



City of La Grande

Safe Routes to School Plan



Final Report
March 2020

CITY OF LA GRANDE
1000 ADAMS AVE
CITYOFLAGRANDE.ORG

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Chapter 1. Introduction

The La Grande Safe Routes to School (SRTS) Plan lays the foundation for schools, the community, City of La Grande, Union 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)?

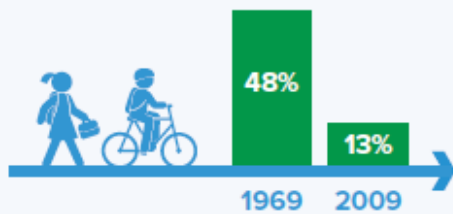
SRTS is a comprehensive program to **make school communities safer** by combining engineering tools and enforcement with education about safety and activities to enable and encourage students to **walk and bicycle to school**. SRTS programs typically involve partnerships among municipalities, school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



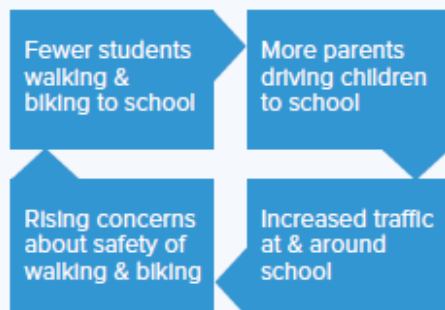
Children and adolescents should have **60 minutes (1 hour)** or more of physical activity daily.



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



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



THE SOLUTION

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



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



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



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



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

School Overview

Central Elementary School

Principal: Suzy Mayes
Enrollment: 474
Grades Served: K-5
Type of School: Public

Address: 701 H Ave, La Grande, OR 97850
% students eligible for free or reduced lunch: 49.2%

Greenwood Elementary School

Principal: Ryan Westenskow
Enrollment: 293
Grades Served: K-5
Type of School: Public

Address: 2300 N Spruce St, La Grande, OR 97850
% students eligible for free or reduced lunch: 88.67%

La Grande Middle School

Principal: Kyle McKinney
Enrollment: 554
Grades Served: 6-8
Type of School: Public

Address: 1108 Fourth St, La Grande, OR 97850
% students eligible for free or reduced lunch: 47.62%

School Demographics

	American Indian/Alaska Native		Black/African American		Native Hawaiian/Pacific Islander		White, non-Hispanic
	Native	Asian	American	Hispanic	Island	Multiracial	Hispanic
Central Elementary	1.3%	1.9%	1.7%	4.9%	4.9%	6.3%	79.1%
Greenwood Elementary	0.7%	0%	1.0%	5.8%	0.7%	5.1%	86.7%
La Grande Middle School	1.3%	1.1%	0.4%	9.2%	2.0%	6.5%	79.6%

Source: Oregon Department of Education 2019-2020 school year

La Grande School District 1 Languages

TOP 5 LANGUAGES SPOKEN	# STUDENTS
English	2378
Spanish	60
Pohnpeian	8
Marshallese	8
Palauan	7
Total Languages Spoken: 17	2491

Source: Oregon Department of Education 2019-2020 school year

PIP Outreach Process

The City of La Grande and the La Grande School District spread the word about the School Safety Assessments and Community Meetings, held from October 21-22, 2019, through internal networks within the City and school communities. Parents provided feedback via email correspondence with the project team and through the online mapping tool and survey, which had 125 responses. People added more than 100 geolocated comments to the online tool, identifying best routes to school and challenging locations to walk and bike. These comments informed the recommendations in this report.

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 was available for Public Review during two weeks in February-March 2020 and received no comments.

Chapter 2. Vision and Goals for Safe Routes to Schools

Stakeholders helped create the following Vision and Goals through the Community Meetings, which were held at each school directly following the walk audit observations.

Vision

“The La Grande School District community envisions a future where children and their families safely, comfortably, and conveniently walk and bicycle as part of the daily school commute and a healthy lifestyle.”

Goals, Objectives, and Actions

The ODOT SRTS PIP suggested goals in the areas of health, safety, equity, or the environment. As shown in Figure 1, the community meeting participants selected Safety, Equity 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.

Figure 1. Community Goal Prioritization- La Grande School District

SafeRoutes
Oregon Safe Routes To School

Community Goals
Objetivos de la Comunidad

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

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

Goal Category	Description	Priority Dots
Safety Seguridad	Increase safety for families traveling to school. Aumentar la seguridad de las familias que viajan a la escuela.	Yellow, Blue, Red
Health Salud	Increase students' access to physical activity and reduce emissions near schools. Aumentar el acceso de los estudiantes a la actividad física y reducir las emisiones cerca de las escuelas.	Yellow
Equity Equidad	Provide access and opportunity for all residents, including disadvantaged, minority, and low income households. Brindar acceso y oportunidades a todos los residentes, incluidos los hogares desfavorecidos, minoritarios y de bajos ingresos.	Blue, Yellow
Environment Ambiente	Improve environmental health near schools, including air and water quality. Mejorar la salud ambiental cerca de las escuelas, incluyendo la calidad del aire y el agua.	Yellow

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

All families can walk/bike from 1 mile of school. Todas las familias pueden caminar/bicicleta desde 1 milla de la escuela.	More students use active or shared modes to get to school. Más estudiantes usan modos activos o compartidos para llegar a la escuela.
Reduce congestion near schools. Reducir la congestión cerca de las escuelas.	Prioritize infrastructure improvements that connect underserved/low income communities to schools. Priorizar las mejoras de infraestructura que conecten comunidades marginadas/de bajos ingresos con las escuelas.
Students learn safety education in school. Los estudiantes aprenden educación sobre seguridad en la escuela.	Decrease air pollution near schools. Disminuir la contaminación del aire cerca de las escuelas.
All students feel included in SRTS activities. Todos los estudiantes se sienten incluidos en las actividades de SRTS.	

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: *Central Elementary School, Greenwood Elementary School, and La Grande Middle School will integrate on-campus infrastructure improvements into their ongoing planning processes.*
 - Action: *The City of La Grande will consider applying to ODOT Competitive SRTS Infrastructure Grant in 2020 for infrastructure improvements, outlined in Chapter 4.*
 - Action: *The La Grande School District and the City of La Grande SRTS Coordinator will organize a community-wide School Safety Campaign to increase the visibility of the school speed zones and encourage compliance with reduced speed limits.*
- Objective 2- Safe walking or biking access is available to all families within one mile of school.
 - Action: *The City of La Grande will consider the adoption of the long-term infrastructure recommendations as a part of its planning processes, potentially within a Transportation System Plan.*
 - Action: *The City of La Grande will begin implementing recommendations as funds for capital improvements become available.*
- Objective 3- Pedestrian and safety education is integrated into the school curriculum.
 - Action: *Central Elementary School, Greenwood Elementary School, and La Grande Middle School will distribute informational safety materials for families and integrate student pedestrian safety instruction into school day lessons.*

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 line¹, and English-language learners, to hear and learn about their barriers to students walking or biking to school.
 - Action: *Central Elementary School, Greenwood Elementary School, La Grande Middle School and the City of La Grande SRTS Coordinator will provide information and educational materials in English and Spanish, as needed.*
 - Action: *Central Elementary School, Greenwood Elementary School, La Grande Middle School and the City of La Grande SRTS Coordinator 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: *Central Elementary School, Greenwood Elementary School, La Grande Middle School, and the City of La Grande SRTS Coordinator will consider how to overcome barriers such as parent work schedules and transportation limitations to ensure that all parents have an opportunity to participate in SRTS programs and activities.*

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

- Objective 2- Prioritize infrastructure and non-infrastructure improvements that connect underserved or low-income communities to schools and improve access on campus.
 - *Action: The City of La Grande will implement infrastructure recommendations with a consideration for improvements that serve underserved and low-income communities.*
 - *Action: Central Elementary School, Greenwood Elementary School, La Grande Middle School, and the City of La Grande SRTS Coordinator will begin a SRTS education and encouragement program focused on benefitting the 60-75% of students eligible for Federal Free and Reduced-Price Lunch.*

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: Central Elementary School, Greenwood Elementary School, La Grande Middle School and the City of La Grande SRTS Coordinator will look for areas of overlap between SRTS efforts and other health initiatives and grants.*
 - *Action: Central Elementary School, Greenwood Elementary School, and La Grande Middle School will explore opportunities to add more frequent walking field trips.*
- 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: Central Elementary School, Greenwood Elementary School, and La Grande Middle School will adopt SRTS-supportive language in school wellness policies, after short-term infrastructure recommendations have been implemented.*
 - *Action: Central Elementary School, Greenwood Elementary School, La Grande Middle School, and the City of La Grande SRTS Coordinator will organize a community walk or Walk + Roll to School Day, after short-term infrastructure recommendations have been implemented.*
 - *Action: Central Elementary School, Greenwood Elementary School, and La Grande Middle School will share relevant health statistics and messages in school newsletters, back to school night, or through other communication channels*

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

LA GRANDE PEDESTRIAN AND BICYCLE IMPROVEMENT PLAN

The Pedestrian and Bicycle Improvement Plan was adopted in 2007 as a replacement of the pedestrian and bicycle element of the 1999 La Grande/Island City Transportation System Plan (TSP). The central goal of this Plan is to provide a detailed assessment of La Grande's existing walking and bicycling environment, with a more comprehensive list of projects and strategies for system-wide improvements.

The Plan sets forth the City of La Grande's vision to promote non-motorized travel and provide a safe, interconnected system of pedestrian and bicycle facilities. To achieve this vision, the Plan identifies four major policies for the City, all of which are relevant to SRTS planning:

The City of La Grande shall:

- Continue to improve, expand, and maintain pedestrian and bicycle facilities, as needed, throughout the community.
- Ensure that pedestrian and bicycle networks provide direct connections between major activity centers (e.g., downtown La Grande, area schools, parks, and recreation facilities), and minimize conflicts with other transportation modes.
- Regard facilities for pedestrians and bicyclists as important parts of the overall transportation system and not just recreational facilities.
- Increase the bicycle and pedestrian mode share throughout the city and improve bicycle and pedestrian access to the City's transportation system.

These four policies are accompanied by twenty-three implementation strategies, (one of which specifically calls for developing a Safe Routes to School Program) making the Pedestrian and Bicycle Improvement Plan the most robust source of guidance the City of La Grande has for SRTS planning.

Among the many recommended improvements identified in the Plan, there are a number that directly address connections to Central Elementary School, La Grande Middle School, and Greenwood Elementary. Indeed, there are crossing, striping, pavement, signage, or sidewalk gap improvements recommended for each of the streets that are also recommended by this document as suitable safe routes: Y Avenue, Greenwood St, Spruce St, 2nd St, K Avenue, H Avenue, C Avenue, and 6th St.

In addition to implementing pedestrian and bicycle infrastructure projects, the Plan notes that support programs are needed to “place La Grande among Oregon’s best communities for walking and bicycling,” including:

- Developing a Safe Routes to School program to encourage children to walk and bicycle to school
- Developing education programs (e.g., bicycle/pedestrian safety training)
- Developing a wayfinding/signing program
- Developing encouragement programs (e.g., employer incentives, multi-modal access guide, bicycle/pedestrian events)

The Plan includes additional rationale for adopting a SRTS Plan, stating that the primary benefit is the resulting increase in safety for children walking and riding bicycles to school: “A comprehensive strategy based on a cooperative effort between school officials, parents, residents and city planning staff will ensure that specific school-related traffic calming projects and pedestrian and bicycle improvements will become priority projects eligible for State, Federal or other grant funding. The involvement of various stakeholders throughout the Safe Routes process increases the likelihood for implementation of needed safety improvements. While the primary focus of a SRTS program is improving safety for children walking and biking to school, these safety benefits often extend to all age and activity groups. In addition to safety enhancements, a SRTS program helps integrate physical activity into the everyday routine of school-age children. Health concerns related to sedentary lifestyles have become the focus of efforts both statewide and nationally to reduce health risks associated with being overweight. Identifying and improving routes for children to safely walk and bicycle to school is one of the most cost-effective means of reducing weekday morning traffic congestion (especially at school drop-off and pick-up sites) and can help reduce auto-related pollution.”

