



HOOD RIVER Safe Routes to School Plan

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

CITY OF HOOD RIVER
MAY STREET ELEMENTARY SCHOOL
HOOD RIVER MIDDLE SCHOOL

FINAL REPORT / FEBRUARY 2022

Oregon Department of Transportation
Safe Routes to School



ALTA • COMMUTE OPTIONS • THE STREET TRUST

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INTRODUCTION

WHAT IS SAFE ROUTES TO SCHOOL?

*Safe Routes to School (SRTS) is a comprehensive K-8th grade 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.*

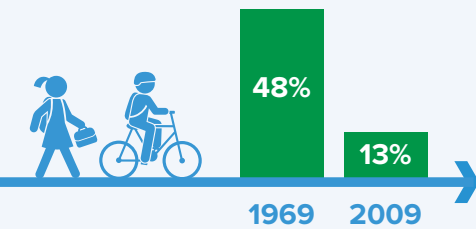
The benefits of implementing a SRTS Plan include improving safety, increasing access, encouraging physical activity, and reducing traffic congestion and motor vehicle emissions near schools. Implementing SRTS programs and projects benefit adjacent neighborhoods as well as students and their families, 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%**.



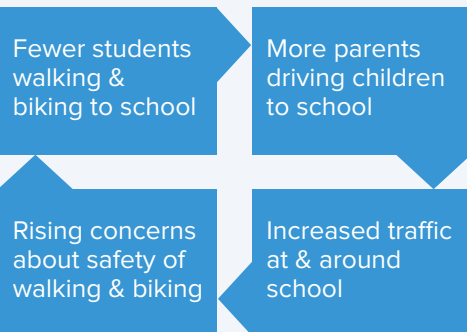
Children and adolescents should have **60 minutes (1 hour)** or more of physical activity daily.



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 studies 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 learn¹.

HEALTHIER STUDENTS

Because SRTS programs make it easier to walk, bike, skate, and scoot to school, they directly support increased physical activity for young people². Walking even one mile to school and one mile home gives a student about 40 minutes of physical activity – two-thirds of the recommended amount!

IMPROVED ACADEMIC PERFORMANCE

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)

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 activity³.

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. Assume half of the school district's 4,000 students switch to walking or biking during their 180 day school year. This reduces an average driving distance of 5 vehicle miles traveled by day. This results in 1.8 million fewer VMT per year, or about 0.75% of the county's total passenger VMT of 240 million miles per year.⁴

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.

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

⁴ Hood River County Energy Council 2022 Letter of Support

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 increase¹. 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 sales².

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

City of Hood River SRTS Project Identification Program

 The City of Hood River, ODOT Region 1 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 assistance program that helps communities identify needs and opportunities near one or more schools, focusing on streets within

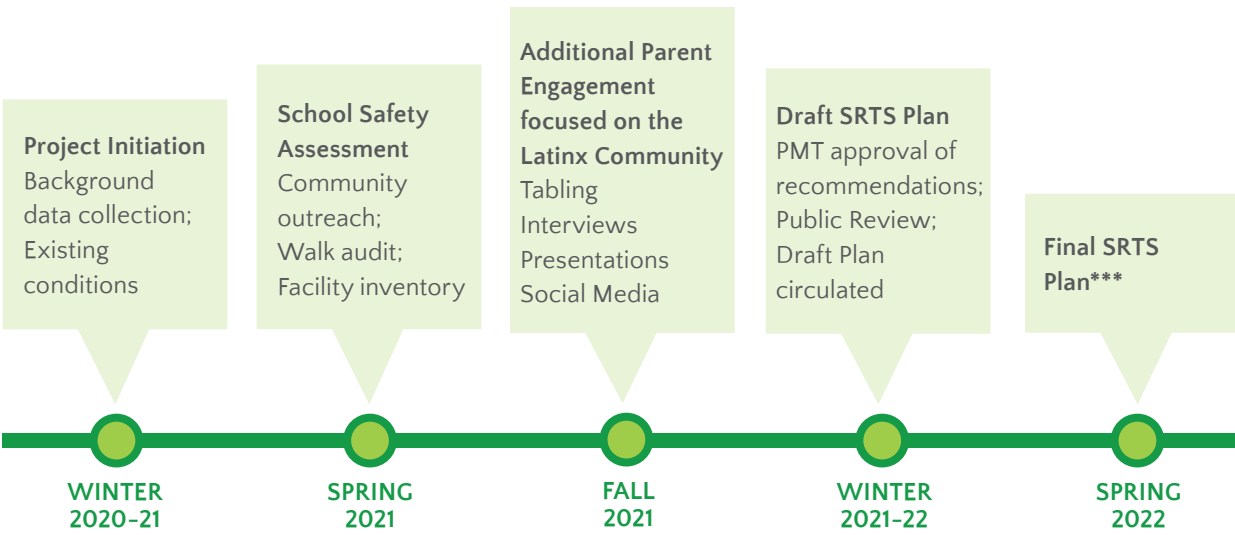
 a quarter-mile of the school, as well as critical issues within a mile of the school.*

Project boundaries are constrained to City limits. Schools outside of City boundaries were not included in this City process.

 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 Hood River 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 the planning 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

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).



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



INTRODUCTION

This chapter includes an overall vision as well as specific actions that 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 Hood River community envisions 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 Hood River PIP process selected Safety and Equity as the main priorities for the community. 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 students and families traveling to school, particularly those who walk and bike out of necessity.

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: Hood River County School District will integrate on-campus infrastructure improvements into their ongoing planning processes.
- Action: The City of Hood River will consider applying 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 school.

- Action: The City of Hood River will adopt the long-term infrastructure recommendations as a part of its planning processes, potentially into its Transportation System Plan and Heights Neighborhood Streetscape Plan, and continue to prioritize themes from the SRTS Plan's community engagement process.
- Action: The City of Hood River will begin implementing recommendations as funds for capital improvements become available, particularly lower cost improvements within a quarter mile of each school, which are a priority for school leadership.
- Action: The City of Hood River and its partners will explore opportunities for educational demonstrations of safe streets, including permanent implementation of the School Street at May Street Elementary (Project # 1).

Objective 3: Pedestrian and bicycle safety education is available to students in Hood River and Hood River County School District.

- Action: The Hood River County School District, the City of Hood River, and the Hood River Valley Parks and Recreation District will coordinate with

school leadership to apply for the ODOT SRTS Education Grant to fund a Safe Routes to School Coordinator position. This coordinator will organize safety, education and encouragement activities, prioritizing options for activities that take place outside of instructional hours, such as the existing Bike Train and bike club.

- Action: May Street Elementary and Hood River Middle School will encourage families to walk and bike to school by distributing information regarding safety and suggested routes.
- Action: Hood River County School District will consider reaching out to Hood River County to explore SRTS planning efforts at 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.

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

- Action: Hood River County School District, May Street Elementary, Hood River Middle School, and City of Hood River will provide SRTS information and educational materials in English and Spanish.
- Action: Hood River County School District, May Street Elementary, Hood River Middle School, and City of Hood River will partner with existing groups and organizations that serve particularly the Latinx community, low-income households, and other historically-disadvantaged groups to help disperse information and better understand needs and barriers.
- Action: Hood River Middle School and May Street Elementary 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: The City of Hood River will implement infrastructure recommendations with a consideration for improvements that serve or were requested by underserved and low-income communities, particularly the Latinx community.
- Action: Whichever agency implements a SRTS Education and Outreach Program will work to include lower income students, those with mobility challenges, Spanish-speaking students, and students from other historically marginalized groups.
- Action: Hood River County Transportation District will work with the Hood River County School District, students and parents during the upcoming Transit Master Plan Update planning process to identify student transportation needs that could be met with public transportation services.
- Action: Hood River County School District and Hood River County Transportation District will continue to work together to educate students on available public transit options and to provide free annual transit passes to middle school students as funding allows.
- Action: The City of Hood River and Hood River County School District will work to ensure safe walking or bike access to CAT bus stops near schools so that students have safe access when needing public transit for afterschool activities

HEALTH

Goal: Increase student access to physical activity, recreation, and mental wellness while reducing emissions near schools.

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

- Action: May Street Elementary School and Hood River Middle School will look for areas of overlap between SRTS efforts and other health initiatives and P.E. class.
- Action: May Street Elementary will continue to support the Bike Train, and other similar initiatives, to encourage students to walk and bike to school.

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

- Action: Hood River County School District will consider adopting SRTS-supportive language in school wellness policy.
- Action: May Street Elementary School and Hood River Middle School will share relevant health statistics and messages in school newsletters, back to school night, or through other communication channels.
- Action: The City of Hood River will coordinate with local public health agencies to share information about SRTS and coordinate around shared wellness goals.

ENVIRONMENT

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

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

- Action: Hood River County School District will provide parents with education and encouragement materials providing information on carpooling, walking, biking, and school buses.
- Action: Hood River Valley Parks and Recreation District will formalize existing cut-through paths to improve off-street travel options for people walking and rolling to school.

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 and community meeting
- Virtual feedback using the online Public Input Map and survey
- Participation in a one-on-one Zoom or telephone interview with school or district staff
- Participation in a focus group to learn more about barriers to walking, biking, or taking transit for the Latinx community (Columbia Area Transit focus group, Familias Unidas, The Next Door)

The City of Hood River, Mid-Columbia Economic Development District, Bikabout, Hood River County School District, and school leadership from May Street Elementary School and Hood River Middle School worked diligently to spread the word about the walk audits, community meetings, and the online Public Input Map and survey. The two schools promoted the PIP process and opportunities for community input on social media channels and through e-mail listservs. The City of Hood River shared information via social media channels and the City website.

The project team hosted a series of four walk audits in Hood River over a two-day period (May 19–20, 2020). In order to comply with CDC guidance on COVID-19 prevention, in-person gatherings were limited to 12 people, participants were required to stay 6 ft apart, and masks were required on school campus.

Twelve people attended the morning walk audit and community meeting at May Street Elementary School, providing feedback about specific barriers and challenging locations near the school.





Additionally, project team members staffed a table near the bike and pedestrian drop-off location on the east side of the campus, where they were able to speak with parents, gather feedback directly, and also pass out flyers promoting the Public Input Map.

Most members of the PMT, as well as additional community members attended the afternoon walk audit at May Street Elementary. Included in this walk audit was an observation of the Bike Train, led by a parent volunteer. Following the observation of dismissal, members of the project team met to debrief what they'd observed.

Five people attended the morning walk audit at Hood River Middle School, including three parents and several PMT members. The afternoon walk audit was attended by the majority of the PMT and several parents, and the post-audit meeting provided an opportunity for each group to share their insights.

DEMOGRAPHIC REPRESENTATION

To determine who was being reached through online engagement, the project team collected information about respondents the Public Input Map using a short survey. Of the 127 respondents who filled out the survey, 76% were parents or caregivers of students who attend schools in the study area. Another 31% identified as community members. Six percent of respondents indicated that they were School or District staff, and another ten percent chose "Other".

Respondents to the map were overwhelmingly white (81%), and only six survey respondents selected Hispanic/Latino. This prompted the project team to prioritize alternative forms of outreach to connect with Hood River's Latinx community. These engagement activities were much more successful in learning about the needs and concerns of this group.

LATINX COMMUNITY ENGAGEMENT

Engaging the large Latinx community in Hood River is a top priority for the SRTS Plan and the agencies involved. The SRTS planning process enabled community members to participate in all SRTS events seamlessly in either English or Spanish, interpretation was available at all walk audits and community meetings, and flyers and social media messages were circulated in both languages. However, despite the availability of Spanish-language materials and the schools' promotion efforts, initial participation among the Latinx community was low. While the ongoing pandemic created a challenging environment for all parent engagement during spring 2021, this was particularly noticeable among Latinx parents and caregivers.

Starting in the fall of 2021, the project team extended the SRTS Plan timeline to provide time for additional engagement, both generally and with the Latinx community in particular.

During fall 2021, the project team conducted the following:

- Tabling at Back-to-School Night (attended one, two were canceled due to increases in COVID cases)
- Presentation at The Next Door Communications group,
- Presentation and conversation with Familias Unidas Parent Group
- Interview on the school district's Spanish-language radio program
- Spanish-language paid social media promoting the online survey
- 18 one-on-one phone call interviews of Spanish-speaking parents by school district staff
- Two one-on-one interviews with Spanish-speaking parents whose students utilize public transit (CAT bus)

Many participants observe inequities in who feels comfortable walking and biking, noting that these transportation modes (particularly biking) can be more accessible for more affluent, white residents. Through targeted outreach to Latinx parents and caregivers, the project team was able to learn more about their perceptions of safety when walking and biking with children. Most of the families interviewed felt that the roads were generally safe, but some were concerned about the presence of intoxicated or homeless people on the street, which made them nervous about sending their students to school alone. One of the most popular comments when it came to how to make walking and biking safer was for an adult to accompany students to and from school.

