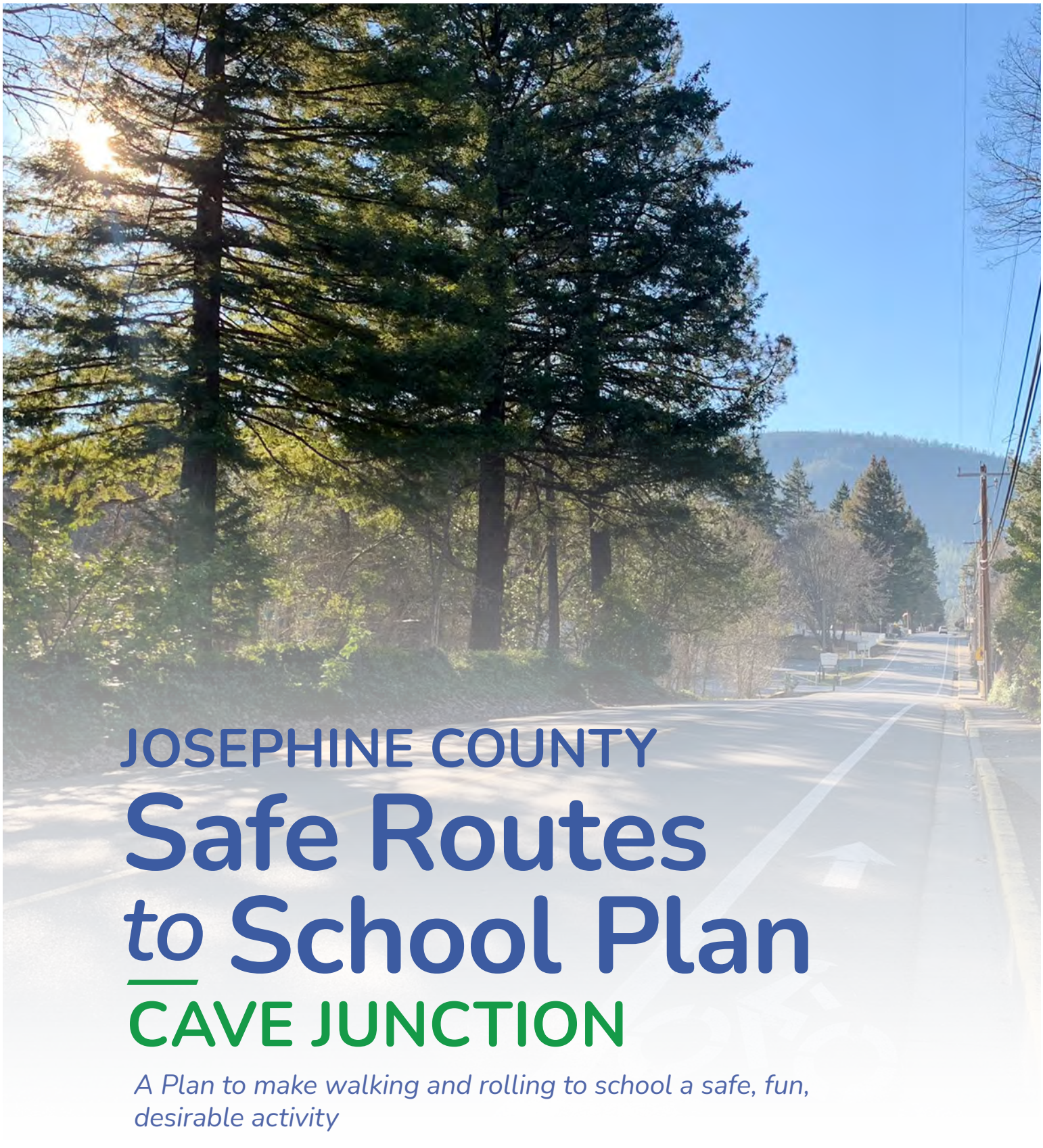

JOSEPHINE COUNTY
Safe Routes *to* School Plan
CAVE JUNCTION

A Plan to make walking and rolling to school a safe, fun, desirable activity

LORNA BYRNE MIDDLE SCHOOL
ILLINOIS VALLEY HIGH SCHOOL

FINAL REPORT / JUNE 2022

Oregon Department of Transportation
Safe Routes to School
ALTA · COMMUTE OPTIONS · THE STREET TRUST

ACKNOWLEDGEMENTS

The following key people and their organizations participated in the Safe Routes to School (SRTS) Plan efforts. Their creativity, energy, and commitment were critical to the success of this Plan.

ROB BRANDES
Josephine County

ERIC HEESACKER
Josephine County

CASEY ALDERSON
Three Rivers School District

NEIL BURGESS
Josephine County

WENDY GIORDANO
Three Rivers School District

ROB SAUNDERS
Three Rivers School District

DAVID VALENZUELA
Three Rivers School District

JOHN SEIDEL
Lorna Byrne Middle School

TANNER SMITH
Illinois Valley High School

JUSTIN WRIGHT
Illinois Valley High School

JENNA MARMON
Oregon Department of Transportation Region 3

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01 INTRODUCTION

WHAT IS SAFE ROUTES TO SCHOOL?

*Safe Routes to School (SRTS) is a comprehensive program to **make school communities safer** by combining engineering tools and engagement with education about safety and activities to enable and encourage students to **walk and roll to school**. SRTS programs involve partnerships among municipalities, school districts, transit districts, parks and recreation districts, public health agencies, community members, parent volunteers, and community groups.*

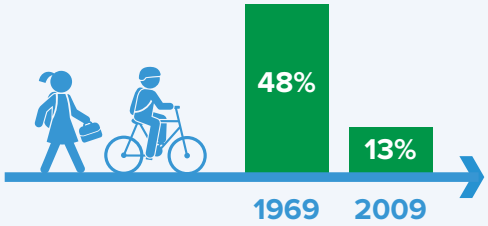
The benefits of implementing a SRTS Plan include improving safety, increasing access, encouraging physical activity, and reducing traffic congestion and motor vehicle emissions near schools. Implementing SRTS programs and projects benefit adjacent neighborhoods as well as students and their families,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

Learn more at: www.oregonsaferoutes.org

Why Safe Routes to School?

THE PROBLEM

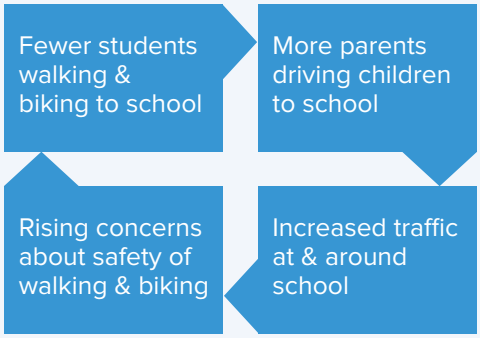
Within the span of one generation, the percentage of children walking or bicycling to school has decreased **73%.**



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.

Student Benefits of Safe Routes to School

Numerous sudies have documented that Safe Routes to School projects and programs can lead to increased walking and bicycling activity among students. But why is it important for communities to make it safer and more convenient for students to walk and bike to school?

INCREASED SAFETY FOR STUDENTS

Even if some caregivers choose to drive their students to and from school, many families don't have this option. Some families have no access to a vehicle and others have work schedules that don't allow them to drop their students off or pick them up at school. When we provide critical SRTS improvements and education to our communities, we make it safer for these (and all) students to travel safely.

REDUCTION IN ABSENCES AND TARDINESS

Especially in historically-disadvantaged communities, lack of transportation can be a considerable barrier to attending school consistently. Programs such as Walking School Buses and Bike Trains provide alternative options for students to get to school on time, and ready to learn[1].

HEALTHIER STUDENTS

Because SRTS programs make it easier to walk, bike, skate, and scoot to school, they directly support increased physical activity for young people[2]. Walking even one mile to school and one mile home gives a student about 40 minutes of physical acitivity - two-thirds of the recommended amount!

IMPROVED ACADEMIC PERFORMANCE

Staying healthy and getting regular exercise have been shown to improve students' academic performance. In one study, researchers found that after walking for 20 minutes, students responded to test questions with greater accuracy and had more brain activity than students who had been sitting. They also learned tasks faster and more accurately following this physical activity[3].

CLEANER AIR, FEWER ASTHMA COMPLICATIONS

Increasing the number of students walking and biking to school means decreasing the number who have to rely on private vehicles. This improves air quality near schools, decreasing students' exposure to pollution generated by idling vehicles and heavy traffic.

GREATER CONFIDENCE

When young people are able to navigate their neighborhood on their own, they build self-confidence and independence. They may also learn to read signs, monitor time, keep track of their belongings, and other valuable skills.

STRONGER SOCIAL CONNECTIONS

Arriving to school via Walking School Bus, Bike Train, or even just with a friend or sibling fosters community and builds social bonds. Especially when so many students face challenges like bullying and isolation, this opportunity to make connections can be extremely beneficial.

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1 *Attendance Works. "Springfield: Walking School Bus - Attendance Works." Accessed August 22, 2016. http://www.attendanceworks.org/what-works/springfieldwalking-school-bus/.*

2 *Cooper et al., Commuting to school: Are children who walk more physically active? Amer Journal of Preventative Medicine 2003: 25 (4)*

3 *Hillman CH, Pontifex MB, Raine LB, Castelli DM, Hall EE, Kramer AF. The effect of acute treadmill walking on cognitive control and academic achievement in preadolescent children. Neuroscience. 2009;159(3):1044-1054. doi:10.1016/j.neuroscience.2009.01.057*

Community Benefits of Safe Routes to School

Students and their families are not the only ones who benefit when we encourage and enable young people to walk or bike to school safely. In many ways, Safe Routes to School benefits the whole community. Communities that prioritize active transportation can see improvements such as:

REDUCED TRAFFIC CONGESTION

Reducing the number of families commuting to school in private vehicles reduces traffic around the school. This means improved circulation for people driving, as well as safer conditions for pedestrians and bicyclists. As more people feel comfortable walking and bicycling, this can also foster an environment where community members see active transportation as a viable option and priority, leading to additional shift from driving to active modes.

STRONGER SENSE OF COMMUNITY

Opportunities for social connection and a greater sense of community increase as students and parents participate in collective active transportation (such as Walking School Buses) or get to know neighbors while out walking or biking. Additionally, the common goal of improving conditions for walking and bicycling can bring families, neighbors, school officials and community leaders together.

SAFER STREETS

As the use of private vehicles increases, crash rates tend to increase[1]. Conversely, when higher numbers of people are able to walk and bike safely, communities can see a decrease in crashes. More people engaged in active transportation can also improve personal security and the perception of safety by providing more "eyes on the street."

1 Litman, Todd and Fitzroy, Steven (2021), Safe Travels: Evaluating Transportation Demand Management Traffic Safety Impacts, Victoria Transport Policy Institute

LOWER COSTS

Encouraging and enabling bicycle and pedestrian trips reduces costs for families, communities and school districts. Families save on gas, while communities spend less on building and maintaining roads. Meanwhile, school districts spend less on busing students who live within walking distance of schools.

IMPROVED ACCESSIBILITY

When communities prioritize infrastructure improvements and make walking and biking to school safer, all community members benefit. Improved facilities make it easier for all people to get around, including parents with strollers, senior citizens, residents without cars, and residents with temporary or permanent mobility impairments.

ECONOMIC GAINS

Studies show that businesses in neighborhoods that are walking and bicycle friendly see more business and higher sales[2].

2 Rodney Tolley (2011), Good For Busine$$ - The Benefits Of Making Streets More Walking And Cycling Friendly, Heart Foundation South Australia

ODOT's Project Identification Program

Josephine County, ODOT Region 3 representatives, and the school community worked with ODOT's SRTS Technical Assistance Providers- Alta Planning + Design and the Central, Eastern and Southern Regional SRTS Hub- to complete this SRTS Plan.

This SRTS Plan supports Oregon's statewide SRTS construction (infrastructure) and education/ engagement (non-infrastructure) efforts. The Project Identification Program (PIP) Process is an Oregon Department of Transportation (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 partners in 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 Cave Junction SRTS Plan Process

- For more information on the program, visit: www.oregon.gov/ODOT/Programs/Pages/SRTS-Project-Identification-Program.aspx
- The COVID-19 pandemic impacted the timeline and approach to the planning process. A detailed summary of this process is included in Appendix C.
- Final SRTS Plans can be found at www.OregonSafeRoutes.org

Using this Plan

This Plan lays the foundation for schools, the community, local public agency staff and ODOT to work together on reducing barriers for students walking and biking to school.

These recommendations include both long- and short-term construction improvements as well as education and encouragement program recommendations. It should be noted that not all of these projects and programs need to be implemented right away to improve the environment for walking and bicycling to school. Some projects will require more time, support, and funding than others. It is important to achieve shorter-term successes while laying the groundwork for progress toward some of the larger and more complex projects.

WHO ARE YOU?

Each partner has a key role to play in contributing to this Plan's success.

