SafeRoutes
Oregon Safe Routes To School

Wallowa

Safe Routes to School Plan

Oregon Department of Transportation

alta

Final Report
October 2021

Wallowa School District No. 12
P.O. Box 425, Wallowa, Oregon 97885
https://www.apps.wallowa.k12.or.us

This page intentionally left blank.

Table of Contents

This page intentionally left blank.

Chapter 1. Introduction

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

The SRTS Plan includes recommendations for short and long-term construction projects, as well as ideas for education and engagement events to promote healthy, active lifestyles. Several improvements are candidates for the ODOT SRTS Competitive Grant Program, while others could be managed by the school district or integrated into the City's planning processes for future consideration.

Members of the school community, including administration, teachers, parents, and students, can also contribute through education and engagement activities to make walking or biking easier and more fun for the school commute.

Oregon Department of Transportation's Project Identification Program

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

What is Safe Routes to School?

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

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

Learn more at: www.oregonsaferoutes.org

The goals of the PIP process are:

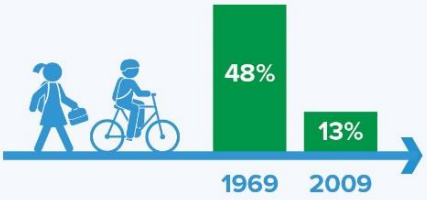
- To engage school stakeholders around identifying and prioritizing projects that will improve walking and bicycling routes to schools.
- To identify and refine specific projects that are eligible for the ODOT SRTS Infrastructure Grants and prepare jurisdictions to apply for the funding.

The City of Wallowa, Wallowa School District, ODOT Region 5 representatives, and the school community worked with a consultant team from Alta Planning + Design to complete this SRTS Plan. For more information on the program, visit: https://www.oregon.gov/ODOT/Programs/Pages/SRTS-Project-Identification-Program.aspx.

Why Safe Routes to School?

THE PROBLEM

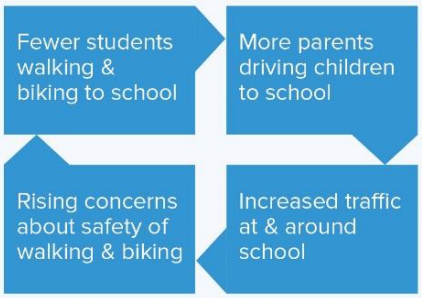
Within the span of one generation, the percentage of children walking or bicycling to school has decreased **73%.**



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

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

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



THE SOLUTION

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

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

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

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

* McDonald, Noreen, Austin Brown, Lauren Marchetti, and Margo Pedroso. 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

Wallowa Elementary School

Principal:	Dr. Tamera Sue Jones	**Address:**	315 First St, Wallowa, OR 97885
Enrollment:	87	**% students eligible for free or reduced lunch:**	65.17%
Grades Served:	K-6		
Type of School:	Public		

SCHOOL DEMOGRAPHICS

American Indian/Alaska Native	Asian	Black/African American	Hispanic	Native Hawaiian Pacific Island	Multiracial	White, non-Hispanic
1%	0%	0%	6%	0%	2%	91%

Wallowa Jr. High / High School

Principal:	David Howe	**Address:**	315 First St, Wallowa, OR 97885
Enrollment:	104	**% students eligible for free or reduced lunch:**	33.33%
Grades Served:	7-12		
Type of School:	Public		

SCHOOL DEMOGRAPHICS

American Indian/Alaska Native	Asian	Black/African American	Hispanic	Native Hawaiian Pacific Island	Multiracial	White, non-Hispanic
0%	0%	0%	7%	1%	4%	88%

Source: Oregon Department of Education 2019-2020 school year

Wallowa School District Languages

English	192
Total Languages Spoken: 1	192

Source: Oregon Department of Education 2018-2019 school year

PIP Outreach Process

Wallowa School District leadership and the City of Wallowa worked diligently to spread the word about the SRTS walk audit and the online public input map and survey. Wallowa School District staff posted about the PIP process and opportunities for community input on social media channels, a community-wider mailer, and through e-mail listservs. The City of Wallowa shared information via the City website. Information was available in English only, due to documented languages spoken in the District.

The in-person walk audits and community meetings had few attendees, the online survey had 2 responses, and the online public input map had 2 comments. This is presumably due to the ongoing impacts of COVID-19 on in-person gatherings and generally limited parent engagement at the schools. At the time of the walk audits and community meetings in Wallowa (June 3, 2021) in-person gatherings were limited to 12 people, and masks were required on school campus per CDC guidelines.

Walk Audit Outreach Flyer used on social media and backpack mail.

City of Wallowa
Safe Routes to School Plan

Oregon Department of Transportation
Safe Routes to School

How does your student get to school?

The City of Wallowa is working on a Safe Routes to School Plan to improve streets near schools and help families walk and bike more safely. We want to hear about your experiences walking and biking to school and in your neighborhood.

You can participate in two ways:

1. **Provide feedback using our interactive online map.**
   Tell us about your experiences getting to and from school and enter to win a raffle prize. What locations and routes need improvement?
   Link to the map: http://odotsrtsprojectid.com/

2. **Join us for a community walk audit on June 3rd** to observe student arrival and document the walking and biking conditions around the school. The walk audit will be physically-distanced and masks will be required. Please RSVP to attend: bit.ly/wallowasrts

Questions:
Superintendent Tammy Jones, tsjones@wallowa.k12.or.us
Visit www.oregon.gov/ODOT/Programs/Pages/SRTS.aspx

Chapter 2. Vision and Goals for Safe Routes to Schools

The City of Wallowa and Wallowa School District leadership helped create the following Vision and Goals.

Vision

"The Wallowa 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 recommends goals in the areas of health, safety, equity, or the environment. Based on PMT feedback, the Wallowa SRTS Plan includes goals related to safety, equity, and health.

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

Safety

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

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

OBJECTIVE/ACTION	RESPONSIBILITY	TIMELINE
Action: *ODOT Region 5 will consider implementing high-priority recommendations as a part of the upcoming, planned Highway 82 improvements.*	*ODOT Region 5*	*Short-term*
Action*. ODOT Region 5 Program Staff will send a letter to school district families at the conclusion of the 2022 school year detailing the Highway 82 construction project and the SRTS benefits.*	*ODOT Region 5*	*Spring/summer 2022*
Objective 3- Pedestrian and safety education is integrated into the school curriculum and school calendar of activities.		
Action: *ODOT Region 5 Program Staff will coordinate with the schools to participate in Walk and Roll to School Day and potentially other statewide SRTS program activities.*	*ODOT Region 5*	*Fall 2021 and ongoing*
Action: *Wallowa Elementary, Wallowa Jr/Sr High School and Wallowa School District will distribute informational safety materials for families and integrate student pedestrian and potentially bike safety instruction into school day lessons, in collaboration with local law enforcement. ODOT Region 5 staff are available to support education efforts.*	*Wallowa Elementary, Wallowa Jr/Sr High School and Wallowa School District*	*Fall 2021 and ongoing*
Action: *The Wallowa School District and the City of Wallowa will coordinate with school leadership to consider applying for the 2022 ODOT SRTS Education Grant to fund education and encouragement activities and potentially fund a SRTS coordinator.*	*Wallowa School District, City of Wallowa*	*Spring 2022*

Equity

Goal: Increase access and opportunity for all students, including from households that are historically-disadvantaged, lower-income, and communities of color.

OBJECTIVE/ACTION	RESPONSIBILITY	TIMELINE
Objective 1- Engage with families from historically marginalized groups such as communities of color and households with families with incomes below the poverty line[1], to hear and learn about their barriers to students walking or biking to school.		

