



# WINSTON Safe Routes to School Plan

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

CITY OF WINSTON

DOUGLAS HIGH SCHOOL  
MCGOVERN ELEMENTARY SCHOOL  
WINSTON MIDDLE SCHOOL  
BROCKWAY ELEMENTARY SCHOOL

JULY 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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Douglas County

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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<sup>1</sup> 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 an 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](http://www.oregonsaferoutes.org).*

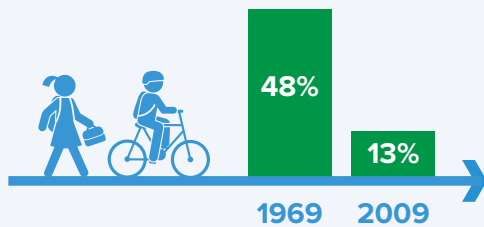
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<sup>1</sup> The term roll is used in this Plan as an inclusive term that includes biking and using mobility devices, such as wheelchairs and scooters.

# 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%**.



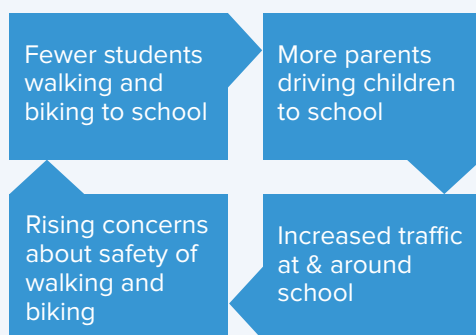
Children and adolescents should have **60 minutes (1 hour)** or more of physical activity daily.



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 Pedros. 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](http://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.<sup>1</sup>

## 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.<sup>2</sup> 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!

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

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

## 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.<sup>3</sup>

## 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.

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<sup>3</sup> 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.<sup>1</sup> 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.”

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<sup>1</sup> 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.<sup>2</sup>

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

## City of Winston SRTS Project Identification Program

The City of Winston, Oregon Department of Transportation (ODOT) Region 3, Winston-Dillard School District, Douglas County 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 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 Winston SRTS Plan Process\*\*



\*For more information on the PIP program, visit

<https://www.oregonsaferoutes.org/wp-content/uploads/2021/09/ODOT-SRTS-IN-PIP-Program-FAQ-0921.pdf>.

\*\*A detailed summary of the planning process is included in Appendix B.

\*\*\*Final SRTS Plans can be found at [www.OregonSafeRoutes.org](http://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.
- **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 an 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.*

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## Community Vision for SRTS

*The Winston community envisions a future where students and their families safely, comfortably, and conveniently walk and bicycle as part of the daily school commute and a healthy lifestyle.*

## Goals, Objectives, and Actions

The ODOT SRTS PIP team suggested overall goals to support SRTS in the areas of health, safety, equity, or the environment. Participants in the Winston PIP process selected safety and equity as the main priorities for the community. A summary of community engagement activities is included in the following section.

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

## SAFETY

**Goal: Increase safety for students and families traveling to school, particularly those who walk and bike out of necessity.**

**Objective 1: Students are able to walk and bike to and from campus, between schools, and to homes within a quarter-mile of the school.**

- Action: Winston–Dillard School District will integrate on-campus infrastructure improvements into their ongoing planning processes.
- Action: The City of Winston will consider applying to the ODOT Competitive SRTS Infrastructure Grant in 2023 for infrastructure improvements, outlined in Chapter 4.
- Action: The City of Winston will begin implementing recommendations as funds for capital improvements become available, particularly lower cost improvements within a quarter-mile of each school.

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

- Action: The City of Winston will adopt the long-term infrastructure recommendations in Chapter 4 as a part of its planning processes.

**Objective 3: Pedestrian and bicycle safety education is available to students in Winston and Winston–Dillard School District.**

- Action: Douglas High School, McGovern Elementary School, Winston Middle School and Brockway Elementary School will encourage families to walk and bike to school by distributing information regarding safety and suggested routes.
- Action: Winston–Dillard SD will apply for the SRTS Education grant to fund a SRTS coordinator position to conduct bike and pedestrian education to students.

## 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: Winston-Dillard School District, Douglas High School, McGovern Elementary School, Winston Middle School, Brockway Elementary School and City of Winston will provide SRTS information and educational materials in English and Spanish.
- Action: Winston-Dillard School District, Douglas High School, McGovern Elementary School, Winston Middle School, and Brockway Elementary School and City of Winston will partner with existing groups and organizations that serve particularly the Latinx community, low-income households, and other historically disadvantaged groups to help disperse information and better understand needs and barriers.
- Action: Douglas High School, McGovern Elementary School, Winston Middle School and Brockway Elementary School will consider how to overcome barriers such as parent work schedules and transportation limitations to reduce barriers for parents to participate in SRTS programs and activities.

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

- Action: The City of Winston will implement infrastructure recommendations with a consideration for improvements that serve or were requested by under-served and low-income communities.

## 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: Douglas High School, McGovern Elementary School, Winston Middle School and Brockway Elementary School will look for areas of overlap between SRTS efforts and other health initiatives and PE class.

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

- Action: Douglas High School, McGovern Elementary School, Winston Middle School and Brockway Elementary School will share relevant health statistics and messages in school newsletters, back-to-school night or through other communication channels.
- Action: The City of Winston 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: Winston-Dillard School District will provide parents with education and encouragement materials, including 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

The City of Winston, Winston-Dillard School District and school leadership from Douglas High School, McGovern Elementary School, Winston Middle School and Brockway Elementary School worked diligently to spread the word about the walk audits, community meetings and the Online Public Input Map and survey by sending them out to all families and posting them on the school websites.

The public input map created for the city of Winston was made accessible to community members for a period of two months, welcoming their ideas,

suggestions and concerns. However, despite the opportunity provided, no comments were recorded on the map.

The project team conducted a series of three walk audits in Winston over two days (March 15–16, 2023), with the following schedule:

- McGovern Elementary School on the afternoon of March 15 to observe student dismissal
- Brockway Elementary School on the morning of March 16 to observe student arrival
- Winston Elementary School on the afternoon of March 16 to observe student dismissal

A few members of the PMT and school staff participated in the walk audits at McGovern Elementary School, Winston Middle School and Brockway Elementary School. They provided feedback on specific barriers and challenging locations near the schools. In addition to the walk audits, the project consultant team conducted a comprehensive facility inventory review for all focus schools, assessing existing conditions and identifying areas for improvement. This thorough evaluation ensured that the needs of each school were taken into account in the planning process.

Project team members also presented the Safe Routes to School (SRTS) planning process and project progress to the Winston-Dillard School Board on May 10th.



*Photo taken at the McGovern Elementary School during the walk audit on March 15*

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03



EXISTING CONDITIONS

# EXISTING CONDITIONS

*This chapter summarizes the key challenges and opportunities faced by families and students walking or bicycling to school.*

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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:

## Brockway Elementary School

2520 BROCKWAY RD

#### PRINCIPAL:

Kerry Dwight



#### ENROLLMENT:

326



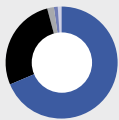
#### GRADES SERVED:

K-3



#### EQUITY:

64% of students are below poverty line\*



#### DEMOGRAPHICS\*

- White, non-Hispanic, 79%
- Hispanic, 10%
- Black/African American, 1%
- American Indian/Alaska Native, 1%
- Asian, 1%



#### TOP LANGUAGES SPOKEN BY STUDENTS IN DISTRICT\*\*

English	1,331
Spanish	19
Other Languages	1,350

Total Languages Spoken: 10

\*Source: Oregon Department of Education 2020-2021 school year

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

## Brockway Elementary School Safety Assessment

Date: March 16, 2023

#### SCHOOL LAYOUT

Brockway Elementary School is a public school situated in the northwest section of Winston. Nestled on the north side of Lookingglass Rd and to the west of NW Brockway Rd, the school campus features a single main building that connects to NW Brockway Rd via Danielle Dr. A spacious parking lot is located in front of the building.

#### SITE CIRCULATION

**Vehicles and School Bus:** Both cars and school buses access the parking lot through Danielle Dr, using the large parking lot loop for drop-off and pickup procedures. Buses use the right lane that encircles the parking lot to reach the main entrance, and they use the center lane in front of the entrance to exit.

In the mornings, parents drive through and drop off students at the door. In the afternoon, they park in the parking lot and walk up to the door to pick up their children.

**Pedestrians and Cyclists:** Currently, students are not allowed to walk or bike from the surrounding neighborhood. If students walk or bike to school they would use Danielle Dr to reach the school parking lot and proceed towards the main entrance located in the middle of the parking lot.

Due to the vehicle and bus routes, there is a significant conflict between pedestrians and vehicles within the parking lot.

**Transit:** The Umpqua Public Transportation District (UPTD) serves the City of Winston, the unincorporated community of Umpqua and Douglas County. The nearest bus stop to Brockway Elementary School is on Abraham Ave and Anne Ave, 0.6 miles from the school.



# Brockway Elementary School Site Plan

# Bike and Pedestrian Facilities Inventory



## Key Observations

- Two street lights along the school driveway (Danielle Dr) were not functioning, creating a safety concern for school staff, parents and students who walk in the dark. Repairing lights in this area would improve visibility and safety for all users. (See photo a.)
- Overgrown bushes along the sidewalks have the potential to obstruct the visibility of students and other pedestrians, limiting accessibility and posing a potential hazard. (see photo b.)
- During the walk audits, the project team observed parents parking and walking up to the front entrance to pick up their student. The flow of parents walking and driving out of the parking lot overlap, creating potential risks for pedestrian-car conflict. (See photo c.)
- The intersection of Danielle Dr and Brockway Rd lacks a marked crosswalk, creating safety and accessibility concerns for students, staff and visitors walking to and from the school. (See photo f and g.)
- The intersection of Lookingglass Rd and Brockway Rd lacks crossing infrastructure, exacerbating the safety and accessibility concerns for pedestrians crossing the intersection. (See photo h and i.)
- Although Brockway Rd has been

designated as an arterial road in the 2022 TSP, the current condition of the road lacks sidewalks or shared-use pathways. With upgraded facilities, parents and students could potentially walk to school from the homes south of Lookingglass Rd.



*Lights along the Danielle Dr need maintenance*



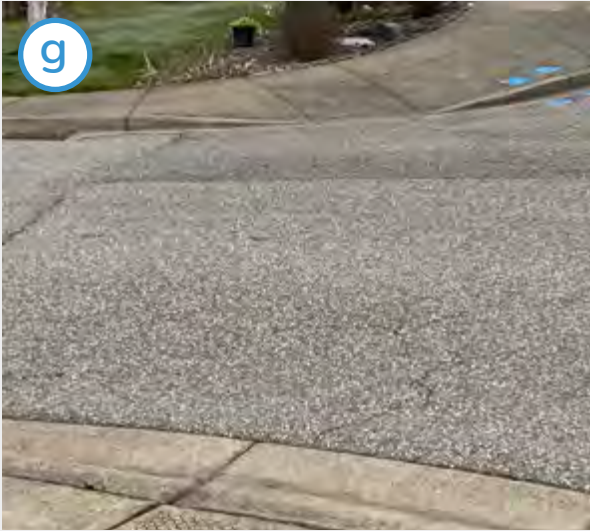
*The overgrown bushes lining the sidewalk along Danielle Dr could restrict visibility for pedestrians.*



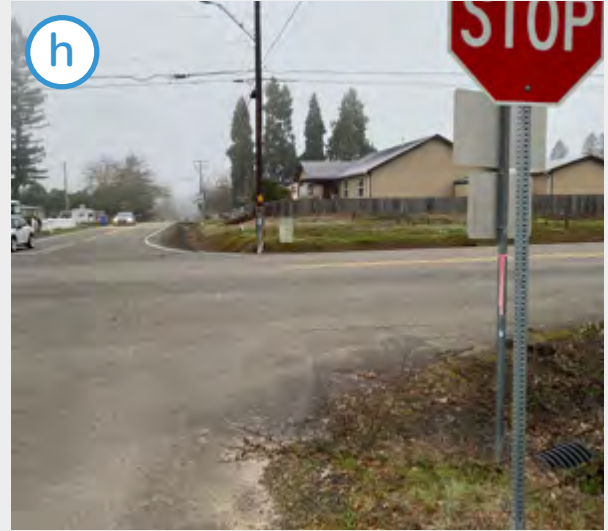
*The potential for pedestrian-car conflict is high inside the parking lot and along Danielle Dr, as parents park and walk within the parking lot to pick up their students.*



*There is currently no marked crosswalk at the intersection of Brockway Rd and Danielle Dr.*



*Curb ramps and sidewalks are present on the west side of the Danielle Dr and Brockway Rd intersection, where most students cross.*



*The intersection of NW Brockway Rd and Lookingglass Rd,*



*The intersection of NW Brockway Rd and Lookingglass Rd does not have a marked crosswalk or curb ramps on three corners. This intersection separates a major neighborhood from the school. There are sidewalks on the north side of Lookingglass that end on the east side of the intersection and there are sidewalks on the west side of Brockway Rd. A crossing at this intersection would connect these two sidewalk facilities.*

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#### SCHOOL CONTEXT:

## McGovern Elementary School

600 ELWOOD ST

#### PRINCIPAL:

Kevin Wilson



#### ENROLLMENT:

221



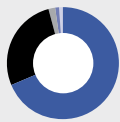
#### GRADES SERVED:

4-6



#### EQUITY:

81% of students are below poverty line\*



#### DEMOGRAPHICS\*

- White, non-Hispanic, 82%
- Hispanic, 7%
- Black/African American, 1%
- American Indian/Alaska Native, 3%
- Asian, 0%



#### TOP LANGUAGES SPOKEN BY STUDENTS IN DISTRICT\*\*

English	1,331
Spanish	19
Other Languages	1,350

Total Languages Spoken: 10

\*Source: Oregon Department of Education 2020-2021 school year

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

## McGovern Elementary School Safety Assessment

Date: March 16, 2023

#### SCHOOL LAYOUT

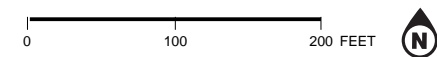
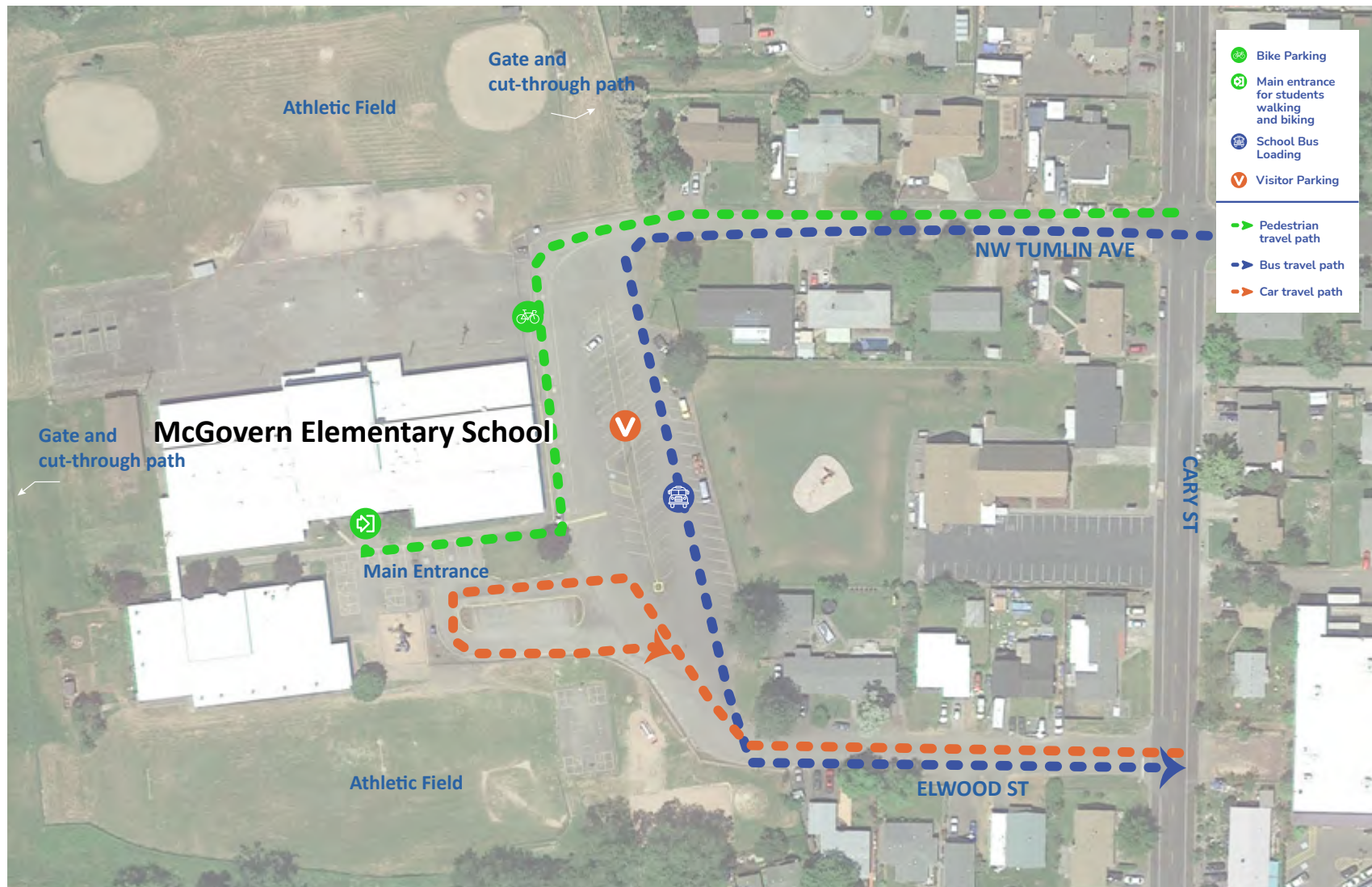
McGovern Elementary School is a public school located on the north of OR 42 and west of Cary St. The school features a single main building with a linear parking lot in front of it, which is connected to Cary St via Elwood St and NW Tumlin Ave. This allows for a counter-clockwise traffic flow within the parking lot. The school has playgrounds and sports fields located on the east and west sides.

#### SITE CIRCULATION

**Vehicles and School Bus:** Vehicles use Elwood St to access the south side of the school site and main entrance, using the smaller loop for drop-off and pickup. Buses enter the school site via Tumlin Ave and use the larger loop for drop-off and pickup on the east side of the school.

**Pedestrians:** Students walking or rolling to school arrive via NW Tumlin Ave and proceed to the front doors of the school.

**Transit:** The Umpqua Public Transportation District (UPTD) serves the City of Winston, the unincorporated community of Umpqua and Douglas County. The nearest bus stop to McGovern Elementary School (at Winston Laundry) is on Coos Bay Roseburg Hwy and SW Newton Dr and is 0.2 miles from the school. Also, The Douglas Blvd bus stop (at Abby's) is 0.4 miles from the school. The bus routes that stop here are Route 99 and the Winston Greyline. Route 99 runs once a day, and the Winston Greyline stops about every hour.



# McGovern Elementary School

## Site Plan



# Bike and Pedestrian Facilities Inventory



## Key Observations

- The only available access point for students walking or biking to McGovern Elementary School is from the east side along Tumlin Ave. This creates a long walk without access to a route with sidewalks for those who live north and west of the school campus. (See photos a and b.)
- Existing bike parking is uncovered and an older design that makes locking bikes difficult. (See photo c.)
- Many students walk home from school at McGovern Elementary and cross OR-42 at Civil Bend Ave. School and City staff have reported speeding concerns at the OR-42 and Civil Bend Ave/ Cary St intersections. (See photos d and e.)
- There is one short 90ft sidewalk gap on the east side of Cary St south of Tumlin Ave that is along the route that students walking, escorted by teachers, take to leave the school campus. The absence of a designated walking space exposes students to potential conflict with vehicles and creates accessibility challenges for those with mobility issues. (See photo f.)
- The intersection of Lookingglass Rd and Abraham Ave does not have a marked crossings and there are visibility challenges caused by the bend in the road. This crossing connects several neighborhoods, as an important SRTS route. (See photo g.)
- The north side of Lookingglass Rd features a mostly complete sidewalk, serving as the primary Safe Routes to School (SRTS) route between different neighborhoods and providing access to McGovern Elementary. However, there is a sidewalk gap near the intersection of Abraham, which acts as a barrier to a connected route for pedestrians. (See photo h.)



*Elwood St is the primary street that provides access to the school site from Cary St. However, there are no sidewalks or cycling facilities on this street. The City of Winston received a SRTS Construction grant which will construct sidewalks along Elwood St.*



*NW Tumlin Ave is another access point for pedestrians and cyclists to reach the school site that lacks dedicated facilities for biking or walking. This will also be addressed by the SRTS Construction Grant.*



*The school has bike racks on the north field, but they are uncovered and nan oldder model, which makes it difficult for students to lock bikes.*



*There is a marked school crossing on the west leg of the intersection of Civil Bend Ave and OR 42, community members do not consider this signage to be sufficient, due to the fast speeds and high volumes of traffic along OR 42.*



*Several students have to cross OR 42 to reach the school, and many of them prefer to cross at Civil Bend Ave and pass through the commercial property on the north side to get to school. Speeding are persistent issues on OR 42.*



*On the east side of Cary St, which many students and families use to walk to school, there is approximately 90 ft of missing sidewalk where students either walk in the road or through the front yard of the adjacent home.*



*Despite Lookingglass Rd and Abraham Ave is a crucial SRTS intersection, it does not have marked crossings and has limited visibility due to the bend in the road.*



*Although there is a generally continuous sidewalk on the north side of Lookingglass Rd, there is a gap near the intersection of Abraham (from just before Bremner Ln to the intersection).*

#### SCHOOL CONTEXT:

## Winston Middle School

330 THOMPSON AVE

#### PRINCIPAL:

David Welker



#### ENROLLMENT:

223



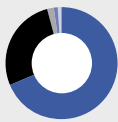
#### GRADES SERVED:

Public 7-8



#### EQUITY:

67% of students are below poverty line\*



#### DEMOGRAPHICS\*

- White, non-Hispanic, 81%
- Hispanic, 13%
- Black/African American, 0%
- American Indian/Alaska Native, 2%
- Asian, 0%



#### TOP LANGUAGES SPOKEN BY STUDENTS IN DISTRICT\*\*

English	1,331
Spanish	19
Other Languages	1,350

Total Languages Spoken: 10

\*Source: Oregon Department of Education 2020-2021 school year

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

## Winston Middle School Safety Assessment

Date: March 16, 2023

#### SCHOOL LAYOUT

Winston Middle School is a public school located on the east side of S Main St, just south of Thompson Ave. The school comprises a single main building with a parking lot on the west side that is linked to Thompson Ave through a pickup and drop-off loop. The school also features playgrounds and sports fields at the back of the campus.

#### SITE CIRCULATION

**Vehicles and School Bus:** School buses use the west parking lot to loop through school site and access the main entrance. Vehicles use Thompson Ave for drop-off and pickup.

**Pedestrians and Bicyclists:** Students walking or rolling use the paths in front of the main entrance to get from Thompson Ave to the school door.

**Transit:** The Umpqua Public Transportation District (UPTD) serves the City of Winston, the unincorporated community of Umpqua and Douglas County.



# Winston Middle School

## Site Plan



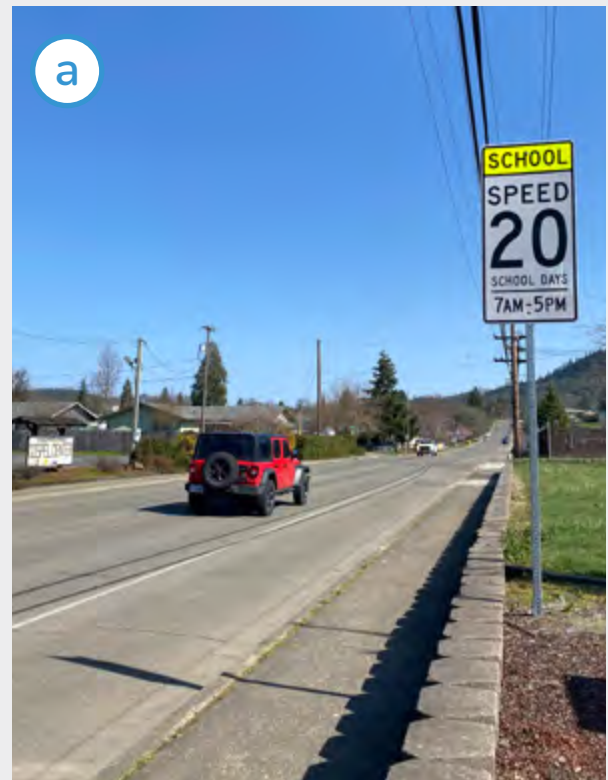
## Bike and Pedestrian Facilities Inventory



### Key Observations

- Speeding on Thompson Ave is a concern for the school community. The eastbound school zone speed limit sign on this street is located in front of the Community Baptist Church, approximately 900 ft away from the school property, leading drivers to miss the school zone or mistakenly assume they are out of it and speed up. (See photo a.)
- Parents often make U-turns in front of the school during drop-off and pickup, contributing to traffic congestion and disrupting the traffic flow on Thompson Ave.
- The City recently installed new crosswalks and an all-way stop at the Grape St and Thompson Rd intersection, which is a key SRTS crossing connecting the school to the community center and a large neighborhood. However, there are gaps in the sidewalk on Grape St. (See photo b.)
- In front of the school, there are several standard, striped crosswalks with fading paint, on Gregory Dr (east leg) and Darrell Ave (east leg). These crosswalks connect students to the neighborhoods located north of the school. However, during student arrival and dismissal, the area experiences congestion as parents line up along

the south side of Thompson Ave. (See photo c.)