I AM A STUDENT

- Practice and encourage safe walking and rolling to, from, and near school
- Participate in a Walking School Bus or another education/encouragement idea identified in Chapter 4
- Promote SRTS activities through artwork or school projects

Student submission to Oregon Safe Routes to School Walk + Roll Fall Art Contest, 2021

I AM A CAREGIVER

- Understand the conditions at your student's school in Chapter 2 to plan a walking/rolling route or advocate for improvements
- Help implement many of the educational and encouragement programs suggested in Chapter 4
- Support fundraising for projects and programs (see Appendix E)

I WORK FOR THE SCHOOL DISTRICT

- Distribute information about walking and rolling safely, and SRTS talking points in Appendix B to caregivers and the school community.
- Tackle the SRTS objectives and actions from Chapter 2 that are relevant to the School District and develop Chapter 4 programs that educate and encourage students and caregivers to seek alternatives to single family commutes to school.
- Prioritize facility improvements on District property
- Work with multiple schools, sharing information and bringing efficiencies to programs at each school working on SRTS.

I AM A TEACHER OR OTHER STAFF MEMBER

- Include bicycle and pedestrian safety in lesson Plans and school curriculum (see Chapter 4 and Appendix B).
- Arrange field trips within walking distance of school and teach lessons about safety along the way.
- Be positive and encourage students and families to try walking and rolling!

I AM A COMMUNITY MEMBER

- Learn about walking and bicycling conditions in your neighborhood and how a SRTS program can improve them (see Chapter 2)
- Participate as an advocate to support education and encouragement programs (see Chapter 4)

I WORK FOR THE CITY OR COUNTY

- Identify citywide issues and opportunities related to walking and bicycling and to prioritize construction improvements provided in Chapter 4
- Pursue funding for improvements, using sources listed in Appendix E

I WORK FOR LAW ENFORCEMENT

- Raise awareness of traffic rules, focusing on key SRTS locations that have a history of crashes.
- Focus on traffic safety education, rewarding positive behavior, and supporting school walk and bike events. Be mindful of strategies that may disproportionately and negatively affect children and families of color, low wealth, or marginalized populations.

I WORK IN PUBLIC HEALTH

- Identify specific opportunities to collaborate with schools and local governments to support safety improvements and encourage healthy behaviors (see Chapter 4.)

02 VISION AND GOALS FOR SRTS

INTRODUCTION

This chapter includes an overall vision as well as specific actions that County, City, and school leadership can take to support SRTS. It also includes an overview of the public input process that shaped this Plan.

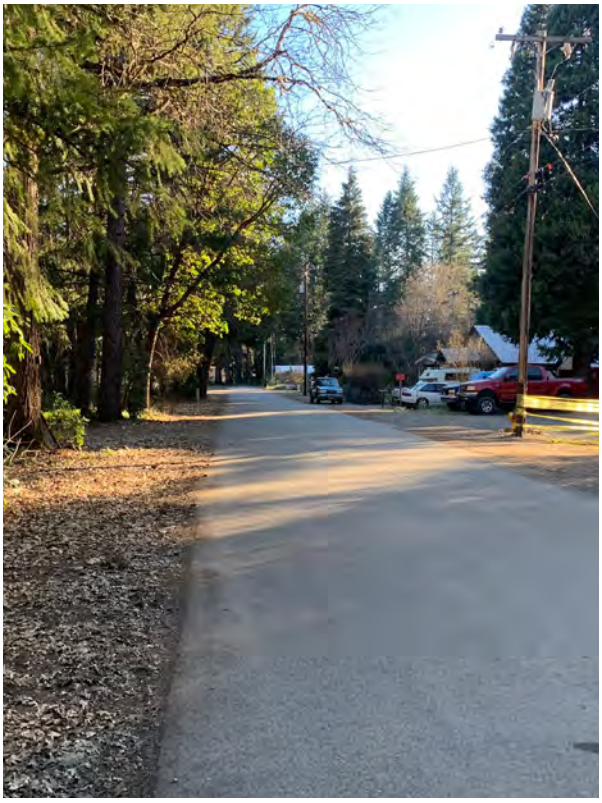
Vision

The Lorna Byrne Middle School and Illinois Valley High School communities envision a future where students 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 team suggested overall goals to support SRTS in the areas of health, safety, equity, or the environment. Participants in the Cave Junction PIP process selected Safety as the main priority for this plan, followed closely by Equity, Environment, and then Health . A summary of community engagement activities is included in the following section.

The following are specific recommended objectives and actions based on the community-identified goals, as well as community input from the walk audit and data collected throughout the PIP process. Actions may relate to achieving more than one goal, but each action is only listed once.



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: Josephine County will apply to the ODOT Competitive SRTS Infrastructure Grant in 2022 for infrastructure improvements, outlined in Chapter 4.

Objective 2: Safe walking or biking access is available to all families within one mile of the schools.

- Action: The City of Cave Junction will consider adopting the long-term infrastructure recommendations as a part of its planning processes.
- Action: Josephine County and the City of Cave Junction will begin implementing recommendations as funds for capital improvements become available, particularly lower cost improvements within a quarter mile of each school

Objective 3: Pedestrian and bicycle safety education is available to students in Cave Junction.

- Action: Lorna Byrne Middle School and Illinois Valley High School will encourage students to walk and bike to school by distributing information regarding safety and suggested routes.
- Action: Three Rivers School District will consider applying for ODOT grant funding to hire a SRTS coordinator who could lead education and encouragement events and activities at these and other schools in the district.

EQUITY

Goal: Increase access and opportunity to walk and bike to school for all residents, with a particular focus on transportation-disadvantaged populations (non-white and Latinx, low-income and low-wealth households, those with limited English proficiency, households without access to a vehicle, people with disabilities, crowded households, elderly, youth).

Objective 1: Engage with families from historically-disadvantaged groups to hear and learn about their barriers to students walking or biking to school.

- Action: Lorna Byrne Middle School and Illinois Valley High School will provide SRTS information and educational materials in English and Spanish.
- Action: Lorna Byrne Middle School and Illinois Valley High School will consider how to overcome barriers such as parent work schedules and transportation limitations to enable all parents to participate in SRTS programs and activities.

Objective 2: Prioritize infrastructure and non-infrastructure improvements that connect underserved or low-income communities to schools and improve access for students walking, biking, and taking transit to school campuses.

- Action: If the District implements a SRTS Education and Outreach Program, the program will work to include lower income students, those with mobility challenges, Spanish-speaking students, and students from other historically marginalized groups.

ENVIRONMENT

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

Objective 1: Reduce congestion and air pollution near the school campus.

- Action: Lorna Byrne Middle School, Illinois Valley High School, and/or Three Rivers School District will provide parents with education and encouragement materials providing information on carpooling, walking, biking, and school buses.
- Action: The City of Cave Junction will work to formalize existing cut-through paths to improve off-street travel options for people walking and rolling to school.

HEALTH

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

Objective 1: Students have increased physical activity before, after, and during the school day.

- Action: Lorna Byrne Middle School and Illinois Valley High School will look for areas of overlap between SRTS efforts and other health initiatives and P.E. class.

Objective 2: The school community supports families using active and shared transportation to access school and reach nearby destinations.

- Action: Three Rivers School District will consider adopting SRTS-supportive language in school wellness policy.
- Action: Lorna Byrne Middle School and Illinois Valley High School will share relevant health statistics and messages in school newsletters, back to school night, or through other communication channels.

A Community-Driven Planning Process

The vision, goals, objectives and actions provided here, as well as the detailed construction project and programmatic recommendations to follow in Chapter 4, were shaped by community input. Community-group representatives and community members had the opportunity to participate in the SRTS planning process and provide feedback in the following ways:

- Participation on the Project Management Team (PMT)
- Participation in a school walk audit
- Participation in a virtual community meeting
- Virtual feedback using the online Public Input Map and survey

Josephine County, Lorna Byrne Middle School, and Illinois Valley High School worked to spread the word about the community meetings, as well as the online Public Input Map and survey. The schools promoted the PIP process and opportunities for community input on their social media channels, in their newsletter, and through existing meetings.

COMMUNITY ENGAGEMENT KEY THEMES

In general, participants who engaged with the Cave Junction SRTS planning process want to see more protected and off-street pedestrian facilities, traffic calming, and speeding enforcement in their community. Comments received through the virtual community meeting included:

- Interest in improving and maintaining the existing informal paths between the schools, as well as the desire for ADA accessibility
- Lack of pedestrian facilities and lighting on Old Stage Rd, causing pedestrians to walk in the travel lane
- A desire for an improved crossing on Old Stage Rd (relocating it to connect the paths, adding high-visibility striping and flashing beacons)
- The need for a pedestrian facilitiy on Boundary Rd for students accessing Evergreen Elementary School

Themes from the online Public Input Map and survey included:

- Desire for a pedestrian facility with a physical barrier along River St (between Redwood Hwy and IVHS) for students walking to and from school
- The need for a sidewalk on Junction Ave between River St and Lorna Byrne Middle School
- Issues with speeding on River St in front of the high school and a suggestion of traffic calming, speed zone signage, and enforcement
- Interest in making the path connecting Lorna Byrne Middle School with Old Stage Rd and IVHS more accessible so that it could function as an alternative to River St for students walking and biking
- Drainage problems along River Rd between Junction Ave and IVHS
- Parent and caregiver fears about allowing their children to cross Redwood Hwy
- Concerns about drug use in Cave Junction and its effect on perceptions of personal safety when walking and biking
- A general desire for increased enforcement of lawful driving behavior near schools and during arrival and dismissal, especially when it comes to speeding

When asked through the Public Input Map about the most important goal for a Safe Routes to School Plan for the two focus schools, survey respondents indicated that Safety was their top priority, followed by Equity, Environment, and then Health.

03

EXISTING CONDITIONS

INTRODUCTION

This chapter summarizes the key challenges and opportunities for families accessing schools by walking or bicycling that this Plan seeks to address.

The following pages provide contextual information for each of the schools, as well as key themes documented during the walk audits and through community and partner input. A detailed summary of the Planning process and activities that took place to support this Plan is included in Appendix C.

Previous planning processes and additional data informed the existing conditions documented in this chapter.

SCHOOL CONTEXT:

Lorna Byrne Middle School

101 S JUNCTION AVE

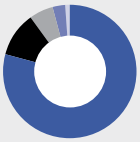
PRINCIPAL:
Danny Pratt

ENROLLMENT:
348

GRADES SERVED:
5-8

95% of students eligible for free or reduced lunch

DEMOGRAPHICS*



- White, non-Hispanic, 80%
- Hispanic, 11%
- Multiracial, 6%
- American Indian/Alaska Native, 3%
- Native Hawaiian/Pacific Islander, 1%

TOP 5 LANGUAGES SPOKEN BY STUDENTS IN DISTRICT**

English	5,082
Spanish	123
Chinese	5
Russian	5
Hebrew	5

Total Languages Spoken: 24

Source: Oregon Department of Education 2019-2020 school year

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

Lorna Byrne Middle School Safety Assessment

Date: February 18th, 2022

SCHOOL LAYOUT

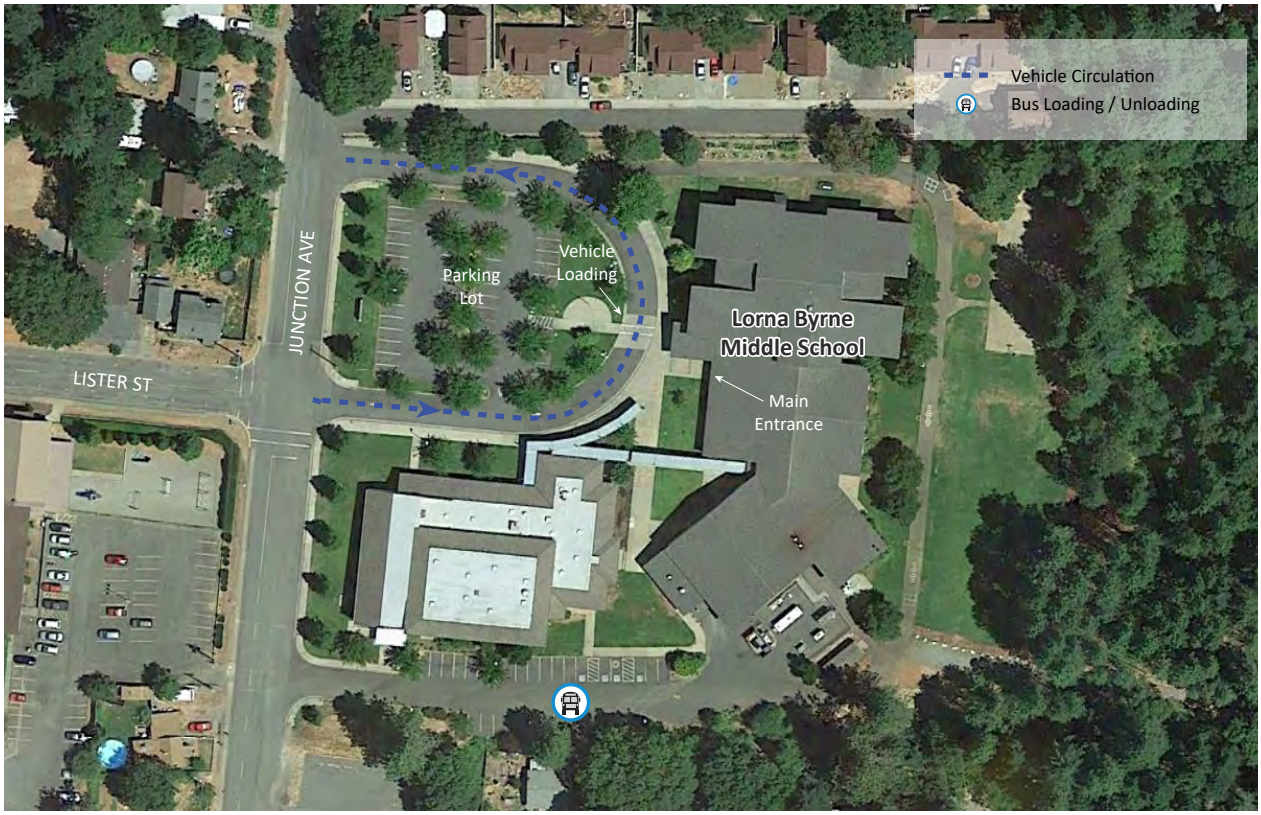
Lorna Byrne Middle School is a public school located east of Redwood Hwy in Cave Junction. The school is on the east side of Junction Ave and just south of River St. Redwood Hwy, located two blocks west of the campus, is a major north-south thoroughfare through town. This route connects to Grants Pass to the northeast and Crescent City, CA to the southwest. Redwood Hwy accommodates considerable traffic, including residents, commuters, tourists, and freight trucks.

