P27). The City of Heppner 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 4, and cost estimates are provided in Table 5 and Table 6.

Table 3. High Priority Improvements for Competitive ODOT SRTS IN Grant

<b>Baltimore Street</b>	
<i>Install approximately 270 linear feet of sidewalk with curb and gutter on the north side of Baltimore St between Gale St and Main St.</i>	
<i>Install concrete parking stops along the south side of Baltimore St between Gale St and Highway 74/Main St.</i>	
<b>Morgan Street</b>	
<i>Install approximately 2,000 linear feet of sidewalk with curb and gutter on the south side of Morgan St between Spruce Ln and Riverside Ave.</i>	
<i>Note: A lower-cost temporary solution may consist of a designated sidepath with a physical barrier such as flexible bollards. While this alternative has its challenges (bollards require maintenance and replacement, and path users are still vulnerable), it may be more feasible in the short-term. A separate planning-level cost estimate for this alternative is included in Table 6 below.</i>	
<b>Morgan Street and Riverside Avenue</b>	
<i>Install high-visibility continental crosswalk markings or "ladder-style" crosswalk markings on the south side of the intersection. Install curb ramps on both sides of the crosswalk.</i>	

Table 4. Project Details for ODOT Competitive Infrastructure Grant

GRANT CRITERIA/QUESTION	RESPONSE FOR CITY OF HEPPNER
Relevant Right of Way ownership	Not affected
Utility implications and opportunities to mitigate	Not affected
Environmental resource implications	Not affected
Stormwater management implications	Not affected
Near a rail road? Or bridge, tunnel, retaining wall affected?	Not affected

AADT	AADTs needed for: <ul style="list-style-type: none"> <li>• Baltimore St</li> <li>• Morgan St</li> <li>• Riverside Ave</li> </ul>
Priority Safety Corridor	No

Table 5. City of Heppner Prioritized Project Cost Estimates

ITEM DESCRIPTION	MEASUREMENT	COST/UNIT	UNITS	ESTIMATE
<b>Baltimore Street Improvements</b>				
Remove concrete sidewalk	SY	\$60	25	\$1,500
Remove concrete curb and gutter	LF	\$20	50	\$1,000
Remove asphalt pavement	SY	\$5	323	\$1,615
Remove catch basin	EA	\$1,000	1	\$1,000
Install catch basin	EA	\$5,000	1	\$5,000
Install curb and gutter	LF	\$50	320	\$16,000
Install concrete sidewalk	SF	\$50	1620	\$81,000
Install curb ramp	EA	\$6,000	2	\$12,000
Install asphalt pavement	TON	\$200	36	\$7,200
Install concrete curb stop	EA	\$100	30	\$3,000
<b>Morgan Street Improvements</b>				
Remove asphalt pavement	SY	\$5	667	\$3,335
Clearing and grubbing	ACRE	\$12,000	0.5	\$6,000
Install drainage system	LF	\$145	2000	\$290,000
Install aggregate base course	TON	\$40	119	\$4,760
Install curb and gutter	LF	\$50	110	\$5,500
Install concrete sidewalk	SF	\$50	12000	\$600,000
Install curb ramp	EA	\$6,000	2	\$12,000
Install asphalt pavement	TON	\$200	150	\$30,000
<b>Morgan Street at Riverside Ave Improvements</b>				
Remove concrete sidewalk	SY	\$60	17	\$1,020
Remove concrete curb and gutter	LF	\$20	50	\$1,000
Remove asphalt pavement	SY	\$5	23	\$115
Install curb and gutter	LF	\$50	50	\$2,500
Install curb ramp	EA	\$6,000	2	\$12,000
Install asphalt pavement	TON	\$200	6	\$1,200
Install thermoplastic ladder style crosswalk markings	SF	\$8	172	\$1,376

Install crosswalk warning sign	EA	\$500	2	\$1,000
Traffic Mobilization (10%)	LS	\$110,112	1	\$110,112
Traffic Control (15%)	LS	\$165,168	1	\$165,168
Erosion Control (2%)	LS	\$22,022	1	\$22,022
<b>Subtotal</b>				<b>\$1,398,424</b>
<b>Total Costs</b>				
Preliminary Engineering/Design Costs			12%	\$167,811
Construction Engineering			15%	\$209,764
Contingency			40%	\$559,369
Right of Way Costs				\$0
Utility Costs				\$0
Other Costs				\$0
<b>Total Project Cost:</b>				<b>\$2,335,368</b>

Table 6. Morgan Street Lower-Cost Interim Alternative Cost Estimates

ITEM DESCRIPTION	MEASUREMENT	COST/UNIT	UNITS	ESTIMATE
<b>Morgan Street Improvements</b>				
Install 8" wide white plastic striping	LF	\$2	2000	\$4,000
Install vertical flex-post	EA	\$50	40	\$2,000
Install pedestrian symbol and arrow marking	EA	\$350	8	\$2,800
Install detectable warning surface	SF	\$75	48	\$3,600
Traffic Mobilization (10%)	LS	\$1,240	1	\$1,240
Traffic Control (15%)	LS	\$1,860	1	\$1,860
<b>Subtotal</b>				<b>\$15,500</b>
<b>Total Costs</b>				
Preliminary Engineering/Design Costs			12%	\$1,860
Construction Engineering			15%	\$2,325
Contingency			40%	\$6,200
Right of Way Costs				\$0
Utility Costs				\$0
Other Costs				\$0
<b>Total Project Cost:</b>				<b>\$25,885</b>

## Chapter 5. Potential Funding & Implementation

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

These funding sources are accurate as of July 2021, 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-Competitive-Infrastructure-Grant.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-Rapid-Response-Grant-Program.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. For more information visit: <https://www.oregon.gov/ODOT/Programs/Pages/OCP.aspx>

## 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.

<https://www.oregon.gov/lcd/TGM/Pages/Planning-Grants.aspx>

## 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>

## 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.

## Quick Builds

Quick Builds 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 Quick Build 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, Quick Builds can last for several hours to several months.

## Non-Infrastructure Programs Funding Opportunities

### ODOT SRTS Non-Infrastructure Grant

More information is forthcoming in spring 2022.