For more information about the policies, goals and recommendations of the La Grande Pedestrian and Bicycle Improvement Plan, visit: <http://www.cityoflagrande.org/muraProjects/muraLAG/lagcity/?LinkServID=6F454279-A244-8834-92DB4EA478199D10&showMeta=0>

CITY OF LA GRANDE COMPREHENSIVE PLAN

The Comprehensive Plan for the City of La Grande plan contains long-term policies and recommendations for the city’s land use, housing and transportation needs (among others). Many of these policies and recommendations are applicable to the aims of SRTS planning, as they address the mobility, safety and accessibility for all travel modes.

Policies 14 and 15 from the housing section of the Comprehensive Plan are particularly notable for SRTS planning:

14. The street pattern within the residential neighborhood permits convenient circulation and easy, safe access to neighborhood parks and schools.
15. Residential areas be developed in a manner that provides a healthful, aesthetically pleasing atmosphere, and in a manner that affords safe and convenient access to neighborhood commercial centers, schools, and other public facilities.

Additionally, the Comprehensive Plan notes the following transportation goals:

- Ensure a safe and efficient transportation system allowing access into and through the community for all users, including the transportation disadvantaged.

- Improve personal mobility and access to transportation services by expanding the variety and availability of travel modes throughout the region.
- Ensure the integration of adequate bike and pedestrian pathways through the community, particularly to connect schools and activity centers.

For more information on the policies and recommendation of the La Grande Comprehensive Plan, visit:

<http://cityoflagrande.org/muraProjects/muraLAG/lagcity/index.cfm/city-offices/community-development/planning-division/ordinances/>

CITY OF LA GRANDE TRANSPORTATION SYSTEM PLAN AMENDMENT

In 2012 the City of La Grande adopted an amendment to its Transportation System Plan (1999) in order to assess new transportation needs generated by a proposed expansion of the City's urban growth boundary (UGB). In addition to identifying automotive, freight, and transit needs, the amendment calls attention to the need for pedestrian and bicycle facilities that address the connectivity gaps within the existing network and to extend into the UGB expansion area. The plan amendment contains the following goal that supports the aims and objectives of SRTS planning:

- [Provide] a local street and trail network that provides multi-modal links between industrial and employment centers, community, natural resources, and supports expansion of the transit system.

For more information on the recommendations for pedestrian and bicycle network improvements, visit:

https://www.oregon.gov/ODOT/Planning/TPOD/tsp/city/city_of_la_grande_tsp_2012.pdf

Previous SRTS Efforts or Walking/Biking Encouragement Activities

Currently, parents receive information from all schools about proper arrival and dismissal procedures, and children are educated on safe walking and biking procedures on school campuses. A SRTS grant-funded sidewalk project adjacent to Central Elementary School was constructed in summer 2019. The City of La Grande was also rewarded SRTS Non-Infrastructure grant funding for a full-time SRTS Coordinator, who will work in cooperation with this process to develop strategies and actions that support students walking, rolling, or riding to school.

Crash History

From 2012 to 2016, there have been a few pedestrian and bicycle crashes documented within a half-mile of Central Elementary School, Greenwood Elementary School, and La Grande Middle School (see Figure 2 and Figure 3). In particular, crashes have occurred along 2nd St, Fir St, and Greenwood St, all streets identified as common routes for students traveling to and from schools. Furthermore, crash data do not include near misses and unreported incidents.

Figure 2. Crashes Near Central Elementary and La Grande Middle School

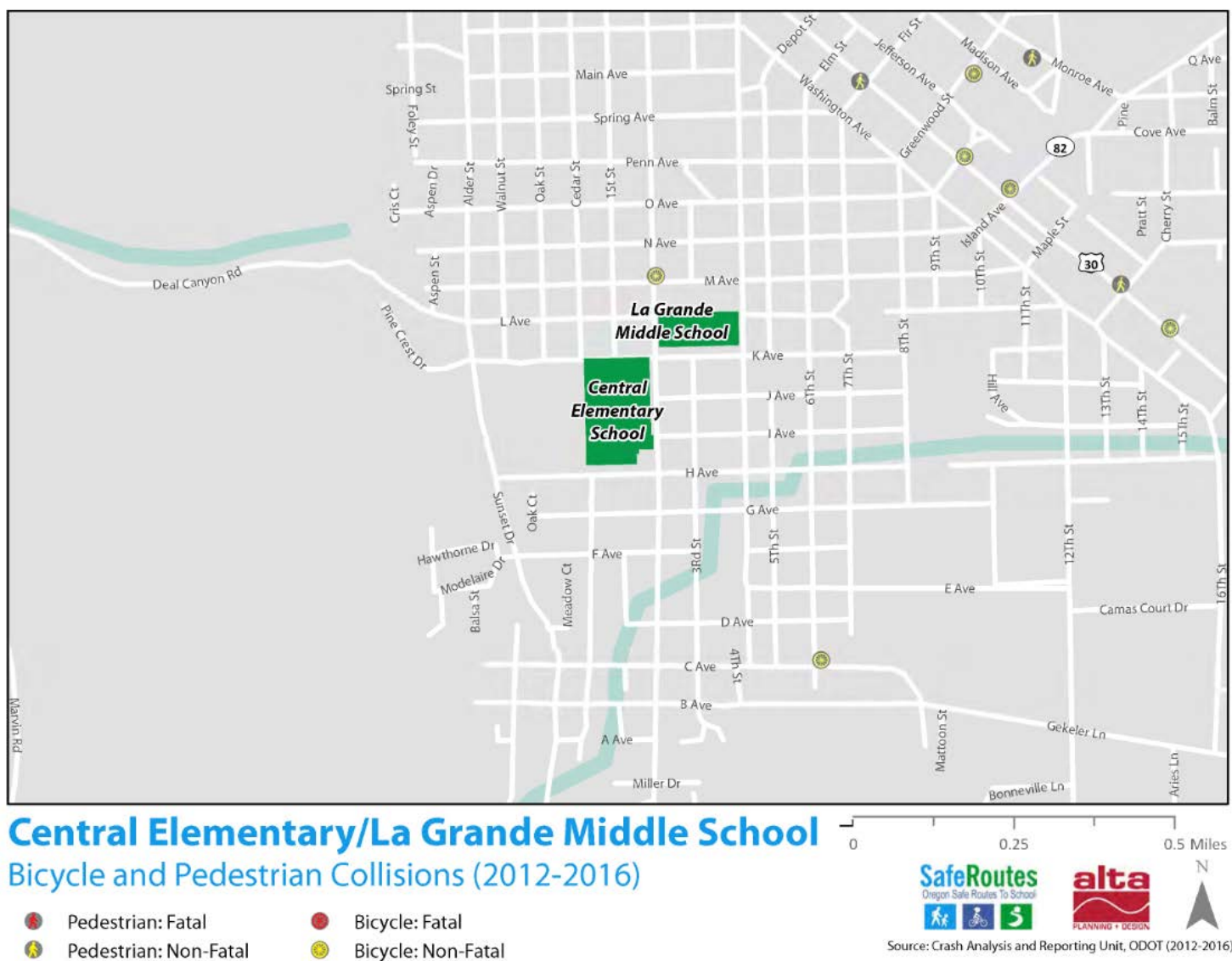
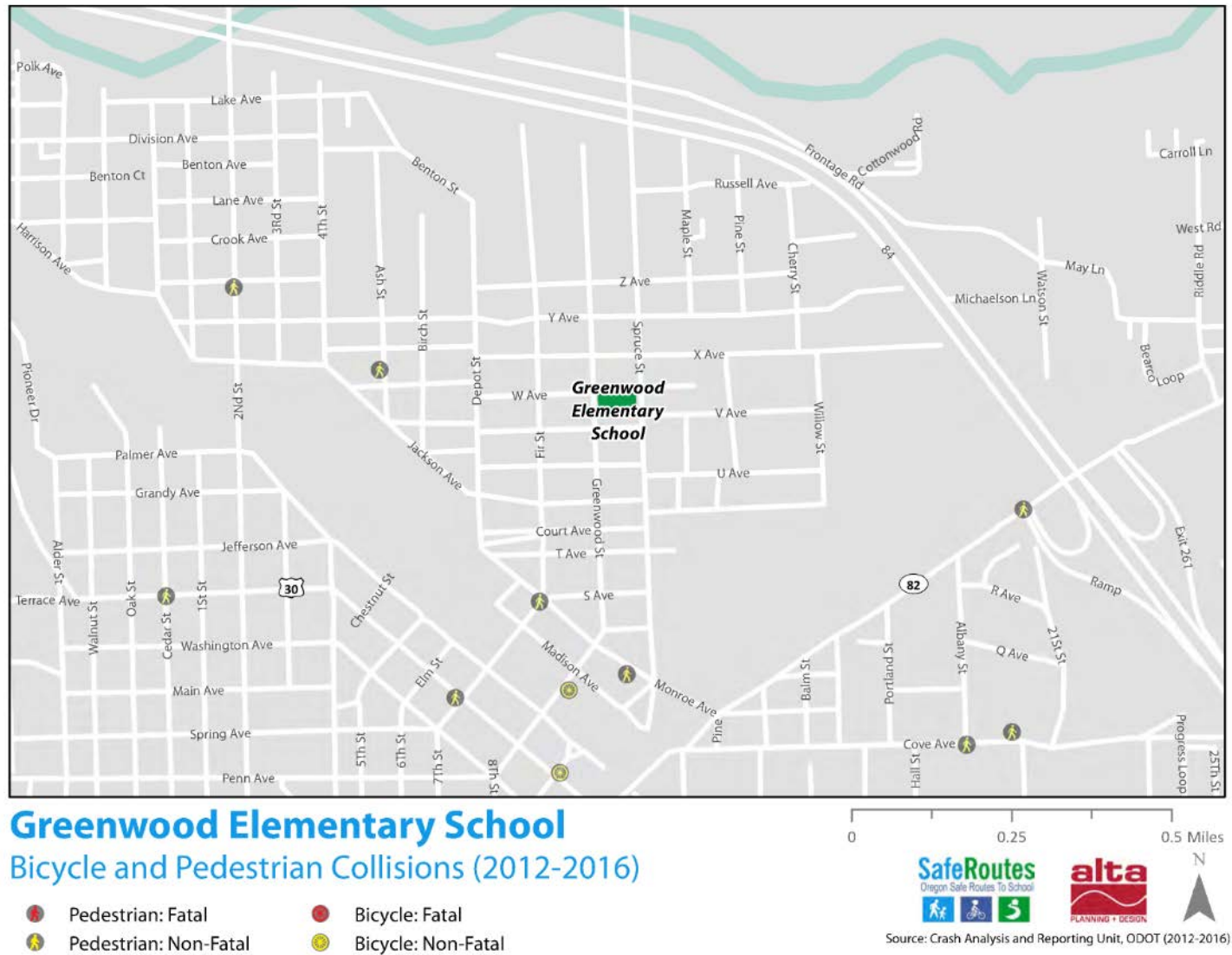


Figure 3. Crashes Near Greenwood Elementary School



Central 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 21, 2019

Meeting Time: 7:20 am

Day of Week: Monday

Weather: cold and rainy

Attendees:

