



Confederated Tribes of the Umatilla Indian Reservation Safe Routes to School Plan



FINAL PHASE 1 SRTS PLAN

August 2020



NIXYÁAWII COMMUNITY SCHOOL
46250 TIMÍNE WAY, PENDLETON, OR 97801
<https://Nixyáawii.k12.or.us/>

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Chapter 1. Introduction

The Confederated Tribes of the Umatilla Indian Reservation (CTUIR) Safe Routes to School (SRTS) Plan lays the foundation for school, CTUIR government, Charter School Board, Yellowhawk Tribal Health, Pendleton School District, Umatilla County, Oregon Department of Transportation (ODOT) Region 5, and wider community to work together on reducing barriers for students walking and biking to school. The CTUIR SRTS Plan addresses Nixyáawii Community School, the only school located within the CTUIR boundary.

This Plan is the first deliverable in a phased approach to the planning process, in response to the COVID-19 global pandemic and the need for social distancing and school closures. The Plan documents the process that took place remotely to identify and prioritize construction projects for the ODOT SRTS Competitive Infrastructure Grant Program.

Oregon Department of Transportation's Project Identification Program

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

The goals of the PIP process are:

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

CTUIR transportation planning staff, Charter School Board members, Yellowhawk Tribal Health staff, ODOT Region 5 staff, and Umatilla County staff worked with a consultant team from Alta Planning + Design to complete the Phase 1 SRTS Plan.

For more information on the program, visit: <https://www.oregon.gov/ODOT/Programs/Pages/SRTS-Project-Identification-Program.aspx>.

What is Safe Routes to School (SRTS)?

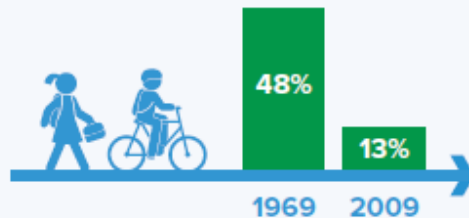
SRTS is a comprehensive program to **make School communities safer** by combining engineering tools and enforcement with education about safety and activities to enable and encourage students to **walk and bicycle to School**. SRTS programs typically involve partnerships among municipalities, school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

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

Why Safe Routes to School?

THE PROBLEM

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



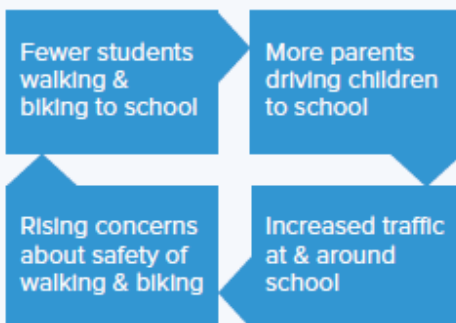
Children and adolescents should have **60 minutes (1 hour)** or more of physical activity daily.



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



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



THE SOLUTION

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



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



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



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



* McDonald, Noreen, Austin Brown, Lauren Marchetti, and Margo Pedrosa. 2011. "U.S. School Travel 2009: An Assessment of Trends." American Journal of Preventive Medicine. + Centers for Disease Control. www.cdc.gov/physicalactivity/basics/children/index.htm

** McDonald, N., Steiner, R., Lee, C., Rhoulac Smith, T., Zhu, X., and Y. Yang. (2014). Impact of the Safe Routes to School Program on Walking and Bicycling. Journal of the American Planning Association.

Nixyáawii Community School Overview

Nixyáawii Community School

Principal:	Ryan Heinrich	Address:	46250 Timíne Way, Pendleton, OR 97801
Enrollment:	93	% students eligible for free or reduced lunch:	65%
Grades Served:	9-12		
Type of School:	Charter		

Table 1: School Demographics

SCHOOL	AMERICAN INDIAN/ ALASKA NATIVE	ASIAN	NATIVE HAWAIIAN/ PACIFIC ISLANDER	BLACK/ AFRICAN AMERICAN	HISPANIC	WHITE, NON- HISPANIC	MULTIRACIAL
Nixyáawii Community School	80.6%	0.0%	0.0%	0.0%	6.5%	4.3%	8.6%

Source: Oregon Department of Education 2019-2020 School year.

Table 2: Pendleton School District Languages

TOP 5 LANGUAGES SPOKEN (BY SCHOOL DISTRICT)	# STUDENTS
English	3213
Spanish	132
Chinese	5
Other	17
Total Languages Spoken: 15	

Source: Oregon Department of Education 2019-2020 School year.

PIP Outreach Process

In response to the COVID-19 global pandemic and the need for social distancing and school closures, the outreach process for this Plan took place virtually. The outreach process consisted of two components, a Virtual School Safety Assessment and an Online Public Input Tool.

The Virtual School Safety Assessment took place on June 25, 2020 and included representatives from CTUIR Transportation Planning, Nixyáawii School Board, Umatilla County, and ODOT Region 5.

In June and July 2020, community members were invited to provide feedback via an Online Public Input Tool that asked about the best routes to school and challenging locations to walk and bike. CTUIR Transportation Planning, Nixyáawii School Board, and Yellowhawk Tribal Health coordinated to spread the word about the Online Public Input Tool and posted information about the project and online tool, using the following methods to encourage participation:

- CTUIR and YellowHawk Tribal Health website and social media channels

- CTUIR June and July monthly newsletter
- Flyers sent home with school meal pick-up promoting the public input map

A total of 5 comments were provided on the online map, and 6 “likes” of existing comments to indicate support for the comment. These comments informed the construction recommendations on page 24.

Chapter 2. Vision and Goals for Safe Routes to Schools

Chapter will be completed during Phase 2, when public health circumstances allow for a site visit and community meeting to establish shared community goals for SRTS.

Chapter 3. Existing Conditions

Background Data

In advance of the School Safety Assessment, the consultant team collected and compiled existing conditions data and local context information, as well as information about documented community concerns, demographics, travel routes, existing facilities, traffic patterns, school environment, and other relevant details. After the Virtual School Safety Assessment and Online Public Input Tool comment period, the consultant team added contextual details learned from the participants.

Plan Review

CONFEDERATED TRIBES OF THE UMATILLA INDIAN RESERVATION TRANSPORTATION SYSTEM PLAN

The Transportation System Plan (TSP) addresses the transportation needs of the Umatilla Indian Reservation over the next 20 years, and considers key modes of travel including roadway, bicycle, pedestrian, transit, and rail. It is used to guide decisions related to the classification of existing and future roadways on the Reservation, the implementation of roadway design standards when new roads are built or existing ones are improved, the needs of bicyclists and pedestrians and public transit, and the enforcement of access management policies.

Although the Transportation System Plan was adopted in 2001, its prioritized list of transportation improvements remains relevant to SRTS planning efforts today. Notable guidance related to the pedestrian and bicycle systems in particular are highlighted below:

- Provide bicycle/pedestrian facility along Mission Road (County Road #900) from Highway 331 to the west Reservation boundary near Hal's Trailer Park. Construct a multi-use path along the south side of Mission Road.
- When roadway improvements are made to Highway 331, the East-West Connector Road and Mission Road shall consist of two 12-foot travel lanes, with 6-foot bike lanes, 6-foot sidewalks, and underground storm water drainage.
- Full implementation of all improvement projects would result in a safe and continuous pedestrian route along Highway 331 from Mission Road to South Market Road consisting of a combination of paved shoulders, sidewalks, and a multi-use path.
- Sidewalks should be present along all roads located in the urban or urbanizeable areas of the Reservation.
- In cases where bike lanes are proposed, five to six feet of roadway pavement should be provided between the curb and vehicle travel lane. Striping should also be provided to distinguish the bike lane from the travel lane.
- Multi-use paths should be paved and have a minimum width of eight feet.