[1] *2021 Federal Poverty Guidelines: https://www.ocpp.org/2021/05/10/poverty-guidelines-2021/*

OBJECTIVE/ACTION	RESPONSIBILITY	TIMELINE
Action: *Wallowa Elementary, Wallowa Jr/Sr High School and Wallowa School District will include and encourage partners to include SRTS messaging as part of other school events and services that take place on the school campus.*	*Wallowa Elementary, Wallowa Jr/Sr High School and Wallowa School District*	*Fall 2021 and ongoing*
Action: *Wallowa School District will consider how to overcome barriers such as parent work schedules and transportation limitations to enable all parents to participate in SRTS programs and activities.*	*Wallowa School District*	*Fall 2021 and ongoing*
Action: *The City of Wallowa will implement infrastructure recommendations with a consideration for improvements that serve underserved and low-income communities.*	*City of Wallowa*	*Long-term*
Objective 2- Prioritize infrastructure and non-infrastructure improvements that connect underserved or low-income communities to schools and improve access for students walking and biking to school campuses.		
Action: *If Wallowa School District implements SRTS activities, they will work to include lower income students, those with mobility challenges, and students from other historically-marginalized groups.*	*Wallowa School District*	*Fall 2021, ongoing*
Action: *ODOT Region 5's planned Hwy 82 improvements will improve access for students from families with lower incomes walking and biking to the school campus.*	*ODOT Region 5*	*Spring 2021*

Health

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

OBJECTIVE/ACTION	RESPONSIBILITY	TIMELINE
Objective 1- Students have increased physical activity before and during the school day.		
Action: *Wallowa School District and the City of Wallowa will look for areas of overlap between SRTS efforts and other health initiatives and grants.*	*Wallowa School District and the City of Wallowa*	*During upcoming planning processes*
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: *Wallowa School District will adopt SRTS-supportive language in school wellness policies.*	*Wallowa School District and City of Wallowa*	*Spring 2022 or when wellness policies are updated*
Action: *Wallowa School District will share relevant health statistics and messages in school newsletters, back to school night, or through other communication channels.*	*Wallowa School District*	*Fall 2021 and ongoing*

Chapter 3. Existing Conditions

Background Data

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

Plan Review

1997 WALLOWA COUNTY TRANSPORTATION SYSTEM PLAN

The purpose of the Transportation System Plan (TSP) is to provide a guide for Wallowa County to meet its transportation goals and objectives. The following goals and objectives were developed from information contained in the county's Comprehensive Plan and public concerns as expressed during public meetings. Many of the goals and objectives of the TSP align with those of the Safe Routes to School planning process; the selection below highlights a few:

- Goal 4 – Increase the use of alternative modes of transportation (walking, bicycling, and public transportation) through improved access, safety, and service.
- Pedestrian System:
    - The most basic transportation option is walking. Walking is the most popular form of exercise in the United States and can be performed by people of all ages and all income levels. However, it is not often considered as a means of travel. This is mainly because pedestrian facilities are generally an afterthought and not planned as an essential component of the transportation system. The majority of pedestrian traffic is found within the cities themselves.
- Bicycle System:
    - Like pedestrians, bicyclists are often overlooked when considering transportation facilities. Bicycles are thought of by many as children's toys. However, cycling is a very efficient mode of travel. Bicycles take up little space on the road or parked, do not contribute to air or noise pollution, and offer relatively higher speeds than walking. Bicycling should be encouraged to reduce the use of automobiles for short trips in order to reduce some of the negative aspects of urban growth. Noise, air pollution, and traffic congestion could be mitigated if more short trips were taken by bicycle or on foot. Typically, a short trip that would be taken by bicycle is around two miles; on foot, the distance commonly walked is around 1/2 mile. Wallowa County currently has no sanctioned bikeways. On low volume roadways, such as many of the local streets, bicyclists, and autos can both safely and easily use the roadway. On higher volume roadways, particularly the arterial streets, safety for the bicyclists is an important issue. While the cities do see some recreational users, the majority of them are found on state and county roads. There is existing bicycle traffic between the cities and an improvement in facilities would help to support and enlarge this use.

    - Wallowa County prepared a draft bikeway master plan through an earlier TGM grant, but it was never completed. The plan sets forth goals and objectives for the county which include providing safe and efficient bicycle access, reducing conflicts between bicyclists and motorized vehicle traffic, and developing a system dedicated to bicycles.
- The Oregon Highway 82 Corridor Plan
    - The TSP broadly summarizes the Oregon Highway 82 Corridor Plan as calling for a shoulder widening project for 33 miles of Highway 82 to increase the safety and access to bicyclists. This project would widen and restripe all substandard shoulders on Highway 82 to six feet unless there are physical width limitations, where a minimum four foot shoulder may be used. (The Oregon Highway 82 Corridor Plan itself is more specific, and identifies three areas that have substandard shoulders, including MP 42.90 to MP 46.72 just west of the Wallowa City limits.)
- Protecting the Idaho Northern Pacific Railroad Right-of-Way
    - The Idaho Northern Pacific Railroad (INP) is attempting to abandon the railroad right-of-way between Elgin and Joseph. If the abandonment is successful, a recreational trail could be constructed in the right-of-way as a "Rails to Trails" project. There is strong community interest in Wallowa County to protect the railroad right-of-way for other uses if the rail line is abandoned by INP.
    - The Joseph Branch Trail Conceptual Plan calls for a rail with trail that includes the section on the northeast quadrant of the city limits that could provide access to the baseball fields Northwest of town.

2001 CITY OF WALLOWA TRANSPORTATION SYSTEM PLAN (TSP)

The Wallowa TSP was prepared as part of an overall effort in Wallowa County to prepare TSPs for Wallowa County and the four municipalities: Enterprise, Joseph, Lostine, and Wallowa. The TSP addresses each mode of transportation and provides an overall implementation program. The street system plan was developed from the forecasting and potential improvements evaluation described above. The bicycle and pedestrian plans were developed based on current usage and land use patterns. Many of the goals and objectives of the TSP align with those of the Safe Routes to School planning process, including:

- **Goal 1** – Preserve the function, capacity, level of service, and safety of the state highways
    - **Objective C:** Promote alternative modes of transportation.
- **Goal 2** – Ensure that the road system within the city and urban area is adequate to meet public needs, including the needs of the transportation disadvantaged.
    - **Objective E**: Evaluate the need for traffic control devices, particularly along Highway 82.
    - **Objective F**: Analyze the safety of traveling speeds and consider modifying posted speeds as necessary.
- **Goal 4** – Increase the use of alternative modes of transportation (walking, bicycling, and public transportation) through improved access, safety, and service.
    - **Objective B**: Explore options for providing sidewalks or shoulders and safe crossings on collectors and arterials. TPR requires sidewalks on collectors and arterials. This could be an unpaved path.
    - **Objective C**: Explore options for a city bicycle plan.

The City TSP also recommends the following SRTS-related improvements:[2]

- Protect the Idaho Northern Pacific Railroad Right-of Way
- Provide a Bikeway on Highway 82 between Holmes and Douglas Street

2020 ARRIVAL AND DISMISSAL WORK

The Wallowa School District implemented an arrival and dismissal system that updated procedures on Second Street, including:

- Safety education with students
- Installed curbing next to the school and received permission from the city paint lines for a vehicle drop off/pick up lane and a bus drop of/pick up lane
- Provided training and modeling with our students
- Increased supervision and started safety patrols
- Implemented caution tape, cones, and temporary crosswalks
- Purchased signage

Some of the changes are documented in the following Figure 1.

[2] Page 6 City of Wallowa TSP, Table 6-1

Figure 1. Temporary 2020-2021 Wallowa School District Site Circulation Improvements

Student walking path to home—note this is on road edge, also where cars are parked and backing out.

WALLOWA SCHOOL DISTRICT

Arrival & Dismissal –2nd Street

Current Projects on ODOT Facilities

The City of Wallowa and Wallowa School District are currently coordinating with ODOT on pedestrian and bike safety improvements along Highway 82 through downtown Wallowa and adjacent to the school property, as illustrated Figure 2 and Figure 3. Highway 82 is an important route and crossing for students walking and biking to school.