Other feedback from Latinx parents included:

- A desire for pedestrian education for students, as well as information about routes for students walking to school
- The need for safer crossings for students at specific intersections
- A preference for off-street paths for students who ride bicycles
- Challenges related to busy streets and vehicles not stopping at crosswalks
- The limits of parents' in-person participation due to challenging work schedules

COMMUNITY ENGAGEMENT KEY THEMES

The comment heat maps on these pages illustrate specific locations of concern and interest that emerged through the online Public Input Map. Particular areas of the Public Input Map received exceptionally high numbers of comments, indicating that parents and caregivers were more concerned with addressing barriers at these locations:

- Pine St and 12th St
- Pine St and 13th St
- Pine St and 9th St
- Wilson/A St and 12th St

- 12th St crossing of Indian Creek
- Fairview Dr and 30th St
- May St and 13th St
- 22nd St from Belmont Dr to May St

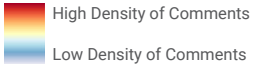
Based on the feedback received through all engagement methods, it is clear that the Hood River community values active, healthy lifestyles and seeks to make it safer and more comfortable for all students to walk and bike. Participants who engaged with the SRTS planning process want to see more protected, continuous SRTS routes, particularly along May St, 12th St, and 13th St. Commenters also focused on the need for safer and more accessible connections to the Sieverkropp neighborhood (to the south) and Downtown (to the north).

Themes from the online Public Input Map and survey, as well as the Draft City of Hood River SRTS Plan Public Comment Period, included:

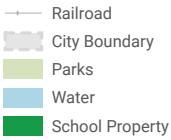
- Improving efficiency for parents by enabling students to safely walk or bike to school, rather than being dropped off or waiting for a bus
- Ensuring safety for visually-impaired pedestrians and other vulnerable users
- Providing a safe place for students to store their bikes during the school day
- Reducing vehicle congestion on roads and near schools
- Reducing bussing needs
- Interest in as much physically protected infrastructure as possible, such as parking- or bollard-protected bike lanes and sidewalks or side paths separated from the road
- Concern about winter safety and the need for snow removal from pedestrian and bike infrastructure
- Requests for further development of a connected citywide active transportation network to build on SRTS routes
- Requests for additional SRTS planning at Westside Elementary, Hood River Valley High School, and other Hood River School District schools

HOOD RIVER SRTS PUBLIC INPUT MAP

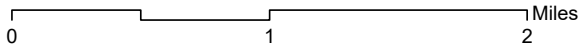
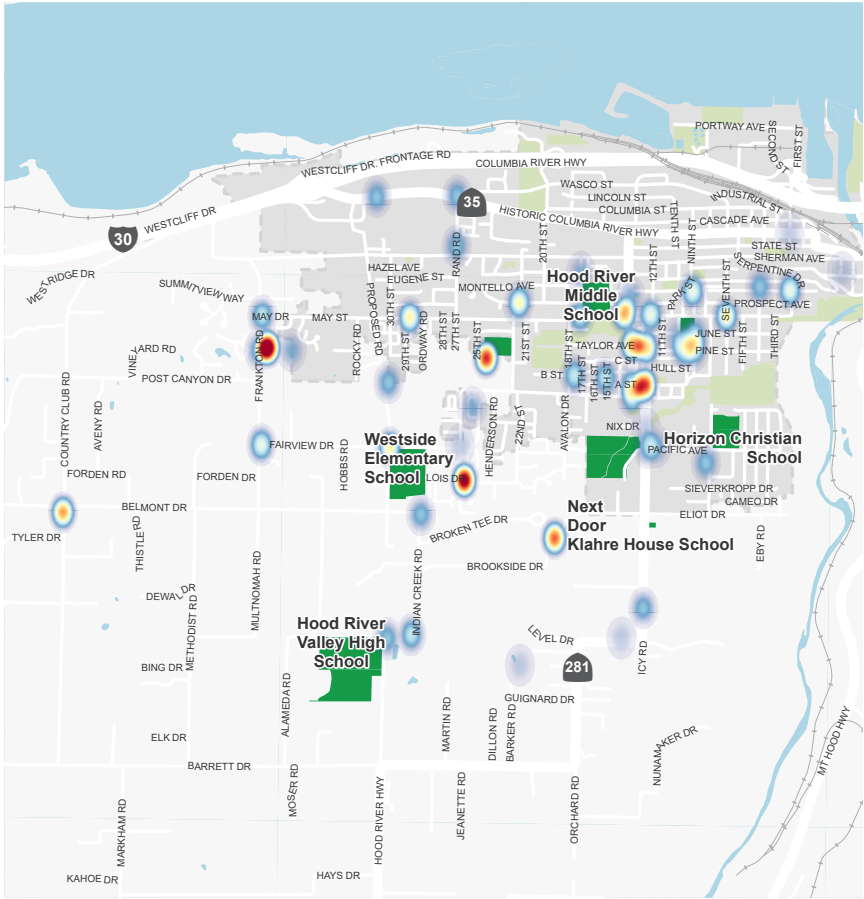
POINT COMMENTS



HOOD RIVER CONTEXT

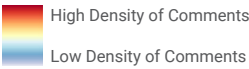


57 POINT COMMENTS
263 ENGAGEMENTS (LIKES, DISLIKES)

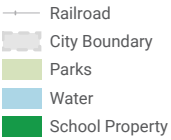


HOOD RIVER SRTS PUBLIC INPUT MAP

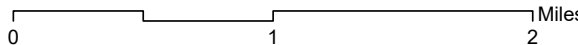
ROUTE COMMENTS



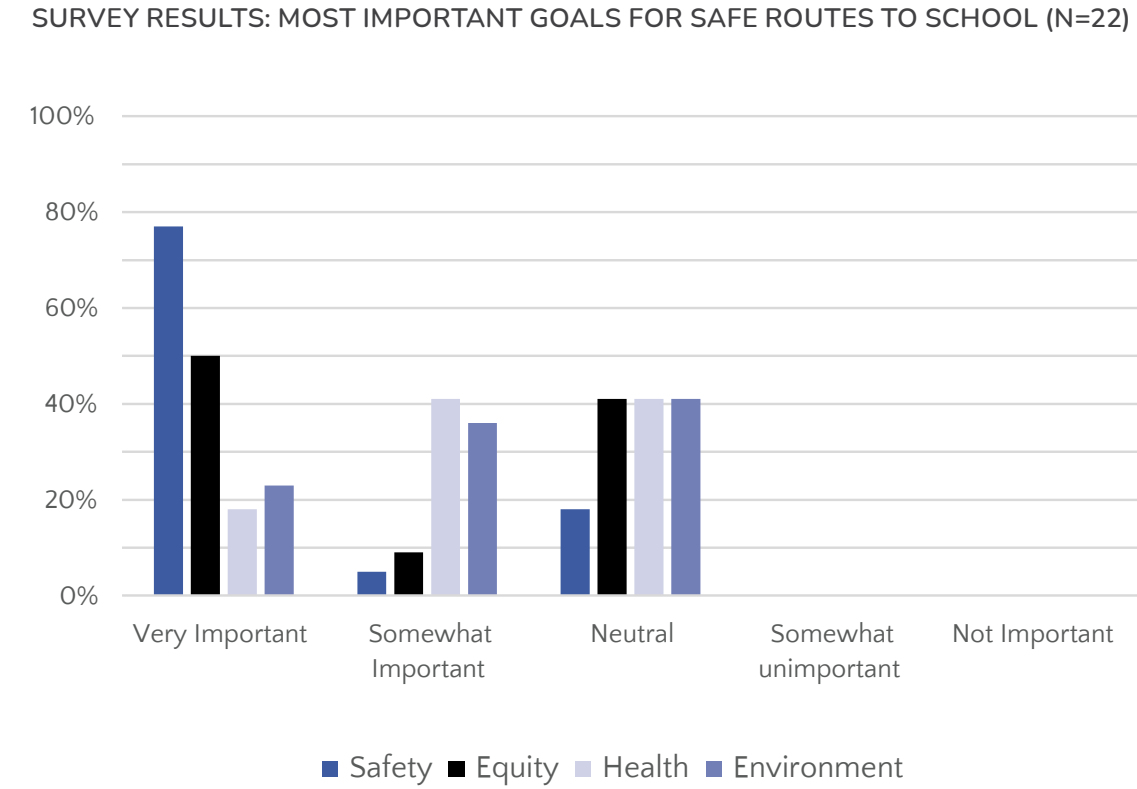
HOOD RIVER CONTEXT



51 ROUTE COMMENTS
90 ENGAGEMENTS (LIKES, DISLIKES)



When asked through the Public Input Map about the most important goal for a Safe Routes to School Plan for Hood River, survey respondents indicated that Safety was their top priority, followed by Equity, Health, and Environment, as illustrated in the chart below.



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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:

May Street Elementary

1001 10TH ST

PRINCIPAL:

Kelly Beard



ENROLLMENT:
496



GRADES SERVED:
K-5



44% of students eligible for free or reduced lunch



- DEMOGRAPHICS*
- White, non-Hispanic, 85%
 - Hispanic, 29%
 - American Indian/Alaska Native, 2%
 - Black / African American, 1%
 - Asian, 1%



TOP 5 LANGUAGES SPOKEN BY STUDENTS IN DISTRICT**

English	2,533
Spanish	1,680
Russian	1
Other Languages	34

Total Languages Spoken: ?

*Source: Oregon Department of Education 2019-2020 school year
**Source: Oregon Department of Education 2018-2019 school year

May Street Elementary
Safety Assessment

Date: May 19th, 2021

SCHOOL LAYOUT

May Street Elementary is a public school located in the Heights neighborhood of Hood River. The school is on the south side of May St between 10th St and 9th St. The school was recently remodeled and relocated from the May St frontage to the south side of the campus. There is one main school building that fronts 10th St and Pine St. The parking lot is located north of the school building off 10th St. There is a covered play area and asphalt yard, as well as a sports field north of the school building. Students arriving by walking or rolling use a gate on 9th St and June St to enter the east side of the asphalt yard, while students arriving by car come through the gate off the parking lot, which is near 10th St and June St. Buses also drop students off at the parking lot.

A few blocks to the west of the campus, 12th St and 13th St form Hwy 281 as a couplet. This is a major east-west thoroughfare through town and accommodates frequent freight traffic. Between 12th St and 13th St, May St is also a part of this freight route. However, traffic becomes calmer toward 10th St, where the school is located.

Other important destinations located near the school include the Providence Hospital and several CAT bus stops.

SITE CIRCULATION

Vehicles: School staff consistently encourage parents to use 10th St as a vehicle dropoff and pickup spot, leaving the 9th St and June St entrance for pedestrians and bicycles only. However, parents were observed dropping their students off at the east gate, sometimes creating potential hazards for students arriving by walking or rolling.

School Buses: Buses enter the 10th St parking lot and drive up to the sidewalk near the sports field, allowing students to exit and walk a short distance to the west gate of the school. The buses then exit toward May St and 10th St.



May Street Elementary School
Site Plan



Pedestrians: Students who walk to and from school are encouraged to use the east gate to enter and exit the campus. On these blocks of June St and 9th St, there are consistent sidewalks, allowing students to avoid the vehicle right-of-way. Students arriving from the north use a gate at the north end of the campus, where a bark trail leads them along the east side of the sports field and onto the asphalt play yard. This trail is not ADA accessible.

Bicyclists/Micromobility: Students arriving by bicycle (or students rolling to school in general) are also instructed to use the east gate. This street is low-traffic and residential. Students arriving from the north use a gate at the north end of the campus, where a bark trail leads them along the east side of the sports field and onto the asphalt play yard. Most

students seem to believe that they are supposed to walk on this trail because of the curb at the May St sidewalk that forces them to dismount. Movable bike racks are located near the east gate and were very full, as riding to school is very popular. Many students arrive in groups or with parents, including as part of the school's parent-led Bike Train.

Transit: Students receive free transit passes for the Columbia Area Transit (CAT) bus. This transit service offers designated drop-off along May St (near Providence Hospital) and also on-demand service for those not located along a route.

PREVIOUS SRTS EFFORTS OR WALKING/BIKING ENCOURAGEMENT ACTIVITIES

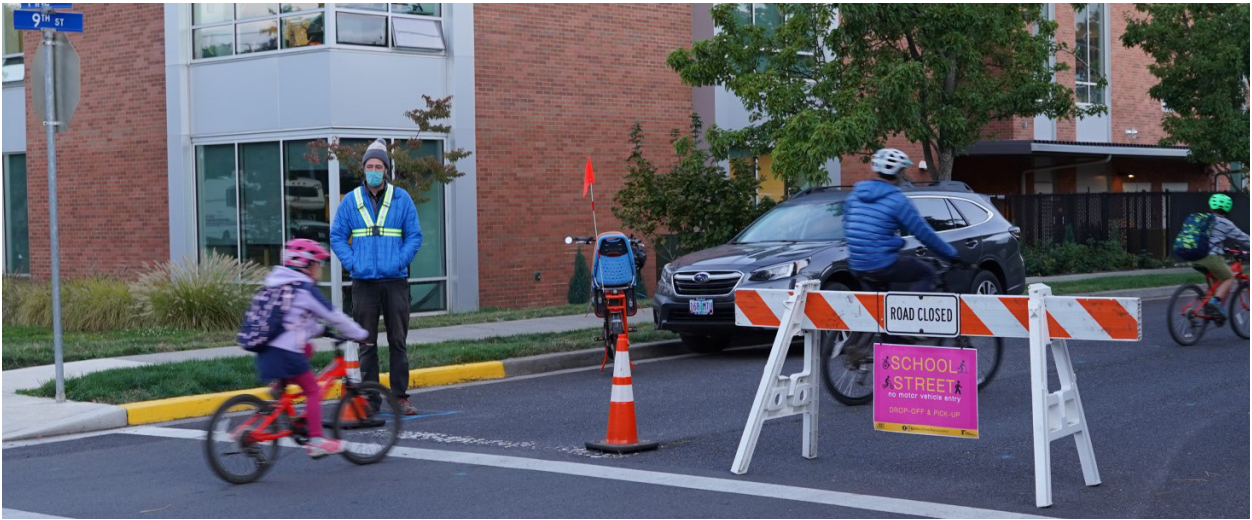
May Street Elementary held its first successful Walk + Bike to School Day in 2019. While this event was not able to continue during the COVID-19 pandemic, the school held encouragement activities to keep students and families active, including a bike parade that allowed students, teachers, staff, and families to see each other during distance learning.