MISSION COMMUNITY MASTER PLAN

The purpose of the Mission Community Master Plan is to plan and coordinate the future of the Mission Community, the tribal commercial and emerging tribal services center of the reservation, with a focus on the Central Business District and Governance Activity Center Subarea. The Master Plan grew from an analysis of three alternative ways to meet the need for improved connectivity and additional housing for tribal members, and was adopted in

March 2018. It contains recommendations that serve as a technical memo advising recommended changes to the Transportation System Plan (2001) as well as the Mission Community Plan (1998).

The Mission Community Master Plan focuses on the area adjacent to the intersection of Highway 331 and Mission Road, also referred to as the “Four Corners” area. Among its many land use and transportation recommendations, the plan assesses that there is a lack of improved trails and safe pedestrian and bicycle routes to connect areas within the Four Corners, and that the future of the Mission Community’s active transportation network is an expanded and interconnected system of multi-use pathways. Some of the plan’s transportation goals are to:

- Promote a Connected and Healthy Community. Create a more physically connected community that provides viable multi-modal transportation opportunities; strengthens access to natural and cultural assets and other important destinations throughout the community; and improves transportation choices and health outcomes.
- Include pedestrian, bicycle, rolling, horse, and transit facilities while developing street and on-site circulation designs.
- Support the development of a community-wide multi-use path system, which connects residential, commercial/employment, public use/service, and open space areas, specifically those that highlight significant natural and cultural elements.

A few specific proposed improvements to the pedestrian and bicycle transportation networks are detailed below, which help inform the SRTS planning effort:

- P-1: Install six-foot sidewalks along the north side of Mission Road.
- M-4: Construct a new multi-use path connecting the Nixyáawii Governance Center to the Four Corners Area.
- B-1; B-2: Widen Mission Road and install bicycle lanes along the north side all the way east to Cedar Street; Widen Mission Road and install bicycle lanes along the south side from Short Mile Road to Cedar Street.

Figure 1. Mission Community Master Plan Future Pedestrian and Transit Facilities

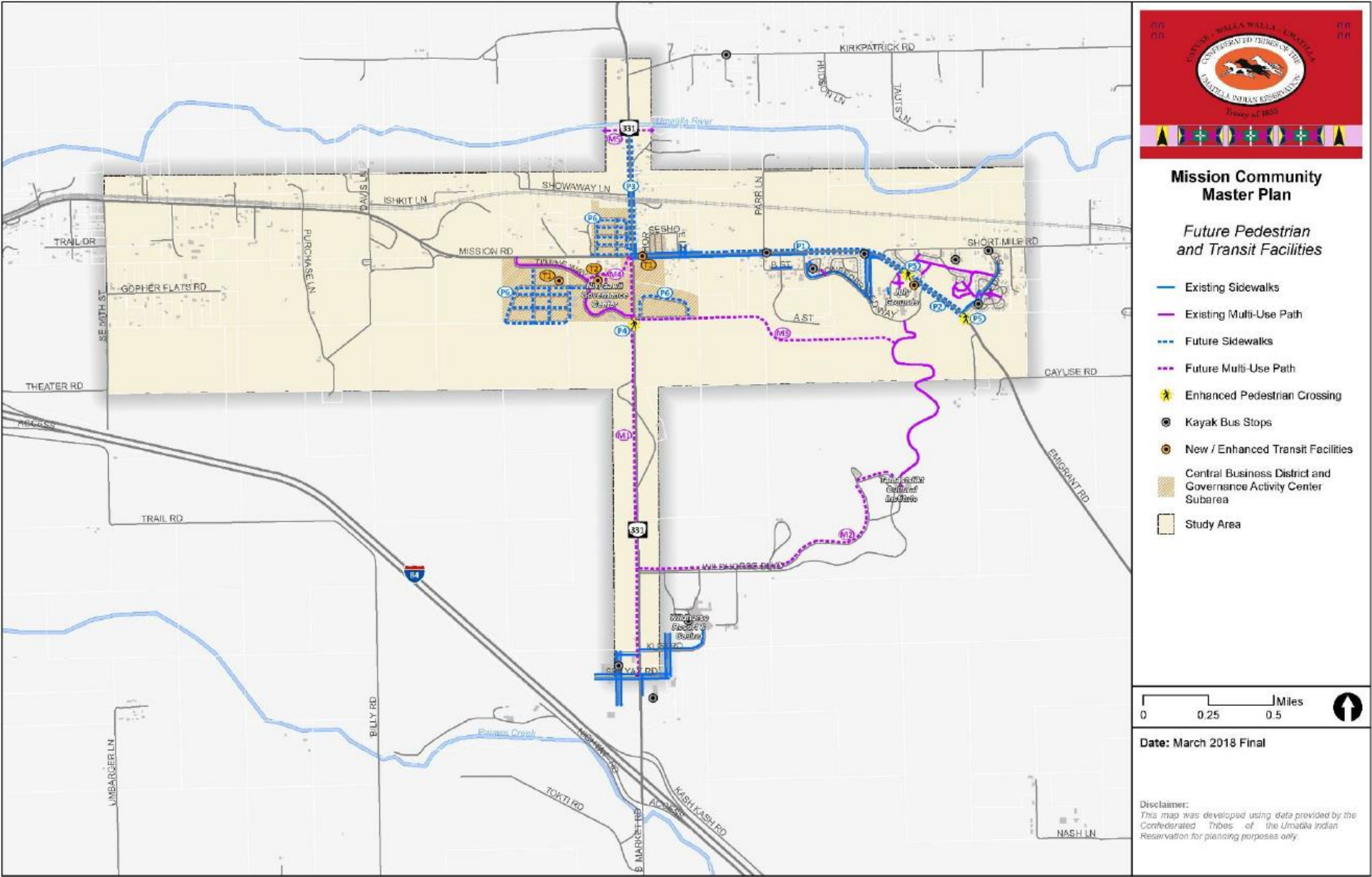
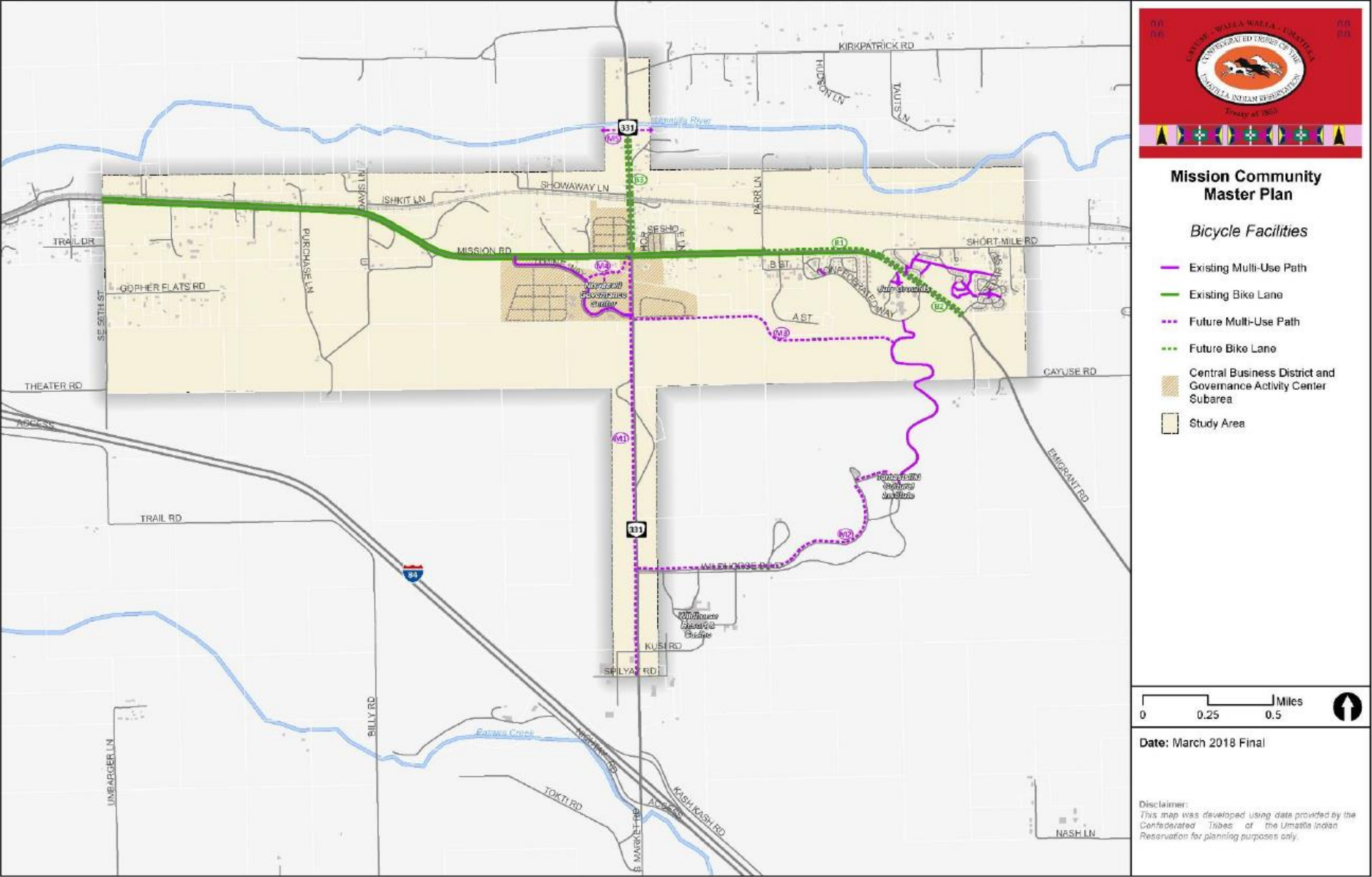