Figure 2. ODOT Designs for Hwy 82 and Ellen Street on the eastside of Wallowa

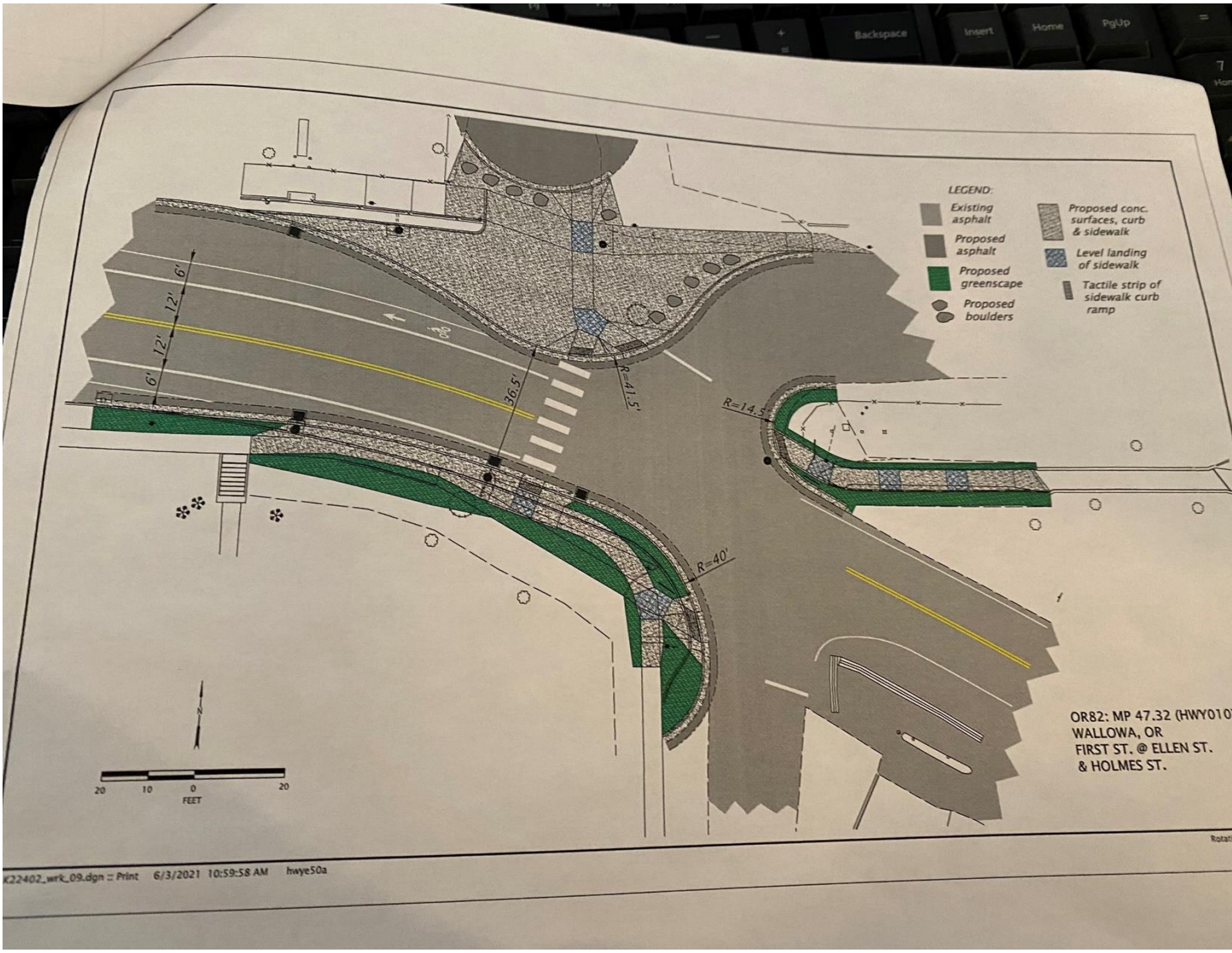
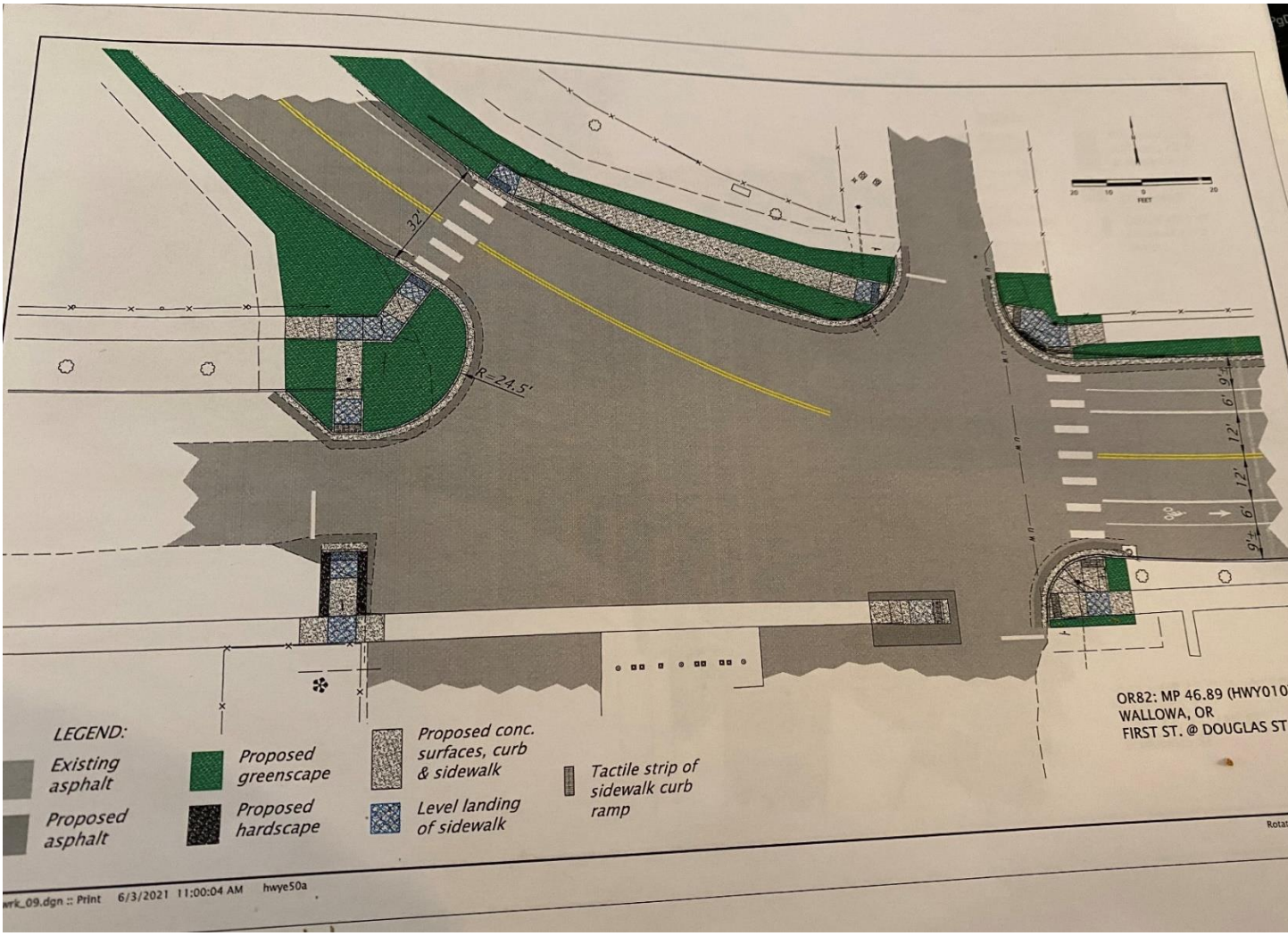