In October 2021, May Street Elementary once again held an event for International Walk and Bike to School Day, which featured a demonstration project that closed 10th St and June St to traffic near the pedestrian and bike gate, allowing families to safely enter and exit the campus. This demonstration proved very popular among students, caregivers, and neighbors, as it decreased the potential for mode conflict while also lessening noise, traffic, and pollution in the area immediately outside the school.

This School Street demonstration project was funded through an ODOT Region 1 pedestrian safety grant, which was received by the community organization Bikabout. Other plans for this grant include on-bike education (including handling skills, signals, and other basics) and pedestrian safety lessons for 4th and 5th graders.

Bikabout also organizes May Street Elementary School’s two Bike Trains, which are led by parent volunteers in both the morning and the afternoon. Through these Bike Trains, students ride home behind a designated parent leader, peeling off from the group as they arrive at their homes. One Bike Train travels south to Sieverkropp, while the other travels west.

Please see Appendix D (Pages 80–82) for more information on previous SRTS events and activities in Hood River.



Bike and Pedestrian Facilities Inventory



The east gate entrance is used specifically for pedestrians and bicyclists.



The movable bike racks at May Street Elementary are consistently overflowing with bicycles.



There are also bike racks in front of the school on 10th St, but these are not located in a suitable area to be used by students. Because they are not movable, they are usually empty.



The existing crosswalk at May St and 9th St could use enhancement and emphasis to increase visibility, such as warning signs. Cars parked too close to the crosswalk on the east side also reduce sight lines.



The bark path at the entrance to trail at north side of campus is made less accessible by the presence of the concrete curb.



The north sidewalk on May St is the preferred route for both pedestrians and bicyclists despite some dangerous crossings and large driveways, such as the Providence parking lot shown here.



Key Themes

- Crossing 12th St and 13th St poses a consistent issue for students traveling to and from May Street Elementary and HRMS.
- The north sidewalk on May St is a common route for students and families who walk and roll to school, but facilities are inadequate for safe travel for all active modes.
- There is a need for parent compliance with preferred pick-up and drop-off locations.
- Biking to school is very popular with May Street Elementary students, and more bike racks are needed to accommodate them.
- The crossing of Indian Creek provides inadequate width and protection for pedestrians and bicyclists traveling on 12th St and creates potential hazards.
- Need for wayfinding along neighborhood streets that function as popular bikeways and need for intersections to be made safer to increase awareness of people biking.



At the corner of May St and 12th St, utility poles block westbound drivers' view of pedestrians waiting to cross. At this location, the street turns from one westbound lane into two in preparation for turns.



12th St and May St is a staggered intersection. Cars traveling north on 12th St turn west onto May St, then make a left onto 12th St to continue north, often without pausing.



This configuration results in potential dangers for pedestrians attempting to cross 12th St at the north leg, as drivers expect to make a left turn without obstacles.



The right turn lane from 12th St onto May St has a wide curb radius, which encourages cars to enter the staggered intersection quickly. Visibility is somewhat impeded by the signs and vegetation on the southeast corner.



Pedestrians traveling west on May St cross a wide free right turn lane at May St and 13th St, which is built to accommodate frequent freight traffic.



There are missing sidewalks and curb ramps at the southeast corner of May St and 13th St. Existing ramps at this intersection are considered "poor functional condition", according to ODOT's ADA inventory.



The topography at May St and 13th St creates visibility challenges. Cars traveling south through the intersection may not see pedestrians until they reach the crest of the hill, just before the crosswalk.



The failing elevated sidewalk at the northwest corner of 13th St and May St is slated for repairs.



Pine Street is a popular pedestrian route and destination, in part due to the Pine Street Bakery, which is located at Pine St and 12th St.



Many crossings of 12th St and 13th St can be hazardous for children and adults alike. At this crossing of 12th St at Pine St, parked cars block northbound drivers from seeing pedestrians enter the crosswalk until they are already driving through.



Wilson St and A St serve as an important bike and pedestrian route, but crossings at 12th St and 13th St are barriers to safe travel along this corridor.



Students traveling north toward May Street Elementary by bike may ride through the intersection of Union St and 11th St without looking out for cars.



Many residential streets south of May Street Elementary have inconsistent and incomplete sidewalks.



Some popular bicycle routes for students traveling to and from school are unmarked.



While usually low-traffic, neighborhood streets can give young riders a false sense of security, especially when traveling through intersections.



At the intersection of 9th St and Pine St, the stop signs stop traffic traveling north on 9th, while cars traveling east-west on Pine St can continue. Students on bikes don't always realize they need to stop here.



While the trail to the east (left in photo) provides an off-street option to cross Indian Creek, its surface is loose gravel, and the grade is too steep for most young children.



Instead, both pedestrians and bicyclists tend to use the sidewalk on the east side of 12th St, which offers almost no protection from cars traveling north.

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The exit of the Dutch Brothers drive-thru and gas station near 12th St and Pacific St is a hazard for bicyclists traveling south over the Indian Creek crossing.



Pacific St has a wide ROW and no pavement markings. Young bicyclists, like those shown here, tend to choose the north sidewalk to avoid riding in the street with cars.

SCHOOL CONTEXT:

Hood River Middle School

1602 MAY ST

PRINCIPAL:

Brent Emmons



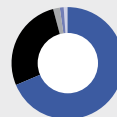
ENROLLMENT:
580



GRADES SERVED:
6-8



37% of students eligible for free or reduced lunch



DEMOGRAPHICS*

- White, non-Hispanic, 66%
- Hispanic, 26%
- Black/African American, 2%
- American Indian/Alaska Native, 1%
- Asian, 1%



TOP 5 LANGUAGES SPOKEN BY STUDENTS IN DISTRICT**

English	2,533
Spanish	1,680
Russian	1
Other Languages	34

Total Languages Spoken: ?

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

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

Hood River Middle School
Safety Assessment

Date: May 20th, 2021

SCHOOL LAYOUT

Hood River Middle School is a public school located in the Heights neighborhood of Hood River. The school is on the north side of May St between 13th St and 17th St, along Adams Creek. There is one main school building that fronts May St, and several smaller buildings to the east of the main building. Just north of the school, behind the building, there is a driveway and a small parking lot. North of this driveway is the sports field. Parent drop-off occurs primarily in front of the school, on the east side of 17th St, or at the church parking lot located on May St and 18th St.

Like May Street Elementary, Hood River Middle School is located near 12th St and 13th St, as well as the portion of May St that is part of Hwy 281.

SITE CIRCULATION

Vehicles: Students tend to be dropped off on the north side of May St in front of the school, at the Aquatic Center, on the east side of 17th St, or at the church parking lot on 18th St and May St.

School Buses: Buses turn north on 17th St and then into the driveway north of the school, where they pick up and drop off students.

Pedestrians: Students arriving by walking or rolling arrive via May St or 17th St and make their way to the doors at the front of the school, often crossing the lawn. Students were observed traveling from both the east and west on May St, most often along the north side, where there are consistent sidewalks. Those that came from the north tended to walk up 17th St, while those coming from the south were observed crossing through Friendship Park and the Aquatic Center to get to the crossing in front of the school.



Hood River Middle School
Site Plan



Bicyclists/Micromobility: Students traveling by bicycle most often entered the school through the L-shaped driveway, which connects to both 17th St and May St. The bike racks are located at the east corner of this driveway.

Transit: Students receive free transit passes for the Columbia Area Transit (CAT) bus. This transit service offers designated drop-off along May Street (near Providence Hospital) and also on-demand service for those not located along a route.

PREVIOUS SRTS EFFORTS OR WALKING/BIKING ENCOURAGEMENT ACTIVITIES

Hood River Middle School has provided pedestrian and bicycle safety education on and off over the years, as well as classes in Mountain Biking and Explore the Gorge, which involve bicycle training. The school also received a grant from Specialized for 30 bikes, which they have begun incorporating into PE classes, where students practice bike handling and mountain biking skills.

Please see Appendix D (Pages 80-82) for more information on previous SRTS events and activities in Hood River.

Bike and Pedestrian Facilities Inventory



The May St crossing in front of the school was improved about seven years ago by adding candlesticks to prevent parking and slow speeds. School administration reports that it's been very successful but also that the paint needs to be refreshed.



Some students arrive at the school via the sidewalk on the south side of May St.



The school driveway exit has a bike lane leading to the bike racks.



May St does not currently have bike lanes in front of the school, but the City plans to add facilities along this stretch, connecting to the bike lanes further west on May St.



17th St north of May St is a popular parent drop-off location.



There is an informal, unpaved path cutting through Friendship Park, through the Fire Station and Aquatic Center parking lots, and to May St. This path is heavily utilized by students as an alternative off-street route.



Key Themes

- The improved, more-visible crossing at the front of the school has been a great success in reducing potential conflicts. The existing bollards are deteriorating and walk audit participants and school leadership discussed the need for more permanent upgrades to the crossings and street scape in front of HRMS.
- Informal trails and paths are used by students to cut through to the school while avoiding vehicles.
- Because of their more moderate grades, 17th St and 18th St are corridors for students traveling north-south. 18th St doesn't have sidewalks or bike facilities to separate pedestrians and bicyclists from vehicle traffic.
- Sherman St is also an important east-west corridor, but the barrier of 13th St limits its accessibility.
- The intersection of May St and 13th St is a concern in part because of the steep grade that limits visibility traveling south. Students were observed crossing the north leg of May St and 13th St.
- There is a great deal of community interest in reopening crosswalks including the one at Taylor St and 13th St.



Students exit the informal path and travel past the Fire Station and Aquatic Center, located on the south side of May St.



Bike lanes currently end at the intersection of 17th St and May St.



The crossing of 17th St at Prospect Ave is impeded by a poorly-located telephone pole, as well as a lack of sidewalks and ramps.



18th St is a wide right-of-way with no designated bike facilities and sidewalks along the east side.



Sidewalks on the north side of Taylor St are often blocked by utility poles, mail boxes, and vegetation, making them difficult to navigate for many pedestrians.



An unpaved path between properties provides a shortcut from Taylor St to C St.



Many curb ramps along 13th St are in need of ADA improvements.



A former crossing at the north leg of Taylor St and 13th St was closed by ODOT due to safety concerns including lack of visibility for drivers traveling south on 13th St.



The steep hill on 13th St and higher vehicle speeds make it more difficult for drivers to see pedestrians with enough time to react.



There is still an open crossing on the south side of Taylor St and 13th St.



Some Hood River Middle School students cut through Jackson Park to get to and from the Heights.



Because of its steep grade, heavy traffic, and lack of consistent sidewalks, 13th St is not generally the preferred route for pedestrians, but students did use it to travel to and from Hood River Middle School.



Bicyclists using Sherman St to travel east-west face a considerable crossing barrier at 13th St, whether they hope to continue on Sherman or turn north on 13th St.



A popular route for cyclists is to turn north from Sherman St onto 13th St and then right/east onto State St.



There is a potential for a path connection along Adams Creek between Hazel Ave, Eugene St, and the school campus.



As the parcel along Adams Creek is developed, a direct path connection may be even more of a benefit to the community.