Figure 2. Mission Community Master Plan Bicycle Facilities



The Mission Community Master Plan also identifies the intersection of OR 331 and Mission Rd as a key intersection, which has been similarly identified in planning for safe routes to Nixyáawii Community School (Figure 3).

The plan calls for these improvement alternatives to the OR 331 and Mission Rd intersection:

1. Signalize the intersection
2. Construct separate left-turn lanes on all four intersection approaches
3. Construct a separate right turn lane on the northbound approach.

OR

1. Construct a single lane roundabout (Figure 4)
2. Realign the northbound and southbound approaches to avoid impacts to the Mission Market.

Figure 3. Mission Rd and Highway 331 Concept 1 (Mission Community Master Plan)



Figure 4. Mission Rd and Highway 331 Concept 2 (Mission Community Master Plan)



For a complete list of existing and planned pedestrian and bicycle facilities, as well as engineering design standards see pages 24-35 of the Mission Community Master Plan.

HIGHWAY 331 CORRIDOR PLAN – OREGON DEPARTMENT OF TRANSPORTATION

In 1995, there was a surge in economic and transportation activity along Highway 331 tied to the development of the Wildhorse Gaming Resort, located along the east side of Highway 331 approximately three-quarters of a mile north of Interstate 84. The Highway 331 Corridor Plan was subsequently developed to address the existing and emerging transportation needs of the highway corridor for the following 20 years since its adoption in 2002 and constitutes a public facility plan for ODOT.

The following projects in the prioritized implementation plan set forth in this document are especially relevant to the SRTS planning effort:

- Mission Road at Highway 331 – Modify intersection to include stop control at all four approaches, construct sidewalks and curbing with handicap ramps on all four corners, and provide striping for crosswalks. Must be reviewed by state traffic engineer. (Note that this project has been partially implemented, with sidewalks and curbing with handicap ramps on all four corners and crosswalk striping not done).
- East-West Connector Road – Extend urban connector road from the new intersection at Highway 331 to the west and then north to a new intersection with Mission Road. (Note this project has been implemented.)
- Mission Road Bike/Ped Facility – Provide bicycle/pedestrian facility along Mission Road (County Road #900) from Highway 331 to the west Reservation boundary near Hal's Trailer Park (Option 1: Construct a multi-use path along the south side of Mission Road. Option 2: Widen roadway to include paved shoulders.)
- Highway 331 Sidewalks and Bike Lanes – Provide bike lanes, curb and gutter, and sidewalks along Highway 331 from Mission Road to proposed East-West Connector Road.

For a complete list and map of the prioritized projects, see page 9 of the Highway 331 Corridor Plan.

CTUIR VISIONING AND BEAUTIFICATION MASTER PLAN

Adopted in July 2009, the CTUIR Visioning and Beautification Master Plan was a conceptual study that sought to:

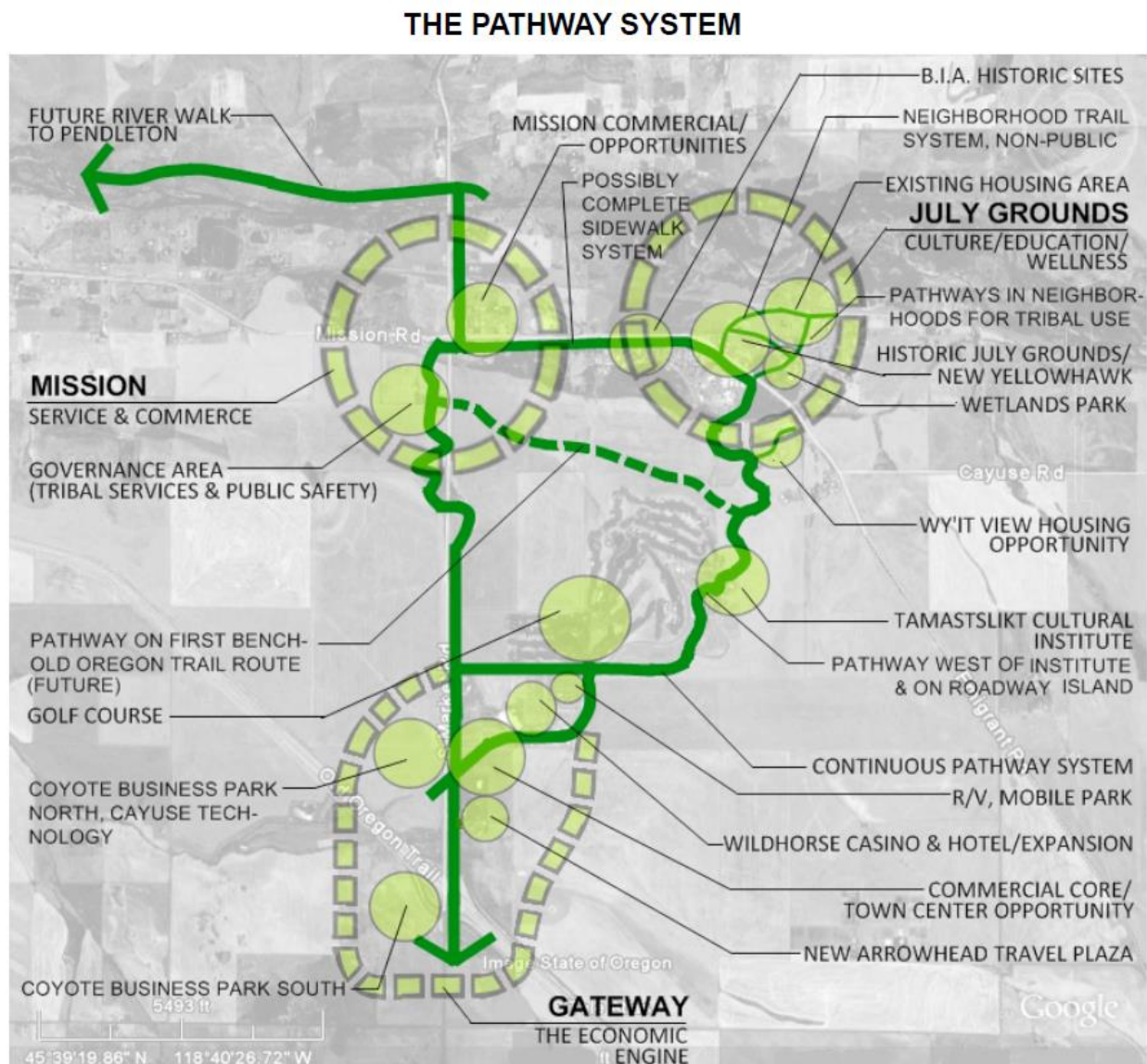
- Create and further enhance non-motorized connectivity of the land uses in the study area;
- Incorporate safety, exercise and health
- Create and enhance visual and aesthetic continuity between and within the diverse uses currently located on and planned for the most developed reservation lands.

