

Application #	What Is The Title Of The Project?	Agency	Primarily Affected School Name	Name Of Street Road Or Highway On Which The Project Is Located	Cross Street Or Other Reference Point Include State Highway Milepost Begin/end If Applicable	Provide a high-level PROBLEM statement that describes the barriers and hazards to children walking or bicycling to school. Provide a summary of the problem in a concise manner that can be used on a website or in a publication.	Provide a high-level description of your PROJECT. Project should be a viable solution to the above problem. Provide a summary of the project in a concise manner that can be used on a website or in a publication.	Does any part of this project touch ODOT right of way?	In which ODOT Region is your project located?	For what range of funds do you expect to apply?	Part 1 Total Score
14	Shasta ES/OR39/Crossings/25	ODOT	Shasta Elementary School	OR39	Exact locations TBD: crossings of OR39 likely at Ward/Kane, Ogden/Simmers/Nile, between Patterson and Home Depot St, and evaluate the existing emergency crossing at Gettle	OR39/S Sixth St is a 5-lane high-speed (35-45mph), high-volume (14,000-23,000 AADT) urban highway which divides the communities in Klamath Falls.	This project will build new enhanced crossings to help people walking and biking to safely cross OR39 in Klamath Falls - these will likely involve marked crosswalks, signage, lighting, center islands, and RRFBS.	Yes, and I understand that ODOT Area Manager and District Manager must approve the final application and will need to be engaged with the delivery of the project.	Region 4	1.5 million - 2 million	395
71	Mountain View Lane/Pacific Avenue Sidewalk	City of Forest Grove	Fern Hill Elementary School and Neil Armstrong Middle School	Mountain View Lane	Pacific Avenue (OR8)	Mountain View Lane is a major walking corridor for school aged children. It has previously been observed that well over a hundred children use this as their commute route from a large underserved population center. The route includes a non-pedestrian friendly railroad crossing and several gaps in sidewalk forcing students to share the street with motor vehicles. The route is not ADA compliant.	The project will complete these gaps in the pedestrian network as well as provide dedicated improvements to safely navigate the railroad crossing. Additionally, ADA accessibility will be addressed to ensure the entire route is compliant.	Yes, and I understand that ODOT Area Manager and District Manager must approve the final application and will need to be engaged with the delivery of the project.	Region 1	1 million - 1.5 million	390
93	Speed Feedback Signs - Multiple Locations	City of Medford	Jackson Elementary School	W Jackson Street	Summit Avenue	The school district hears a lot of complaints from parents about speeding around elementary schools. Medford Police can do time-limited enforcement but that only seems to help while the officers are on-site.	The City will install speed feedback signs, some with school zone flashers, at four (4) to six (6) elementary school speed zones. Schools included in this request include: Jackson ES, Oak Grove ES, Kids Unlimited, Lone Pine ES, Jefferson ES, and Kennedy ES.	No	Region 3	100,000 - 500,000	385
8	Marshall HS/US20/LafayetteMarshallCrossing/24	ODOT	Bend Tech Academy	US20	Lafayette and US20, US20 and 6th St	US20 (3rd St and Greenwood) is a 5-lane highway on the west and south side of Bend Tech Academy with a 35mph speed limit and 20,000+ AADT, creating a barrier for children walking and biking to school.	This project will build a new enhanced crossing at Lafayette and improve the crossing at 6th St.	Yes, and I understand that ODOT Area Manager and District Manager must approve the final application and will need to be engaged with the delivery of the project.	Region 4	1.5 million - 2 million	385
63	41 Chambers Street and Cesar Chavez Connections	City of Eugene	Cesar E Chavez Elementary School	Chambers Street	W 22nd Avenue	For children walking or bicycling to Cesar E Chavez Elementary School and live south of the school site, the ideal way to travel to school is using a shared use path that connects the Arts and Technology Academy and Chavez together. However, while there is a signalized intersection available to facilitate safe movements across Chambers Street the 5' sidewalk is shared by people walking and bicycling. This leads to contraflow cycling in the adjacent bike lane on Chambers Street.	The project will provide a wider shared use space for active transportation to connect people living west of Chambers Street to the shared use path east of Chambers Street. The project will also add a new crosswalk across 14th Avenue to Cesar E Chavez Elementary School.	No	Region 2	500,000 - 1 million	380
86	Echo Hollow Bikeway and Crosswalks	City of Eugene	Cascade Middle School	1525 Echo Hollow Road	Willhi Street	Echo Hollow Road is a busy transportation corridor with a lot of active uses including shopping, schools, and a community swimming pool. Given the current street cross section, cars drive faster than posted speeds, there are many people walking across the street and few marked crosswalks, and people riding bikes tend to use the sidewalks instead of the bike lanes. The parallel street, Jay Street, has no sidewalks.	The project will add a 2-way protected bikeway to Echo Hollow Road, add three RRFBS pedestrian crossings, improve existing signalized intersections, and reduce the overall width of the street from curb-to-curb in an effort to decrease travel speeds. If funding allows, a 5' walking space will also be added to Jay Street.	No	Region 2	1.5 million - 2 million	365
15	Sage ES/OR126/Crossings/25	ODOT	Sage Elementary School	U97	123.62-124.58	US97 is a high-speed (55-65mph), high-volume (30,000+ AADT) expressway with no walking/biking facilities, so children living at the Desert Terrace Mobile Estates do not have a safe way to access school and services in Redmond.	This project will provide a separated multi-use path connecting Desert Terrace Mobile Estates to the sidewalk network in Redmond, providing a safe walking and biking path for children to access schools and services.	Yes, and I understand that ODOT Area Manager and District Manager must approve the final application and will need to be engaged with the delivery of the project.	Region 4	1.5 million - 2 million	355

12	Falcon Heights/OR39/Crossing Enhancement/25	ODOT	Falcon Heights Academy	OR39	Henley Rd	OR39 in Henley separates homes from the school: there are 7000 vehicles AADT and a posted speed limit of 45mph. The existing marked crosswalk does not meet current ODOT Standards.	This project will enhance the existing marked crossing to current ODOT Standards, making it more safe for people walking and biking to cross the highway and slowing down vehicular traffic.	Yes, and I understand that ODOT Area Manager and District Manager must approve the final application and will need to be engaged with the delivery of the project.	Region 4	100,000 - 500,000	355
54	HamlinMS/Pleasant/Path/2024	City of Springfield	Hamlin Middle School	Olympic Street and Pleasant street	5th street, 6th street, 8th street, 9th street	Hamlin Middle School is surrounded by high-speed, high-volume streets on all sides. Students walking, rolling and taking transit to the school are forced to cross or use facilities along these streets.	This project builds pedestrian/bike paths along two sections of existing right-of-way near Hamlin Middle School to shorten the distance to school for students, provide a safer crossing over 5th street, and extend an existing ped/bike corridor further east to connect more of Springfield to a safe bicycling facility where there are few other options.	No	Region 2	500,000 - 1 million	350
65	Tillamook K-1 Safe Routes to School	ODOT	Liberty Elementary School	U.S. 101 (locally called Main and Pacific)	Crossing enhancements at 9th, 10th, and 11th	Lincoln Elementary School students (grades K-1) who lives on the east side of U.S. 101 must cross this busy highway (a couplet) in order to walk or bike to school. This corridor has a high rate of crashes and issues with speeding on the south end due to the rural feel coming into town. This is the location where students are crossing.	ODOT completed a Pedestrian Crossing Study in the couplet as part of their TSP. Due to safety concerns in this area, they drilled down to identify specific crossing locations and solutions. Enhanced crossings at 9th, 10th, and 11th were specifically identified for improvements due to student/family crossing frequency combined with safety risks. This project would add enhancements to six total crossings to improve travel to and from school.	Yes, and I understand that ODOT Area Manager and District Manager must approve the final application and will need to be engaged with the delivery of the project.	Region 2	1 million - 1.5 million	335
59	Mapleton Pathway to School - Phase 1	ODOT	Mapleton Middle/High School	OR 126	From Mapleton-Junction City Hwy to Mapleton Rd.	Mapleton students are walking to school, but instead of trying to find a safe way to cross the junction of two highways which spans about 80' and would require them to crawl over guardrail, they are walking along a local road, under the highway, and scrambling up a steep dirt path on the other side. This intersection is in need of improvements including potentially adding enhanced pedestrian crossings. However, finding a solution on the roadway will take extensive refinement work.	ODOT, Lane County, and the school have found a Phase 1 option that could be implemented near-term to create an accessible pathway for families. The project has two parts. The first part is to create an accessible, paved pathway to get students from Riverview Ave up to the sidewalk on the north side of OR 126. This will replace the goat path able-bodied students are using today. The second part of the project will be to pave a dirt portion of the route on the east end of the bridge.	Yes, and I understand that ODOT Area Manager and District Manager must approve the final application and will need to be engaged with the delivery of the project.	Region 2	2.5 million - 3 million	335
