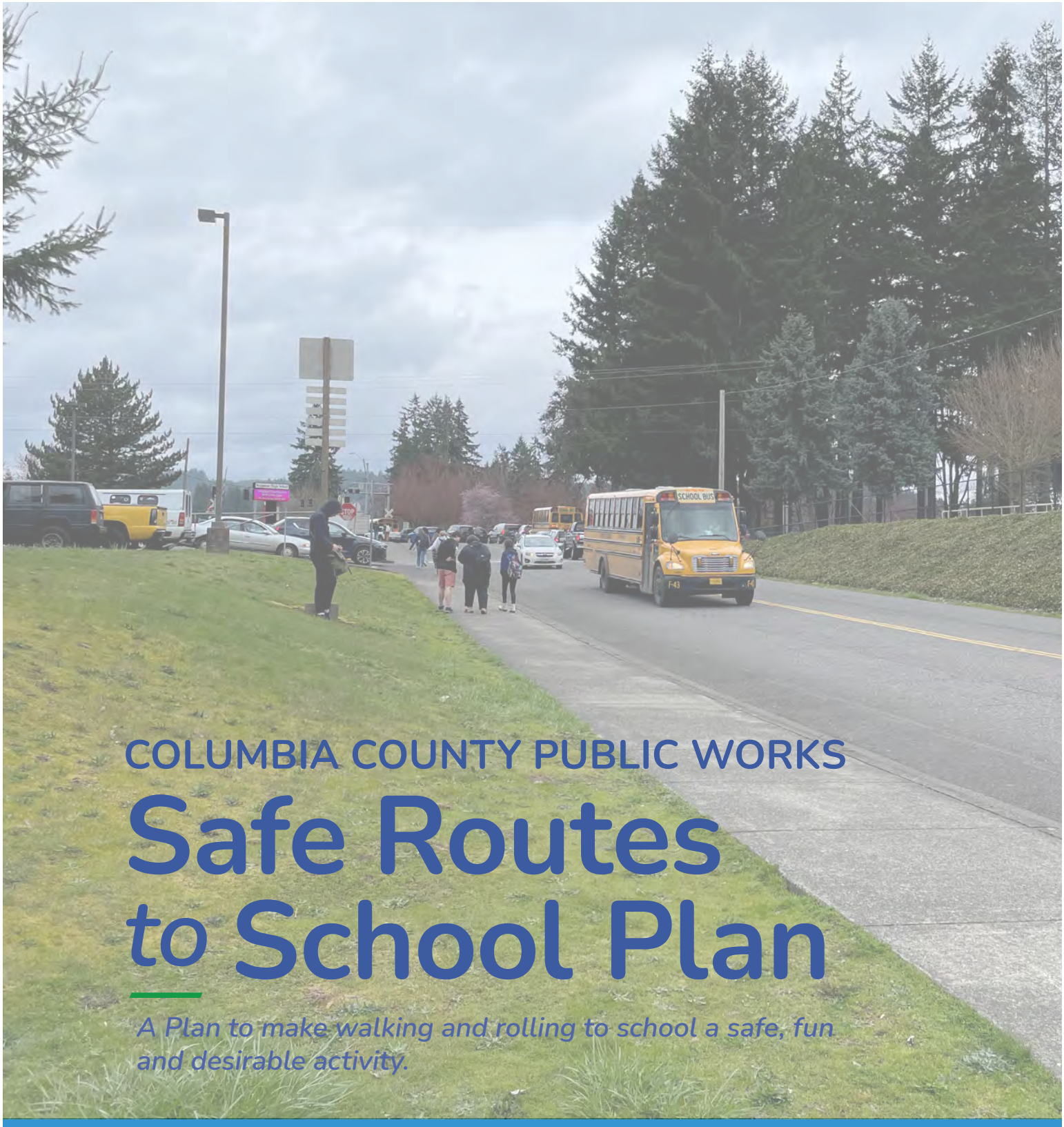

COLUMBIA COUNTY PUBLIC WORKS

Safe Routes *to* School Plan

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

CITY OF SCAPPOOSE
OTTO PETERSEN ELEMENTARY SCHOOL
GRANT WATTS ELEMENTARY SCHOOL
SCAPPOOSE MIDDLE SCHOOL
SCAPPOOSE HIGH SCHOOL

SEPTEMBER 2023

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

ACKNOWLEDGMENTS

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

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Trevor Luu

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01 INTRODUCTION

WHAT IS SAFE ROUTES TO SCHOOL?

*Safe Routes to School (SRTS) is a comprehensive program to **make school communities safer** by combining engineering tools and engagement with education about safety and activities to enable and encourage students to **walk and roll[1] 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 benefits adjacent neighborhoods, as well as students and their families, by reducing traffic conflicts and enabling walking and rolling trips for all purposes.

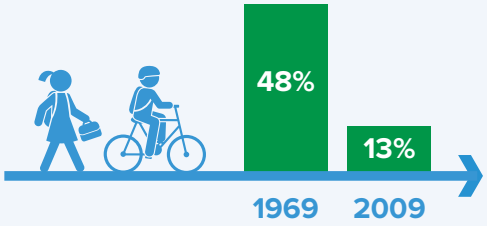
Learn more at [www.oregonsaferoutes.org.](www.oregonsaferoutes.org)

1 The term roll is used in this Plan as an inclusive term that includes biking and using mobility devices, such as wheelchairs and scooters.

Why Safe Routes to School?

THE PROBLEM

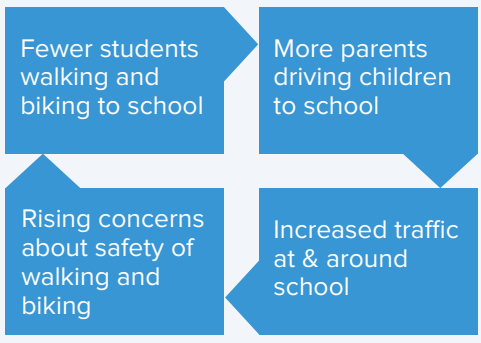
Within the span of one generation, the percentage of children walking or bicycling to school has decreased **73%**.



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**.

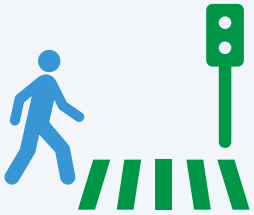


THE SOLUTION

SRTS programs and activities help overcome obstacles to walking, biking, and skating by **improving safety** and making these activities **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.



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

Sources: 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 get to school.

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, which offer supervision and structure for walk or ride to school, provide alternative options for students to arrive on time and ready to learn.[1]

HEALTHIER STUDENTS

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

IMPROVED ACADEMIC PERFORMANCE

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

CLEANER AIR, FEWER EMISSIONS

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

GREATER CONFIDENCE

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

---

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

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

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

Community Benefits of Safe Routes to School

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

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 a priority, leading to additional shifts from driving to active modes.

STRONGER SENSE OF COMMUNITY

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

SAFER STREETS

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

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

LOWER COSTS

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

IMPROVED ACCESSIBILITY

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

ECONOMIC GAINS

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

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

The CCPW SRTS Project Identification Program

The Columbia County Public Works, Oregon Department of Transportation (ODOT) Region 2 representatives, and the school community worked with ODOT's SRTS Technical Assistance Providers–Alta Planning + Design to complete this SRTS Plan.

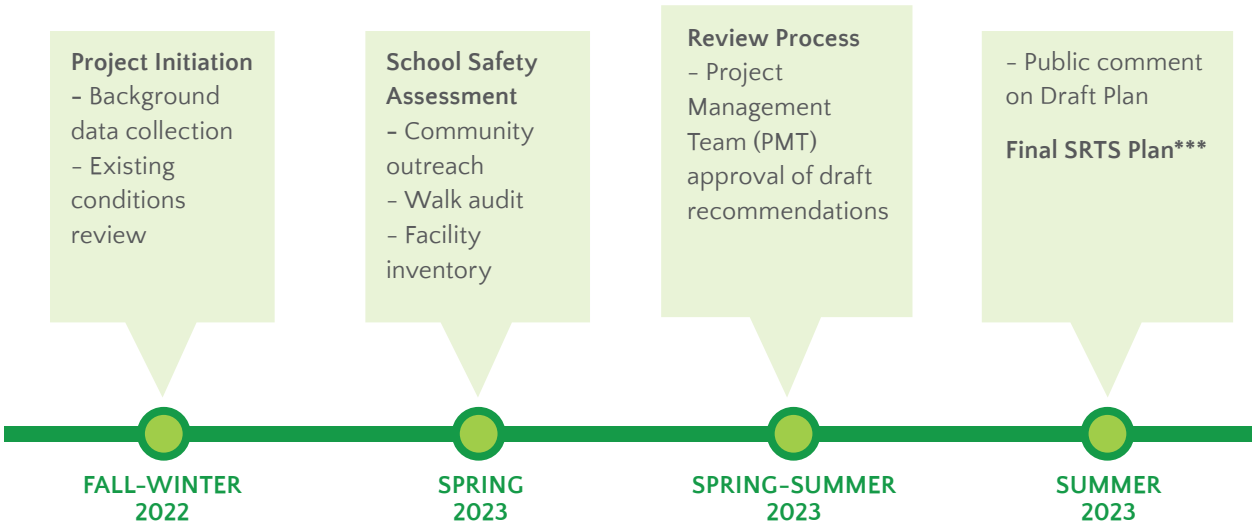
This SRTS Plan supports Oregon's statewide SRTS construction (infrastructure) and education/engagement (non-infrastructure) efforts. The Project Identification Program (PIP) process is an ODOT technical assistance program that helps communities identify needs and opportunities near one or more schools,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

This process did not include schools outside City of Scappoose boundaries.

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 Columbia County Public Works SRTS Plan Process**



*For more information on the PIP program, visit www.oregon.gov/ODOT/Programs/Pages/SRTS-Project-Identification-Program.aspx.
**A detailed summary of the planning process is included in Appendix B.
***Final SRTS Plans can be found at www.OregonSafeRoutes.org.

Plan Audience

This Plan lays the foundation for local public agency staff, schools, the community, and ODOT to work together on reducing barriers for students walking and biking to school. Because of the many people involved in this planning process, this Plan is written in a way that attempts to speak to several different audiences at once:

- **School, district, and local public agency staff:** The PIP process is usually initiated by a combination of these groups, which generally make up the PMT and have both a technical and experiential understanding of issues and needed improvements. At the same time, these stakeholders may or may not have an engineering background. The majority of this Plan is written to be read and understood by these important contributors.
- **Interested community members:** Because the success of any SRTS effort depends on engagement with the people who will ultimately use these routes, facilities, and programs, key sections of this Plan are intended to be understandable to the general public, including the school community and residents in general. In particular, the Existing Conditions chapter (which takes inventory of barriers and issues) is important for interested community members to review and add to. Recommendations are written in more technical language.
- **Planners, engineers and public works staff:** Ultimately, many of the recommendations in this plan involve highly specialized and technical processes, as well as competitive funding applications, which is why the Recommendations chapter is written with this audience in mind.
- **Local decision makers:** Elected officials, such as councilmembers, commissioners, and tribal governance bodies, are also a critical component of shaping active transportation. The Goals, Objectives, and Actions listed in the Vision and Goals chapter will be particularly relevant for this group, as well as the Recommendations chapter. However, the majority of this Plan is written to be accessible to this group.

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

How to Use This Plan

Each partner has a key role to play in contributing to this Plan's success. This section provides some ideas for how different groups can take part in advancing SRTS goals in their community.

WHO ARE YOU?

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 (see **Chapter 2**) to plan a walking/rolling route or advocate for improvements.
- Help implement the educational and encouragement programs suggested in **Chapter 4**.
- Support fundraising for projects and programs (see **Appendix D**).

I WORK FOR THE SCHOOL DISTRICT

- Distribute information about walking and rolling safely and SRTS talking points 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.
- Incorporate bike and pedestrian safety lessons into PE class and offer trainings for PE teachers to learn about available curricula.

I AM A TEACHER OR OTHER STAFF MEMBER

- Include bicycle and pedestrian safety in lesson plans and school curriculum.
- 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 city- or countywide issues and opportunities related to walking and bicycling, prioritizing construction improvements provided in **Chapter 4**.
- Pursue funding for improvements, using sources listed in **Appendix D**.

I WORK FOR LAW ENFORCEMENT

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

I WORK IN PUBLIC HEALTH

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

02 VISION AND GOALS FOR SRTS

VISION AND GOALS

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.

Community Vision for SRTS

The Scappoose 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 following section lists 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.

Above: Pedestrians cross the Otto Petersen parking lot crosswalk with the aid of a crossing guard;

below: dismissal at Scappoose High School.

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: Scappoose School District will integrate on-campus infrastructure improvements into their ongoing planning processes.
- Action: The City of Scappoose will consider applying to the ODOT SRTS Competitive Infrastructure Grant in 2024 for infrastructure improvements, as 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 Scappoose will adopt the long-term infrastructure recommendations in Chapter 4 as a part of its planning processes and continue to prioritize themes from the SRTS Plan's community engagement process.
- Action: The City of Scappoose will begin implementing recommendations as funds for capital improvements become available, particularly lower cost improvements within a quarter mile of each school.
- Action: The City of Scappoose and its partners will explore opportunities for educational demonstrations of safe streets.

Objective 3: Pedestrian and bicycle safety education is available to students in Scappoose and the Scappoose School District.

- Action: The Scappoose School District, the City of Scappoose, and the Columbia County Public Works 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 a Bike Train or Walking School Bus.
- Action: Otto Petersen Elementary School, Grant Watts Elementary School, Scappoose Middle School, and Scappoose High School will encourage families to walk and bike to school by distributing information regarding safety and suggested routes.

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: Otto Petersen Elementary School, Grant Watts Elementary School, Scappoose Middle School, and Scappoose High School, and the City of Scappoose will provide SRTS information and educational materials in English and Spanish.
- Action: Scappoose School District, Otto Petersen Elementary School, Grant Watts Elementary School, Scappoose Middle School, Scappoose High School, and and City of Scappoose will partner with existing groups and organizations that serve particularly the Latino community, low-income households, and other historically disadvantaged groups to help disperse information and better understand needs and barriers.
- Action: Otto Petersen Elementary School, Grant Watts Elementary School, Scappoose Middle School, and Scappoose High School will consider how to overcome barriers such as parent work schedules and transportation limitations to enable all parents to participate in SRTS programs and activities.

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

- Action: The City of Scappoose will implement infrastructure recommendations with a consideration for improvements that serve underserved and low-income communities.
- Action: The 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 in programming.
- Action: The City of Scappoose and Scappoose School District will work to establish safe walking or bike access to public bus stops near schools so that students have safe access when needing public transit for after-school 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: Otto Petersen Elementary School, Grant Watts Elementary School, Scappoose Middle School, and Scappoose High School will look for areas of overlap between SRTS efforts and other health initiatives and PE class.
- Action: for Otto Petersen Elementary School, Grant Watts Elementary School, Scappoose Middle School, and Scappoose High School will support a Walking School Bus, 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: Scappoose School District will consider adopting SRTS-supportive language in school wellness policy.
- Action: for Otto Petersen Elementary School, Grant Watts Elementary School, Scappoose Middle School, and Scappoose High School will share relevant health statistics and messages in school newsletters, at back-to-school night, or through other communication channels.
- Action: The City of Scappoose 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: Scappoose School District will provide parents with education and encouragement materials providing information on carpooling, walking, biking, and school buses.

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

The City of Scappoose, Scappoose School District, Columbia County Public Works, and school leadership from Otto Petersen Elementary School, Grant Watts Elementary School, Scappoose Middle School, and Scappoose High School worked to spread the word about the walk audits, community meetings, and the online Public Input Map and survey. The four schools promoted the PIP process and opportunities for community input on social media channels and through e-mail listservs. The City of Scappoose shared information via social media channels and the City website.

The project team hosted a walk audit in Scappoose on Wednesday, April 5, 2023.

Several people attended the afternoon walk audit at Otto Petersen Elementary School, providing feedback about specific barriers and challenging locations near the school. Since Scappoose High School and Grant Watts Elementary are located close to Otto Petersen and Grant Watts Elementary and school dismissal times were similar, attendees of the walk audit were able to observe dismissal at all three schools. Following the observation of dismissal, members of the project team met to debrief what they'd observed.

Additionally, project team members staffed a table on Saturday, April 8 at the Annual Town Meeting, where they were able to speak with parents, gather feedback directly, and also pass out flyers promoting the Public Input Map.

Members of the PMT gather to discuss their walk audit observations.

The project team attended a town hall at Scappoose High School to inform the community and receive feedback.

DEMOGRAPHIC REPRESENTATION

To determine who was being reached through online engagement, the project team collected information about respondents through the Public Input Map using a short survey. Of the 127 respondents who filled out the survey, 73% were parents or caregivers of students who attend schools in the study area. Another 53% identified as community members. Six percent of respondents indicated that they were School or District staff, and three percent of respondents indicated they were City or County staff.

COMMUNITY ENGAGEMENT KEY THEMES

Community members were able to record comments about specific locations of concern and interest using the Public Input Map. Through the online public input map and community meeting, key locations that emerged included:

- SE 4th St
- SE 3rd Pl
- SE 6th St
- SW E.M. Watts Rd

Overall, it is clear that the Scappoose 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 6th St and 5th St. Commenters also focused on the need for safer and more accessible connections to the Scappoose Skate Park.

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

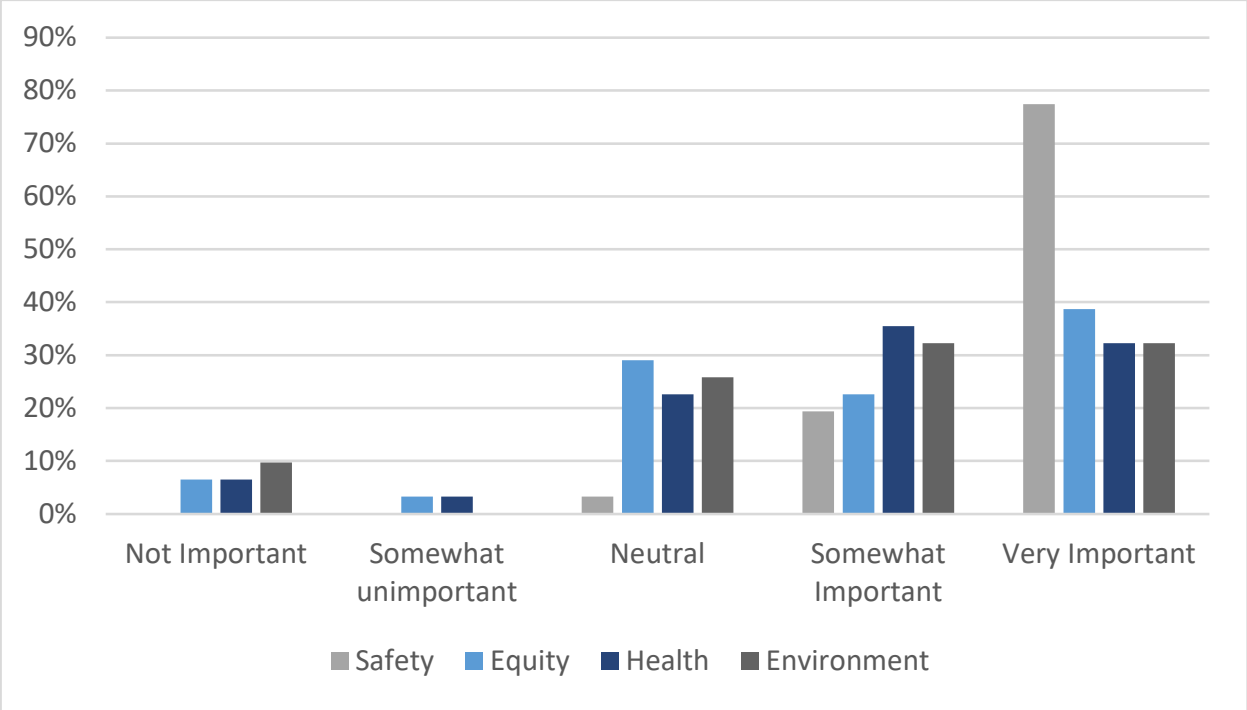
- Desire for continuous sidewalks and off-street paths for students traveling to and from school
- Concern about lack of pedestrian facilities on large roads such as US-30, especially at intersections
- Concern about pedestrian safety around railroad tracks
- Improving pedestrian and bicyclist safety through improvements such as stop signs, speed bumps, and marked crosswalks
- Improving safety for pedestrians on E.M. Watts

Rd where the road crosses South Scappoose Creek.

- Constructing a pedestrian bridge across US-30
- Improving left-hand turns from US-30

When asked through the Public Input Map about the most important goal for a Safe Routes to School Plan for Scappoose, survey respondents indicated that safety was their top priority, followed by equity, health, and environment, as illustrated in the chart below.

SURVEY RESULTS: MOST IMPORTANT GOALS FOR SAFE ROUTES TO SCHOOL (N=31)



03

EXISTING CONDITIONS

EXISTING CONDITIONS

This chapter summarizes the key challenges and opportunities that families walking or bicycling to school face and 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 B.

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

SCHOOL CONTEXT:

Otto Petersen Elementary School

52050 SE 3RD ST

PRINCIPAL:
Jenneca Crocker

ENROLLMENT:
407

GRADES SERVED:
4-6

EQUITY FACTORS:
32% of students are below the poverty line.

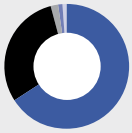
5% of students are Ever English Learners.

17% of students have a disability.

9% of students are chronically absent.

Transportation Disadvantage Index (TDI): 090

DEMOGRAPHICS*



- White, non-Hispanic, 78%
- Hispanic, 12%
- American Indian/Alaska Native, 1%
- Black / African American, 1%
- Asian, 1%

TOP LANGUAGES SPOKEN BY STUDENTS IN DISTRICT**

English	1,981
Spanish	77
Other Languages	9

Total Languages Spoken: 11

**Source: Oregon Department of Education 2021-2022 school year*

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

Otto Petersen Elementary School Safety Assessment

Date: April 5, 2023

SCHOOL LAYOUT

Otto Petersen Elementary School is a public school located centrally in Scappoose. The school campus is connected by a driveway to Vine St to the east and 3rd St to the west (refer to the map on the next page). There is one main school building that fronts the school parking lot to the north, and a playground accessway to the south that also serves as a bus accessway. To the west, pedestrian paths connect to the school district office and High School Wy and to Grant Watts Elementary. A path also leads from High School Wy to the Otto Petersen school library; however, this entrance to the school is locked.

A few hundred feet from campus to the west is US-30, a busy state highway accommodating frequent freight traffic.