The plan identifies three diverse general areas of current and planned development:

- Mission: the tribal commercial and emerging tribal services center of the reservation.
- July Grounds: the cultural, educational, wellness and housing center.
- Gateway: the economic engine, featuring most of the visitor draws, development and employment opportunities.

The plan notes in its conclusion that there is a unique and valuable opportunity for non-motorized connectivity, aesthetic continuity, entrance definition, recreation/exercise and education/interpretation on the most developed lands of the CTUIR. The plan conceptually indicates a pathway system, as a loop system and otherwise, connecting all three major developed "communities" listed above, which has implications for SRTS planning.

Figure 5. The Pathway System, CTUIR Visioning and Beautification Master Plan



CONFEDERATED TRIBES OF THE UMATILLA INDIAN RESERVATION COMPREHENSIVE PLAN

Adopted in September 2010 and updated in November 2018, the Confederated Tribes of the Umatilla Indian Reservation (CTUIR) Comprehensive Plan (Plan) articulates a vision for the future of the CTUIR community that sustains the values of the people and establishes a flexible policy framework to guide decisions on a continuing basis.

The Plan directs the creation of Tribal statutes and plans; the implementation of actions and services that support the vision. The Plan reflects the long-term values and aspirations of the CTUIR community as a whole and shows how various elements, such as economy, land base restoration, housing, transportation, community facilities, natural resources, health, education and culture can work together to achieve a desired vision.

The objectives within the transportation chapter that are especially relevant to the SRTS planning and implementation effort are highlighted below:

- Develop and maintain a transportation asset system that is safe, environmentally sensitive and economically sound and promotes the public health with future transportation in mind.
- Ensure public or personal transportation to meet cultural, economic, personal employment, health and other needs for all residents, particularly at-risk populations.

Finally, the Comprehensive Plan notes that the transportation safety, safety education and law enforcement, public transportation, new or reconstructed roads, and other transportation methods such as sidewalks, and multi-use paths are all needed for modern day transportation systems.

CONFEDERATED TRIBES OF THE UMATILLA INDIAN RESERVATION CAPITAL IMPROVEMENTS PROGRAM 2013-2030

The CTUIR Capital Improvement Plan is a financial tool for scheduling projects needed to accomplish the goals of the Tribes' Comprehensive Plan over time. It identifies projects, establishes and schedules priorities and commits needed funds.

While the plan outlays funding options for a range of transportation projects, there are some that are specifically related to active transportation both in the short term (2012-2015) and mid-term (2016-2020):

- 1.) M – 5: A trail connecting the CTUIR Governance Center with Mission Market. The trail is envisioned as one piece of a larger trail system connecting the Mission, July Grounds and Gateway neighborhoods.
- 2.) C – 3: A bridge is envisioned across Hwy 331 as part of a larger trail system connecting neighborhoods within the reservation. There is a natural place for the bridge where the topography on each side of the road rises south of the Governance Center.
- 3.) C – 4: A connecting network of trails is envisioned for pedestrians to safely move from the July Grounds and Mission neighborhoods to the Gateway commercial area. Paved and bark components of the trail would allow for ADA access as well as horse travel. The early phase would be an east-west connector between Yellowhawk clinic/ July grounds housing and the Mission Road intersection with Hwy 331; A later phase would be a north south link adjacent to Hwy331 between Mission Road and Coyote Business Park/ Wildhorse.

For a complete list of projects in the Capital Improvements Program, see page 20 of the report.

Crash History

Figure 6 and Figure 7 document all crashes near Nixyáawii Community School from 2012 to 2018. (Note that the most recent vehicle-only collision data is only through 2016). There was a fatal crash with a person biking in June of 2018. While this occurred more than a mile away from the school, the severity of the crash warranted acknowledgement in this report. Also, it is important to note that crash data do not record near misses and unreported incidents.

Figure 6: Crashes near Nixyáawii Community School



Nixyáawii Community School

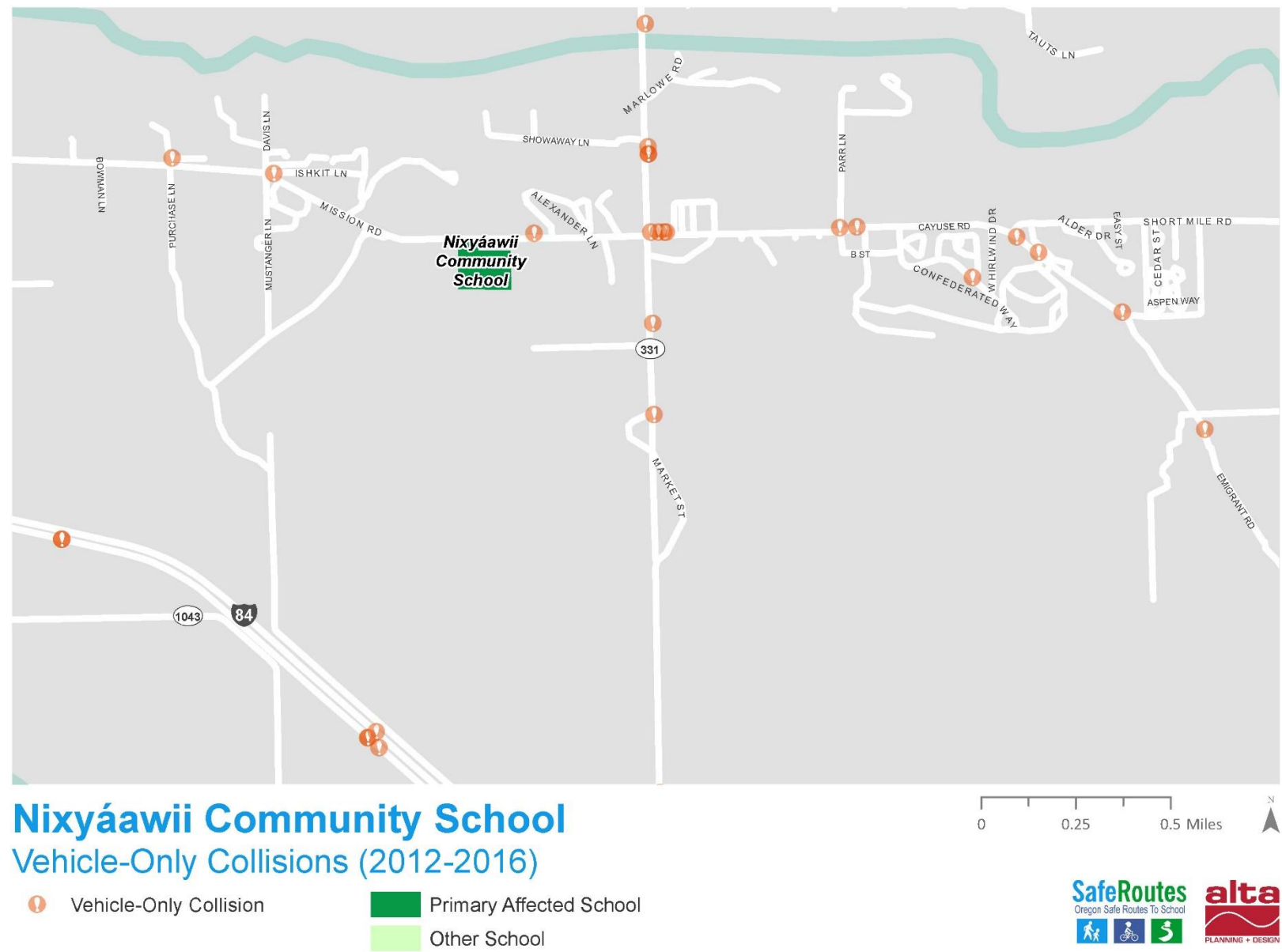
Bicycle and Pedestrian Collisions (2012-2018)