62	Willamina Crossings to School	ODOT	Willamina Elementary School	OR 188/Main Street	Four Main Street crossings at (1) Willamina Select Market, (2) B St, (3) C St, and (4) E St.	All Willamina schools are located up Oaken Hills Drive on the very northeast corner of town. Many of the lowest income students live on the south end of town and must cross Main St (OR 188) to get to school. The community reports high traffic volumes and, in particular, very high truck volumes (over 22%) on Main Street due to two local mills. There are currently only basic crossings for Main Street and no bike routes for kids to walk, bike, or roll to and from school.	This project will add enhanced crossings at the most common crossing locations as well as a section of multi-use path on the north side of Main Street. Students will have enhanced crossings at the Select Market (RRFB) and at B Street, C Street, or E Street. Starting at E Street, they can walk or bike along the north side of Main on a separated path to Oaken Hills Drive where the city plans to build a cycle track from Main Street to the schools.	Yes, and I understand that ODOT Area Manager and District Manager must approve the final application and will need to be engaged with the delivery of the project.	Region 2	2 million - 2.5 million	330
84	Prairie Mountain School Crossing of Royal Avenue	City of Eugene	Prairie Mountain School	5305 Royal Avenue	Terry Street	New residential development south of Prairie Mountain School has increased the demand for a pedestrian crossing of Royal Avenue. There are currently no sidewalks on the south side of Royal Avenue near the school site and no marked crosswalks. 85% speed is also over 45mph.	The project will construct sidewalks on the south side of Royal Avenue and an RRFB crossing and crosswalk across Royal Avenue.	No	Region 2	500,000 - 1 million	315
36	Tri City ES/South Old Pacific Hwy/Sidewalk/24	Douglas County Public Works	Tri City Elementary School	South Old Pacific Highway	Between Chadwick Lane and Corwin St. Project will also include Chadwick Ln itself.	Speeding cars, numerous driveway and street crossings, poor visibility, and a lack of continuous bicycle and pedestrian routes along South Old Pacific Hwy and Chadwick Ln in Tri City near Tri City ES and South Umpqua HS restrict the safe pedestrian travel of students and staff inhibiting the widespread use of low cost pedestrian travel modes to school and serve to increase vehicular congestion during morning arrival and afternoon release of students.	The installation of continuous sidewalks with ADA ramps and buffered bicycle lanes, school warning signs and street markings, and high visibility crosswalks will increase the safety and comfort for maximizing safe, healthy and efficient non-vehicular travel to and from Tri City ES and South Umpqua HS.	No	Region 3	2.5 million - 3 million	315
79	Market at 15th Street NE Pedestrian Crossing Improvement	City of Salem	Parrish Middle School	Market Street NE	15th Street NE	Students living north of Market Street have limited opportunities for a safe crossing of Market Street NE. In the project area, there are no protected crossings for a distance of 2500 feet. This serves students attending both Parrish Middle School and North Salem High School. In addition, the high school uses a softball field (Barrick Field) located north of Market Street, while the high school is south of Market Street.	The project will enhance an existing marked crosswalk with installation of Rapid Rectangular Flashing Beacons and additional overhead illumination.	No	Region 2	100,000 - 500,000	310

72	Fir Grove Elementary/W Harvard Ave/24	City of Roseburg	Fir Grove Elementary	W Harvard Avenue	Stewart Park Drive	The intersection of W Harvard Ave and Stewart Park Dr. also includes an offset intersection 50' to the east with W Wharton Street. W Wharton St. is stop sign controlled and allows left turn movements into the intersection while pedestrians are crossing W Harvard. This creates a situation where students and crossing guards using the crosswalk have experienced several near misses. Project will also replace existing ADA curb ramps with an existing slope of 12% and no landing at the top of the ramp.	This project will install an accessible route island on W Harvard Ave, providing a safe refuge for pedestrians crossing at Stewart Park Drive. The island will also prevent left turn movements into the intersection from W Wharton St. This project will also include replacing the existing ADA curb ramps, installing a rectangular rapid flashing beacon, and raising the pedestrian crosswalk on Stewart Park Dr. at the entrance to Fir Grove Elementary.	No	Region 3	100,000 - 500,000	310
48	Roberts SLC HS/Lancaster Drive/Crossing and Sidewalks/2024	Marion County Public Works	Roberts Structured Learning Center High School	Lancaster Drive Crossing Improvements, and sidewalks on La Branch Street SE, Mahrt Avenue SE, and 37th Avenue SE.	Crossing Awareness Enhancements on Lancaster Drive between State Street and Mahrt Avenue.	Poor visibility and/or awareness of pedestrians and bikes wanting to cross Lancaster Drive with high traffic volumes and speeds. No sidewalks exist on La Branch Street, Mahrt Avenue, or 37th Avenue.	Provide improvements for pedestrians to cross Lancaster Drive between Mahrt Avenue and State Street.	No	Region 2	2.5 million - 3 million	310
77	Palmquist Road Sidewalk Infill	City of Gresham	Hogan Cedars	SE Palmquist Road	SE Cochrane Drive	Palmquist Road is a busy arterial that many students travel along and across to get to Hogan Cedars Elementary. There are currently sidewalk gaps on the north and south side of the street that provide a non-contiguous sidewalk network around the existing crossing on Palmquist Road near the school.	This project will construct curb and sidewalk infill to provide a safe, continuous sidewalk network along the south side of Palmquist Road for students traveling to and from school. The new curb and sidewalk will connect to an existing crossing on Palmquist and support use of the designated crossing on a busy arterial with higher vehicle speeds.	No	Region 1	60,000 - 100,000	305
67	Stayton Elementary School/Fern Ridge Rd/Enhanced Pedestrian Crossing/2024	City of Stayton	Stayton Elementary School	Fern Ridge Road SE	N 3rd Avenue	Fern Ridge Road is a 3-Lane Collector that serves both local traffic within the City and regional traffic from Highway 22. Speeds are high (41mph 85th Percentile), crossing distance is long (50'), and the intersection is located at a crest vertical curve where sight distance is limited. Residents regularly report safety concerns at the intersection and challenges seeing pedestrians waiting to cross. A fatal pedestrian crash was reported on October 8, 2020 at the intersection.	The project will construct a new Pedestrian Hybrid Beacon crossing Fern Ridge Road at N 3rd Avenue to improve safety and visibility for children walking or rolling to school. Improvements will also include upgrades to ADA curb ramps, striping, and signing.	No	Region 2	100,000 - 500,000	305
29	Nixyaawii Community School/Mission Road/Crosswalks/2024	Confederated Tribes of the Umatilla Indian Reservation	Nixyaawii Community School	Mission Road	From Highway 331 to Short Mile Road	Mission Road is the main road that travels east-to-west through the community, which prior to the installation of Interstate-84 served as the highway. This stretch of road still operates like a rural highway, even though there are over 600 residences and institutions within a 2-mile radius of the school. Mission road should better serve the diverse travel modes of the local community, as similar stretches of Highway 30 do in incorporated cities along the route.	This project is designed to fit under the two CTUIR Transportation System Plan project titled R11: Mission Road Traffic Calming and P01: Mission Road Pedestrian Improvements. This project will apply traffic calming tools to alert drivers that they are passing through an area with increased modal diversity, including children walking to school, with the goal slow the fast-moving flow of through-traffic and increase local pedestrian and bicyclist safety.	Yes, and I understand that ODOT Area Manager and District Manager must approve the final application and will need to be engaged with the delivery of the project.	Region 5	1 million - 1.5 million	305
64	Jefferson Safe Routes to School - Phase 1	ODOT	Jefferson High School	OR 164/N 2nd Street	Enhanced crossings at Union and University with sidewalk infill from University to E North Ave (west side only)	All students in Jefferson must either cross or travel along OR 164 to get to/from school. For the middle and high school students, if they choose to bike or walk, they must travel along the shoulder of the highway. Their trip to school is exactly 1 mile from the center of town to the schools. The City's TSP proposes a separated path to connect students to the schools, but this project could take years to implement.	This project combines several enhancements to create a Phase 1 project before a fully separated path can be build. Two key crossings would connect older students (middle and high) to the west side of the highway. A ~800 section of sidepath/walkway would create a connection up to North Ave where the future path would begin. This project would result in safety improvements today with an eye toward a Phase 2 to construct a path from North Ave up to Talbot St. (where schools are located).	Yes, and I understand that ODOT Area Manager and District Manager must approve the final application and will need to be engaged with the delivery of the project.	Region 2	2 million - 2.5 million	300