SITE CIRCULATION

Vehicles: Parents and caregivers dropping their students off at the school can access the school via the parking lot located on the north side of the school. This parking lot has access points on the east and west side which connect to the Grant Watts Elementary parking lot and 3rd St, respectively. Vehicle loading takes place in the southeast portion of the school parking lot, where traffic is one-way in a counterclockwise loop. Parents and caregivers call out the name of their students, at which point the student is escorted by school staff to that parent or caregiver's vehicle.

School Buses: School buses picking up and dropping off students at Otto Petersen Elementary and Grant Watts Elementary Schools use the same accessway located to the south of each school's playground. Buses enter this accessway from an access point to the northeast, park diagonally along the accessway to pick up students, and then exit the accessway to the northwest exit.

Pedestrians: Students walking to and from the school can leave the school through one of the

OTTO PETERSEN ELEMENTARY SCHOOL

SITE PLAN

LEGEND

- School Property
- City Boundary
- Railroad
- School Bus Loading
- Bicycle Parking
- School Bus Circulation
- Vehicle Circulation

alta

Oregon Department of Transportation
Safe Routes to School

north entrances, which are adjacent to the school parking lot and accessway. Students can walk north either on sidewalks on 3rd St or on a multi-use path that connects to Sauer Ct. Students can also use the multi-use path to travel south and connect to a sidewalk along High School Wy. On the east end of the school campus, students can use a multi-use path that passes by the district office to access the intersection of US-30 and High School Wy and other points west.

Bicyclists/Micromobility: Students traveling to and from school can park their bicycles at covered bicycle racks near the north end of the school building. There are few dedicated bicycle facilities surrounding the school; however, students may choose to ride their bicycles on the sidewalk, on multi-use paths in the area, or on lower traffic volume streets.

Transit: Transit does not serve the immediate school area.

Students at the bus loading zone after school dismissal near Grant Watts and Otto Petersen Elementary Schools.

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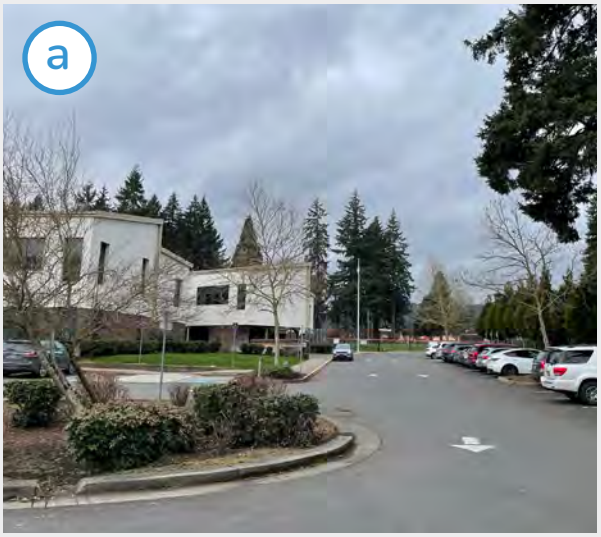
Bike and Pedestrian Facilities Inventory

Key Observations

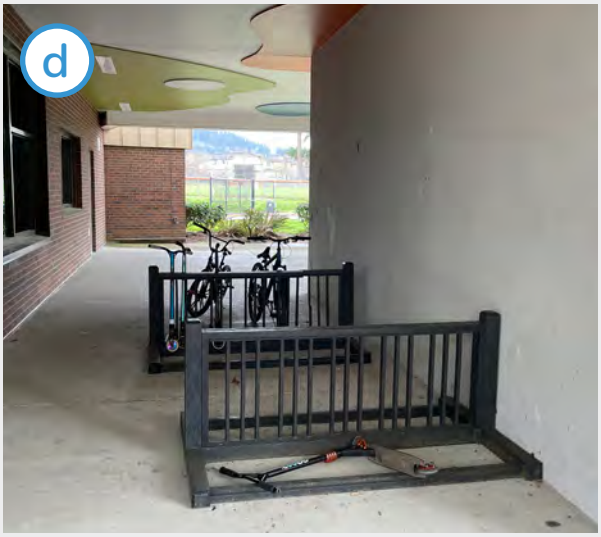
- The roads and school parking lots adjacent to Otto Petersen have inconsistent pavement markings in some places and others that are faded (refer to pictures a and b).
- The residential area directly north of Otto Petersen is a new development and has more sidewalk infrastructure as compared to other surrounding neighborhoods.
- The residential areas northeast of Otto Petersen, especially along 3rd St, have fewer sidewalks in place.
- The pedestrian path between Otto Petersen and Grant Watts is useful for students walking to and from the focus schools from the north and south. However, this facility may be a security risk as far as the school district is concerned because it allows public access to school campuses (refer to picture e).
- Otto Petersen Elementary is located next to Grant Watts Elementary, so many of the issues that apply to students traveling to and from one school apply to the other.



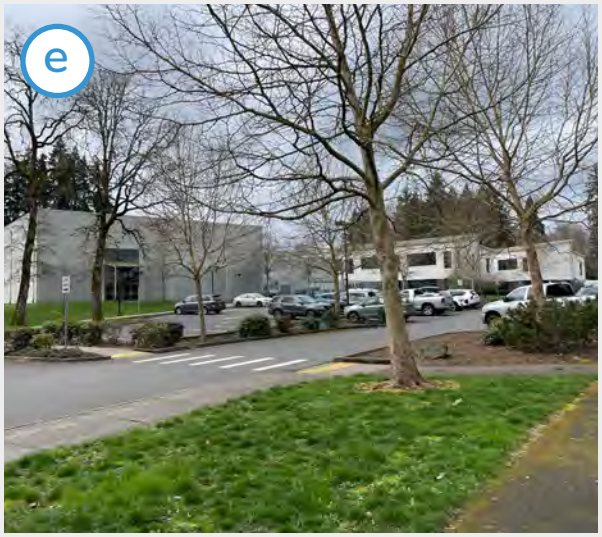
The Otto Petersen Elementary parking lot is connected to the Grant Watts Elementary parking lot to the east. In some sections of the parking lot, the traffic flow is bidirectional, while in other places it is one-way, resulting in irregular vehicle flows.

There is a marked crosswalk on the northwest end of the school parking lot where the parking lot connects with SE 3rd St. As they approach from the south and turn from the school parking lot onto SE 3rd St, drivers have limited visibility of people using this crosswalk.

There is a marked crosswalk to the west of the entrance of the school crossing the bus access road. Like other locations in Scappoose, the crosswalk width here may be below an ideal width.



There are bicycle racks located near the main entrance to the school. These racks are covered, but may not be adequate to lock up bikes of all shapes and sizes.



There is a pedestrian path between the campuses of Otto Petersen and Grant Watts Elementary Schools. Across the parking lot of Otto Petersen, there are two marked crossings of the parking lot driveways which requires pedestrians to cross traffic twice.

The pedestrian path connecting Grant Watts and Otto Petersen Elementary Schools continues north on a multiuse path. This path crosses SE June Ln, where there is a parallel bar marked crosswalk. On approach to the northern sidewalk, there is an irregular curb ramp.

The pedestrian path between Otto Petersen and Grant Watts elementary schools provides a connection between the two elementary schools to destinations south. A large portion of this path is composed of bark dust, a material that may not be accessible to those traveling on wheelchairs or with other mobility devices.

Buses picking up students at both Otto Petersen and Grant Watts elementary schools use a driveway located south of the school campuses. Buses enter the driveway east of Grant Watts Elementary and exit the driveway west of Otto Petersen Elementary. The driveway intersects with each school's playground and with the pedestrian path between the two schools.

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SCHOOL CONTEXT:

Grant Watts Elementary School

52000 SE 3RD PL

PRINCIPAL:
Bianca Sapp

ENROLLMENT:
292

GRADES SERVED:
K-3

EQUITY FACTORS:
30% of students are below the poverty line.

7% of students are Ever English Learners.

15% of students have a disability.

12% of students are chronically absent.

Transportation Disadvantage Index (TDI): 1.04

DEMOGRAPHICS*

- White, non-Hispanic, 73%
- Hispanic, 12%
- Black/African American, 0%
- American Indian/Alaska Native, 1%
- Asian, 1%

TOP LANGUAGES SPOKEN BY STUDENTS IN DISTRICT**

English	1,981
Spanish	77
Other Languages	9

Total Languages Spoken: 11

**Source: Oregon Department of Education 2021-2022 school year*

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

Grant Watts Elementary School Safety Assessment

Date: April 5, 2023

SCHOOL LAYOUT

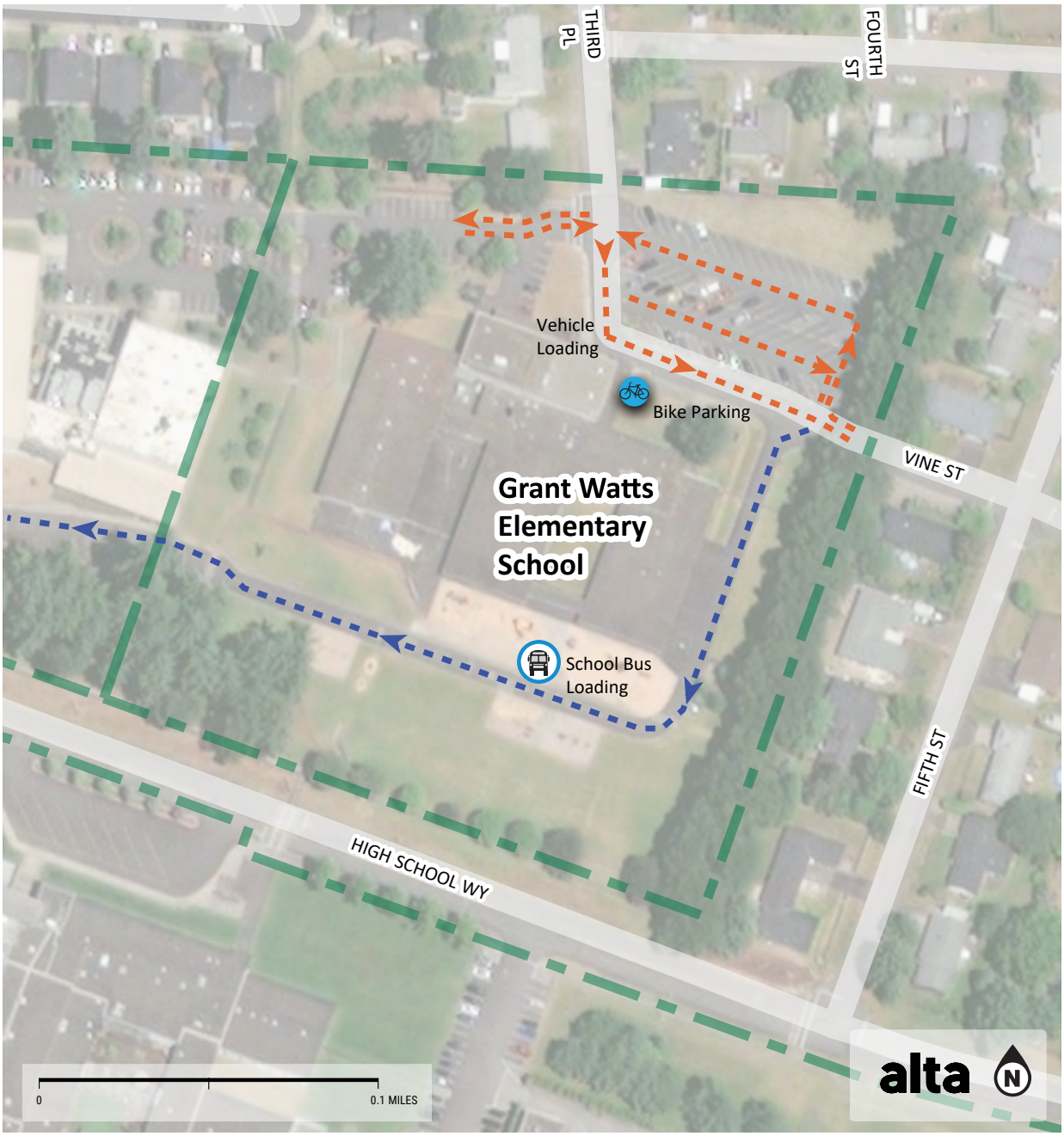
Grant Watts Elementary School is a public school located centrally in Scappoose. The school campus is located on 3rd Pl, but its front entrance is located on a driveway that is a continuation of Vine St. The driveway and school parking lot are located north of the school building.

SITE CIRCULATION

Vehicles: The school's parking lot is a continuation of Vine St to the east and 3rd Pl to the north. Parents and caregivers can pick up students at the accessway directly north of the main entrance to the school building, traveling in a southeast direction on a one-way driveway between 3rd Pl and Vine St. To travel north after picking up or dropping off students, parents and caregivers can turn left and travel through the parking lot, which reconnects to 3rd Pl to the north.

School Buses: School buses picking up and dropping off students at Otto Petersen Elementary and Grant Watts Elementary Schools use the same accessway located to the south of both schools. The accessway is located on school property to the south of each school's playground. Buses enter this accessway from an access point to the northeast, park diagonally along the accessway to pick up students, and then exit the accessway to the northwest exit.

Pedestrians: Students walking to and from the school can leave the school through one of the north entrances, which are adjacent to the intersection of 3rd Pl and Vine St. Students can walk west to a path located on the north end of Otto Petersen to connect to a sidewalk on 3rd St or on a multi-use path that connects to Sauer Ct. Students can also use the multi-use path to travel south and connect to a sidewalk along High School Wy. Students can use a multi-use path located on the east end of the school campus that passes by the district office to access the intersection of US-30 and High School Wy and other points west.



GRANT WATTS ELEMENTARY SCHOOL

SITE PLAN

LEGEND

- School Property
- City Boundary
- School Bus Loading
- Bicycle Parking
- School Bus Circulation
- Vehicle Circulation

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Safe Routes to School

Bicyclists/Micromobility: Students traveling by bicycle to and from the school can park their bicycles at a bicycle rack near the front entrance of the school. These bicycle racks are not covered. There are few dedicated bicycle facilities surrounding the school; however, students traveling to and from school can travel on the sidewalk or share the road with other users on low-volume roadways.

Transit: Transit does not serve the immediate school area.

The project team assesses walking and biking conditions on the grounds of Grant Watts Elementary School

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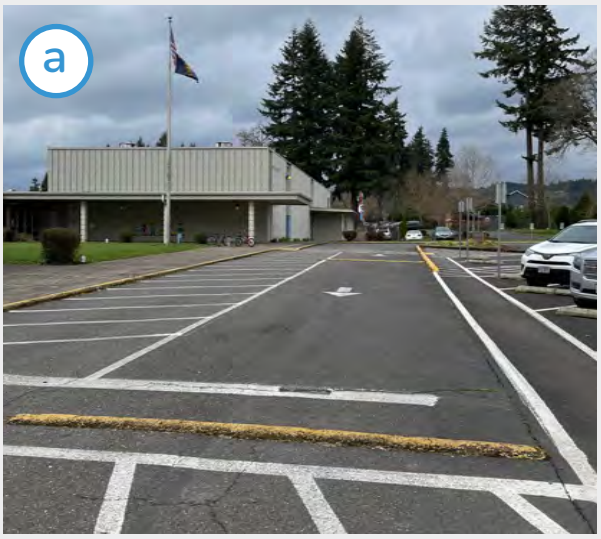
Bike and Pedestrian Facilities Inventory

Key Observations

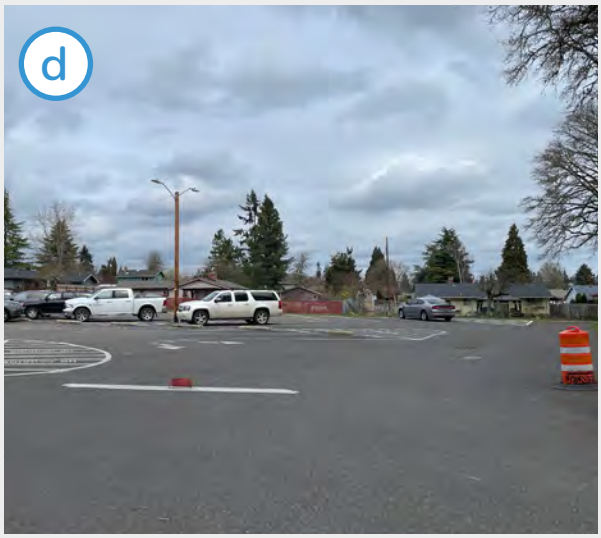
- The roads and school parking lots adjacent to Grant Watts have inconsistent pavement markings in some places and others that are faded (refer to picture a). Inconsistent usage of yellow and white paint in the school parking lot may confuse road users.
- The pedestrian path between Otto Petersen and Grant Watts is useful for students walking to and from the focus schools from the north and south. However, this facility may be a security risk as far as the school district is concerned because it allows public access to school campuses.
- The residential areas to the north and east of the school have few sidewalks in place, in particular, 3rd Pl north of the school entrance and Vine St to the east of the school.
- Grant Watts Elementary is located next to Otto Petersen Elementary, so many of the issues that apply to students traveling to and from one school apply to the other.



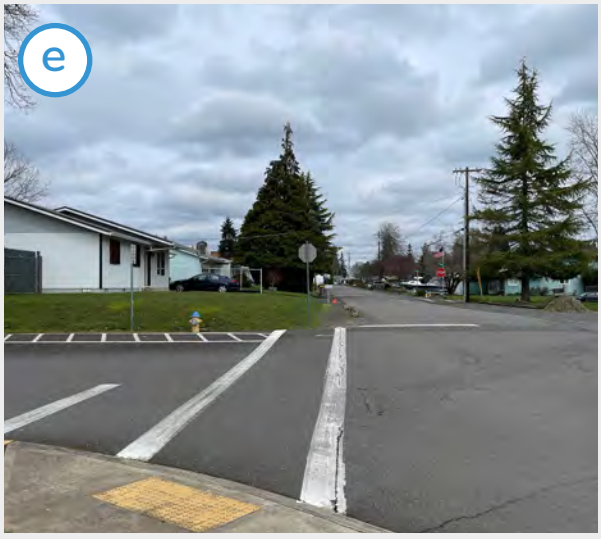
Within the Grant Watts parking lot, painted white lines are used to demarcate the bounds of vehicle lanes, which may confuse some drivers.

There is bicycle parking at Grant Watts Elementary located near the entrance of the school building. However, this bicycle parking is uncovered, and cannot accommodate many bikes.

SE Vine St travels in an east-west direction and transitions from a neighborhood street in the east to the Grant Watts parking lot to the west. This roadway does not have pedestrian facilities.



The Grants Watt parking lot has multiple one-way sections with pavement features aimed at promoting correct use.



A marked crosswalk located north of the Grant Watts Elementary School entrance. This crosswalk crosses the entrance to Otto Petersen's parking lot and connects to the shoulder on the west side of SE 3rd Pl. There are no dedicated pedestrian facilities on SE 3rd Pl.

SCHOOL CONTEXT:

Scappoose Middle School

52265 LOWER COLUMBIA RIVER HWY

PRINCIPAL:
Adam Strachan

ENROLLMENT:
314

GRADES SERVED:
7-8

EQUITY FACTORS:
26% of students are below the poverty line.

5% of students are Ever English Learners.

17% of students have a disability.

18% of students are chronically absent.

Transportation Disadvantage Index (TDI): 1.17

DEMOGRAPHICS*

- White, non-Hispanic, 80%
- Hispanic, 10%
- Black/African American, 1%
- American Indian/Alaska Native, 1%
- Asian, 1%

TOP LANGUAGES SPOKEN BY STUDENTS IN DISTRICT**

English	1,981
Spanish	77
Other Languages	9

Total Languages Spoken: 11

**Source: Oregon Department of Education 2021-2022 school year*

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

Scappoose Middle School Safety Assessment

Date: April 5, 2023

SCHOOL LAYOUT

Scappoose Middle School is a public school located on the west side of Scappoose. The school is located on US-30 in between Maple St, E.M. Watts Rd, and 4th St (refer to the map on the next page). The main school building is located on the northeast corner of the school grounds. The school grounds also have athletic fields, including two baseball fields, a soccer field, two tennis courts, and a track. The main school parking lot is on the south side of the school grounds. There is another school parking lot located just north of the main school building and a bus loading area east of the school building.

SITE CIRCULATION

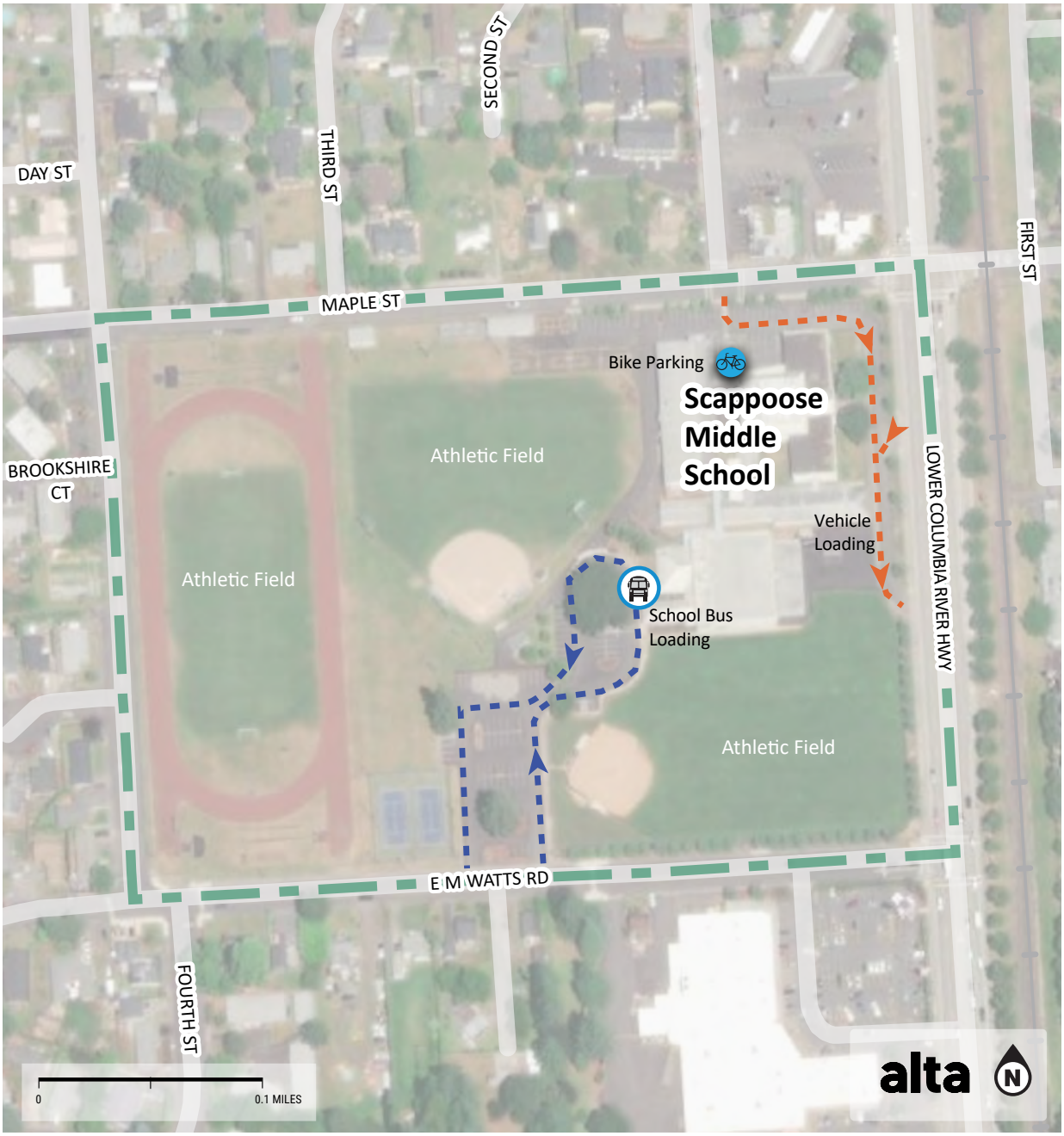
Vehicles: Vehicles accessing the school can approach from the south on E.M. Watts Rd or from the north on Maple St.