*The School Zone Speed Limit Sign on this street, positioned 900 ft away from the school site.*



*The end of the sidewalk along Grape St, which is a key SRTS route.*



*Thompson Ave has several standard, striped crosswalks with fading paint. Many students rely on these crosswalks to access the neighborhood to the north. Walk audit participants and school leadership report issues with speeding along Thompson Ave.*

#### SCHOOL CONTEXT:

## Douglas High School

1381 NW DOUGLAS BLVD

#### PRINCIPAL:

Craig Anderson



#### ENROLLMENT:

342



#### GRADES SERVED:

9-12



#### EQUITY:

48% of students are below poverty line\*



#### DEMOGRAPHICS\*

- White, non-Hispanic, 80%
- Hispanic, 10%
- American Indian/Alaska Native, 2%
- Black / African American, <1%
- Asian, 0%



#### TOP LANGUAGES SPOKEN BY STUDENTS IN DISTRICT\*\*

English	1,331
Spanish	19
Other Languages	1,350

Total Languages Spoken: 10

\*Source: Oregon Department of Education 2020-2021 school year

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

## Douglas High School Safety Assessment

Date: March 15, 2023

#### SCHOOL LAYOUT

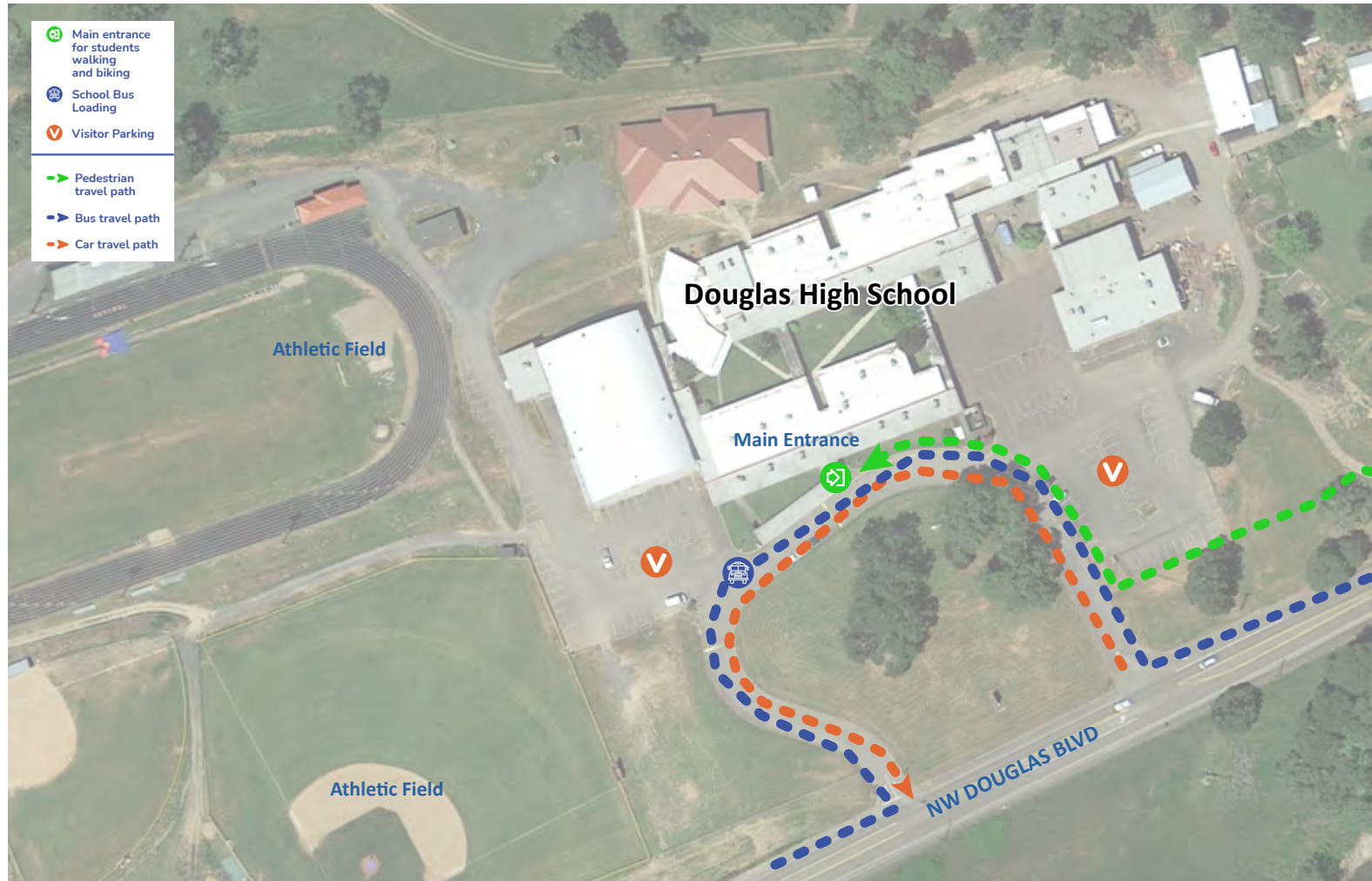
Douglas High School is a public school located in the City of Winston. The school is on the north side of NW Douglas Blvd between Brockway Rd and Abraham Ave (see map on next page). The school building fronts NW Douglas Blvd. There are two parking lots located on the east and west sides of the school building, and these are linked through a drop-off loop in front of the building. There is sports field on the east side of the school building.

The campus is situated near two primary intersections. The first is where Abraham Avenue converges with Coos Bay-Roseburg Highway (OR 42) to the east of the school. The second intersection is found to the west, where Coos Bay-Roseburg Highway (OR 42) intersects with Brockway Road.

#### SITE CIRCULATION

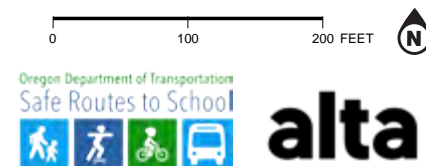
**Vehicles and School Buses:** Site circulation at the school is designed around a loop situated off NW Douglas Boulevard in front of the school building. Flanked by parking lots to the east and west, the loop serves as the primary access point for cars and buses during pickup and drop-off times. In addition to accommodating vehicular traffic, this loop also functions as the main entryway for pedestrians and cyclists.

**Transit:** The Umpqua Public Transportation District (UPTD) serves the City of Winston, the unincorporated community of Umpqua and Douglas County. The nearest bus stop to Douglas High School is on Abraham Ave and Teal St, 0.6 miles from the school.



# Douglas High School

## Site Plan



## Bike and Pedestrian Facilities Inventory



### Key Observations

- While the existing protected shoulder along OR 42 has been a useful interim improvement, it is not an accessible, permanent facility to connect Douglas High students, parents, and staff with the rest of town. (See photos a and b.)



*Protected Shoulder along OR 42 ( looking west).*



*Protected shoulder along OR 42 (looking east).*

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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.*

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Changes to the street-scape are essential to making walking and rolling to school safer and more comfortable. Infrastructure improvements benefit students and families who walk and bike to school, as well as everyone who travels through the school area.

In addition, education and encouragement programs are a necessary component of any successful SRTS Program. Often, programs that get more students walking and rolling lead to increased public support for infrastructure projects. So, programs 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 are less costly to implement.

The recommendations for construction projects and education and encouragement programs outlined in this chapter were informed by existing conditions and input from school and district staff, as well as 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 one mile 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.

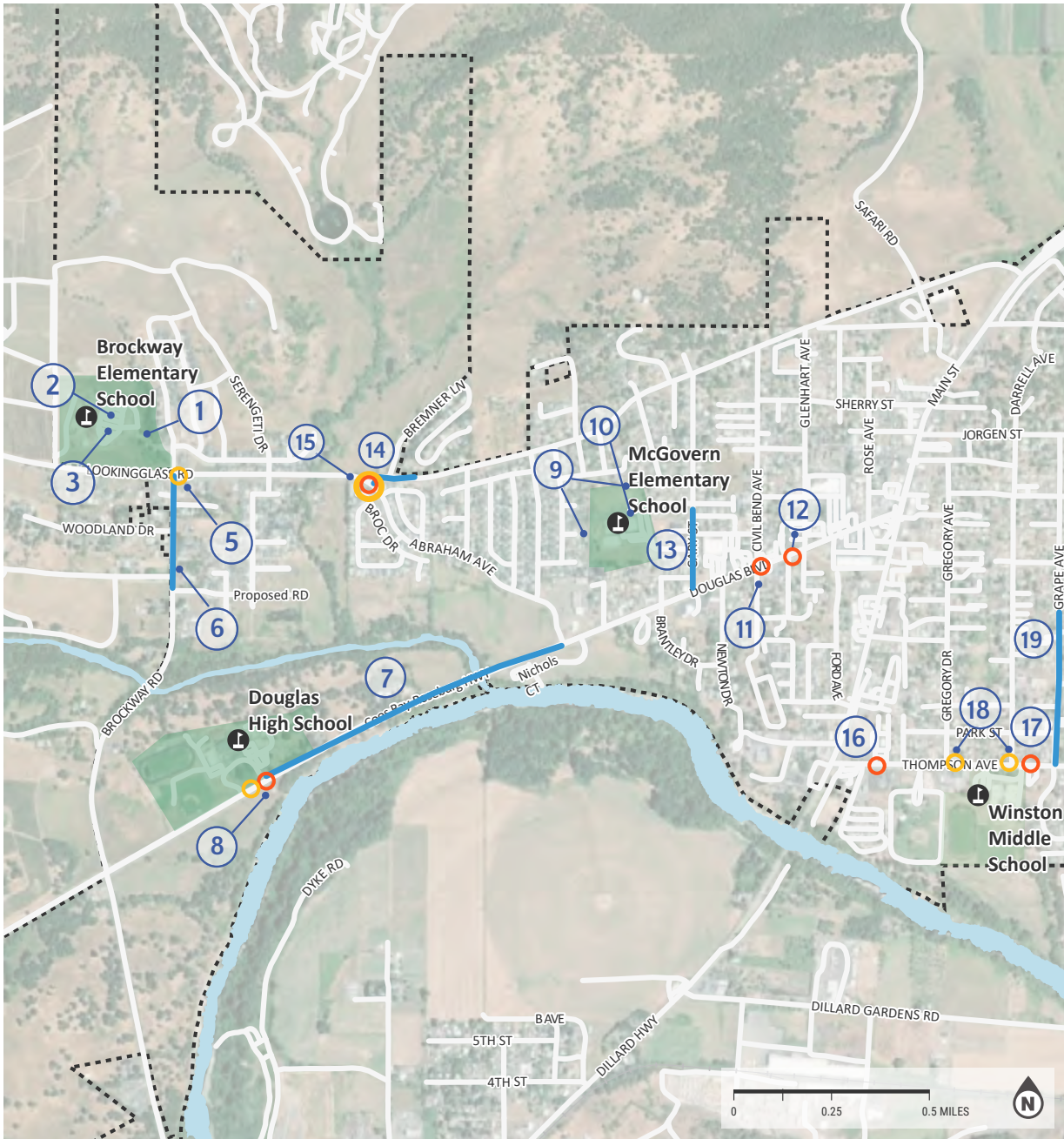
This Plan does not represent a comprehensive list of every project that could improve conditions for walking and bicycling in the community. Instead, it calls attention to key conflict points and potential improvements near the schools. Recommendations range from simple striping changes and signing to 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:

- **Requires Additional Traffic Analysis**
- **Requires More Detailed Design**
- [ODOT Community Paths](#) Grant Eligible
- **Quick Build Compatible**
- **Roadway Maintenance Issue**
- **Demonstration Project Opportunity**
- **ODOT SRTS Construction Grant Priority**

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.



## WINSTON COMMUNITY IMPROVEMENT MAP



### IMPROVEMENTS

- On-Street Facilities
- Crossing
- Signage

### LEGEND

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

Table 1. Brockway Elementary, Winston Middle School, Douglas High School and McGovern Elementary School Infrastructure Needs and Recommendations

Rec #	Recommendation	Responsible Agency	Implementation Next Steps
<b>Brockway Elementary School Grounds</b>			
01	<p><b>Issue:</b> Two street lights are not working along the school driveway (Danielle Dr).</p> <p><b>Recommendation:</b> Repair or replace the two non-functioning street lights to address safety concerns for school staff, parents, and students walking in the dark.</p>	Winston-Dillard School District	Roadway Maintenance Issue
02	<p><b>Issue:</b> The overgrown bushes along the sidewalks pose a potential hazard for students and other pedestrians by obstructing their visibility and limiting accessibility.</p> <p><b>Recommendation:</b> Trim back the bushes along the school driveway to improve the navigability of the sidewalk.</p>	Winston-Dillard School District	Roadway Maintenance Issue
03	<p><b>Issue:</b> Parents park and walk up to the front entrance to pick up their student. Therefore, the dominant flow of parents walking and driving out of the parking lot overlap, creating potential risks for pedestrian-car conflict.</p> <p><b>Recommendation:</b> Construct a sidewalk median extending out into the parking lot, aligned with the front entrance of the school. This will provide pedestrians with a designated space to walk towards the entrance, lowering the risk of potential conflict with vehicles.</p>	Winston-Dillard School District	Add to long-range planning
<b>Brockway Road</b>			
04	<p><b>Issue:</b> The intersection of Danielle Dr and Brockway Rd currently has no marked crosswalk, which creates safety and accessibility concerns for students, staff and visitors walking to and from the school.</p> <p><b>Recommendation:</b> Stripe a high-visibility, continental crosswalk across the south leg of the Danielle Dr and NW Brockway Rd intersection. Install an ADA ramp on the SE corner of the intersection.</p>	City of Winston	Quick build compatible
05	<p><b>Issue:</b> The intersection of Lookingglass Rd and Brockway Rd currently lacks crossing infrastructure, which creates safety and accessibility concerns for pedestrians crossing the intersection (Roadway statistics: 1501 AADT, 35mph speeds, 2 lanes).</p> <p><b>Recommendation:</b> Install a high-visibility, continental crosswalk, yield triangles, and ADA curb ramps. Complete a traffic study to explore the feasibility of a Rapid Rectangular Flashing Beacon (RRFB) at the west leg of intersection of Lookingglass Rd and Brockway Rd.</p> <p>Note: This recommendation is in alignment with TSP's recommendation C4 for transportation system improvements related to crossing projects.</p>	Douglas County	Requires additional traffic analysis