- Bicycle: Fatal Injury
- Bicycle: Non-Fatal Injury
- Bicycle: No Injury
- Pedestrian: Fatal Injury
- Pedestrian: Non-Fatal Injury
- Pedestrian: No Injury
- Primary Affected School
- Other School



Source: Crash Analysis and Reporting Unit, ODOT (2012-2018)

Figure 7. Vehicle-Only Collisions near Nixyáawii Community School



School Attendance Area and Transportation Policies

Nixyáawii Community School is a charter school located in the Pendleton School District. Currently, Nixyáawii Community School or Pendleton School District do not have any specific transportation policies in place to address walking and biking to school.

Previous SRTS Efforts or Walking/Biking Engagement Activities

Nixyáawii Community School does not have any existing SRTS efforts. However, Yellowhawk Tribal Health was recently awarded a Federal CDC grant that will fund some SRTS engagement at the school including walk + roll events, pedestrian education, and family outreach.

Nixyáawii Community School Virtual School Safety Assessment

The School Safety Assessment consisted of a Zoom Conference call among project partners, due to social distancing guidelines and School closures in response to the COVID-19 global pandemic. During the Virtual School Safety Assessment, the team discussed potential solutions to identified challenges with a particular focus on construction projects eligible for the ODOT SRTS Competitive Infrastructure Grant.

Date: June 25, 2020

Meeting Time: 10-11:30am

Attendees:

Facilitators

- | | |
|--|---|
| <ul style="list-style-type: none">• Dani Schulte, CTUIR• Randall Melton, Nixyáawii Community School Board• Kenneth Patterson, ODOT Region 5• Paul Howland, ODOT Region 5• Tom Fellows, Umatilla County | <ul style="list-style-type: none">• Katie Selin, Alta Planning + Design• Kirk Paulsen, Alta Planning + Design• Philip Longenecker, Alta Planning + Design |
|--|---|

Key Themes from Outreach Process

Community members were invited to provide feedback via an Online Public Input Tool that asked about the best routes to school and challenging locations to walk and bike. A total of 5 comments were provided on the online map, and 6 “likes” of existing comments to indicate support for the comment. These comments informed the construction recommendations on page 24.

KEY THEMES FROM OUTREACH PROCESS

- Hwy 331 and Mission Rd intersection is a significant barrier for people walking and biking near the Nixyáawii Community School.
- Community members would like to be able to walk longer distances to reach the school and other destinations such as the Senior Center, Wildhorse Casino, and Pendleton.

Nixyáawii Community School Photos (Provided by CTUIR or Google Maps)



Hwy 331 and Mission Rd is the most significant barrier for students walking and biking to school.



Students cross from a bus stop on the south side of Mission Rd at Parr Ln without a marked crossing.



Community members report speeding traffic and lack of visibility for pedestrians and people biking through the Mission Rd curves approaching the school road at Timine Way.



Facing south from Timine Way Trail on campus, new curb ramps and crosswalks provide safe, comfortable crossings for students.

Bike and Pedestrian Facility Inventory

The bike and pedestrian facility inventory confirmed existing infrastructure conditions, and filled gaps in ODOT and CTUIR data focusing on all streets within a quarter mile of the School. In response to the COVID-19 global pandemic and the need for social distancing and School closures, the bike and pedestrian facility inventory was completed virtually to the best of the consultant's ability. An on-site inventory will be completed when circumstances allow for a site visit. As part of the online bike and pedestrian facility inventory, the consultant team 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 following types of information about street crossings were collected virtually by the consultant during the bike and pedestrian facility inventory:

- **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 and transit** - signage, bike parking, ease of connection to transit hubs, parks, or schools.

Deficiencies and needs identified in the bike and pedestrian facility inventory inform the construction recommendations described in Table 3. *Note: All facilities listed above may not be present in every community, but serve as a general list.*

Chapter 4. Needs & Recommendations

Construction Recommendations

In response to the COVID-19 global pandemic and the need for social distancing and school closures, the recommendations included below are based on a virtual assessment of the site and are focused on short-term construction recommendations that are eligible for ODOT SRTS Competitive Infrastructure Grant Funding. When circumstances allow for an in-person site assessment and community meeting additional recommendations will be provided, including longer-term construction recommendations, construction recommendations on School grounds, and education and encouragement recommendations that complement infrastructure improvements and promote safe walking and bicycling to and from the School and in the community.

The construction recommendations identified below are based on:

- Existing conditions data
- Community feedback from the Online Public Input Tool
- Jurisdiction input

Table 3 lists the needs identified at each location and ensuing infrastructure recommendations, as well as the relative priority of the recommendation, a high-level cost, the agency responsible for implementing the recommendation, and the potential funding source for construction.

Table 3. Nixyáawii Community School Construction Needs and Recommendations

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
Mission Road					
<i>The intersection of Mission Rd and Hwy 331 (also known as the Four Corners intersection) lacks crossing infrastructure, raising safety concerns for students walking and biking in the area.</i>	<i>Install perpendicular curb ramps on all four corners of the intersection. Install 2' wide high visibility white thermoplastic continental crosswalk markings across each leg of the intersection. Upgrade the stormwater system and review pedestrian lighting needs at the intersection, as necessary.</i>	<i>High priority Near-term</i>	<i>\$\$\$</i>	<i>ODOT, CTUIR, Umatilla County</i>	<i>ODOT SRTS Construction Grant</i>
	<i>Obtain and review speed data east of Four Corners along Mission Rd to determine feasibility of a speed reduction request.</i>	<i>Long-term</i>	<i>\$</i>	<i>ODOT, CTUIR, Umatilla County</i>	<i>NA</i>
<i>Cars and trucks illegally park along Mission Rd in the bike lane, for example to access Mission Market. The existing bike lanes are relatively wide, similar in size to a typical parking lane, and lack signs and markings identifying the intended use of the facility.</i>	<i>Install bike lane symbol pavement markings and stripe a buffer within the existing bike lanes east of the Four Corners intersection about 2,100 feet along the north side of the road and about 4,200 feet along the south side of the road. Install accompanying bike lane signs.</i>	<i>Near-term</i>	<i>\$</i>	<i>Umatilla County</i>	
<i>Students living north of Mission Rd and west of the Four Corners intersection do not have a designated crossing of Mission Rd west of the intersection, despite bus pick up and drop off occurring along this stretch.</i>	<i>Review the community's desire to construct a multi-use path along the south side of the road as had been indicated in previous planning documents. Consider enhanced crossings across Mission Rd, such as at Alexander Ln and Timíne Way, based on anticipated crossing demand.</i> <i>At Mission Rd and Timíne Way, review existing pedestrian crossing demand to determine applicability of installing a Rectangular Rapid Flashing Beacon (RRFB) including 2' wide high</i>	<i>Long-term</i>	<i>\$\$-\$\$\$</i>	<i>CTUIR</i>	