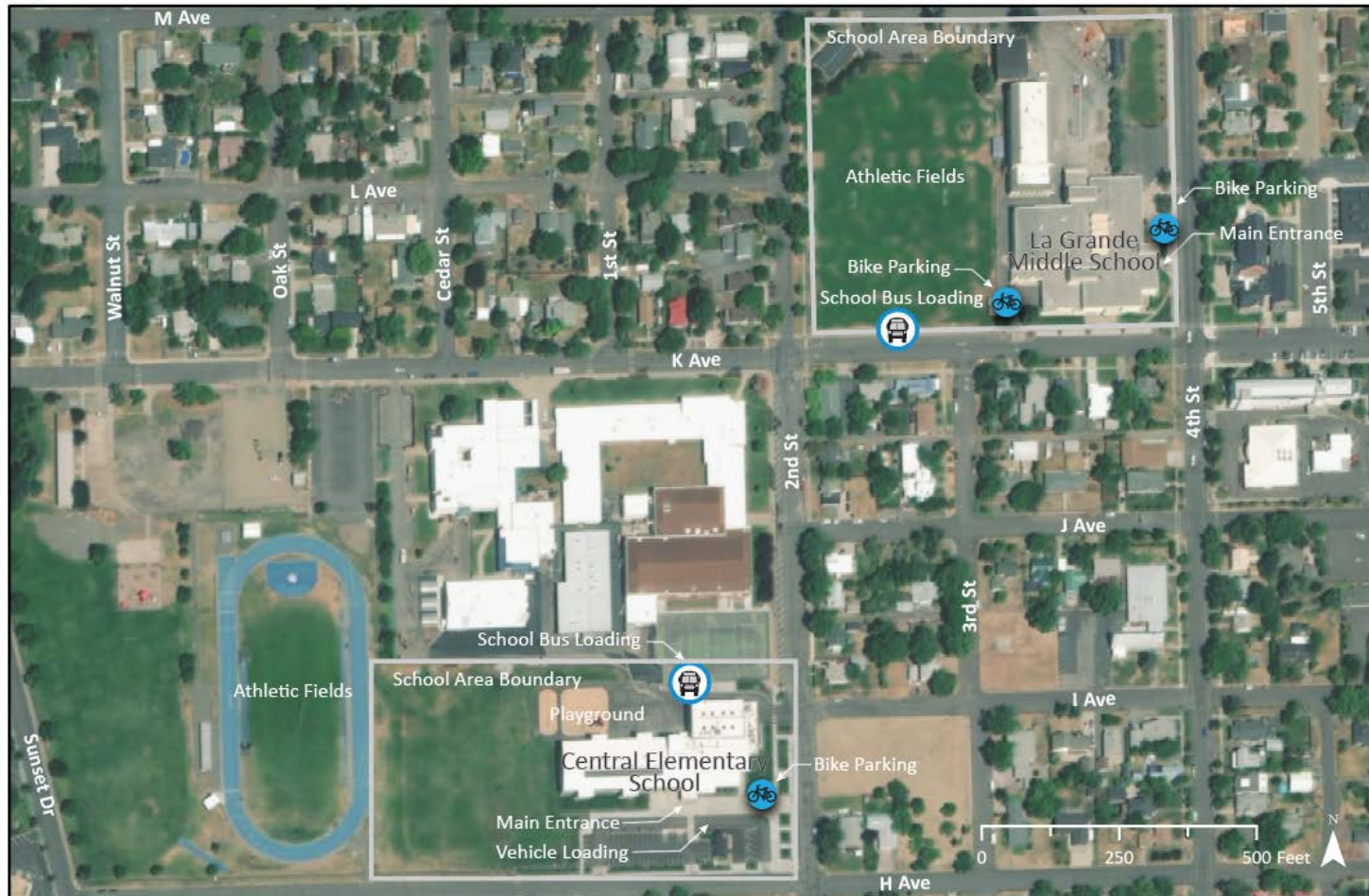
- Kyle Carpenter, City of La Grande Public Works
- McKayla Nitz, City of La Grande Parks & Rec
- Joseph Waite, La Grande School District
- Jill Roszel, Alta Planning + Design
- Grace Stainback, Alta Planning + Design

Walk Audit Observations

SCHOOL LAYOUT

Central Elementary School is located on H Ave and adjacent to 2nd St, a primary thoroughfare in the heart of La Grande. It shares a campus with La Grande High School located to the north. Students enter and exit through the school entrance on H Ave. The school layout consists of the school building, a parking lot to the south, and recreational fields to the west (Figure 4).

Figure 4. Central Elementary and La Grande Middle Site Plan



Central Elementary School & La Grande Middle School Site Plan



SITE CIRCULATION

- Vehicles:** School pick-up and drop-off occurs within the Central Elementary parking lot at the front entrance to the school. Parents dropping off students at the elementary school circulate in a loop pattern that is separated from the school parking lot with a curb and sidewalk/vegetated median. Cars enter on H Ave near the intersection at 2nd St, and exit further west along H Ave. Two school staff in yellow vests assisted in the drop off loop. Additionally, the west shoulder of 2nd St just north of the intersection of H Ave is available for vehicles to briefly pull over. However, many vehicles were observed pulling onto the shoulder on the east side of 2nd St as well, where there are no sidewalks or marked crossings.
- School Buses:** Bus loading occurs behind the school, in between the Central Elementary and La Grande High School buildings. Buses enter on K Ave and exit onto 2nd St.
- Pedestrians:** Students were observed arriving on foot from all directions. The majority are using the intersection of H Ave and 2nd St to access the school. One crossing guard was posted at this location.
- Bicyclists:** Uncovered bike parking is available at the school entrance. Although the weather was cold and rainy several students arrived by bicycle, typically accompanied by a parent. Students were primarily observed using the sidewalk along 2nd St. Students biking to school are encouraged to ride on the sidewalks to get to school due to safety concerns. However, they are encouraged to dismount and walk their bike across campus and on the sidewalks directly adjacent to school.
- Transit:** Two free fixed route bus lines managed by the Community Connection of Northeast Oregon circle the City of La Grande. The yellow line makes a stop at La Grande High School, just to the north of Central Elementary.

Central Elementary School Walk Audit and Bike and Pedestrian Inventory Photos



Many students rode bicycles to Central Elementary despite cold and rainy weather. Consider covering all bike parking to shelter from rain and add lighting.



2nd St is a vehicle loading area as well as a major thoroughfare for students walking and biking.



A recently-completed paved path offers a separated north-south connection for students walking and biking to and from Central Elementary.



2nd St and H Ave, a key intersection to access the school, is lacking sidewalks and curb ramps at the northeast corner.



Vehicles were observed pulling onto the shoulder on the east side of 2nd St, where there are no sidewalks or marked crossings.



The crosswalk striping between the school parking lot and the entrance to the school has faded.

La Grande 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 22, 2019

Meeting Time: 7:25 am

Day of Week: Tuesday

Weather: Cold and misty

Attendees:

- McKayla Nitz, City of La Grande Parks & Rec
- Stu Spence, City of La Grande Parks & Rec
- Jamie Cox, City of La Grande SRTS Coordinator
- Kyle McKinney, La Grande Middle Principal
- Joseph Waite, La Grande School District
- Kyle Carpenter, City of La Grande Public Works
- Jill Roszel, Alta Planning + Design
- Grace Stainback, Alta Planning + Design

Walk Audit Observations

SCHOOL LAYOUT

La Grande Middle School is located between M Ave and K Ave, and 4th St and 2nd St, two primary thoroughfares in the heart of La Grande. Students enter and exit through the school entrance on 4th St at L Ave. La Grande Middle school is on the east side of the campus, with practice fields on the west side (see Figure 4 above).

SITE CIRCULATION

- Vehicles:** The main car loading occurs at the school entrance along the shoulder of 4th St between M Ave and K Ave. Additionally, cars pull up along K Ave south of the school and L Ave east of the school. There is a crosswalk and crossing guard present just south of the L Ave intersection, with one area of the curb on the west side blocked off with orange flexible delineators for students to cross. However, cars were observed disregarding the designated crossing area, and pulling into this area for drop off and blocking the crosswalk area. Finally, some parents drop students on M Ave at the entrance to the staff parking lot, and students walk through the parking lot to the school entrance.
- School Buses:** Buses conduct pick-up and drop-off along K Ave between 2nd St and 4th St adjacent to the school, which is a one-way westbound street for this extent only. The buses serve La Grande Middle School and La Grande High School located one block southwest of the middle school. Middle School utilize a newly upgraded sidewalk along K Ave to enter the school on 4th St, and High School students cross the intersection at K Ave and 2nd St to enter the High School on K Ave.
- Pedestrians:** During the walk audit, students were observed walking from all directions, primarily north and southbound on 4th St. It was difficult to determine how many students were walking from homes, or from cars that let students out a few blocks away. Furthermore, some students appeared to be walking from the high school parking lot on K Ave, where older siblings park for school.

- Bicyclists:** Uncovered bike parking is available at the school entrance, as well as along K Ave adjacent to the waste and recycling area. There are no existing bike lanes or bike infrastructure near La Grande Middle School. However, many students were observed biking to school from adjacent streets, typically on the sidewalk. Students biking to school are encouraged to ride on the sidewalks to get to school due to safety concerns. However, they are encouraged to dismount and walk their bike across campus and on the sidewalks directly adjacent to school.
- Transit:** Two free fixed route bus lines managed by the Community Connection of Northeast Oregon circle the City of La Grande. The yellow line makes a stop at La Grande High School, just west of La Grande Middle School.

La Grande Middle School Walk Audit and Bike and Pedestrian Inventory Photos



The main vehicle loading area along 4th St experiences congestion and conflicts between vehicles and pedestrians.



Vehicles turning left onto L Ave from 4th St don't always anticipate students crossing the street.



Vehicles parked along M Ave adjacent to the school block the sidewalk and cause seasonal maintenance issues.



Bike parking is available at the school entrance and along K Ave. Consider covering all bike parking to shelter from rain and add lighting.



2nd St and M Ave, a main route for students walking and biking, lacks complete crosswalks and curb ramps.



Due to observed speeding and high volumes, school speed zone assemblies along 4th St would benefit from including flashing beacons.

Community Meeting (Central Elementary and La Grande Middle School Area)

The School Safety Assessment community meetings were an opportunity for school leadership, City 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. Meetings occurred directly after each walk audit at Central Elementary and La Grande Middle School; an additional meeting was held at 7 pm on Monday, October 21st at the Middle School.

OUTREACH STRATEGY

The City of La Grande and the La Grande School District publicized the School Safety Assessments through internal networks within the City and school communities. Parents provided feedback via email correspondence with the project team and through the online mapping tool and survey, which had 125 responses between all three schools. The online tool had over 80 geolocated comments for the Central Elementary/La Grande Middle School area, which informed the approach to the recommendations in this report.

KEY THEMES

- Driver awareness and education is a big priority, as well as enforcement of school speed zones along 2nd St and 4th St.
- There was a lot of enthusiasm for student, staff, and parent SRTS education and encouragement.
- Traffic calming and walking/biking infrastructure improvements on 2nd St are a high priority. While there was enthusiasm for establishing an alternative north/south route to reach the schools (i.e., a neighborhood greenway), it was acknowledged that 2nd St is a popular travel choice because it is one of the only direct connections across the railroad tracks to reach neighborhoods in north La Grande, and that students tend to travel on the most direct route despite conditions.
- There is major concern around the sidewalk gaps immediately surrounding Central Elementary School, particularly to the east of the school where traffic from the elementary school, middle school, and Eastern Oregon University converges.
- The entrance to La Grande Middle School at 4th St and L Ave has major congestion issues at arrival and dismissal times and presents safety challenges for students unloading from vehicles or crossing the street. Survey participants identified traffic safety and infrastructure issues along many streets and at intersections throughout the City that were identified as routes that children travel to reach the schools. This SRTS effort focuses on issues within quarter-mile of each school, and makes some recommendations

to address issues along major routes within one mile. While some of the feedback provided is outside the scope of the recommendations provided in this report, this feedback will be essential to City planning processes and will be provided to the City of La Grande and the La Grande School District.