32	DouglasHS/OR42/MUP/24	Oregon Department of Transportation	Douglas High School	Coos Bay-Roseburg Highway No.035	Begin: MP 72.15 End: MP 72.37 and at MP 72.93	Many students walking to and from school must walk along or cross OR-42, which has frequent problems with speeding vehicles, higher volumes of truck traffic and lack of parallel routes through poor local street connectivity.	Project will construct a multi-use path along OR-42 from Lookingglass bridge to Douglas High School giving students walking, rolling, or riding, ADA accessible accommodations when commuting to and from the High School. A rectangular rapid flashing beacon, striping, and speed feedback sign will provide visibility enhancements and some traffic calming measures to students crossing OR-42 to McGovern Elementary.	Yes, and I understand that ODOT Area Manager and District Manager must approve the final application and will need to be engaged with the delivery of the project.	Region 3	1.5 million - 2 million	300

34	Oak Grove Elementary/River Road/Crosswalk with RRFB/24	Clackamas County	Oak Grove Elementary School	SE River Road	SE Oak Grove Blvd	Oak Grove Elementary School is located one block east of SE River Road, a major north-south arterial roadway posted at 35 mph with an ADT over 11,000 vehicles in 2021. Currently there are no crosswalks at the intersections of SE River Rd and SE Courtney Ave., and SE River Rd and SE Oak Grove Blvd., creating a barrier to walking and biking to school for students located west of SE River Rd.	To provide a safe crossing for students and families walking and biking to school, this project will construct an enhanced crosswalk with rectangular rapid flashing beacons (RRFB) at the intersection of SE River Rd - SE Oak Grove Blvd. This is the primary project location. A second crosswalk at SE River Rd - SE Courtney Ave. intersection is also needed. This location will be included in Part II. The crosswalks will include advance warning signs and ADA curb ramps on both sides of the street.	No	Region 1	500,000 - 1 million	295
31	Bear Creek Elementary School Shared Use Pathways & Crosswalk Enhancements	City of Bend	Bear Creek Elementary School	SE Bear Creek Road	SE 15th Street	SE Bear Creek Rd, 9th, & 27th Streets are high speed with high traffic roads. There are long gaps in the sidewalk network that limits family access to a safe walk to school. There are high stress LTS 3 bike lanes (painted line only) and long gaps in bike lanes on these high speed, high volume streets which prevent students from riding their bikes to school safely.	This project builds Shared Use Paths to connect students to Bear Creek school and link affordable housing complexes to the school; enhances crosswalks at 2 locations; and creates bike safety improvements at the 27th and Bear Creek traffic signal. The Shared Use Paths will connect to Bend Senior High School, Bear Creek Elementary School, the Coyner Trail and the Larkspur Trail and run on the north side of Bear Creek and west side of 27th Street.	No	Region 4	2.5 million - 3 million	295
99	GreenwoodES/US30/Sidwalk/24	ODOT Region 5	Greenwood Elementary School	US30/Adams Ave	MP 2.75 to MP 2.95	This project is adjacent to a medium high and medium low disparity residential areas. Students may be using this corridor to walk to school as it is one of the few routes that allow ease of crossing Island Ave/OR82, a 5-lane Highway. There is lack of continuity within the sidewalk network as children approach the primarily affected school. This project targets a location further away, but it is on a high-speed road where it is especially dangerous for children to walk on the side of the road.	This project will construct a continuous sidewalk on both sides of US30/Adams Ave from Hall Street to H Avenue. Illumination needs will be assessed and there will be additional evaluation to verify if an RRFB along this corridor is feasible and identify location of a marked crosswalk.	Yes, and I understand that ODOT Area Manager and District Manager must approve the final application and will need to be engaged with the delivery of the project.	Region 5	1 million - 1.5 million	290
97	Siuslaw Middle School/25th Street/Sidewalks - Siano Loop to Kingwood/2024	City of Florence	Siuslaw Middle School	35th Street	Kingwood Street (east end) and Siano Loop (west end)	35th Street is a Collector roadway that provides one of the few connecting streets between US 101 and Rhododendron Drive. The street also provides an important connection to the local elementary, middle, and high schools south on Oak Street. While the street has continuous bike lanes, there are no sidewalks between Rhododendron Drive and Kingwood Street.	The project will construct sidewalks on both sides of 35th Street between Rolling Dunes Park (Siano Loop and Kingwood Street). It will also provide enhanced crossing at 35th and Kingwood streets as well as ADA ramps at the street intersections.	No	Region 2	1 million - 1.5 million	290
53	Stayton Elementary/N First Avenue/ADA & Crossings/2024	Marion County	Stayton Elementary	N. First Avenue	W Locust Street	The school has asked for crosswalk improvements at N First Avenue and W Locust Street. The ADA ramps are outdated and do not conform to current standards.	The existing crosswalk will be evaluated, and other sites will be considered for crossing improvements.	No	Region 2	2 million - 2.5 million	290
47	Four Corners Elementary/Lancaster Drive/ADA Ramps/2024	Marion County Public Works	Four Corners Elementary	Lancaster Drive and Hager Street	Hager Street	There are no compliant ADA ramps at Lancaster Drive and Hager Street. There is no sidewalk for students to walk on on Macleay Road which contains many homes within the Four Corners boundary.	This project will provide ADA ramps at the intersection of Hager Street and Lancaster Drive, a SRTS Priority Safety Corridor, and will provide sidewalk on Macleay Road to give students a safe place to walk.	No	Region 2	2.5 million - 3 million	290
19	Bear Creek ES/US20/EnhancedCrossing/25	ODOT	Bear CreekElementary School	US20	Dean Swift Rd	US20 is a high-speed (35 mph), high-volume (24,000+ AADT) roadway with large crossing spacing (nearly 4,000' between marked crossings at this location).	This project will build an enhanced crossing at Dean Swift Rd.	Yes, and I understand that ODOT Area Manager and District Manager must approve the final application and will need to be engaged with the delivery of the project.	Region 1	100,000 - 500,000	290

30	Eastwood ES/Douglas Avenue Bike Lanes and Sidewalk Improvements/24	City of Roseburg	Eastwood Elementary School	OR138E, NE Douglas Avenue, NE Rifle Range Street,	NE Rifle Range Road	Douglas Ave connects children from the nearby neighborhoods and apartments to Eastwood Elem. via a multi-use path. However, the road is unsafe due to heavy traffic and deep roadside ditches. The lack of a road shoulder, bike lanes, sidewalks, and safe crossings forces pedestrians and cyclists, including students accessing the path, to share Douglas Ave with vehicle traffic. These same users also must contend with vehicles backing out of Eastwood Park, creating an additional safety concern.	sidewalks on both sides of Douglas Ave. from Deer Creek to NE Patterson St. The Douglas Ave Bridge over Deer Creek is scheduled to be replaced in 2026 to include bike lanes and sidewalk improvements. Project includes ADA-compliant, high-visibility crosswalks with RRFBS to aid in crossing Douglas Ave. Back-out parking at Eastwood Park will be eliminated. ADA ramp replacement and pedestrian crossing improvements at OR138E and NE Rifle Range Rd.	Yes, and I understand that ODOT Area Manager and District Manager must approve the final application and will need to be engaged with the delivery of the project.	Region 3	2 million - 2.5 million	285
*87 - Project pending eligibility	David Douglas High School/Stark and 135th/Crossing Improvements/24	Portland Bureau of Transportation	David Douglas High School	SE Stark Street	SE 135th Avenue	SE Stark St / SE 135th Ave intersection is an important connection to David Douglas High School, Lincoln Park Elementary, North Powellhurst School, North Powellhurst Park, and Lincoln Park. Both streets are Safe Routes to School Primary Investment Routes but the intersection lacks signalization, marked crosswalks, and 80% of vehicles travel over the posted speed limit on SE Stark St. There were 2 fatal pedestrian-involved crashes since 2021 along SE Stark St at 137th and 146th Avenues.	PBOT will build intersection improvements in the David Douglas School District at SE Stark St / SE 135th Ave to create a safe crossing for people walking or biking to access David Douglas High School and Lincoln Park Elementary. We will also design and build a crossing improvement at SE 128th Ave / Holgate Blvd near Gilbert Heights Elementary to increase pedestrian visibility and slow vehicle speeds at this key intersection for the school and district.	No	Region 1	2.5 million - 3 million	280
51	Jefferson High School/Main Street/Sidewalks/2024	Marion County	Jefferson High School	Main Street	Greenwood Drive to Riverwood Drive	There are no sidewalks south of Greenwood Drive on Main Street. Main Street is a city arterial and the main route south of State Highway 99E to Jefferson-Scio Highway.	Construct sidewalks on both sides of Main Street to provide a safe place for students to walk on this city arterial.	No	Region 2	2.5 million - 3 million	280
60	DurhamES/Durham/Crossing/24	City of Tigard	Durham Elementary School	SW Durham Rd	SW 79th Ave	The north-south route for pedestrian access to Durham ES is bordered by SW Bonita Rd (arterial) to the north and SW Durham Rd (arterial) to the south. Pedestrian crossings at Durham Rd/79th Ave have documented safety concerns with pedestrians and cyclists. The crossing is a barrier for students to walk and roll to school due to vehicle speeds, traffic volumes and patterns. The walking and biking route on 79th Ave does not have continuous facilities and has gaps in the sidewalk and bike lanes.	This project improves the pedestrian route for Durham ES with crossing safety enhancements, street lighting, sidewalk and bike lane infill, curb ramps, and school signage. The crosswalk safety enhancement will be at Durham Rd/79th Ave at the south end of the walking and biking route. This project will create a half-mile long continuous pedestrian route on 79th Ave between Durham Rd and Bonita Rd.	No	Region 1	2.5 million - 3 million	275