Figure 3. ODOT Designs for Hwy 82 and First Street on the westside of Wallowa



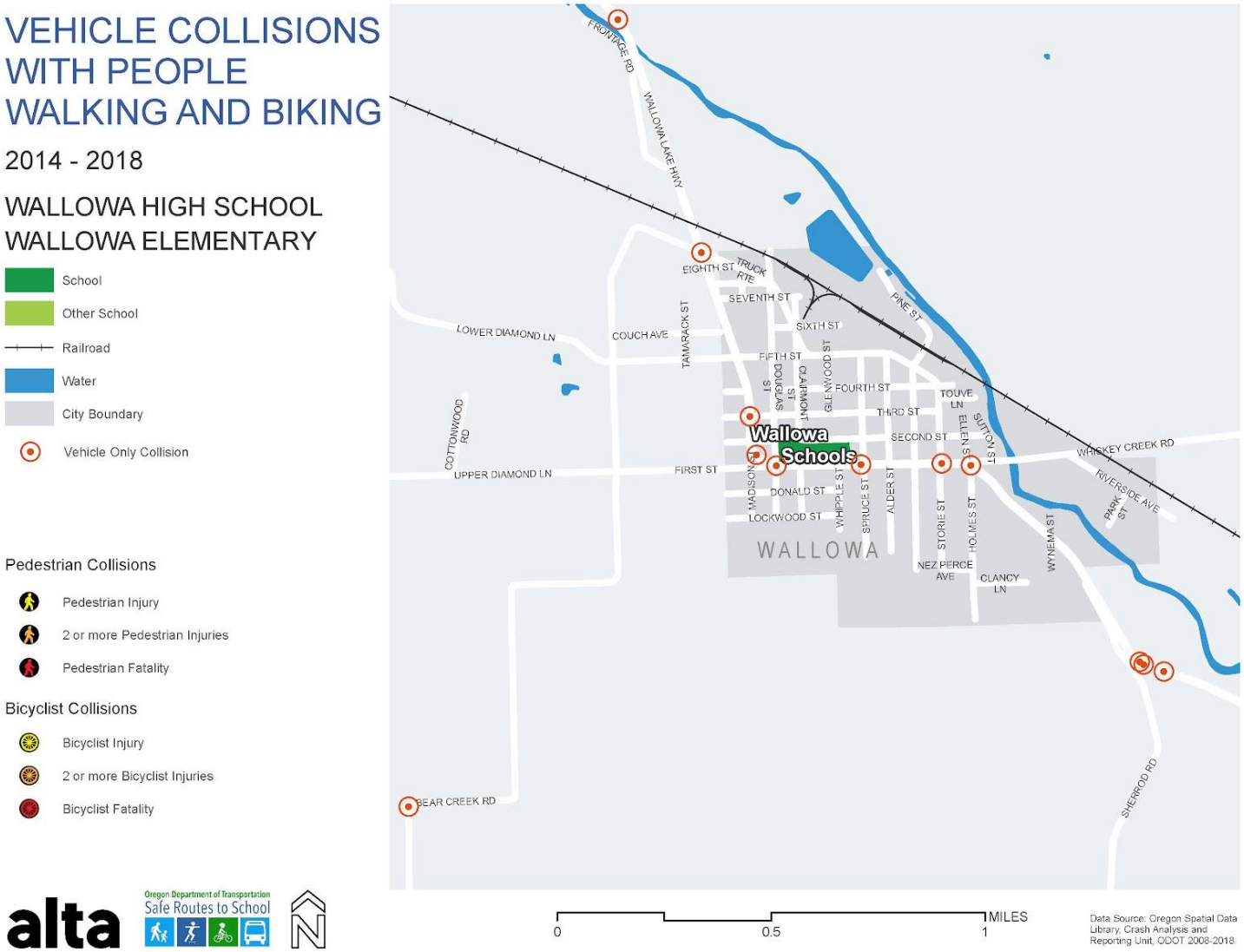
Previous SRTS Efforts or Walking/Biking Encouragement Activities

As a part of back-to-school activities, the school district provided information to parents about school site circulation changes and safe walking, biking, and driving practices. They also provided training and modeling to students for how to safely enter and exist the school grounds, in alignment with 2020 COVID-19 protocols.

Crash History

From 2014-2018, there are no documented collisions involving people walking and biking in the project area. There were 6 documented vehicle collisions within City limits, all along Highway 82. The PMT also reported that there is a crash at the crosswalk in front of the school in 2019. It is important to note that ODOT crash data do not include near misses and unreported incidents. Participants in the walk audits and community meetings during the site visits indicated that there have been a lot of near misses related to school travel, particularly on Highway 82.

Figure 4. Crashes Near Wallowa Elementary and Wallowa Jr/Sr High School



Wallowa Elementary and Jr/Sr High School Safety Assessment

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

Date: June 3, 2021

Day of Week: Thursday

Weather: Hot and Sunny

Meeting Time: 3pm

Morning Bell: 7:45am

Dismissal Bell: 3:26pm- Elementary

3:31pm- Jr/Sr High

Attendees:

- Gary Hulse, Mayor of Wallowa
- Billie-Jo Nickens, ODOT Region 5 Safety Coordinator
- Tammy Jones, Wallowa SD Superintendent
- Lisa Hayes, ODOT Region 5 District 13 Planner

Facilitators:

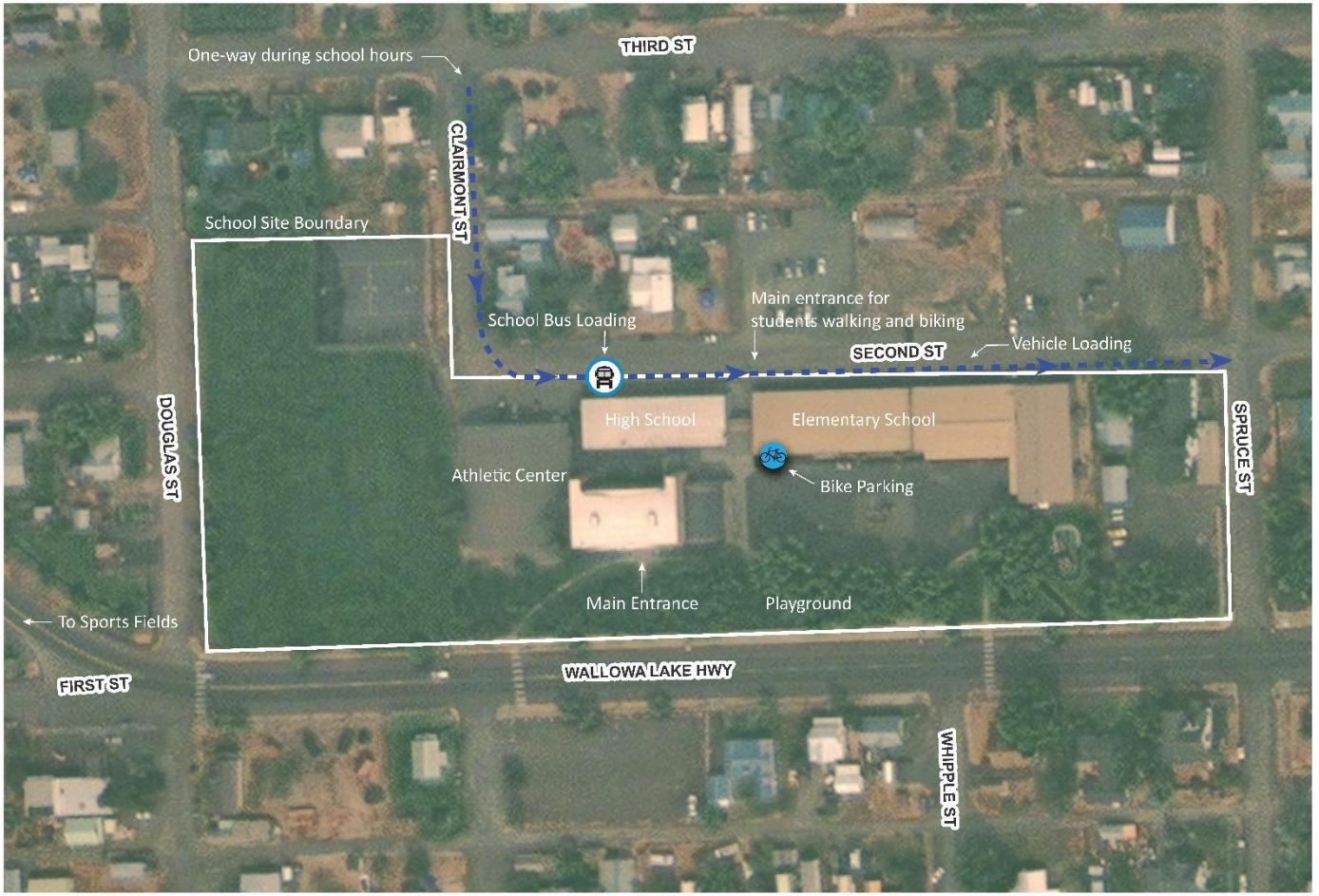
- Katie Selin, Alta Planning + Design

Walk Audit Observations

SCHOOL LAYOUT

As illustrated in Figure 5, Wallowa Elementary and Jr/Sr High School are located north of Highway 82, between Douglas Street and Spruce Street. The school campus includes three school buildings, an athletic center, playground and large field. The sports fields are located several blocks west of the school campus along First Street. Student and visitor parking is located south of the school on the other side of Highway 82. The main entrance faces south towards Highway 82. Students arriving by bus or dropped off by vehicle use the doors on the north side of campus. Most students walking and biking use the doors on the northeast corner of campus, but a few use the southside doors.