SITE CIRCULATION

Vehicles: Vehicles enter the school's circular driveway from Junction Ave, near Lister St. They circle past the school's main entrance, where vehicle loading and unloading occur, and exit back onto Junction Ave. There is also a parking lot located in the center of this circular driveway.

School Buses: Buses enter the school grounds from Junction Ave, south of the main vehicle entrance. They drop off and pick up students on the south side of campus.

Pedestrians/Bicycles/Micromobility: Once on campus, students who walk to and from school use the continuous sidewalks provided along the circular driveway, which lead directly to the main school entrance. However, sidewalks are not consistent along Junction Ave leading to the school. There is a path connecting the middle school with Old Stage Rd to the east, but community members report that this path has been blocked by debris and a vehicle, so it is not consistently accessible for students walking and biking.



Lorna Byrne Middle School

Site Plan

Transit: The Southwest route of the POINT intercity bus service runs through Cave Junction, OR. The nearest stop to Lorna Byrne Middle School is 0.2 miles away from the school at U.S. 199 and Lister St. This route only runs through Cave Junction a couple times a day in the afternoon. Route 50 of the Josephine Community Transit system runs through Cave Junction, OR. The nearest stop is at the same location mentioned above. This route runs Monday through Friday from 5:35am to 7:30pm roughly every couple of hours.

PREVIOUS SRTS EFFORTS OR WALKING/ BIKING ENCOURAGEMENT ACTIVITIES

Lorna Byrne Middle School has participated in some SRTS events and activities in previous years.

SCHOOL CONTEXT:

Illinois Valley High School

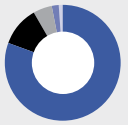
625 E. RIVER ST

PRINCIPAL:
Tanner Smith

ENROLLMENT:
307

GRADES SERVED:
9-12

95% of students eligible for free or reduced lunch



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Russian	5
Hebrew	5

Total Languages Spoken: ?

*Source: Oregon Department of Education 2019-2020 school year

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

Illinois Valley School Safety Assessment

Date: February 18th, 2022

SCHOOL LAYOUT

Illinois Valley High School is a public school located at the eastern border of Cave Junction. The campus is situated on the south side of River St, east of Laurel Rd. There is one main school building with entrances and parking lots on the north and south sides of the school, one connected to River St and the other connected to Laurel Rd. Sports fields are located to the west and south of the school building.

SITE CIRCULATION

Vehicles: Vehicles enter the school's driveway from River St, just west of Laurel Rd. Those who are dropping off students make a left and use the circular driveway to turn around after unloading. For students who drive themselves to school, there is a parking lot to the west of the entrance driveway.

School Buses: Buses enter the campus from Laurel Rd, coming through the driveway on the south side of the building. Students load/unload, and the bus circles back out through the Laurel Rd exit.

Pedestrians/Bicycles/Micromobility: Most students who travel to/from school by walking or rolling arrive via River St or by the informal path to the southwest of the school.

Transit: The Southwest route of the POINT intercity bus service runs through Cave Junction, OR. The nearest stop to Illinois Valley High School is 0.1 miles away from the school along East River St. This route only runs through Cave Junction a couple times a day in the afternoon. Route 50 of the Josephine Community Transit system runs through Cave Junction, OR. The nearest stop is at the same location mentioned above. This route runs Monday through Friday from 5:35am to 7:30pm roughly every couple of hours.

0 250 500 FEET

Illinois Valley High School

Site Plan

PREVIOUS SRTS EFFORTS OR WALKING/ BIKING ENCOURAGEMENT ACTIVITIES

Illinois Valley High School has participated in some SRTS events and activities in previous years.

Bike and Pedestrian Facilities Inventory

The crosswalks at the entrance to Lorna Byrne (at the intersection of Junction Ave and Lister St) are faded and not high-visibility.

The are sidewalks in front of Lorna Byrne Middle School, however, they do not continue all the way north to River St.

A school zone speed limit sign warns people driving of the reduced (20mph) speed limit around the middle school.

Sidewalks on the west side of Junction Ave north of the middle school are blocked by parked cars, causing pedestrians to walk in the street. There are no sidewalks on the east side.

The "School Crossing" pavement markings on Junction Ave as vehicles approach the middle school are faded.

North of the middle school, River St has bike lanes on both the north and south side of the road, as well as a narrow shoulder for pedestrians travel.

Key Themes

- Pedestrian facilities are present along Redwood Hwy and some other major streets, but there is not a consistent pedestrian network around these two focus schools. Where sidewalks exist, curb ramps should be upgraded to allow access for all users.
- Existing pavement markings near both focus schools are faded and need to be upgraded to high-visibility markings. School zone speed limit signage should also be made more visible with flashing lights.
- Speeding and driver inattention on River St are a consistent problem, according to high school staff and community members.
- There are opportunities to formalize and improve existing paths that provide off-street connections between the high school and other areas of town.

Curb ramps are missing along River St, making it difficult for people with mobility limitations to navigate the pedestrian facilities.

The intersection of River St and Redwood Hwy was recently improved with curb ramps.

There are no sidewalks on the south side of River St.

There are bike lanes on River St west of Redwood Hwy.

At the northbound approach to River St, Redwood Hwy has three lanes: straight, right-turn, and left-turn.

West of Redwood Hwy, there are sidewalks on the north side of River St.

Curb ramps along this route are not ADA-compliant.

Near Evergreen Elementary School on River St, the crosswalks are not high-visibility. There are older school zone pedestrian signs, but they lack downward arrows pointed at the crosswalk.

Boundary Rd (between River St and Lister St) does not have any designated pedestrian facilities.

Lister St also does not have any designated pedestrian facilities between Boundary Rd and Sawyer Ave.

Between Redwood Hwy and Lorna Byrne, there are sidewalks on Lister St. There is also a school zone speed limit sign and a pedestrian crossing sign.

The crosswalk at Lister St and Caves Ave is faded.

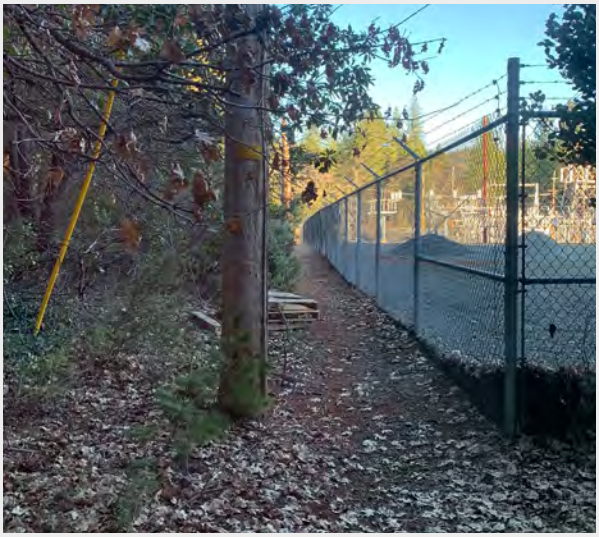
East of Sawyer Ave, there are sidewalks on the north side of Lister St. There are also partial sidewalks on the south side of Lister St.

Curb ramps on Lister St, where they exist, are not ADA-complaint.

School pavement markings on Lister St are faded.

Old Stage Rd has no pedestrian facilities. There is a crosswalk with school crossing signage, but it is not connected to any established east-west pedestrian facilities. There is a pathway that students use as a most direct route to school, but it is overgrown and on private property.

School zone speed signage is installed on Old Stage Rd.



There is an unimproved trail connecting Old Stage Rd and Illinois Valley High School.

There is another unimproved trail connecting Old Stage Rd and Jubilee Park.

Residents and school staff reported that speeding and driver inattention are consistent problems on River St north of Illinois Valley High School.

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04 NEEDS AND RECOMMENDATIONS

INTRODUCTION

This chapter outlines recommendations for construction projects as well as education and encouragement programs that address the issues identified in Chapter 3.

Infrastructure improvements make it safer and more comfortable for families to walk and bike to school and can benefit everyone who travels to school and through the school area.

In addition, education and encouragement programs are a necessary component of any successful SRTS Plan. Often, programs that get more youth walking and rolling lead to increased public support for infrastructure projects – they can be an important first step towards building out the physical elements that make walking, biking, and rolling safer and more comfortable. Also, relative to many construction projects, most education and encouragement programs are very low cost.

The recommendations for construction projects and education and encouragement programs contained in this chapter were informed by existing conditions and input from school and district staff, caregivers, students, community members, and city and county staff, and are tailored to meet the needs and interests of the school community.

Construction Project Recommendations

Construction project recommendations are shown and described on the following pages. The map on the following page is a guide to the location of recommendations described in detail in Table 1.

This Plan does not represent a comprehensive list of every project that could improve conditions for walking and bicycling in the neighborhood. Instead, it calls attention to key conflict points and potential improvements near the schools. Recommendations range from simple striping changes and signing to more significant changes to the streets, intersections, and school infrastructure. All construction projects need to be reviewed and designed by engineers and approved by the local road authority.

The recommendations are categorized into implementation timelines based on existing conditions, input from local partners, readiness of the school or community to accomplish the recommendation, resources available and other factors:

- **Short term:** within a year
- **Medium term:** 1-3 years
- **Long term**: 3-5 years

Implementation takes place continuously over time, with cooperation amongst partners and often, new sources of funding. Appendix F lists a variety of funding sources that can be used to implement the recommendations outlined in this section.

PEDESTRIAN FACILITIES

Pedestrian facilities offer an alternative solution to create safe space for people walking and rolling. In rural contexts, complete sidewalks with curb and gutter can prove cost prohibitive.

Pedestrian facilities can offer temporary or permanent solutions that that are appropriate on roads with low to moderate speeds and volumes. A pedestrian lane, for example, is a designated space on the roadway for exclusive use of pedestrians.[1] The lane may be on one or both sides of the roadway and can fill gaps between important destinations in a community.