Greenwood 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 21, 2019

Meeting Time: 2:00 pm

Day of Week: Monday

Weather: cold

Attendees:

- Teresa Penninger, ODOT
- Ryan Westenskow, Greenwood Elementary Principal
- Joseph Waite, La Grande School District
- Jill Roszel, Alta Planning + Design
- Grace Stainback, Alta Planning + Design

Walk Audit Observations

SCHOOL LAYOUT

Greenwood Elementary School is located along Spruce St north of downtown La Grande, OR. The school layout consists of a school building, and playing fields east of the school that are separated by Spruce St. Students enter and exit through the east side of the building onto Spruce St (Figure 5).

Figure 5. Greenwood Elementary Site Plan



Greenwood Elementary School Site Plan



SITE CIRCULATION

- Vehicles:** The primary school drop off and pickup occurs on V Ave, along the south edge of the school building. Parents pulled up on the north and south side and waited for students to walk out to the car. In some cases, parents parked on Spruce St between X and W Aves and between V and U Aves, and on Greenwood St between X and W Aves and walked to the school to meet students.
- School Buses:** School bus loading occurs on Greenwood St where northbound buses park on the east side of the street adjacent to the school. The majority of buses depart and drive north on Greenwood St, while a few buses turned left on W Ave.
- Pedestrians:** Students were observed leaving on foot in all directions. From approximately 2:25 – 2:35pm, student crossing guards assisted by an adult chaperone monitor the crossings at Spruce St and V Ave, Greenwood St and V Ave, and Greenwood St and W Ave.
- Bicyclists:** Bike parking is located at the front entrance to the school. Around 10 bicycles and scooters were parked at the racks. When students departed, around half walked their bikes to the corner before proceeding into the street, while the others rode on the sidewalk or across the grass to leave the property.
- Transit:** Two free fixed route bus lines managed by the Community Connection of Northeast Oregon circle the City of La Grande. The closest stop is at JD's Market, a quarter-mile northwest of Greenwood Elementary School.

Greenwood Elementary School Walk Audit and Bike and Pedestrian Inventory Photos



Dumpster is blocking the sidewalk on W Ave adjacent to the school.



Students crossing V Ave along Spruce St, a major walking and biking route.



Spruce St is a main vehicle thoroughfare and also separates the school from the park across the street.



Bike parking is located at the front entrance to the school along Spruce St. Consider coverage to shelter from rain, and lighting.



Spruce St and V Ave would be safer for students walking and biking with upgraded crosswalks, curb ramps, and center median school zone signs to alert drivers.



Students assist crossing guards during dismissal, and would benefit from a training and safety education program.

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 gymnasium 30 minutes following the dismissal bell an additional meeting was held at 7 pm on Monday, October 21st at La Grande Middle School.

OUTREACH STRATEGY

The City of La Grande and the La Grande School District publicized the School Safety Assessments through internal networks within the City and school communities. Parents provided feedback via email correspondence with the project team and through the online mapping tool and survey, which had 125 responses between all three schools. The online tool had over 30 geolocated comments for the Greenwood Elementary school area, which informed the approach to the recommendations in this report.

KEY THEMES

- The intersection of V Ave at N Spruce St is a key intersection for students crossing to reach the outdoor fields across the street. However, the crosswalk has low visibility, and drivers were observed speeding in both directions in advance of the elementary school.
- Students primarily walk along Spruce St, Greenwood St, and Y Ave to access the school from the neighborhood. Pedestrian conditions are insufficient, lacking crosswalks, curb ramps, and at times sidewalks along these main routes.
- Survey participants indicated that sidewalk gaps, insufficient crossings, speeding, and maintenance of existing facilities were major issues along streets surrounding the school.
- Participants in the community meeting indicated that it was particularly important for SRTS funding opportunities to reach Greenwood Elementary School because its students are some of the most disenfranchised in the District.

Bike and Pedestrian Facility Inventories

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

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

The 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.

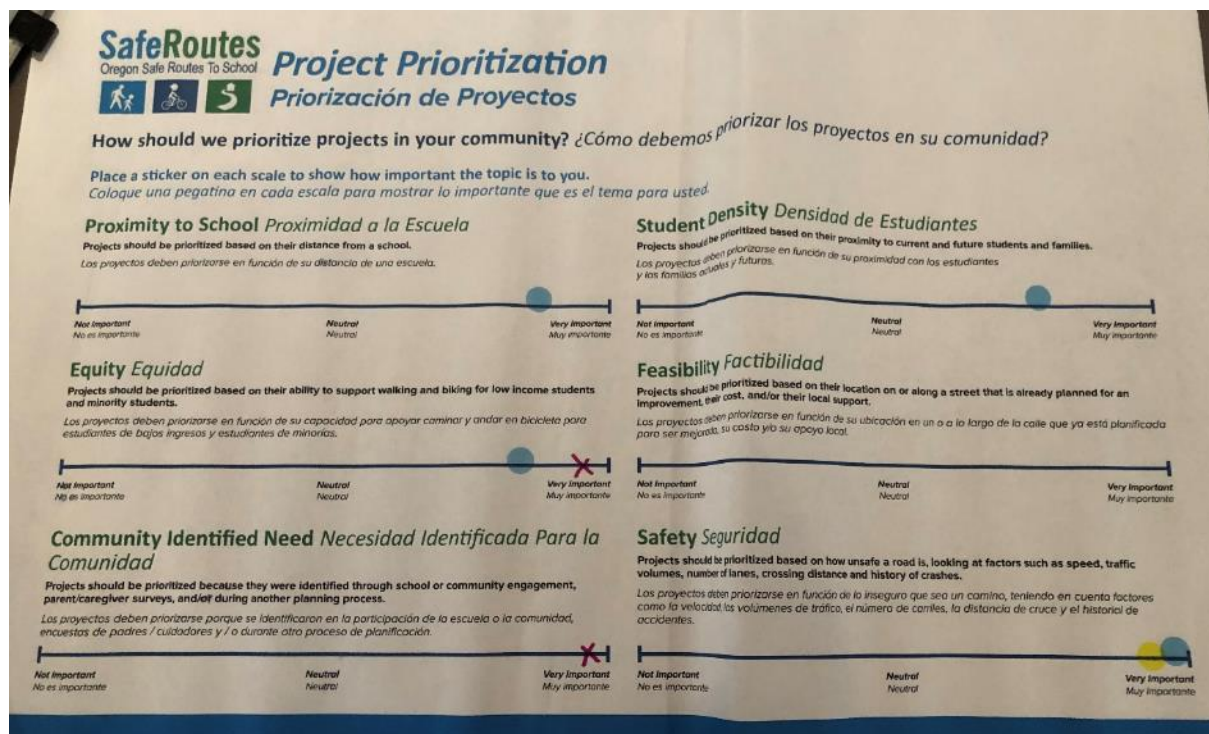
Deficiencies and needs identified in the bike and pedestrian facility inventory inform the construction recommendations described in Chapter 4.

Chapter 4. Needs & Recommendations

Prioritization Criteria

Walk audit participants provided feedback on how actions and recommendations should be prioritized in their community on a sliding scale of “Not Important” to “Very Important”. This exercise requires thinking about trade-offs between different goals and actions. As illustrated in 4, participants felt strongly about many of the prioritization measures. 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. Participants also emphasized the importance of equity, and ensuring that SRTS programs served all students and nearby residents. It was recognized, in particular, that Greenwood Elementary serves some students with the greatest need in the district. Regarding Community Identified Need, the La Grande community meaningfully participated in the process through the use of the online mapping tool. The recommendations contained in this plan reflect the input from the community participants. To reflect these community priorities, the consultant team will prioritize safety-related projects both within a quarter-mile of the school and within a one-mile radius along key routes. The recommendations have a focus on equitable access and on key routes for walking and biking between the schools and the neighborhoods that serve them.

Figure 6. Project Prioritization- La Grande School District



PHASING

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

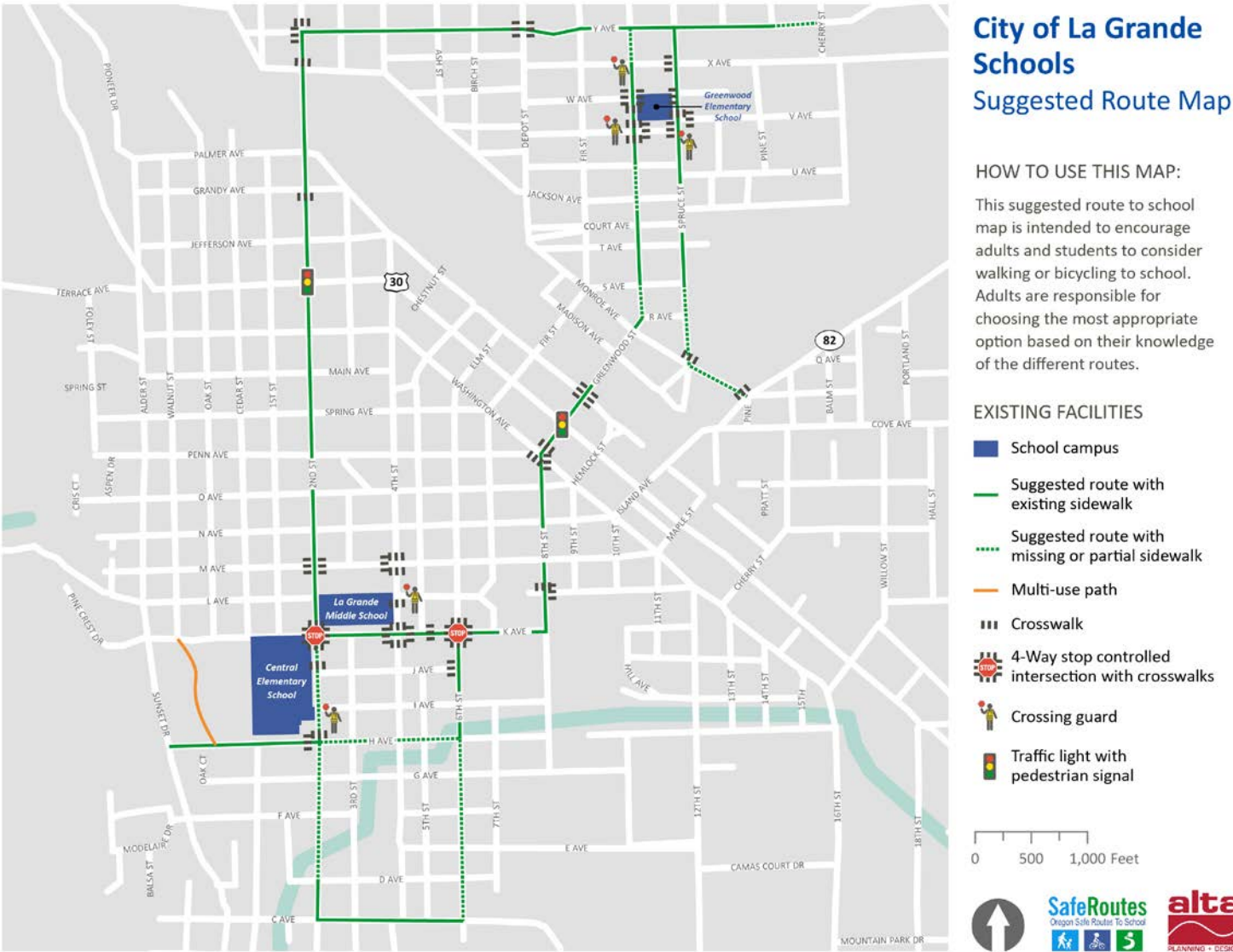
- Short Term: action to be completed in the semester following Plan development
- Medium Term: the following school year from when the Plan is being developed
- Long Term: two or more years from Plan development

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

Suggested Route Map

The purpose of Figure 7. City of La Grande Suggested Route Map is to encourage students and families to consider walking and biking to school and to provide a network to focus future SRTS infrastructure investments along the most important routes to school. The consultant team created the maps with input from walk audit participants and findings from the bike and pedestrian facility inventory. Recommendations to improve the safety and comfort for students walking along these routes is included in Table 1 and Table 2

Figure 7. City of La Grande 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 and Table 2 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. Figure 7 (above), Figure 8, and Figure 9 illustrate the recommendations.