Figure 5. Wallowa Elementary and Jr/Sr High School Site Plan



SITE CIRCULATION

Vehicles: School staff ask that parents drop off and pick up students along the northeast side of campus on Second Street, accessing from Clairemont Street (one-way during school hours). Student parking is located in the parking lot across Highway 82, so students have to cross the highway to get to school. During the walk audit, the team observed many students crossing directly in front of the main entrance, instead of at the crosswalk at the corner of Clairmont Street. Some parents were also observed dropping off students along Highway 82, especially at the corner of Spruce Street.

School Buses: School buses approach the school from Third Street to Clairmont Street and drop students off on the west side of Second Street along the school building. Buses serve K-12 students.

Pedestrians: Most students who walk to school are elementary or middle school students, walking alone or in groups. High school students typically drive even if they live close to the school. Many students were observed walking to and from campus along several routes including:

- Along Second Street from the east.
- From Spruce and Pine Street from the north.
- Along Highway 82 from the east and west.

Bicyclists/Micromobility: Many students were observed biking on the day of the walk audit, generally coming onto campus along Second Street or Highway 82. Bike parking is located in the plaza between the Elementary School and Jr/Sr High School.

Transit Regional transit connects Wallowa with neighboring towns along Highway 82. The bus stop is at the Goebel Service Station and provides service on Monday, Tuesday, and Thursday several times a day. This is not an option for students to get to and from school due to stop frequency and timing.

Wallowa Walk Audit and Bike and Pedestrian Inventory Photos

Student biking to school along Second Street, on the north side of the school. Temporary pedestrian space and drop off lane are also illustrated.

Temporary one way signage along Clairmont Street north of the school. The school wishes to install permenant signage.

Logging trucks driving on Highway 82 in front of the school.

The existing crosswalk across Highway 82 at Clairemont Street.

The flashing school zones signs are not timed to align with the school arrival and dismissal times.

Students crossing at the main entrance of the school instead of using the crosswalk at Clairemont Street.

Community Meeting

The School Safety Assessment community meeting was an opportunity for school leadership, roadway jurisdiction staff, teachers, and parents to discuss barriers to walking and biking to school, and brainstorm ideas for how to overcome them. Only PMT members attended the meeting, though the parents and the general public was invited to attend. The meeting was held directly after the walk audit, at a picnic table on school grounds. Meeting participants discussed the typical routes that students who walk and bike take to and from school, points of conflict between people driving and walking/biking, ideas for SRTS programming, and how to capitalize on momentum from the major ODOT Region 5 project on Highway 82.

KEY THEMES

- Overall, student arrival and dismissal were fairly smooth on the school grounds. The PMT discussed challenges with students and visitors not using the crosswalk in front of the athletic center, but instead crossing in front of the main entrance. Possible solutions discussed included fencing the student parking lot to direct students to the crosswalk or moving the crosswalk to align with crossing behaviors. The other notable observed conflict was students walking and biking along Second Street. There is not a sidewalk, so students walk in the street as vehicles and buses are driving through.
- The PMT is interested in capitalizing on the momentum from the transformative Highway 82 project that will improve safety considerably for students walking and biking. Ideas included events to celebrate the completed projects and incorporating the RRFB and new bike lanes into student pedestrian and bike safety.
- The group discussed opportunities to share resources and collaborate to get the improvements installed, including the City contracting with ODOT to install pavement markings and opportunities to use the school district bond to move SRTS initiatives forward.

Bike and Pedestrian Facility Inventory

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

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

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

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

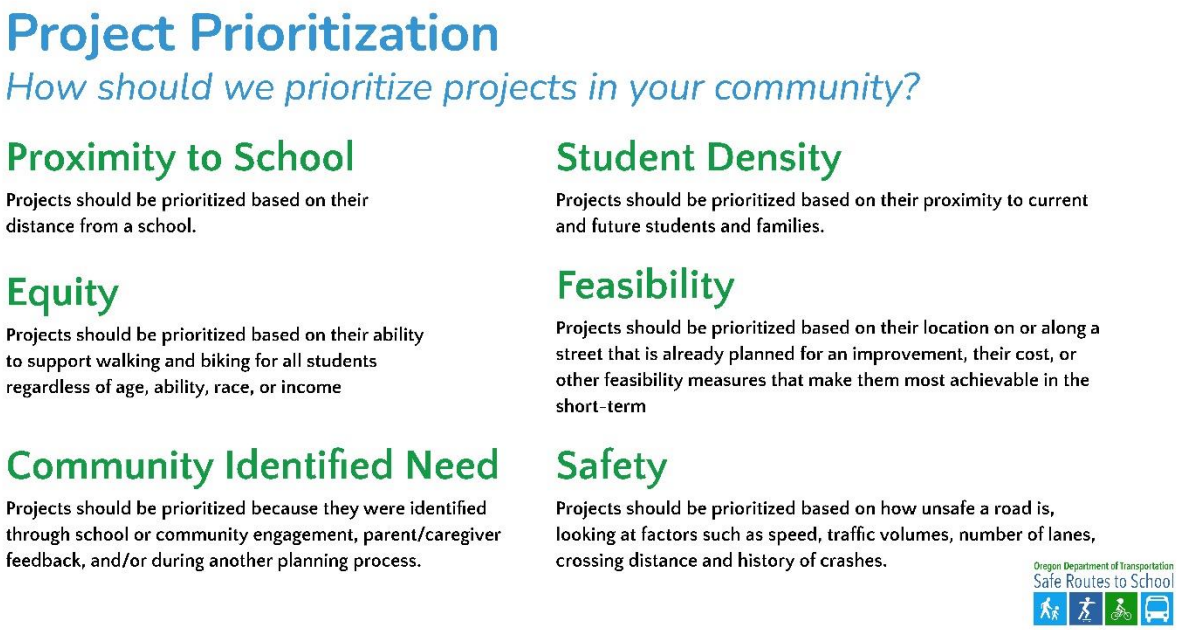
Deficiencies and needs identified in the bike and pedestrian facility inventory inform the infrastructure recommendations described in Chapter 4.

Chapter 4. Needs & Recommendations

Prioritization Criteria

The SRTS team used the following prioritization criteria (Figure 6) to prioritize recommendations on a sliding scale of “Not Important” to “Very Important”.

Figure 6. Project Prioritization Considerations



Suggested Route Map

The purpose of the Suggested Route Map (Figure 7) is to encourage students and families to consider walking and biking to school, and to provide a network for the City to focus future SRTS infrastructure investments along the most important routes to school. The consultant team created the maps with input from walk audit participants and findings from the bike and pedestrian facility inventory.

Figure 7. Wallowa Suggested Route Map

Construction (Infrastructure) Recommendations

Circulation and infrastructure recommendations around the Wallowa Elementary and Jr/Sr High Schools were identified based on:

- existing conditions data
- community feedback from SRTS walk audit and online interactive map
- input from jurisdictions on the PMT

Table 1. Wallowa Elementary and Jr/Sr High School Construction Recommendations

Table 1 lists the challenges identified at each location and corresponding construction recommendations, as well as the relative priority for the recommendation, a high-level associated cost, the agency responsible for implementing the recommendation, and any potential funding source for construction.

Timing:

- **Short-term**: next year
- **Medium-term**: 2-3 years
- **Long-term**: 4 or more years

Table 1. Wallowa Elementary and Jr/Sr High School Construction Recommendations

ISSUE/ CHALLENGE	RECOMMENDATION	TIMING	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
School Grounds					
Students and staff park in the lot south of the school property, across Hwy 82, and cross directly to the main school entrance instead of using the existing crosswalk in front of the gym.	Install a fence along the north side of the Clairmont St parking lot setback from the sidewalk, with an opening at the existing crosswalk. If an additional crosswalk is installed in front of the main entrance, include an opening in the fence to access the additional crossing, and stripe a NO PARKING zone within the parking lot at the fence opening.	Short-term	$	School District	School bond or other school district funding
The bike parking is an outdated design that makes it difficult for students to safely lock bikes.	Consider updating bike parking design to "staple" or U-shaped racks and installing an additional corral of racks.	Long-term	$	School District	School bond or other school district funding
The elementary school has experienced issues with unauthorized people accessing the playground during school hours.	Install a gate across the opening in the fence at the southeast corner of the school property.	Short-term	$	School District	School bond or other school district funding
Highway 82					
ODOT Region 5's plans, included in Figures 1 and 2, address many of the challenges faced by students walking and biking along and crossing Hwy 82, including students biking along Hwy 82 (bike lanes), improving safety at the crosswalk in front of the gym and moving the crossing from Clairmont to mid-block in front of the main entrance (RRFB), and adding a safer crossing option for students accessing Goebel's Market and Little Bear Drive In. Based on walk audit observations and PMT feedback, the consultant team has prepared the following additional recommendations for Hwy 82.					