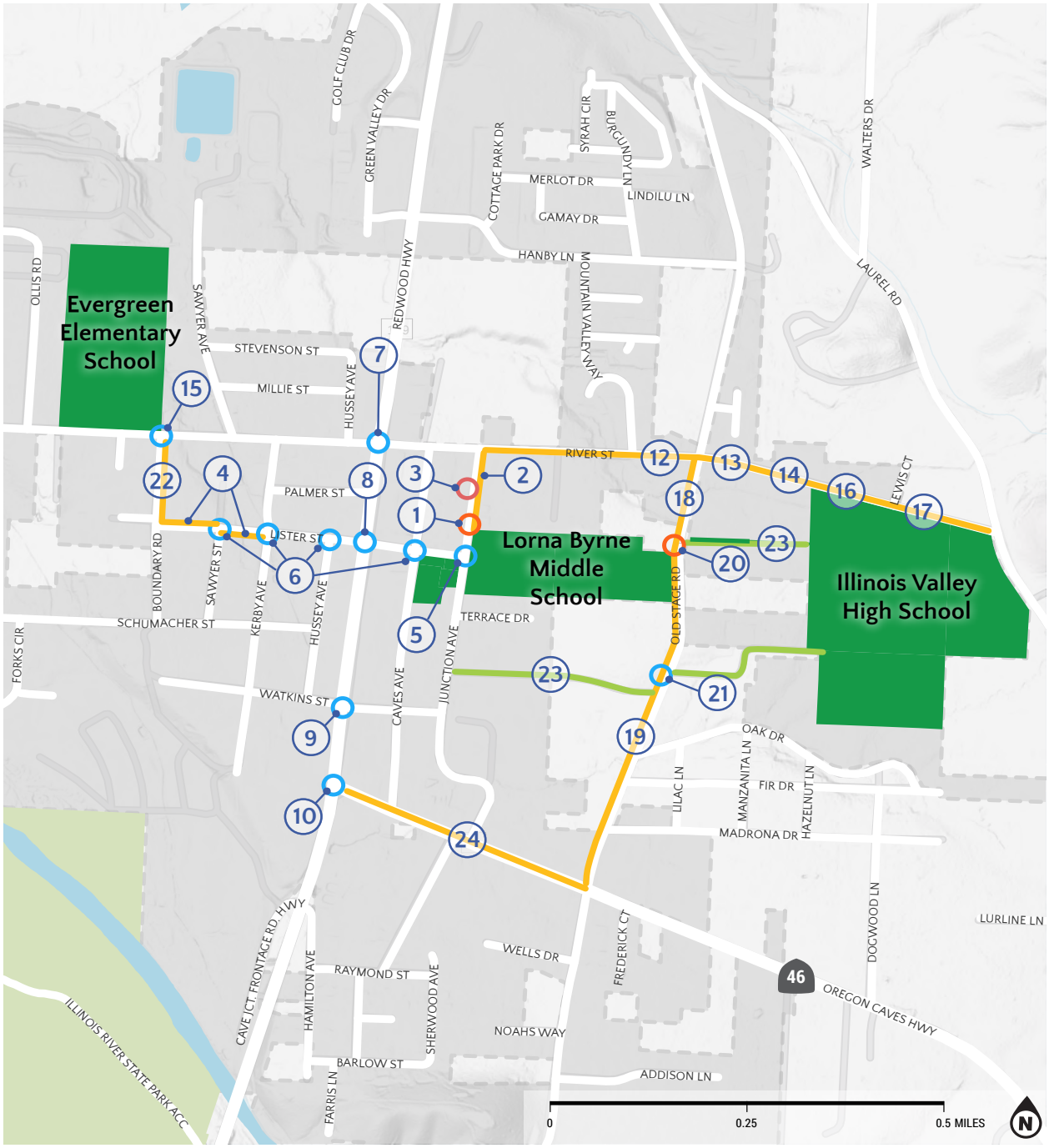
Other types of pedestrian facilities include curb or bollard-protected shoulders, striped buffers, or curb-protected sidewalks. Importantly, these facilities should still include tactile strips and remain ADA-accessible.

BENEFITS

- Provide a stable surface off of the roadway for pedestrians to use when sidewalks or side paths are deemed impractical or otherwise undesirable.
- Can provide visual indication of prioritized connection to community amenity.
- Require minimal roadside infrastructure and no impacts to stormwater management if existing pavement is used.
- May reduce "walking along roadway" crashes.
- Lack the built curb and gutter infrastructure of a sidewalk or other facility.

See Appendix E for examples.

1 Small Town and Rural Design Guide. Center for Prevention at Blue Cross and Blue Shield of Minnesota. https://ruraldesignguide.com/introduction



CAVE JUNCTION SCHOOLS IMPROVEMENT RECOMMENDATIONS

- Street Improvement
- Off-Street Improvement (Trail/Path)
- Crossing Improvement
- Signage Improvement
- Other Improvement
- Railroad
- School Property
- Parks
- Water
- City Boundary

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Oregon Department of Transportation
Safe Routes to School

Table 1. Lorna Byrne Middle School and Illinois Valley High School Infrastructure Needs and Recommendations

Rec #	Recommendation	Timeline	Agency Responsible
	Junction Avenue		
01	Repaint the faded School Xing pavement markings on Junction Ave between River St and Lister St. Replace existing School Zone Speed Limit Signage ("When Children Are Present") on Junction Ave (north and south of the intersection of Junction Ave and Lister St with "When Flashing" and add flashing beacon, which will be turned on during arrival and dismissal.	Medium term	City of Cave Junction
02	Install sidewalk along the east side of Junction Ave between Lorna Byrne Middle School and E River St.	Long term	City of Cave Junction
03	Enforce city code preventing parking on the west sidewalk on Junction Ave between River St and Lister St. Work with the property owner to reorient their parking, stipe clarifying parking lines, and/or clarify rules with tenants.	Short term	City of Cave Junction
	Lister Street		
04	Install sidewalks on Lister St: • On the north side of the street between Boundary Ave and Sawyer St, connecting to existing sidewalk that begins at Sawyer. • On the south side of Lister St between Sawyer St and Kerby Ave.	Medium term	City of Cave Junction
05	Install high-visibility crosswalks and ADA-compliant curb ramps on all four legs at intersection of Lister St and Junction Ave. Replace signs with high-visibility signage. Add "school crossing ahead" signage on all three approaches. Repaint school crossing pavement markings to improve visibility.	Medium term	City of Cave Junction
06	Install high-visibility crosswalks and ADA-compliant curb ramps at Lister St and: • Sawyer St • Kerby Ave • Hussey Ave • Caves Ave	Medium term	City of Cave Junction

Rec #	Recommendation	Timeline	Agency Responsible
	Redwood Highway		
07	At the intersection of Redwood Highway and River St, evaluate traffic and consider lane configurations at intersections in order to add improvements/reduce crossing distance. Also consider improvements for pedestrians and bicyclists at intersection. Evalution the potential for lighting improvement, lane use changes or reduction of vehicle lanes, corner radii adjustment, or addition of curb extensions, or bull-nose islands to reduce turning speeds.	Short term	ODOT
08	Improve illumination at Redwood Highway and Lister St. Consider improvements for pedestrians and bicyclists at intersection, including curb extensions..	Short term	ODOT
09	Upgrade intersection at Redwood Highway and Watkins St with ADA compliant ramps. Improve illumination.	Medium term`	ODOT
10	Improve illumination at Redwood Highway and Hwy 46 (Caves Hwy). Improve illumination. Consider improvements for pedestrians and bicyclists at each intersection, including curb extensions.	Medium term	ODOT
11	Consider improvements for pedestrians and bicyclists at each intersection, including curb extensions.	Long term	ODOT
	River Street		
12	Address pot holes and drainage issues along E River St	Short term	Josephine County
13	Restripe existing bike lanes and add / refresh bike lane pavement markings. Install bike lane signage along E River St.	Short term	Josephine County
14	Install pedestrian facility along the south side of E River St. Add ADA-compliant curb ramps and high-visibility crossings at: • N Caves Ave • N Junction Ave • Nolan Rd • Old Stage Rd	Short term	Josephine County
15	Upgrade crosswalks to high-visibility continental markings on the east and south legs of intersection of River St and Boundary Rd, near Evergreen Elementary School, and install ADA compliant ramps and add illumination.	Short term	Josephine County
16	Consider adding traffic calming measures along River St (rumble strips, stripe narrower lanes, etc.)	Short term	Josephine County

Rec #	Recommendation	Timeline	Agency Responsible
17	Install School Zone crossing sign (MUTCD S1-1) and downward diagonal arrow (MUTCD W16-7P) close to the existing school crosswalk at west-bound and east-bound approaches along W River St. Add "Ahead" signage to the existing School Zone crossing assembly located in advance of the crossing.	Medium term	Josephine County
	Old Stage Road		
18	Construct a pedestrian facility (see note on page 30) along the west side of Old Stage Rd between River St and Oregon Caves Hwy.	Short term	Josephine County
19	Provide pedestrian-oriented lighting along Old Stage Rd, including at the crossing recommended in #22.	Short term	Josephine County
20	Upgrade mid-block crossing on Old Stage Rd to high-visibility continental crosswalk markings. Repaint School Xing pavement marking to improve visibility.	Short term	Josephine County
21	Move the existing crossing south to meet up with the existing path to the east (and the community field to the west). Upgrade crosswalk to high-visibility continental crosswalk markings. Add illumination. Consider adding Rectangular Rapid Flashing Beacon (RRFB).	Short term	Josephine County
	Boundary Road		
22	Paint fog line stripes along the sides of the Boundary Rd between River St and Lister St to delineate the travel lane width and encourage people driving to slow down. Add a pedestrian facility (see note on page 30) to the east side of Boundary Road		
	Off-street Paths near Illinois Valley High School		
23	Reopen and maintain the path connecting Old Stage Rd to Illinois Valley High School. Consider grading and/or surface treatments to improve accessibility. Where the path crosses Old Stage Rd, install a midblock crossing with continental-style markings and signage (described in greater detail in #20 and #22) to alert drivers of people following this path.	Medium term	City of Cave Junction, Josephine County
	Caves Highway		
24	Add a pedestrian facility along Caves Highway.	Medium term	ODOT
	Other		
*	Consider improving drop-off and pick-up circulation at Evergreen Elementary School.		

Education and Encouragement Program Recommendations

The programs outlined in this section are intended to increase awareness, understanding, and excitement for walking and rolling to school. Table 2 includes additional details about each recommended program including a brief description, suggested leads, timeline, and resources.

Suggested walking routes were also developed with project partners, based on community input and findings from the bike and pedestrian facility inventory. The Suggested Route Map provided on page 37 illustrates the future network of suggested routes for students and families to consider when planning how to walk and bike to school. It also provides a School Commute network for the City to focus future infrastructure investments along the most important routes to school.

The Oregon Department of Transportation (ODOT) SRTS Program provides technical assistance to support local SRTS efforts. This support includes:

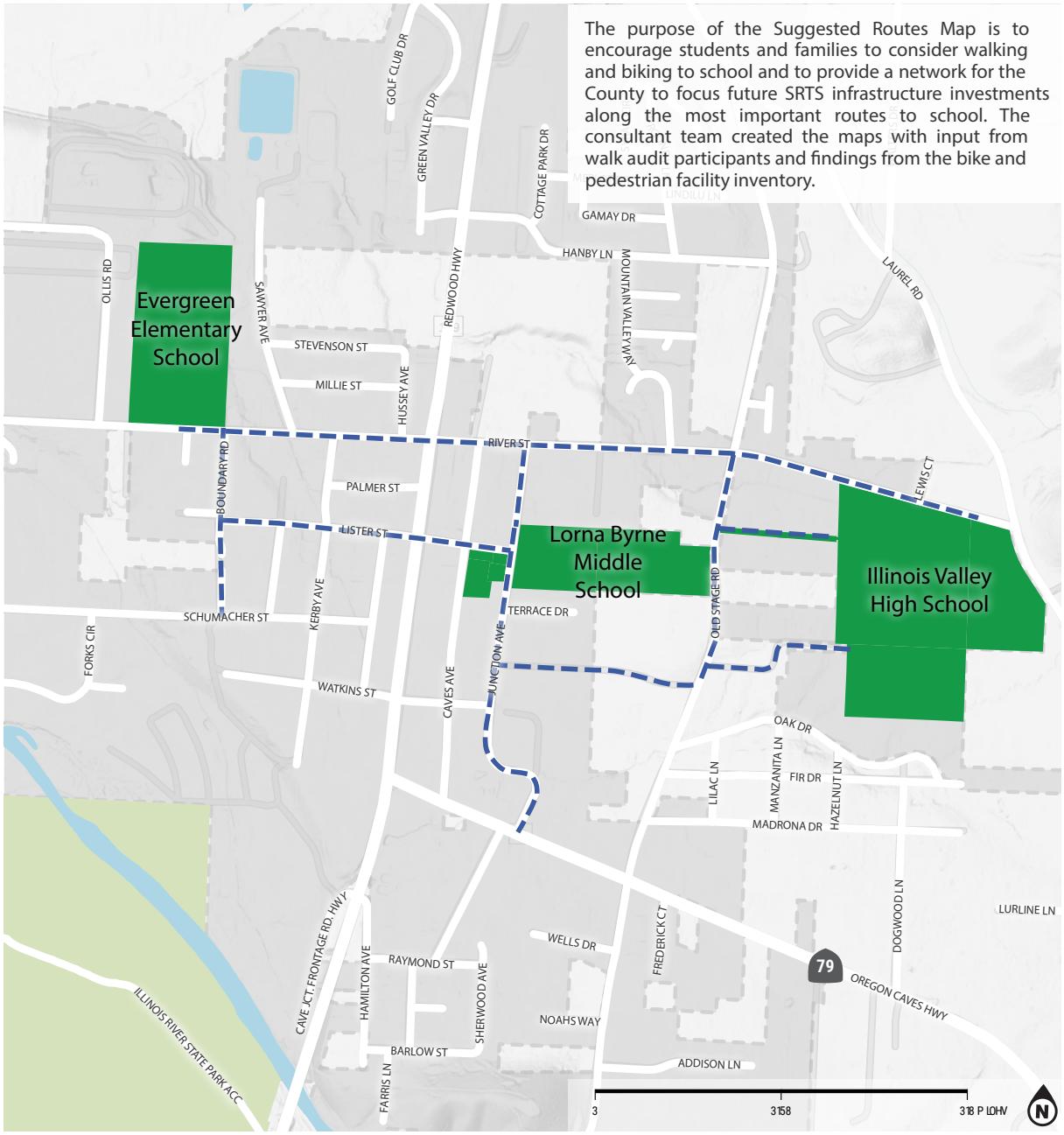
1. Coordination between practitioners through Regional Hubs (see call-out below) https://www.oregonsaferoutes.org/contact
2. Trainings and resource guides, which can be found on the Oregon SRTS website https://www.oregonsaferoutes.org/resources/
3. Incentives, activities, and messaging for monthly Walk+Roll events https://www.oregonsaferoutes.org/walkroll/
4. Bicycle and pedestrian safety trainings and a loaner bike fleet - coming in 2022

Learn more and keep in touch by signing up for the ODOT SRTS Newsletter: https://www.oregonsaferoutes.org/

CONNECT WITH YOUR ODOT SRTS REGIONAL HUB COORDINATOR

The ODOT SRTS Program can 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 holds Regional Hub meetings 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 Cave Junction are a part of the Central, Eastern and Southern Regional SRTS 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.