50	Chavez Elementary/Cordon Road/Intersection ADA ramps/2024	Marion County	Chavez Elementary	Cordon Road	Carolina Avenue	There are no sidewalks or ADA ramps at the intersection of Cordon Road and Carolina Avenue. Vehicles travel at fast speeds on Cordon Road, and they may not be aware that there are pedestrians at this intersection.	Intersection improvements are proposed to provide more safety for the pedestrians on the west side of this intersection.	No	Region 2	2 million - 2.5 million	275
38	Toledo Elementary School & Sturdavant Road Sidewalk Replacement 2024	City of Toledo (OCWCOG)	Toledo Elementary School	Sturdevant Road	SE Chester Road	Several problems the City of Toledo and the Lincoln County School District are trying address: 1) Sturdevant Road is high truck traffic route, approximately 120/day (24/7 operations) from local mill operations; 2) the sidewalks south of Toledo Elementary are narrow with pedestrians walking close to dangerous freight vehicles, and 3) the sidewalks are dilapidated and not ADA accessible. It has many gaps and tripping hazards. Toledo Elementary School staff discourage students from using it.	This completes the second strategy of this project by improving the sidewalk so that it safe and continuous. (The first strategy, funded by the 2022 SRTS grant, was to install feedback signs north and south of the school on Sturdevant Road. The signs are scheduled to be installed.)	No	Region 2	1.5 million - 2 million	275
18	MA Lynch/OR126/Crossings/25	ODOT	MA Lynch Elementary School	OR126	SW 7th and Glacier & Highland, SW 12th and Glacier & Highland	The OR126 couplet travels east-west through Redmond and separates housing and destinations from local schools.	This project will add 4 new enhanced crossings of OR126 at 7th St and 12st.	Yes, and I understand that ODOT Area Manager and District Manager must approve the final application and will need to be engaged with the delivery of the project.	Region 4	500,000 - 1 million	275

91	Leslie MS/Pringle Road SE/School Zone Improvement/2024	City of Salem	Leslie Middle School	Pringle Road SE	Tiburton Court SE	The school zone along the frontage of Leslie Middle School is very long (over 1300 feet). There are flashing beacons warning drivers as they enter the school zone, but these are not visible to cars entering from side streets. Drivers speed through the school zone, creating safety concerns for students walking and bicycling to school and to the park across the street.	The project is designed to improve the school zone with the addition of electronic signs, including variable speed zone signs, and a pedestrian refuge island. These improvements will draw driver attention to the school zone and act as traffic calming by having a median island that narrows the vehicle travel lanes. The pedestrian refuge island and added overhead lighting will help draw attention to pedestrians crossing to and from the middle school.	No	Region 2	500,000 - 1 million	270
46	Lamb Elementary/Silverton Road/Silverton Road Crosswalk Improvements/2024	Marion County	Lamb Elementary School	Silverton Road	near Carmelle Court	Silverton Road is a 5 lane arterial with over 15,000 ADT that has an outdated pedestrian crossing near Carmelle Court.	Upgrade the Pedestrian Crossing Beacon on Silverton Road with an RRFB (Rectangular Rapid Flashing Beacon).	No	Region 2	2.5 million - 3 million	270
41	W Ellendale Ave/SW Levens St Pedestrian Intersection Improvements	Dallas	Lyle Elementary School	W Ellendale Ave	SW Levens St	The current configuration of this intersection has many turning movements with no pedestrian crossings available or illumination. This project will provide safe, illuminated passage for children walking and biking to school.	Currently this intersection does not provide any safe passage for children wishing to walk or bike to school. The primary focus of the W Ellendale Ave/SW Levens St intersection project is to provide pedestrian activated push button crossings, rectangular rapid flashing beacons, marked pedestrian crosswalks and illumination.	No	Region 2	2 million - 2.5 million	265
68	175th Ave Sidewalk and School Crossing	Washington County Land Use and Transportation	Aloha-Huber Elementary School	SW 175th Avenue	Kinnaman Street to Blanton Street	Lack of continuous sidewalks require students and families to walk in street with vehicle traffic, and navigate around parked cars. There is no marked crosswalk for students to use to safely cross the street.	Project will fill sidewalk gaps and add a new raised crosswalk, extending the walking route and creating a safer crossing for elementary students and their families. The raised crosswalk will slow vehicles and increase visibility of students. The new sidewalk will connect walkers to the new enhanced crossing and existing sidewalks to the school.	No	Region 1	1.5 million - 2 million	260
96	La Grande School District Sidewalk Infrastructure Project	City of La Grande	Greenwood Elementary School	Spruce Street	V Avenue to Monroe Avenue	The existing pedestrian infrastructure around Greenwood Elementary School is missing or inadequate for safe passage along Spruce Street and Monroe Avenue. Corner sidewalk ADA ramps are either out of compliance with current standards or missing. Sidewalks providing access to school facilities have large lips between panels caused by differential settlement or tree root growth. Finally, the street crossing from the school to the recess area is poorly marked and could use additional signage.	The proposed project will construct new ADA compliant ramps on Spruce Street between Monroe and Y Avenue and a new sidewalk on Monroe from Spruce to Island Avenue that would provide a safe corridor that would connect a major pedestrian pathway to the school while also making it passable for wheelchairs. Greenwood School has 23% of students with a disability which is above the state average, making the improvements that much more valuable.	Yes, and I understand that ODOT Area Manager and District Manager must approve the final application and will need to be engaged with the delivery of the project.	Region 5	500,000 - 1 million	255
88	Parrish MS/17th Street NE/Pedestrian Refuge Island/2024	City of Salem	Parrish Middle School	17th Street NE	B Street NE	17th Street is a minor arterial with limited pedestrian crossing opportunities. The closest protected crossing to the north is 750 feet away, and to the south is 1,000 feet away. B Street provides a connection for students residing east of 17th Street to walk to both North Salem High School and the adjoining Parrish Middle School.	The project will construct a pedestrian refuge island with high-visibility crosswalk striping and additional overhead illumination.	No	Region 2	100,000 - 500,000	255
5	Seth Lewelling Elementary School Logus, Stanley Walk & Roll Improvement Plan 2024	City of Milwaukie	Seth Lewelling Elementary School	SE Logus Rd.	SE Stanley Ave.	Logus & Stanley have severely deficient & non-compliant crosswalks, curb ramps and school zone signage and no bike lanes. Poor traffic flow in front of the school at the start and end of the day endangers students. Logus & Stanley have a high volume of pass through traffic at all times of the day and night. Combined with high vehicular speeds, the lack of sidewalks and adequate crosswalks on Logus & Stanley creates a formidable barrier to school students walking & cycling to school.	Traffic calming improvements on Logus & Stanley described in the SRTS Seth Lewelling Elementary School PIP dramatically ensure pedestrian and bicyclist safety on surrounding streets near Seth Lewelling Elementary School.	No	Region 1	2.5 million - 3 million	250

85	McKay HS/Hollywood Drive NE/RRFB/2024	City of Salem	McKay High School	Hollywood Drive NE	Entrance to McKay High School (north of Roselawn Drive NE)	Students walking and bicycling to McKay High School encounter a very congested roadway which limits their visibility to drivers along the adjoining roadway.	The project will construct curb extensions on both sides of Hollywood Drive, south of the driveway into the high school. In order to stay within available right-of-way, bicycles will be routed onto a multi-use path behind the curb extension. The project will include an RRFB and high visibility crosswalk markings along with additional overhead lighting.	No	Region 2	1 million - 1.5 million	240
7	Sage Elementary School, SW Wickiup Ave Safe Crossing Improvements, 2024	City of Redmond	Sage Elementary School	SW Wickiup Ave	Between SW 31st St & SW 28th St	Drivers heading east on SW Wickiup Ave are speeding, and do not decelerate as they drive downhill and around the corner into the Sage Elementary school zone. One existing crosswalk on SW Wickiup Ave near SW 31st St for students that live northwest of the school is outside of the school zone, and is not easily recognized by drivers as a crossing area. School crossing guards, students, and parents do not feel safe crossing at this location, and two students have recently been hit by cars.	A Rectangular Rapid Flashing Beacon (RRFB) crosswalk with a pedestrian refuge island will be installed on SW Wickiup Ave, west of the school entrance. A pedestrian refuge island will be installed at the existing crossing at SW Wickiup/28th St. A speed radar feedback sign and flashing school zone sign will also be installed west and east of the school on SW Wickiup Ave, to alert drivers to slow down.	No	Region 4	60,000 - 100,000	240