ISSUE/ CHALLENGE	RECOMMENDATION	TIMING	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
Based on walk audit observations and trends reported by school staff and city officials, the crosswalk in front of the gym is not heavily used during school hours. Students consistently cross Hwy 82 directly in front of the main entrance of the school building. School staff report that the gym crosswalk is heavily used during game days and after sports practice.	Install a marked crosswalk in front of the main school entrance and locate the planned Rectangular Rapid Flashing Beacon (RRFB) at this location, removing the original marked crosswalk in front of the gym. Install gradual curb extensions at the mid-block crossings to reduce crossing distance and improve visibility. This would legalize and enhance safety of existing pedestrian crossing behavior, and provide a more predictable experience for people driving through the corridor.	Short-term	$$	ODOT	ODOT Region 5 Sidewalk Improvement Project (SWIP) funds for extra curb ramps and gradual curb extensions
The flashing school zone signs in front of the school property do not flash at the correct times to align with student arrival and dismissal.	Coordinate with ODOT Region 5 staff to refine when the school zone signs flash to align with student arrival and dismissal. Consider retaining the flashing school zone signs, instead of installing a "School Days 7am to 5pm" plaque.	Short-term	$	ODOT	ODOT and School District Staff time
The crosswalk at W 5th St is not heavily used by students due to its distance from the school, but remains an important crossing for the community. The crosswalk warning signage for northbound traffic is too far from the crossing This additional school zone may distract drivers from the important school zone adjacent to school property.	Remove the 20-mph school zone and associated school crossing signage at the W 5th St crossing and replace with standard crosswalk signage.[3] Move the advance warning crossing signage closer to the crossing.	Short-term	$	ODOT	ODOT Region 5 Improvement Project
Students and other community members walk along Hwy 82 to homes and businesses, particularly the Little Bear Diner.	In the long-term, build sidewalks on both sides of Hwy 82 around the curve to W 5th St.	Long-term	$$$	ODOT	ODOT SRTS Construction Grant
West 2nd Street and N Clairmont St					

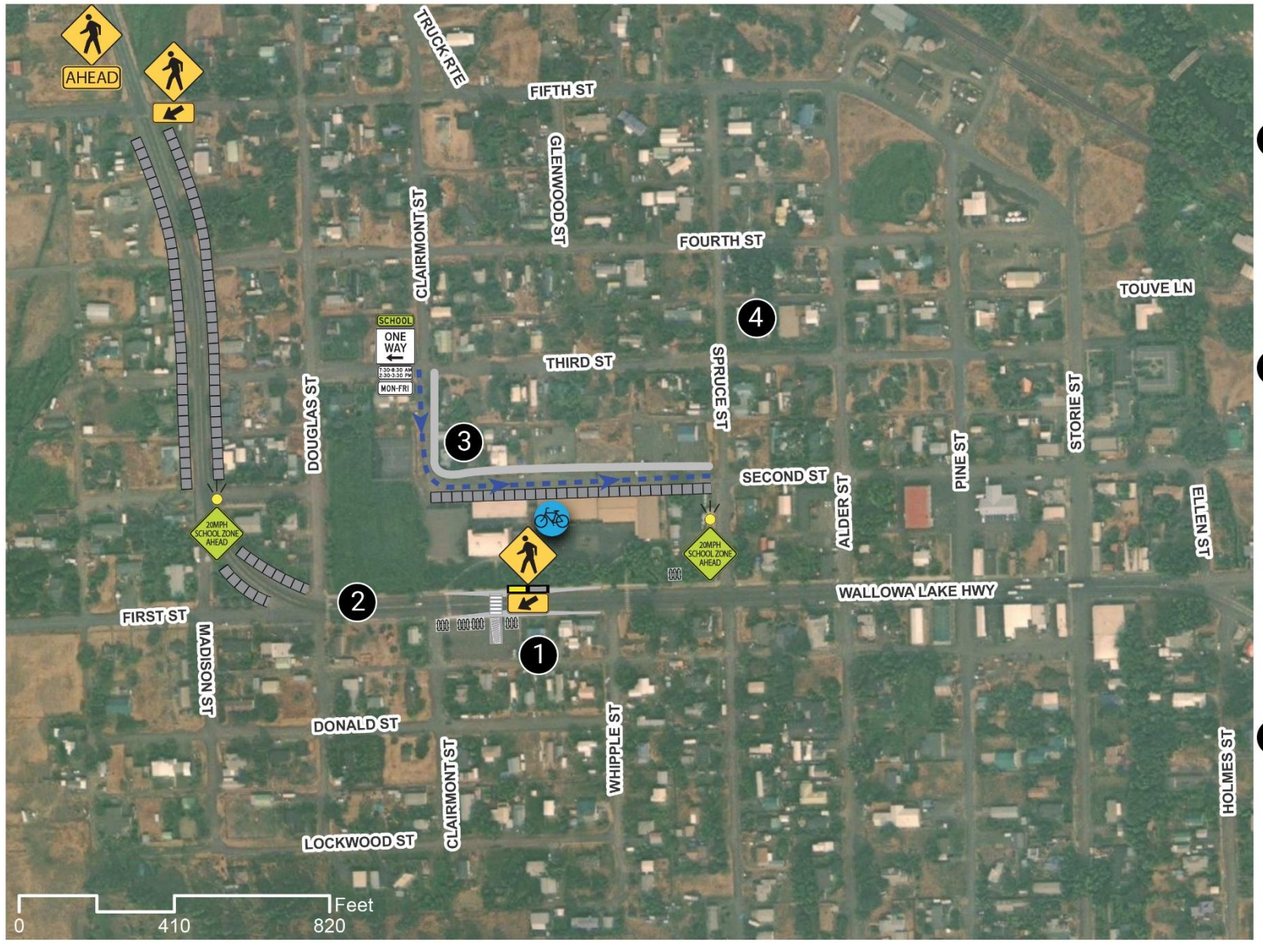
[3] Note: With the removal of the school zone, the City would become responsible for installing and maintaining a crosswalk at this location. The City could contract with ODOT to install and maintain, but would need to provide the funding.

ISSUE/ CHALLENGE	RECOMMENDATION	TIMING	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
The school coordinated with the City to install temporary site circulation markings.	Install permanent pavement markings and signage to implement the school's site circulation plan, including: • One-way traffic on Clairmont St (between W 3rd St and W 2nd St) and W 2nd St (from N Clairmont St to N Spruce St) during school hours[4] • Three crosswalks • Bus lanes and vehicle drop off pavement markings • Sidewalk along the school	Short term	$	City of Wallowa[5]	ODOT SRTS Construction Grant or School Bond
Parents park in the shoulder of the road instead of following the traffic circulation flow for student arrival and drop-off. This blocks access for students walking and biking and creates unpredictable traffic conditions.	Build about 1000 ft of multi-use path with a large landscaping strip for street trees on the north side of W 2nd St along the school property. In the short term, consider creating a multi-use path space with paint and flexi-posts, planters, or cones.	Long-term	$$$	City of Wallowa	ODOT SRTS Construction Grant
General School Area and SRTS Routes					
Most stop signs on neighborhood streets are oriented towards east/west streets, creating long stretches of uninterrupted flow for north/south vehicles.	Consider alternating the direction of stop signs at local street intersections to minimize the distance of uninterrupted traffic flow within the neighborhood.	Medium-term	$	City of Wallowa	City of Wallowa roadway maintenance funds

[4] MUTCD does not provide guidance regarding parttime one way streets, but there are numerous precedents of other cities and schools using this approach. The school district and City can select whether full or part time one way is preferred.