SUGGESTED WALKING AND BIKING ROUTES

- Suggested Route (with Improvements)
- Railroad
- School Property
- Parks
- Water
- City Boundary

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Oregon Department of Transportation
Safe Routes to School

Table 2. Lorna Byrne Middle School and Illinois Valley High School Education and Encouragement Recommendations

Activity	Responsible Party	Description (Additional details provided on following page)	Timeline	Resources Needed	Inclusion Considerations	Measures of Success
Parent Education and Outreach	Lorna Byrne Middle School, Illinois Valley High School	Travel safety tips for parents aimed at people walking, biking, driving, or riding the bus. For IVHS, place a particular emphasis on driver behavior, including a reminder about speeding on River St.	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
Safe Routes to School Coordinator Position	Three Rivers School District	Consider applying for funding for a Safe Routes to School Coordinator for Josephine County through the ODOT Competitive Education Grant.	Short term	Example job description and application materials	Include in the scope of this grant funds for translation of materials and programs where necessary	Receipt of funding from ODOT, and hiring of a SRTS Coordinator
Pedestrian and Bike Safety Education	SRTS Coordinator (if applicable), Lorna Byrne Middle School, Illinois Valley High School	Work through after-school programs or within existing education curriculum (where possible) to provide pedestrian and bicycle safety education to students. Place a particular emphasis on safe crossing behavior and route planning.	Medium 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
Community School Safety Campaign	Lorna Byrne Middle School, Illinois Valley High School	A school zone safety campaign can be used to share simple safety messages and increase the visibility of the school zone.	Medium term	Outreach materials	Provide materials in Spanish, or other languages as needed..	Feedback from families; observations from school leadership
Walking School Bus and Bike Train	SRTS Coordinator, Parents/Caregivers	Depending on parent/caregiver interest, a future SRTS coordinator could organize walking school buses and/or bike trains. Additionally, events could be held periodically to raise awareness of these options among students and families.	Short term	Communications to parents, routes and meet-up points, signs, staff/ volunteer time	Provide materials in Spanish, or other languages as needed. Consider how students with mobility challenges could participate.	Number of students participating; feedback from families
Walk + Roll to School Day	SRTS Coordinator, Lorna Byrne Middle School, Illinois Valley High School	Organize a Walk + Roll to School Day to encourage and celebrate walking and biking at the school. This could also be a good time to organize a pilot Walking School Bus or Bike Train. Prize/incentive donations could be solicited from local businesses.	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

PARENT EDUCATION AND OUTREACH

Parents are the primary decision-makers about how their students 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 include:

- The Oregon SRTS website has a host of safety tips for parents who are interested in their student walking and biking to school. Also, sign up for the newsletter to get current materials and seasonal safety tips
- The National Center for SRTS offers tools and training to provide communities the technical support they need to make community-enhancing decisions.

SAFE ROUTES TO SCHOOL COORDINATOR POSITION

A designated individual who is tasked with coordinating and championing Safe Routes to School can greatly increase the likelihood of program success. A SRTS coordinator is usually charged with scheduling, publicizing, and administering SRTS programming, including encouragement events, educational activities, safety campaigns, Walking School Buses and Bike Trains for students and their families. This person is also responsible for coordinating between various involved jurisdictions, community groups, and community stakeholders to promote SRTS as a priority.

Funding for SRTS Coordinators is available through ODOT's competitive Education Grant process, as well as some regional and local governments.

TRAFFIC SAFETY CAMPAIGN

A school traffic safety campaign can share simple safety messages and increase the visibility of the school zone and families traveling in the area. Focus outreach during back to school time, as the weather turns and time changes in the late fall, and during the early spring months, to address seasonal visibility issues. Resources include:

- The Oregon SRTS website has a host of banners, brochures, and other materials that schools can use to raise drivers' awareness of students traveling in a school area. Order materials from the ODOT Storeroom and check the www.oregonsaferoutes.org website for current incentives and outreach materials available.
- The Drive Like It campaign offers yard signs, safety kits, 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. Lessons are usually during PE classes or after school and may be one-time Bike Rodeos or multi-day courses.

Resources 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.

WALKING SCHOOL BUS/BIKE TRAIN

In a walking school bus, a group of students walks together to school, accompanied by one or two adults (usually parents or guardians of the students 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.

ODOT's SRTS Website has resources and tips to get started, including a 2021 webinar on the topic

WALK + ROLL TO SCHOOL DAYS

Walk+Roll events encourage and celebrate students walking and rolling to school.

Keep the momentum going year-round with ODOT SRTS' monthly themes:

September: Back to School

October: International Walk to School Day

November: Ruby Bridges Walk to School

February and March: Winter Walk+Roll

April: Earth Month

May: Bike Month

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 include:

- Schools in Oregon can order incentives to support and promote Walk + Roll to School Day.
- King County Metro in the Seattle area has a Tool Kit with resources to plan a Walk + Roll to School Day event.
- 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.

05

IMPLEMENTATION

INTRODUCTION

This chapter identifies high priority projects and provides guidance for implementation, including information about the ODOT SRTS Competitive Grants.

One of the goals of the PIP Process is to identify and refine specific projects that are eligible for the ODOT SRTS Infrastructure Grant and prepare jurisdictions to apply for the funding. This chapter describes the community-driven process to prioritize recommendations for the Competitive ODOT SRTS Infrastructure Grant Application, as well as additional project-related details that will be needed to complete the application.

Project Prioritization Process

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

Participants found safety to be the most important factor, while also recognizing that equity, student density, and proximity to school was essential when considering projects. Participants discussed the trade-offs between feasibility and safety, deciding that they would be interested in looking at both short-term highly-feasible improvements but also considering a long-term approach that maximized safety.

Prioritization Criteria

How should we prioritize projects in your community?

SAFETY ★

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

PROXIMITY TO SCHOOL

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

EQUITY

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

COMMUNITY-IDENTIFIED NEED

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

STUDENT DENSITY

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

FEASIBILITY

Projects should be prioritized based on their location on or along a street that is already Planned for improvements, their cost, or other feasiblity measures that make them most achievable in the short term.

★ *Prioritization criteria identified as the most important to the community*

High Priority Construction Projects

The following are top priority improvements recommended for the Competitive ODOT SRTS Infrastructure 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, as well as the County's ability to influence their improvment. Josephine County will be the relevant party to prepare the Competitive ODOT SRTS IN Grant and ODOT Community Path Applications for these projects.

Table 4 (page 45) provides a planning-level cost estimate for each recommendation to the City. Table 5 (page 46) provides additional project-specific information needed for ODOT grant applications.

Table 3 on the following page lists top-priority SRTS locations that emerged from community engagement and the school walk audits.

Table 3. Cave Junction Implementation Priority Projects

PROJECT DESCRIPTION	PLANNING-LEVEL COST ESTIMATE
Old Stage Road	
Pedestrian facility (Old Stage Rd west side, River St to Oregon Caves Hwy)	$397,895
Pedestrian lighting (Old Stage Rd west side, River St to Oregon Caves Hwy	$440,000
Reinstall "School Xing" markings (Old Stage Rd between Oak Dr and East River St)	$1,680
Relocate pedestrian crossing (Old Stage Rd between Oak Dr and East River St)	$28,260
River Street	
Bike lane maintenance and enhancements (East River St, Old Stage Rd to IVHS)	$17,000
Pedestrian crossing enhancements (West River St at Boundary Ave)	$17,427
Traffic calming improvements (East River St, Redwood Hwy to IVHS)	$46,800
Total Estimated Project Cost (inc. construction items, engineering, contingency, and soft costs)	**$1,998,762**

Table 4. Project Details for ODOT Competitive Infrastructure Grant

PROJECT DESCRIPTION	RESPONSE FOR JOSEPHINE COUNTY
Relevant Right of Way ownership	Varies
Utility implications and opportunities to mitigate	N/A
Environmental resource implications	N/A
Stormwater management implications	N/A
Near a railroad? Or bridge, tunnel, retaining wall affected?	No
AADT	Unknown
Priority Safety Corridor	No

Next Steps

With an SRTS Plan in place, it's time to shift attention to implementation.

The strategies identified in this Plan may seem overwhelming at first. Just remember that anything you can do to make walking, biking, and rolling to school safer, easier, and more fun for students is a step in the right direction. Here are some things to remember:

START SMALL

Small actions can have a big impact, especially when it comes to building support, interest, and momentum for bigger initiatives.

FOCUS ON EQUITY

Not everyone has equal opportunities to walk and bike to school. Identify and prioritize strategies to address and overcome barriers that disproportionately impact the most vulnerable students.

BUILD PARTNERSHIPS

Look for opportunities to strengthen existing partnerships and build new ones. Reach out to caregivers, community members, local agencies and community organizations, and other partners to expand capacity and support for SRTS initiatives.

EMPOWER STUDENTS AS LEADERS

Student-led initiatives can generate enthusiasm and improve social conditions for SRTS. Empower students to take ownership of programs to raise awareness, build excitement, and expand opportunities for their peers to walk and bike to school.

TRACK PROGRESS

Continue to track trips and survey caregivers and students about their experiences walking, biking, and rolling to school. Conducting regular evaluation will help your team understand what works and what doesn't work and allocate resources accordingly. Consider reporting annually on progress.

CELEBRATE SUCCESS

Take time to recognize efforts and celebrate progress. Whether it's changing travel habits, achieving a major milestone, implementing an infrastructure improvement, launching a new program, or hosting a successful event, recognize and celebrate success.

06

APPENDICES

APPENDICES

APPENDIX A. FOR MORE INFORMATION

This appendix provides contact information for state and national SRTS program resources as well as school partners.

NATIONAL RESOURCES

Safe Routes to School Data Collection System

http://www.saferoutesdata.org/

Pedestrian and Bicycle Information Center

http://www.pedbikeinfo.com/

National Center for Safe Routes to School

http://www.saferoutesinfo.org/

Safe Routes to School Policy Guide

http://www.saferoutespartnership.org/sites/default/files/pdf/Local_Policy_Guide_2011.pdf

School District Policy Workbook Tool

https://www.changelabsolutions.org/product/safe-routes-school-district-policy-workbook

Safe Routes to School National Partnership State Network Project

http://www.saferoutespartnership.org/state/network

Bike Train Planning Guide

http://guide.saferoutesinfo.org/walking_school_bus/bicycle_trains.cfm

10 Tips for SRTS Programs and Liability

http://apps.saferoutesinfo.org/training/walking_school_bus/liabilitytipsheet.pdf

Tactical Urbanism and Safe Routes to School

http://www.saferoutespartnership.org/resources/fact-sheet/tactical-urbanism-and-safe-routes-school

STATE RESOURCES

The Oregon Department of Transportation (ODOT) SRTS Program provides technical assistance to support local SRTS efforts. This support includes:

1. Coordination between practitioners through Regional Hubs that meet monthly https://www.oregonsaferoutes.org/contact
2. Trainings and resource guides, which can be found on the Oregon SRTS website https://www.oregonsaferoutes.org/resources/
3. Incentives, activities, and messaging for monthly Walk+Roll events https://www.oregonsaferoutes.org/walkroll/
4. Bicycle and pedestrian safety trainings and a loaner bike fleet - coming in 2022

Learn more and keep in touch by signing up for the ODOT SRTS Newsletter: https://www.oregonsaferoutes.org/

APPENDIX B. SRTS TALKING POINTS

To ensure a successful SRTS program, it is crucial to get school principals and other school administration leaders the communications resources they need to share the importance of SRTS with caregivers. To get these leaders involved initially, in-person meetings are a great start and opportunity to share SRTS goals and potential activities for the year. This gives school leaders a chance to learn more about the program, but also share thoughts and ideas unique to their school. Share with them the academic benefits: students that walk or bike to school arrive awake, alert, and ready to learn, and physical activity before school increases academic performance and reduces student absences.

The following list of facts and statistics can be used by principals and other SRTS advocates in communications materials to share the benefits of a SRTS program. These points have been collected from national sources, and apply to all schools and school districts: big or small, urban or rural, etc.. They are intended to be used in communication materials such as school newsletters, emails, school websites, social media posts, signs, videos, and direct communications with caregivers (including handouts, emails, texts, automated calls, etc.). Except where otherwise noted, the following are based on research summarized by the National Center for Safe Routes to School. More information, including primary sources, can be found at http://guide.saferoutesinfo.org.