School Buses: School bus pick-up and drop-off occurs at the accessway to the south of the school.

Pedestrians: Students walking to and from school can access the building through the main entrance that faces east onto US-30, from the side entrance that faces north onto Maple St, or from a south-facing entrance that allows students to access points south once they cross the southern parking lot. Students traveling east must cross US-30 and can use marked crossings located on Maple St, Em Watts Rd, and High School Wy. There are sporadic sidewalk gaps.

Bicyclists/Micromobility: Students can park their bicycles near the north entrance of the school at a partially covered bicycle rack behind a school gate. Students on bicycles may use the bike lane on US-30 for north and south travel; however, this bike lane does not feature protection or a barrier and may feel uncomfortable for some. Other roadways around the school have lower vehicle volumes and may feel more comfortable.

Transit: Transit does not serve the immediate school area.



SCAPPOOSE MIDDLE SCHOOL

SITE PLAN

LEGEND

- School Property
- City Boundary
- Railroad
- School Bus Loading
- School Bus Circulation
- Bicycle Parking
- Vehicle Circulation

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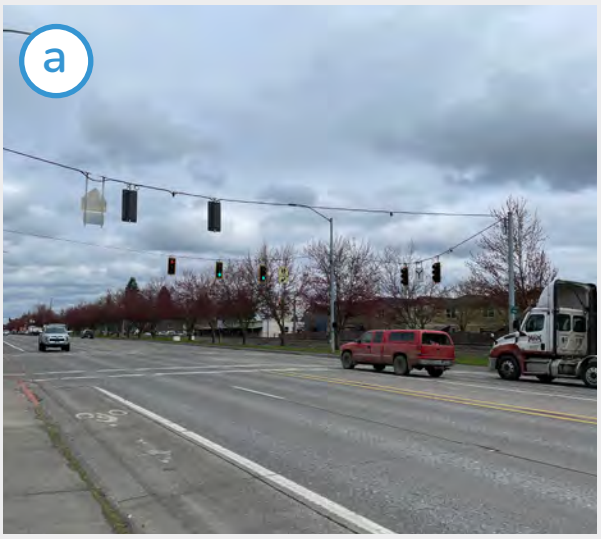
Oregon Department of Transportation
Safe Routes to School

Bike and Pedestrian Facilities Inventory

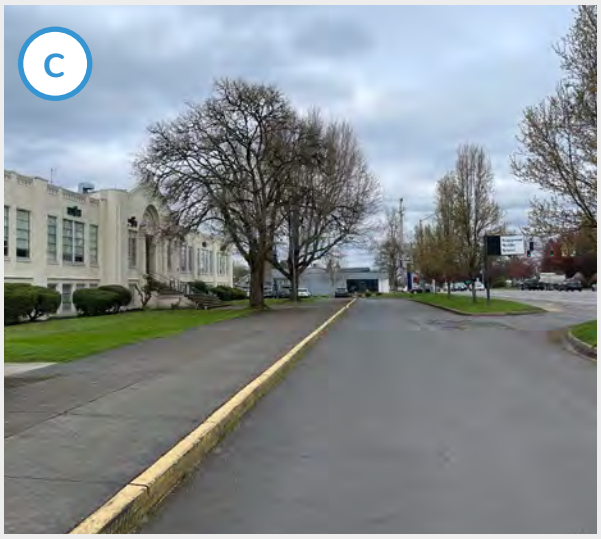
Key Observations

- Scappoose Middle School is located on US-30, a major north south corridor in the region. The road has bicycle lanes and sidewalks, but these facilities may not be the most comfortable for all ages and abilities (refer to picture a).
- When traveling from the school to neighborhoods to the east, students must cross both US-30 and the railroad at one of a few locations (refer to picture j).
- Many sidewalk facilities near Scappoose Middle School are not continuous and will abruptly transition into roadway shoulders with little protection for people walking (refer to picture h).
- The neighborhood to the north of the school has many businesses and activity centers students may visit before or after school. However, pedestrian facilities are lacking, especially on 1st St (refer to picture i).



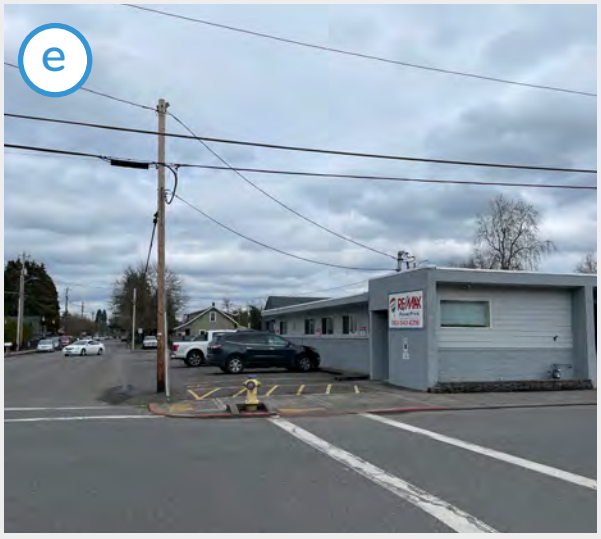
East of Scappoose Middle School is US-30, a highway with significant vehicular and freight traffic. Many students walking and biking to school may use the sidewalk or bicycle lane on either side of this road to travel. However, travel on this facility may not be the most comfortable for all ages and abilities.

The Scappoose Middle School parking lot and bus accessway is connected to US-30 on the south side. The crosswalk along US-30 across this accessway is unmarked.



The Scappoose Middle School parking lot and bus accessway is connected by a driveway to US-30. This allows vehicles traveling southbound on US-30 to access the school parking lot and bus accessway. The crosswalk along US-30 across this driveway is unmarked.

The Scappoose Middle School parking lot is located on the north side of the school. The pavement markings are faded in some locations.



The intersection of SW 1st St and SW Maple St has marked crosswalks with the parallel bar configuration. However, pedestrian facilities do not continue north on 1st St. Instead, there is a parking lot with no designated pedestrian zone, which may lead to conflicts between people driving and people walking.

To access the bicycle parking area and the north entrance of Scappoose Middle School, students must cross two driveways within the school parking lot.

The intersection of SW 1st St and SW Maple St has marked crosswalks with the parallel bar configuration. However, pedestrian facilities do not continue north on 1st St.

Along SW Maple St on the northwest side of the school campus, the sidewalk does not continue west of the school.

The intersection of SW JP West Rd and SW 1st St has slip lanes that facilitate easy turns for people driving, but lacks spaces for people walking. Students walking and biking to school may feel uncomfortable traveling at this location.

The intersection of Columbia Ave and US-30 is located next to a railroad crossing. Throughout town, students must often travel across railroad tracks to reach their destinations. Students can often be observed walking along or on the railroad tracks.

The sidewalk grades east of Hwy 30 and over the tracks exceed 5% slope. Additionally, the sidewalk on the north side is impassable due to the location of the signal crossing gate.

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SCHOOL CONTEXT:

Scappoose High School

33700 SE HIGH SCHOOL WY

PRINCIPAL:
Jerimy Kelley

ENROLLMENT:
612

GRADES SERVED:
9-12

EQUITY FACTORS:
25% of students are below the poverty line.

<5% of students are Ever English Learners.

16% of students have a disability.

52% of students are chronically absent.

Transportation Disadvantage Index (TDI): 1.04

DEMOGRAPHICS*

- White, non-Hispanic, 80%
- Hispanic, 9%
- Black/African American, 1%
- American Indian/Alaska Native, 1%
- Asian, 1%

TOP LANGUAGES SPOKEN BY STUDENTS IN DISTRICT**

English	1,981
Spanish	77
Other Languages	9

Total Languages Spoken: 11

*Source: Oregon Department of Education 2021-2022 school year

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

Scappoose High School Safety Assessment

Date: April 5, 2023

SCHOOL LAYOUT

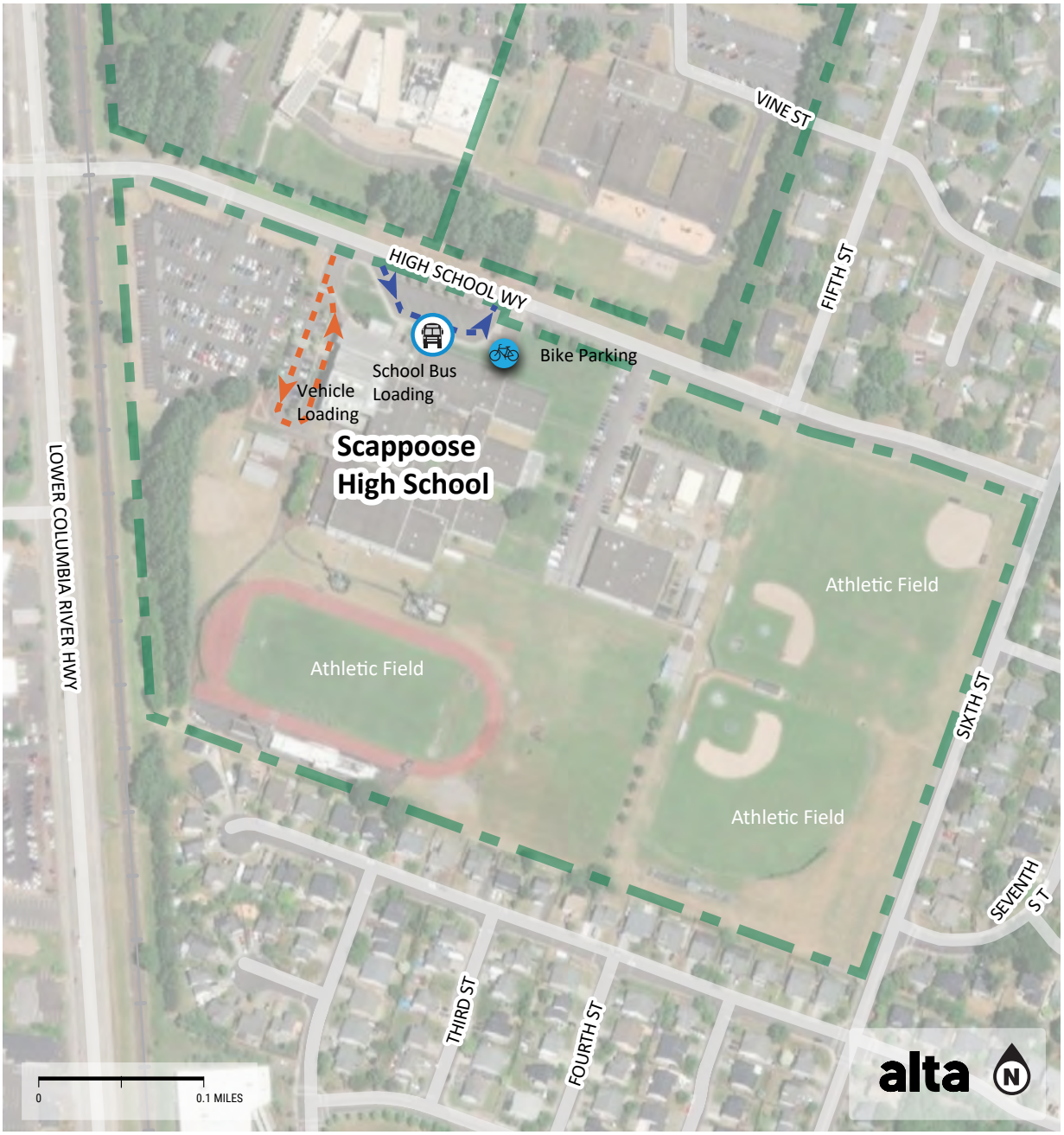
Scappoose High School is a public school centrally located in Scappoose. The school is located on High School Wy between 6th St and the rail line to the east of US-30 (refer to the map on the next page). The main school building is on the northwest side of the school grounds facing High School Wy. There is also a maintenance building to the east of the main building and several athletic fields surrounding it. There is a large school parking lot with driveways for pick-up and drop-off located to the west of the main building as well as another parking lot located between the main school building and the maintenance building. The bus loading area is located north of the main school building.

SITE CIRCULATION

Vehicles: Parents and caregivers can access the school via the parking lot located to the west of the school campus. Pick-up and drop-off also occurs along High School Wy as well as the parking lot to the east of the school.

School Buses: School buses picking up and dropping off students use the accessway directly to the north of the north building entrance that faces High School Wy. Buses enter the accessway from the northwest driveway and line up to pick up and drop off. Buses then continue east, and exit the parking lot through a driveway on the northeast side of the parking lot.

Pedestrians: Students walking to and from school typically access the building through the north entrance that faces High School Wy. Students can also access the building from the east through a parking lot that connects north onto High School Wy. Along High School Wy, those traveling by foot can walk east and west on sidewalks on the south side of the street. Students traveling east often cross the sports fields to the east of the school as a shortcut. Students traveling north, can use a multi-use path on school district property located between Grant Watts and Otto Petersen Elementary. Students



SCAPPOOSE HIGH SCHOOL

SITE PLAN

LEGEND

- School Property
- City Boundary
- Railroad
- School Bus Loading
- Bicycle Parking
- School Bus Circulation
- Vehicle Circulation

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Oregon Department of Transportation
Safe Routes to School

traveling west can use the sidewalk either on the north or south side of High School Wy to access the crossing of US-30 where there is a signalized pedestrian crossing.

Bicyclists/Micromobility: Students traveling to and from school by bicycles can park their bicycles near the northeast entrance of the school at an uncovered bicycle rack. The main student bicycle route is on High School Wy. Students can either share the road with vehicles or use the sidewalk.

Transit: Transit does not serve the immediate school area.

View of Scappoose High School from the east on the south side of High School Wy

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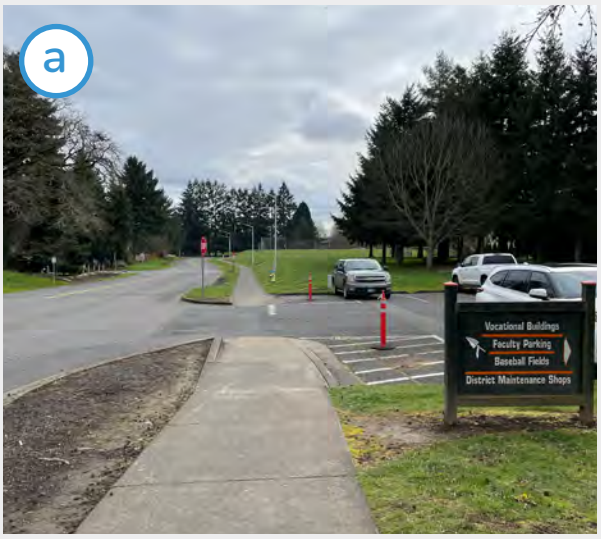
Bike and Pedestrian Facilities Inventory

Key Observations

- Scappoose High School is located directly east of the intersection of High School Wy and US-30, a major intersection in Scappoose. Between this intersection and the school is an active rail line. This intersection can become a bottleneck, especially when arrival and dismissal coincide with the arrival of a train (refer to pictures e and f).
- High school students travel east and west across the intersection of High School Wy and US-30 to access businesses on US-30 before and after school and at lunchtime. The existing sidewalk infrastructure may not be sufficient to accommodate all the travelers during peak times. (refer to picture e)
- Students cut across athletic fields to travel from the high school to neighborhoods to the south (refer to picture a).
- Students traveling north can use the pedestrian path between Otto Petersen and Grant Watts (refer to picture g).
- Neighborhoods to the east of the school have a relatively high sidewalk coverage in comparison to neighborhoods to the north of the school (refer to picture d).

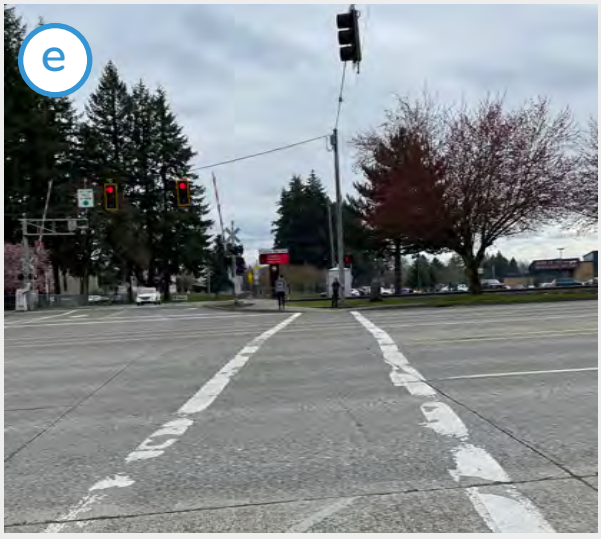


Directly north of the Scappoose High School campus, there is a marked crossing with parallel bars. This elevated crossing connects to the pedestrian path north between Otto Petersen and Grant Watts elementary schools.

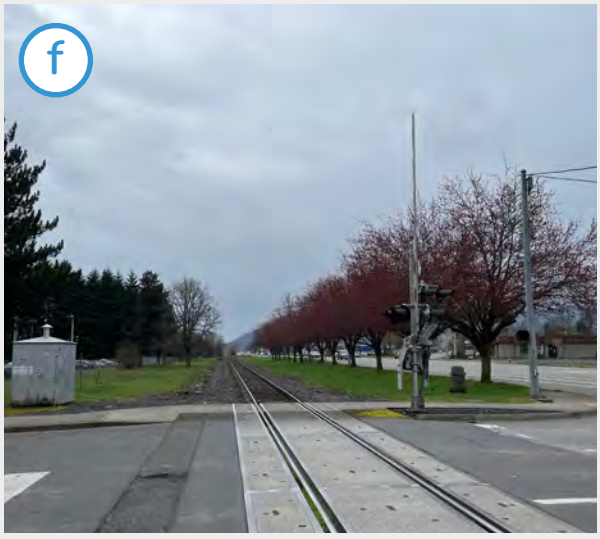
The bus accessway north of Scappoose High School has bus bays striped with yellow paint.

Scappoose High School's bicycle parking racks are located north of the high school and just east of the bus accessway. These racks are not covered, and the design offers minimal contact points for locking bicycles or other micromobility.

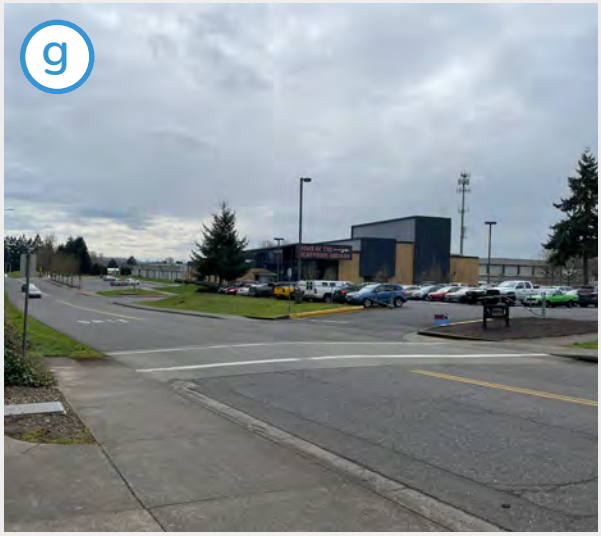
The intersection of SE 5th St and SE High School Wy has a marked crosswalk on the west leg of the intersection. However, there are no pedestrian facilities north of the crosswalk along SE 5th St.



The intersection of High School Wy and US-30 has crosswalks in the parallel bar configuration on all four legs of the intersection. Crossing US-30, people walking must traverse five travel lanes, a significant gap. The signal timing may not be adequate at this location.



Just east of the intersection of High School Wy and US-30 is an active rail line with daily train traffic. Students can be observed walking along this rail line to reach their destinations.



There is a raised crosswalk located mid-block across High School Wy just west of Scappoose High School. However, there is no crosswalk along High School Wy across the High School parking lot entrance.

At this particular crossing there is no street light to allow motorists to see pedestrians waiting to cross. This is problematic during the evening events (game nights, theatre, etc.) since many participants are parked on adjacent streets and walk to the campus.

Consider adding RRFBs to the two raised crossings on High School Way.

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04 RECOMMENDATIONS

RECOMMENDATIONS

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 roll to school, as well as benefiting 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 toward building out the physical improvements to walking and rolling infrastructure. Also, relative to many construction projects, most education and encouragement programs cost less to implement.

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. They are tailored to meet the needs and interests of the school community.

Construction Project Recommendations

This section describes recommended construction projects within two miles of the focus schools. The map on the following page is a guide to the location of these recommendations, which are described in detail in Table 1.

This Plan does not represent a comprehensive list of every project that could improve conditions for walking and bicycling in the community. 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.

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.

Each recommendation is flagged with implementation next steps to provide guidance about how to move them forward:

- ODOT Community Paths **Grant Eligible**
- **Quick Build Compatible**

Implementation takes place continuously over time, with cooperation among partners and, often, new sources of funding. Appendix D also lists a variety of funding sources that can be used to implement the recommendations outlined in this section. as well as a table outlining more detailed cost estimates for the priority improvements.