[5]Consider contracting with ODOT Region 5 to install crosswalks and other pavement markings on behalf of the City. To begin the process, the City could submit a written request and confirm who would submit payment. Contact info: sean.rohan@odot.state.or.us or 541-963-4442.

Figure 8. Wallowa SRTS Improvement Recommendations Map



Fence

No Parking Zone

Crosswalk

Bike Parking

RRFB

Sidewalk

Multi-use Path

Flashing School Zone Sign

Proposed Circulation

Gradual Curb Extension

One Way During School Hours Sign

Advance Warning Sign

Pedestrian Crossing Sign

WALLOWA ELEMENTARY & HIGH SCHOOL

Improvement Recommendations

1 **School Grounds**

a. Install a fence along the north side of the Clairmont St parking lot setback from the sidewalk, with an opening at the existing crosswalk. If an additional crosswalk is installed in front of the main entrance, include an opening in the fence to access the additional crossing, and stripe a NO PARKING zone within the parking lot at the fence opening.

b. Consider updating bike parking design to "staple" or U-shaped racks and installing an additional corral of racks.

c. Install a gate across the opening in the fence at the southeast corner of the school property.

2 **Highway 82**

a. Install a marked crosswalk in front of the main school entrance and locate the planned Rectangular Rapid Flashing Beacon (RRFB) at this location and remove the original marked crosswalk in front of the gym. Install gradual curb extensions at the mid-block crossings to reduce crossing distance and improve visibility. This would legalize and enhance safety of existing pedestrian crossing behavior, and provide a more predictable experience for people driving through the corridor.

b. Coordinate with ODOT Region 5 staff to refine when the school zone signs flash to align with student arrival and dismissal. Consider retaining the flashing school zone signs, instead of installing a "School Days 7am to 5pm" plaque.

c. Remove the 20-mph school zone and associated school crossing signage at the W 5th St crossing and replace with standard crosswalk signage. Move the advance warning crossing signage closer to the crossing.

d. In the long-term, build sidewalks on both sides of Hwy 82 around the curve to W 5th St.

3 **West 2nd Street and N Clairmont St**

a. Install permanent pavement markings and signage to implement the school's site circulation plan, including:

- One way traffic on Clairmont St and 2nd St during school hours
- Three crosswalks
- Bus lanes and vehicle drop off pavement markings
- Sidewalk along the school

b. Build about 700 ft of multi-use path with a large landscaping strip for street trees on the north side of W 2nd St along the school property. In the short term, consider creating a multi-use path space with paint and flexi-posts, planters, or cones.

4 **General School Area and SRTS Routes**

a. Consider alternating the direction of stop signs at local street intersections to minimize the distance of uninterrupted traffic flow within the neighborhood.

Oregon Department of Transportation Safe Routes to School

alta

Education and Engagement Program Recommendations

The activities outlined in Table 2 are recommended to improve and promote safe walking and bicycling to and from school and in the community in conjunction with the construction recommendations.

Programmatic activities and events complement construction improvements by empowering students and their families to try walking and bicycling, and by making it safer for them to do so. They can be implemented by the City of Wallowa, the School District, school administrators, teachers, parents, or even school clubs. More information regarding the Education and Engagement Recommendations are included following Table 2.

Connect with Wallowa's ODOT SRTS Regional Hub Coordinator

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

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

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

ACTIVITY	RESPONSIBLE PARTY	DESCRIPTION	TIMELINE	RESOURCES NEEDED*	INCLUSION CONSIDERATIONS	MEASURES OF SUCCESS
Parent Education and Outreach	*Wallowa Elementary School, Wallowa r Jr/Sr High School*	*Travel safety tips for parents aimed at people walking, biking, driving, or riding the bus. Back to school time is a perfect time for reminders. Send tailored communications after the Highway 82 project is complete*	*Short-term*	*Seasonal travel tips for school communications, flyer*	*Provide materials in Spanish, or other languages as needed.*	*Feedback from families; observations from school leadership*
Pedestrian and Bike Safety Education	*Wallowa Elementary School, Wallowa Jr/Sr High School*	*Travel safety tips for students walking, biking, driving, or riding the bus. Could begin with limited scope and build to a more robust curriculum. Build in the Highway 82 improvements as examples when complete.*	*Short-term*	*Travel Safety Hand-out, messaging, curriculum*	*Focus on walking and biking safely in students' neighborhoods or on field trips, even if not near the school.*	*Number of students participating; feedback from families*
Train the Trainer	*Wallowa Elementary School*	*Consider offering bike and walk education through a health or physical education class, with training provided by ODOT.*	*Medium-term*	*Free education with the potential to include bike fleets and helmets for student use.*	*Consider how students with disabilities could participate.*	*Number of students participating, skills learned, number of volunteers*
Walk + Roll to School Day	*Wallowa Elementary School, Wallowa Jr/Sr High School*	*Organize a Walk + Roll to School Day to encourage and celebrate walking and biking at the school.*	*Short-term*	*Food, music, decorations, incentives or prizes for students*	*Ensure that students who live too far to walk or bike are able to participate on campus. Consider locations to hold a remote drop-off site.*	*Number of students and community members participating*

ACTIVITY	RESPONSIBLE PARTY	DESCRIPTION	TIMELINE	RESOURCES NEEDED*	INCLUSION CONSIDERATIONS	MEASURES OF SUCCESS
Cocoa for Carpools	*Wallowa Jr/Sr High School*	*Offer hot cocoa or other treats to encourage and celebrate students who carpool to school. Can also be fun to include a selfie or photo contest.*	*Medium-term*	*Food, music, decorations, photo contest guidelines, promotional materials*	*Provide materials in Spanish, or other languages as needed.*	*Number of students participating*

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

Education Programs

PARENT EDUCATION AND OUTREACH

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

Resources and innovative program ideas include:

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

COMMUNITY SCHOOL SAFETY CAMPAIGN

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

- The Oregon SRTS website has a host of banners, brochures, and other materials that schools can use to raise awareness of students travelling in a school area.
- The Look Out For Kids campaign offers yard signs, safety kids, and other materials with a simple, clear message.

PEDESTRIAN AND BIKE SAFETY EDUCATION

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

Resources and innovative program ideas include:

- The ODOT SRTS Neighborhood Navigators 2.0 Curriculum includes a flexible in-class and on-bike Walk and Roll Safety Education lesson plans and workbooks. The ODOT SRTS technical assistance team are piloting bike fleets and new train-the-trainer materials in 2022. Sign up for the Oregon SRTS newsletter or join the Regional Hub meetings to learn when these will launch.
- Oregon SRTS provides curriculum for activities and lessons that teach the knowledge and skills necessary to be safe road users, including bike and pedestrian education videos.
- The National Highway Traffic Safety Administration offers a child pedestrian safety curriculum and Cycling Skills Clinic Guide to help organizations plan bike safety skills events.

Encouragement Programs

WALKING SCHOOL BUS/BIKE TRAIN

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

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

Resources and best practice programs:

- ODOT's SRTS Website has resources and tips to get started.

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.

COCOA FOR CARPOOLS

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

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

High Priority Improvements for the ODOT SRTS Construction Grant Application

ODOT Region 5 is incorporating the highest priority Highway 82 improvements into their upcoming improvement project, outlined on page 9. The following cost estimates are provided to the City of Wallowa and Wallowa School District to support construction of this important SRTS site circulation and access project in the short-term and to support a longer-term ODOT SRTS IN Grant.

Table 3 outlines the selected high priority project. Table 4 offers responses to questions included in the ODOT SRTS IN Grant. Table 5 outlines planning level cost estimates for signage, striping, and the sidewalk along the school building. Table 6 outlines cost estimates for a short-term alternative for the multi-use path along the north side of 2nd Street. Table 7 includes cost estimates for a long-term alternative for the multi-use path.

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

ISSUE/ CHALLENGE	RECOMMENDATION	TIMING	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
West 2nd Street and N Clairmont St					
The school coordinated with the City to install temporary site circulation markings.	Install permanent pavement markings and signage to implement the school's site circulation plan, including: • One way traffic on Clairmont St during school hours • Three crosswalks • Bus lanes and vehicle drop off pavement markings • Sidewalk along the school	Short term	$	City of Wallowa[6]	ODOT SRTS Construction Grant
Parents park in the shoulder of the road instead of following the traffic circulation flow for student arrival and drop-off. This blocks access for students walking and biking and creates unpredictable traffic conditions.	Build approximately 1000 ft of multi-use path with a landscaping strip for street trees on the north side of W 2nd St along the school property, with marked crosswalks at either end of the path. In the short term, consider creating a multi-use path space with paint and flexi-posts, planters, or cones.	Long-term	$$$	City of Wallowa	ODOT SRTS Construction Grant

[6]Consider contracting with ODOT Region 5 to install crosswalks and other pavement markings on behalf of the City. To begin the process, the City could submit a written request and confirm who would submit payment. Contact info: sean.rohan@odot.state.or.us or 541-963-4442.