Traffic: Costs, Congestion, and Safety

- In 1969, half of all US students walked or biked to school; by 2009, that number had dropped to just 13 percent.
- In the United States, 31 percent of students in grades K–8 live within one mile of school; 38 percent of these students walk or bike to school. You can travel one mile in about 20 minutes by foot or six minutes by bicycle.
- Personal vehicles taking students to school accounted for 10 to 14 percent of all personal vehicle trips made during the morning peak commute times. Walking, bicycling, and carpooling to school reduces the numbers of cars dropping students off, reducing traffic safety conflicts with other students and creates a positive cycle—as the community sees more people walking, biking, and rolling, more people feel comfortable walking and bicycling.
- Reducing the miles caregivers drive to school by just one percent would reduce 300 million miles of vehicle travel and save an estimated $50 million in fuel costs each year.
- Did you know that as more people bicycle and walk, biking and walking crash rates decrease? This is also known as the ‘safety in numbers’ principle. As more families walk and bike to school, streets and school zones become safer for everyone.

Health: Physical Activity and Obesity

- The U.S. Department of Health and Human Services recommends that children do one hour or more of physical activity each day. Walking just one mile each way to and from school would meet two-thirds of this goal.
- Studies have found that students who get regular physical activity benefit from healthy hearts, lungs, bones, and muscles; reduced risk of developing obesity and chronic diseases; and reduced feelings of depression and anxiety. Teachers also report that students who walk or bike to school arrive at school alert and "ready to learn."
- Researchers have found that people who start to include walking, biking, and rolling at part of everyday life (such as the school commute trip) are more successful at sticking with their increased physical activity in the long term than people who join a gym.
- One recent study showed that students who joined a "walking school bus" ended up getting more physical activity than their peers. In fact, 65 percent of obese students who participated in the walking program were no longer obese at the end of the school year.
- Childhood obesity rates have more than tripled in the past 30 years, while the number of students walking, biking, and rolling to school has declined. According to the 2009 National Household Travel Survey, 13 percent of students between the ages of five and 14 walked or biked to or from school, compared to 48 percent in 1969.

Environment: Air Quality, Climate Change and Resource Use

- Did you know? When you walk, bike, or carpool, you're reducing auto emissions near schools. Students and adults with asthma are particularly sensitive to poor air quality. Approximately 5 million students in the U.S. suffer from asthma, and nearly 13 million school days per year are lost due to asthma-related illnesses.
- Did you know that modern cars don't need to idle? In fact, idling near schools exposes students and vehicle occupants to air pollution (including particulates and noxious emissions), wastes fuel and money, and increases unnecessary wear and tear on car engines. If you are waiting in your car for your student, please don't idle – you'll be doing your part to keep young lungs healthy!
- Families that walk two miles a day instead of driving will, in one year, prevent 730 pounds of carbon dioxide from entering the atmosphere.
- Short motor-vehicle trips contribute significant amounts of air pollution because they typically occur while an engine's pollution control system is cold and ineffective. Thus, shifting 1 percent of short automobile trips to walking or biking decreases emissions by 2 to 4 percent.
- Eight bicycles can be parked in the space required for just one car.

APPENDIX C. PLANNING PROCESS

The Cave Junction SRTS Plan Process

Project Initiation

The first step in the Planning process was to collect data and information to support evaluation of existing conditions. This included two meetings with the Project Management Team (PMT) to identify issues and opportunities related to SRTS. Existing Conditions information is included in Chapter 3 and Appendix D.

School Safety Assessment

The School Safety Assessment included the walk audit observations, virtual community meetings, and a bike and pedestrian facility inventory.

WALK AUDIT

During the walk audit, the PMT observed traffic conditions, travel patterns, and behaviors for all modes of travel during arrival or dismissal at each school. Before each walk audit, the team gathered to identify key routes and locations for observation.

COMMUNITY MEETING

The School Safety Assessment community meeting was an opportunity for school leadership, roadway jurisdiction staff, teachers, and parents to discuss barriers to walking and biking to school, and brainstorm ideas for how to overcome them. The meetings were held directly after each walk audit. Meeting participants discussed the typical routes that students who walk and bike take to and from school, points of conflict between people driving and walking/biking, ongoing SRTS programming and some additional ideas for education and engagement events at the school.

BIKE AND PEDESTRIAN FACILITY INVENTORY

The bike and pedestrian facility inventory documented existing infrastructure, focusing on all streets within a quarter mile of all schools. The 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.

Review Process

Following the School Safety Assessments, initial recommendations were prepared and shared with the PMT for review. The PMT met to discuss the recommendations, and to identify priority projects for the Competitive ODOT SRTS Infrastructure Grant. Once this was complete, a Draft SRTS Plan was prepared and underwent both PMT review as well as Public Review in the form of an online interactive PDF document.

APPENDIX D. EXISTING CONDITIONS

Plan Review

CITY OF CAVE JUNCTION TRANSPORTATION SYSTEM PLAN (2001)

According to the City of Cave Junction Transportation System Plan (TSP), the current land use plan for Cave Junction is already designed to minimize vehicle travel, as most commercial and employment destinations are located in the downtown core and along Hwy 199. The City values its pedestrian and bicycle-friendly character and seeks to provide for alternative travel modes, but as a small jurisdiction, it has found it difficult to fund active transportation projects.

As the primary transportation planning document for the City of Cave Junction, the 2001 TSP provides an overarching structure for proposed infrastructure changes in the area surrounding the target schools. The TSP identifies the following active transportation improvement projects in the vicinity of the two focus schools:

CITY OF CAVE JUNCTION TRANSPORTATION SYSTEM PLAN (2014)

In terms of active transportation planning, Cave Junction's 2014 TSP includes improvement projects that propose both a pedestrian and bikeway priority network.

Traffic findings

During the PM peak hour, the majority of the non-motorized traffic is coming from the east and traveling west. The peak hour encompasses the end of the school day, which would coincide with the higher amount of pedestrian traffic. River Street provides indirect access to the middle school, and direct access to the high school, which could account for the higher non-motorized movements on this facility.

Table 5. Active Transportation Improvement Projects (Source: Cave Junction TSP, 2001)

STREET	EXTENTS	RECOMMENDED IMPROVEMENTS
Redwood Hwy	North City Limits to South City Limits	Bicycle Shoulders, Curb cuts at intersections
Redwood Hwy	North City Limits to River St	Sidewalks
Redwood Hwy	Oregon Caves Hwy to South City Limits	Sidewalks, Bike lanes
Oregon Caves Hwy	Redwood Hwy to East City Limits	Bicycle lanes, Sidewalks
Laurel Rd	Redwood Hwy to East CL	Bicycle lanes
Old Stage Rd	Laurel Rd to South CL	Bicycle lanes, Sidewalks
Lister St	Boundary St to Junction Ave	Bicycle lanes
Watkins St	West end to Junction Ave	Bicycle lanes
River St	Old Stage Rd to Hwy 199	Sidewalks
River St	Boundary to Daisy Hill Rd	Sidewalk on north side of road.
Junction Ave	River St to Watkins St	Provide bicycle access to Lorna Byrne MS

TSP Policies that relate to SRTS initiatives:

- The City shall encourage ODOT to provide crosswalks at all signalized intersections. Crosswalks at controlled intersections should be provided near schools, commercial areas, and other high volume pedestrian locations.
- The City shall encourage schools, safety organizations, and law enforcement agencies to provide information and instruction on pedestrian safety issues that focus on prevention of the most frequent accident causes. The programs shall educate all roadway users of their privileges and responsibilities when driving, bicycling and walking.

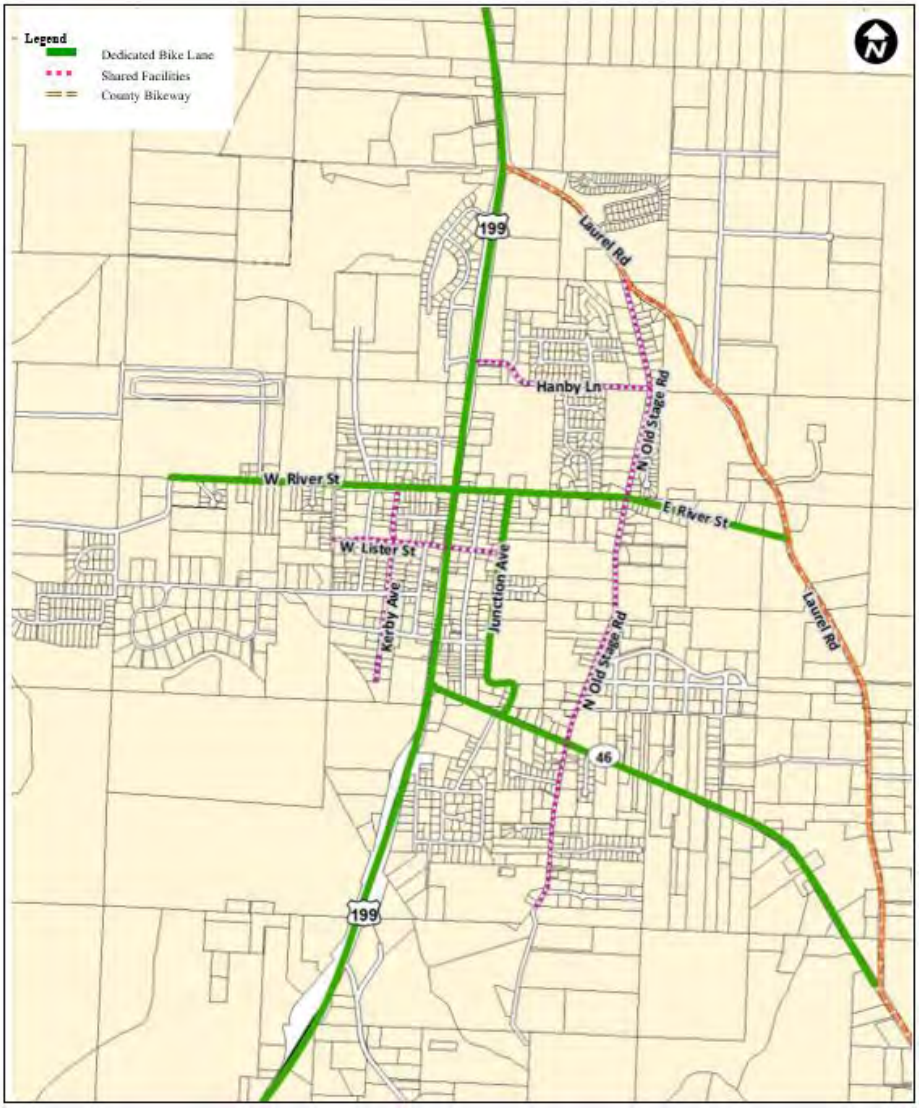
Bikeway Priority Network

The City's bikeway priority network is a proposed system of interconnected bicycle routes (Figure 1) that would allow residents to travel to and from destinations within the city conveniently. Along with the bike facilities, a system of wayfinding would also be implemented to help people navigate the network.

The proposed bikeway priority network would have three types of bikeways:

1) Dedicated bike lanes (5-7 ft wide): high-priority routes that provide direct, relatively unimpeded access between residential neighborhoods and local destinations such as downtown Cave Junction,

Planned Bicycle Improvements in Cave Junction



schools, transit stops and parks. Potential for dedicated facilities with striped bike lanes would be prioritized by roadway classification in conjunction with concept BP-3: Safe Routes to School Program and include the following roads:

- Arterials: US 199 and OR 46
- Collectors: River Street
- Local: Junction Avenue

2) Shared facilities (using sharrow markings and signage): These neighborhood routes would be located mostly on calm residential streets with low traffic volumes and speeds. They are designed to provide safe, comfortable, low-stress access to short-distance destinations within neighborhoods and are designed for individuals of all bicycling confidence levels and families of all ages.Potential for dedicated facilities with striped bike lanes would be prioritized by roadway classification in conjunction with concept BP-3: Safe Routes to School Program and include the following roads:

- Collectors: Old Stage Road, Hanby Lane and Lister Street
- Local: Kerby Avenue

3) County bikeways: County bikeways are routes on County roads and would not include any particular marking or signage. The 2014 TSP states that people driving would generally have to cross over into the adjacent travel lane when a bicyclist was present on the roadway. Roadways identified as bikeways in the County TSP are:

- Arterials: OR 46 (East of Laurel Road)
- Collectors: Laurel Road

Additional cost information about these specific projects is provided on pages 59-60 of the 2014 TSP.

Sidewalk Priority Network

The 2014 TSP also identifies sidewalk gaps within the City, especially on the following major segments:

- River Street east of US 199
- OR 46
- US 199 north of River Street

The new or improved connections listed in Table 6 (on the following page) are recommended to improve pedestrian mobility and access to local destinations such as schools, parks, and downtown destinations. Priority should be given to collectors and arterials as they provide the "backbone" to the system. Some of the segments are under County jurisdiction but are provided to identify what it would take to complete the system.

Safe Routes to School Program

The City of Cave Junction is bisected by US 199. While the highway provides quick north-south automobile access, it also is an impediment to school children whose school is located on the side opposite of their home. Additionally, there are many streets that are either partially built (truncated), or have minimal amenities (i.e., no bicycle or pedestrian amenities). This infrastructure makes walking and biking to school difficult for children and the adults who may accompany them.