Rec #	Recommendation	Responsible Agency	Implementation Next Steps
06	<p><b>Issue:</b> Although Brockway Rd has been designated as an arterial road in the 2022 TSP, the road currently lacks sidewalks or shared-use pathways.</p> <p><b>Recommendation:</b> Install approximately 1500 linear ft of 6-foot sidewalks per City Street Standards, and construct curb ramps along Brockway Rd between Lookingglass Road and Collins Rd. Prioritize the west side of the street, if needed.</p> <p>Note: This recommendation is in alignment with TSP's recommendation P11 for transportation system improvements related to Sidewalk and Path Projects.</p>	Douglas County and City of Winston	Douglas County is interested in transferring jurisdiction to the City of Winston if the roadway is brought up to City standards.
<b>Douglas High School Vicinity - OR 42</b>			
07	<p><b>Issue:</b> While the existing protected shoulder has been a useful interim improvement, it is not an accessible, permanent facility to connect Douglas High students, parents and staff with the rest of town.</p> <p><b>Recommendation:</b> Replace the current protected shoulder with a new buffered/elevated path to approximately 10 ft wide along OR 42 between Lookingglass Creek and Douglas High School that ties into the existing on-campus path. Consider matching the design of the existing path with curb, gutter and drainage.</p> <p>Note: This recommendation is in alignment with TSP's recommendation M2 for transportation system improvements related to Sidewalk and Path Projects. This also ties into recommendation M1 which recommends the same improvement from Douglas High School to Brockway Rd.</p>	ODOT	ODOT SRTS Construction Grant opportunity
08	<p><b>Issue:</b> After the large housing development is constructed south of OR 42, across from Douglas High School, there will be more pedestrian demand to access the side path on the north side of the school. (Currently, there is no anticipated deadline for this development.) Vehicle access to the development may be from OR 42 and not from Brockway Rd, but a pedestrian and bike connection may be needed for access back to town.</p> <p><b>Recommendation:</b> Consider installing a Rapid Rectangular Flashing Beacon (RRFB) and high-visibility continental crosswalk at the school entrance to connect to the path along the north side of OR 42 back to town. During review of the Traffic Impact Assessment for the housing development, determine if the developer should install these items as part of the development.</p>	ODOT	Requires additional traffic analysis and more detailed design.

Rec #	Recommendation	Responsible Agency	Implementation Next Steps
<b>McGovern Elementary School Grounds</b>			
09	<p><b>Issue:</b> Students walking and biking to McGovern Elementary School can only access campus from the east side along Tumlin Ave, creating a long walk, without access to a route with sidewalks for those who live north and west of the school campus.</p> <p><b>Recommendation:</b> To improve pedestrian and bike access to campus, the school administration should consider opening the north or west school fence gates during arrival and dismissal times. (Pending "Safety Assessment Team Review")</p>	Winston-Dillard School District	Policy decision
10	<p><b>Issue:</b> Existing bike parking is uncovered and of an older design that makes locking bikes difficult.</p> <p><b>Recommendation:</b> Upgrade existing bike parking to covered, U-shaped or staple bike racks.</p>	Winston-Dillard School District	Add to long-range planning
<b>OR 42</b>			
11	<p><b>Issue:</b> Many students walk home from school at McGovern Elementary and cross OR42 at Civil Bend Ave. School and City staff referenced speeding concerns along OR42 and were interested in ways to slow traffic down along OR42 and Civil Bend Ave/ Cary St intersections.</p> <p>At Cary St, a new sidewalk is planned along the west side of the street to connect into the existing crosswalk. The Civil Bend Ave crossing connects to more destinations with less required travel along the highway. More study is needed to determine the recommended location.</p> <p><b>Recommendation:</b> Install an RRFB at the existing marked crosswalk at OR-42 and NW Civil Bend Ave or at Cary St, as recommended in 2022 ODOT Region 3 PIP Process. (See concept plan on page 47 for reference.) Alternatively, consider installing a pedestrian refuge island in the two-way left-turn lane on the west leg of the intersection.</p>	ODOT	Requires additional traffic analysis.
12	<p><b>Recommendation:</b> Install speed feedback signs on the north side of OR-42 by NW Civil Bend Ave to slow southbound traffic, as recommended in the 2022 ODOT Region 3 PIP Process. See concept plan on page 47 for reference.</p>	ODOT	Quick build compatible
13	<p><b>Issue:</b> There is one short 90-ft sidewalk gap that is along the route that students, escorted by teachers, take to leave school campus. The absence of a designated walking space exposes students to potential vehicular hazards and creates accessibility challenges for those with mobility issues.</p> <p><b>Recommendation:</b> Install approximately 90 linear ft of 6-foot sidewalk on the east side of Cary St South of Tumlin Ave as an addition to the ODOT SRTS Construction grant for Cary St and Lookingglass Rd.</p> <p>Note: This recommendation is in alignment with TSP's recommendation P4 for transportation system improvements related to Sidewalk and Path projects.</p>	City of Winston	Consider bundling with the current ODOT SRTS Construction Grant project along Cary St.

Rec #	Recommendation	Responsible Agency	Implementation Next Steps
<b>Lookingglass Road/ Abraham Avenue</b>			
14	<p><b>Issue:</b> The north side of Lookingglass Rd features a mostly complete sidewalk and is the primary SRTS route between different neighborhoods and access to McGovern Elementary. This sidewalk gap is a barrier to a connected, safe route for people walking.</p> <p><b>Recommendation:</b> Install 6-foot sidewalk and curb ramps on the north side of Lookingglass Rd near the intersection of Abraham (from just before Bremner Ln to the intersection).</p>	City of Winston	Long-term improvement.
15	<p><b>Issue:</b> The intersection of Lookingglass Rd and Abraham Ave raises safety concerns for pedestrians, having no marked crossings and visibility challenges caused by the bend in the road. It is a key SRTS route.</p> <p><b>Recommendation:</b> Enhance crossing with features appropriate for the roadway context on Abraham Ave and Lookingglass Rd intersection. Consider adding high-visibility continental crosswalk markings and appropriate signage (S1-1, W16-7P, W16-9P) on the east leg across Lookingglass Rd and on the south leg across Abraham Rd.</p> <p>Note: This recommendation is in alignment with TSP's recommendation C2 for transportation system improvements related to crossing projects.</p>	City of Winston	Long-term improvement.
<b>Winston Middle School Vicinity - Thompson Ave</b>			
16	<p><b>Issue:</b> The eastbound School Zone Speed Limit Sign (R2-1, OS4-8) on Thompson Ave in front of the Community Baptist Church is approx. 900 ft from school property. People driving may speed up after they pass the sign because they think they have already passed through the school zone before they reach the school.</p> <p><b>Recommendation:</b> Relocate the existing eastbound School Zone Speed Limit sign (R2-1, OS4-8) on Thompson Ave in front of the Community Baptist Church closer to the school. Consider installing the School signs (S1-1, S4-3P) where the current School Zone Speed Limit sign is currently located.</p>	City of Winston	Quick build compatible
17	<p><b>Issue:</b> Parents often perform U-turns in front of the school after drop-off and pickup, resulting in slower-moving traffic and an increase in conflicts between pedestrians and drivers.</p> <p><b>Recommendation:</b> Install a "No-U-Turns" signs for eastbound traffic in front of the school.</p>	City of Winston	Quick build compatible

Rec #	Recommendation	Responsible Agency	Implementation Next Steps
18	<p><b>Issue:</b> In front of the school there are several standard, striped crosswalks with fading paint:</p> <ul style="list-style-type: none"> <li>Gregory Dr (east leg)</li> <li>Darrell Ave (east leg)</li> </ul> <p>Many students cross at these locations to access the neighborhoods to the north of the school. This area is congested during student arrival and dismissal as parents line up along the south side of Thompson Ave.</p> <p><b>Recommendation:</b> Re-stripe existing transverse crosswalk with high-visibility continental-style pavement markings. Install advanced pedestrian crossing signs (S1-1, W16-9P) on Darrell Ave and Gregory Dr. Extend curb on north and south corners of Darrell Ave and consider extension at the intersection to decrease crossing distance, improve visibility, and serve as traffic calming for vehicles.</p>	City of Winston	Demonstration project opportunity and ODOT SRTS Construction Grant Priority
19	<p><b>Issue:</b> The City recently installed new crosswalks and an all-way stop at the Grape St and Thompson Rd intersection. Grape St is a key SRTS route connecting the school to the community center and back into a large neighborhood.</p> <p><b>Recommendation:</b> Prioritize Grape St as a key SRTS route for sidewalk infill. Install 6-ft sidewalks on the missing sections of Grape St to enhance pedestrian safety and accessibility.</p>	City of Winston	Long-term improvement



ODOT Region 3 PIP Infrastructure Recommendations for OR 42

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## 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.

Based on the input from the community and findings from the bike and pedestrian facility inventory, the project team develop the maps of Priority SRTS Routes on the following pages. These maps highlight the corridors that should be prioritized as comfortable travel routes for community members of all ages and abilities, particularly students. The route networks depicted on the maps include existing routes with sufficient infrastructure in place, as well as priority routes that are recommended for potential improvements as funding becomes available.

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.