Table 4. Project Details for ODOT Competitive Infrastructure Grant

GRANT CRITERIA/QUESTION	RESPONSE FOR CITY OF WALLOWA
Relevant Right of Way ownership	*City of Wallowa owns the right-of-way for the majority of the project. The school district may own the land that would be needed to build the sidewalk along the school building.*
Utility implications and opportunities to mitigate	*Utility poles on the north side of Clairemont Street can likely be designed around. The utility pole on the south side of the street by the school will likely need to be relocated to build that sidewalk.*
Environmental resource implications	*NA*
Stormwater management implications	*Curb and gutter may need to be provided for the new sidewalk along the school. Bioswales or other stormwater improvements are recommended for the multi-use path along the north side of Clairemont Street.*
Near a rail road? Or bridge, tunnel, retaining wall affected?	*No*
AADT	*Unknown*
Priority Safety Corridor	*No*

Table 5. Prioritized Project Cost Estimates: Signage, Striping, and Sidewalk (Short-term)

ITEM DESCRIPTION	MEASUREMENT	COST/UNIT	UNITS	ESTIMATE
Part-time ONE WAY Traffic Circulation				
Install ONE WAY sign with supplemental plaque	EA	$ 500	1	$ 500
Install DO NOT ENTER sign with supplemental plaque	EA	$ 500	1	$ 500
Three Marked Crosswalks				
Remove existing striping	LF	$ 3	200	$ 600
Install thermoplastic ladder style crosswalk markings	SF	$ 8	200	$ 1,600
Install curb ramp	EA	$ 6,000	3	$ 18,000
Install crosswalk warning sign	EA	$ 500	12	$ 6,000
Bus Lane and Vehicle Drop-Off Zone				
Install (up to 3) BUS ONLY thermoplastic pavement markings	SF	$ 8	130	$ 1,040
Install 8" wide white thermoplastic lane line	LF	$ 2	100	$ 200
Install NO PARKING sign	EA	$ 250	4	$ 1,000
Install 4" wide white thermoplastic lane line	LF	$ 1	250	$ 250
Install PASSENGER LOADING/UNLOADING ONLY sign	EA	$ 250	6	$ 1,500

ITEM DESCRIPTION	MEASUREMENT	COST/UNIT	UNITS	ESTIMATE
Sidewalk Along School				
Remove asphalt pavement	SY	$ 5	800	$ 4,000
Remove concrete sidewalk	SY	$ 60	25	$ 1,500
Remove concrete curb and gutter	LF	$ 20	25	$ 500
Install curb and gutter	LF	$ 50	610	$ 30,500
Install concrete sidewalk	SF	$ 50	5000	$ 250,000
Install asphalt pavement	TON	$ 200	50	$ 10,000
Traffic Mobilization (10%)	LS	$ 32,769	1	$ 32,769
Traffic Control (15%)	LS	$ 49,154	1	$ 49,154
Erosion Control (2%)	LS	$ 6,554	1	$ 6,554
			Subtotal	$416,166

Total Costs

Preliminary Engineering/Design Costs	12%	$49,940
Construction Engineering	15%	$62,425
Contingency	40%	$166,467
Right of Way Costs		$0
Utility Costs		$0
Other Costs		$0
Total Project Cost:		**$694,998**

Table 6. Prioritized Project Cost Estimates: Interim Multi-Use Path (Short-term)

ITEM DESCRIPTION	MEASUREMENT	COST/UNIT	UNITS	ESTIMATE
Interim Multi-Use Path				
Install 8" wide white thermoplastic lane line	LF	$ 2	2000	$ 4,000
Install vertical flex-post	EA	$ 50	100	$ 5,000
Install 2' wide x 4' long planter	EA	$ 450	100	$ 45,000
Install detectable warning surface	SF	$ 75	75	$ 5,625
Install bicycle/pedestrian thermoplastic pavement marking	EA	$ 350	8	$ 2,800
Traffic Mobilization (10%)	LS	$ 6,243	1	$ 6,243
Traffic Control (15%)	LS	$ 9,364	1	$ 9,364
Erosion Control (2%)	LS	$ 1,249	1	$ 1,249

		Subtotal	$79,280
Total Costs			
Preliminary Engineering/Design Costs		12%	$9,514
Construction Engineering	15%		$11,892
Contingency		40%	$31,712
Right of Way Costs			$0
Utility Costs			$0
Other Costs			$0
Total Project Cost:			**$132,397**

Table 7. Prioritized Project Cost Estimates: Multi-Use Path (Long-term)

ITEM DESCRIPTION	MEASUREMENT	COST/UNIT	UNITS	ESTIMATE
Multi-Use Path				
Remove asphalt pavement	SY	$ 5	1600	$ 8,000
Install curb and gutter	LF	$ 50	1000	$50,000
Install underground pipe/inlet drainage system	LF	$ 145	1000	$145,000
Install aggregate base course	TON	$ 40	100	$4,000
Install 10' wide, 1000' long, and 4" thick asphalt path	TON	$ 200	250	$50,000
Install curb ramp	EA	$ 6,000	11	$66,000
Install thermoplastic ladder style crosswalk markings	SF	$ 8	700	$5,600
Install crosswalk warning sign	EA	$ 500	16	$8,000
Install bicycle/pedestrian thermoplastic pavement marking	EA	$ 350	8	$2,800
Install landscaping	SF	$ 20	6000	$120,000
Traffic Mobilization (10%)	LS	$ 45,940	1	$45,940
Traffic Control (15%)	LS	$ 68,910	1	$68,910
Erosion Control (2%)	LS	$ 9,188	1	$ 9,188
			Subtotal	**$583,438**
Total Costs				
Preliminary Engineering/Design Costs			12%	$70,013
Construction Engineering			15%	$87,516
Contingency			40%	$233,375
Right of Way Costs				$0
Utility Costs				$0
Other Costs				$0
Total Project Cost:				$974,341

Chapter 5. Potential Funding & Implementation

This chapter lists a variety of funding sources that the City of Wallowa, the Wallowa School District, ODOT Region 5, or other partners could use to implement the recommendations outlined in Chapter 4.

These funding sources are accurate as of July 2021, but may change over time. Please refer to ODOT or other funding jurisdictions website for the most up to date information.

Statewide Funding Opportunities

ODOT SRTS Infrastructure Grants:

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

COMPETITIVE INFRASTRUCTURE GRANT

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

RAPID RESPONSE INFRASTRUCTURE GRANT

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

Small City Allotment Program (SCA)

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

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

ODOT STIP Program

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

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

ODOT All Roads Transportation Safety Program (ARTS)

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

OREGON PARKS AND RECREATION GRANTS

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

OREGON COMMUNITY PATHS PROGRAM (OCPP)

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

OREGON TRANSPORTATION INFRASTRUCTURE BANK (OTIB)

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

State Highway Trust Fund/Bicycle Bill

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

Sidewalk Improvement Program (SWIP)

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

Transportation and Growth Management (TGM) Funds

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

State Transportation Improvement Fund (STIF)

Walking and biking connections to transit are eligible under ODOT's STIF Discretionary and Statewide Network Program, a new fund for transit started in 2018.
https://www.oregon.gov/odot/RPTD/Pages/Funding-Opportunities.aspx

Federal Funds

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

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

Local Funding Opportunities

Potential School Bond Opportunities

Localities can leverage school bonds to collect funding for transportation educational programing 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. Additionally, jurisdictions can adopt the SRTS PIP as an amendment to the TSP by reference, which would increase the standing of the PIP recommendations long term.

Quick Builds

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

Education Programs Funding Opportunities

ODOT SRTS Education Grant

More information is forthcoming in spring 2022 about new opportunities to participate in the ODOT SRTS Education Program. Visit the ODOT SRTS Website to learn more.