The Safe Routes to School Program seeks to provide a safe, continuous local network of streets that provide both pedestrian and bicycle access, along with their vehicular counterpart. The list below identifies roadways anticipate to need bike and pedestrian improvements based on SRTS school programming.

SRTS Bike and Pedestrian Improvements:

- US 199 (from North City Limits to South City Limits) – bike lanes and sidewalks [ODOT]
- OR 46 (from US 199 to Eastern City Limits) – bike lanes and sidewalks [ODOT]
- W River St (from Daisy Hill Lane to US 199) – bike lanes and sidewalks [City]
- E River St (from US 199 to Old Stage Rd) – bike lanes and sidewalks [City]
- E River St (from Old Stage Rd to Laurel Rd) – bike lanes and sidewalks County]
- Old Stage Rd (from Hanby Ln to E River St) – sidewalks [County]
- Junction Ave (from E River St to OR 46) – bike lanes and sidewalks [City]
- Shadowbrook Dr (from Mt. Valley Way to E River St) –sidewalks [City]

Table 6. Priority Sidewalk Improvements (Source: Cave Junction TSP, 2014)

ROADWAYS	FROM	TO	JURISDICTION
Arterial / Collector Roadways			
US 199	N City Limits	River St	ODOT
US 199 (West)	Pedestrian X-ing	Watkins St	ODOT
US 199 (East)	OR 46	S City Limits	ODOT
OR 46	US 199	Keller Ln	ODOT
W River St	Daisy Hill Ln	US 199	City
E River St	US 199	Old Stage Rd	City
E River St (North)	Old Stage Rd	Laurel Rd	County
W Lister St (North)	Boundary Ave	Sawyer Ave	City
W Lister St (South)	Boundary Ave	Kerby Ave	City
E Lister St (North)	US 199	Junction Ave	City
W Watkins St (North)	End of Street	US 199	City
W Watkins St (South)	End of Street	200 feet east of Kerby Ave	City
E Watkins St (North)	Caves Ave	Junction Ave	City
Old Stage Rd	Laurel Rd	E River St	County
Old Stage Rd	OR 46	S City Limits	County
Local Roadways			
Laurel Rd	US 199	Old Stage Rd	City
Bumblebee Ln	Old Stage Rd	Honeybee Ln	City
Honeybee Ln	North End	South End	City
Shadowbrook Dr	E River St	Cul-de-sac	City
Too Far South Ln (West)	W River St	Cul-de-sac	City
N Tracy Ln	W River St	Cul-de-sac	City
Sawyer Ave	W River St	North End	City
Stevenson St	Sawyer Ave	East End	City
Millie St	Sawyer Ave	East End	City
Golf Club Dr	US 199	Terminus	City
Green Valley Dr	Golf Club Dr	S of Hanby Ln	City
Cottage Park Dr	Green Valley Dr	US 199	City
Boundary Ave	W River St	Terminus	City
S Sawyer Ave	W Lister St	Schumacher St	City
S Kerby Ave (West)	N of Schumacher St	Schumacher St	City
S Kerby Ave (East)	W Lister St	Schumacher St	City
S Kerby Ave	Schumacher St	S Terminus	City
S Hussey Ave (East)	W Lister St	W Watkins St	City

ROADWAYS	FROM	TO	JURISDICTION
Schumacher St (North)	Vineyard Pl	Boundary Ave	City
Schumacher St (South)	Forks Cir	S Kerby Ave	City
Schumacher St	S Kerby Ave	S Hussey Ave	City
W Palmer St (North)	N Kerby Ave	US 199	City
Daisy Hill Rd	W River St	Vineyard Pl	Private
Mountain Valley Wy	Shadowbrook Dr	S of Tennessee Vw	City
N Caves Ave	E River St	E Lister St	City
Roadways			
N Caves Ave (West)	E Lister St	E Watkins St	City
N Caves Ave (East)	S of Lister St	E Watkins St	City
N Caves Ave	E Watkins St	OR 46	City
E Terrace Dr	S Junction Ave	Cul-de-sac	City
S Junction Ave (East)	E River St	E Lister St	City
S Junction Ave (East)	S of E Lister St	N of OR 46	City
S Junction Ave	OR 46	Raymond St	City
S Junction Ave	Raymond St	Barlow St	City
Hamilton Ave	US 199	Barlow St	City
Sherwood Ave	Cul-de-Sac	Barlow St	City
Raymond St	S Junction Ave	Sherwood Ave	City
Jonathan Ct	S Junction Ave	Cul-de-sac	City
Stage Stop Dr (North)	Old Stage Rd	Cul-de-sac	City
S Frederick Ct	OR 46	Cul-de-sac	City
Barlow St	Hamilton Ave	Sherwood Ave	City

Appendix B in the 2014 TSP included the following sidewalk and bicycle deficiencies as prioritized by staff.

Safe Route to Schools Sidewalks (as prioritized by staff):

- River St from Redwood Hwy to Laurel Rd
- River St from Redwood Hwy to Too Far South
- Caves Hwy from Redwood Hwy to IV Fire Station
- Junction Ave from River St to Caves Hwy
- Shadowbrook from River St to Cul-de-sac
- Old Stage Rd from Hanby Ln to River St

Safe Route to Schools Bicycle Lane (as prioritized by staff):

- Redwood Hwy from Waldamar Rd to Bridge south of Town
- River St from Redwood Hwy to Too Far South
- Caves Hwy from Redwood Hwy to IV Fire Station
- Junction Ave from River St to Caves Hwy

The improvements called for in the TSP along East River St, Shadowbrook, Old Stage Rd, and Junction Ave are located in close proximity to the two focus schools. All would potentially benefit students at the schools.

ADA Ramp Repairs

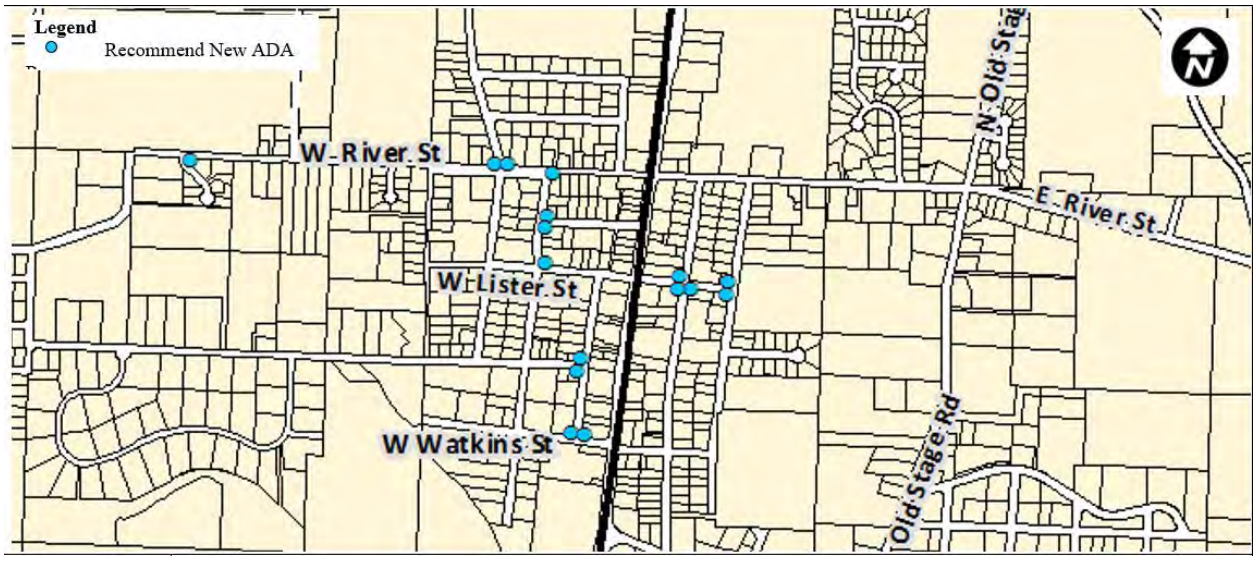
According to the 2014 TSP, many frequently-used crossings do not have accessible curb ramps, which are essential for pedestrians with mobility impairments. The 2014 TSP includes a list of locations where ADA ramps are needed, which are shown on the map below.

ADA ramp needs on arterial, collector and local roads include:

- W River Street at Too Far S Lane
- W River Street at Sawyer Avenue
- W River Street at N Kerby Avenue
- E Lister Street at N/S Caves Avenue
- E Lister Street at N/S Junction Avenue
- W Lister Street at N Kerby Avenue
- W Watkins Street at S Hussey Avenue

The curb ramp improvement locations on Lister St are immediately adjacent to Lorna Byrne Middle School, while the others are within reasonable walking distance from the focus schools.

ADA Ramp Improvement Locations



JOSEPHINE COUNTY TRANSPORTATION SYSTEM PLAN UPDATE DRAFT (2020)

The Draft Josephine County Rural Transportation System Plan (TSP) establishes the County's goals, policies, and action strategies for developing the transportation system outside of the Grants Pass and Cave Junction urban areas. The TSP discusses on-going roadway maintenance needs, and identifies improvements to enhance roadway safety, non-motorized travel (bicycles and pedestrians), and public transit service, and to accommodate future land development activity.

Goals and objectives identified in the 2020 Draft TSP that relate to SRTS initiatives include Goal 4: Connectivity. Objective 4.5 under Connectivity reads as follows:

Ensure access to schools, parks, and other activity centers for all members of the community, including children, disabled, low-income, and elderly people.

Findings:

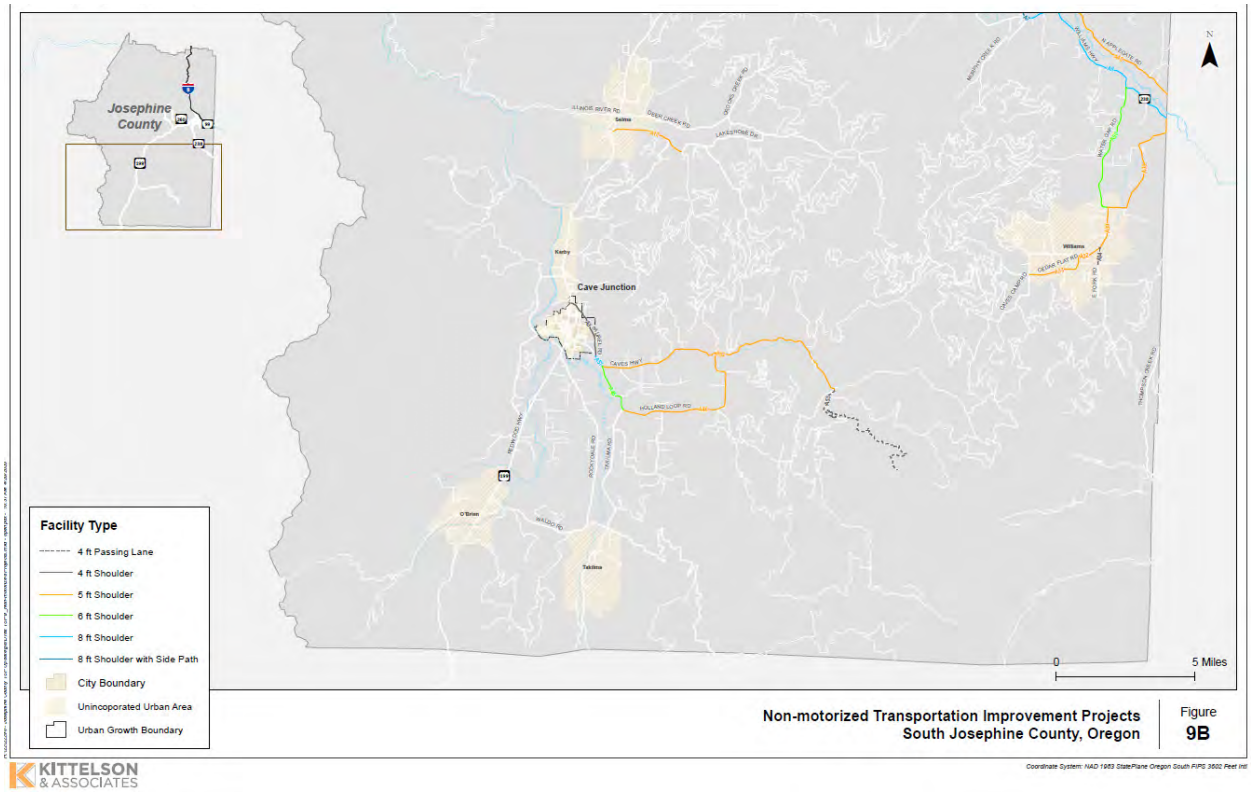
- US 199 from the Grants Pass UGB to the Cave Junction UGB (north) and from the Cave Junction UGB (south) to the Oregon/California State line has crash rates that exceed rates for similar facilities.
- One-mile section of OR 46 in Cave Junction beginning at US 199, which is in poor condition.