PEDESTRIAN FACILITIES

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

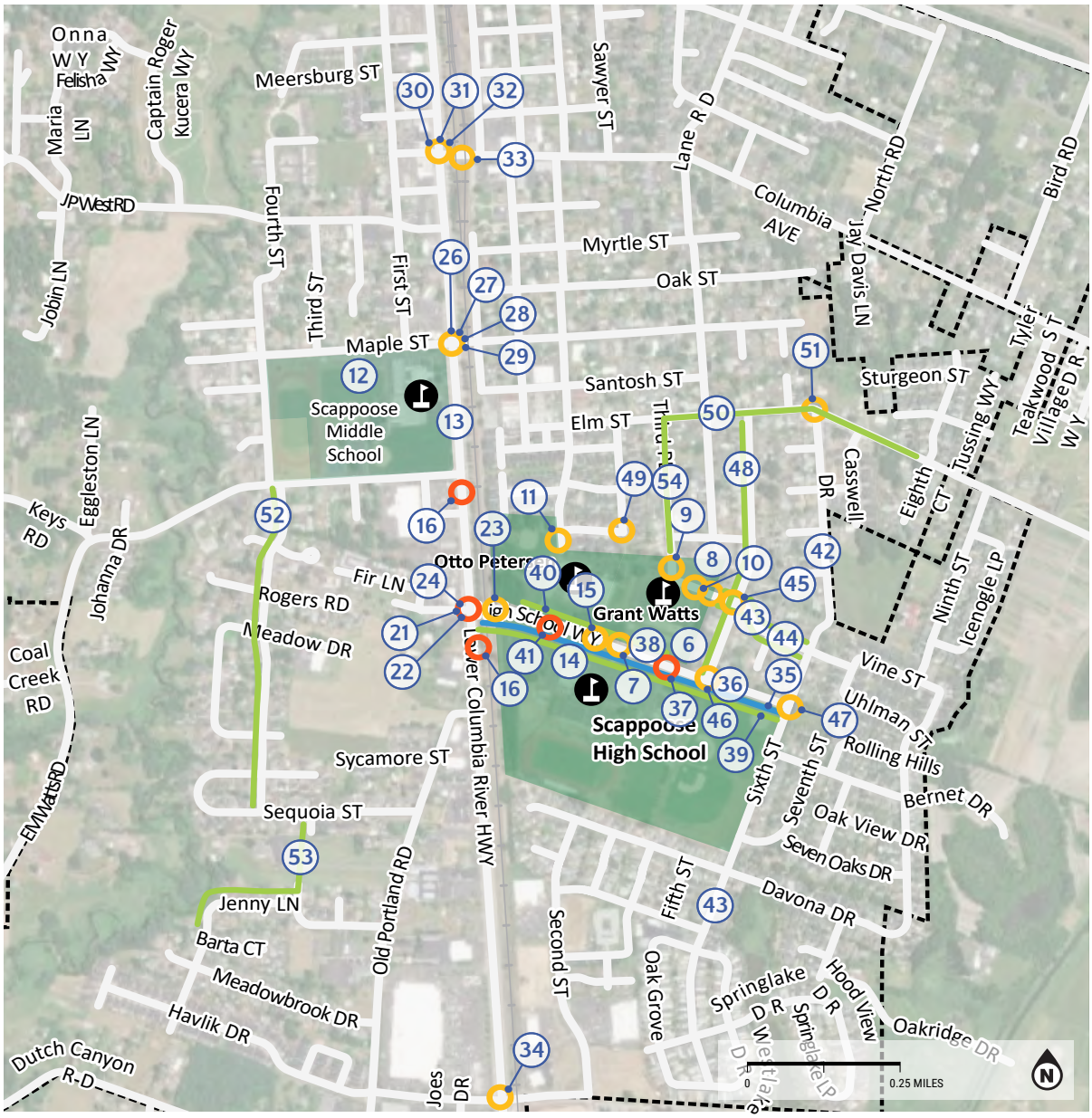
Pedestrian facilities can offer temporary or permanent solutions that are appropriate on roads with low to moderate speeds and volumes. A pedestrian lane, for example, is a designated space on the roadway for exclusive use of pedestrians.[1] The lane may be on one or both sides of the roadway and can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

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

BENEFITS

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

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



SCAPPOOSE COMMUNITY IMPROVEMENTS MAP

IMPROVEMENTS

- On-Street Facilities
- Off-Street Trail
- Crossing
- Signage

LEGEND

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

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Oregon Department of Transportation Safe Routes to School

Table 1. Columbia County Public Works Infrastructure Needs and Recommendations

Rec #	Recommendation	Responsible Agency	Implementation Next Steps
	General Recommendations		
1	**Issue**: Faded pavement markings throughout the city are unclear because they may have been painted and then repainted over. **Recommendation**: Refresh SCHOOL ZONE pavement markings if worn or faded throughout the city.	City of Scappoose	
2	**Issue**: Marked crosswalks are not standard continental-style and vary in width throughout the city. **Recommendation**: Upgrade marked crosswalks to standard high-visibility continental-style crosswalk markings* throughout city, when and where applicable.	City of Scappoose	
3	**Issue**: School zones throughout the city are not clearly defined in some locations. **Recommendation**: Review school zones throughout City of Scappoose.	City of Scappoose	
4	**Issue**: Illumination at marked crosswalks is a community concern. **Recommendation**: Review illumination at all marked crosswalks.	City of Scappoose	
5	**Issue**: Roadway congestion near the focus schools immediately before student arrival. **Recommendation**: Allow student drop-off earlier in the AM.	Scappoose School District	
	Grant Watts Elementary and Otto Petersen School Campuses		
6	**Issue**: Bicycle parking at Grant Watts Elementary can accommodate approximately 10 bicycles and is not covered. **Recommendation**: Upgrade existing bike parking to U-shaped or staple bike racks. Construct covered bike parking if possible.	Scappoose School District	
7	**Issue**: Marked crosswalks are faded and not standard markings throughout the school parking lot. **Recommendation**: Remove and replace existing transverse crosswalk markings with high-visibility continental-style crosswalk markings.	Scappoose School District	
8	**Issue**: Inconsistent paint markings in the school parking lot. **Recommendation**: Yellow pavement stripes should be reserved to indicate two-way traffic. The school pick-up/drop-off zone should have white striping and markings, except for the curb which may be painted yellow to indicate a loading zone.	Scappoose School District	

**Continental crosswalks are comprised of high visibility longitudinal bars to provide a visual cue for drivers of where to expect pedestrian crossings. Per figure 'CW-SC' on ODOT standard drawing TM503, the continental ¬¬crosswalks should be 10 ft in width (9 ft minimum), with 2 ft wide longitudinal bars. The longitudinal bars should be placed in the directional flow of traffic and spaced at minimum 3 ft apart to the extent feasible to avoid wheel paths. The 4 ft by 4 ft landing area in front of the curb ramp should be located within the crosswalk and the landing should be centered on the crosswalk. At intersections with stop or signal control, crosswalks should have stop lines installed at least 4 ft prior to the crosswalk approach. Additionally, crosswalks should follow guidance provided in the Manual on Uniform Traffic Control Devices (MUTCD).*

Rec #	Recommendation	Responsible Agency	Implementation Next Steps
9	**Issue**: The pavement markings at the shared driveway, which is a continuation of Vine St, are faded and unclear in some locations. **Recommendation**: Restripe and repaint the existing pavement markings when unclear or faded.	Scappoose School District	
10	**Issue**: Crossing on north end of double marked crosswalk in immediately north of Otto Peterson has potential for conflicts between vehicles and people walking. **Recommendation**: Widen crossing on north end of double crosswalk in front of Otto Peterson crosswalk to standard 10ft width to increase visibility. Additionally, consider one-way traffic flow through parking lot to increase predictability of traffic flows. Add speed table crosswalks at three strategic crossings in the parking lot to slow drivers and make pedestrians more visible.	Scappoose School District	
11	**Issue**: Unsafe crossing on north end of double crosswalk in front of Otto Petersen. **Recommendation**: Add stop sign and stop line for westbound traffic. Consider adding speed hump.	Scappoose School District	
	Scappoose Middle School Campus		
12	**Issue**: Bicycle parking is in the courtyard at the north entrance of Scappoose Middle School and is partially covered. **Recommendation**: Upgrade existing bike parking to U-shaped or staple bike racks.	Scappoose School District	
13	**Issue**: Lack of stop bars in school parking lots to delineate traffic flows. **Recommendation**: Add stop bars at driveways of school parking lot.	Scappoose School District	
	Scappoose High School Campus		
14	**Issue**: Bicycle parking at the north entrance of Scappoose High School is not covered and does not accommodate skateboards. **Recommendation**: Upgrade existing bike parking to U-shaped or staple bike racks. Construct covered bike parking if possible. Accommodate skateboard parking.	Scappoose School District	
15	**Issue**: Lacking marked crosswalks at driveways. **Recommendation**: Install marked continental crosswalks on south side of High School Way at high school driveways.	Scappoose School District	
	US-30 (Columbia River Highway)		
16	**Issue**: Drivers speed upon entering town on US-30 northbound approaching High School Way. **Recommendation**: Add additional school zone sign prior to High School Way heading northbound on US-30.	ODOT, Local law enforcement	

Rec #	Recommendation	Responsible Agency	Implementation Next Steps
17	**Issue**: Certain portions of corridor may lack illumination making pedestrian travel at night and under low-light conditions difficult. **Recommendation**: Enhance illumination along corridor - perform illumination analysis at signalized intersections.	ODOT	
18	**Issue**: People with hearing impairments have difficulty crossing long intersections. **Recommendation**: Add audible push button to intersections to promote safer crossing for vulnerable populations.	ODOT	
19	**Issue**: Existing bicycle lanes on both sides of US-30 may feel unsafe to bicyclists due to high vehicle speeds and lack of buffer. **Recommendation**: Where possible, update existing bicycle lanes to buffered bicycle lanes.	ODOT	
20	**Issue**: "SCHOOL XING" pavement markings are faded. **Recommendation**: Update/refresh paint along highway.	ODOT	
	Intersection of US-30 and High School Wy		
21	**Issue**: The intersection of US-30 and High School Wy is a busy intersection where neighborhood and school traffic on High School Wy meets regional traffic on US-30. In addition, there is a railroad track directly east of the intersection along with a railroad crossing across High School Way. Freight trains often pass through and can leave vehicles and pedestrians waiting to cross on either side of High School Way. This intersection also lies on an essential route for students traveling east-west to and from three of the focus schools. **Recommendation**: Consider extending the Leading Pedestrian Interval (LPI) to provide pedestrians with additional time to enter the intersection before vehicles are granted a green light. Delay pedestrian walk signal to account for vehicles not stopping at red lights. Large trucks often cannot stop for red lights. Add automated/audible feedback (i.e., WAIT). Improve ADA accessibility for pedestrians at this intersection.	ODOT	
22	**Issue**: This intersection may lack the appropriate amount of illumination for travel during low-light conditions. **Recommendation**: Enhance illumination at intersection - perform illumination analysis.	ODOT	
23	**Issue**: The pedestrian crossing of the railroad tracks is a conflict point between pedestrians and trains. **Recommendation**: Install "STOP HERE" pavement markings and detectable warning surfaces on the sidewalk on both sides of the railroad crossing to alert pedestrians. Install pedestrian automatic gates on either side of the railroad crossing. Include rail review as needed.	Rail Co., City of Scappoose, ODOT	

Rec #	Recommendation	Responsible Agency	Implementation Next Steps
24	**Issue**: Southbound vehicles turning left onto High School Wy do not have enough time during existing light signal cycle. **Recommendation**: Keep southbound left turn light set to permissive onto High School Wy.	ODOT	
25	**Issue**: School bus drivers are required to stop at railroad crossings and have to queue up to turn right and left from westbound High School Wy onto US-30 during dismissal. **Recommendation**: Coordinate with school bus operators to determine alternate routes to streamline circulation with fewer railroad crossings.	Scappoose School District	
	Intersection of US-30 and Maple St		
26	**Issue**: US-30 and Maple St is a busy intersection near the middle school that many students cross daily. There is also a railroad crossing directly east of the intersection, which contributes to the safety concerns. **Recommendation**: Construct ADA compliant curb ramps on all corners of intersection. Consider establishing a Leading Pedestrian Interval (LPI) to provide pedestrians with a head start of a few seconds to enter the intersection before vehicles are granted a green light.	ODOT	
27	**Issue**: The pedestrian crossing of the railroad tracks is a conflict point between pedestrians and trains. **Recommendation**: Install "STOP HERE" pavement markings and detectable warning surfaces on the sidewalk on both sides of the railroad crossing to alert pedestrians. Install pedestrian automatic gates on either side of the railroad crossing.	Rail Co., City of Scappoose, ODOT	
28	**Issue**: This intersection may lack the appropriate amount of illumination for travel during low-light conditions. **Recommendation**: Enhance illumination at intersection - perform illumination analysis.	ODOT	
29	**Issue**: School zone sign may not be visible to many drivers. **Recommendation**: Review location of school zone sign.	ODOT	
	Intersection of US-30 and Columbia Ave		
30	**Issue**: The intersection of US-30 and Columbia Ave is busy and located near many student destinations, such as the skateboard park. There are two railroad crossings directly east of the intersection. **Recommendation**: Construct ADA compliant curb ramps on all corners of intersection and improve sidewalk as needed.	ODOT	
31	**Issue**: This intersection may lack the appropriate amount of illumination for travel during low-light conditions. **Recommendation**: Enhance illumination at intersection - perform illumination analysis.	ODOT	

Rec #	Recommendation	Responsible Agency	Implementation Next Steps
32	**Issue**: This is a busy intersection near the middle school that students cross daily. **Recommendation**: Consider establishing a Leading Pedestrian Interval (LPI) to provide pedestrians with a head start of a few seconds to enter the intersection before vehicles are granted a green light.	ODOT	
33	**Issue**: The pedestrian crossing of the railroad tracks is a conflict point between pedestrians and trains. **Recommendation**: Install "STOP HERE" pavement markings and detectable warning surfaces on the sidewalk on both sides of the railroad crossing to alert pedestrians. Install pedestrian automatic gates on either side of the railroad crossing.	Rail Co., City of Scappoose, ODOT	
	Intersection of US-30 and Havlik Dr		
34	**Issue**: This intersection may lack the appropriate amount of illumination for travel during low-light conditions. **Recommendation**: Enhance illumination at intersection - perform illumination analysis.	ODOT	
	High School Way from US-30 to SE 6th St		
35	**Issue**: High School Wy is a primary route for many students traveling to Scappoose High School, Otto Petersen Elementary, and Grant Watts Elementary. **Recommendation**: Install bicycle lanes from US-30 to 6th St. Add green colored pavement if bicycle/ vehicle conflict continues.	City of Scappoose	Quick Build Compatible
36	**Issue**: Existing parallel bar marked crosswalks are not sufficiently visible to drivers. **Recommendation**: Replace existing parallel bars crosswalk markings with high-visibility continental crosswalk markings at all crosswalk locations.	City of Scappoose	
37	**Issue**: The existing mid-block pedestrian crossings are not sufficient to support safe crossing. **Recommendation**: For the mid-block crossing nearest student parking, consider installing a Rectangular Rapid Flashing Beacon (RRFB) with School Crossing Assembly (S1-1, W16-7P) in both directions. Install detectable warning surfaces on the crosswalk approach on both sides. In addition to high visibility continental crosswalk markings, install white chevron markings in the approach lane in each direction to indicate a raised crosswalk.	City of Scappoose	

Rec #	Recommendation	Responsible Agency	Implementation Next Steps
38	**Issue**: The existing mid-block pedestrian crossings are not sufficient to support safe crossing. **Recommendation**: At the mid-block crosswalk nearest the high school entrance, remove the STOP control signage and associated markings. Replace with a Rectangular Rapid Flashing Beacon (RRFB) with School Crossing Assembly (S1-1, W16-7P) in both directions. Install detectable warning surfaces on the crosswalk approach on both sides and the median island. In addition to high visibility continental crosswalk markings, install white chevron markings in the approach lane in each direction to indicate a raised crosswalk.	City of Scappoose	
39	**Issue**: High School Wy is a major east-west corridor and supports both local traffic and access to many of the area's schools. In addition, the road has high bike counts and will have 201 - 300 new households according to the TSP. **Recommendation**: Implement a greenway along High School Wy from Hwy 30 to 6th St.	City of Scappoose	
40	**Issue**: The multi-use path south of the elementary schools on the north side of High School Wy is not ADA accessible. **Recommendation**: Replace existing parallel bars crosswalk markings with high-visibility continental crosswalk markings at all crosswalk locations.	Scappoose School District	ODOT Community Paths Grant Eligible
41	**Issue**: School crossing "School Xing" pavement markings are faded or partial. **Recommendation**: Install School Advance Crossing Assembly (S1-1, W16-9P) for both approaches at least 100 ft in advance of both mid-block crossings. Remove school crossing "SCHOOL XING" markings and install adjacent to advanced crossing assembly.	City of Scappoose	
	6th St between Elm St and Springlake Dr		
42	**Issue**: 6th St is a primary north-south route that is lower stress than the alternative on US-30. Continue implementation of pedestrian and bicyclist improvements along this corridor. **Recommendation**: Replace existing parallel bars crosswalk markings with high-visibility continental crosswalk markings at the existing crosswalks and construct ADA curb ramps along both sides of street. Consider designating SE 6th St as a neighborhood greenway. Install speed humps, shared lane markings, and wayfinding signage. Additionally, consider removing centerline striping as a tactic to promote slower car traffic speeds.	City of Scappoose	

Rec #	Recommendation	Responsible Agency	Implementation Next Steps
	Vine St between Grant Watts School and 6th St		
43	**Issue**: Vine St provides access to both Otto Petersen Elementary and Grant Watts Elementary. The street serves as a walking route especially for students traveling to newly built developments east of 6th St; however, the road does not feature any pedestrian facilities. **Recommendation**: Install pedestrian facility as interim treatment (See page 86). Construct sidewalks on both sides of the street.	City of Scappoose	
44	**Issue**: Boundaries of school zone and signage is unclear at this location. **Recommendation**: Update school zone location for this intersection (to inform southbound drivers of upcoming school zone).	City of Scappoose	
	Intersection of 5th St and Vine St		
45	**Issue**: There are no marked crosswalks at this intersection. **Recommendation**: Construct ADA curb ramps and high-visibility continental-style crosswalk markings on all four legs - needs to tie to active sidewalk.	City of Scappoose	
	Intersection of 5th St and High School Wy		
46	**Issue**: The marked crosswalk is not highly visible. **Recommendation**: Construct ADA curb ramps on the southwest and northwest corners. Replace parallel bars crosswalk markings with high-visibility continental crosswalk markings at the existing marked crosswalk.	City of Scappoose	
	Intersection of 6th St and High School Wy		
47	**Issue**: Marked crosswalks are not highly visible. **Recommendation**: Replace parallel bars crosswalk markings with high-visibility continental crosswalk markings at the existing marked crosswalks and construct ADA curb ramps where not present.	City of Scappoose	
	5th St from High School Wy to Elm St		
48	**Issue**: 5th St serves as a north-south corridor for students walking to and from school; however, there are no pedestrian facilities on the road, and students must walk along the shoulder of the road. **Recommendation**: Consider installing a pedestrian facility until more permanent sidewalk infrastructure can be constructed.	City of Scappoose	
	Sauer Ct from Elm St to June Ln		
49	**Issue**: Sauer Ct lacks high visibility crosswalks along the corridor. **Recommendation**: Replace existing parallel bars crosswalk markings with high-visibility continental crosswalk markings, construct ADA curb ramps, and repair existing ramp on south side of cul-de-sac.	City of Scappoose	

Rec #	Recommendation	Responsible Agency	Implementation Next Steps
	Elm St between 3rd St and 8th St		
50	**Issue**: Elm St lacks pedestrian facilities in this section. **Recommendation**: Consider installing a pedestrian facility until more permanent sidewalk infrastructure can be constructed. Replace parallel bars crosswalk markings with high-visibility continental crosswalk markings at the existing crosswalks.	Columbia County	
	Intersection of Elm St and 6th St		
51	**Issue**: The stop sign and stop line are after the marked crosswalk, creating an unsafe scenario for pedestrians. **Recommendation**: Reposition SE Elm St crosswalk to align in front of the stop line and stop sign. Construct additional sidewalk to and ADA curb ramp on north side of SE Elm St. OR move marked crosswalk east to align with northeast corner of SE Elm St and newly constructed SE 6th Ct. Construct ADA curb ramp on south side of Elm St to connect to marked crosswalk.	City of Scappoose	
	SW 4th St		
52	**Issue**: Students walking and biking need a north-south alternative to US-30. **Recommendation**: Consider installing a greenway along SW 4th St – from E.M. Watts Rd to Sequoia St.	City of Scappoose	Quick Build Compatible
	SW 3rd St		
53	**Issue**: Students walking and biking need a north-south alternative to US-30. **Recommendation**: Implement a greenway connection from Sequoia St on 3rd St through the church/ field to Jenny Lane and then continue to 5th.	City of Scappoose	ODOT Community Paths Grant Eligible
	SE 3rd Pl		
54	**Issue**: 3rd Pl between Grant Watts Elementary School and SE Elm St lacks sidewalks or other pedestrian facilities. **Recommendation**: Install sidewalk improvements on SE 3rd Pl between Grant Watts Elementary School and SE Elm St in accordance with 2020 Sidewalk and Utility Plan 10% Grant Application Set.		

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 among families and students. Table 2 includes 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 on the next page provides current routes for students and families to consider when walking and biking to school. The map also provides an aspirational vision for a more complete SRTS network for future investments and improvement. These future network additions are shown as dashed lines.