INTRODUCTION

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

Changes to the streetscape are essential to making walking and rolling to school safer and more comfortable. Infrastructure improvements make it safer and more comfortable for families to walk and bike to school – and 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

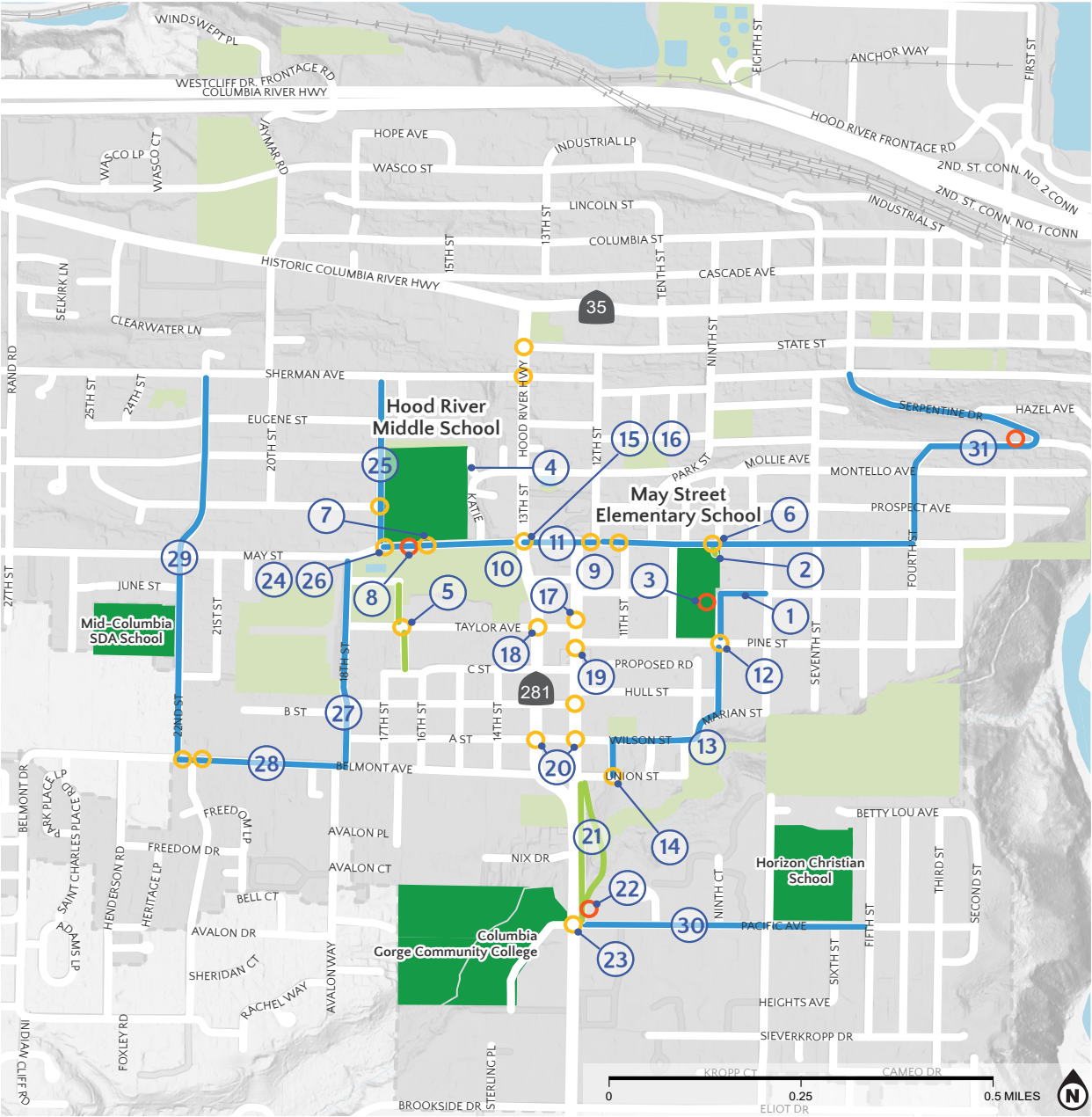
Construction project recommendations are shown and described on the following pages. The map on the following page is a guide to the location of recommendations described in detail in Table 1. A more detailed table is included in Appendix F that includes: the needs identified at each location and ensuing construction recommendations, as well as the relative priority of the recommendation, a high-level associated cost, the agency responsible for implementing the recommendation, and any potential funding source for construction.

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.



IMPROVEMENT RECOMMENDATIONS

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



Table 1. May Street Elementary and Hood River Middle School Infrastructure Needs and Recommendations

Rec #	Recommendation	Timeline
May Street Elementary School Grounds		
01	Close 9th St and June St between Pine St and 8th St to through traffic and unauthorized vehicle drop off during student arrival and dismissal.	Short term
02	Shift the route of the off-street path (at the north end of the campus) to the east of the current route, so that the path meets the sidewalk at a more perpendicular angle. Upgrade this path to be compliant with ADA standards. Change surface to pea gravel.	Short term
03	Add additional bike parking on campus and upgrade to U-shaped or staple bike parking on the east side of the school. Add covered bike parking if possible. Explore opportunities for short-term additional bike parking while more permanent solutions are sought.	Medium term
Hood River Middle School (HRMS) Grounds and Vicinity		
04	As plans for the new co-housing project develop and the City considers options for east/west bike routes, work with Katie's Lane HOA to gain support for a cut-through path with a gate to provide access to school campus from the northeast.	Long term
05	Request permission from the City (property owner) to formalize the trail that leads from C Street to Taylor St and through Friendship. Grade and resurface it, and add bilingual signage so more people will be able to locate the path. Where the path crosses Taylor St, install a mid-block crossing with continental-style markings to alert drivers of people following this path. Additional details for this high priority improvement are included on page 63. If the path is created, install a high visibility, continental crosswalk at 13th St and Montello Ave.	Long term
May Street ¹		
06	At May St and 9th St crossing, remove two parking spaces east of crosswalk on the north side and stripe for no parking. Extend curb on south side to decrease crossing distance and improve visibility. Restripe existing crosswalk with high-visibility continental-style markings. In the short term consider stationing a crossing guard here.	Medium term
07	Install high visibility, continental crosswalks to replace fading paint and curb extensions in front of HRMS on May St. Consider building green infrastructure (bioswales, etc.) into the curb extensions and removing parking along the south (front) of the school.	Medium term
08	Install a curb ramp on the east corner of the driveway for the Hood River Aquatic Center on the south side of May Street and provide adequate pedestrian access around the utility pole on the corner by either moving the pole or potentially widening the sidewalk at this location. Storm drainage would need to be modified in either case.	Medium term
May Street and 12th Street / 13th Street Intersections ¹		
09	At offset intersection of 12th St and May St, restripe all crosswalks to high-visibility, continental markings and provide Leading Pedestrian Intervals (LPI) at all crossings of 12th St and May St. South side: Complete the sidewalk and curb ramps along the south side of May St between 13th St and 12 St. Reduce the curb radius of the SE corner of 12th St and May St, physically or with striping, to encourage people driving to slow down and watch out for people crossing as they approach May St.	
continued on following page		

¹ This SRTS Plan supports the design alternatives currently under development as a part of the Heights Streetscape Plan that would fundamentally change traffic circulation along May St, 12th St and 13th St.

Rec #	Recommendation	Timeline
09	At offset intersection of 12th St and May St, restripe all crosswalks to high-visibility, continental markings and provide Leading Pedestrian Intervals (LPI) at all crossings of 12th St and May St. South side: Complete the sidewalk and curb ramps along the south side of May St between 13th St and 12 St. Reduce the curb radius of the SE corner of 12th St and May St, physically or with striping, to encourage people driving to slow down and watch out for people crossing as they approach May St. North side: Add curb extensions at the north leg (NW and NE corners) of the intersection. Add curb extension on NW corner at west leg of the intersection to improve sight lines. Add curb extension to the NE corner of the east leg to improve visibility and move utility pole out of the line of sight for the crosswalk. Consider adding a crosswalk, with school crossing sign assembly, to the west leg of the 11th St intersection to better serve the CAT bus stop. Additional details for this high priority improvement are included on page 64.	Short term
10	At the intersection of 13th St and May St, restripe all crosswalks to high-visibility continental markings. North side: In the short term, realign the crosswalk on the north leg of the intersection across 13th St to be more perpendicular to the path of travel being crossed, improving visibility of students in the crosswalk. In the long term, consider removing the westbound turn lane and removing the free-right turn. Add truck aprons around the NE corner to reduce the turning radius, which still accommodating freight traffic. South side: Install a continental crosswalk on the south side of this intersection, along with a Rapid Rectangular Flashing Beacon (RRFB) and potential advance warning to alert people driving south up the hill that there are people in the crosswalk. Install audible pedestrian signals for RRFB programmed with Spanish. Upgrade the existing crossing of May St on west side of 13th St to high visibility continental striping. Note: This will also require improving the sidewalk and curb ramps at the SE corner of this intersection to meet ADA standards. Additional details for this high priority improvement are included on page 64.	Long term
11	Install bike lanes on May St between 17th St and 13th St, as planned in the 2011 Hood River TSP or as updated in the Heights Streetscape Plan. Additionally, install bike lanes between 13th St and 11th St. Due to space constraints between the existing curbs, standard 6 ft bike lanes may be the most feasible option. Where possible, install 5.5 ft bike lanes, with a 2 ft buffer. Consider removing the westbound right turn lane to create space for painted or physically protected bike lanes. Physically-protected bike lanes are the top SRTS recommendation requested by parents and community members at this location.If the Heights Streetscape Plan protected bike lane is installed, extend that facility to span the distance between the two schools from 9th to 17th along the southside of May St. Westbound bike lane on May St could be designed as a floating bike lane between the two 12th St vehicle travel lanes. Bikes could flow through 13th St, phased with the traffic signal. East of 12th St, install sharrows to continue the bike route. Additional details for this high priority improvement are included on page 63.	Long term

Rec #	Recommendation	Timeline
9th Street and 10th Street		
12	At the intersection of 9th St and Pine St, add stop signs to Pine St and remove from 9th St or consider installing a four-way stop.	Short term
13	Install sharrows and/or signage designating the Bike Train route south of May Street Elementary as a bike route or Safe Route to School. This could also be an opportunity for placemaking and celebrating SRTS and active transportation by adding intersection paintings or sidewalk stencils.	Medium term
11th Street		
14	Use placemaking techniques such as pavement decals and wayfinding signage to make the intersection of 11th St and Union St visible as part of a critical bike route to school, and slow down vehicles. Connect the Union St bike route to the 12th St neighborway. Add curb extensions and a marked crosswalk on all legs of the intersection, then transition to neighborway from improved Indian Creek Path, when that is constructed.	Medium term
12th Street and 13th Street		
15	Install ADA-compliant curb ramps and high visibility, continental crosswalk to replace existing crossing at State St and 13th St.	Medium term
16	Consider installing a crosswalk and RRFB across 13th St at Sherman St.	Long term
17	At the intersection of 12th and Pine St, improve the crossing at the south leg of the intersection by adding curb extensions, removing parking from south of the crosswalk, and adding an RRFB. Consider adding an additional crosswalk at the north leg of the 12th St and Taylor St intersection, with curb extensions to provide more direct east/west connectivity. This would require removing 1–2 parking spaces for a standard curb extension or more for a landscaped bioswale curb extension.	Short term
18	Install an RRFB and curb extensions at Taylor St and 13th St to mirror the crossing at Pine St and 12th St. Add a speed feedback sign coming up the hill towards the intersection to slow traffic down. This is an important connection to Jackson Park for students from May Street Elementary. Consider re-opening the north leg of the intersection, if traffic speeds can be reduced.	Long term
19	Install a marked crossing at the south leg of the B St and 12th St intersection, with curb cut and curb extensions. Provide illumination at this crossing.	Long term
20	Install curb extensions on Wilson/A Streets at 12th St and 13th St, shortening the crossing distance for pedestrians and bicyclists and making people waiting to cross more visible to people driving. Install RRFBs at both intersections. Ensure that crosswalk markings are aligned with the curb cut. Note: If bike lanes are planned on 12th St and 13th St in this corridor, curb extensions must be coordinated with these designs.	Short term

Rec #	Recommendation	Timeline
21	As 12th St crosses Indian Creek, widen the east side existing sidewalk to a bi-directional shared-use path. Provide a buffer between vehicle travel lanes and path as feasible given topography and width limitations, in accordance with ODOT guidance as provided within the ODOT Blueprint for Urban Design, including the Shared Path Calculator tool as part of ODOT’s Multimodal Analysis Tools. Conduct a traffic study to determine the feasibility of removing a travel lane from 12th St to create space for separated facilities for people walking and biking on the east side of the street. If feasible, that is the priority recommendation. This would align with the Heights Streetscape Plan Alternative 3’s two-way protected bike lane on the east side of 12th St. <i>continued on following page</i>	
21	Improve the trail surface and grade of the Indian Creek Trail path to make it a suitable alternative for pedestrians and stronger bicyclists. Additional details for this high priority improvement are included on page 64.	Medium term
22	Narrow the existing driveway curb cut at Dutch Brothers and gas station to channelize cars into a narrower exit. Install plastic flexi-posts to delineate an exit path for vehicles leaving the drive-thru. Install a “watch for pedestrians” sign.	Short term
23	Replace existing crosswalks at Pacific St and 12th St with continental crosswalks, ensuring that stripes are painted between the wheel paths of cars to decrease the frequency of maintenance. Upgrade ramps to meet ADA requirements. Add illumination. Consider adding curb extensions to reduce crossing distance.	Long term
17th Street ²		
24	Conduct a traffic study to determine whether to create an All-Way Stop, with three marked crossings, or remove the westbound stop sign on May St and install an RRFB at the crosswalk on the east leg of the intersection of May St and 17th St. Install bike turn boxes to create a safe bike facility connection between 18th St and 17th St.	Long term
25	Between Sherman St and May St, install bike lanes on the west side of 17th St (traveling uphill) and sharrows on the east side (traveling downhill) to accommodate bicyclists. Address ADA deficiencies along sidewalks and crossings on 17th St.	Long term
26	Relocate the crosswalk to the north leg of 17th St and Prospect St intersection.	Medium term
18th Street		
27	As planned in the City of Hood River’s 2011 TSP, install a sidewalk on the east side of 18th St between May St and Belmont St and install painted bike lanes on both sides of the street. Consider low cost alternatives to the TSP recommendations.	Medium term
Belmont Street		
28	Install buffered or protected bike lanes between 22nd St and 18th St to connect to A St Neighborway. Complete sidewalks on both sides of the street.	Medium term