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
	<p>visibility white thermoplastic continental crosswalk markings with associated school crossing warning signage and perpendicular curb ramps.</p> <p>If existing pedestrian crossing demand is currently deemed insufficient for the suggested improvements, consider requiring future housing development to construct crossing enhancements.</p>				
Students living along and adjacent to Horseshoe Lane are dropped off by bus on the south side of Mission Rd, and are likely to dash directly across Mission Rd rather than walking to the Four Corners intersection to cross.	At Mission Rd and Horseshoe Lane, install perpendicular curb ramps on each side of Mission Rd. Install 2' wide high visibility white thermoplastic continental crosswalk markings with associated warning signage across Mission Rd.	Medium-term	\$-\$	Umatilla County	ODOT SRTS Construction Grant
Students living along and adjacent to Parr Ln and B St are picked up and dropped off at bus stops along Mission Rd and lack crossing infrastructure at this location, raising safety concerns for students walking in the area.	At Mission Rd and B St, install 2' wide high visibility white thermoplastic continental crosswalk markings with perpendicular curb ramps and associated warning signage, across Mission Rd, on the east leg of the Parr Ln/B St and Mission Rd intersection. Review the feasibility of and need for enhancing the crossing with a RRFB for safety reasons. Designate a formal school bus stop on the south side of Mission Rd at this location.	Near-term; High priority	\$-\$	Umatilla County	ODOT SRTS Construction Grant
Community input indicated that sidewalk gaps along Mission Road between Confederated Way	Install 6'sidewalks along the south side of Mission Rd / Cayuse Rd between the western intersection of Confederated Way and Cedar St.	Long-term	\$\$-\$\$\$	Umatilla County	

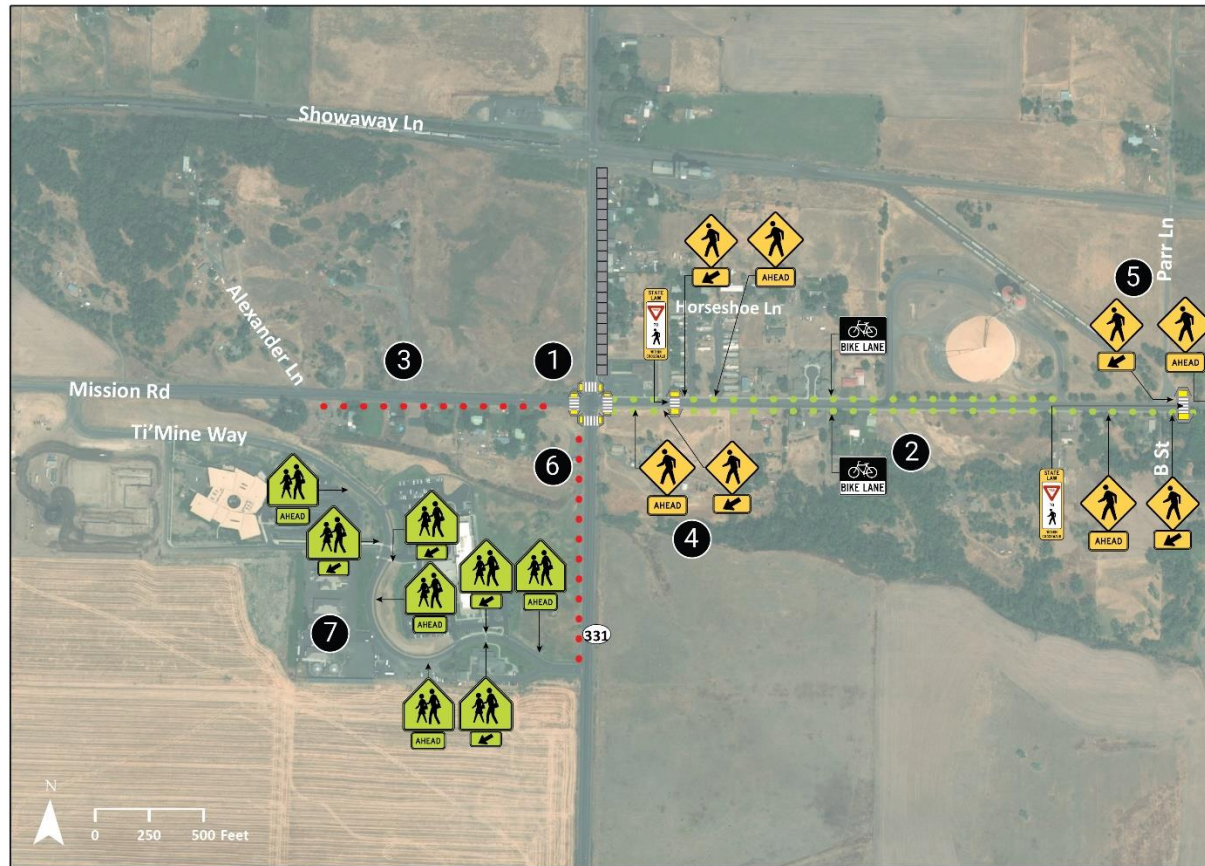
ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
<i>and Cedar St are a barrier for students walking and biking to school.</i>	<p><i>Install 6' sidewalks along the north side of Cayuse Rd between Short Mile Rd and Cedar St, as project budget allows.</i></p> <p><i>Upgrade the two existing marked crosswalks to ADA standards within the segment of roadway, and review additional marked crossing locations if installing only south side sidewalks.</i></p>				
Hwy 331					
<i>There are currently no sidewalks south of the Four Corners intersection, and approximately 175' of sidewalk north of the intersection. There is a history of train-pedestrian crashes at the railroad crossing north of Four Corners.</i>	<i>Install 6' sidewalks along the east side of Hwy 331 north of the existing sidewalk at the Four Corners intersection extending to Showaway Ln.</i>	<i>Near-term</i>	<i>\$\$\$</i>	<i>ODOT</i>	<i>ODOT SRTS Construction Grant</i>
	<i>Install a 12' multi-use path along the west side of Hwy 331 south of the Four Corners intersection extending to Timíne Way.</i>	<i>Near-term; High priority</i>	<i>\$\$-\$\$\$</i>	<i>ODOT</i>	<i>ODOT SRTS Construction Grant</i>
Timíne Way					
<i>Timíne Way is the main road that students utilize to access school, and the current pedestrian crossing signage around the school should be updated.</i>	<i>Install bidirectional Pedestrian Crossing signs (S1-1 and W16-7P, S1-1 and W16-9P) in advance of the crosswalks on Timíne Way.</i>	<i>Near-term; High priority</i>	<i>\$</i>	<i>CTUIR</i>	<i>ODOT SRTS Construction Grant</i>

Figure 8. Nixyáawii SRTS Construction Improvements Map

Nixyaawii Community School SRTS Improvement Recommendations



- 1 Mission Road and Hwy 331: Install perpendicular curb ramps on all four corners of the intersection. Install 2' wide high visibility white thermoplastic continental crosswalk markings across each leg of the intersection. Upgrade the stormwater system and review pedestrian lighting needs at the intersection, as necessary.
- 2 Parking along Mission Road: Install bike lane symbol pavement markings and stripe a buffer within the existing bike lanes east of the Four Corners intersection about 2,100 feet along the north side of the road and about 4,200 feet along the south side of the road. Install accompanying bike lane signs.
- 3 Mission Road and Hwy 331: Review the community's desire to construct a multi-use path along the south side of the road as had been indicated in previous planning documents. Consider enhanced crossings across Mission Rd, such as at Alexander Ln and Ti'Mine Way, based on anticipated crossing demand.
- 4 Mission Road and Horseshoe Lane: Install perpendicular curb ramps on each side of Mission Rd. Install 2' wide high visibility white thermoplastic continental crosswalk markings with associated warning signage across Mission Rd (R1-6a, W11-2 with 16-7P and W11-2 with 16-9P).
- 5 Mission Road and B St: Install 2' wide high visibility white thermoplastic continental crosswalk markings with perpendicular curb ramps and associated warning signage, across Mission Rd, on the east leg of the Parr Ln/B St and Mission Rd intersection (R1-6a, W11-2 with 16-7P and W11-2 with 16-9P).
- 6 Hwy 331: Install 6' sidewalks along the east side of Hwy 331 north of the existing sidewalk at the Four Corners intersection extending to Showaway Ln. Install a 12' multi-use path along the west side of Hwy 331 south of the Four Corners intersection extending to Ti'Mine Way.
- 7 Ti'Mine Way: Install bidirectional Pedestrian Crossing signs (S1-1 with W16-7P, S1-1 with W16-9P) in advance of the crosswalks on Ti'Mine Way.