76	Century HS / SE Drake St. / Complete Streets Redesign / 2024	City of Hillsboro	Century High School	SE Drake St.	SE Century Blvd is the N/S cross street that bisects the corridor project and has higher volumes and speed limit and creates a wide crossing traveling along Drake.	Currently the SE Drake St. corridor between SE Imlay Ave. and SE 67th Ave. is missing nearly a third of its sidewalks, has a large, unprotected intersection at Drake and Century, and requires buffered bike lanes. This stretch is within the watershed of three different schools – an elementary, middle, and high school. Additionally, due to the deemed hazards of this stretch, students to the south of Drake are hazard bussed to Ladd Acres Elementary, something this project would mitigate.	This Safe Routes to School project will redesign the right-of-way along the north and south sides of SE Drake St. from SE Imlay Ave to SE 67th Ave to provide complete sidewalk connectivity, buffered bike lanes, and improved bike and pedestrian protection at intersections, including curb extensions and crosswalk visibility enhancements.	No	Region 1	2.5 million - 3 million	235
44	Traffic Calming at Davis & Hollydale Elementary Schools	City of Gresham	Davis Elementary	NE 192nd Avenue	NE Couch Street	Davis Elementary is located on 194th Avenue, a street that is highly used by students and families walking and rolling to school that often has high vehicle travel speeds because it is used as a north-south connection through the neighborhood by vehicles seeking an alternative to arterials. There are currently no traffic calming elements to slow down vehicles along 194th Avenue. Hollydale Elementary experiences similar issues on Birdsedale Avenue where students cross near the school entrance.	The project will add 6 traffic speed bumps in 3 locations along Birdsedale Avenue and 3 locations along 194th Avenue, both within 1/4 mile of each school entrance. By adding traffic calming design elements, the project will slow vehicle traffic on a route that many students use to walk and roll to school. On 194th Avenue, the project will also support a soon to be constructed crossing at Couch Street and 194th Avenue that students use to get to the school entrance.	No	Region 1	100,000 - 500,000	235
22	MapleES/G/Sidewalk/2024	City of Springfield	Maple Elementary School	G Street	23rd street	Many of the streets east and south of Maple Elementary school lack sidewalks. G street is a major collector, a street that many students live on or use to access the school, lacks consistent sidewalks on both sides of the street. This poses a very significant barrier to walking and biking to school for those kids who live along or near G Street as well as other residents in the neighborhood who uses this street.	The project is to provide ADA-compliant sidewalks and curb ramps along the north and southside of G Street ranging from 21st to 28th Street. The project will also provide raised pedestrian crossings over G Street near the intersections of G and 23rd Street to provide traffic calming and a safe pedestrian crossing that ties into the direct access to the south entrance of Maple Elementary along 23rd Street.	No	Region 2	2 million - 2.5 million	235
81	MorningsideES/Pringle Road SE/Median Refuge/2024	City of Salem	Morningside Elementary School	Pringle Road SE	Hillendale Drive SE	Pringle Road is a minor arterial with limited crossing opportunities. There are no protected crossings for a distance of approximately 3500 feet. Pringle Road also lacks sidewalks at this time.	The project will construct a pedestrian median island near the intersection with Hillendale, including a high-visibility marked crosswalk and additional illumination.	No	Region 2	100,000 - 500,000	230
74	Sutherlin East Primary SD/Waite Street & Pedestrian Access Improvement Project/24	City of Sutherlin	Sutherlin East Primary School	Waite Street	Central Avenue / Waite Street / South Side Road	Waite Street is a busy, narrow street filled with vehicles, pedestrians and bicyclists. There is no shoulder or sidewalk along the entire route, with deep ditches on each side, providing hazardous and unsafe walking or cycling conditions for children to and from school. The existing vehicular bridge is only 27' wide, which adds to the unsafe conditions for children to walk or bike to and from school.	Waite Street Improvement Project would provide bicycle/pedestrian connectivity to and from schools. Infrastructure improvements would include enhancements to provide for a wider street requiring retaining walls to accommodate for the necessary shifting of the street to allow for the room of a multi-use pathway with five foot separation from the roadway, piped storm drains, gutters, curbs, crosswalks, pedestrian bridge and a flashing beacon within the existing right-of-way.	No	Region 3	2.5 million - 3 million	230

57	Raleigh Hills Elementary/Laurelwood Avenue/Sidewalk/24	City of Beaverton, Public Works Department	Raleigh Hills Elementary	SW Laurelwood Avenue	Between SW Beaverton Hillsdale Hwy and SW Scholls Ferry Road	The existing conditions of the project area are like a rural road with two 10-foot-wide travel lanes separated by a double yellow centerline stripe, narrow 3-foot-wide or less gravel shoulders, and deficient street lighting. An existing ditch for surface water conveyance is located on the east side. The posted speed limit is 30 mph, however the 85th percentile speed is 36 mph.	The Project completes an existing gap in the sidewalk network with the addition of approximately 1,000 feet of new sidewalk on the west side of Laurelwood Avenue, street lighting, landscape buffer, street trees, curb and gutter, ADA ramps, and on-street parking. Upon completion the neighborhood will have a safe and convenient connection to transit stops, multi-family and single-family residences, parks, Beaverton-Hillsdale Hwy, Scholls Ferry Rd, and Raleigh Hills Elementary.	No	Region 1	2.5 million - 3 million	230
43	Ecole Ave Sidewalk and Crosswalk	Washington County Land Use and Transportation	Barnes Elementary	SW Ecole Avenue	Walker Rd to Castlewood St	Wide roadway with cut through levels of traffic make it difficult to cross for students and their families. Students are bused across Ecole Avenue because crossing is deemed a hazard by the school district. Multifamily housing in the area does not have sidewalks on the eastside of Ecole to connect to the school.	Project will add new sidewalk and new raised crosswalk, extending the walking route and creating a safer crossing for elementary students and their families. The raised crosswalk will slow vehicles and increase visibility of students. The new sidewalk will connect walkers to the new enhanced crossing.	No	Region 1	2 million - 2.5 million	230
17	Sweet Home Junior High/Mountain View/Shared Use Path/24	City of Sweet Home	Sweet Home Junior High	Mountain View Road	Ames Creek Road and Long Street	Mountain View Road, south of the school, is narrow with no sidewalks and a hill that limits the line of sight. There are limited sidewalks on this road north of the school. Other main connecting streets have sidewalk gaps. In 2018, a student was hit by a car on Mountain View within ¼ mile of the school. Another student was injured by a car while in the crosswalk adjacent to the school.	Install about 8,000 ft. of shared use paths or sidewalks on at least one side of the street, most within ½ mile of the school, with an emphasis on providing connectivity. Add bike lanes to the street. Improve or install high visibility crosswalks and ADA ramps on connected streets.	No	Region 2	2 million - 2.5 million	230
13	Bonanza K12/OR70/Sidewalks and Crossings/25	ODOT	Bonanza Junior/Senior High School	OR70	6.54-6.87, Fourth St, 5th St	OR70 splits the Town of Bonanza, with the k-12 school separated from homes to the south. The highway transitions from the rural context to the rural community context in town, so speeds are higher than preferred. There are no sidewalks located along the highway, so children walking to and from school are forced to walk in the paved/unpaved shoulders.	This project will build sidewalk along the north side of the highway and several local streets adjacent to the school. Crossings of the highway will be evaluated for enhancements and streetscape enhancements such as lighting, furniture, buffer zones, and gateway treatments will also be evaluated.	Yes, and I understand that ODOT Area Manager and District Manager must approve the final application and will need to be engaged with the delivery of the project.	Region 4	2 million - 2.5 million	230
*90 - Project pending eligibility	Woodmere Elementary/Duke/School Speed Zone Implementation/24	Portland Bureau of Transportation	Woodmere Elementary	SE Duke St	SE 78th Ave	School speed zones are intended to slow vehicle traffic near schools during school hours & make drivers more aware of students crossing in school crosswalks, but several school zones lack flashing beacons & still experience high vehicle speeds adjacent to school buildings and grounds. Vehicles speed through marked school crosswalks & make students and families feel less safe walking or biking to school.	PBOT will add flashing beacons to approximately 3 established school zones. Locations will include SE Duke at Woodmere Elementary, NE 57th at Rose City Park Elementary, and NE 60th Ave at Mt. Tabor Middle School.	No	Region 1	100,000 - 500,000	225
83	South Salem HS/Liberty Street SE/RRFB/2024	City of Salem	South Salem High School	Liberty Street SE	Lincoln Street SE	There are few protected crossings of Liberty Street SE for students living north and west of the high school. The nearest protected crossing is approximately 730 feet north or over 1500 feet to the south. Liberty Street has three travel lanes in this section with an 85th percentile speed of 39 MPH (over the posted speed of 30 MPH).	The project will extend the curb on the southwest corner of the intersection with Lincoln Street and install a rectangular rapid flashing beacon with high visibility crosswalk markings to draw driver attention to this crossing location.	No	Region 2	500,000 - 1 million	225