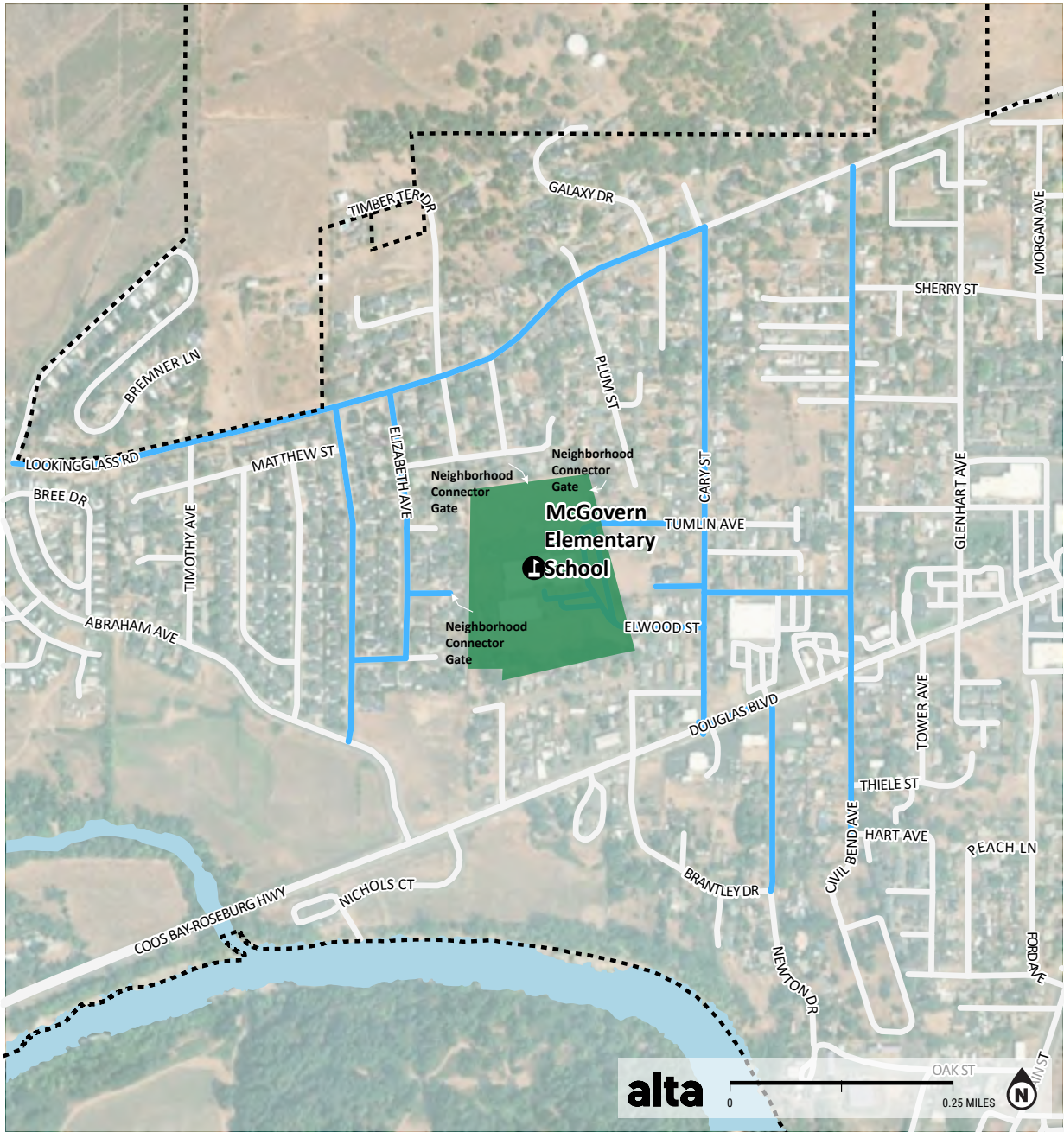


## BROCKWAY ELEMENTARY SCHOOL PRIORITY SRTS ROUTES



### LEGEND

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

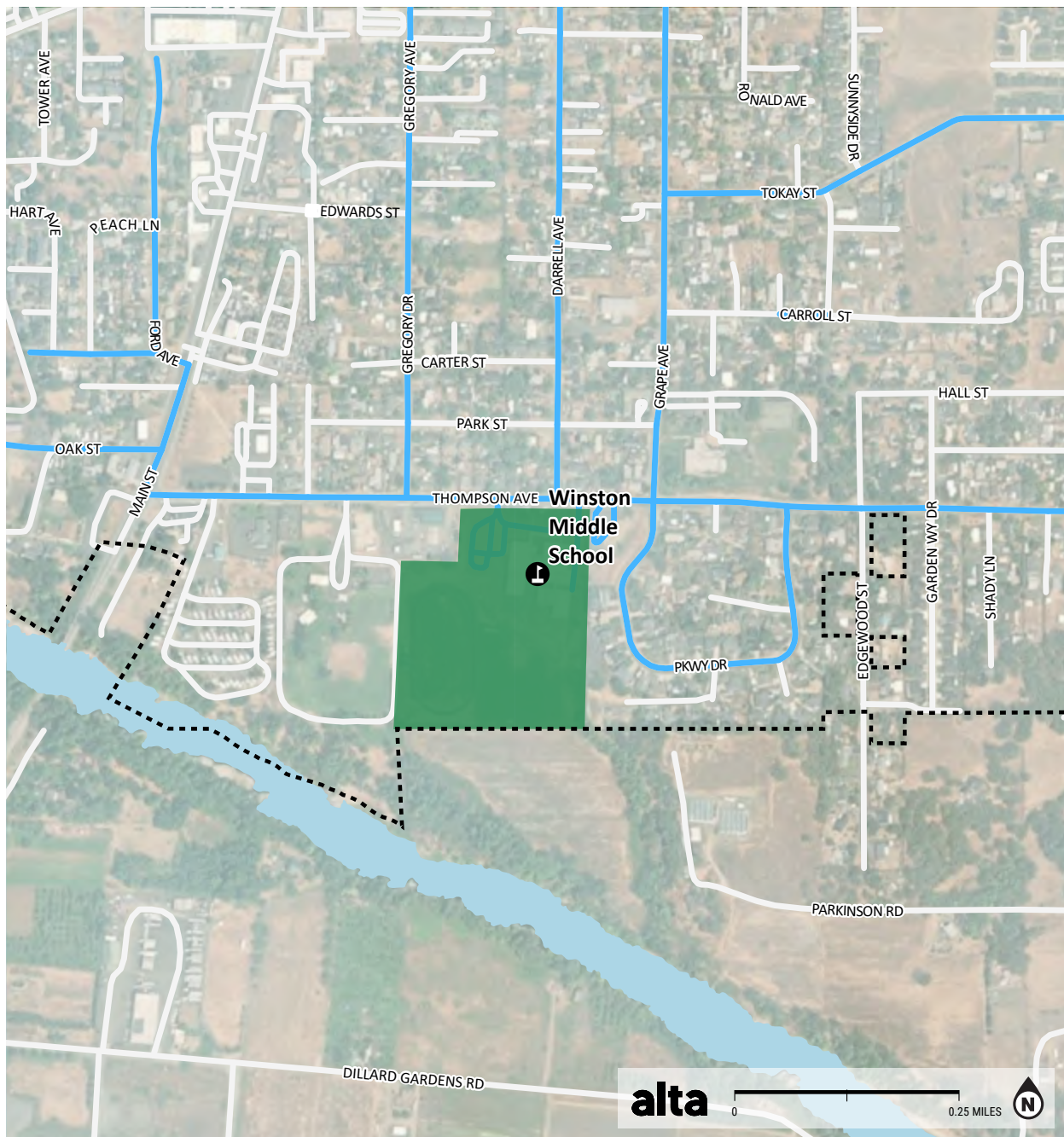


## **MCGOVERN ELEMENTARY SCHOOL** **PRIORITY SRTS ROUTES**



### **LEGEND**

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

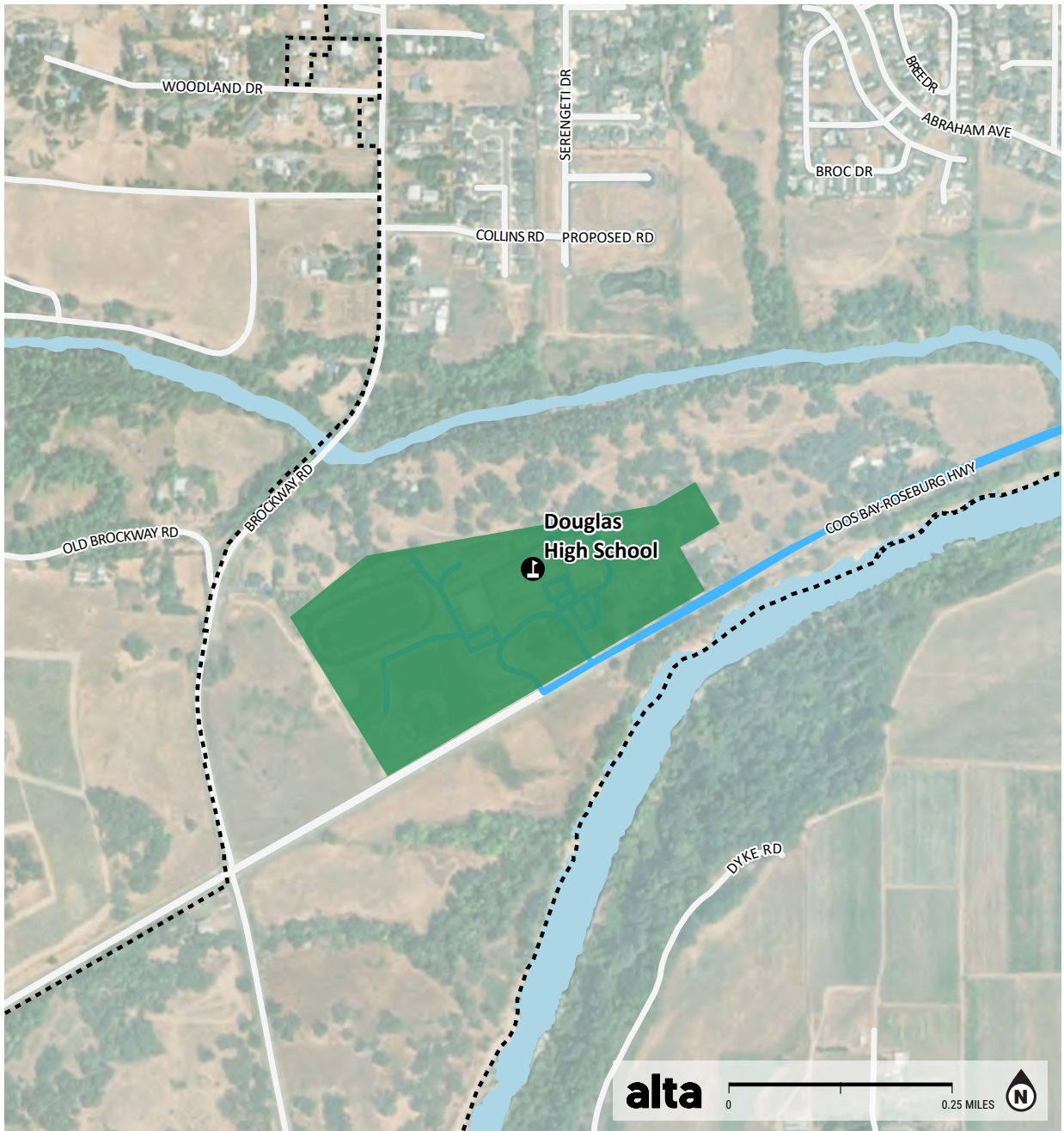


## WINSTON MIDDLE SCHOOL PRIORITY SRTS ROUTES



### LEGEND

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



## DOUGLAS HIGH SCHOOL PRIORITY SRTS ROUTES



### LEGEND

- Suggested Routes
- +— Railroad
- School Property
- Other School Property
- Water
- Parks
- City Boundary

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**Table 2. Brockway Elementary, Winston Middle School, Douglas High School and McGovern Elementary School Education and Encouragement Recommendations**

Activity	Responsible Party	Description (Additional details provided on following page)	Resources Needed	Inclusion Considerations	Measures of Success
Safe Routes to School Coordinator Position	School District, City, County, Public Health, Economic Development District, Community-Based Groups	Apply for funding for a Safe Routes to School Coordinator through the ODOT Competitive Education Grant, in coordination with Douglas County, who currently has a SRTS coordinator through the same grant. Determine the advisory group for this position consisting of staff from different agencies or groups in the community.	Example job description and application materials	Include funds for translation of materials in the scope of this grant and programs where necessary and considerations for students who live too far to walk and bike to school or have a route without all ages and abilities infrastructure.	Receipt of funding from ODOT, hiring of a SRTS Coordinator, meeting established goals and objectives
Walk+Roll to School Day (one of four options listed below)	SRTS Coordinator, Schools	Organize a Walk + Roll to School Day to encourage and celebration of walking and biking at the school. Participate in International Walk+Roll to School Day in October to encourage and incentive 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, printer, incentives or prizes for students (could be solicited from local businesses or ordered for free through ODOT), 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
<a href="#">Ruby Bridges Walk to School Day</a>	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 can 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

Activity	Responsible Party	Description (Additional details provided on following page)	Resources Needed	Inclusion Considerations	Measures of Success
<a href="#">Earth Month - Oregon Safe Routes to Schools</a>	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
<a href="#">Winter Walk to School Day</a>	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
The Walk+Roll May Challenge	SRTS Coordinator, Schools	This annual event encourages kids and families to walk, bike, and roll to school and to stay active and healthy.	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 can participate on campus. Consider locations to hold a remote drop-off site.	Number of students and community members participating
Walk Around Campus Event (AKA walk-a-thons)	SRTS Coordinator, Schools	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.	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

Activity	Responsible Party	Description (Additional details provided on following page)	Resources Needed	Inclusion Considerations	Measures of Success
Walk + Roll Anywhere	Teachers/ School Staff	Schools can organize Walk + Roll encouragement days that involve walking and rolling around the community. To further incentivize participation, on walks in local parks or along popular trails, families could scan a QR code to log their trip and be entered into a contest to win great prizes. This event allows students and families to explore other beautiful trails, parks and places that may be less car-centric.	QR code to enter, raffle for winners	Routes to schools may be along busy, high-speed highways, making daily biking and walking difficult for students.	Number of students participating, skills learned, number of volunteers
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
Parent Education and Outreach	School district, Schools	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	Cones, barricades, paint, signage	Provide parent engagement materials in Spanish, or other languages as needed.	Feedback from families
Pedestrian and Bike Safety Education	School District leadership, SRTS Coordinator, Schools	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.	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 can 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
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

Activity	Responsible Party	Description (Additional details provided on following page)	Resources Needed	Inclusion Considerations	Measures of Success
Train-the-Trainer Bike and Pedestrian Education	Teachers/ School Staff	Provide training for Physical Education teachers to facilitate bicycle and pedestrian education in schools.	Free education with the potential to include bike fleets and helmets for student use.	Consider how students with disabilities could participate	Number of students participating, skills learned, number of volunteers
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	Number of students participating; feedback from families

# 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. An 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.

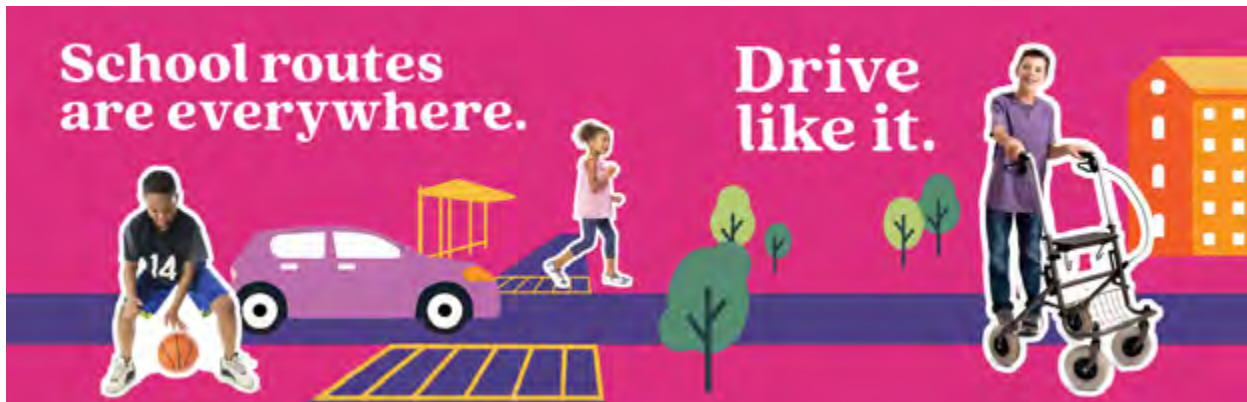
Funding for SRTS coordinators is available through [ODOT's competitive Education Grant](#) process, as well as some regional and local governments. This grant can also provide technical assistance with hiring a coordinator, developing a work plan, and getting the program off the ground.

## 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.



## 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.



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05



IMPLEMENTATION

# IMPLEMENTATION

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

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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

Project management team participants provided feedback on how actions and recommendations should be prioritized in their community, discussing various criteria (see sidebar on this page). This exercise requires thinking about trade-offs between different goals and actions. Participants felt that safety and feasibility are important to consider for SRTS projects in the community.



### 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*

## 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 64) provides additional project-specific information needed for ODOT grant applications.

The City of Winston will be the relevant agency to prepare the Competitive ODOT SRTS IN Grant these projects.