Table 1. Central Elementary/La Grande Middle School Construction Needs and Recommendations

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
Central Elementary School Grounds					
<i>Existing bike parking was plentiful and highly utilized; however, some racks are uncovered and unlit which may discourage use in winter months.</i>	<i>As additional bike parking is needed in the future or routine maintenance is required, install additional bikes racks with two points of contact on the rack, such as inverted-U racks. Consider covering all bike parking to shelter from rain and add lighting.</i>	<i>Short-term</i>	\$	<i>School District</i>	<i>TBD</i>
<i>The crosswalk striping between the school parking lot and the entrance to the school has faded.</i>	<i>Restripe raised crosswalk across vehicle loading loop.</i>	<i>Short-term</i>	\$	<i>School District</i>	<i>TBD</i>
<i>Several elementary school students are being dropped off by siblings who park in the adjacent high school parking lot. Elementary school students walk along a service road shoulder between the two schools that also serves as the primary bus route, raising safety concerns. Furthermore, many students cross at the bus egress onto 2nd St, creating modal conflict during drop off and pickup times.</i>	<i>Consider installing pedestrian walking route signage and stripe a walking path to lead elementary students from the high school parking lot to the elementary school and to raise awareness for bus drivers.</i>	<i>Medium-term</i>	\$	<i>School District</i>	<i>TBD</i>
	<i>In the long term, consider alternative bus circulation at Central Elementary School, to limit the impact of buses on the areas between the high school and elementary school campuses, and reduce modal conflict at the bus egress onto 2nd St.</i>	<i>Long-term</i>	\$	<i>School District</i>	<i>TBD</i>

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
La Grande Middle School Grounds					
<i>Existing bike parking was uncovered and unlit which may discourage use in winter months.</i>	<i>As additional bike parking is needed in the future or routine maintenance is required, install additional bikes racks with two points of contact on the rack, such as inverted-U racks. Consider covering all bike parking to shelter from rain and add lighting.</i>	<i>Short-term</i>	<i>\$</i>	<i>School District</i>	<i>TBD</i>
2nd Street					
<i>Drivers were observed speeding in both directions in advance of and within the elementary and middle school areas.</i>	<i>Install School Speed Limit Assembly with flashing beacons facing northbound traffic on 2nd St at G Ave, and facing southbound traffic on 2nd St at N Ave (S4-3P, R2-1, S4-4P).</i>	<i>Short-term</i>	<i>\$\$</i>	<i>City of La Grande</i>	<i>ODOT SRTS Competitive Grant</i>
<i>Conditions on 2nd St are currently not ideal for walking and biking. However, 2nd is a key connection to neighborhoods to the north, and connects directly to both schools. 2nd St should be improved as a route for biking and walking.</i>	<i>Enhance all conditions for walking and biking along the west side of 2nd St between C Ave and Y Ave. Mark high visibility continental crosswalks and install curb ramps with tactile domes for the western leg of every intersection that is currently non-compliant. Install thermoplastic stop bars in advance of all existing stop signs.</i>	<i>Medium-term</i>	<i>\$\$\$</i>	<i>City of La Grande</i>	<i>TBD</i>

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
	<p><i>In the long term, consider an alternative north-south route for biking to establish a neighborhood greenway with signage, shared lane markings (sharrows), and traffic calming. Cedar St between C Ave and Palmer Ave, with a diversion using the new paved path through the Central Elementary school grounds, is a good first option to explore. Alternatively, consider formalizing 2nd St as the preferred route for biking as well as walking, and consider additional design applications for traffic diversion/calming.</i></p>	Long-term	\$\$	City of La Grande	TBD
2nd Street and H Avenue					
<p><i>The intersection of 2nd St at H Ave is the primary point of access to Central Elementary for people walking and biking from the south and east, but experiences traffic congestion and does not have complete pedestrian crossing infrastructure.</i></p>	<p><i>Install a raised crosswalk to replace the existing marked crosswalk across the north side of the intersection. Install tactile domes on both sides, and install 2' wide thermoplastic continental crosswalk markings in place of the narrower internal markings. Install stop bars at all four corners of the intersection. Add pedestrian scale lighting at all four corners.</i></p> <p><i>Enlist additional crossing guard to assist during arrival and dismissal (included in Non-Infrastructure Recommendations in Table 2).</i></p>	Short-term	\$\$	City of La Grande	ODOT SRTS Competitive Grant

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY	PLANNING	RESPONSIBLE	POTENTIAL
		LEVEL	LEVEL COST	AGENCY	FUNDING SOURCE
2 nd Street and M Avenue					
Eastbound traffic volumes and drivers speeding along M Ave create unsafe crossing conditions for students.	Upgrade the crosswalk markings on the south, east and west legs of the intersection of 2 nd St and M Ave by replacing the thermoplastic outer markings and installing 2' wide thermoplastic continental crosswalk markings in place of the narrower internal markings. Install high visibility continental crosswalk across the north leg. Install curb ramps with tactile domes at all corners. Consider methods to bring more visual attention to the intersection. In the short term, use colored paint. In the long term, consider a raised intersection.	Medium-term	\$\$\$	City of La Grande	TBD
2 nd Street and N Avenue					
Westbound traffic volumes and drivers speeding along N Ave create unsafe crossing conditions for students.	Install high visibility continental crosswalks and curb ramps with tactile domes across all legs of the intersection. Install a School Crossing Assembly (S1-1, W16-7P) facing westbound traffic at the intersection. Consider methods to bring more visual attention to the intersection. In the short term, use colored paint. In the long term, consider a raised intersection.	Medium-term	\$\$\$	City of La Grande	TBD

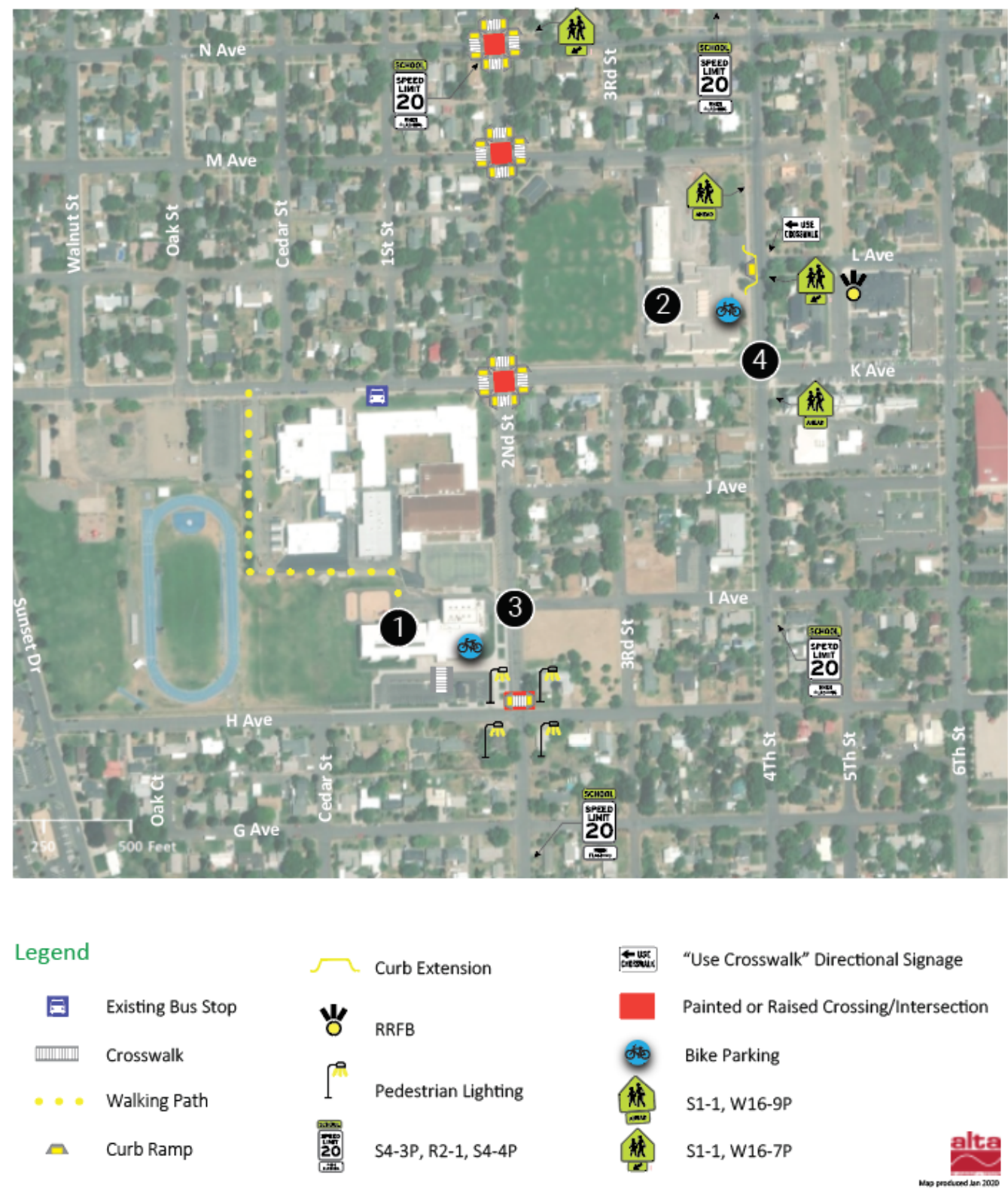
ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
2nd Street and K Avenue					
<i>This intersection experiences high volumes of both vehicular traffic and students walking and biking between the three schools.</i>	<p><i>Upgrade the crosswalk markings on all legs of the intersection of 2nd St and K Ave by replacing the thermoplastic outer markings and installing 2' wide thermoplastic continental crosswalk markings in place of the narrower internal markings. Install stop bars on all legs. Replace the curb ramp on the southwest corner with two perpendicular curb ramps. Add tactile domes to all curb ramps.</i></p> <p><i>Consider methods to bring more visual attention to the intersection. In the short term, use colored paint. In the long term, consider a raised intersection.</i></p>	<i>Short-term</i>	<i>\$\$\$</i>	<i>City of La Grande</i>	<i>TBD</i>
4th Street					
<p><i>Drivers were observed speeding in both directions in advance of and within the middle school areas. The start of the school speed zone is currently signed approximately 115 feet in advance of the primary crossings for the middle school.</i></p>	<p><i>Install School Speed Limit Assemblies with flashing beacons facing northbound traffic on 4th St at I Ave, and facing southbound traffic on 4th St at O Ave (S4-3P, R2-1, S4-4P).</i></p>	<i>Short-term</i>	<i>\$\$</i>	<i>City of La Grande</i>	<i>TBD</i>