49	Marcola Elementary/Wending Rd/Safety and ADA/2024	Lane County	Marcola Elementary School	Marcola Road	Intersection of Marcola Road and Wending Road	Marcola School District serves K-12 students from rural Marcola at a single campus on Wending Road. New classroom facilities, utilized by all grades, have been built across the road from the main campus. This is hazardous to students as there is no safe pedestrian crossings in the area. Concern from staff is especially focused on the safety of the youngest students. In addition, students walking or biking to school don't have a complete route to take from the school to the larger community.	The crossing near the intersection of Marcola and Wending Roads will be retired; it has failing ADA ramps that are barricaded from use. This project will remove those ramps and construct new ramps at another existing crossing further	No	Region 2	2.5 million - 3 million	225

78	Stevens Street Sidewalks - Crater Lake Ave to Wabash Ave	City of Medford	Roosevelt Elementary School	Stevens Street	Crater Lake Avenue	Stevens Street is a minor collector road in a low-income neighborhood in Medford with no sidewalks or bike lanes. It connects from Crater Lake Ave (a Major Arterial) to neighborhood residential streets that connect to both Roosevelt Elementary and Hedrick Middle schools.	The project will add bike lanes and sidewalks to Stevens Street to provide a safe place for people to walk or bike on the street.	No	Region 3	1.5 million - 2 million	220
42	NE 188th Avenue SRTS Improvements	City of Gresham	Hartley Elementary	NE 188th Avenue	Sidewalk: NE Hoyt Court, Crossing: NE Irving Street	Many students travel along and across NE 188th Avenue to get to school. From the school, there is a path between houses on the west side, with a marked crossing on NE 188th Avenue that connects to existing sidewalk on the east side. The crossing requires improvements to be more visible to vehicles traveling at higher speeds on NE 188th Avenue. There is a 200-foot sidewalk gap south of the crossing between NE Hoyt Court and NE Glisan Street on both sides of NE 188th Avenue.	The project would construct crossing improvements, including a Rectangular Rapid Flashing Beacon (RRFB) to improve visibility and curb extensions to narrow the roadway and slow vehicles. The project would also fill a sidewalk gap along NE 188th Avenue on the east and west sides of the street between NE Hoyt Court and NE Glisan Street. Sidewalk infill is needed to keep students off the roadway, separated from vehicle traffic and to create a continuous safe route to the crossing.	No	Region 1	100,000 - 500,000	220
27	ShadyCove/OR62/Sidewalks/24	Oregon Department of Transportation	Shady Cove School	Crater Lake Highway No. 022	Begin: Alder St or Hwy No. 022 MP19.56 to End: Riverside Dr. or Hwy No. 022 MP 19.97	Shady Cove School serves K-6 students which are forced to navigate OR-62 walking/biking due to lack of low volume parallel streets. Many students need to cross OR-62 to visit Aunt Caroline's Park, a popular after school destination. The existing sidewalk is mostly continuous along OR-62 from the school to the bridge, but it stops at the Shady Cove bridge creating a barrier for students needing to reach neighborhoods and popular destinations to the south.	The proposed improvements on OR-62 include sidewalk infill on the west side of OR-62 from the Shady Cove bridge to Alder St. A RRFB and marked crosswalk at Indian Creek Rd. and OR-62, a speed feedback sign for southbound traffic on OR-62 and Hudspeth Lane. A marked crosswalk, ADA ramps, and pedestrian crossing signs at Birch St. and OR-62.	Yes, and I understand that ODOT Area Manager and District Manager must approve the final application and will need to be engaged with the delivery of the project.	Region 3	2 million - 2.5 million	220
92	Crossler MS/Skyline Road S/Pedestrian Refuge Island/2024	City of Salem	Crossler Middle School	Skyline Road S	Croisan Scenic Way S and Summercrest Drive S	Skyline Road S is a high speed arterial with limited crossing opportunities. This impacts students walking to both Crossler Middle School and Sprague High School. In addition, there is a missing section of sidewalk along the east side of Skyline Road that restricts the ability of students to walk to the traffic signal located 1300 feet to the north of this crossing.	The project will install a pedestrian refuge island and a curb extension on the east side of the intersection to shorten the crossing distance. High visibility crosswalk markings will be installed and additional overhead illumination.	No	Region 2	500,000 - 1 million	215
*75 - Project pending eligibility	North Bend Middle School/Pony Creek Road/Pony Slough Footbridge Replacement/2024	North Bend School District #13	North Bend Middle School	Pony Creek Road	Crowell Lane	We have a 60+ year old footbridge in a school zone used by students and the community that needs significant work to make it safe for pedestrians, bicyclists and to make it ADA accessible. The bridge goes over a slough and has significant damage due to erosion compromising its safety. If the bridge were widened and rebuilt it would allow more students to walk or ride their bikes to school safely, make it accessible for ADA use and provide a multiuse path bridging two areas of our community.	The footbridge needs to be engineered & built to add stability to make crossing over the slough safe. The understructure will need to be redone due to erosion from the tides coming and going and to support the added weight caused by widening the narrow deck of footbridge to make it ADA compliant and bicycle friendly. It will also need work done to safely attach to walkways on both ends. All of this would make it safe and more accessible for students, wheelchairs, bicycles and community members.	No	Region 3	100,000 - 500,000	215
40	Harrisburg Grade School/N. 9th St./Sidewalk Improvement Project/2024	City of Harrisburg	Harrisburg Elementary School	N. 9th St.	Diamond Hill Rd to Territorial St.	Children living in the NE or north-central part of the City cross Diamond Hill Rd at the RRFB crosswalk and walk/bike to school on N. 9th St. From Diamond Hill Rd (20' past the intersection) to Territorial St., there are no sidewalks, curbs or gutters for 1500'. There are open storm-water ditches on both sides of the road for 2/3rds of the year, creating a safety hazard for our children, who share the street with vehicular traffic. There is no safe place for kids to escape a crash or a vehicle	This project will add 1,500' lineal feet of sidewalk, from Diamond Hill Rd to Territorial St., including curbs and gutters from Burton St. to Territorial. Storm water on the west side of 9th, will be culverted, removing that hazard; allowing for better protection for our children. Sidewalks and bike lanes will be connected to major routes to school, allowing children to use a route to the grade school that has less traffic and is safer than Diamond Hill Rd & 7th, which is a major arterial.	No	Region 2	1 million - 1.5 million	215
80	Manzanita Street Sidewalks - Court St to Riverside Ave	City of Medford	Kids Unlimited Academy	Manzanita Street	Riverside Avenue to Court Street	Manzanita Street is a local road in a low-income neighborhood in Medford with no sidewalks. Manzanita connects from Riverside Avenue to Court Street (both Major Arterials) and sees a lot of cut-through traffic.	The project will add sidewalks, with bulb-outs at all intersections, to Manzanita Street to provide a safe place for people to walk and provide traffic calming.	No	Region 3	1 million - 1.5 million	210

82	Crossler MS/Liberty Road S/Sidewalks/2024	City of Salem	Crossler Middle School	Liberty Road S	Davis Road S	Residents living on the east side of Liberty Road S in the vicinity of Summit View Avenue SE do not have pedestrian access to Crossler Middle School (located on the west side of Liberty Rd). The nearest marked crosswalk is 1400 feet north at Holder Lane, but there is no way to reach it due to missing sidewalks.	This project will construct approximately 300 feet of sidewalk, including retaining wall, along the east side of Liberty to connect existing sidewalks to the intersection of Davis Road. A new traffic signal is currently in design that will provide students with a protected pedestrian crossing to the school.	No	Region 2	1 million - 1.5 million	205
39	Bellview/OR99/Sidewalk/24	Oregon Department of Transportation	Bellview Elementary	Rogue Valley Highway No.063	Begin: MP 21.40 End: MP 21.87	Many students attending Bellview Elementary live along OR-99 (Siskiyou Blvd) and are forced to walk or roll along the shoulder or dirt paths where sidewalks do not exist. Poor local street connectivity to the north and location of Bellview Elementary limits most walkers to Siskiyou Blvd as the most direct path of travel.	This project will fill sidewalk gaps, add ADA accessible curb ramps and narrow unimproved business access driveways along the north side of Siskiyou Blvd giving students living north of Siskiyou Blvd a safe, accessible and direct route for students of all abilities.	Yes, and I understand that ODOT Area Manager and District Manager must approve the final application and will need to be engaged with the delivery of the project.	Region 3	1 million - 1.5 million	205
56	Amity High School/Highway 99W/Installation of Rectangular Rapid Flashing Beacon/24	City of Amity	Amity High School	Trade Street (Highway 99W)	Nursery Ave (Highway 153)	This highway crossing, of high use by students on a daily basis, is not well marked, frequently not noticed by motorists, and has a history of pedestrian injury crashes. Located within .10 miles of our middle school, this intersection is regarded as dangerous by our community and poses an imminent threat of future injury if improvement is not made.	The installation of a Rectangular Rapid Flashing beacon at the intersection of 99W and 153 will alert drivers in advance with clear visual evidence that the cross walk is being used by pedestrians. Because of the somewhat unique narrow median markings on this portion on Hwy 99, illegal passing on the right is a common problem. The danger posed by this illegal, but frequently observed, issue would also be alleviated by the enhanced safety features of a RRFb.	Yes, and I understand that ODOT Area Manager and District Manager must approve the final application and will need to be engaged with the delivery of the project.	Region 2	100,000 - 500,000	200