**Table 3. City of Winston Implementation Priority Projects**

PROJECT DESCRIPTION	PLANNING-LEVEL COST ESTIMATE
Mobilization	\$52,300
Traffic Control	\$78,400
Erosion Control	\$10,500
1- School Zone speed limit sign on Thompson Ave	
REMOVE SIGN	\$100
INSTALL SPEED LIMIT SIGN	\$350
INSTALL NO U-TURN SIGN	\$350
2- Re stripe crosswalk along Thompson Ave	
REMOVE PAVEMENT MARKING	\$1,360
INSTALL CROSSWALK WARNING SIGN	\$1,000
INSTALL CONCRETE CURB EXTENSION - FULL CORNER	\$80,000
INSTALL MARKED CROSSWALK	\$4,400
3- Thompson Ave at Grape St sidewalk installation	
INSTALL CONCRETE SIDEWALK	\$364,590
INSTALL ADA CURB RAMP	\$66,000
INSTALL ADA DETECTABLE WARNING SURFACE	\$4,400
Additional Costs	\$386,400
CONSTRUCTION ENGINEERING	\$99,600
CONTINGENCY	\$305,400
SOFT COSTS (DESIGN ENGINEERING, PERMITTING)	\$213,800
<b>TOTAL PROJECT COST</b>	<b>\$1,282,550</b>

Table 4. Project Details for ODOT SRTS Competitive Construction Grant

PROJECT DESCRIPTION	RESPONSE FOR CITY OF WINSTON
Relevant Right of Way ownership	Right of Way could be an issue on recommendation 3.
Utility implications	Recommendation 3 would have several utility conflicts along Grape Street on the east side. These include overhead power lines and fire hydrants. Several locations may be able to fit within the space between the edge of asphalt and the powerlines. Mitigation opportunities could be to remove the existing striped bike lane and replace it with a wider path that would not encroach on Right of Way or utilities.
Environmental resource implications	None observed at this time.
Stormwater management implications	If curb and gutter is desired, inlets would need to be included. Another opportunity would be to have sheet flow past the sidewalk or a channel instead of curb and gutter.
Near a railroad? Or bridge, tunnel, retaining wall affected?	No
AADT	Approximately 1,000 vehicles per day
Priority Safety Corridor <sup>1</sup>	No

<sup>1</sup> *Priority Safety Corridor is a road where the posted speed or 85th percentile speed of traffic is 40 miles per hour or greater, OR if any two of the following apply:*

- *Posted speed limit is 30 miles per hour or greater;*
- *More than 2 lanes or a crossing distance greater than 30 feet;*
- *12,000 or greater annual average daily traffic;*
- *Has a demonstrated history of crashes related to school traffic*

## Implementation Next Steps

The immediate next step for the implementation of the education recommendations is to apply for the ODOT SRTS Education Grant to fund a district SRTS coordinator position. It is crucial to involve the City of Winston for their support for the application and program, as well as the Education Service District who also has a SRTS Program.

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.

### 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 roll to school.



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](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](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](http://apps.saferoutesinfo.org/training/walking_school_bus/liabilitytipsheet.pdf)

Tactical Urbanism and Safe Routes to School

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

## STATE RESOURCES

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

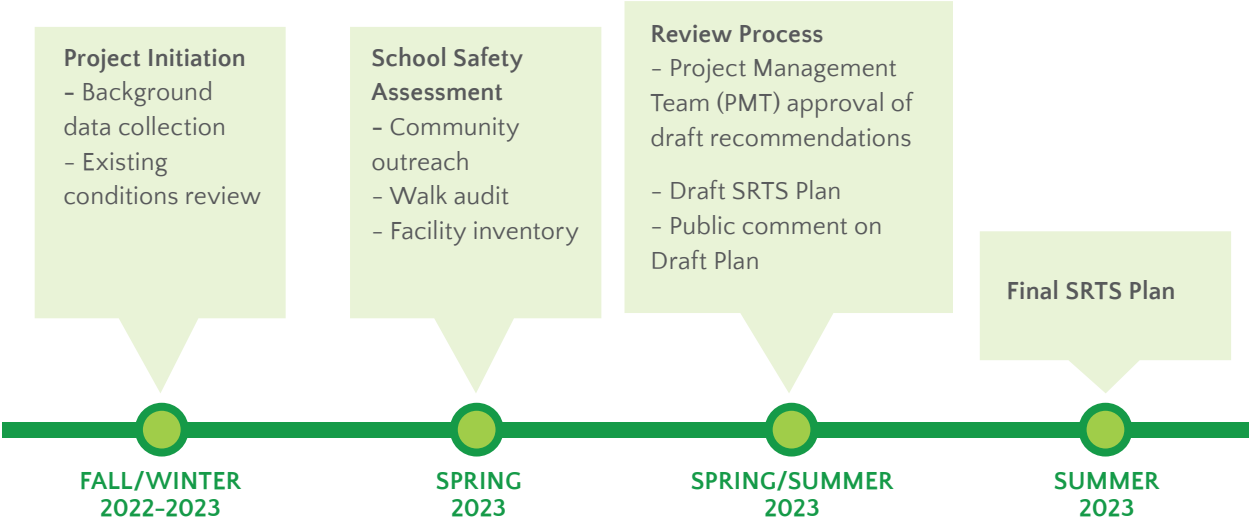
1. Coordination between practitioners through Regional Hubs that meet monthly  
<https://www.oregonsaferoutes.org/contact>
2. Trainings and resource guides, which can be found on the Oregon SRTS website  
<https://www.oregonsaferoutes.org/resources/>
3. Incentives, activities, and messaging for monthly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

### OREGON BICYCLE AND PEDESTRIAN PLAN (2016)

#### Purpose

The intent of the Oregon Bicycle and Pedestrian Plan (OBPP) is to create a policy foundation that supports decision-making for walking and biking investments, strategies, and programs that help to develop an interconnected, robust, efficient, and safe transportation system. The OBPP establishes the role of walking and biking as essential modes of travel within the context of the entire transportation system and recognizes the benefit of these modes to the people and places in Oregon.

#### Goals

The OBPP provides direction for what needs to be achieved, including 20 policies and associated strategies designed to help develop, sustain, and improve walking and biking networks. It identifies nine goals based upon the broader goals of the OTP that reflect statewide values and desired accomplishments relating to walking and biking:

- Goal 1: Safety
- Goal 2: Accessibility and Connectivity
- Goal 3: Mobility and Efficiency
- Goal 4: Community and Economic Vitality
- Goal 5: Equity
- Goal 6: Health
- Goal 7: Sustainability
- Goal 8: Strategic Investment
- Goal 9: Coordination, Cooperation, and Collaboration

The OBPP also provides background information related to state and federal law, funding opportunities, and implementation strategies proposed by ODOT to improve bicycle and pedestrian transportation. It outlines the role that local jurisdictions play in the implementation of the Plan, including the development of local pedestrian and bicycle plans as stand-alone documents within TSPs.

### CITY OF WINSTON, TRANSPORTATION SYSTEM PLAN UPDATE 2022

#### Goals and Objectives (relevant to this project)

- **Accessibility & Connectivity:** Develop an interconnected, multimodal transportation network that connects all members of the community to destinations within and beyond Winston.  
  
Objectives:
  - Improve existing connections and create new connections between households and schools, parks, transit stops, employers, neighborhood commercial centers, health and social services, and other essential destinations.
  - Provide for off-roadway walkways and bikeways that help to connect communities, provide travel options, promote health through active living, and promote walking and biking tourism.
- **Equity:** Provide an equitable, balanced, and connected multi-modal transportation system.  
  
Objectives:
  - Provide equitable multi-modal access for underserved and vulnerable populations to schools, parks, employers, neighborhood commercial centers, health and social services, and other essential destinations.
  - Provide connections for all modes that meet applicable City and Americans with Disabilities Act (ADA) standards.
  - Provide a reliable and convenient transportation system that connects people of all ages, abilities, and income levels between destinations by way of public transportation.
- **Health, Safety, & Security:** Provide a transportation system that is safe and secure for all modes and people of all abilities and enhances the health of residents and users.

#### Objectives:

- Provide safe, convenient, and direct pedestrian and bicycle facilities and routes to promote health and the physical and social well-being of Winston residents, to reduce vehicular traffic congestion, to provide transportation and recreational alternatives, and to support multimodal access to health-supportive goods and services.
- Address existing safety issues at locations with a history or high risk of crashes for vehicles, bicyclists, and/or pedestrians.
- **Mobility:** Optimize the performance of the transportation system for the efficient movement of people and goods.

#### Objectives:

- Reduce reliance on single-occupancy vehicle trips by developing and maintaining bicycle and pedestrian facilities that encourage non-vehicular travel and provide safe, convenient, and attractive passage for pedestrians and bicyclists.
- Balance local circulation and pedestrian and bicycle needs with freight mobility needs through planning and design guidance and coordination; prioritize efficient freight movement on identified freight routes (versus local streets).

### Existing Conditions

#### Walking and Rolling Facilities

A combination of separated pathways, sidewalks, and enhanced crossings are provided along the state highway; sidewalks and enhanced crossings are also available along Main Street.

Along the local system, many of the collector and local streets within the community currently lack facilities for people walking and rolling. Exceptions include sections of Lookingglass Road, Abraham Avenue, Thompson Avenue, Tokay Street, Glenhart Avenue, Grape Avenue, and Sherry Street where

sidewalks are present along one or both sides of the street, as shown in aerial imagery.

#### Biking Facilities

A combination of separated pathways, enhanced crossings, wide shoulders, and striped bike lanes are provided along the state highway through Winston; bike lanes and enhanced crossings are also available along Main Street.

Like with walking and rolling facilities, many of the local collector and local streets currently lack dedicated biking facilities. Some exceptions include sections of Lookingglass Road, Grape Avenue, Gregory Drive, and Civil Bend Avenue where striped bike lanes are present on one or both sides of the street. Streets lacking dedicated biking facilities require that people biking share the road with people driving.

#### Pedestrian Level of Traffic Stress

The Pedestrian Level of Traffic Stress (PLTS) score is determined based on the presence, condition, and width of sidewalk, the presence, type, and width of sidewalk buffers (e.g., planter strips), and the general surrounding land use (See following Table for the definition of PLTS Scores). Refer to next map for Winston's Pedestrian Level of Traffic Stress.

The following street segments have PLTS ratings of two or lower, meaning a facility is more comfortable for a person walking, on at least one side of the roadway:

- Abraham Avenue from Lookingglass Road to OR 42
- Thompson Avenue from Main Street to Edgewood Drive
- Tokay Street from Winston Road to the UGB
- Glenhart Avenue from Lookingglass Road to OR 42
- Grape Avenue from Hall Street to Thompson Avenue
- Sherry Street from OR 42 to Rose Avenue
- OR 42 from Douglas High School to Glenhart Avenue
- OR 42 from Lookingglass Road to the UGB

Table 5. Project Details for ODOT Competitive Infrastructure Grant

PLTS	RATING DEFINITION OF PLTS SEGMENT, SUITABILITY, AND CONDITION
1	Represents little to no traffic stress, suitable for all users including children 10 or younger, groups of people, and people using wheeled mobility devices. Provides a separate facility with a buffer between pedestrians and vehicular traffic.
2	Represents little traffic stress but requires more attention to the traffic situation than what young children may be capable. Suitable for children over 10, teens, and adults. Provides sidewalks in good condition; roadways may have higher speeds and volumes.
3	Represents moderate stress and is suitable for adults. An able-bodied adult would feel uncomfortable but safe using this facility. Includes higher speed roadways with smaller or no buffers. Small areas in this facility may be impassable  for a person using a wheeled mobility device. Some users are willing to use this facility.
4	Represents high traffic stress. Only able-bodied adults with limited route choices would use this facility. Traffic speeds are moderate to high with narrow or no pedestrian facilities provided. Only the most confident users are willing to use this facility.

**Transportation System Improvements:**

The recommended multi-modal transportation projects are organized into the following categories for implementation based on complexity, likely availability of funding, and assessment of need:

- Intersection and Street Solutions
- Priority Pedestrian Corridors and Crossing Locations
- Bike Facilities
- Transit

**Intersection Projects**

Two intersections were identified for needing traffic control changes to address intersection safety and operations. Both intersections are located along OR 42 and include:

**Lookingglass Road (intersection project I1)**

Multiple changes to the OR 42 / Lookingglass Road intersection were evaluated with the intent to improve traffic operations and safety conditions and with consideration of near-term and long-term needs, including:

- Separating the left- and right-turn movements on Lookingglass Road
- Implementing an eastbound acceleration lane or

two-stage median on OR 42

- Signalizing the intersection
- Converting the intersection to a roundabout

**Brockway Road (intersection project I2)**

ODOT is currently evaluating the installation of a roundabout at the OR 42 / Brockway Road intersection.

**Street Projects**

Three street corridors were identified as priorities for urban upgrades, including the reconstruction of the following roads to major collector street standards:

- Lookingglass Road from west UGB to OR 42,
- Thompson Avenue from Hall Street to Winston Road, and
- Winston Road from Thompson Avenue to Tokay Street These three corridors, both individually and taken together, provide important connections for people to access the civic uses and schools in the city.

**Functional Classification Changes**

The City's Street functional classification system organizes the roadway network into a balanced hierarchy of mobility and access to, though, and between different types of land uses. Over time,



## Priority Pedestrian Corridors and Crossing Locations

The City relies on two primary types of pedestrian facilities to best serve different walking trips for people of all ages and abilities. Pedestrians must feel safe and comfortable and have convenient access to their desired destinations. These facility types include:

- Paved sidewalks adjacent to roadways: these are important for the basic mobility of all people walking and rolling and particularly those with disabilities. Setback sidewalks (featuring a planted barrier between the sidewalk and travel way) can create more comfort and safety for people walking.
- Shared-use pathways are separate from the street and are designed for walking, rolling, and bicycling. Where space allows, corridors with more pedestrian and bicycle traffic may be developed with redundant paths to separate people walking from people biking. The paths for people walking or running may be unpaved depending on the intended use. Where space is more constrained, a wider paved path with striping can serve people walking and biking and delineate uses.