2 Additional details for these high priority improvements are included on page 65.

Rec #	Recommendation	Timeline
22nd Street		
29	<p>Between Belmont St and Sherman St, install a temporary pedestrian lane along the east side of 22nd St where there are sidewalk gaps. Upgrade curb ramps at Belmont Ave and 22nd St. Consider adding an uphill bike lane and downhill shared lane bike facility using sharrows.</p> <p>For the Belmont Ave and 22nd St intersection, install a new crosswalk at the east leg of the north leg of the intersection, to minimize out of direction travel. Re-stripe the existing crosswalk with high visibility, continental markings and install new ADA accessible curb ramps on all corners.</p>	Long term
Pacific Avenue		
30	<p>Install bike lanes from 12th St to 8th St on Pacific Ave, then sharrows east of 8th St. Installing bike lanes would require removing parking from one side of the street.</p> <p>For the bike lanes, space would allow for either a parking protected bike lane on the north side of the street and unprotected in the south (5 ft bike lane, 3 ft buffer, 8 ft parking, 11 ft car, 11 ft car, 5 ft bike) or a two-way parking protected bike lane on the north side of the street and removing parking along the south side.</p>	Medium term
Serpentine Road, Eugene Street, and 4th Street		
31	<p>Between Sherman Ave and 4th St, widen the uphill bike lane on Serpentine Rd. Add sharrows in the downhill traffic lane, and remove on-street parking. Designate 4th St as a neighborway.</p> <p>Trim hedges on both sides of Serpentine Rd that are encroaching in the bike lane and shoulder.</p>	Medium term
General Recommendations Along Designated Safe Routes to Schools		
<p>Consider facilitating sidewalk infill and updating curb ramps in residential areas along SRTS routes. Alternatively, consider installing a temporary pedestrian lane in between sidewalk segments.</p> <ul style="list-style-type: none">• Fill sidewalk gaps on 11th St between Union and Wilson.• Fill sidewalk gaps on 22nd St between Sherman Ave and Belmont Ave• Complete sidewalk along south side of Sherman Ave, between 13 St and 17th St.• Remove sidewalk obstructions and widen sidewalk along Taylor St between 18th St and 13th St. <p>Replace crosswalks with continental, thermoplastic crosswalk markings.</p> <p>Bike route intersections should provide protection such as bike boxes, where possible.</p> <p>Keep existing or plant street trees along SRTS routes for shade and urban cooling.³</p>		

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³ United States Environmental Protection Agency, “Reduce Urban Heat Island Effect”, Accessed February 2022, <https://www.epa.gov/green-infrastructure/reduce-urban-heat-island-effect#:~:text=Trees%2C%20green%20roofs%2C%20and%20vegetation,leasing%20moisture%20into%20the%20atmosphere>.

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 54 encourages students and families to consider walking and biking 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:

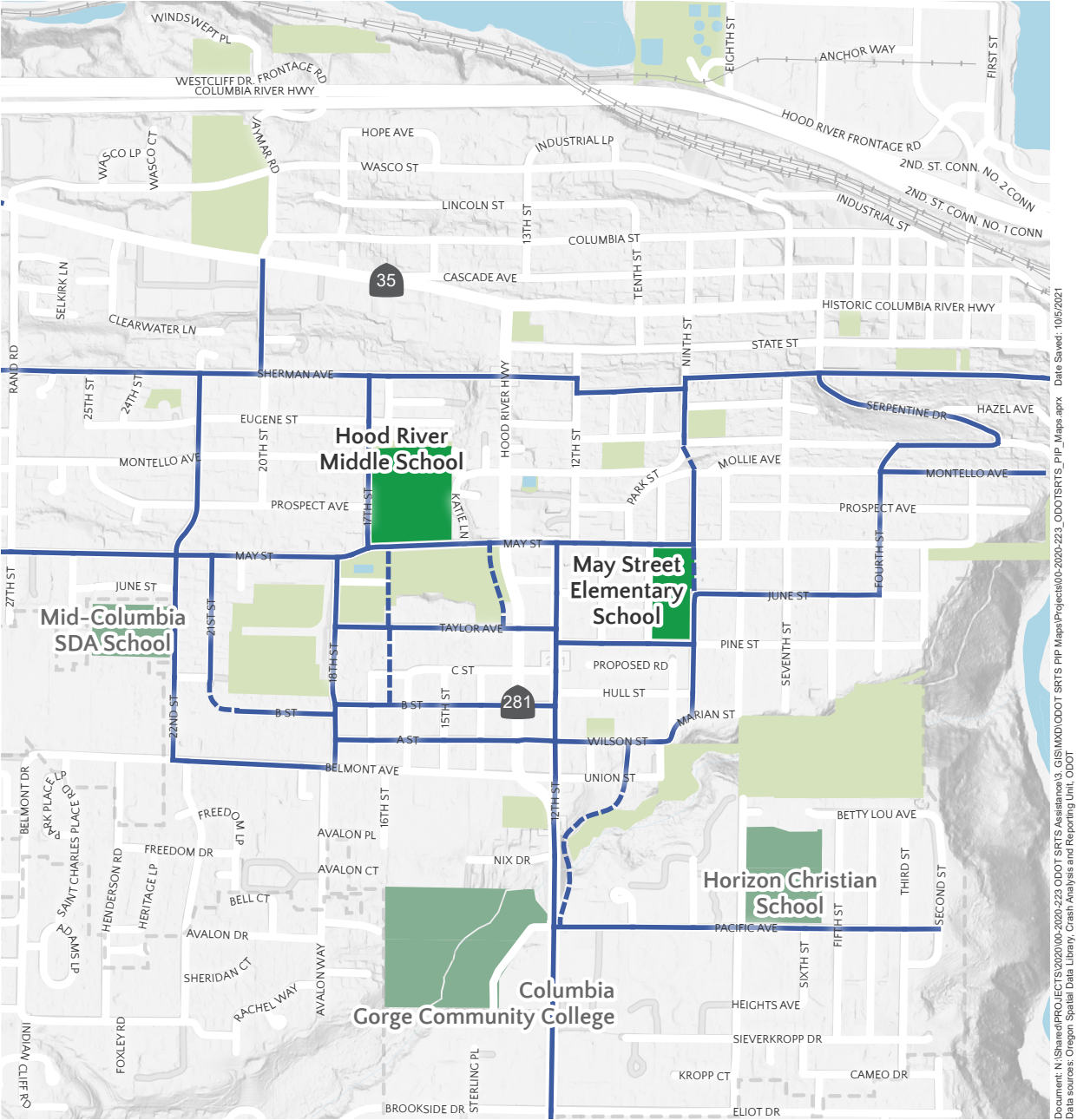
- 1. Coordination between practitioners through Regional Hubs (see call-out below)
<https://www.oregonsaferoutes.org/contact>
- 2. Trainings and resource guides, which can be found on the Oregon SRTS website
<https://www.oregonsaferoutes.org/resources/>
- 3. Incentives, activities, and messaging for 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 Hood River are a part of the Portland Metro and Region 1 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 TO SCHOOL



Table 2. May Street Elementary and Hood River Middle 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	May Street Elementary School, Hood River Middle School	Travel safety tips for parents aimed at people walking, biking, driving, or riding the bus. For May Street Elementary School, place a particular emphasis on proper vehicle circulation procedures, including a reminder about the designated bike/ped drop-off on 10th St and June 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	City of Hood River, Hood River Valley Parks + Recreation District, Hood River County School District, Bikabout, Mid-Columbia Economic Development District	Apply for funding for a Safe Routes to School Coordinator for Hood River through the ODOT Competitive Education Grant. Determine the advisory group for this position consisting of staff from the City, Parks + Recreation Department, and School District.	Short term	Example job description and application materials	Include funds for translation of materials and programs where necessary in the scope of this grant	Receipt of funding from ODOT, and hiring of a SRTS Coordinator
Basic Bicycle Skills instruction as a part of HRMS Bike Education	SRTS Coordinator, Hood River Middle School	Coordinate with HRMS P.E. teacher to incorporate training in bike handling skills and safety into their bicycle unit as an option for students with little or no riding experience.	Short term	Basic bicycle skills curriculum/ materials	Provide materials in Spanish, or other languages as needed.	Number of students without prior experience who are able to ride a bike as a result
Pedestrian and Bike Safety Education	SRTS Coordinator, May Street Elementary, Hood River Middle 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	May Street Elementary School, Hood River Middle 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

Activity	Responsible Party	Description (Additional details provided on following page)	Timeline	Resources Needed	Inclusion Considerations	Measures of Success
Walking School Bus and Bike Train	SRTS Coordinator	May Street Elementary School already holds Walking School Buses and Bike Trains, but these may be expanded with additional students, volunteers, or routes. 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, May Street Elementary School, Hood River Middle School	Organize another 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 Bike Train for Hood River Middle School. 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
SRTS Demonstration Projects	SRTS Coordinator, City of Hood River	Organize demonstration projects to engage students and families in opportunities to improve the built environment. Cooperate with road jurisdictions to ensure that these projects are compliant with permitting regulations.	Medium term	Cones, barricades, paint, signage	Provide parent engagement materials in Spanish, or other languages as needed.	Feedback from families

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. The SRTS coordinator position is best housed at an agency that can work across the whole school district.

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.



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?

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, language, 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 feasibility measures that make them most achievable in the short term.

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.

★ *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. The City of Hood River and Hood River Valley Parks and Recreation District will be the relevant parties to prepare the Competitive ODOT SRTS IN Grant and ODOT Community Path Applications for these projects.

Table 3 on page 64 lists locations whose final design will be determined by the Heights Streetscape Plan process, as well as interim recommendations for safety improvement. Table 4 (page 65) provides a planning-level cost estimate for each

recommendation to the City. Table 5 (page 65) provides additional project-specific information needed for ODOT grant applications. Finally, Table 6 (page 66) lists priority projects for the Hood River Valley Parks and Recreation District. Appendix E includes more detailed project cost estimates, as well as a graphical guide to the grant eligibility process.

Table 3 on the following page lists top-priority SRTS locations that emerged from community engagement and the school walk audits. Planning and design decisions for these locations will be determined through the Heights Streetscape Plan process, which as of November 2021 is still in progress. However, where possible, this chart lists short-term improvements recommended to increase safety and comfort for students walking and biking.

Table 3. Top-Priority Safe Routes to School Locations on ODOT Roadways

CONTEXT	SHORT-TERM IMPROVEMENT RECOMMENDATIONS	JURISDICTION
May Street and 12th Street Intersection		
The intersection of May St and 12th St is an offset intersection with significant vehicle traffic, including freight (AADT-10,300 for the segment of 12th and 10,000 for the segment of May west of 12th). People driving north on 12th St turn right onto May St and then immediately turn left to rejoin 12th St, often without expecting pedestrians to be present at the crosswalk on the north side of May St, where students travel to and from both schools.	Restripe all crosswalks to high-visibility, continental markings.	ODOT
	Southside: Reduce the curb radius of the SE corner of 12th St and May St with striping to encourage people driving to slow down and watch out for people crossing as they approach May St.	
May Street and 13th Street Intersection		
The free right turn for vehicles turning from May St (westbound) to 13th St (northbound) creates a challenging crossing for students traveling along the north side of May St. The crossing distance at this crosswalk is also very long, as this turn must accommodate freight vehicles. As mentioned above, May St is a popular route for students walking and biking to both May Street Elementary and Hood River Middle School. Ultimately, a protected bicycle facility on May St is desired, and the south side of the street would preferably be improved to facilitate walking.	Restripe all crosswalks to high-visibility continental markings.	ODOT
	Realign the crosswalk on the north leg of the intersection across 13th St to be more perpendicular to the path of travel being crossed, improving visibility of students in the crosswalk.	
12th Street		
12th St is an essential route for students travel north-south. Students walking and biking from the Sieverkropp neighborhood use the sidewalk along the east side of 12th St as it crosses Indian Creek, and several conflicts have occurred, including a few involving people with mobility impairments. 12th St is also a significant barrier for students traveling east-west, especially at the following intersections: Taylor St / Pine St, B St, Wilson St / A St, and Pacific Ave.	Remove parking south of the crosswalk at Pine St to improve pedestrian visibility.	ODOT
	Coordinate with ODOT to re-open closed crosswalks.	
13th Street		
13th St is another important north-south route, as well as a barrier for students traveling east-west. Significant intersection barriers along 13th St include Sherman St, Taylor St, B St, A St, and Belmont Ave. 13th St serves as an access point for Jackson Park, just south of Hood River Middle School.	Add a speed feedback sign coming up the hill towards the Taylor St intersection to slow traffic down. Consider re-opening the north leg of the intersection, if traffic speeds can be reduced.	ODOT

Table 4. City of Hood River Implementation Example Projects

PROJECT DESCRIPTION*
17th St and May St in front of Hood River Middle School
Install high visibility, continental crosswalks to replace fading paint and curb extensions in front of HRMS on May St. Consider building green infrastructure (bioswales, etc.) into the curb extensions and removing parking along the south (front) of the school.
Install a curb ramp on the east corner of the driveway for the Hood River Aquatic Center on the south side of May St and provide adequate pedestrian access around the utility pole on the corner by either moving the pole or potentially widening the sidewalk at this location. Storm drainage would need to be modified in either case.
Conduct a traffic study to determine whether to create an All-Way Stop, with three marked crossings, or remove the westbound stop sign on May St and install an RRFB at the crosswalk on the east leg of the intersection of May St and 17th St. Install bike turn boxes to create a safe bike facility connection between 18th St and 17th St.
Between Sherman St and May St, install bike lanes on the west side of 17th St (traveling uphill) and sharrows on the east side (traveling downhill) to accommodate bicyclists. Address ADA deficiencies along sidewalks and crossings on 17th St.
Relocate the crosswalk to the north leg of 17th St and Prospect St intersection.