25	Middleton Elementary School/SW Sunset Boulevard/Enhanced Crossing Improvements/2024	City of Sherwood	Middleton Elementary School	SW Sunset Boulevard	SW Timbrel Lane	The intersection of Sunset Blvd/Timbrel Lane is a key crossing location for students walking to Middleton Elementary School. Sunset Boulevard serves as a major barrier (high speeds, # of lanes, traffic) between Middleton Elementary School and the residential neighborhoods on the north side of Sunset Boulevard. During the AM and PM peak hours, over 270 people walking were recorded entering the intersection including 154 people who crossed Sunset Boulevard at Timbrel Lane.	Vehicles along Sunset Boulevard are traveling above the posted speed and are not yielding to people crossing the street. The ADT on Sunset is over 8,000. The proposed project will install rectangular rapid flashing beacons (RRFBs), relocate and restripe the existing high-visibility crosswalk to reduce crossing distance from roughly 68 to 55 feet, reconstruct 4 non-ADA compliant curb-ramps and install new lighting to increase pedestrian visibility.	No	Region 1	100,000 - 500,000	200
6	Condon/OR 19/Sidewalks and Crossings/24	ODOT	Condon Elementary School	OR206	40.88-41.13	Condon Elementary School and High School are separated from the majority of the City of Condon by highways OR19 and OR206; vehicle speeds are often a significant problem as the highways transition from the rural to the urban context and create hazards for children walking and biking to school.	This project will fill a critical sidewalk gap along OR206 and improve 4 crossings of OR19 and OR206 to improve safety for children walking and biking to school.	Yes, and I understand that ODOT Area Manager and District Manager must approve the final application and will need to be engaged with the delivery of the project.	Region 4	1 million - 1.5 million	200
98	Washington ES/Lansing Ave/School Zone Improvement/2024	City of Salem	Washington Elementary School	Lansing Avenue NE	Hammel Street NE	There are two marked school crosswalks on Lansing Avenue NE - one for Washington ES and the other for Waldo MS. There are concerns with cars blocking visibility at the crosswalks.	Project will enhance the two existing school crossings to draw more attention to pedestrians using these crosswalks. Project will consider curb extensions and flashing school zone signs as well as additional overhead lighting.	No	Region 2	500,000 - 1 million	195
52	WillaminaES/3rd/Crosswalks/2024	The City of Willamina	Willamina Elementary School/Willamina School District	1100 NE Oaken Hills Drive	po box 1000	The problem that we are addressing with this project is a disparate and subpar path along the primary route for children walking to school. Many of the sidewalks in this area were constructed in the 70's, several curb ramps are missing, the curb ramps that exist are poor and there is an entire block with no sidewalk. There are also no crosswalk or pedestrian crossing signage on 3rd street.	This project will provide ADA compliant curb ramps and crosswalks on NE Third Street at the intersections of C Street, D Street, E Street and Oaken Hills Drive. It will also provide sidewalk infill on NE Third Street between C Street and D Street.	No	Region 2	100,000 - 500,000	195

45	Lamb Elementary/Herrin Road/Sidewalks/2024	Marion County Public Works	Lamb Elementary School	Herrin Road	45th Avenue to the School	There are no sidewalks along the majority of Herrin Road, the street that directly accesses the school.	This project will infill sidewalks and bike lanes on Herrin Road to provide a consistent place for students to walk and ride.	No	Region 2	2.5 million - 3 million	190
94	Kraxberger Middle School Rectangular Rapid Flashing Beacon Project	City of Gladstone	Kraxberger Middle School	Webster Rd.	Kirkwood st.	Webster Road, where Kraxberger Middle School is situated, serves as a busy corridor dividing the school from residential areas with school-age children. Despite a 35 MPH speed limit, drivers often disregard the 20 MPH School Zone limit. The existing crosswalk, lacking visibility, urgently demands modernization. This need is underscored by Local police data indicating numerous accidents, especially during school hours, stressing the critical need for enhanced safety measures at the crosswalk.	The Webster Road Crosswalk Project mission is clear, to prioritize the safety of Kraxberger Middle School students and neighboring park-goers. By modernizing the current crosswalk with Rectangular Rapid Flashing Beacons (RRFB), proven to elicit a 96% driver yield rate, we're aligning with Federal Highway Administration recommendations. With the School Zone limit of 20 MPH often overlooked, these enhancements ensure safer passage for all pedestrians.	No	Region 1	100,000 - 500,000	185
33	Talent Elementary and Middle School SRTS Improvements	City of Talent	Talent Elementary and Middle Schools	Wagner Creek Road and Foss Road	Wagner Creek Road near Christian Avenue cross street and Foss Road west of Wagner Creek Road	Children using the crosswalk at Wagner Creek Road/Christian School entrance are competing with a majority of vehicle traffic entering and leaving the school which puts children at a higher risk of being struck by a vehicle during the beginning and ending of the school day and there is an overall lack of sidewalk connections for pedestrian school access.	The project includes expanding the sidewalk network adjacent to the middle and elementary schools on Foss Road and relocating a crosswalk between the two schools to a safer location.	No	Region 3	500,000 - 1 million	170
11	Creswell Safe Routes to School, A Street Improvements	City of Creswell	Creslane Elementary School	A Street from 10th St to Front St.	N/A	Within the span of one generation, the percentage of children walking or bicycling to school has decreased by 73%, contributing to childhood obesity and road congestion near schools. This increased congestion adds to safety concerns, creating a self-perpetuating cycle continues as more parents drive their students to school.	A Street is a critical corridor for Creswell because of its proximity to the Elementary School and ability to serve a large number of students walking and rolling to and from all schools in Creswell. The proposed improvements will slow traffic on A Street as well as provide improved intersection crossings at the heavily congested Elementary School Parking lot. It will improve the safety, decrease congestion, and improve the physical health of young Creswellians.	No	Region 2	500,000 - 1 million	170
9	Walker Avenue Corridor Safety Improvements	City of Ashland	Walker Elementary	Walker Avenue	Iowa Street	The Walker Avenue corridor safety improvement project defines multiple different improvements that improve access and safety for children walking and biking to Ashland Elementary, Ashland Middle School and Trails Outdoor School. Projects are meant to slow traffic down on Walker Avenue (traffic calming), improve ADA access at intersections through ramp upgrades, install RRFB protected crossings and improve overall signage and striping along the corridor.	Recommendations include installing traffic calming elements, RRFBs, ADA upgrades and signage/striping based on need and engineering analysis along Walker Ave between Homes Ave and E Main St,	No	Region 3	500,000 - 1 million	170
100	Buff Elementary- McTaggart to J Street - Sidewalk and Crossing Improvements	City of Madras	Buff Elementary	J Street	Strawberry Lane	The intersection of J Street and Strawberry Lane is a major pedestrian crossing for children and adults walking to and from Buff Elementary. The City wants to provide a safe pedestrian crossing that will reduce and/or eliminate vehicle and pedestrian conflicts. In October of 2021, an accident occurred between a child and vehicle which may have been avoided with an enhanced crossing.	As a result of the vehicular and pedestrian incident in October 2021, the City contracted with a traffic engineer to determine a solution to avoid the conflict from reoccurring. The solution is to remove the existing traffic island, install a rectangular rapid flashing beacon with illumination, crosswalk striping, curb ramps, pedestrian refuge and advanced warning signs.	No	Region 4	100,000 - 500,000	165
69	Scholls Ferry Road and Laurelwood Ave Intersection Crosswalk Enhancements	Washington County Land Use and Transportation	Raleigh Hills K-8	Scholls Ferry Road	Laurelwood Avenue	Students and families must cross an unmarked and uncontrolled right turn slip lane to access home and school. The school district will not allow students to cross intersection, even with a crossing guard over safety and visibility concerns.	The project will construct a raised crosswalk and truck apron in the slip lane. Signage, pavement markings and lighting will accompany improvements. The improvements will slow turning vehicles, increase the visibility of the crosswalk, and will be ADA compliant.	No	Region 1	100,000 - 500,000	160

61	Connecting Sheridan's Schools 2024	City of Sheridan	Sheridan High School	Bridge Street	Jefferson	It is the responsibilities of the local government to address the lacking infrastructure like sidewalks, crosswalks, bike lanes, signage, and traffic calming measures. Sheridan has significant high impact traffic issues that create safety barriers for kids: 3 exists off Highway 18, Highway 18B, and a railroad crossing. The City wants to eliminate the barriers that are listed SRTS Plan, reducing the vulnerability and barriers that significantly impact safely walking or rolling to our schools.	We are going to be able to complete all the construction recommendations listed in the PIP. The City Engineer has analyzed the Final Sheridan SRTS Plan as well as adding missing sidewalk and curb in a 4-block radius from both the High School and K-8 School to ensure connectivity. Additionally, adding all the RRFB (including components), audio/visual alerts, continental crossings, signage, and all the supplemental engineering work is included in our estimate.	Yes, and I understand that ODOT Area Manager and District Manager must approve the final application and will need to be engaged with the delivery of the project.	Region 2	2 million - 2.5 million	155