The priority pedestrian corridors include both new sidewalks and pathways that address the following needs identified through analysis of existing and future system deficiencies:

- Filling gaps in the sidewalk network between neighborhoods, schools, parks, recreational areas, activity centers, transit stops, and to regional attractions;
- Incorporating arterial and collector street crossings and safety enhancements;
- Providing a sidewalk or shared-use pathway along all arterial, major collector and residential collector streets in the City; and
- Educating on walking safety and access to key routes.

The prioritized locations for pedestrian system improvements and crossing projects are summarized in the following tables and identified in the Figure.

Table 6. Sidewalk and Path Projects and Evaluation Results (Transportation System Improvements)

ID	STREET	LIMITS	DESCRIPTION	LEVEL OF SUPPORT FOR TSP GOALS & OBJECTIVES
M1	OR 42	Brockway Road to Douglas High School	Install a new path wider than 6 feet that ties into the existing path. Consider buffering and/or elevating.	High
M2		Douglas High School to Abraham Avenue	Install a new path wider than 6 feet that ties into the existing path. Consider buffering and/or elevating.	High
P4	Cary Street	OR 42 to Lookingglass Road	Install 6-foot sidewalks per City street standards	High
P5	Civil Bend Avenue	OR 42 to Lookingglass Road	Install 6-foot sidewalks per City street standards	High
P6	Tumlin Avenue / Elwood Drive	McGovern Elementary School to Cary Street	Install 6-foot sidewalks per City street standards	High
P7	Abraham Avenue	Sidewalk tie-in to OR 42	Install 6-foot sidewalks per City street standards	High
P11	Brockway Road	Lookingglass Road to south UGB	Install 6-foot sidewalks per City street standards	High

Table 7. Crossing Projects and Evaluation Results (Transportation System Improvements)

ID	STREET	DESCRIPTION	LEVEL OF SUPPORT FOR TSP GOALS & OBJECTIVES
C2	Cary Street / Lookingglass Road	Enhance crossing with features appropriate for the roadway context	High
C3	Abraham Avenue / Lookingglass Road	Enhance crossing with features appropriate for the roadway context	High
C4	Brockway Road / Lookingglass Road	Enhance crossing with features appropriate for the roadway context	High
C5	OR 42 / Cary Street	The SRTS Plan may identify improving this existing marked crosswalk in the school route with an RRFB in coordination with ODOT	High
C6	OR 42 / NW Civil Bend Avenue	The SRTS Plan may identify improving this existing marked crosswalk in the school route with an RRFB in coordination with ODOT	High

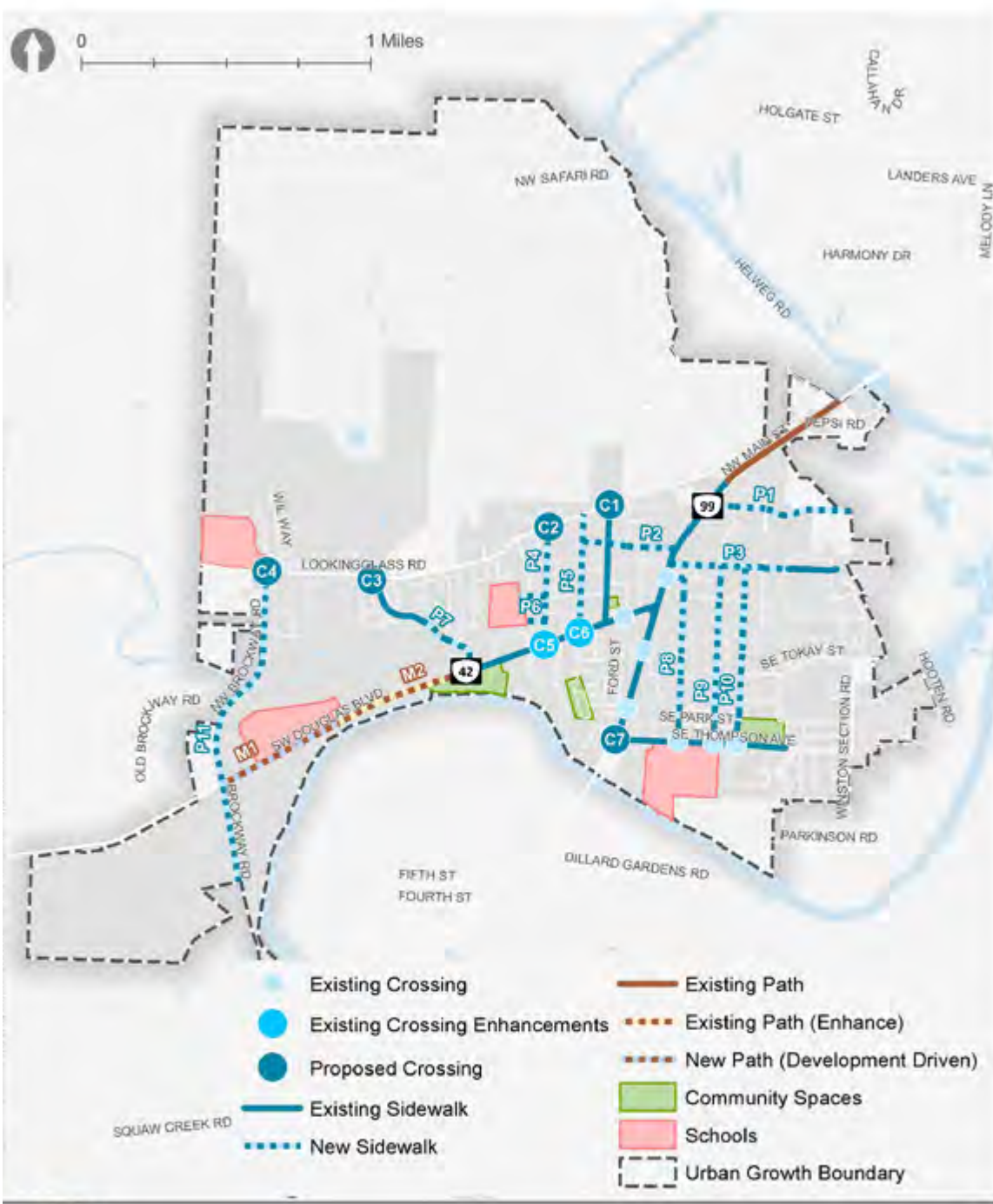


Figure 3

## Priority Pedestrian Corridors Winston, Oregon

City of Winston's Priority Pedestrian Corridors and Crossing Projects (Transportation System Improvements)

## Bike Facilities

To encourage increased travel by bicycle, the TSP provides a list of prioritized bike facility projects as well as programs that will improve safety, convenience, and direct connections for this mode. The City relies on shared-use pathways and on-street bike lanes to serve people riding bikes of all ages and abilities.

The bicycle-oriented projects and programs in the TSP focus on:

- Providing a more complete bicycle route network throughout the City, including parallel routes to OR 42 and Main Street (OR 99) for less experienced riders;
- Creating a loop of bicycle facilities/pathways around the City (i.e., providing a continuous connection along Lookingglass Road to Abraham Avenue to Thompson Avenue to Winston Section Road) that can be comfortably be used by children and teens as well as people who chose not to or are unable to travel by car for daily activities, including recreation;

- Educational programs;
- Connections to transit stops and a potential transit hub.

The following Table and Figure identify projects for key biking routes in Winston.

Table 8. Sidewalk and Path Projects and Evaluation Results (Transportation System Improvements)

				LEVEL OF SUPPORT FOR TSP GOALS & OBJECTIVES
ID	STREET	LIMITS	DESCRIPTION	
B2	Abraham Avenue	Lookingglass Road to OR 42	Install 6-foot bike lanes consistent with Major/Residential Collector standard	High
B3	Brockway Road	Lookingglass Road to south UGB	Install 6-foot bike lanes consistent with Major Collector standard	Medium



### **Crash History Summarized In The Transportation System Plan Update**

Eight serious injury crashes were reported in the project study area between 2015 and 2019.

- Two crashes occurred at the OR 42/Brockway Road intersection:
  - The first took place at 4:00 PM on a Monday in June 2015 under clear, daylight conditions and on a dry roadway surface. This angle crash resulted from the driver not yielding the right-of-way. No speeding, drugs, or alcohol were reported as involved.
  - The second took place at 6:00 PM on a Monday in November 2015 under cloudy, dark conditions (no street lights) and on a dry roadway surface. This turning movement crash resulted from the driver not yielding the right-of-way. No speeding, drugs, or alcohol were reported as involved.
- One crash occurred near the OR 42/Pepsi Road intersection at 10:00 PM on a Friday in November 2015 under cloudy, dark conditions (no street lights) and on a dry roadway surface. This turning movement crash resulted from the driver not yielding the right-of-way. No speeding, drugs, or alcohol were reported as involved.
- One crash occurred on OR 42 west of Rose Street at 6:00 PM on a Sunday in November 2018 under clear, dark conditions (with street lights) and on a dry roadway surface. This angle crash resulted from the driver not yielding the right of-way. No speeding, drugs, or alcohol were reported as involved.
- One crash occurred near the OR 42/Baker Street intersection at 1:00 PM on a Sunday in June 2019 under clear, daylight conditions and on a dry roadway surface. This turning movement crash resulted from the driver not yielding the right-of-way. No speeding, drugs, or alcohol were reported as involved.
- One crash occurred on OR 42 in a school zone near Douglas High School at 1:00 PM on a Wednesday in December 2018 under cloudy, daylight conditions and on a dry roadway surface. This fixed-object crash resulted from the driver losing control of the vehicle, failing to maintain the lane, and running off the road. No speeding, drugs, or alcohol were reported as involved.
- One crash occurred near the OR 42/Helweg Road intersection at 5:00 AM on a Sunday in November 2019 under foggy, dark conditions (with street lights) and on a dry roadway surface. This fixed-object crash resulted from the driver losing control of the vehicle, failing to maintain the lane, and running off the road. No speeding, drugs, or alcohol were reported as involved.
- One crash occurred near the Lookingglass Road/Safari Road intersection at 12:00 PM on a Friday in April 2015 under clear, daylight conditions and on a dry roadway surface. This turning movement crash resulted from the driver making a left turn in front of oncoming traffic. No speeding, drugs, or alcohol were reported as involved.

### **Pedestrian And Bicycle Crashes**

Five crashes involving people walking or biking were reported during the study period in Winston UGB.

- Three pedestrian crashes occurred resulting in various injury severities:
  - One crash took place near the OR 42/Baker Street intersection at 5:00 AM on a Monday in November 2015 under cloudy, dark conditions (with streetlights) and on a dry roadway surface. The crash resulted from the driver not yielding the right-of-way to the pedestrian and careless driving. The pedestrian sustained minor injuries. No speeding, drugs, or alcohol were reported as involved.
  - One crash took place near the OR 42/Sherry Street intersection at 5:00 PM on a Sunday in December 2015 under rainy, dark conditions (with streetlights) and on

a wet roadway surface. The crash resulted from the pedestrian being in the roadway illegally and not wearing visible clothing. The pedestrian sustained minor injuries. No speeding, drugs, or alcohol were reported as involved.

- One crash took place on Pepsi Road just east of OR 42 at 11:00 PM on a Wednesday in July 2016 under clear, dark conditions (no street lights) and on a dry roadway surface. The crash resulted from the pedestrian being in the roadway illegally and not wearing visible clothing as well as the driver using a cell phone. The pedestrian sustained moderate injuries. No speeding, drugs, or alcohol were reported as involved.
- Two bicyclist crashes occurred resulting in moderate injuries:
  - One crash took place on Grape Avenue near the entrance to the Winston Community Center at 1:00 PM on a Tuesday in August 2017 under clear, daylight conditions and on a dry roadway surface. This crash resulted from the cyclist riding through a stop sign while a vehicle was driving northbound through the intersection. No speeding, drugs, or alcohol were reported as involved.
  - One crash took place on OR 42 east of Civil Bend Avenue at 11:00 AM on a Tuesday in July 2018 under clear, daylight conditions and on a dry roadway surface. This crash resulted from the motorist not yielding the right-of-way to the cyclist as it turned off the highway. No speeding, drugs, or alcohol were reported as involved.

Next map summarizes all above mentioned crashes.



## STUDENT TRANSPORTATION SERVICES POLICY DOCUMENT (Last updated 2020)

School transportation services will be provided for students to and from school and for transporting students to and from curricular and extracurricular activities sponsored by the district transporting from one school or facility to another school-sponsored field trips that are extensions of classroom learning experiences. Transportation will be provided for homeless students to and from the student's school of origin<sup>1</sup> as required by the Every Student Succeeds Act (ESSA). Services shall be provided throughout the regularly scheduled year and during the regular school day as determined by the Board.

Elementary students in grades K-8 who live more than one mile from school will be transported. Secondary students in grades 9-12 who live more than one and one-half miles from school will be transported. Mileage exceptions for health, safety or disability will be made in accordance with the district's approved supplemental plan.