Map produced July 2020

Legend

	Crosswalk		Multi-use path		W11-2 with 16-9P		S1-1 with 16-9P
	Sidewalk Improvements		Buffered bike lane with pavement markings		W11-2 with 16-7P		S1-1 with 16-7P
	Curb Ramp		R1-6a				
	R13-7						

Mission Road between Confederated Way and Cedar Street: Install 6' sidewalks along the south side of Mission Rd / Cayuse Rd between the western intersection of Confederated Way and Cedar St (not pictured in map extent).
Install 6' sidewalks along the north side of Cayuse Rd between Short Mile Rd and Cedar St, as project budget allows (not pictured in map extent).
Upgrade the two existing marked crosswalks to ADA standards within the segment of roadway, and review additional marked crossing locations if installing only south side sidewalks (not pictured in map extent).

High Priority Improvements for the ODOT Infrastructure Grant Application

The following are top priority improvements recommended for the Competitive ODOT SRTS Construction Grant Application:

ISSUE/ CHALLENGE	RECOMMENDATION
<i>The intersection of Mission Rd and Hwy 331 (also known as the Four Corners intersection) lacks crossing infrastructure, raising safety concerns for students walking and biking in the area.</i>	<i>Install perpendicular curb ramps on all four corners of the intersection. Install 2' wide high visibility white thermoplastic continental crosswalk markings across each leg of the intersection. Upgrade the stormwater system and review pedestrian lighting needs at the intersection, as necessary.</i>
<i>There are currently no sidewalks south of the Four Corners intersection, and approximately 175' of sidewalk north of the intersection. There is a history of train-pedestrian crashes at the railroad crossing north of Four Corners.</i>	<i>Install a 12' multi-use path along the west side of Hwy 331 south of the Four Corners intersection extending to Timine Way.¹</i>
<i>Students living along and adjacent to Parr Ln and B St are picked up and dropped off at bus stops along Mission Rd and lack crossing infrastructure at this location, raising safety concerns for students walking in the area.</i>	<i>At Mission Rd and B St, install 2' wide high visibility white thermoplastic continental crosswalk markings with perpendicular curb ramps and associated warning signage, across Mission Rd, on the east leg of the Parr Ln/B St and Mission Rd intersection. Review the feasibility and need to enhance the crossing with a RRFB for safety reasons. Designate a formal bus stop on the south side of Mission Rd at this location.</i>
<i>Timine Way is the main road that students utilize to access school, and the current pedestrian crossing signage around the school should be updated.</i>	<i>Install bidirectional Pedestrian Crossing signs (S1-1 and W16-7P, S1-1 and W16-9P) in advance of the crosswalks on Timine Way.</i>

Additional details that will be needed to complete the application are provided in Table 4.

¹ The following additional recommendation has been cost-estimated below but has been removed from the near-term list because it is not recommended for the current grant opportunity: Install 6' sidewalks along the east side of Hwy 331 north of the existing sidewalk at the Four Corners intersection extending to Showaway Ln.

Table 4. Project Details for ODOT Competitive Infrastructure Grant

GRANT CRITERIA/QUESTION	RESPONSE FOR CTUIR
<i>Relevant Right of Way ownership</i>	<i>CTUIR transferring right-of-way ownership to ODOT for proposed multi-use path (MUP) adjacent to Hwy 331. No ot</i>
<i>Utility implications and opportunities to mitigate</i>	<i>Location of the proposed multi-use path (MUP) may conflict with the location of existing utility poles. Opportunity to design the MUP to avoid conflict with existing utility poles, dependent on available ROW and/or easements.</i>
<i>Environmental resource implications</i>	<i>Revisions to existing ditches may trigger wetland mitigation requirements because open ditches may be considered as surface water habitat. Proposed improvements have the potential to require archaeological evaluations and determinations.</i>
<i>Stormwater management implications</i>	<i>Revisions to existing ditches may trigger wetland mitigation requirements.</i>
<i>Near a rail road? Or bridge, tunnel, retaining wall affected?</i>	<i>No</i>
<i>AADT</i>	<i>Hwy 331 = 3,400, Mission Rd = 6,500, Timine Way = unknown</i>
<i>Priority Safety Corridor</i>	<i>Yes</i>

Table 5. Competitive Grant Cost Estimates: Four Corners Intersection Upgrades

ITEM DESCRIPTION	UNIT ²	UNIT COST	EST QTY	EST COSTS
Demo existing sidewalk/ramps	SF	\$ 6	600	\$ 3,600
Demo existing curb and gutter	LF	\$ 15	100	\$ 1,500
Remove pavement markings	LF	\$ 3	72	\$ 216
Install perpendicular curb ramp	EA	\$ 10,000	8	\$ 80,000
Install curb and gutter	LF	\$ 25	250	\$ 6,250
Install 6' wide sidewalk	SF	\$ 25	1500	\$ 37,500
Install 4 marked crosswalks with thermoplastic continental markings	SF	\$ 8	432	\$ 3,456
Install 4 stop bars	SF	\$ 8	120	\$ 960
Remove existing catch basin	EA	\$ 500	2	\$ 1,000
Install catch basin	EA	\$ 3,000	2	\$ 6,000
Install 3 luminaires	LS	\$ 37,500	1	\$ 37,500
Relocate street signs	LS	\$ 1,000	1	\$ 1,000
Traffic Mobilization (10%)	EA	\$ 17,367	1	\$ 17,367
Traffic Control (15%)	EA	\$ 26,050	1	\$ 26,050
Erosion Control (2%)	EA	\$ 3,473	1	\$ 3,473

² SF = Square Feet, LF = Linear Feet, EA = Each, LS = Lump Sum, CA/CEI = Construction Administration/Construction Engineering Inspections

			Sub-total	\$225,872
Contingency	%	40%		\$90,349
CA/CEI	%	15%		\$47,433
Total Estimated Construction Costs				\$363,654
Preliminary Engineering/Design Costs (12%)				\$43,638
ODOT Oversight (6%)				\$21,819
Inflation Risks per year (5%)*				\$36,365
Easements				\$0
Right of Way Acquisition				\$0
Utility Relocation				\$0
Other Costs				\$0
Total Estimated Soft Costs				\$101,823
Total Estimated Project Cost:				\$465,477

* Assumes construction by 2022. Additional inflation costs apply if constructed in 2023 or later

Table 6. Competitive Grant Cost Estimates: Highway 331 Path from Four Corners to Timíne Way

ITEM DESCRIPTION	UNIT	UNIT COST	EST QTY	EST COSTS
Clearing and grubbing	LS	\$ 2,000	1	\$ 2,000
Install 1200 LF 12' wide asphalt path	SF	\$ 10	14400	\$ 144,000
Install trail lighting (150' OC)	EA	\$ 3,000	8	\$ 24,000
Install 12x20' bike/ped bridge	SF	\$ 150	240	\$ 36,000
Install trail signs	EA	\$ 300	2	\$ 600
Traffic Mobilization (10%)	EA	\$ 20,660	1	\$ 20,660
Traffic Control (15%)	EA	\$ 30,990	1	\$ 30,990
Erosion Control (2%)	EA	\$ 4,132	1	\$ 4,132
			Subtotal	\$262,382
Contingency	%	40%		\$104,953
CA/CEI	%	15%		\$55,100
Total Estimated Construction Costs				\$422,435
Preliminary Engineering/Design Costs (12%)				\$50,692
ODOT Oversight (6%)				\$25,346

Inflation Risks per year (5%)*	\$42,244
Easements**	\$25,478
Right of Way Acquisition	\$0
Utility Relocation	\$0
Other Costs	\$0
Total Estimated Soft Costs	\$143,759

Total Estimated Project Cost: \$566,194*

* Assumes construction by 2022. Additional inflation costs apply if constructed in 2023 or later

** Cost of easement based on an assumed size of 10' wide x 1,185' long, valued at \$2.15/SF. Land valuation based on the average 2019 real market value of land for two properties adjacent to the properties that would be impacted by the proposed path.