*See Table 7 on page 89 for detailed cost estimates.

Table 5. Project Details for ODOT Competitive Infrastructure Grant

PROJECT DESCRIPTION	RESPONSE FOR CITY OF HOOD RIVER
Relevant Right of Way ownership	The City of Hood River owns all relevant right of way.
Utility implications	The improvements on May St would require relocating some utilities.
Environmental resource implications	No
Stormwater management implications	The improvements on May St would require modifications to existing stormwater drainage.
Near a railroad? Or bridge, tunnel, retaining wall affected?	No
AADT	
Priority Safety Corridor	No

Table 6. Hood River Valley Parks + Recreation District Implementation Projects

PROJECT DESCRIPTION	KEY DESIGN CONSIDERATIONS	DESIGN RECOMMENDATIONS
Indian Creek Trail/12th Street Connection		
Improve length of the Indian Creek Trail that crosses Indian Creek east of 12th St.	<ul style="list-style-type: none">• Path surface material: durability and maintenance• Path width: grading and right of way constraints• Drainage along path and across path• ADA Accessibility: surface material, width, slope, cross-slope.• Conflict between walkers and cyclists	<ul style="list-style-type: none">• Consider a hard surface path (asphalt or concrete) rather than a soft surface path (compacted rock). A hard surface material will be more expensive, but it will also be more durable and require less maintenance.• Path width will be limited by the right of way width and existing embankment slopes. Ideally the path would be 12 ft wide with 2 ft wide shoulders on each side. That might not be possible without retaining walls and acquiring right of way.• Provide for path drainage, especially if using a soft surface material. The soft surface will erode where water flows down the path or across it.• Set clear expectations for the level of ADA accessibility. Sidewalks, shared use paths, and recreational trails have different standards. Meeting ADA guidelines will be difficult due to right of way and slope constraints.• Provide a wider path to allow more room for walkers and cyclists.
Friendship Park/Taylor Street/C-Street Cut Through Path		
Formalize existing cut-through path between C St and Taylor St	<ul style="list-style-type: none">• Public access on private residential properties• Path material• Path width	<ul style="list-style-type: none">• Verify property ownership and access agreements. The path cuts through a residential lot and then continues down a driveway. Contact the property owners to make sure they are okay with the current use.• Signage could help establish the shortcut as legitimate. Something that says you are welcome to walk through here and please be respectful. The sign message doesn't have to be that direct. The opposite would be if property owners put up "no trespassing" and "keep out" signs.• Use a path width and material that fits within the residential context. A 12 ft wide paved trail would be much too large. A 6 ft wide crushed rock or concrete walk would be more appropriate. Is there a maintenance issue now that requires a different surface? A mulched or mowed path might be all that's needed.

PROJECT DESCRIPTION	KEY DESIGN CONSIDERATIONS	DESIGN RECOMMENDATIONS
Formalize existing cut-through path through Friendship Park, from Taylor Street to Meyer Parkway (Aquatic Center Driveway)	<ul style="list-style-type: none">• Accessible street crossing• Fire department service area/parking lot• Protecting existing trees	<ul style="list-style-type: none">• Add an accessible street crossing. This would mean adding curb ramps.• Add traffic signage to warn drivers about the crossing. This is a mid-block crossing on a long road straightaway.• Verify property line locations. The connection from the park to the service area could be difficult to make.
Formalize existing cut-through path from Meyer Parkway (Aquatic Center Driveway) to May Street (east side)	<ul style="list-style-type: none">• Removal of existing parking west of Tsuruta Tennis courts• Define path within existing driveway• Crossing parking lot islands	<ul style="list-style-type: none">• Define a pedestrian route along the west side of the Tsuruta Tennis through the parking lot to the existing May Street pedestrian crossings. At a basic level, the parking lot could be re-stripped to show the crossing. A more expensive option would be using landscaped islands with trees.

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.

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APPENDICES

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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

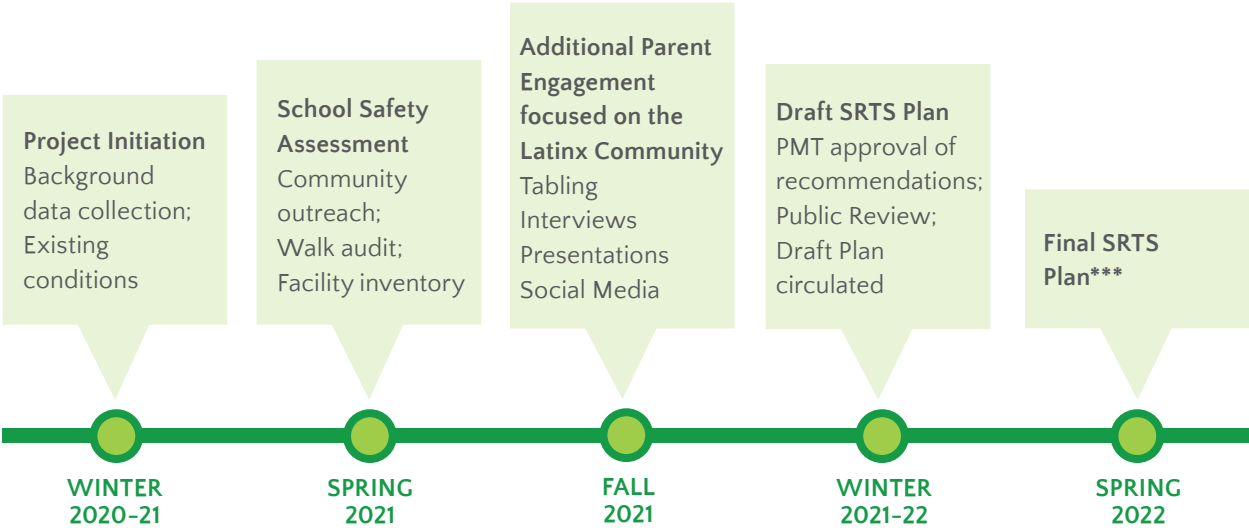
- The U.S. Department of Health and Human Services recommends that children do one hour or more of physical activity each day. Walking just one mile each way to and from school would meet two-thirds of this goal.
- Studies have found that students who get regular physical activity benefit from healthy 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 Hood River 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, community meetings, and a bike and pedestrian facility inventory.

WALK AUDIT

During each walk audit, the PMT and community participants 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

HOOD RIVER TRANSPORTATION SYSTEM PLAN (2011)

As the primary transportation planning document for the City of Hood River, the Transportation System Plan (TSP) provides an overarching structure for proposed infrastructure changes in the area surrounding the two target schools. The Plan includes, for example, maps of the City’s long-range pedestrian and bicycle networks (as of the last TSP revision), showing how schools fit into a comprehensive mobility plan. The central goals of the Hood River TSP include “developing and maintaining a safe, complete, attractive and efficient system of pedestrian and bicycle ways”, as well as designating safe routes to all schools and connecting key destinations, including schools, parks, community centers and neighborhoods. The City’s TSP also calls for completing sidewalks and improving pedestrian safety at crosswalks as opportunities present themselves.

The bicycle network map begins with the Oregon requirement for all arterial and major collector roads to have bikeways, while also planning bicycle facilities on additional streets in order to create a comprehensive network across the city. In the area around the target schools, the Bicycle Network Map recommends bike lanes on May St, a section of 12th St, 13th St, and Belmont Ave. Sharrows are recommended for Sherman and 22nd St, and Bike Boulevards are planned for 18th St, 17th St, Montello Ave between Rand and 17th, and Katie’s Lane. There is also a bike boulevard near May Street Elementary School on 8th St between Marion and May St. The TSP also explains requirements for bicycle and pedestrian facilities. For example, this document includes standards for bike and sidewalk lane widths, striping, direction, and signage.

NOTE: A 2020-2021 Amendment to the TSP, currently in progress, is proposing changes to cross sections for some streets and amendments to the maps included in the original TSP. This Amendment stems from recommendations made in the Westside Area

Concept Plan report, some of which are applicable to the City as a whole.

For more information about the TSP Amendment process, visit: <https://cityofhoodriver.gov/planning/current-planning-department-projects/transportation-system-plan-amendment/>

MAY STREET ELEMENTARY SCHOOL SRTS ACTION PLAN (2018)

The May Street Elementary Action Plan describes existing conditions in the vicinity of the school campus, as well as detailed recommendations and strategies to improve opportunities for active transportation to and from school. The Plan states that in general, most streets around the elementary school are local streets with low traffic volumes, sidewalks, and drivers accustomed to watching out for students traveling on foot or by bicycle. While there is little to no bike infrastructure on higher-volume streets, low-volume local streets close to the school allow people on bicycles to safely share the road with cars. Enforcement in the area, including police patrols and radar signs, have also been effective in slowing traffic around the campus. However, there are several challenging streets and intersections where improvements are recommended in order to overcome barriers to walking and biking. These include:

- Crossing of 12th St and 13th St
- Challenging crossings at May/9th, May/10th, June/10th, Pine/9th and June/9th
- Sidewalk gaps on streets such as 9th, 10th and June
- Lack of complete bike lanes on May St, and lack of bike lanes on Belmont Ave

In addition to suggesting infrastructure improvements at these locations, this Action Plan also discusses the need for increased education and engagement programs, such as a walking school bus program and parent education, to complement construction improvements.

HOOD RIVER MIDDLE SCHOOL
SRTS ACTION PLAN (2018)

The Hood River Middle School Action Plan also highlights the benefit of local streets where traffic is limited and drivers are courteous. May St’s recent bike lanes and sidewalk improvements (funded by a SRTS infrastructure grant) and the May St crosswalk in front of the school are also noted as important factors in improving safety for people walking and bicycling. However, the Plan also states the challenges of high traffic speeds on May St, challenging crossings at 12th St and 13th St, narrow sidewalks close to vehicle travel lanes, discontinuous sidewalks, and non-ADA-compliant ramps as barriers to safe student travel. Bike lanes on May St also end one block west of the school. Some of the recommended improvements included in the Plan are:

- Adding a crossing median island at 12th St and May St
- Extending bike lanes on May St from 18th to 9th St
- Improving the May St and 17th St intersection with a roundabout or curb extensions
- Adding sidewalks and bike lanes on 18th St
- Improving sidewalk completeness and crossing on 17th St
- Adding bike lanes and complete sidewalks on Belmont (between 13th and 22nd St)
- Creating east-west neighborways to improve crossing of 12th St and 13th St
- Striping crosswalks at 13th and Sherman and Eugene

The Action Plan also recommends encouragement and education activities to supplement construction projects, including participation in Walk and Bike to School Day and a helmet campaign.

HOOD RIVER SCHOOLS SAFE ROUTES TO
SCHOOL BLUE ZONES REPORT (2018)

In 2018, land-use advocacy organization Thrive Hood River partnered with the City of Hood River and Hood River County School District on a grant from Oregon Community Foundation. This grant provided the opportunity to work with Dan Burden, an active transportation professional with Blue Zones, in the creation this report.

The Blue Zones report presents existing conditions, challenges, and opportunities regarding active transportation for three Hood River schools. The information was gleaned from walk audits, surveys, and other community engagement. The report found that between 75% and 95% of students had requested permission to walk or bike to school. When it came to allowing this, parents were most concerned about road conditions, such as amount and speed of vehicle traffic, the absence or poor condition of sidewalks, and the safety of intersections and crossings.