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
4th Street and L Avenue					
<i>The entrance to La Grande Middle School along 4th St at L Ave has major congestion issues during arrival and dismissal times and presents safety challenges for students unloading from vehicles or crossing the street.</i>	<i>Install a curb bulbout to prohibit parking along the curb 60 feet north and 20 feet south of the crosswalk along the west side of 4th St. Install curb ramp on the west side of the crosswalk across 4th St.</i>	<i>Short-term</i>	<i>\$\$</i>	<i>City of La Grande</i>	<i>ODOT SRTS Competitive Grant</i>
	<i>Install RRFBs with School Crossing Assembly (S1-1, W16-7P) in both directions along 4th St at L Ave. Install School Advance Crossing Assembly (S1-1, W16-9P) in both directions.</i>	<i>Short-term</i>	<i>\$\$</i>	<i>City of La Grande</i>	<i>TBD</i>
	<i>Install “Crosswalk Closed” or “Use Crosswalk” directional signage on the northeast corner of 4th St and L Ave across the existing west-facing curb ramp, to encourage all students to cross using the painted crosswalk route.</i>	<i>Short-term</i>	<i>\$</i>	<i>City of La Grande</i>	<i>TBD</i>

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
H Ave Between 2nd St and 6th Street					
<i>H Ave is a connector street and a key route to Central Elementary from neighborhoods to the east and south, but is missing substantial infrastructure for walking and biking.</i>	<i>Fill in sidewalk gaps along the north side of the street between 2nd St and 6th St. Install curb ramps and high visibility continental crosswalks across the north leg of all intersections that are currently non-compliant, and mark thermoplastic stop bars at all stop signs.</i> <i>In the interim, consider filling in 600 ft of sidewalk on the south side of I St between 2nd St and 3rd St to establish an uninterrupted route between Central Elementary and 6th St.</i>	<i>Medium-term</i>	<i>\$\$\$</i>	<i>City of La Grande</i>	<i>ODOT SRTS Competitive Grant</i>
C Ave Between 2nd Street and 6th Street					
<i>C Ave is a key route between the school area and neighborhoods to the south and east, but lacks safe crossings.</i>	<i>Install curb ramps and high visibility continental crosswalks across the north leg of all intersections that are currently non-compliant, and mark thermoplastic stop bars at all stop signs, between 2nd St and 6th St.</i>	<i>Medium-term</i>	<i>\$\$\$</i>	<i>City of La Grande</i>	<i>TBD</i>
M Ave Between Alder Street and 4th Street					
<i>M Ave is a key route between the school area and neighborhoods to the north and west, but lacks safe crossings and has been identified by parents as a major area of concern.</i>	<i>Install curb ramps and high visibility continental crosswalks across the south leg of all intersections that are currently non-compliant, and mark thermoplastic stop bars at all stop signs, between Alder St and 6th St.</i>	<i>Medium-term</i>	<i>\$\$\$</i>	<i>City of La Grande</i>	<i>TBD</i>

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY	PLANNING	RESPONSIBLE	POTENTIAL
		LEVEL	LEVEL		COST
6 th Street Between C Avenue and K Avenue					
6 th St has been identified by the community as a viable alternative to 4 th St for students walking and biking. It also serves as a connection to Eastern Oregon University.	Install curb ramps and high visibility continental crosswalks across the east leg of all intersections that are currently non-compliant, and mark thermoplastic stop bars at all stop signs between C Ave and K Ave.	Medium-term	\$\$\$	City of La Grande	TBD

Figure 8. Central Elementary/La Grande Middle School SRTS Improvements Map



Central Elementary + La Grande Middle Improvement Recommendations



See the City of La Grande Schools Suggested Route Map for details on recommended routes to school.

- 1 Central Elementary School Grounds**
 - a) As additional bike parking is needed in the future or routine maintenance is required, install additional bikes racks with two points of contact on the rack, such as inverted-U racks. Consider covering all bike parking to shelter from rain and add lighting.
 - b) Restripe raised crosswalk across vehicle loading loop.
 - c) Consider installing pedestrian walking route signage and stripe a walking path to lead elementary students from the high school parking lot to the elementary school and to raise awareness for bus drivers.
- 2 La Grande Middle School Grounds**
 - a) As additional bike parking is needed in the future or routine maintenance is required, install additional bikes racks with two points of contact on the rack, such as inverted-U racks. Consider covering all bike parking to shelter from rain and add lighting.
- 3 2nd Street**
 - a) Install School Speed Limit Assembly with flashing beacons facing northbound traffic on 2nd St at G Ave, and facing southbound traffic on 2nd St at N Ave (S4-3P, R2-1, S4-4P).

2nd Street and H Ave

 - a) Install a raised crosswalk to replace the existing marked crosswalk across the north side of the intersection. Install tactile domes on both sides, and install 2' wide thermoplastic continental crosswalk markings in place of the narrower internal markings. Install stop bars and add pedestrian scale lighting at all four corners of the intersection.

2nd Street and K Ave

 - a) Upgrade the crosswalk markings on all legs of the intersection of 2nd St and K Ave by replacing the thermoplastic outer markings and installing 2' wide thermoplastic continental crosswalk markings in place of the narrower internal markings. Install stop bars on all legs. Replace the curb ramp on the southwest corner with two perpendicular curb ramps. Add tactile domes to all curb ramps.
 - b) Consider methods to bring more visual attention to the intersection. In the short term, use colored paint. In the long term, consider a raised intersection.

2nd Street and M Ave

 - a) Upgrade the crosswalk markings on the south, east and west legs of the intersection of 2nd St and M Ave by replacing the thermoplastic outer markings and installing 2' wide thermoplastic continental crosswalk markings in place of the narrower internal markings. Install high visibility continental crosswalk across the north leg. Install curb ramps with tactile domes at all corners.
 - b) Consider methods to bring more visual attention to the intersection. In the short term, use colored paint. In the long term, consider a raised intersection.

2nd Street and N Ave

 - a) Install high visibility continental crosswalks and curb ramps with tactile domes across all legs of the intersection. Install a School Crossing Assembly (S1-1, W16-7P) facing westbound traffic at the intersection.
 - b) Consider methods to bring more visual attention to the intersection. In the short term, use colored paint. In the long term, consider a raised intersection.
- 4 4th Street**
 - a) Install School Speed Limit Assemblies with flashing beacons facing northbound traffic on 4th St at I Ave, and facing southbound traffic on 4th St at O Ave (S4-3P, R2-1, S4-4P).

4th Street and L Avenue

 - a) Install a curb bulbout to prohibit parking along the curb 60 feet north and 20 feet south of the crosswalk along the west side of 4th St. Install curb ramp on the west side of the crosswalk across 4th St.
 - b) Install RRFBs with School Crossing Assembly (S1-1, 16-7P) in both directions along 4th St at L Ave. Install School Advance Crossing Assembly (S1-1, W16-9P) in both directions.
 - c) Install "Crosswalk Closed" or "Use Crosswalk" directional signage on the northeast corner of 4th St and L Ave across the existing west-facing curb ramp, to encourage all students to cross using the painted crosswalk route.

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Table 2. Greenwood Elementary School Construction Needs and Recommendations

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
Greenwood Elementary School Grounds					
<i>Dumpster is blocking the sidewalk on W Ave</i>	<i>Relocate dumpster so it does not block sidewalk.</i>	<i>Short-term</i>	<i>\$</i>	<i>School District</i>	<i>TBD</i>
<i>Existing bike parking was uncovered and unlit which may discourage use in winter months.</i>	<i>As additional bike parking is needed in the future or routine maintenance is required, install additional bikes racks with two points of contact on the rack, such as inverted-U racks. Consider covering all bike parking to shelter from rain and add lighting.</i>	<i>Short-term</i>	<i>\$</i>	<i>School District</i>	<i>TBD</i>
N Spruce Street at School					
<i>The intersection of W Ave at N Spruce St has unsafe conditions for students. Drivers were observed speeding in both directions on N Spruce St in advance of the elementary school.</i>	<i>Upgrade the crosswalk markings across the west leg of the intersection of W Ave at N Spruce St by replacing the thermoplastic outer markings and installing 2' wide thermoplastic continental crosswalk markings in place of the narrower internal markings.</i>	<i>Short-term</i>	<i>\$</i>	<i>City</i>	<i>TBD</i>
	<i>Stripe high visibility continental crosswalks across the north and south legs.</i>	<i>Short-term</i>	<i>\$</i>	<i>City</i>	<i>TBD</i>

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
	<i>Install curb ramps with tactile domes at all corners of W Ave at N Spruce St, including the east side of N Spruce St. The north leg will need to be slightly angled to avoid conflict with the driveway.</i>	<i>Short-term</i>	<i>\$</i>	<i>City</i>	<i>TBD</i>
<i>The intersection of V Ave at N Spruce St has unsafe conditions for students. Drivers were observed speeding in both directions on N Spruce St in advance of the elementary school.</i>	<i>Install a raised crosswalk to replace the existing marked crosswalk across Spruce St at V Ave. Install tactile domes on both sides, and install 2' wide thermoplastic continental crosswalk markings in place of the narrower internal markings.</i>	<i>Short-term</i>	<i>\$</i>	<i>City</i>	<i>ODOT SRTS Competitive Grant</i>
	<i>Install portable in-street Pedestrian Crossing signs (R1-6c) in both directions at the Spruce St crosswalk.</i>	<i>Short-term</i>	<i>\$</i>	<i>School District</i>	<i>ODOT SRTS Competitive Grant</i>
	<i>Upgrade the crosswalk markings across the east and west legs of the intersection of Spruce St and V Ave by replacing the thermoplastic outer markings and installing 2' wide thermoplastic continental crosswalk markings in place of the narrower internal markings.</i>	<i>Short-term</i>	<i>\$</i>	<i>City</i>	<i>ODOT SRTS Competitive Grant</i>