## Transit Information

The Umpqua Public Transportation District (UPTD) serves the City of Winston, the unincorporated community of Umpqua and Douglas County. Here is a list of bus stops near focus schools:

- The nearest bus stop to Douglas High School is on Abraham Ave and Teal St, 0.6 miles from the school.
- The nearest bus stop to Brockway Elementary School is on Abraham Ave and Anne Ave, 0.6 miles from the school.
- The nearest bus stop to McGovern Elementary School (at Winston Laundry) is on Coos Bay Roseburg Hwy and SW Newton Dr and is 0.2 miles from the school. Also, The Douglas Blvd bus stop (at Abby's) is 0.4 miles from the school. The bus routes that stop here are Route 99 and the Winston Greyline. Route 99 runs once a day,

and the Winston Greyline stops about every hour.

## Previous SRTS Efforts or Walking/Biking Encouragement Activities

### EDUCATION AND ENGAGEMENT ACTIVITIES

The City of Winston has not participated in any education and engagement SRTS activities to date.

### CONSTRUCTION ACTIVITIES

The City of Winston was awarded a 2023 ODOT SRTS Construction Grant to fund sidewalk improvements near McGovern Elementary. They also participated in an ODOT Region SRTS Project Identification Process, which outlined improvements on OR 42 near McGovern Elementary School. These recommendations were incorporated into the 2022 TSP Update.

### High-level problem statement for Winston SRTS Construction Grant:

Currently, the area surrounding McGovern Elementary School has no safe passage for pedestrians. Some of the surrounding streets have a curb and gutter, but no sidewalk, while some streets have nothing at all. There are no marked crosswalks or crossing signage, forcing children and their families to walk on the roads and to cross busy streets without adequate protection.

Therefore, this project will add pedestrian routes to the area as well as separate their traffic from bicyclists. The addition of pedestrian ramps, sidewalks, marked crossings, and flashing beacons will create a vastly safer space for everyone who enjoys the area, and most importantly, the children going to and from school. The primary affected school for this application was McGovern Elementary School and the primary location of the proposed improvements is both sides of Lookingglass Road (3000 feet in length), Cary St (2100 feet in length), Tumlin Ave and Elwood Dr. Improvements included in

this application are:

**Lookingglass Road:**

- 18 marked crosswalks
- 2 rectangular rapid flashing beacons or pedestrian hybrid beacons
- 830 lineal feet of sidewalks
- 3 school zone improvements
- 5 warning signs

**Cary Street:**

- 8 marked crosswalks
- 1 rectangular rapid flashing beacon or pedestrian hybrid beacon
- 1900 lineal feet of sidewalks
- 8 in-street pedestrian crossing signs
- 1 school zone improvement
- 4 warning signs

**Tumlin Ave:**

- 1 marked crosswalk
- 850 lineal feet of sidewalks
- 2 in-street pedestrian crossing signs
- 1 school zone improvement

**Elwood Dr:**

- 650 lineal feet of sidewalks
- 1 in-street pedestrian crossing signs
- 1 warning signs

## 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.

### PEDESTRIAN AND BICYCLIST COLLISIONS

Between 2016 and 2020, there were three reported vehicle collisions involving people walking and biking within one mile of McGovern Elementary School and Winston Middle School and there were crashes involving a bike or pedestrian in the vicinity of Douglas High School and Brockway Elementary School. Notable information about pedestrian- and bicycle-involved collisions is outlined below:

- All of these collisions resulted in minor injuries
- Two of the three collisions involved a cyclist, and one involved a pedestrian.

No reported Vehicle collisions involving people walking and biking within half a mile of Douglas High school and McGovern Elementary School, Winston Middle School and Brockway Elementary School (2016-2020)

Between 2016 and 2020, there were multiple vehicle-only collisions around focus schools. While these crashes did not involve pedestrians and bicyclists, they may indicate areas of potential danger for all road users. Additional details on these collisions are as follows:

There were 44 reported vehicle-only crashes within one mile of **Brockway Elementary School** (map on page 87 shows vehicle-only collisions within half a mile of this school). Notable information about pedestrian- and bicycle-involved collisions is

outlined below:

- All of these collisions resulted in minor injuries and no fatal accident was reported
- Out of the 44 collisions, 21 occurred on Coos Bay-Roseburg Hwy, 10 occurred on Brockway Rd, and 4 occurred on Lookingglass Rd
- Out of 44 vehicle-only crashes, 24 occurred at intersections, most of which had stop signs

There were 55 reported vehicle-only crashes within one mile of **Douglas High School** (map on page 88 shows vehicle-only collisions within half a mile of this school). Notable information about pedestrian- and bicycle-involved collisions is outlined below:

- All of these collisions resulted in minor injuries and no fatal accident was reported
- Out of the 55 collisions, 24 occurred on Coos Bay-Roseburg H, 15 occurred at Brockway Rd and 4 occurred on Lookingglass Rd
- Out of 55 vehicle-only crashes, 27 occurred at intersections, most of which had stop signs

There were 120 reported vehicle-only crashes within one mile of **McGovern Elementary School** and **Winston Middle School** (maps on pages 89-90 show vehicle-only collisions within half a mile of McGovern Elementary school and Winston Middle School). Notable information about pedestrian- and bicycle-involved collisions is outlined below:

- All of these collisions resulted in minor injuries and no fatal accident was reported
- Out of the 120 collisions, 8 occurred on Baker St, 8 occurred at Brockway Rd and 17 occurred on Lookingglass Rd and 20 at South Main St.
- Out of 120 vehicle-only crashes, 42 occurred at intersections, most of which had stop signs or traffic signals



## ALL CRASHES INVOLVING VEHICLES 2016-2020

**alta**



### 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



## ALL CRASHES INVOLVING VEHICLES 2016-2020

**alta**

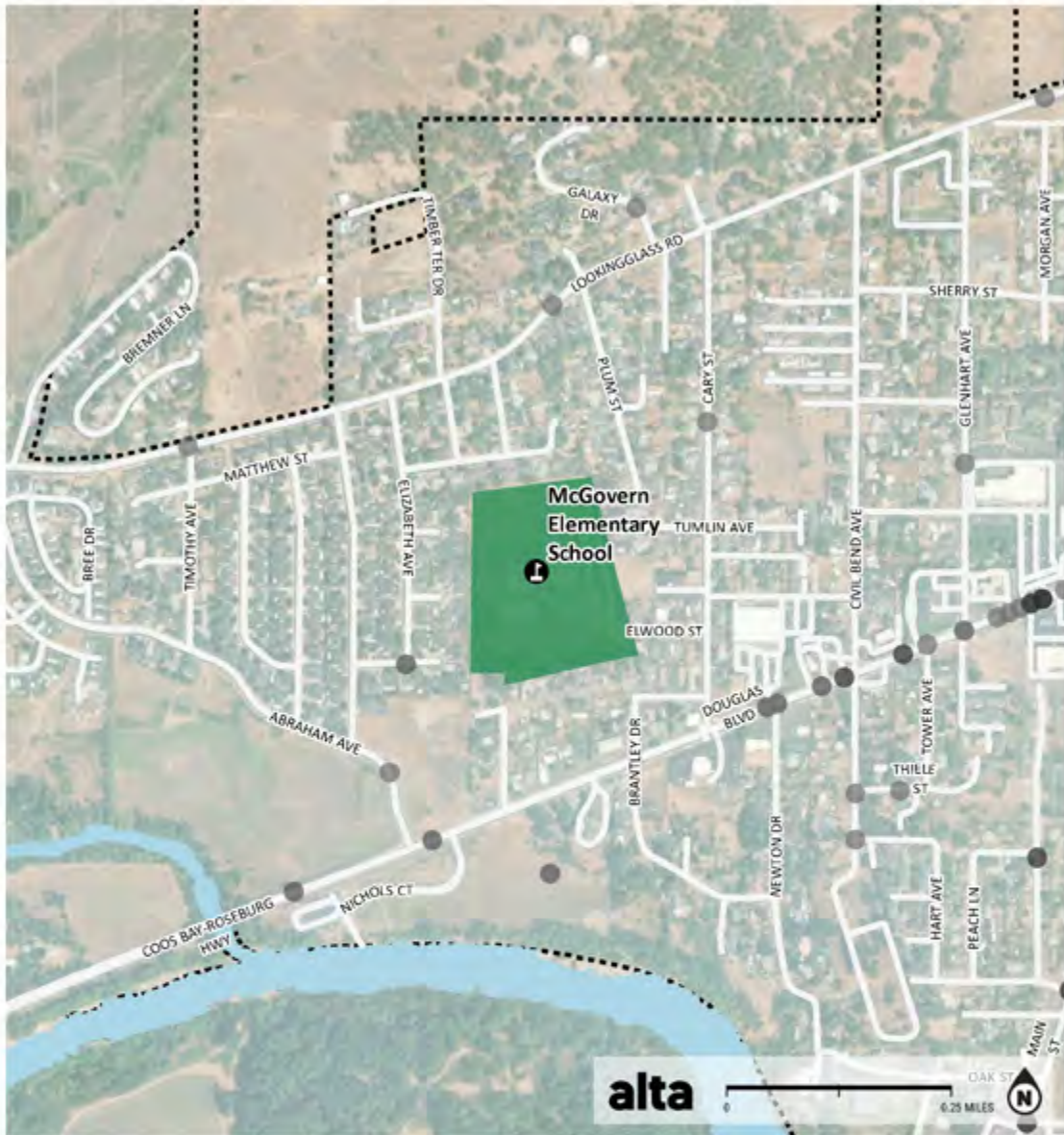


### CRASH SEVERITY

- 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



## ALL CRASHES INVOLVING VEHICLES 2016-2020

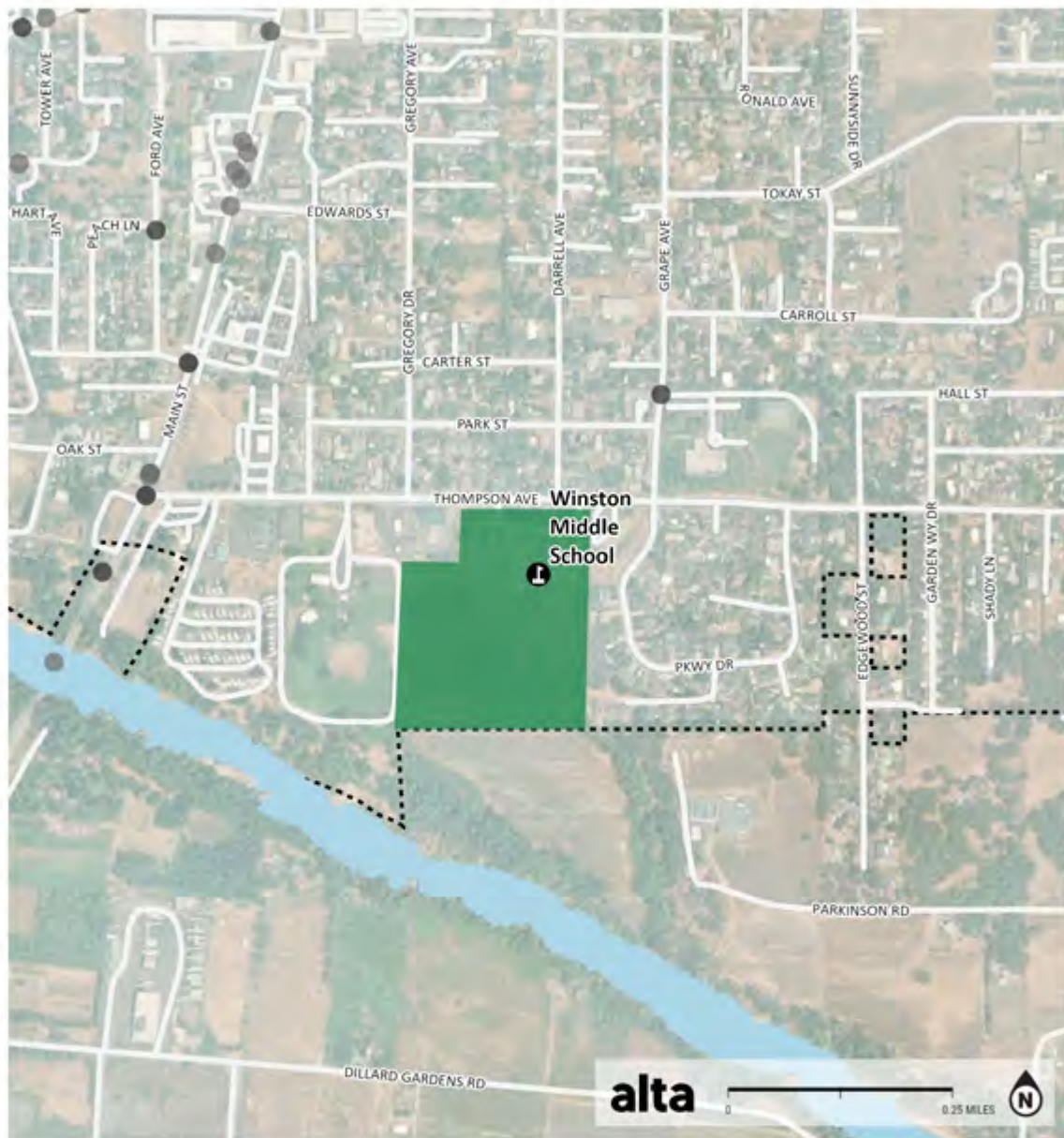


### CRASH SEVERITY

- 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



## ALL CRASHES INVOLVING VEHICLES 2016-2020

**alta**



### 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

# 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/](http://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.

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