- Regarding May Street Elementary School, the following issues were pointed out in the report:
- Crossings needing improvement (recommended international markings)
- Traffic moving too quickly at June St (recommended raised table crossing)
- Sidewalk gaps (recommended completing within 1,500 ft of the school)
- Three-way stop intersection at 10th St and Pine St (recommended curb extensions and a mini-circle or raised intersection)
- Crossings needing improvement at Pine and 12th and Pine and 13th

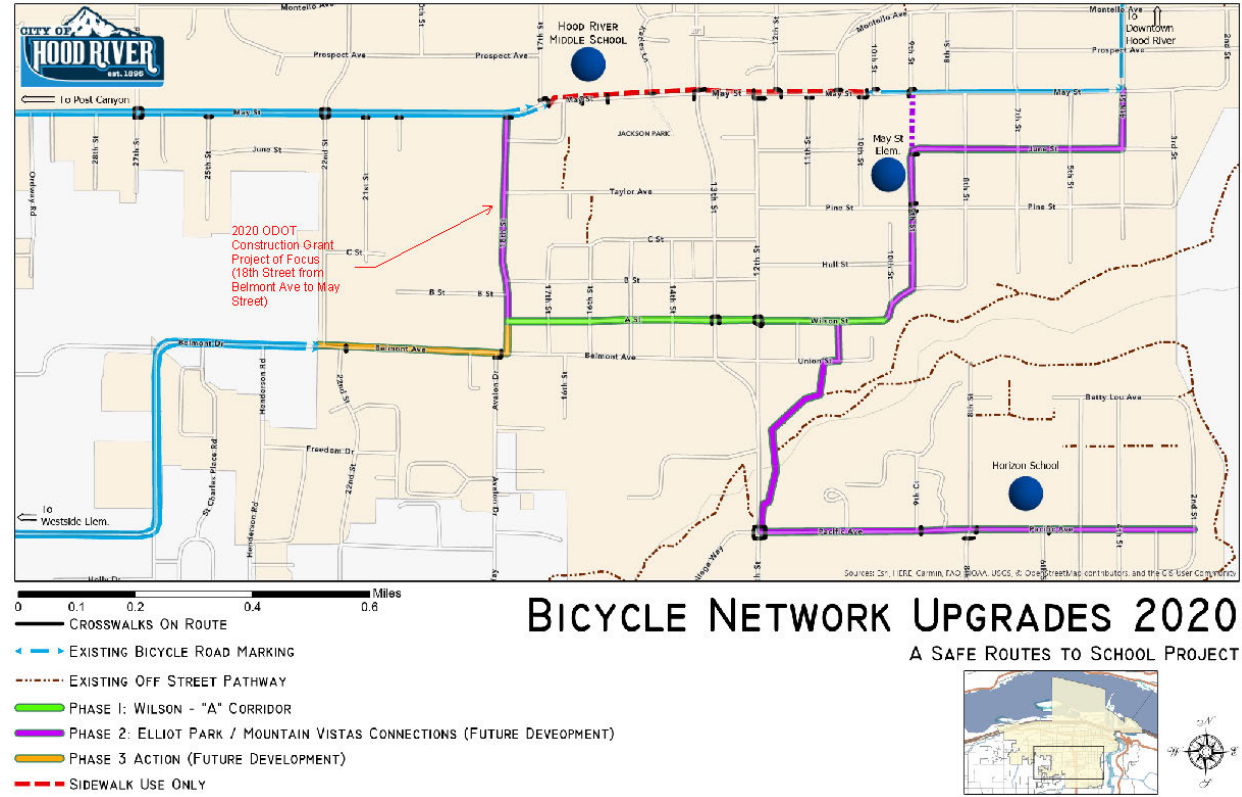
The following issues were discussed regarding Hood River Middle School:

- Poorly-designed intersections for active transportation at 13th St and May St and 17th St and May St
- Need for mid-block crossings

- Poor biking and walking conditions along May St (recommended buffered or protected bike lanes and walking improvements)
- High speeds and inadequate walking and bicycling support on 18th St
- Wide crossing at May St and 17th St (recommended mini-circle or roundabout, curb extensions, and/or raised medians)
- Un-signalized intersection at 13th and May St (recommends roundabout)
- Limited sidewalks on the west side of 17th St
- No sidewalks on Prospect St for most of the street length
- 17th St and Prospect St intersection (recommended curb extensions, narrowed travel lanes, widened crosswalks, and formalizing and widening the painted walkway on campus)
- 18th Street (recommends narrowing of travel lanes and completion of the sidewalk and bike lane system on the west side, elimination of on-street parking)

CITY OF HOOD RIVER BICYCLE NETWORK
UPGRADES MAP (2020)

This map (shown below) illustrates three phases of bicycle upgrades in Hood River. The first is the addition of a “neighborway” along Wilson St / A St from 18th St to 10th St (including the critical crossings at 13th St and 12th St, which are identified as significant barriers for students at the target schools). The second phase is a route connecting Elliot Park and Mountain Vistas, which travels along 9th St immediately adjacent to May Street Elementary School, potentially connecting families to neighborhoods north and south of the campus. The improvement of Belmont Ave as a bicycle travel route is the third and final route. The map also includes the 2020 ODOT construction grant project located on 18th St from Belmont Ave to May St, which is very close to the Hood River Middle School campus and would be an option for those traveling north-south. This street is also identified as a barrier for student travel in the Hood River Middle School Action Plan.



MULTI-JURISDICTIONAL PARKS, RECREATIONAL, AND OPEN SPACE PLAN (2020)

This document describes the future plan for Hood River Valleys parks, recreation facilities, open space, and trails. It includes a strategy to “develop, improve, and acquire a network of shared-use pedestrian and bicycle routes and trails to provide connections within and between parks, schools, nearby neighborhoods, and community destinations in urban areas.” Pathways that connect within city limits could provide safe, off-street connections for students traveling to and from the target schools. Particular destinations residents mentioned as priorities for trail improvement and extensions included the Heights to Downtown, schools, and the Indian Creek Trail, which exists but has several gaps that, if connected, could provide a longer protected path traveling east-west across the city.

For more information on the Parks, Recreational, and Open Space Plan, visit: <https://hoodriverparksandrec.org/master-plan>

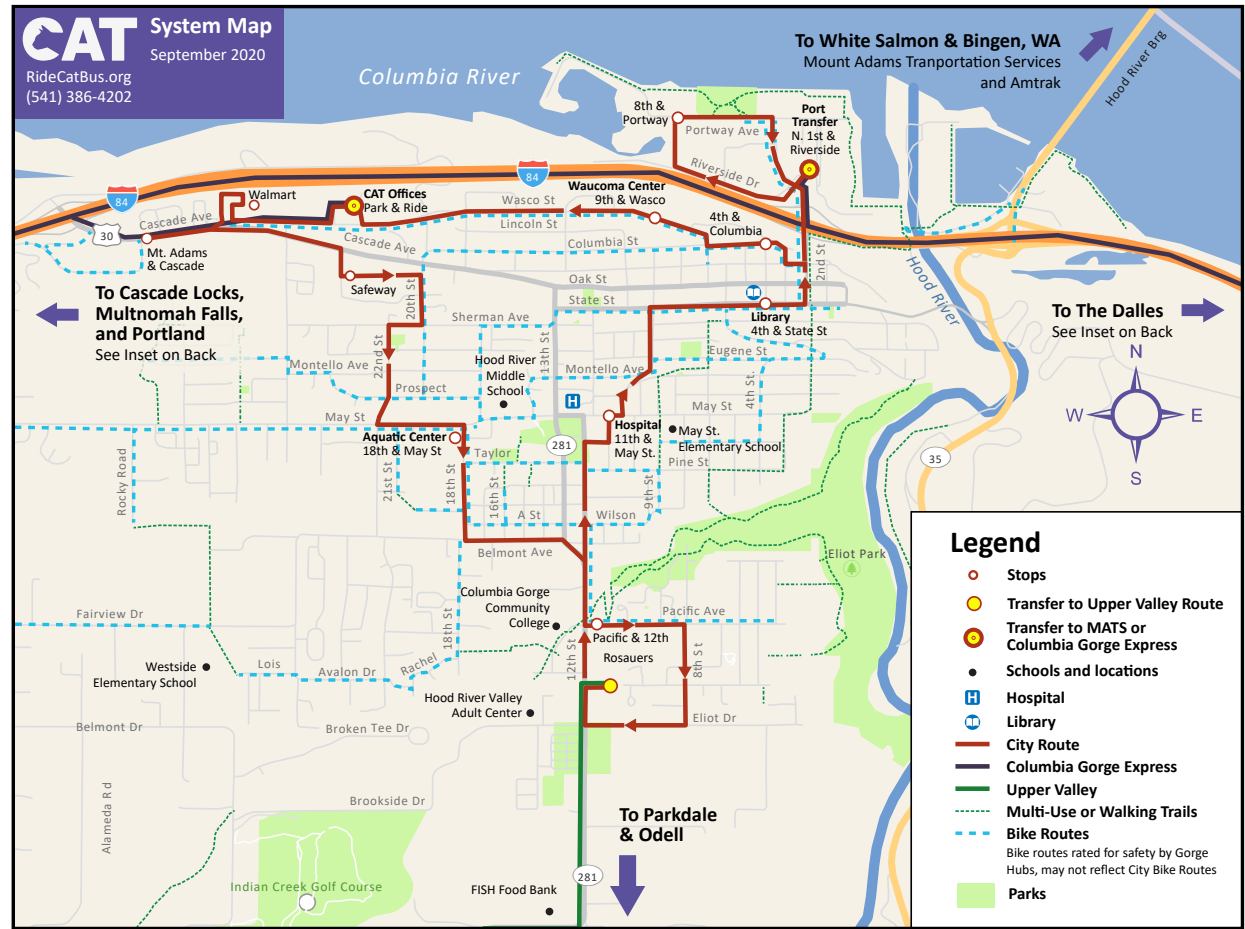
COLUMBIA AREA TRANSIT (CAT) SYSTEM MAP (2020)

The current CAT system (illustrated in Figure 2) includes a Hood River route that travels north on 12th St (west of May Street Elementary), along the north side of the City, and back south on 22nd St. West of Hood River Middle School, the bus turns east at May St and 22nd, turning south on 18th St. To return to 12th St, the route travels east along Belmont Ave. This route travels along or crosses many of the same streets utilized by students traveling to and from the target schools, which creates an opportunity for coordination on roadway improvements.

HEIGHTS URBAN RENEWAL PLAN AMENDMENT (IN PROGRESS)

In 2010, at the request of the Hood River Heights Business Association, the City adopted the Hood River Heights Urban Renewal Plan, which is intended to improve the commercial area located around 12th and 13th St. This area is located very close to the two target schools and encompasses one of the largest barriers to safe travel for students: the 12th St and 13th St crossings. This Plan calls for streetscape improvements, including sidewalks, ramps, lighting, signage, and furniture to improve the pedestrian environment within the Heights. It also requires that these improvements be made with pedestrians and bicyclists in mind. These changes are also intended to enhance connections to existing parks and green spaces. According to communication from the Urban Renewal Advisory Committee in May of 2018, streetscape improvements could include curb extensions, pavement treatments, diagonal parking, and the designation of “truck-only” streets. This plan amendment is still in progress, and coordination between this Plan and the creation of a Safe Routes to School Plan will be important.

For more information about the Heights Urban Renewal Plan, visit: <https://cityofhoodriver.gov/urban-renewal/urban-renewal-heights/heights-district-urban-design-engineering-project/>



Previous SRTS Efforts or Walking/Biking Encouragement Activities

EDUCATION AND ENGAGEMENT ACTIVITIES

In addition to the school-specific SRTS activities and events described in Chapter 3, the Hood River community has participated in a remarkable number of SRTS events and activities over the past four years. These events would not have happened without the vision and coordination of parent advocates, community groups, and supportive staff from the school, City, and other public agencies.

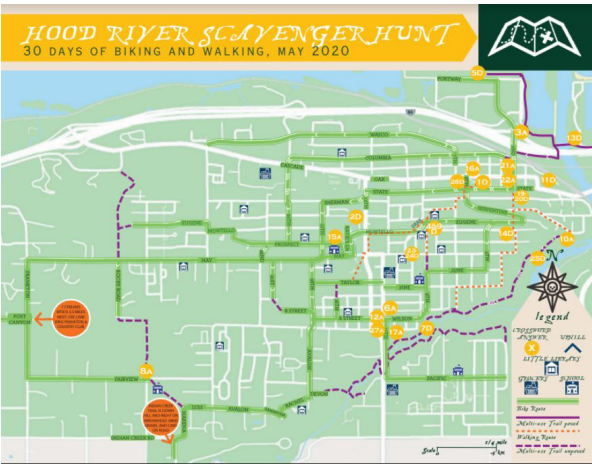
2018

Blue Zones Report and SRTS Action Plans: In 2018, Thrive (a community organization) partnered with the City of Hood River and the Hood River County School District on a grant from the Oregon Community Foundation that brought active transportation expert Dan Burden to Hood River to conduct walk audits and SRTS planning for Westside Elementary School, May Street Elementary School, and Hood River Middle School. Burden also coordinated the production of the Blue Zones Report and SRTS Action Plans for the schools based on ODOT’s recommended process. School teams convened as part of the planning process included principals, teachers, parents, City staff, Mid-Columbia Economic Development District, and other community stakeholders. The group submitted the Action Plans to ODOT. (For more information about these plans, see to Plan Reviews on page 77.)



2020

May Bike Month 2020 / Scavenger Hunt: As part of May Bike Month 2020, Hood River hosted a walking and biking Scavenger Hunt, encouraging families to explore the city by bike using a “treasure map”. This event was organized by Hood River Streets Alive / Fiesta en la Calle, a group that brings together residents who are passionate about fostering vibrant public spaces for recreation and social connection.



Thrive Bike Give-Away: In July 2020, Thrive organized a Bike Give-Away. Five students were selected to win a new bike, helmet, and lock. To win, the students submitted drawings of their favorite place to bike or play, and entries were selected randomly.