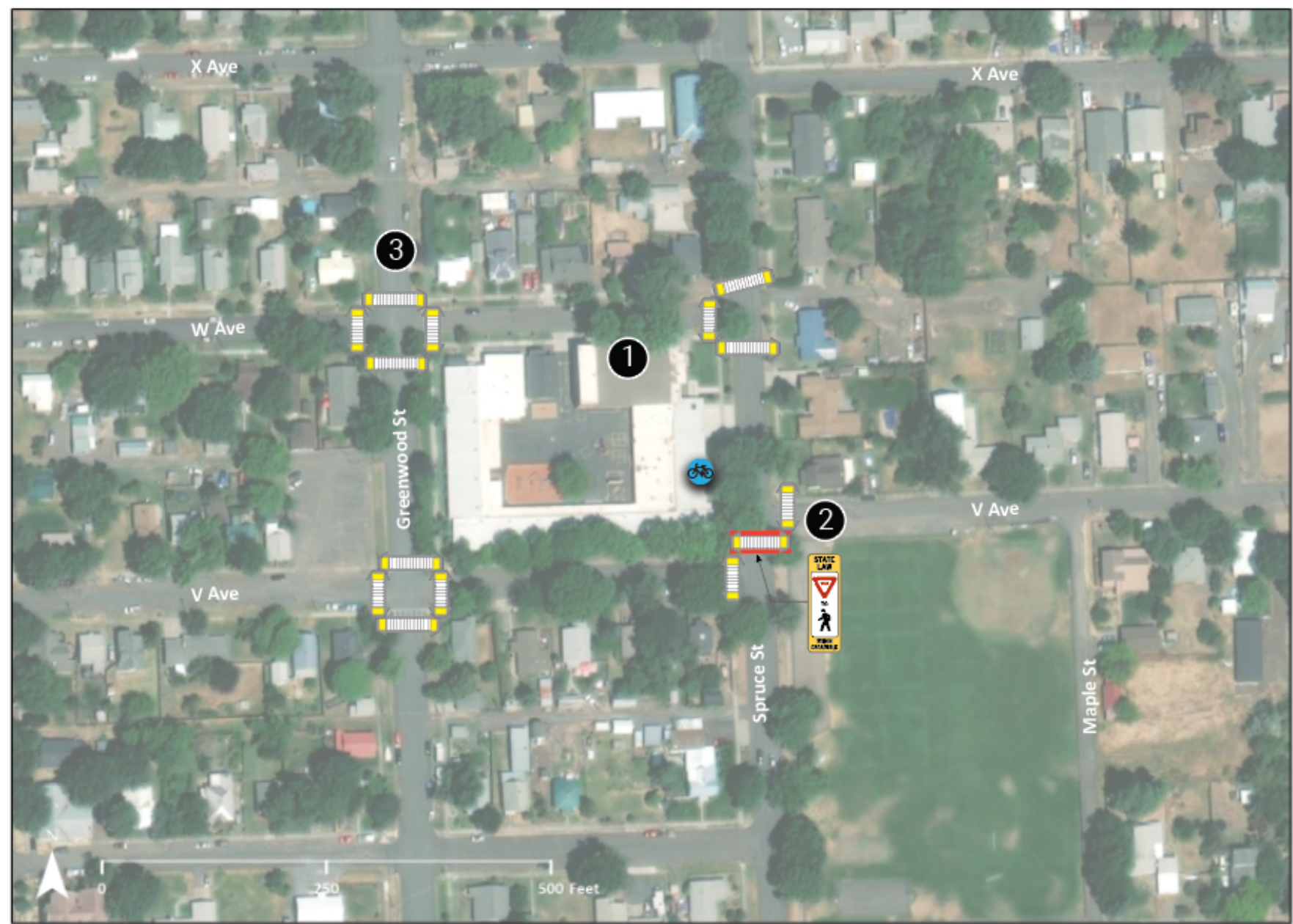
ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
	<p><i>Install a curb ramp with tactile domes on the north side of the eastern crosswalk.</i></p> <p><i>Install tactile domes on both sides of the western crosswalk and the south side of the eastern crosswalk.</i></p>	Short-term	\$	City	ODOT SRTS Competitive Grant
N Spruce Street, Y Avenue to Monroe Avenue					
<p><i>Students currently walk along Spruce St to access the school from the neighborhood. Pedestrian conditions are insufficient, lacking crosswalks, curb ramps and at times sidewalks along this route.</i></p>	<p><i>Stripe high visibility continental crosswalks across intersections, install curb ramps with tactile domes at all intersection corners that are currently non-compliant, and mark thermoplastic stop bars at all stop signs, along the east side of N Spruce St between Y Ave and Monroe St.</i></p>	Long-term	\$\$\$	City	TBD
	<p><i>Install crosswalks to connect west side of Spruce St to east side of Spruce St at key intersections.</i></p>	Long-term	\$\$\$	City	TBD
N Greenwood Street					
<p><i>The intersection at V Ave and N Greenwood St has unsafe conditions for students. Drivers were observed speeding in both directions on N Greenwood St in advance of the elementary school.</i></p>	<p><i>Upgrade the crosswalk markings on north, east and south legs of the intersection at V Ave and N Greenwood St by replacing the thermoplastic outer markings and installing 2' wide thermoplastic continental crosswalk markings in place of the narrower internal markings.</i></p>	Short-term	\$	City	TBD

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
	<i>Stripe high visibility continental crosswalk across west leg of intersection. Install curb ramps with tactile domes on both sides.</i>	<i>Short-term</i>	<i>\$</i>	<i>City</i>	<i>TBD</i>
	<i>Install tactile domes at the southwestern, southeastern and northeastern ramps of crosswalks.</i>	<i>Short-term</i>	<i>\$</i>	<i>City</i>	<i>TBD</i>
<i>The intersection at W Ave and N Greenwood St has unsafe conditions for students. Drivers were observed speeding in both directions on N Greenwood St in advance of the elementary school.</i>	<i>Upgrade the crosswalk markings on west, south and east legs of the intersection at W Ave and N Greenwood St by replacing the thermoplastic outer markings and installing 2' wide thermoplastic continental crosswalk markings in place of the narrower internal markings.</i>	<i>Short-term</i>	<i>\$</i>	<i>City</i>	<i>TBD</i>
	<i>Stripe high visibility continental crosswalk across north leg.</i>	<i>Short-term</i>	<i>\$</i>	<i>City</i>	<i>TBD</i>
	<i>Install curb ramps with tactile domes at all intersection corners.</i>	<i>Short-term</i>	<i>\$</i>	<i>City</i>	<i>TBD</i>

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING	RESPONSIBLE	POTENTIAL
			LEVEL		FUNDING
COST					
AGENCY					
SOURCE					
N Greenwood Street, Y Avenue to Washington Avenue					
Students currently walk along Greenwood St to access the school from the neighborhood. Pedestrian conditions are insufficient lacking crosswalks, curb ramps and at times sidewalks along this route.	Stripe high visibility continental crosswalks across intersections, install curb ramps with tactile domes at all intersection corners that are currently non-compliant, and mark thermoplastic stop bars at all stop signs, along the west side of Greenwood St between Y Ave and Washington Ave.	Long-term	\$\$\$	City	TBD
	Add crosswalks to connect west side of Greenwood St to east side of Greenwood St. at key intersections.	Long-term	\$\$\$	City	TBD
Y Avenue, N 2 nd Street to N Cherry Street					
Students currently walk along Y Ave to access the school from the neighborhood. Pedestrian conditions are insufficient lacking crosswalks, curb ramps and at times sidewalks along this route.	Stripe high visibility continental crosswalks across intersections, install curb ramps with tactile domes at all intersection corners that are currently non-compliant, and mark thermoplastic stop bars at all stop signs, along the south side of Y Avenue between 2 nd St and Cherry St.	Long-term	\$\$\$	City	TBD
	Add crosswalks to connect north side of Y Ave to south side of Y Ave at key intersections.	Long-term	\$\$\$	City	TBD

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
Monroe Avenue					
<p><i>There is currently no infrastructure for students to travel from Spruce St to the OR82 crossing, in order to reach neighborhoods to the southeast. The neighborhood includes low-income housing, and many Greenwood Elementary students live there.</i></p>	<p><i>Install sidewalk along north side of Monroe Ave between Spruce St and OR82/Island Ave.</i></p>	<p><i>Short-term</i></p>	<p><i>\$\$</i></p>	<p><i>City</i></p>	<p><i>ODOT SRTS Competitive Grant</i></p>
	<p><i>In the long term, consider approaches to enhance the safety and comfort for students traveling across OR82/Island Ave. Consider installing a high visibility crosswalk, curb ramps and a timed pedestrian signal on the northeast side of the intersection at E Penn Ave and Island Ave, to connect the pedestrian island to the south to the north side of Island Ave. Consider installing sidewalk along the south side of Monroe Ave between Spruce St and OR82/Island Ave.</i></p>	<p><i>Long-term</i></p>	<p><i>\$\$</i></p>	<p><i>City</i></p>	<p><i>TBD</i></p>

Figure 9. Greenwood Elementary School SRTS Improvements Map



Legend

Proposed Improvements

- | | | | |
|---|------------------|---|--------------|
|  | Crosswalk |  | Bike Parking |
|  | Raised Crosswalk |  | Curb Ramp |
| | |  | R1-6c |



Greenwood Elementary School **SafeRoutes**
Improvement Recommendations



See the City of La Grande Schools Suggested Route Map for details on recommended routes to school.

- 1 Greenwood Elementary School Grounds**
 - a) Relocate dumpster so it does not block sidewalk.
 - b) As additional bike parking is needed in the future or routine maintenance is required, install additional bikes racks with two points of contact on the rack, such as inverted-U racks. Consider covering all bike parking to shelter from rain and add lighting.
- 2 N Spruce Street at School**
 - a) Upgrade the crosswalk markings across the west leg of the intersection of W Ave at N Spruce St by replacing the thermoplastic outer markings and installing 2' wide thermoplastic continental crosswalk markings in place of the narrower internal markings.
 - b) Stripe high visibility continental crosswalks across the north and south legs.
 - c) Install curb ramps with tactile domes at all corners of W Ave at N Spruce St, including the east side of N Spruce St. The north leg will need to be slightly angled to avoid conflict with the driveway.
 - d) Install a raised crosswalk to replace the existing marked crosswalk across Spruce St at V Ave.
 - e) Install tactile domes on both sides, and install 2' wide thermoplastic continental crosswalk markings in place of the narrower internal markings.
 - f) Install portable in-street Pedestrian Crossing signs (R1-6c) in both directions at the Spruce St crosswalk.
 - g) Upgrade the crosswalk markings across the east and west legs of the intersection of Spruce St and V Ave by replacing the thermoplastic outer markings and installing 2' wide thermoplastic continental crosswalk markings in place of the narrower internal markings.
 - h) Install a curb ramp with tactile domes on the north side of the eastern crosswalk. Install tactile domes on both sides of the western crosswalk and the south side of the eastern crosswalk.
- 3 N Greenwood Street**
 - a) Upgrade the crosswalk markings on north, east and south legs of the intersection at V Ave and N Greenwood St by replacing the thermoplastic outer markings and installing 2' wide thermoplastic continental crosswalk markings in place of the narrower internal markings.
 - b) Stripe high visibility continental crosswalk across west leg of intersection. Install curb ramps with tactile domes on both sides.
 - c) Install tactile domes at the southwestern, southeastern and northeastern ramps of crosswalks.
 - d) Upgrade the crosswalk markings on west, south and east legs of the intersection at W Ave and N Greenwood St by replacing the thermoplastic outer markings and installing 2' wide thermoplastic continental crosswalk markings in place of the narrower internal markings.
 - f) Stripe high visibility continental crosswalk across north leg.
 - g) Install curb ramps with tactile domes at all intersection corners.

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Education and Engagement Program Recommendations

The La Grande School District currently does not take a very active role in SRTS encouragement or education activities due to the lack of facilities and existing challenges accessing the school via walking or biking.

The activities outlined in Tables 3 and 4 are recommended for Central Elementary/La Grande Middle School and Greenwood Elementary School, respectively, to improve and promote safe walking and bicycling to and from school and in the community in conjunction with the construction recommendations in Table 1 and Table 2.

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 La Grande SRTS Coordinator, the La Grande School District, school administrators, teachers, parents, or even school clubs. More information and resources regarding the Education and Engagement Recommendations is included following Table 3.