Check out the ODOT SRTS Menu of Services here: https://www.oregonsaferoutes.org/about-oregon-safe-routes-to-school/

In addition to planning support provided through this process, the ODOT SRTS Program also offers technical assistance to support local SRTS efforts in education and encouragement. 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

https://www.oregonsaferoutes.org/train-the-trainer/

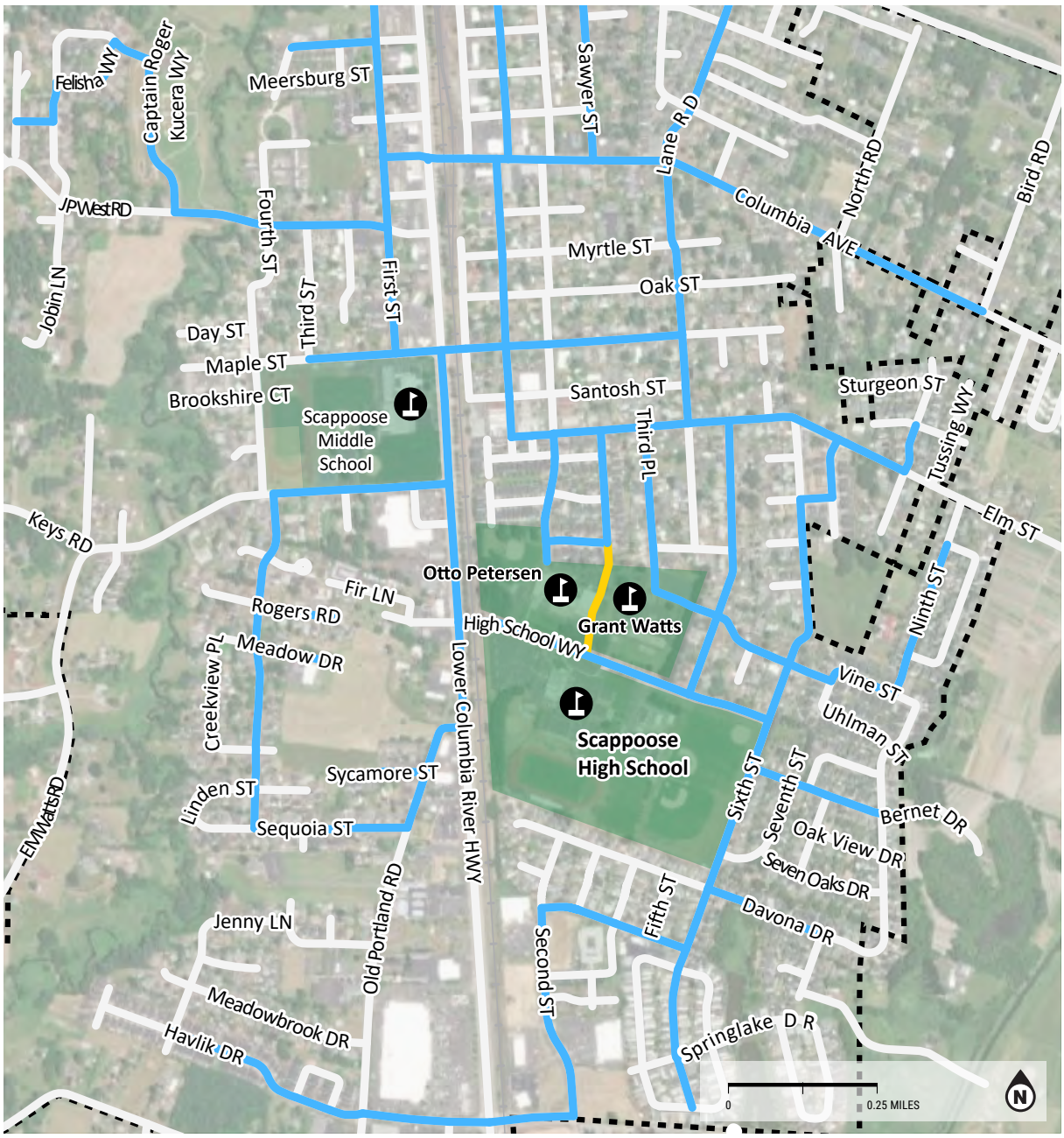
Learn more and keep in touch by signing up for the ODOT SRTS Newsletter: https://www.oregonsaferoutes.org/

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.

Learn more about the SRTS Regional Hubs and how they can support your SRTS Program here: https://www.oregonsaferoutes.org/oregon-safe-routes-to-school-local-coordinators/.

Review Table 2 to identify educational and encouragement priorities and discuss with the Regional Hub Coordinator.



SCAPPOOSE COMMUNITY PRIORITY ROUTES MAP

LEGEND

- Priority Routes
- Off-Street Path
- Railroad
- School Property
- Water
- Parks
- City Boundary

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Oregon Department of Transportation Safe Routes to School

Table 2. Columbia County Public Works **Education and Encouragement Recommendations**

Activity	Responsible Party	Description (Additional details provided on following page)	Resources Needed	Inclusion Considerations	Measures of Success
Parent Education and Outreach	Scappoose School District	Provide travel safety tips for parents aimed at people walking, biking, driving, or riding the bus. Emphasize proper vehicle circulation procedures, safe routes for students, and traffic reduction at arrival and dismissal times, including the option to park and walk with students.	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	Scappoose School District	Apply for funding for a Safe Routes to School coordinator for the Scappoose School District 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.	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 Bike Education	SRTS Coordinator, Scappoose School District	Coordinate with Scappoose School District Elementary school PE teachers at Grant Watts and Otto Petersen to incorporate training in bike handling skills and safety into their bicycle unit as an option for students with little or no riding experience.	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, Scappoose School District	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.	Travel Safety handout, 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	Scappoose School District	A school zone safety campaign can be used to share simple safety messages and increase the visibility of the school zone.	Outreach materials	Provide materials in Spanish, or other languages as needed.	Feedback from families; observations from school leadership
Walking School Bus and Bike Train	SRTS Coordinator	Bike Train or Walking School Bus events could be held periodically to raise awareness of these options among students and families (for example, as part of Walk + Roll to School Day). With interest from the school community, a SRTS Coordinator could help staff and parents organize a regular Walking School Bus or Bike Train for students who usually walk alone or whose parents have work schedules that conflict with drop-off times.	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

Activity	Responsible Party	Description (Additional details provided on following page)	Resources Needed	Inclusion Considerations	Measures of Success
Walk + Roll to School Day	SRTS Coordinator, Seth Lewelling Elementary School	Organize a Walk + Roll to School Day to encourage and celebrate walking and biking at the school. Participate in International Walk+Roll to School Day in October to encourage and incentivize walking and rolling. The ODOT SRTS team can provide materials and activities to help support the event including flyers, activity sheets, stickers, and more.	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
Train-the-Trainer Bike and Pedestrian Education	Teachers/ School Staff	Provide training for PE teachers to facilitate bicycle and pedestrian education in schools.	Free education provided by SRTS HUB with the potential to include bike fleets and helmets for student use.	Consider how students with disabilities could participate.	Number of students participating, skills learned, number of volunteers
SRTS Demonstration Projects	SRTS Coordinator, City of Scappoose	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.	Cones, barricades, paint, signage	Provide parent engagement materials in Spanish, or other languages as needed.	Feedback from families
School Zone Traffic Safety Campaign	School Administration	A school zone traffic safety campaign can be used to share simple safety messages, encourage attentive behavior, and increase the visibility of the school zone.	Outreach materials	Provide materials in Spanish and/or other languages as needed.	Feedback from families, observations from school leadership
Student Safety Patrol Program	Student Safety Patrol	Student volunteers can sign up to help the adult crossing guard at arrival and dismissal. The jobs of the children's safety patrol may include waving at cars as they pass, helping crossing guards prepare their materials, and guiding students across the street.	Safety vests, signs or flags, adult crossing guard	Offer multiple ways for students to participate. Host a pizza party for student safety patrol as a "thank you".	Number of students participating; number of communities participating

Activity	Responsible Party	Description (Additional details provided on following page)	Resources Needed	Inclusion Considerations	Measures of Success
Ruby Bridges Walk to School Day	ODOT SRTS Team, SRTS Coordinator, Schools	The perfect opportunity to teach children about the civil rights movement and make connections to today's collective efforts for change. Ruby Bridges Walk to School Day gives children the opportunity to celebrate Ruby's courage by walking to school.	Food, music, decorations, printer, incentives or prizes for students (donations from local businesses or incentives ordered free from ODOT), and volunteers to pass out incentives	Ensure that students who live too far to walk or bike are able to participate on campus. For example, consider locations to hold a remote drop-off site, such as a park or other landmark, where students can meet and walk to school together.	Number of students and community members participating
Winter Walk to School Day	ODOT SRTS Team, SRTS Coordinator, Schools	Winter Walk to School Day encourages kids to walk and roll to school even in winter and all year round! As an accompanying activity, invite students to play bingo, take part in an art activity, organize a clothing swap, or have a fashion show, and be sure to share the event on social media.	Food, music, decorations, printer, incentives or prizes for students (donations from local businesses or incentives ordered free from ODOT), and volunteers to pass out incentives	Those who have disabilities may have trouble moving through the snow. Consider options for a remote drop-off and suggested travel route that is accessible for all students considering the weather conditions.	Number of students and community members participating
Earth Month	ODOT SRTS Team, SRTS Coordinator, Schools	As part of an Earth Month celebration, host Walk + Roll events and encourage students to learn more about how they can be kind to the Earth. Plant seeds at your school or around your community, write a thank you card to the Earth, create a collaborative mural at your school about biking and walking to school, or invite students to make posters about why they love the Earth.	Food, music, decorations, printer, incentives or prizes for students (donations from local businesses or incentives ordered free from ODOT), and volunteers to pass out incentives	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, Roadway Jurisdiction Staff	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.	Cones, barricades, paint, signage	Provide materials in Spanish, or other languages as needed.	Feedback from families and community members

Activity	Responsible Party	Description (Additional details provided on following page)	Resources Needed	Inclusion Considerations	Measures of Success
Lunchtime or After School Walking Club	Teachers or After-School Program Staff	To get students moving during the school day or after school, parent or teacher volunteers could lead small groups of students on walks. This is also an opportunity for students to familiarize themselves with what routes they may be able to take to school and practice safe walking.	Parent or teacher volunteers, safety vests (optional)	Consider how students with mobility challenges may need extra support participating.	Number of interested volunteers, number of interested students, increase in students walking and biking to school outside the club
Promote biking and walking safety through school curriculum	Teachers/ School Staff	Consider incorporating activities related to active transportation into classes to promote greater awareness of travel by these modes. For example, math classes may help with pedestrian counts and art classes may make creative walking route maps.	Lesson plans	Incorporate users of mobility devices into pedestrian counts.	More conversation and curiosity from students about active transportation
Communication and engagement with parents	School Administration	Send a letter to parents at the beginning of the year with travel safety tips and how they can add to their children's learning about active transportation through walking with them and volunteer opportunities	Letter template, travel tips flyer	Provide materials in Spanish, or other languages as needed.	Parent interest in volunteering or engagement in walking and rolling
Bike and/or Bus Fairy	School Administration or SRTS Coordinator	Collect little treats and place them on student's bus seats or bikes during a celebration day.	Gift bags, pencils, stickers, erasers	Wings or Wand for Bike/ Bus Fairy may add to the fun.	Number of students participating
Walk Around Campus Event (AKA walk-a-thons)	Teachers/School Staff	When students arrive at school, have them do a quick lap around the school campus to get their energy up for a day of learning. Walking around the school campus is also a great addition to encouragement events.	Music, incentives, punch cards. Speak with teachers about adding events into curriculum.	This event is inclusive of all students, including those who ride the bus or are dropped off by an adult.	Number of students participating
Cocoa for Carpools	Teachers/ School Staff	Offer hot cocoa or other treats to encourage and celebrate students who carpool to school. It can also be fun to include a selfie or photo contest.	Food, music, decorations, photo contest guidelines, promotional materials	Provide materials in Spanish, or other languages as needed.	Number of students participating, increase in carpooling

RECOMMENDATIONS HIGHLIGHT:

Neighborhood Greenways

This plan recommends designating several streets near Scappoose's schools as neighborhood greenways. "bicycle boulevards" or "slow streets," neighborhood greenways are deliberately designed to reduce traffic speed and establish a secure environment for walking and biking. Rather than engineering the roadway to maximize vehicle speeds, a neighborhood greenway prioritizes the safety and comfort of people walking and rolling. Neighborhood greenways are often designated on priority routes that connect key destinations within the community such as neighborhoods, parks, schools, and business districts.

Cities can implement a neighborhood greenway by adding streetscape elements that slow motor vehicles and encourage sharing the road. Neighborhood greenways are distinct from other bike routes in the street network because they don't separate cars and bikes with bike lanes and sidepaths. Increased separation is helpful on corridors with higher speeds, but on neighborhood greenways, traffic should be calm enough that people of all ages and abilities are able to walk and roll safely. The streetscape elements that come together to create a neighborhood greenway vary from city to city, but for the most part they include the following:

- Speed humps or cushions
- Curb extensions
- Median islands
- Traffic circles
- Pavement markings (sharrows)
- Wayfinding signage
- Traffic diverters
- Raised intersections or crossings

Speed humps help to slow traffic.

Curb extensions narrow the roadway and pavement markings reinforce the greenway designation.

Planters can be used to divert traffic on neighborhood streets but allow bikes and pedestrians to pass through.

For more information about these design elements, see NACTO's Urban Bikeway Design Guide: https://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/

Education and Encouragement Program Descriptions

PARENT EDUCATION AND OUTREACH

Parents are the primary decision-makers when it comes to how their students get to school. Informing parents about their options for walking and rolling, as well as communicating the benefits of active transportation, can encourage more families to walk and roll. This can happen 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 rolling route to the school and help overcome concerns and barriers.

Resources include the following:

- 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.

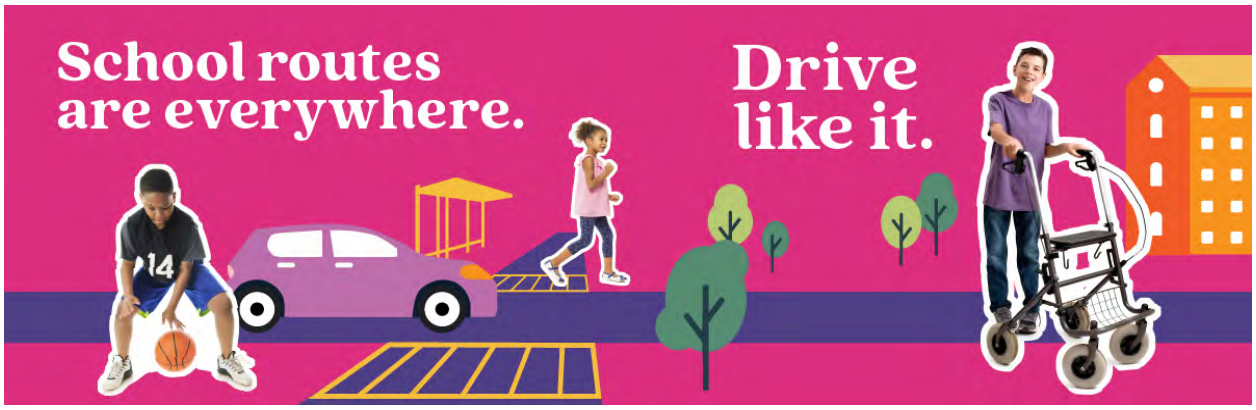
Funding for SRTS coordinators is available through ODOT's competitive Education Grant process, as well as some regional and local governments. This grant can also provide technical assistance with hiring a coordinator, developing a work plan, and getting the program off the ground.

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 following:

- 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 ODOT SRTS 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 following:

- The Oregon SRTS Team is available to train PE teachers to deliver bicycle and pedestrian education in classes through the new Jump Start program! You can sign up for training or to borrow a bike fleet for an event such as a Bike Rodeo by visiting the Jump Start Program page of the ODOT SRTS website.
- 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.

RECOMMENDATIONS HIGHLIGHT:

Quick Build Projects

Quick build projects are low-cost, rapid implementation interventions intended to enhance peoples' ability to walk, bike, and roll safely through their communities. Materials are typically easy to acquire, relatively low cost, and can be installed quickly compared to permanent capital infrastructure projects. Quick Build projects are durable enough to last for multiple years until funding can be identified for more permanent improvements.

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 the following:

- Schools in Oregon can order incentives to support and promote Walk + Roll to School Day.
- King County Metro in the Seattle area has a Tool Kit with resources to plan a Walk+Roll to School Day event.
- Walk and Bike to School suggests event ideas and planning resources for encouraging active transportation at schools.
- The National Center for SRTS maintains a national database of walk and bike to school day events, as well as event ideas and planning resources.

05

IMPLEMENTATION

IMPLEMENTATION

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 Competitive Construction Grant and prepare jurisdictions to apply for the funding. This chapter describes the community-driven process to prioritize recommendations for the ODOT SRTS Competitive Construction 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, ranking various criteria (see sidebar on this page) 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 were essential when considering projects. Participants discussed the trade-offs between feasibility and safety, deciding that they would be interested in looking at both short-term highly feasible improvements but also considering a long-term approach that maximized safety.

Prioritization Criteria

How should we prioritize projects in your community?

SAFETY ★

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

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.

PROXIMITY TO SCHOOL

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

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.

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

High Priority Construction Projects

Table 3 lists the top-priority improvements recommended for the ODOT SRTS Competitive Construction 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 table also provides a planning-level cost estimate for each project. Table 4 (page 72) provides additional project-specific information needed for ODOT grant applications.

Columbia County Public Works, the City of Scappoose and the Scappoose School District will be the relevant parties to prepare the Competitive ODOT SRTS IN Grant and ODOT Community Path Applications for these projects.

Table 3. Columbia County Public Works Implementation Priority Projects

PROJECT DESCRIPTION	PLANNING-LEVEL COST ESTIMATE
Mobilization	$45,100
Traffic Control	$67,600
Erosion Control	$9,100
Update school zone location for Vine St between Grant Watts School and 6th St (to inform southbound drivers of upcoming school zone).	$1,000
Construct ADA curb ramps and high-visibility continental-style crosswalk markings on all four legs of intersection of 5th St and Vine St. Construct sidewalk on both sides of Vine St between Grant Watts Elementary and 6th St.	$385,315
Construct ADA curb ramps on the southwest and northwest corners of intersection of 5th St and High School Wy. Replace parallel bars crosswalk markings with high-visibility continental crosswalk markings at the existing marked crosswalk.	$16,585
Reposition SE Elm St and 6th St crosswalk to align in front of the stop line and stop sign. Construct additional sidewalk to and ADA curb ramp on north side of SE Elm St.	$17,000
Install a greenway along SW 4th St from E.M. Watts Rd to Sequoia St.	$30,340
Additional Costs	$369,200
Total Project Cost	**$941,240**

Table 4. Project Details for ODOT SRTS Competitive Construction Grant

PROJECT DESCRIPTION	RESPONSE FOR COLUMBIA COUNTY PW
Relevant Right of Way ownership	The City of Scappoose owns all relevant right of way.
Utility implications	N/A
Environmental resource implications	N/A
Stormwater management implications	The pedestrian facility improvements on Vine St would require modifications to existing stormwater drainage.
Near a railroad? Or bridge, tunnel, retaining wall affected?	No
AADT	Unknown
Priority Safety Corridor	No

Next Steps

With a 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 roll 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. 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.

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APPENDICES

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

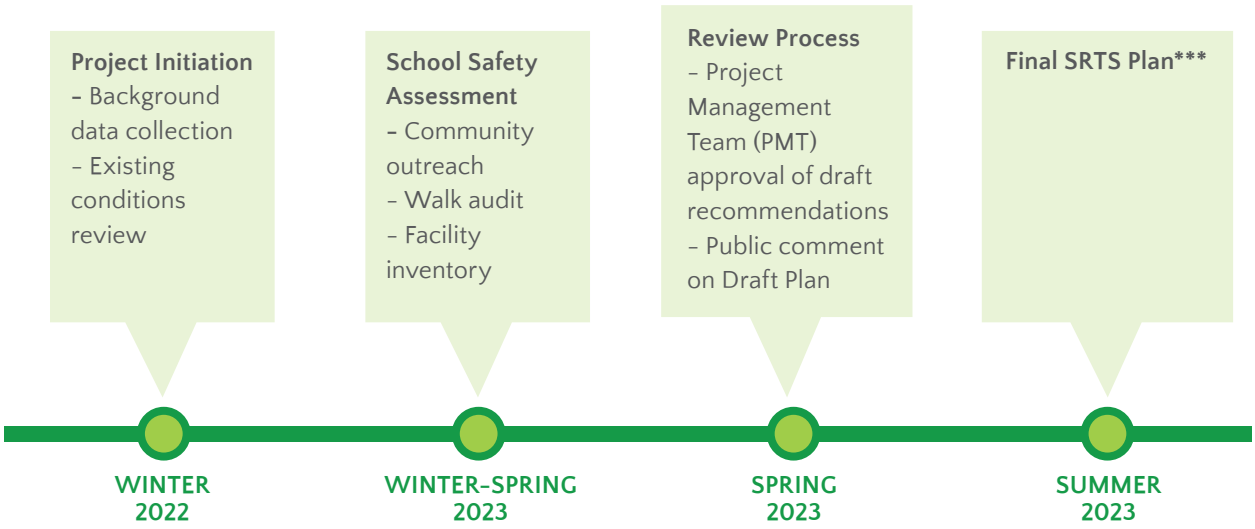
The Oregon Department of Transportation (ODOT) SRTS Program provides technical assistance to support local SRTS efforts. This support includes:

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 https://www.oregonsaferoutes.org/train-the-trainer/

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

APPENDIX B. PLANNING PROCESS

The Columbia County Public Works 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 PMT to identify issues and opportunities related to SRTS. Existing Conditions information is included in Chapter 3 and Appendix C.

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 C. EXISTING CONDITIONS

Plan Review

SCAPPOOSE TRANSPORTATION SYSTEM PLAN (TSP) (2016)

According to the City of Scappoose Transportation System Plan (TSP), Scappoose faces the challenge of accommodating population and employment growth while maintaining acceptable service levels on its transportation network. With limited funding for transportation improvements, and built and natural environment challenges, the city must balance its investments to ensure that it can develop and maintain the transportation system adequately to serve the city and everyone who travels in and through Scappoose.

As the primary transportation planning document for the City of Scappoose, the 2016 TSP provides an overarching structure for proposed infrastructure changes in the area surrounding the target schools. Recommended projects include financially constrained projects which are prioritized for implementation by 2035, as well as aspirational projects, which can be implemented if funding becomes available.

TSP GOALS RELATED TO SAFE ROUTES TO SCHOOL:

GOAL 1: HEALTH AND SAFETY

Develop a transportation system that maintains and improves individual health and safety by maximizing pedestrian and bicycle transportation options public safety and service access, and safe and smooth connections.

Goal 1 Objectives:

A. Maximize active transportation options

B. Improve safety and provide safe connections for walking, biking and driving trips

C. Identify locations in the city where enhanced street crossings for walking and biking users are needed

D. Provide safe east-west access for pedestrian and bicyclists across US 30

E. Identify improvements to address high collision locations

F. Improve the visibility of transportation users in constrained areas, such as on hills and blind curves and in landscaped areas

G. Install amenities (e.g., chirpers, directional ramps) at signalized pedestrian crossings to improve safety of underserved and vulnerable populations

H. Identify programs that encourage walking and bicycling, and educate good traffic behavior and consideration for all users.