Importantly, the contest was publicized through the Hood River County School District, as well as organizations serving the Latinx community, such as Latinos en Acción and The Next Door. This resulted a selection of winners who represented Hood River’s diverse population.

To make this contest possible, Thrive received a \$500 grant from Wal-Mart to buy five new bikes for students in Hood River. They partnered with Providence Hood River Memorial Hospital Foundation, who donated bike helmets, and community members donated bike locks.

Thrive held a second annual Give-Away in 2020, this time for students at a neighboring middle school.



International Walk + Roll to School Day 2020: Despite the challenges of the COVID-19 pandemic, 2020 was the first year that May Street Elementary participated in International Walk + Roll to School Day. The school organized a Walking School Bus from Children’s Park, as well as a bike parade that traveled past the school. Because all school was being held remotely, this was a rare opportunity for school staff, teachers, students, and families to see each other and share a moment of celebration and community.

Neighborways: As was true in many cities, the COVID-19 pandemic spurred many families to walk and bike for transportation, recreation, and social connection. In June 2020, responding to this increase, community organization Bikabout advocated for the establishment a system of “neighborways” – safe streets where residents could stay active and engaged in their communities while remaining

physically distanced.

These neighborways were inspired by similar pandemic-era “safe streets” and “slow streets” programs being held in cities around the world, many of which have led to plans for permanent improvements in the built environment. (See Construction Activities on page 84 for more information on this.)

Inaugural Bike Train at May Street Elementary: In October 2020, Bikabout organized the first Bike Train, which gathered over 100 students and parents to ride to school together. This pilot event was advertised in English and Spanish. Following the event, Bikabout was able to organize two ongoing Bike Trains from May Street Elementary, both of which are led by parent volunteers. These Bike Trains are very popular with parents, as well as students who bike to and from school.

2021

May Bike Month 2021: Hood River participated in May Bike Month again in 2021. Students at May Street Elementary joined Bike Train events, and all community members were encouraged to log active trips to compete for prizes.

International Walk + Roll to School Day 2021: In October 2021, Hood River participated in International Walk + Roll to School Day. The event included two Bike Trains, two Walking School Buses, and a School Street demonstration at May Street Elementary School. During this demonstration, a portion of 10th St and June St adjacent to the east gate was closed to private vehicles. This closure provided a protected





area for families to congregate, drop off students, and wait during dismissal. The School Street remained in place for 45 minutes during dropoff and 45 minutes during pickup. To orchestrate the street closure itself, Bikabout applied for a construction street closure application using funds from an ODOT grant and blocked the street using two removeable plastic barriers and four cones from the Department of Public Works. Parent volunteers staffed the entrances and greeted families as they arrived.

This temporary School Street demonstration was celebrated by students, parents, school staff and residents of the closure area, many of whom asked if it could be made permanent. As of November 2021, plans for a more consistent School Street are still in progress.

TREC Better Blocks Pop-Up Program: Hood River was chosen as the site for a TREC Better Blocks pop-up. A Pine-Taylor neighborway to connect May Street Elementary to the Middle School was the original proposal in Fall 2019, but Covid delayed Portland State University student enrollment. The program was restarted in January 2022, with an engineering class proposing designs and a traffic control plan for a demonstration project determined by the ODOT SRTS planning identification process.

CONSTRUCTION ACTIVITIES

In 2012, the City was awarded an ODOT SRTS Construction Grant for the construction of connected, ADA-compliant sidewalks on May St from 30th St to 17th St. This included dedicated bike lanes. In the spring of 2020, the City created a nine-block bikeway with sharrows to improve navigation across Highway 281. The City also applied for a construction grant for the redesign of 18th St, which they did not receive. However, along with the rebuilding of May Street Elementary School on the southern part of the campus, sidewalks, ADA crosswalks, and bike sharrows were added.

The City Council recently adopted the Bicycle Network Upgrades Map (see Figure 1), which indicates SRTS-related improvements planned for the Heights area of Hood River. Other nearby improvements include the Indian Creek Trail connection to the Sieverkropp neighborhood to the south of Indian Creek and ongoing crossing improvements along 12th St and 13th St. These two streets continue to be an infrastructure challenge for active transportation to and from the schools, as they are important ODOT facilities with higher speeds and more traffic.



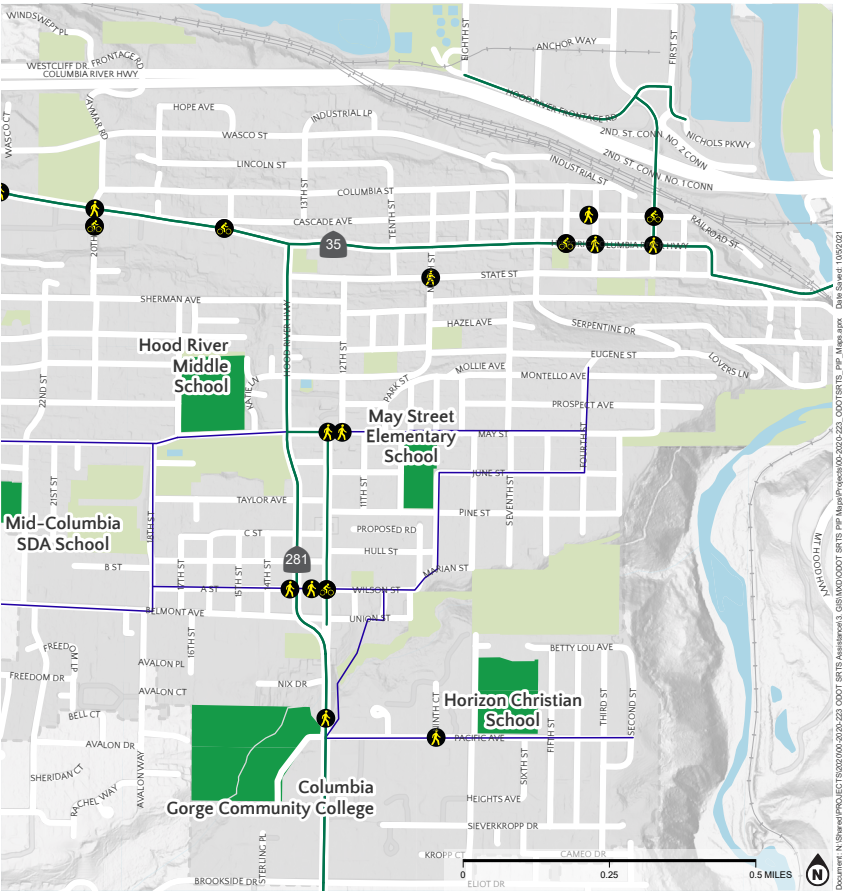
Crash History

From 2014 to 2018, there have been several reported crashes involving a bike or pedestrian in the vicinity of the two focus schools (see Figure 3). Two pedestrian injury collisions occurred at the intersection of May St and 12th St, which is within a short distance of both campuses. Two additional pedestrian collisions and a bicycle collision were reported along the A St crossing of 12th St and 13th St. Another pedestrian collision occurred where the

Hood River Highway crosses Indian Creek. These are all areas that have been identified as important considerations for developing safe student travel networks.

Additionally, pedestrian collisions occurred at State St and 9th St and on Pacific Ave near Horizon Christian School. The majority of bicycle collisions happened along or adjacent to Oak St, and several additional pedestrian injury collisions were also reported along that corridor.

Crashes Near May Street Elementary and Hood River Middle School



COLLISIONS WITH PEOPLE WALKING AND BIKING 2014-18



- | | | |
|-------------------------------|------------------------------|---------------------------|
| Pedestrian Collisions | Bicyclist Collisions | Planned Bike Route |
| Pedestrian Injury | Bicyclist Injury | ODOT Bike Facility |
| 2 or more Pedestrian Injuries | 2 or more Bicyclist Injuries | Railroad |
| Pedestrian Fatality | Bicyclist Fatality | School Property |
| | | Parks |
| | | Water |
| | | City Boundary |

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 a graphical flowchart of the ODOT SRTS Competitive Infrastructure Grant eligibility process, to help guide partners in the application process.

Finally, this section includes a detailed construction recommendations table building on Table 1 in Chapter 4, and includes: needs identified at each location and ensuing construction recommendations, the relative priority of the recommendation, a high-level associated cost, the agency responsible for implementing the recommendation, and any potential funding source for construction. The final table 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.

Table 7. City of Hood River Prioritized Project Cost Estimates

ITEM DESCRIPTION	MEASUREMENT	COST/UNIT	UNITS	ESTIMATE
Mobilization	LS	\$22,700	1	\$22,700
Traffic Control	LS	\$34,000	1	\$34,000
Erosion Control	LS	\$4,600	1	\$4,600
Update Hood River Middle School Crosswalks				
Remove pavement markings	SF	\$5	334	\$1,670
Install Marked Crosswalk	SF	\$10	180	\$1,800
Curb Ramp at SE Corner of May St at Meyer Pkwy				
Remove asphalt pavement	SF	\$5	80	\$400
Remove concrete curb & gutter	LF	\$7	20	\$140
Remove concrete sidewalk	SF	\$7	26	\$182
Remove catch basin	EA	\$500	1	\$500
Install catch basin	EA	\$10,000	1	\$10,000
Install concrete curb & gutter	LF	\$50	20	\$1,000
Install asphalt pavement	SF	\$10	80	\$800
Install ADA curb ramp	EA	\$6,000	1	\$6,000
Install concrete sidewalk	SF	\$30	26	\$780
Install 1' wide stop line	LF	\$10	4	\$40
May St at 17th St				
Perform traffic study to review design alternatives	Costs contained in soft costs below			
Alternative 1: Conversion to all way stop, with three marked crossings	See Table 7 on page 91			
Alternative 2: Removal of westbound stop, enhance crosswalk with RRFBs	See Table 8 on page 92			
17th St Bike/Ped Facilities (May St to Sherman St)				
Remove lane line stripe	LF	\$3	40	\$210
Remove pavement marking	SF	\$5	7	\$35
Install lane line stripe	LF	\$2	3100	\$6,200
Install bike lane symbol and arrow marking	EA	\$250	5	\$1,250
Install bike lane sign	EA	\$250	2	\$500

ITEM DESCRIPTION	MEASUREMENT	COST/UNIT	UNITS	ESTIMATE
Install shared lane marking	EA	\$250	4	\$1,000
Install ADA curb ramp (inclusive of road/sidewalk reconstruction costs)	EA	\$10,000	9	\$90,000
Install ADA curb ramp and catch basin (inclusive of road/sidewalk/storm reconstruction costs)	EA	\$20,000	5	\$100,000
17th St at Prospect Ave Crosswalk Revisions				
Remove pavement marking	SF	\$5	129	\$645
Install marked crosswalk	SF	\$10	225	\$2,250
Install crosswalk warning sign	EA	\$250	4	\$1,000
			Subtotal	\$287,702
Additional Costs				
Construction Engineering	LS	\$43,200	1	\$43,200
Contingency	LS	\$132,400	1	\$132,400
			Total Construction Cost: \$463,302	
Soft Costs (traffic study, design engineering, permitting)	LS	\$79,500	1	\$79,500
Right-of-Way Costs	LS	\$5,000	1	\$5,000
			Total Project Cost: \$547,802	

Table 8. May Street at 17th Street Alternative 1 Project Cost Estimates

ITEM DESCRIPTION	MEASUREMENT	COST/UNIT	UNITS	ESTIMATE
Mobilization	LS	\$1,300	1	\$1,300
Traffic Control	LS	\$1,900	1	\$1,900
Erosion Control	LS	\$300	1	\$300
May St at 17th St Revisions (All Way Stop)				
Install ADA curb ramp (inclusive of road/sidewalk reconstruction)	EA	\$10,000	1	\$10,000
Install marked crosswalk	SF	\$10	126	\$1,260
Install 1’ wide stop line	LF	\$10	60	\$600
Remove sign	EA	\$100	1	\$100
Install stop sign	EA	\$250	1	\$250
			Subtotal	\$15,710
Additional Costs				
Construction engineering	LS	\$2,400	1	\$2,400
Contingency	LS	\$7,300	1	\$7,300
			Total Construction Cost: \$25,410	
Soft Costs (Design engineering, permitting)	LS	\$10,000	1	\$10,000
Right-of-Way Costs	LS	-	0	-
			Total Project Cost: \$35,410	

Table 9. May Street at 17th Street Alternative 2 Project Cost Estimates

ITEM DESCRIPTION	MEASUREMENT	COST/UNIT	UNITS	ESTIMATE
Mobilization	LS	\$2,100	1	\$2,100
Traffic Control	LS	\$3,100	1	\$3,100
Erosion Control	LS	\$500	1	\$500
May St at 17th St Revisions (RRFB)				
Remove sign	EA	\$100	1	\$100
Install single set of RRFBs	EA	\$20,000	1	\$20,000
Install crosswalk warning sign	EA	\$250	1	\$250
			Subtotal	\$26,050
Additional Costs				
Construction engineering	LS	\$4,000	1	\$4,000
Contingency	LS	\$12,100	1	\$12,00
			Total Construction Cost: \$42,150	
Soft Costs (Design engineering, permitting)	LS	\$10,000	1	\$10,000
Right-of-Way Costs	LS	-	0	-
			Total Project Cost: \$52,150	