Table 3. Central Elementary/La Grande Middle School Education and Engagement Recommendations

ACTIVITY	RESPONSIBLE PARTY	DESCRIPTION	TIMELINE	RESOURCES NEEDED	INCLUSION CONSIDERATIONS	MEASURES OF SUCCESS
<i>Parent Travel Safety Education</i>	<i>Central Elementary School and La Grande Middle School</i>	<i>Provide regular vehicle circulation information to parents, as well as general pick-up and drop-off procedure reminders and safety tips. Include specific reminders about school designated speed zones and traffic safety along 2nd St and 4th St</i>	<i>Short-term</i>	<i>Outreach material included in e-mail, print and social media outreach</i>	<i>Provide materials in Spanish, or other languages, as needed</i>	<i>Reduction in traffic congestion and driving behaviors that hinder safe walking and biking to school</i>
<i>Bike and Pedestrian Routes Education</i>	<i>Central Elementary School and La Grande Middle School</i>	<i>Travel safety tips for students and parents aimed at people walking, biking or riding the bus, with specific emphasis on preferred routes. Include information about new trail between K Ave and H Ave for Central Elementary families</i>	<i>Short-term</i>	<i>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 and Pedestrian Safety Education</i>	<i>Central Elementary School and La Grande Middle School</i>	<i>General safety tips for students and parents aimed at people walking, biking 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 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>

ACTIVITY	RESPONSIBLE PARTY	DESCRIPTION	TIMELINE	RESOURCES NEEDED	INCLUSION CONSIDERATIONS	MEASURES OF SUCCESS
<i>Bike Rodeo</i>	<i>Central Elementary</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>Central Elementary School and La Grande Middle 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, number of volunteers</i>
<i>Wellness Policy</i>	<i>School District</i>	<i>Update wellness policy to support SRTS efforts</i>	<i>Medium-term</i>	<i>Text for SRTS policy.</i>	<i>Ensure that equity and inclusion language is included in policy</i>	<i>Majority of school board members support policy</i>
<i>Walk + Roll to School Day or Community Walk</i>	<i>Central Elementary School and La Grande Middle School</i>	<i>Consider organizing a Walk + Roll to School Day, coordinated amongst all schools, with remote drop-off option</i>	<i>Long-term</i>	<i>Food, music, decorations, activities, volunteers.</i>	<i>Consider how students or community members with mobility challenges could participate. Provide materials in Spanish, or other languages, as needed</i>	<i>Number of students and community members participating</i>

Table 4. Greenwood Elementary School Education and Engagement Recommendations

ACTIVITY	RESPONSIBLE PARTY	DESCRIPTION	TIMELINE	RESOURCES NEEDED	INCLUSION CONSIDERATIONS	MEASURES OF SUCCESS
<i>Parent Travel Safety Education</i>	<i>School District</i>	<i>Provide outreach materials to educate parents about pick-up and drop-off routes, as well as general pick-up and drop-off procedure reminders and safety tips</i>	<i>Medium-term</i>	<i>Outreach material included in e-mail, print and social media outreach</i>	<i>Provide materials in Spanish, or other languages, as needed</i>	<i>Reduction in driving behaviors that hinder safe walking and biking to school</i>
<i>Bike and Pedestrian Safety Education</i>	<i>School District</i>	<i>Travel safety tips for students and parents aimed at people walking, biking 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 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>Greenwood Elementary</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>Training for student crossing guards</i>	<i>Greenwood Elementary/City of La Grande</i>	<i>SRTS Coordinator assists in training students for crossing guard duties</i>	<i>Medium-term</i>	<i>Crossing guard flags, vests, and a scheduled timeframe</i>	<i>Instruct students on safety tips, leadership skills, and encouragement</i>	<i>Number of students participating; feedback from families</i>

ACTIVITY	RESPONSIBLE PARTY	DESCRIPTION	TIMELINE	RESOURCES NEEDED	INCLUSION CONSIDERATIONS	MEASURES OF SUCCESS
<i>On-campus walking and biking program</i>	<i>Greenwood Elementary</i>	<i>Organize students to walk before or after school or at lunch on track. Consider pairing event with a booster club or fundraising activity</i>	<i>Medium-term</i>	<i>Incentives, bike fairies/ninjas, 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 walking, number of volunteers</i>
<i>Wellness Policy</i>	<i>School District</i>	<i>Update wellness policy to support SRTS efforts</i>	<i>Medium-term</i>	<i>Text for SRTS policy</i>	<i>Ensure that equity and inclusion language is included in policy</i>	<i>Majority of school board members support policy</i>
<i>Walk + Roll to School Day or Community Walk</i>	<i>School District</i>	<i>Consider organizing a Walk + Roll to School Day</i>	<i>Long-term</i>	<i>Food, music, decorations, activities, volunteers</i>	<i>Consider how students or community members with mobility challenges could participate</i>	<i>Number of students and community members 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.

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.



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.



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.

WELLNESS POLICY

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

Resources and innovative program ideas include:

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

WALK + ROLL TO SCHOOL DAY OR COMMUNITY WALK

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

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

Resources and innovative program ideas include:

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



High Priority Improvements for the ODOT Infrastructure Grant Application

The 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 Monroe Avenue project was chosen specifically for its emphasis on closing a key connection between Greenwood Elementary and an underserved area in La Grande where many students live. The City of La Grande 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 5, and cost estimates are provided in Table 6 and Table 7.

CENTRAL ELEMENTARY/LA GRANDE MIDDLE SCHOOL

2nd Street

Install School Speed Limit Assembly with flashing beacons facing northbound traffic on 2nd St at G Ave, and facing southbound traffic on 2nd St at N Ave (S4-3P, R2-1, S4-4P).

2nd Street and H Avenue

Install a raised crosswalk to replace the existing marked crosswalk across the north side of the intersection. Install tactile domes on both sides, and install 2' wide thermoplastic continental crosswalk markings in place of the narrower internal markings. Install stop bars at all four corners of the intersection. Add pedestrian scale lighting at all four corners.

Fill in sidewalk gaps along the north side of H Ave between 2nd St and 6th St.

4th Street

Install School Speed Limit Assembly with flashing beacons facing northbound traffic on 4th St at I Ave, and facing southbound traffic on 4th St at O Ave (S4-3P, R2-1, S4-4P).

4th Street and L Avenue

Install a curb bulbout to prohibit parking along the curb 60 feet north and 20 feet south of the crosswalk along the west side of 4th St. Install curb ramp on the west side of the crosswalk across 4th St.

GREENWOOD ELEMENTARY SCHOOL

Spruce St at V Avenue

Install a raised crosswalk to replace the existing marked crosswalk across Spruce St at V Ave. Install tactile domes on both sides, and install 2' wide thermoplastic continental crosswalk markings in place of the narrower internal markings. Install portable in-street Pedestrian Crossing signs (R1-6c) in both directions at the Spruce St crosswalk. Upgrade the crosswalk markings across the east and west legs of the intersection of Spruce St and V Ave by replacing the thermoplastic outer markings and installing 2' wide thermoplastic continental crosswalk markings in place of the narrower internal markings. Install a curb ramp with tactile domes on the north side of the eastern crosswalk. Install tactile domes on both sides of the western crosswalk and the south side of the eastern crosswalk.

Monroe Avenue

Install sidewalk along north side of Monroe Ave between Spruce St and OR82/Island Ave.

Table 5. Project Details for ODOT Competitive Infrastructure Grant

GRANT CRITERIA/QUESTION	RESPONSE FOR CITY OF LA GRANDE
Relevant Right of Way ownership	Not affected
Utility implications and opportunities to mitigate	Coordination with utility for lighting improvements at 2 nd St and H Ave
Environmental resource implications	Not affected
Stormwater management implications	Not affected
Near a railroad? Or bridge, tunnel, retaining wall affected?	Improvements on Monroe located near at-grade rail crossing
Average Annual Daily Traffic (AADT)	AADTs needed at: 2 nd St, 4 th St, Spruce St, and Monroe Ave
Priority Safety Corridor	No

Table 6. Central Elementary/La Grande Middle Prioritized Project Cost Estimates

ITEM DESCRIPTION	MEASUREMENT	COST/UNIT	UNITS	ESTIMATE
Install School Speed Limit Assembly signs with Flashing Beacons.	EA	\$15,000	4	\$60,000
Demo existing curb.	LF	\$15	105	\$1,575
Demo existing concrete sidewalk and ADA ramp.	SF	\$4	60	\$240
Remove existing catch basin.	EA	\$500	2	\$1,000
Install catch basin.	EA	\$3,000	4	\$12,000
Install new sidewalk.	SF	\$25	60	\$1,500
Install curb.	LF	\$40	150	\$6,000
Install perpendicular curb ramp.	EA	\$5,000	9	\$45,000
Install raised crosswalk.	EA	\$15,000	1	\$15,000
Install tactile warning surfaces on each side of the raised crosswalk.	SF	\$75	24	\$1,800
Install high visibility continental crosswalk markings.	SF	\$8	162	\$1,296
Install STOP bars at 4 intersection approaches.	SF	\$8	160	\$1,280
Install pedestrian luminaire.	EA	\$5,000	4	\$20,000
Install 6' wide sidewalk.	SF	\$25	6120	\$153,000
Install 100' x 8' curb extension.	SF	\$25	880	\$22,000
Clearing and grubbing.	LS	\$5,000	1	\$5,000
Traffic Mobilization (10%)	EA	\$34,669	1	\$34,669
Traffic Control (15%)	EA	\$52,004	1	\$52,004
Erosion Control (2%)		EA	\$6,934	1
			Subtotal	\$440,298

Total Costs

Preliminary Engineering/Design Costs (12%)	\$52,836
Construction Costs (Subtotal + 40% Contingency + 15% CE)	\$682,461
Right of Way Costs	\$0
Utility Costs	\$0
Other Costs	\$0
Total Project Cost:	\$735,297

Table 7. Greenwood Elementary Prioritized Project Cost Estimates

ITEM DESCRIPTION	MEASUREMENT	COST/UNIT	UNITS	ESTIMATE
Demo existing curb.	LF	\$15	45	\$675
Demo existing concrete sidewalk.	SF	\$4	75	\$300
Install catch basin.	EA	\$3,000	2	\$6,000
Install raised crosswalk.	EA	\$15,000	1	\$15,000
Removal of thermoplastic pavement markings.	SF	\$3	160	\$480
Install high visibility continental crosswalk markings.	SF	\$8	342	\$2,736
Install tactile warning surfaces on each side of the raised crosswalk.	SF	\$75	24	\$1,800
Install portable in-street pedestrian crossing signs.	EA	\$300	2	\$600
Install perpendicular curb ramp.	EA	\$5,000	1	\$5,000
Install tactile warning surface.	SF	\$75	24	\$1,800
Traffic Mobilization (10%)	EA	\$3,439	1	\$3,439
Traffic Control (15%)	EA	\$5,159	1	\$5,159
Erosion Control (2%)	EA	\$688	1	\$688
			Subtotal	\$43,677

Total Costs

Preliminary Engineering/Design Costs (12%)	\$5,241
Construction Costs (Subtotal + 40% Contingency + 15% CE)	\$67,699
Right of Way Costs	\$0
Utility Costs	\$0
Other Costs	\$0
Total Project Cost:	\$72,940

Chapter 5. Potential Funding & Implementation

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

Statewide Funding Opportunities

ODOT SRTS Infrastructure Grants:

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

COMPETITIVE INFRASTRUCTURE GRANT

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

Learn more about the 2021-2022 grant cycle at

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

RAPID RESPONSE INFRASTRUCTURE GRANT

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

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

Small City Allotment Program (SCA)

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

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

ODOT STIP Program

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

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

ODOT All Roads Transportation Safety Program (ARTS)

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

<https://www.oregon.gov/ODOT/Engineering/Pages/ARTS.aspx>.

OREGON PARKS AND RECREATION GRANTS

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

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

OREGON COMMUNITY PATHS PROGRAM (OCP)

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

OREGON TRANSPORTATION INFRASTRUCTURE BANK (OTIB)

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

State Highway Trust Fund/Bicycle Bill

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

Sidewalk Improvement Program (SWIP)

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

Transportation and Growth Management (TGM) Funds

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

State Transportation Improvement Fund (STIF)

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

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

Congestion Mitigation and Air Quality (CMAQ) program

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

Federal Funds

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

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

Local Funding Opportunities

Potential School Bond Opportunities

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

SRTS Projects & the TSP

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

Demonstration Projects

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

Non-Infrastructure Programs Funding Opportunities

ODOT SRTS Non-Infrastructure Grant

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