I. Improve safety at railroad crossings

GOAL 2: TRANSPORTATION SYSTEM MANAGEMENT

Emphasize effective and efficient management of the transportation system for all users.

Goal 2 Objectives

A. Maximize mobility for all users, including those with special transportation needs

GOAL 3: TRAVEL CHOICES

Develop and maintain a well-connected transportation system that offers convenient and available pedestrian, bicycle and transit trips.

Goal 3 Objectives

A. Provide safe, comfortable and convenient transportation options

B. Incorporate amenities in the transportation system such as street lighting, bike parking, weather protection that better meet the needs of the walking, biking and transit user

C. Improve walking and biking connections to community destinations and continue to address deficiencies and gaps in the pedestrian and bicycle systems

D. Enhance way finding signage for those walking and biking, directing them to bus stops, trails, and key routes and destinations

E. Promote walking, bicycling, and sharing the road through public information and participation

F. Ensure connectivity between compatible land uses for pedestrian and bicycle trips

G. Establish and maintain transit stops in locations that are safe and convenient for users and that are consistent with the Columbia County Community-Wide Transit Plan

H. Coordinate with transit providers to improve the coverage, quality and frequency of services as needed in areas where existing and planned land uses support transit services

I. Promote and implement carpool/vanpool programs for reducing commuter vehicular travel demand along US 30 (to Portland).

J. Encourage increased opportunities for local and regional public transit routes and facilities

GOAL 5: LIVABILITY

Provide transportation solutions that support active transportation, facilitates access to daily needs and services, and enhances the livability of the Scappoose neighborhoods and business community.

Goal 5 Objectives:

A. Protect residential neighborhoods from excessive through traffic and travel speeds

B. Enhance transportation connections between community destinations

C. Balance the need to accommodate freight movement on US 30 with livability conditions in downtown Scappoose

D. Minimize transportation conflicts between neighborhoods and businesses

E. Incorporate streetscape amenities that reflect the city's unique character (e.g., street furnishings, landscaping)

GOAL 6: SUSTAINABLE TRANSPORTATION SYSTEM

Provide a transportation system that meets the needs of present and future generations and is environmentally sustainable.

Goal 6 Objectives:

A. Support travel options that allow individuals to reduce single-occupant vehicle trips

B. Identify areas where alternative land use types would significantly shorten trip lengths or reduce the need for motor vehicle travel within the city

C. Minimize impacts to Scappoose Creek and other natural areas or environments

D. Support the reduction of greenhouse gas emissions from transportation sources

E. Support and encourage transportation system management (TSM) and transportation demand management (TDM) solutions to congestion

F. Develop and support alternative mobility standards on state and city facilities where necessary

GOAL 8: EQUITABLE TRANSPORTATION SYSTEM

Provide a transportation system that is accessible to all users regardless of age, income, and health.

Goal 8 Objectives

A. Develop and maintain a transportation system that supports a variety of travel options

B. Ensure that the transportation system provides equitable access to underserved and vulnerable populations

C. Ensure that the transportation system supports users with a range of ages

D. Ensure the pedestrian facilities are clear of obstacles and obstructions (e.g., utility poles)

E. Provide connections for all modes that meet applicable Americans with Disabilities Act (ADA) standards

GOAL 9: COORDINATE TRANSPORTATION PLANNING

Develop a transportation system that is consistent with the City's Comprehensive Plan and that is coordinated with County, State, and regional plans.

Goal 9 Objectives

A. Coordinate and cooperate with adjacent jurisdictions and other transportation agencies to develop transportation projects that benefit the City, Region, and State as a whole

B. Work collaboratively with other jurisdictions and agencies to ensure the transportation system functions seamlessly

The TSP identified areas of the city near key destinations (such as schools, parks, transit stops, shopping, and employment) with potential to attract significant walking and biking trips. It identified areas with existing deficiencies as priority locations for walking, biking, or transit investments. The process also identified transit, walking, and biking as partial solutions to the city's congestion problems.

Walking: The TSP identified 42 sidewalk and crossing projects that, as originally proposed, would cost an estimated $15 million to complete. The project list combines several pedestrian improvement projects with biking and driving improvement projects, particularly where new roadways are proposed.

Bicycle: The TSP identified 24 bicycle projects that, as originally proposed, would cost an estimated $34 million to complete.

KEY ISSUES

Some key issues identified in the TSP that are still outstanding or partially addressed are listed below. The current TSP update will revisit these concerns and either identify means to address them or revise the expectation that they can be addressed:

- Lack of continuous sidewalks or bicycle facilities on most arterials and collector roadways
- Pedestrian crossing opportunities across US 30
- Pedestrian and bicycle accessibility and safety near schools

Table 1: Financially Constrained and Aspirational Project List

Project #	Project Location	Projecct Description	Estimated Cost (2015 Dollars - $1,000's)	Primary Funding Source	Improvement Package
Demand Management Projects					
M1	Neighborhood Traffic Calming Program	Implement Program to process communtiy requests for neighborhood traffic calming, investigate options, and implement improvements	$100	City	Aspirational
M2	Safe Routes to School Program	Provide support to the Safe Routes to School Program	$10	City	Aspirational
M3	Bike Parking Program	Install new bike parking throughout the city	$30	City	Aspirational
Intersection Projects (see Figure 9)					
I8	SE 6th St./High School Way	Convert to two-way stop control (SE 6th St. uncontrolled)	$4	City	Aspirational
I10	SE 3rd St./Elm St.	Convert to all way stop contol	$4	City	Financially Constrained (High)

Project #	Project Location	Projecct Description	Estimated Cost (2015 Dollars - $1,000's)	Primary Funding Source	Improvement Package
I11	SW 1st St./J.P. West Rd.	Extend southeast curb to better align east and west intersection approaches and provide shorter pedestrian crossing	$20	City	Financially Constrained (High)
I12	SE 6th St./Elm St.	Realign 6th Street to reduce skew angle. Realign 6th to reduce offset. Close private driveway on north side of intersection	$975	City	Financially Constrained (High)
Walking Projects (See Figure 10)					
W12	SW 1st St.	SW Maple St. to J.P. West Rd.	$360	City	Financially Constrained (Low)
W13	Hign School Way	Complete sidewalk on north side between exisitng sidewalk and SE 6th St.	$295	City	Financially Constrained (High)
W14	SE Vine St.	Grant Watts Elementary School to SE 6th St.	$310	City	Financially Constrained (High)
W15	SE 3rd Pl.	Grant Watts Elementary School to SE Elm St.	$505	City	Financially Constrained (High)
W16	SE Elm St.	Complete sidewalk system from SE 3rd St. to east UGB	$760	City	Financially Constrained (Medium)
W17	SE 6th St.	Complete sidewalk system between Vine St. and Elm St.	B19	City/ Development	Financially Constrained (Low)
W18	SE Maple St.	Complete sidewalk system between US 30 and SE 4th St.	$610	City	Financially Constrained (Low)
W19	SE 4th St.	Elm St. to E.ColumbiaAve.	B17	City	Financially Constrained (High)
W41	5th Street	High School Way to Vine Street	$385	City	Financially Constrained (Low)
Bicycle Projects (See Figure 11)					
B17	SE 4th St.	Elm St. to E. Columbia Ave.	$1,785	City	Financially Constrained (High)
B18	SE Elm St.	SE 6th St. to SE 4th St	$965	City	Financially Constrained (High)
B23	High School Way	US 30 to SE 6th Ave.	$20	City	Financially Constrained (High)
B24	Maple Street	SW 4th St. to SE 4th Ave.	$25	City	Financially Constrained (Medium)

Figure 1: Proposed Pedestrian Projects

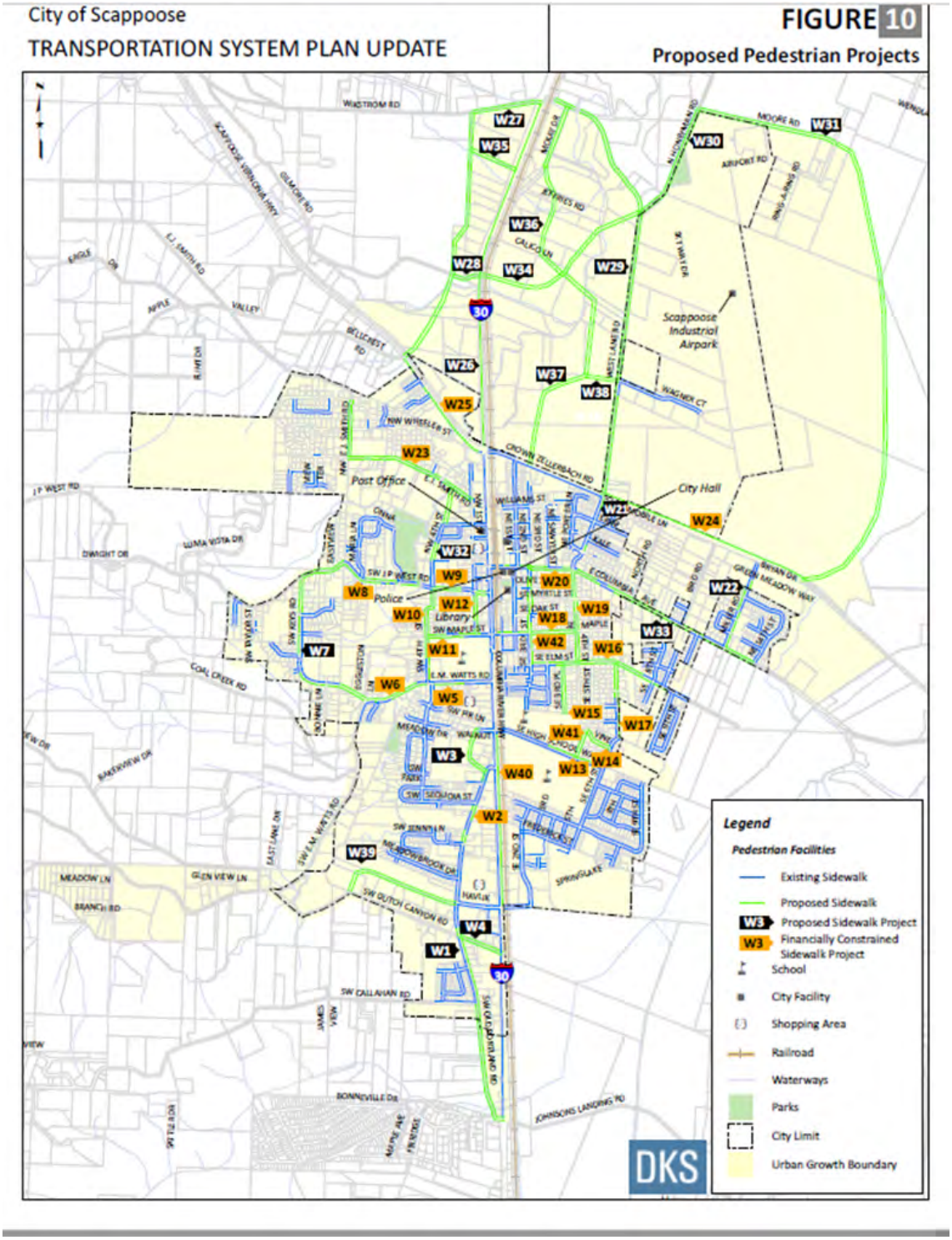
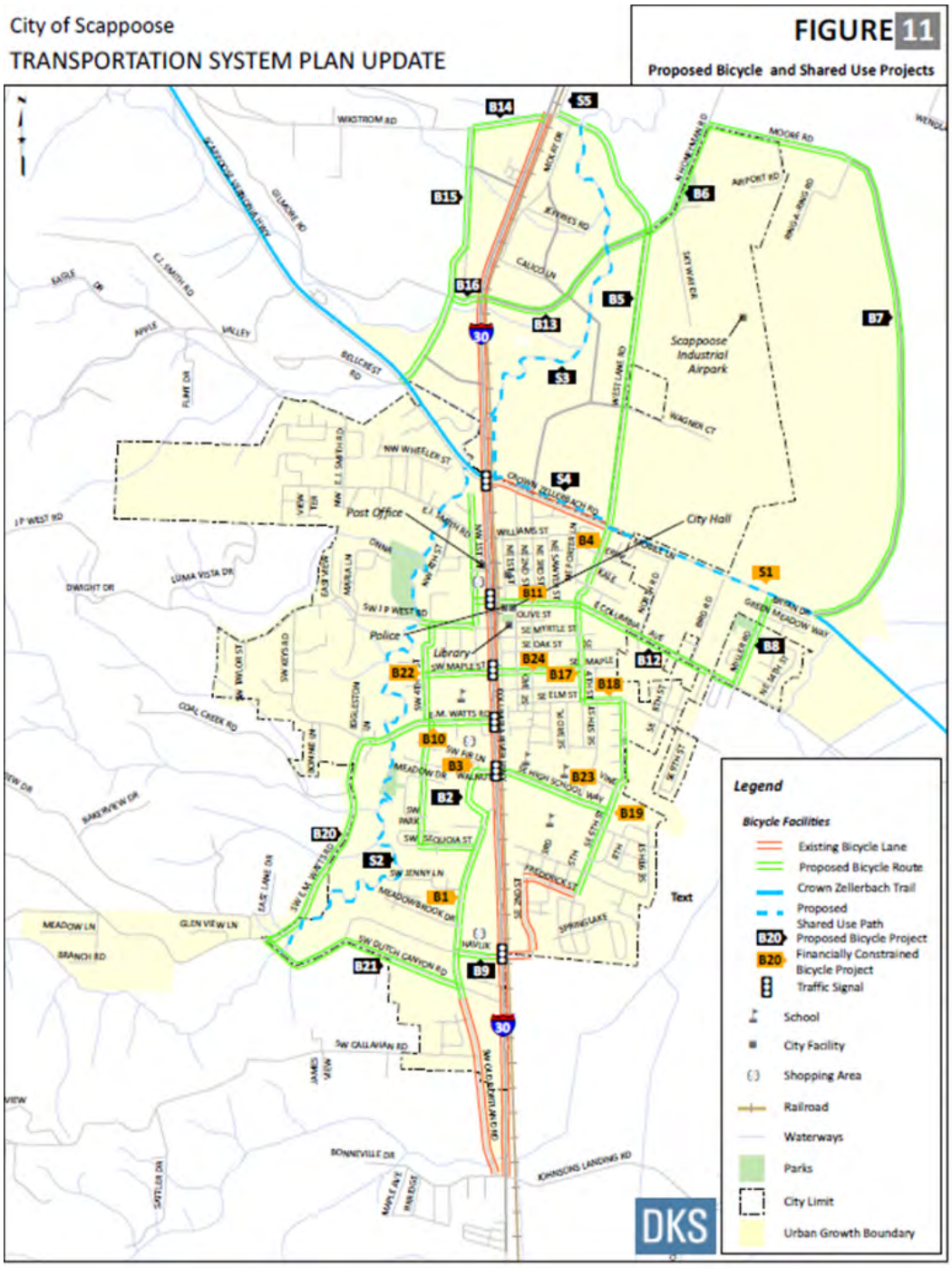


Figure 2: Proposed Bicycle and Shared Use Projects



• Several intersections along US 30 were forecasted to exceed mobility standards by 2015 (based on the 1991 Oregon Highway Plan)

CURRENT STANDARDS

• Bike lanes (6 feet wide) were included in design standards for arterials and major collectors.

• Intersection (street) spacing guidelines in the TSP recommend a minimum of 2,800 feet between arterials, 600 feet between major collectors and 300 feet for all other roadway classifications.

• Shared Use Path – Commonly 10 feet wide for two-way traffic in rural areas, but should be 12 feet or wider, Minimum width is 8 feet to be used at pinch points or for low volume sections, Proper sight distance should be maintained

• Additional details regarding the City of Scappoose's roadway design guidance are in the TSP

PEDESTRIAN CONDITIONS

The existing pedestrian system in Scappoose provides a variety of facilities throughout the city, as previously described. Several conditions create challenges for pedestrians, including people in wheelchairs and those with hearing or sight limitations. These conditions are summarized in the following sections.

Lack of sidewalks: There is a lack of sidewalks in many parts of town. This is particularly true in neighborhoods built in an era when constructing sidewalks was not required by local jurisdictions. Major roadways with significant sidewalk gaps are Columbia Avenue, and E.M. Watts Road.

Walking to schools and parks: The pedestrian system does not provide optimal connections for children and families traveling between school, parks, and nearby residential neighborhoods since many neighborhoods do not have sidewalk facilities available. Roadways with significant sidewalk gaps near schools include SW 4th Street, Maple Street, SE 3rd Street, SE 3rd Place, SE Vine Street, SE 5th Street and E.M. Watts Road. J.P. In addition to these concerns, West Road has also has significant sidewalk gaps connecting to Veterans Park. Providing safe pedestrian and bicycle access to schools and parks is important for reducing short distance vehicle trips and encouraging active transportation.

US 30 through center of town: Sidewalks are provided on most of the west side of US 30. However, there are no sidewalks on either side north of Crown Zellerbach Road and south of the city limits to Johnsons Landing Road. There are also no sidewalks along US-30 north of Columbia Avenue. Crosswalks are striped at all signalized intersections on US 30, typically spaced about a one-quarter to one-third mile apart. However, there is a gap of over one-half mile between signals at High School Way and Havlik Drive. No unsignalized marked crosswalks are available on US 30 due to the high speed and high traffic volume on US 30. There are curb extensions on US 30 at Columbia Avenue, which can improve the pedestrian experience. However, these curb extensions are relatively modest and are located only on the west side of the street, limiting their utility.

Pedestrian roadway crossings: There are pedestrian crosswalks at a number of intersections in Scappoose, particularly near schools and commercial areas where pedestrian activity is the highest. Key

marked pedestrian crossings are at intersections along Columbia Avenue between US 30 and West Lane Road, on High School Way near the high school, and E.M. Watts Road near the middle school.

BICYCLE CONDITIONS

There are continuous bike lanes on US 30 through Scappoose, which are important on this high speed, high traffic volume facility. However, the bikeway network in Scappoose is incomplete, with limited roadways offering bicycle facilities. The only designated bike lanes in town are on the recently constructed Havlik Drive (east of US 30) and SE 2nd Street between Havlik Drive and Frederick Street, Frederick Street between SE 2nd Street and SE 6th Street, Crown Zellerbach Road between US 30 andWest Lane Road, and Old Portland Road between Holland Drive and Bonneville Drive. The majority of the residential areas lack formally designated facilities or routes to connect them to the commercial core. The comfort of the City's bicycle network varies drastically, the level of which is captured in the bicycle level of traffic stress map in Figure 3.

COLUMBIA COUNTY RAIL SAFETY AND MOBILITY STUDY

Outlined in the Columbia County Rail Safety and Mobility Study Final Report, nine crossings from Scappoose to Columbia City identified as Tier 1 (High Priority) at-grade crossings. These crossings experience high traffic and high delay. Of the Scappoose crossing locations, the High School Way – Scappoose crossing was elevated for more thorough options analysis and it particularly relevant to this Safe Routes to School planning process due to its proximity to Otto Petersen Elementary, Grant Watts, and Scappoose High School.

This crossing is identified by the Federal Railroad Administration (FRA) Identification No. 101854W. Two FRA- recorded incidents have occurred at the crossing more recently, in 2005 and 2017. The 2005 non-fatal incident involved a track contractor's tie crane vehicle on the mainline track striking a vehicle stopped on the crossing. The incident in 2017 involved a suicide/fatality when a pedestrian trespassed onto the mainline track while a train was traveling east. This crossing remains a location with significant concerns today. As identified by stakeholder comments, school bus turning movements/delays are a key concern here due to insufficient space between the tracks and Highway 30. School busses backed up alongside other vehicular traffic creates major congestion events during the morning and afternoon school traffic peak periods (approximately 7:50 a.m. to 8:10 a.m. and 2:50 p.m. to 3:45 p.m., respectively). An additional key concern here is that the tracks act as a significant barrier for emergency services to cross (Scappoose Police Department on the east side and Scappoose Fire Station on the west). Proposed alternative treatments for this railroad crossing are displayed in the Figure 4.

Transit Information

OTTO PETERSEN ELEMENTARY SCHOOL

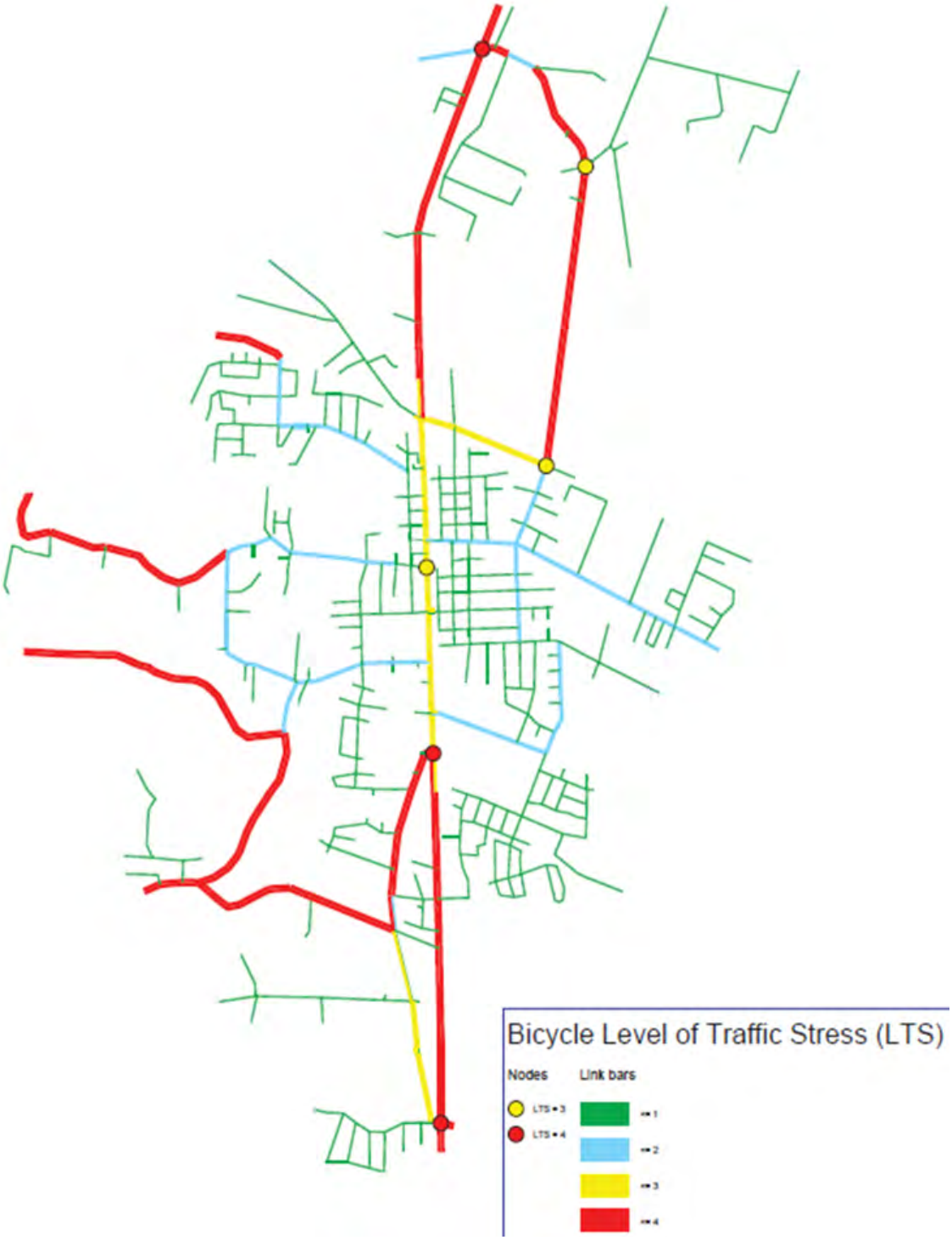
The Columbia County Rider ("CC Rider") serves Columbia County residents and visitors with bus service between Scappoose and its surrounding communities. The bus stop at NE 1st & Prairie St is 0.5 miles from Otto Petersen Elementary School. The 1 bus and the Columbia County Rider both serve this bus stop. The 1 stops every hour every day, while the CC stops every few hours every day.