Josephine County's Draft 2020 TSP update details improvements for non-motorized transportation on County roads, including those within Cave Junction as well as the surrounding areas (Figure 3). The 2020 TSP calls for improvements on Laurel Rd through Cave Junction from Redwood Hwy to Caves Hwy. Specifically, 4-foot shoulders would be installed on both sides of the roadway according to County Local Collector standards (where feasible). This is considered a Tier 2 Long Term priority for the County.

Other projects adjacent to (but not within the limits of) the City of Cave Junction include:

- Caves Hwy (OR 46) from the Cave Junction UGB to Holland Loop Road (west): Install shoulders on both sides of the roadway. Shoulders should meet minimum ODOT Rural Collector standard for roadways with ADT over 2,000 where feasible.
- Caves Hwy (OR 46) from Holland Loop Road (west) to French Peak Road: Install shoulders on both sides of the roadway – shoulders should meet minimum ODOT Rural Collector standard for roadways with ADT from 400 to 1,500 where feasible
- Caves Hwy (OR 46) from French Peak Road to the end of the road: Install bicycle passing lanes on one side of the roadway on steep grades or tight turns where feasible
- Holland Loop Road from OR 46 (west) to Takilma Road: Install shoulders on both sides of the roadway – shoulders should meet minimum Josephine County Arterial standard where feasible
- Holland Loop Road from Takilma Road to OR 46 (east): Install shoulders on both sides of the roadway – shoulders should meet minimum Josephine County Collector standard where feasible

Josephine County Improvement Recommendations



CITY OF CAVE JUNCTION PARKS & RECREATION PLAN (2013)

Three Rivers School District cooperates with the community in providing use of the district facilities when possible. The district only requires that community use does not interfere with the schools' educational and activity programming or with the requirements for maintenance, operation, safety, and security of the school buildings and grounds. The district recognizes that its grounds are owned by the public, and it encourages the public use of its facilities outside of normal working hours.

The City's Parks & Recreation Plan contains survey responses that show that residents (specifically high school students) are not satisfied with the condition of Jubilee Park, which is located adjacent to Illinois Valley High School. Many reported that they were not happy with the safety of the park. The primary concerns were cleanliness/homeless/drug use.

Previous SRTS Efforts or Walking/Biking Encouragement Activities

EDUCATION AND ENGAGEMENT ACTIVITIES

Both Lorna Byrne Middle School and Illinois Valley High School have done some SRTS activities.

CONSTRUCTION ACTIVITIES

In 2018, Josephine County applied for an ODOT Construction grant to build a bike path from Jubilee Park to near Illinois Valley High School, but they did not receive the grant.

More recently, Josephine County applied for a 2020 Construction Grant to install crosswalks, sidewalks, and off-street pathways within a mile of the two focus schools. (See the map below.)

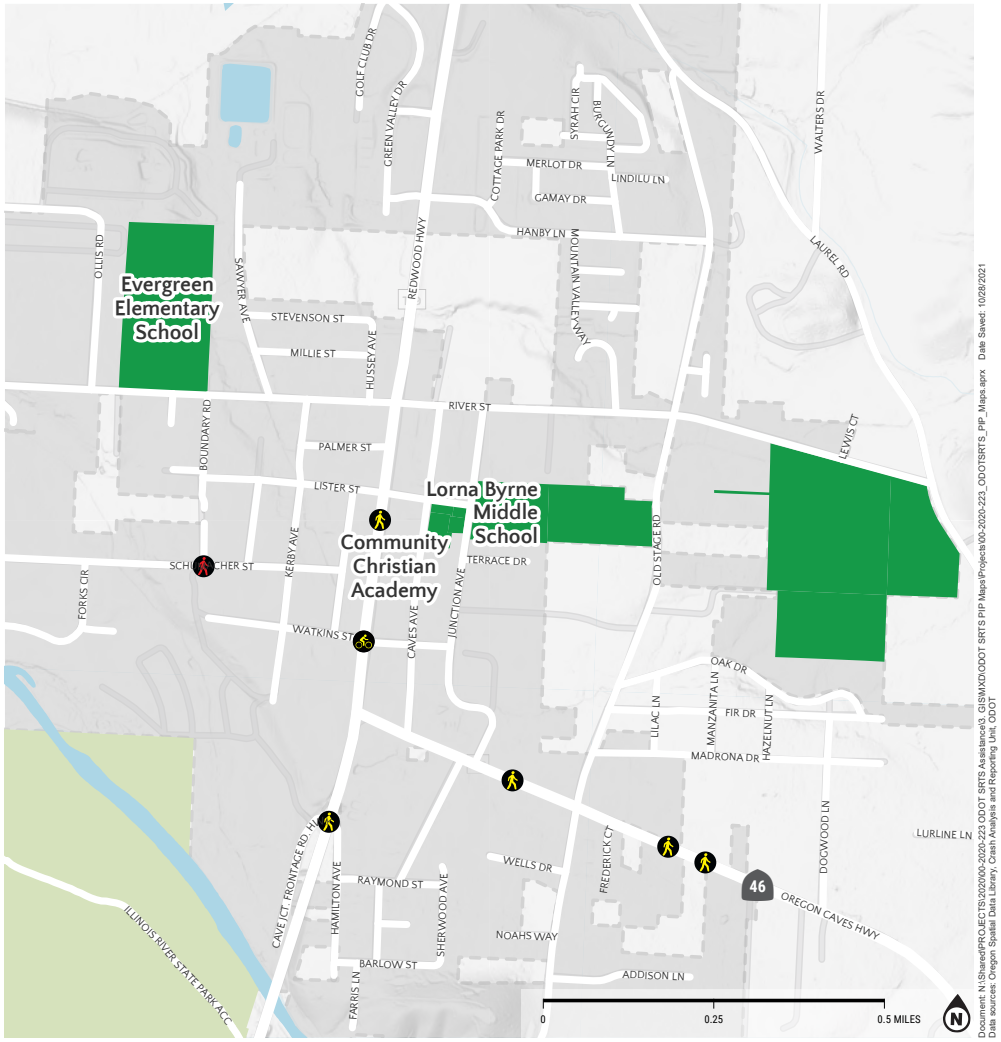
Lorna Byrne Proposed Path Improvements

Crash History

Between 2014 and 2018, there have been seven recorded vehicle collisions with people walking and biking within one mile of Lorna Byrne Middle School and Illinois Valley High School. A fatal collision with a pedestrian occurred in November 2016 at S Schumacher St and S Boundry St between 7 and 8pm (Figure 5). The report cited darkness and low visibility as a primary cause for the collision.

There were also two pedestrian crashes and a bike crash along Redwood Highway and another three pedestrian collisions along Oregon Caves Highway.

Crashes Near Lorna Byrne Middle School and Illinois Valley High School



COLLISIONS WITH PEOPLE WALKING AND BIKING 2014-18

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

Bicyclist Collisions
- Bicyclist Injury
- 2 or more Bicyclist Injuries
- Bicyclist Fatality

- Railroad
- School Property
- Parks
- Water
- City Boundary

alta

Oregon Department of Transportation Safe Routes to School

APPENDIX E. FUNDING AND IMPLEMENTATION

This section lists a variety of funding sources that can be used 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.

This section also includes detailed Planning-level cost estimates for the High Priority Projects identified in Chapter 5.

Statewide Funding Opportunities

ODOT SRTS 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, a rapid response infrastructure grant, and an education (non-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 students 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.

EDUCATION GRANT

In addition to funding construction improvements for Safe Routes to School programs, ODOT reserves approximately $300,000 annually for funding of SRTS Education programs and projects that encourage students in grades K-8 to walk and roll to school. This competitive grant program distributes funding to a project over the course of two to three years with a 12% match requirement. Grant funds are traditionally used for capacity building and innovation. For more information, visit 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 receive the remainder of their award upon submission of project invoices. An awardee may not have more than two active SCA projects at any given time; if the awardee has two active projects, another application cannot be submitted until one is completed. SCA funds can be used as a match for SRTS grant funding, but the SRTS grant has to have already been awarded prior to the request for SCA funds as match. SCA projects must be completed within two years from the agreement execution date. For example, if a community receives a SRTS grant award and an SCA grant for matching funds, chances are they may need to extend the SCA grant to coordinate with the SRTS project work. This is permitted, but the SCA award would be considered an open project until the SRTS project was closed out. Also important to note, the SCA program does not require any matching funds. The state cannot reimburse for any right of way or utility costs, and all work must be performed within the public road right of way. For more information, visit https://www.oregon.gov/ODOT/LocalGov/Documents/SCA-Guidelines.pdf

OREGON COMMUNITY PATHS PROGRAM

The Oregon Community Paths Program (OCP) is funding 21 off-road Active Transportation projects totaling $15 million in 2021. 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 multi-use paths, bicycle paths, and footpaths that improve access and safety for people walking and bicycling. The program is funded through FHWA Transportation Alternatives funds, and state Multi-modal Active Transportation funds. For more information visit https://www.oregon.gov/ODOT/Programs/Pages/OCP.aspx

TRANSPORTATION AND GROWTH MANAGEMENT (TGM) FUNDS

TGM supports community efforts to expand transportation choices by linking land use and transportation Planning. TGM services include an annual competitive grant program for Planning work leading to local policy decisions for transportation facilities and services or for land uses with supportive transportation changes. The grant application period opens in the Spring and closes in the Summer. In addition to grants, TGM provides several other non-competitive services to help resolve land use and transportation Planning issues: Quick Response to bridge the gap between long range Planning and development of specific properties, Code Assistance to identify and remove barriers to smart growth, Transportation System Plan (TSP) Assessments to evaluate local TSPs, and Education and Outreach projects to move community conversations forward. For more information visit https://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. STIF formula and discretionary funds may be used to support projects that connect pedestrians and bikers to public transit. This fund program was created in response to HB 2017 and funds are dispersed every two years. For more information visit 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 designated as high pollution areas. Bike/pedestrian projects make up a significant portion of the funded projects, which must focus on air quality improvement. For more information visit 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 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 AND THE TSP

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

QUICK BUILDS

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

Priority Project Cost Estimates

The following pages include planning-level cost estimates for the recommended projects. These projects are priorities for the school communities, as well as Josephine County, and are candidates for ODOT SRTS Competitive Infrastructure Grant funding.

Table 7. Cave Junction Prioritized Project Cost Estimates

ITEM DESCRIPTION	MEASUREMENT (or %)	COST/UNIT	UNITS	ESTIMATE
Mobilization	10%	$95,000	1	$95,000
Traffic Control	15%	$142,400	1	$142,400
Erosion Control	1%	$9,500	1	$9,500
Clearing and Grubbing	2%	$19,000	1	$19,000
1) Pedestrian Facility (Old Stage Rd west side, River St to Oregon Caves Hwy)				
Relocate existing sign & post	EA	$200	4	$800
Embankment fill	CY	$15	638	$9,570
Install aggregate base	CY	$60	603	$36,180
Install asphalt pavement	TON	$230	1220	$280,600
Install wooden pedestrian bridge	SF	$150	240	$36,000
Install ADA detectable warning surface	SF	$40	108	$4,320
Install stop sign	EA	$350	4	$1,400
Install lane line stripe	LF	$5	2855	$14,275
Install flexible delineator	EA	$50	115	$5,750
Install marked crosswalk	SF	$15	600	$9,000
2) Pedestrian Lighting (Old Stage Rd west side, River St to Oregon Caves Hwy)				
Install street light	EA	$10,000	44	$440,000
3) Reinstall "School Xing" Markings (Old Stage Rd west side, River St to Oregon Caves Hwy)				
Install "School Xing" marking	EA	$840	2	$1,680
4) Relocate Pedestrian Crossing (Old Stage Rd between Oak Dr and East River St)				
Remove pavement marking	SF	$5	112	$560
Relocate existing sign & post	EA	$200	6	$1,200
Install marked crosswalk	SF	$15	100	$1,500
Install set of RRFB assemblies - post-mounted	EA	$25,000	1	$25,000

(continued on the following page)

ITEM DESCRIPTION	MEASUREMENT (or %)	COST/UNIT	UNITS	ESTIMATE
5) Bike Lane Maintenance and Enhancements (East River ST, Old Stage Rd to IVHS)				
Install lane line stripe	LF	$5	2980	$14,900
Install bike lane symbol and arrow marking	EA	$350	6	$2,100
6) Pedestrian Crossing Enhancements (West River St at Boundary Ave)				
Remove asphalt pavement	SF	$5	48	$240
Remove concrete curb & gutter	LF	$7	16	$112
Remove concrete sidewalk	SF	$7	80	$560
Install concrete curb & gutter	LF	$50	16	$800
Install ADA curb ramp	EA	$10,000	1	$10,000
Relocate existing sign & post	EA	$200	1	$200
Remove pavement marking	SF	$5	143	$715
Install marked crosswalk	SF	$15	320	$4,800
7) Traffic Calming Improvementss (East River St, Redwood Hwy to IVHS)				
Install rumble strips	LF	$1	2980	$2,980
			Subtotal	**$949,815**
Additional Costs				
Construction Engineering	15%	$182,300	1	$182,300
Contingency	30%	$419,200	1	$419,200
			Total Construction Cost	$1,816,462
Soft Costs	15%	$182,300	1	$182,300
ROW	-	-	-	-
			Total Project Cost	**$1,954,942**