Table 7. Competitive Grant Cost Estimates: School Zone Signage

ITEM DESCRIPTION	MEASURE- MENT	COST/UNIT	UNITS	ESTIMATE
Install marked crosswalk warning sign assemblies	EA	\$ 1,000	8	\$ 8,000
Traffic Mobilization (10%)	EA	\$ 800	1	\$ 800
Traffic Control (15%)	EA	\$ 1,200	1	\$ 1,200
Erosion Control (2%)	EA	\$ 160	0	\$ -
Subtotal				\$10,000

Total Costs

Preliminary Engineering/Design Costs (12%)	\$1,200
Construction Costs (Subtotal + 40% Contingency + 15% CE)	\$15,500
Right of Way Costs	\$0
Utility Costs	\$0
Other Costs	\$0
Total Project Cost:	\$16,700

Table 8. Summary of Competitive Grant Cost Estimates

PROJECT	ESTIMATED COSTS (SAME AS ABOVE)
Four Corners Intersection Upgrades	\$ 465,477
Highway 331 Path	\$ \$566,194
School Zone Signage	\$ 16,700
TOTAL ESTIMATED COMPETITIVE GRANT COSTS:	\$ 1,048,371

Additional Cost Estimates for Near-Term Projects not Included in Competitive Grant Application

Table 9. Highway 331 Sidewalk Mission Road to Showaway Lane

ITEM DESCRIPTION	UNIT	UNIT COST	EST QTY	EST COSTS
Clearing and grubbing	LS	\$ 2,000	1	\$ 2,000
Construct embankment to widen highway by 6'	CUYD	\$ 30	427	\$ 12,810
Implement stormwater improvements associated with sidewalk	LF	\$ 80	1050	\$ 84,000
Install 1050 LF of 6' wide sidewalk	SF	\$ 25	6300	\$ 157,500
Install curb and gutter	LF	\$ 25	1050	\$ 26,250
Install bike lane symbol pavement markings	EA	\$ 250	3	\$ 750
Reconstruct 11 driveway access points	SY	\$ 160	123	\$ 19,680
Install UPRR-approved crossing	LS	\$ 200,000	1	\$ 200,000
Install perpendicular curb ramp	EA	\$ 10,000	6	\$ 60,000
Install 70 LF of 6' wide sidewalk	SF	\$ 25	420	\$ 10,500
Install curb and gutter	LF	\$ 25	70	\$ 1,750
Traffic Mobilization (10%)	EA	\$ 57,524	1	\$ 57,524
Traffic Control (15%)	EA	\$ 86,286	1	\$ 86,286
Erosion Control (2%)	EA	\$ 11,505	1	\$ 11,505
Subtotal				\$730,555
Contingency	%	40%		\$292,222
CA/CEI	%	15%		\$153,417
Total Estimated Construction Costs				\$1,176,193
Preliminary Engineering/Design Costs (12%)				\$141,143
ODOT Oversight (6%)				\$70,572
Inflation Risks per year (5%)*				\$117,619

Easements	\$0
Right of Way Acquisition	\$0
Utility Relocation	\$0
Other Costs	\$0
Total Estimated Soft Costs	\$329,334

Total Estimated Project Cost: **\$1,505,527**

* Assumes construction by 2022. Additional inflation costs apply if constructed in 2023 or later

Table 10. Mission Street Crossing at B Street

ITEM DESCRIPTION	MEASURE- MENT	COST/UNIT	UNITS	ESTIMATE
Demo existing sidewalk	SF	\$ 6	150	\$ 900
Demo existing curb and gutter	LF	\$ 15	25	\$ 375
Install perpendicular curb ramp	EA	\$ 10,000	2	\$ 20,000
Install marked crosswalk with thermoplastic continental markings	SF	\$ 8	126	\$ 1,008
Install marked crosswalk warning sign assemblies	EA	\$ 1,000	4	\$ 4,000
Install in-street school sign	EA	\$ 500	1	\$ 500
Install solar powered RRFB assembly	EA	\$ 20,000	1	\$ 20,000
Traffic Mobilization (10%)	EA	\$ 4,678	1	\$ 4,678
Traffic Control (15%)	EA	\$ 7,017	1	\$ 7,017
Erosion Control (2%)	EA	\$ 936	1	\$ 936
Subtotal				\$59,414

Total Costs

Preliminary Engineering/Design Costs (12%)	\$7,130
Construction Costs (Subtotal + 40% Contingency + 15% CE)	\$92,092
Right of Way Costs	\$0
Utility Costs	\$0
Other Costs	\$0
Total Project Cost:	\$99,222

Chapter 5. Potential Funding & Implementation

This chapter lists a variety of funding sources that could be used to implement the recommendations outlined in Chapter 4. These funding sources are accurate as of February 2020, but may change over time. Please refer to ODOT or other funding jurisdictions' websites for the most up to date information.

Statewide Funding Opportunities

ODOT SRTS Infrastructure Grants:

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

COMPETITIVE INFRASTRUCTURE GRANT

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

RAPID RESPONSE INFRASTRUCTURE GRANT

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

ODOT STIP Program

Outside of Safe Routes to School programs, ODOT offers general funding opportunities for bicycle and pedestrian improvement projects through the development of ODOT's State Transportation Improvement Program (STIP), which programs funding for three years. Proposed projects should be nominated in coordination with ODOT's Region 2 office. To be eligible for STIP funding, CTUIR projects must be included an adopted Transportation System

Plan. The draft 2021-2024 STIP includes roughly \$115 million for walking and biking projects. Programs include Active Transportation Leverage, which adds walking or biking features to Fix-It projects, and ADA Curb Ramps, to boost accessibility of pedestrian infrastructure.

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

ODOT All Roads Transportation Safety Program (ARTS)

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

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

Oregon Parks and Recreation Grants

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

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

Oregon Community Paths Program (OCP)

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

Oregon Transportation Infrastructure Bank (OTIB)

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

State Highway Trust Fund/Bicycle Bill

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

Sidewalk Improvement Program (SWIP)

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

Transportation and Growth Management (TGM) Funds

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

State Transportation Improvement Fund (STIF)

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

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

Congestion Mitigation and Air Quality (CMAQ) program

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

Federal Funds

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

- Community Development Block Grant Program, <https://www.orinfrastructure.org/Infrastructure-Programs/CDBG/>
- Rural Development Grant Assistance Program, <https://www.usda.gov/topics/farming/grants-and-loans>
- FHWA Tribal Transportation Program, <https://highways.dot.gov/federal-lands/programs-tribal#:~:text=of%20transportation%20programs.-,Tribal%20Transportation%20Program,Established%20in%2023%20U.S.C.&text=The%20purpose%20of%20the%20TTP,and%20Alaska%20Native%20Village%20communities>
- FHWA Tribal Transportation Bridge Program, <https://highways.dot.gov/federal-lands/programs-tribal/bridge>
- FHWA Tribal Transportation Safety Fund, <https://highways.dot.gov/federal-lands/programs-tribal/safety>

Local Funding Opportunities

Potential School Bond Opportunities

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

SRTS Projects & the TSP

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

Demonstration Projects

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

Non-Infrastructure Programs Funding Opportunities

ODOT SRTS Non-Infrastructure Grant

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