GRANT WATTS ELEMENTARY SCHOOL

The Columbia County Rider ("CC Rider") serves Columbia County residents and visitors with bus service between Scappoose and its surrounding communities. The closest bus stop to the school is Hwy 30/Havlik Dr and is 0.5 from the school. The 1 bus stops there every hour every day. The bus stop at NE 1st & Prairie St – Scappoose is 0.6 miles from the Grant Watts Elementary School. The 1 bus and the Columbia County Rider serve this bus stop. The 1 stops every hour every day, while the CC rider stops every few hours every day.

Project	Project Location	Project Description	Potential Treatment	Project Type	Funding Source	Cost ($1,000's)
B17	SE 4th St.	Elm St. to E. Columbia Ave. (includes W19)	Shared Lane	Widen	City	$1,785
B18	SE Elm St.	SE 6th St. to SE 4th St.	Shared Lane	Widen	City	$965
B19	SE 6th Street	Frederick St. to SE Elm St.	Shared Lane	Retrofit/Widen	City	$1,895
B23	High School Way	US 30 to SE 6th Ave.	Shared Lane	Retrofit	City	$20
B24	Maple Street	SW 4th St. to SE 4th St.	Shared Lane	Retrofit	City	$25

Figure 3: Bicycle Level of Traffic Stress



SCAPPOOSE MIDDLE SCHOOL

The Columbia County Rider ("CC Rider") serves Columbia County residents and visitors with bus service between Scappoose and its surrounding communities. The closest bus stop is at NE 1st & Prairie St – Scappoose, 0.3 miles from Scappoose Middle School. The 1 bus and the Columbia County Rider serves this bus stop. The 1 stops every hour every day, while the CC stops every few hours every day.

SCAPPOOSE HIGH SCHOOL

The Columbia County Rider ("CC Rider") serves Columbia County residents and visitors with bus service between Scappoose and its surrounding communities. The closest bus stop to the school is Hwy 30/Havlik Dr and is 0.5 from the school. The 1 bus, stops there every hour every day. The bus stop at NE 1st & Prairie St – Scappoose is 0.6 miles from Scappoose High School. The 1 bus and the Columbia County Rider serves this bus stop. The 1 stops every hour every day, while the CC stops every few hours every day.

Previous SRTS Efforts or Walking/Biking Encouragement Activities

EDUCATION AND ENGAGEMENT ACTIVITIES

The Scappoose School District has partnered with Scappoose Police for safety education including walking/biking to school. The district's counselors and wellness programs promote physical fitness and walking/biking to school in PE.

CONSTRUCTION ACTIVITIES

A portion of the south side of SE Elm Street has already been improved including curb and gutters, sidewalks and ADA ramps due to recent residential

Figure 4: High School Way Conceptual Improvement Alternatives

development. Currently, there is a proposed small 9-lot subdivision (Thompson Woods subdivision) that has been constructed just east of SE 6th and SE Elm Street (on the north side of Elm Street). The City of Scappoose is also working with a property owner along SE Elm Street to dedicate additional right of way. The City's goal is to procure grant funding to provide the sidewalks, curb and gutter, crosswalks, and drainage improvements to the newly developed area.

The City of Scappoose has applied for project funding during previous Safe Routes to School grant cycles and has so far been unsuccessful in acquiring funding.

Crash History

Examining the recent history of collisions in the area around the school is one component of understanding the potential hazards for people walking and biking to school. Locations with single or multiple crashes can indicate issues with infrastructure or behavior that could be addressed through SRTS improvements.

However, it's important to note that this data is incomplete, as it does not account for near-misses or crashes that may have occurred since 2020. Local knowledge of past incidents, as well as reports of perceived discomfort or danger, are an essential understanding existing SRTS issues. City staff have noted to the planning team that there may have been have been collisions between drivers and youths at the intersection of US-30 and Maple Street approximately six years ago.

PEDESTRIAN AND BICYCLIST COLLISIONS

Between 2016 and 2020, there were seven reported vehicle collisions involving people walking and biking within one mile of the four schools (See Figures 5 and 7). Notable information about pedestrian- and bicycle-involved collisions is outlined below:

- There were five pedestrian collisions and two bicycle collisions within a mile of the schools during this period.
- There were no fatal injuries.
- All but three of the reported pedestrian/bicycle collisions happened along Lower Columbia River Highway. two Two of the seven collisions were reported at the intersection of Lower Columbia River Highway and High School Way, noting that one of the causes of one of the collisions was due to failure to yield right-of-way or inattention
- One injury collision involving a pedestrian happened on Lower Columbia River Highway and SW Havlik. The pedestrian was in a motorized wheelchair and the vehicle did not yield right-of-way. This occurred at the intersection where traffic signals are present.

VEHICLE-ONLY COLLISIONS

The second crash maps (See Figures 6 and 8) illustrate the locations of vehicle-only crashes. While these crashes did not involve pedestrians and bicyclists, they may indicate areas of potential danger for all road users.

According to the reported data for the years 2016 through 2020:

- Of the approximately 900 reported vehicle collisions, 57 of them occurred along High School Way and 81 of them occurred along the Lower Columbia River Highway.

Figure 5: Collisions between vehicles and people walking and biking near Scappoose High School (2016-2020)

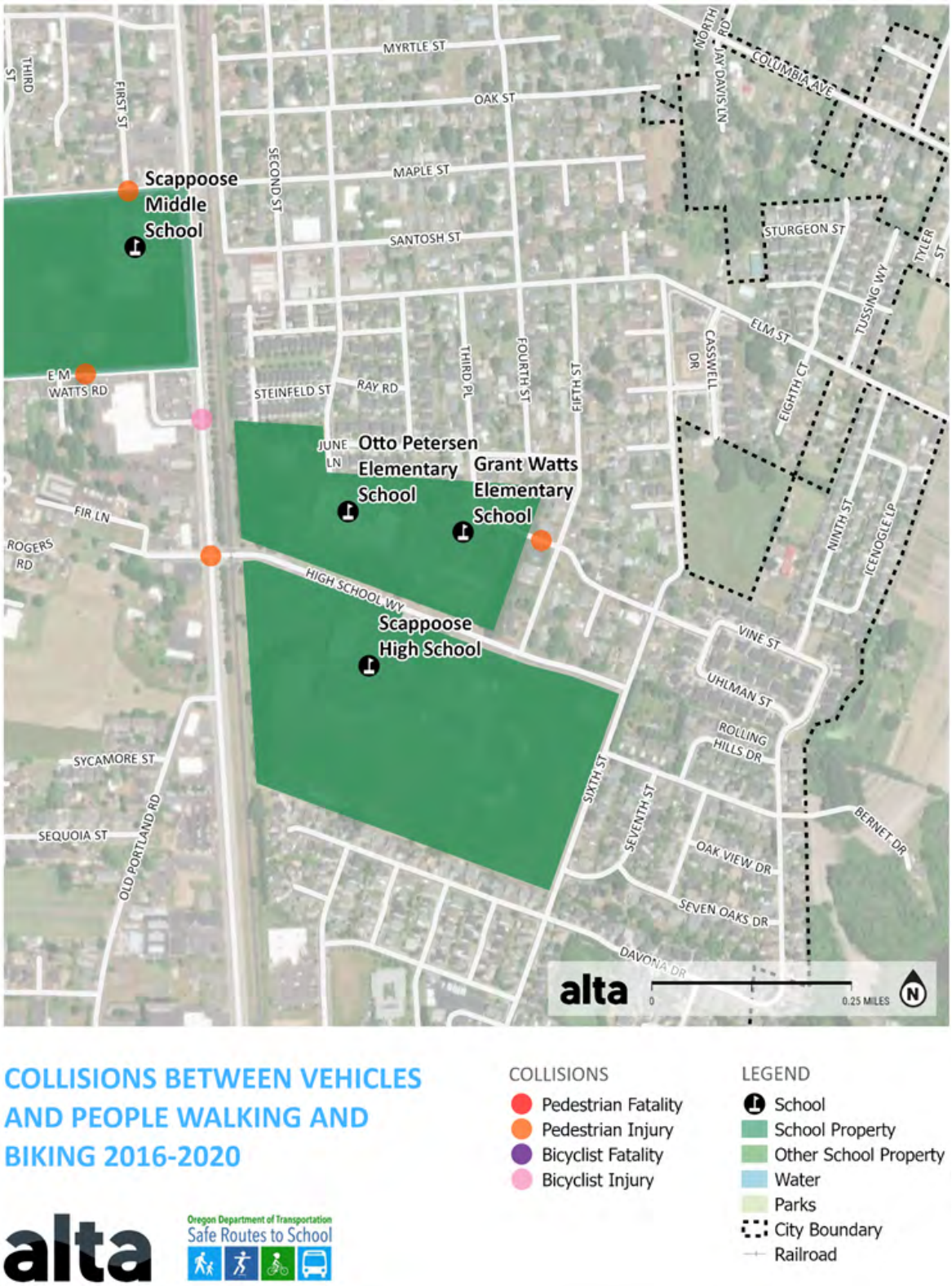
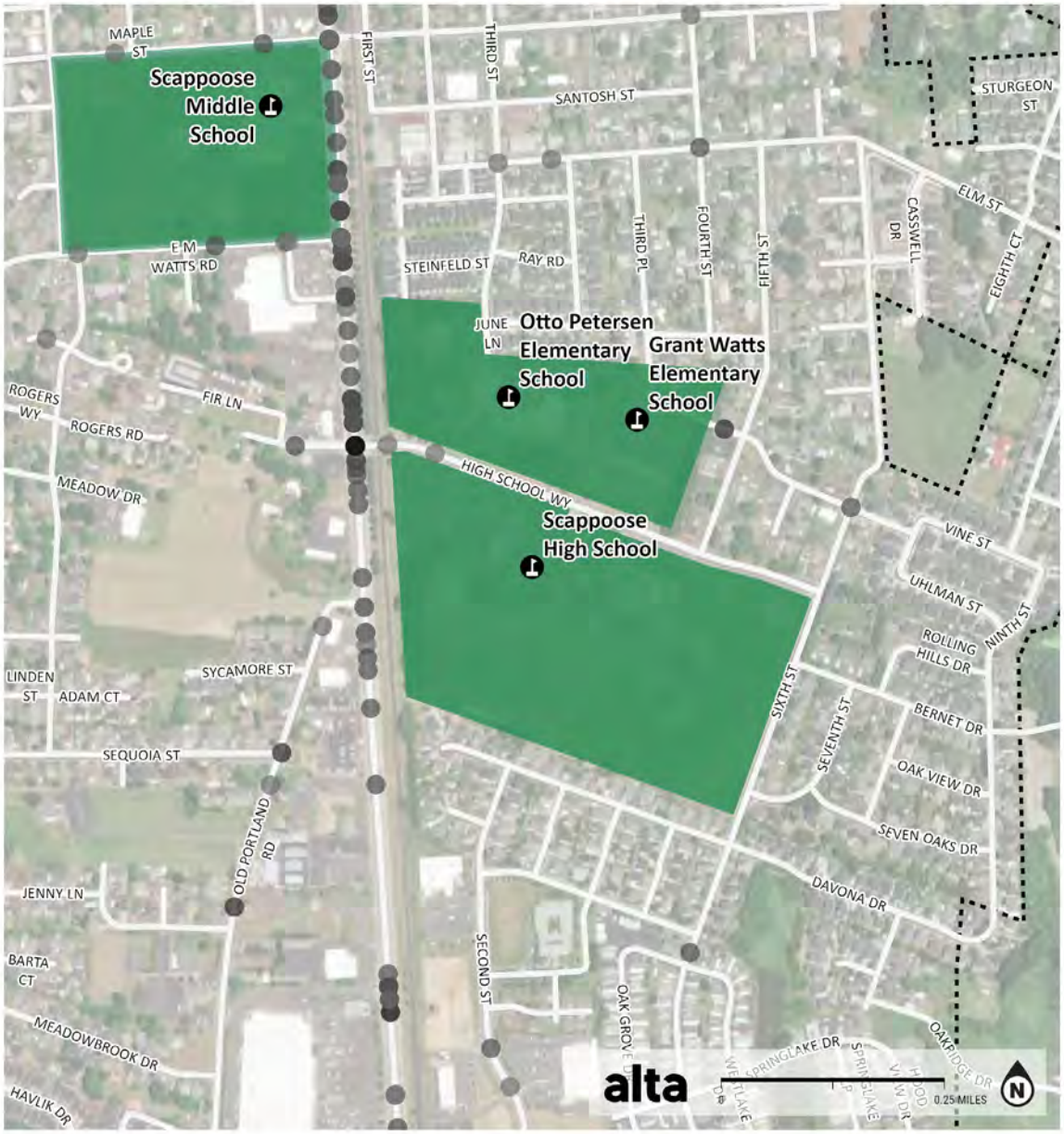


Figure 6: Vehicle-only collisions near Scappoose High School (2016-2020)



ALL CRASHES INVOLVING VEHICLES 2016-2020

CRASH SEVERITY
- Fatal Injury
- Suspected Serious Injury
- Suspected Minor Injury
- Possible Injury
- No Apparent Injury

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

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Figure 7: Collisions between vehicles and people walking and biking near Scappoose MS (2016-2020)

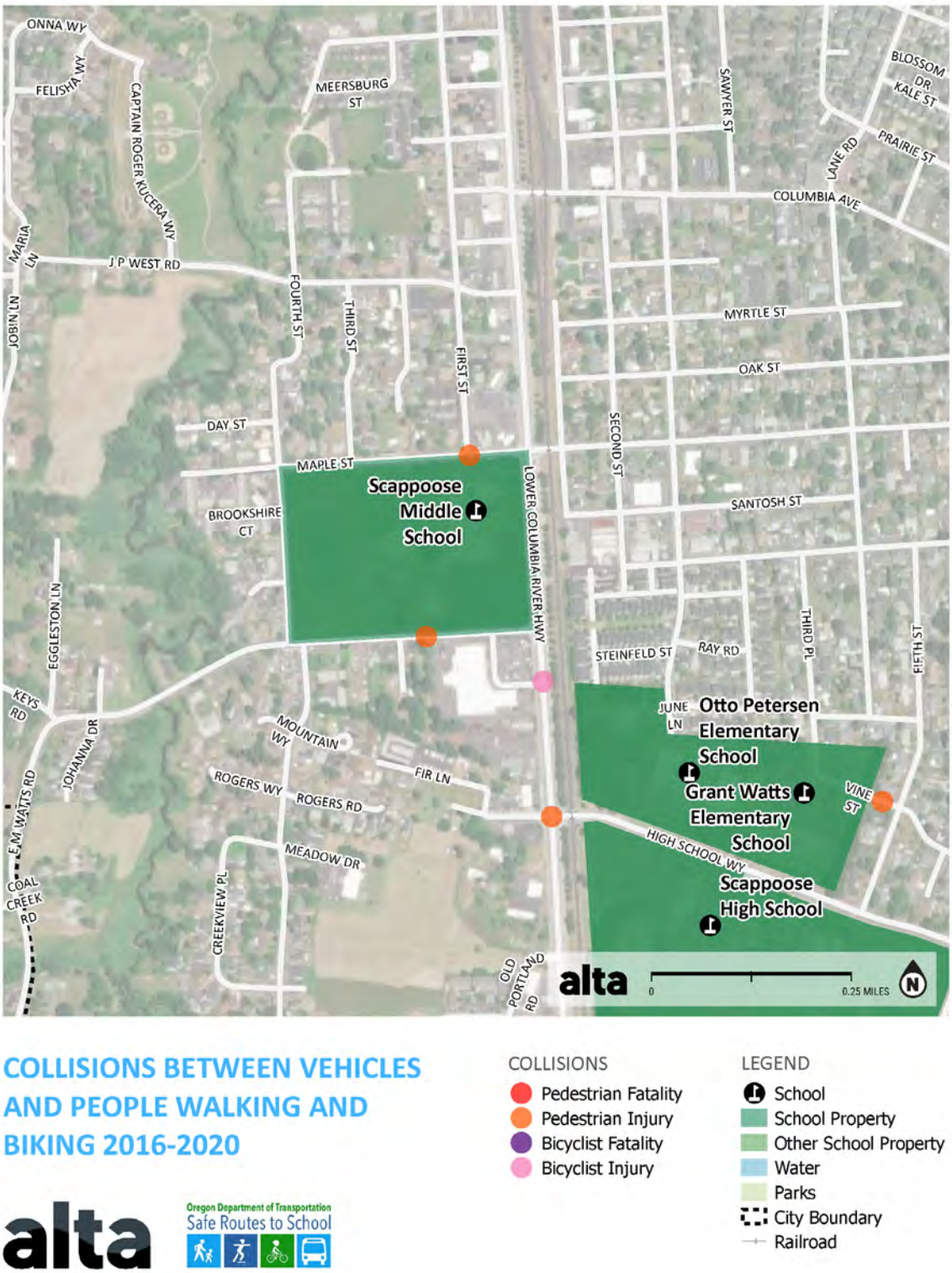
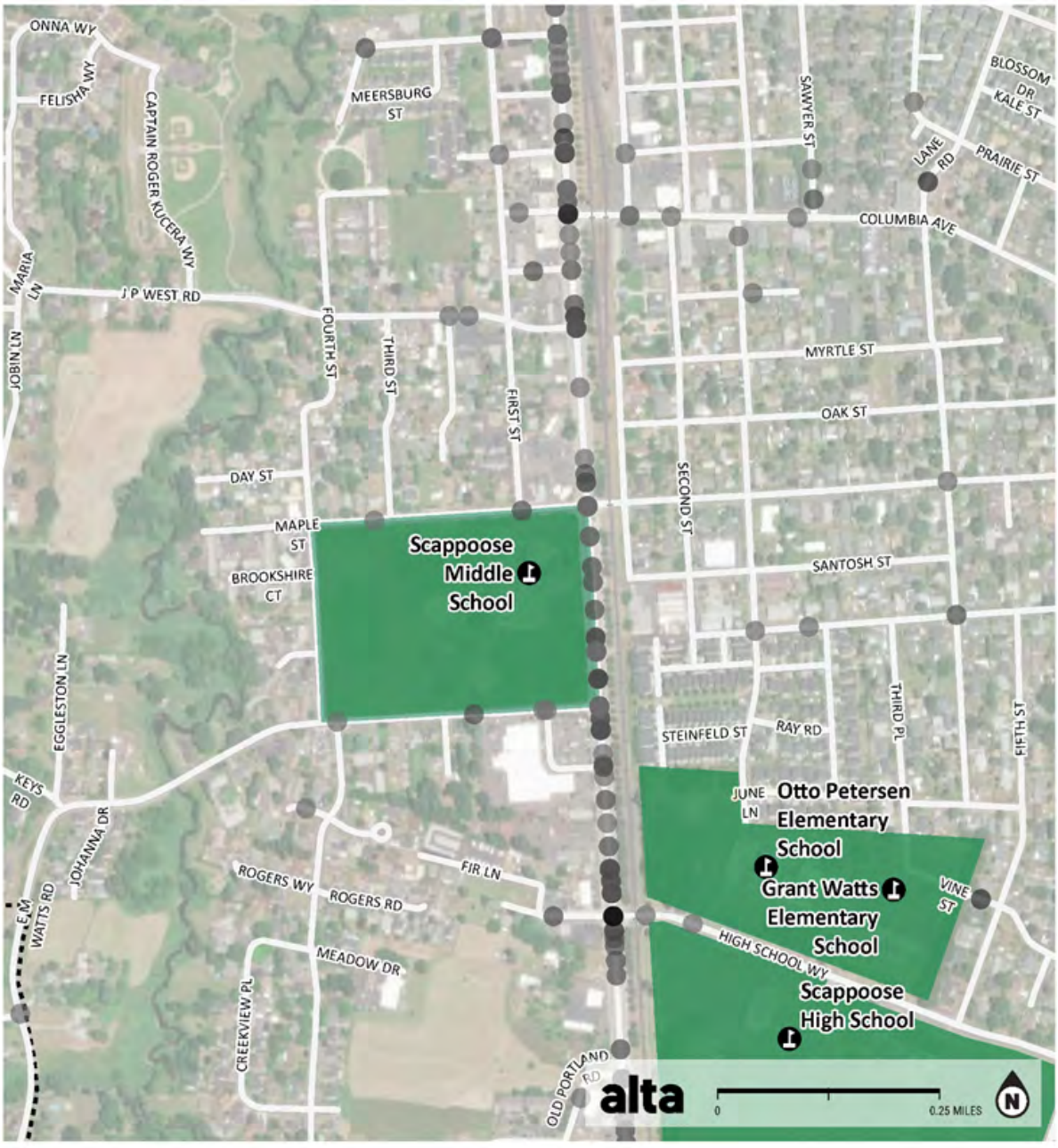


Figure 8: Vehicle-only collisions near Scappoose Middle School (2016-2020)



ALL CRASHES INVOLVING VEHICLES 2016-2020

CRASH SEVERITY

- Fatal Injury
- Suspected Serious Injury
- Suspected Minor Injury
- Possible Injury
- No Apparent Injury

LEGEND

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

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Safe Routes to School

APPENDIX D. 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 Multimodal 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 programming and school zone pedestrian/bicycle infrastructure improvements. School bonds may be sufficient to cover the cost of low- to mid-cost projects or could be utilized to collect local match dollars for state awarded grants.