70	Lafayette Wascher Elementary School SRTS Phase 2 Expansion	City of Lafayette	Wascher Elementary School	7th Street	Bridge Street & Jefferson St	The project site currently has no sidewalk, inadequate drainage, and pavement in poor condition. the street is a collector street and is used as a direct pathway for both vehicles and pedestrians to the City Park and the Grade School which are both on 7th St. The City Park is located at the beginning of the project at Jefferson St. and the Grade School several blocks to the east. This is a safety issue for the pedestrians as they now have to walk in the narrow street, which also impacts	gutter on the north side which will connect to the sidewalk that stops at Jefferson St. This will then provide a continuous sidewalk from Bridge St. and the west side of the community to the City Park and the Grade School. This will include ADA ramps. This will require storm drainage facilities to be constructed for the north side of the street. A 2" overlay will be cover the	Yes, and I understand that ODOT Area Manager and District Manager must approve the final application and will need to be engaged with the delivery of the project.	Region 2	100,000 - 500,000	145
10	Yamhill Carlton ES/East Main/Crosswalk/24	City of Carlton	Yamhill Carlton Elementary School	East Main Street	North 3rd and North 7th	Crosswalks in these locations, 3rd and 7th streets are poorly marked or non-existing. These two intersections have the highest number of pedestrian crossings from the North to South sides and vice versa. Currently, there is little lighting, crosswalk paint is in poor condition, and there are no crossing guards assigned in these intersections before and after school hours due to school staffing.	The proposed project will be to install two solar powered LED Rectangular Rapid Flashing Beacons at 3rd, and two at 7th street intersections. These have push buttons that light up when a pedestrian needs to cross. The crosswalk paint would also be replaced with thermoplastic paint. A long lasting, higher visibility paint which will help notify motorists of the crosswalk from a further distance.	No	Region 2	100,000 - 500,000	145
73	Alberta Ave E Pedestrian Improvements	City of Monmouth	Monmouth Elementary School	Alberta Ave E	N Atwater Street	The problem in the project area is there are almost no sidewalks a total absence of ADA ramps for students to use. The majority of students walk in the roadway with traffic to get to and from school.	The proposed project will install sidewalks and ramps along the Alberta Ave E corridor. A few properties have existing sidewalks that currently do not meet standards and have no connections on either side of the property forcing pedestrians to walk within the roadway.	No	Region 2	1 million - 1.5 million	135
35	View Acres Elementary/SE Hill Road/Crosswalk Upgrades/24	Clackamas County	View Acres Elementary School	SE Hill Rd	SE View Acres Rd	The crosswalks across SE Hill Rd are the main approaches to the school from the west but are substandard. In particular, the crossing at SE View Acres Rd is directly adjacent to both a low-visibility turning curve and a low-visibility vertical curve, increasing the danger of the crosswalk.	We are proposing RRFB crossing installations to improve visibility for crosswalk users.	No	Region 1	500,000 - 1 million	135
3	Condon School District 251 Washington St Sidewalk installation 2024	City of Condon	Condon Elementary School	Washington Street	Bayard/Highway 206	Washington St between Bayard and Court is the main pedestrian access to: Condon High School, Condon Grade School and Condon Early Childhood Education Center from the east neighborhoods of Condon. With the recent addition of the Old Ballfield Subdivision and future redevelopment of the Old Grade School into housing, this area will see an increase in foot traffic in the next 5 years.	Adding sidewalks on both sides of Washington St from Highway 206 to Court will bring pedestrians out of the lane of travel and on to a sidewalk as students as young as 6 walk to and from school on their own. By getting the pedestrians on the sidewalks it will also lead them to the newly constructed ADA ramps to cross Highway 206. This intersection is the most heavily trafficked intersection during drop off and pickup times.	No	Region 4	100,000 - 500,000	120
95	South Salem HS/Church St/Pedestrian Refuge Island/2024	City of Salem	South Salem High School	Church Street SE	Howard Street SE	Safety concerns exist for students walking and bicycling to South Salem High School due to high traffic congestion associated with school arrival and dismissal times. Much of the traffic congestion is focused on Church Street between Rural and Howard Streets. Safety concerns exist at two primary intersections: (1) Church and Howard Streets (south side); and (2) Church and Oxford Street.	The project includes two primary elements. The first will construct a pedestrian crossing refuge island on Church Street at the south side of Howard Street. This will create a more direct alignment for students crossing Howard Street to the north. The project also includes a raised intersection crosswalk where Oxford Street intersects Church Street. This intersection is immediately adjacent to the front door for the High School.	No	Region 2	500,000 - 1 million	115

58	OttoPetersenES/Vine/Sidewalk/24	City of Scappoose	Otto Petersen Elementary	SE Vine Street	From the parking lot of Grant Watts Elementary to SE 6th Street	The issue at this location is the lack of any pedestrian infrastructure. A large number of students live in the neighborhoods North of Otto Petersen Elementary and walk or ride their bikes to school. The most direct way to access Otto Petersen from the North side of the school is through 3rd Place or Vine Street, resulting in these streets becoming a thoroughfare for students before and after school. The lack of sidewalks makes this a major hazard for students as they travel to and from school.	This project will construct sidewalks on 3RD PL//VINE STREET in order to ensure that students have a safe way to access Otto Petersen from the North side of the school. This project will include ADA ramps for students with mobility limitations, and will ensure that students are not forced to walk or ride their bike in the middle of the road, or between parked vehicles.	No	Region 2	500,000 - 1 million	100
21	Brooks Camp Road Pedestrian Improvements	City of Sisters	Sisters Middle School	Brooks Camp Road	Intersection of Brooks Camp Road and McKinney Butte Road	The project is located in a neighborhood of single-family, multi-family, an senior residential homes. This area is also experiencing significant residential growth. Because of this Brooks Camp Road has seen an increase in vehicle, pedestrian, and bicycle use including children walking to and from the nearby schools. The pedestrian network on Brooks Camp is fragmented and results in pedestrians either walking in the road or off pavement on unimproved surfaces.	This project involves installing 8-ft wide asphalt multi-use paths along the east side and 6-ft wide asphalt multi-use paths along the west side of Brooks Camp Road where none currently exist. The project would involve the section of Brooks Camp Road between Hill Avenue to the north and Highway 242 to the south. The project would connect with existing pedestrian paths and street crossings.	Yes, and I understand that ODOT Area Manager and District Manager must approve the final application and will need to be engaged with the delivery of the project.	Region 4	100,000 - 500,000	100
55	Amity Elementary School/Jellison Ave./Sidewalk/24	City of Amity	Amity Elementary School	North and South Jellison Ave.	Rice Ln. and 3rd St.	The proposed project alignment is a direct route to and from the Amity Elementary School and the surrounding residential area. Currently no sidewalks or bike lanes exist along the roadway to allow students to safely walk or bike from their homes to school without walking on the side of, or in the roadway.	sidewalk with curb and gutter along the west side of Jellison Avenue from 3rd Street to Rice Lane, connecting into an existing SCA grant project. A new storm sewer is required because the project will convert existing roadside ditches into sidewalk and stormwater must be captured and conveyed. This Project will create a pedestrian accessible route to and from the Elementary	No	Region 2	1 million - 1.5 million	95
89	Weston Middle School/Main St, Wallace St, Arman St Sidewalk Improvements/2024	City of Weston	Weston Middle school	E Main Street/E Wallace St/N Arman Street/N Broad Street	Main Street/N Broad Street	The Weston Middle School is located on a hill directly adjacent to downtown Weston. Parking is very limited at the school forcing most visitors to park at the bottom of the hill, or in downtown Weston. There are no continuous sidewalks from these offsite parking locations to the school creating a significant barrier to pedestrians and persons with disabilities from accessing the school.	The project will construct ADA accessible sidewalks connecting the existing sidewalks in downtown Weston to sidewalk facilities at and adjacent to the school. Sidewalks will connect from City streets to the primary school stairway/entrance on the west side of the school, and also along Main Street and Arman Street to connect to the School's ADA entrances on the east side of the building.	No	Region 5	100,000 - 500,000	90