SRTS PROJECTS AND THE TSP

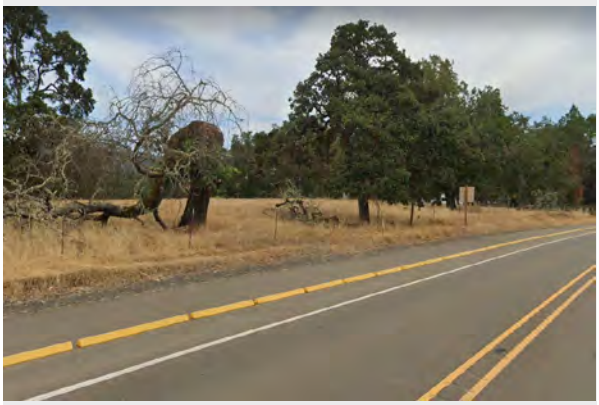
Cities and counties undergoing transportation system Plan updates should consider including a section on their Plans and priorities for Safe Routes to School infrastructure upgrades and programming to identify project expenses well in advance and allow ample time to gather project funding.

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.

PEDESTRIAN FACILITY EXAMPLES

Curb-separated pedestrian facility 1175 Coos Bay-Roseburg Hwy, Winston Oregon. Source: Google Maps



Curb and bollard separated sidewalk (at grade) 211 N Thielson St, Echo Oregon. Source: Google Maps

For more information regarding pedestrian lane design, see the Small Town and Rural Design Guide Facilities for Walking and Biking

https://ruraldesignguide.com/

Table A-1. City of Scappoose Prioritized Project Cost Estimates

ITEM DESCRIPTION	PERCENT or MEASUREMENT	COST/UNIT	UNITS	ESTIMATE
Mobilization	10%	$45,100	1	$45,100
Traffic Control	15%	$67,600	1	$67,600
Erosion Control	2%	$9,100	1	$9,100
Vine St School Zone				
School Zone Warning Sign				
Install School Zone Sign	EA	$500	2	$1,000
				Subtotal: $1,000
Vine St Sidewalk Infill				
Grant Watts Elem To 6th St				
Remove Asphalt Pavement	SF	$5	2205	$11,025
Remove Pavement Marking	SF	$5	36	$180
Install Aggregate Base	CY	$60	75	$4,500
Install Underground Pipe/Inlet Drainage System	LF	$160	700	$112,000
Install Catch Basin	EA	$10,000	2	$20,000
Install Concrete Sidewalk	SF	$30	3444	$103,320
Install Concrete Curb & Gutter	LF	$50	574	$28,700
Install Asphalt Pavement	TON	$230	55	$12,650
Install ADA Curb Ramp	EA	$12,000	7	$84,000
Install ADA Detectable Warning Surface	SF	$40	84	$3,360
Install 18" Wide Stop Line	LF	$30	36	$1,080
Install Crosswalk Markings	SF	$15	300	$4,500
				Subtotal: $385,315
High School Wy & 5th St				
Crosswalk Improvements				
Remove Pavement Marking	SF	$5	113	$565
Install ADA Curb Ramp	EA	$12,000	1	$12,000
Install ADA Detectable Warning Surface	SF	$40	24	$960
Install 18" Wide Stop Line	LF	$30	12	$360

ITEM DESCRIPTION	PERCENT or MEASUREMENT	COST/UNIT	UNITS	ESTIMATE
Install Crosswalk Markings	SF	$15	180	$2,700
				Subtotal: $16,585
51) Elm St & 6th St				
Reposition Crosswalk				
Remove Concrete Pavement	SF	$7	120	$840
Remove Pavement Marking	SF	$5	160	$800
Install ADA Curb Ramp	EA	$12,000	1	$12,000
Install ADA Detectable Warning Surface	SF	$40	24	$960
Install Crosswalk Markings	SF	$15	160	$2,400
				Subtotal: $17,000
52) Sw 4th St Neighborhood Greenway				
E.m. Watts Rd To Sequoia Rd				
Remove Pavement Marking	SF	$5	48	$240
Remove Lane Line Stripe	LF	$3	2000	$6,000
Install Shared Lane Marking ("Sharrow")	EA	$350	14	$4,900
Install Asphalt Speed Hump	EA	$3,000	4	$12,000
Install 'SPEED BUMP AHEAD' Sign	EA	$500	8	$4,000
Remove Sign	EA	$100	2	$200
Install Bicycle Wayfinding Sign	EA	$500	4	$2,000
Install Speed Limit Sign	EA	$500	2	$1,000
				Subtotal: $30,340
Additional Costs				
Construction Engineering	15% Of Subtotal	$85,900	1	$85,900
Contingency	30% Of Subtotal & Construction Engineering	$197,400	1	$197,400
				Total Construction Cost: $463,302

ITEM DESCRIPTION	PERCENT or MEASUREMENT	COST/UNIT	UNITS	ESTIMATE
Soft Costs (traffic study, design engineering, permitting)	15% Of Subtotal	$85,900	1	$85,900

Total Project Cost: $941,240

APPENDIX E. SCAPPOOSE STUDENT DISTRIBUTION

SCAPPOOSE SRTS

STUDENT DISTRIBUTION

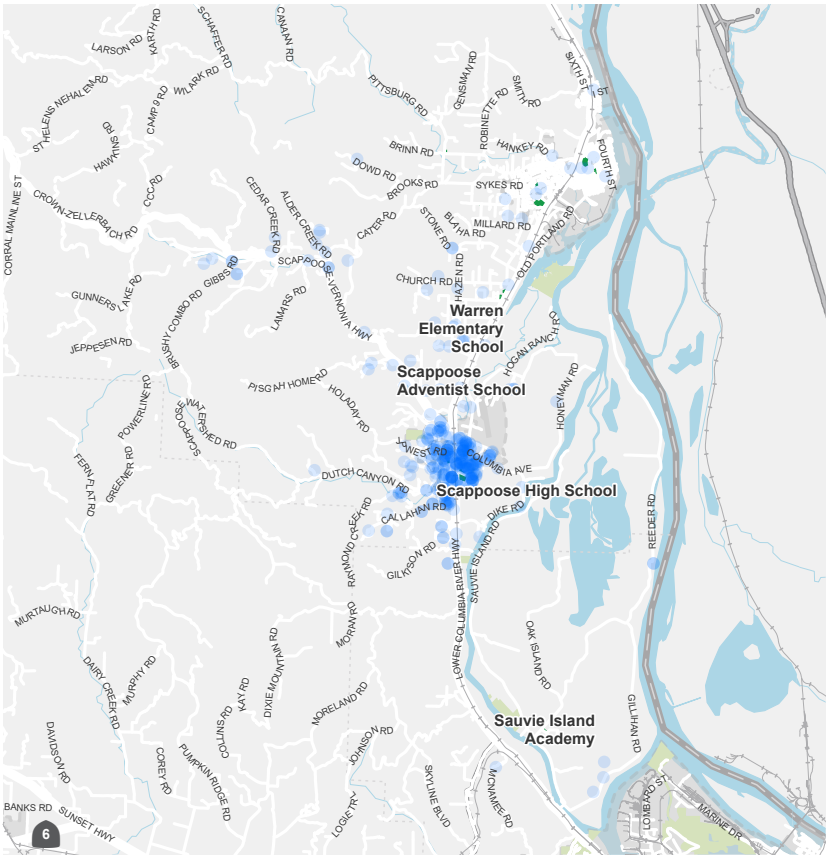
Grant Watts Elementary School

STUDENT DISTRIBUTION

- Student Location

CONTEXT

- Railroad
- City Boundary
- Parks
- School Property



SCAPPOOSE SRTS

STUDENT DISTRIBUTION

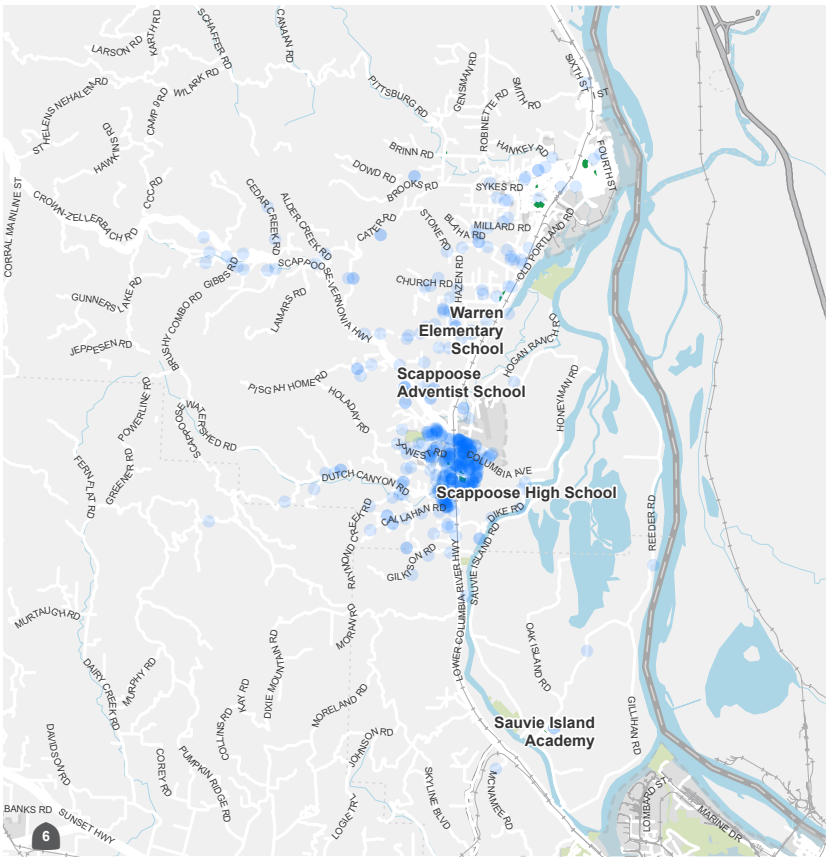
Otto Peterson Elementary

STUDENT DISTRIBUTION

- Student Location

CONTEXT

- Railroad
- City Boundary
- Parks
- School Property



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SCAPPOOSE SRTS

STUDENT DISTRIBUTION

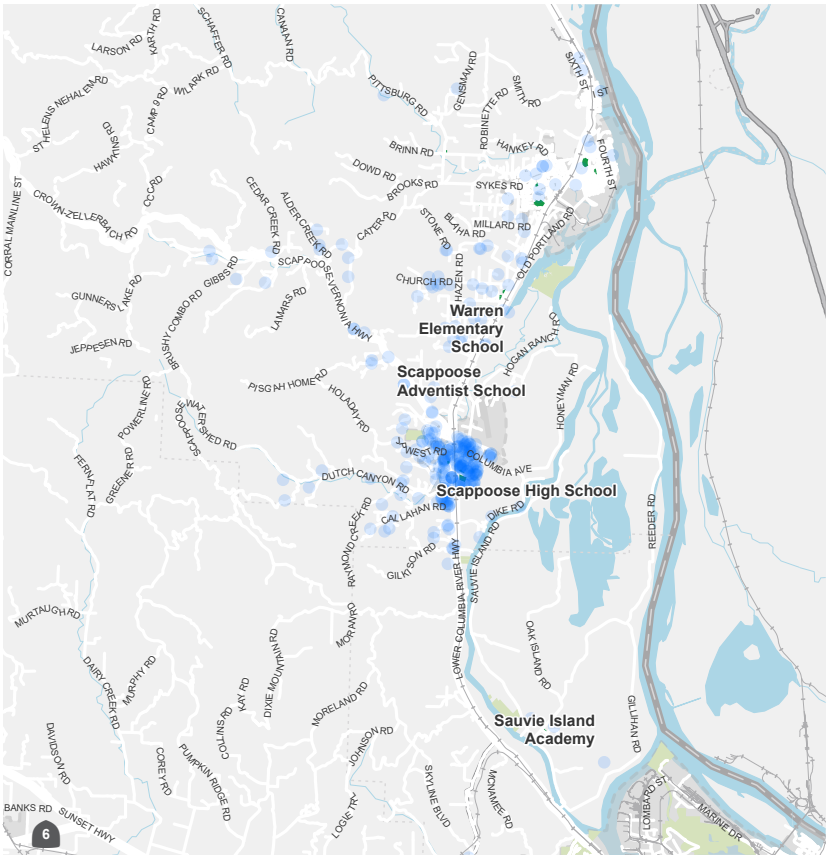
Scappoose Middle School

STUDENT DISTRIBUTION

- Student Location

CONTEXT

- Railroad
- City Boundary
- Parks
- School Property



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Oregon Department of Transportation Safe Routes to School

SCAPPOOSE SRTS

STUDENT DISTRIBUTION

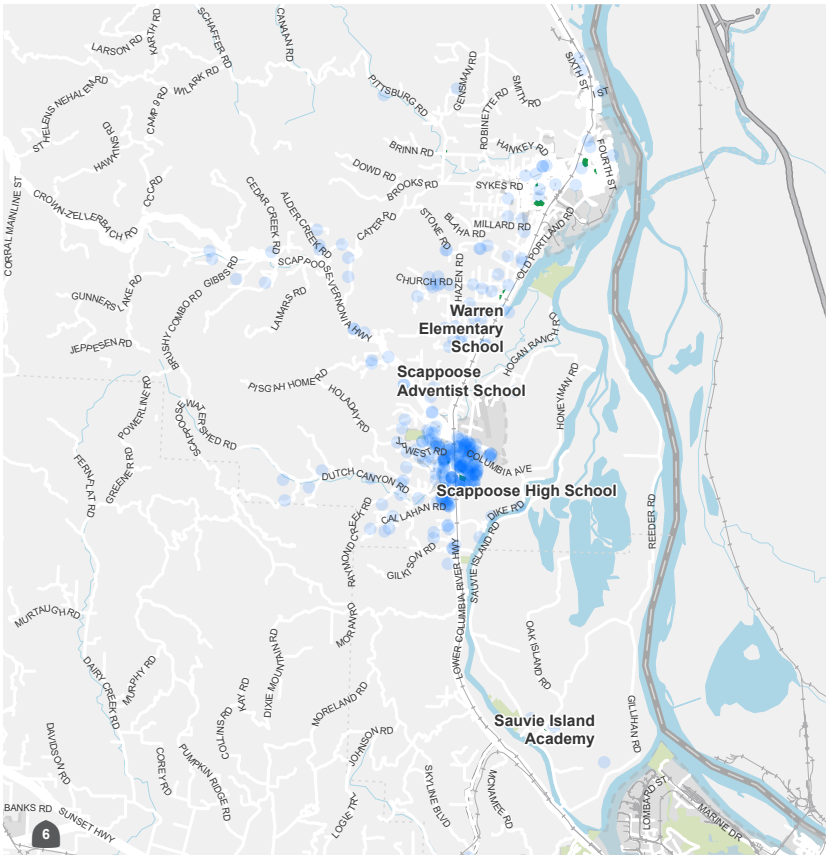
Scappoose Middle School

STUDENT DISTRIBUTION

- Student Location

CONTEXT

- Railroad
- City Boundary
- Parks
- School Property



SCAPPOOSE SRTS

STUDENT DISTRIBUTION

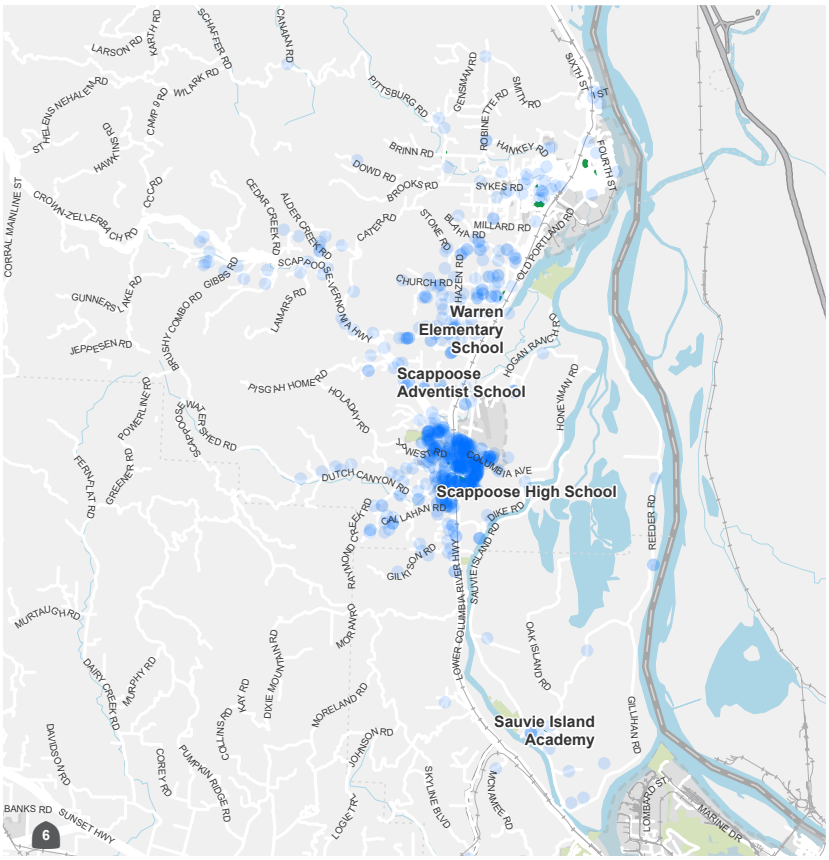
Scappoose High School

STUDENT DISTRIBUTION

- Student Location

CONTEXT

- Railroad
- City Boundary
- Parks
- School Property



SCAPPOOSE SRTS

STUDENT DISTRIBUTION

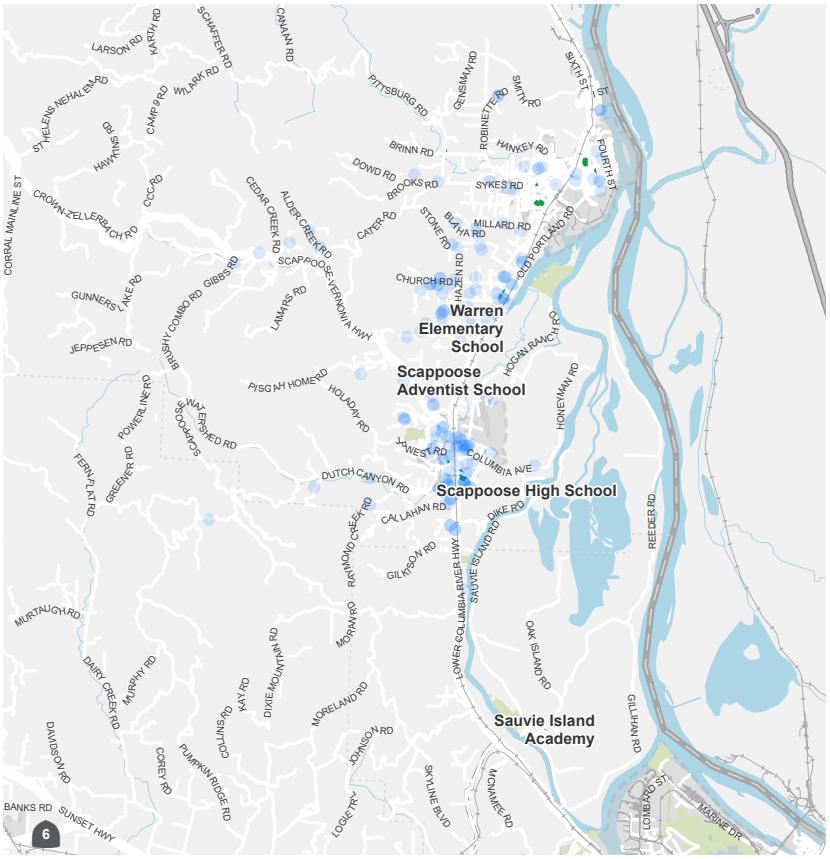
Warren Elementary School

STUDENT DISTRIBUTION

- Student Location

CONTEXT

- Railroad
- City Boundary
- Parks
- School Property



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Oregon Department of Transportation Safe Routes to School

SCAPPOOSE SRTS

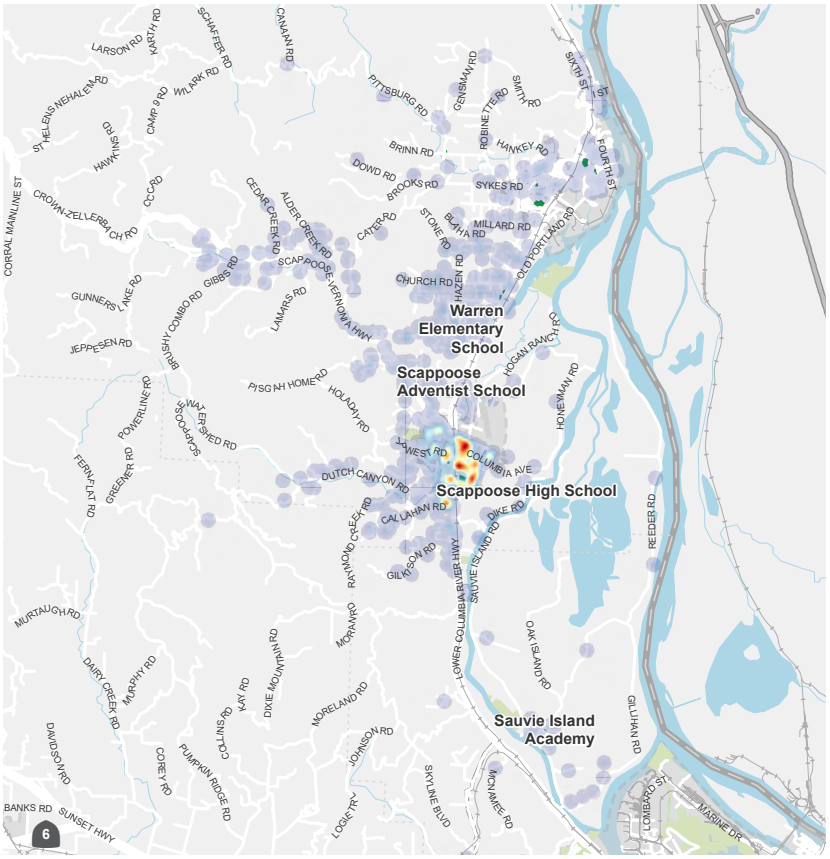
STUDENT DISTRIBUTION

STUDENT DISTRIBUTION

- High Density of Students
- Low Density of Students

CONTEXT

- Railroad
- City Boundary
- Parks
- School Property



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Oregon Department of Transportation Safe Routes to School