



# BURNS PAIUTE TRIBE Safe Routes to School Plan

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

BURNS PAIUTE TRIBE  
SPRING 2024

Oregon Department of Transportation  
Safe Routes to School



ALTA • COMMUTE OPTIONS • THE STREET TRUST

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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 a SRTS Plan include improving safety, increasing access, encouraging physical activity, and reducing traffic congestion and motor vehicle emissions near schools. Implementing SRTS programs and projects benefits adjacent neighborhoods, as well as students and their families, by reducing traffic conflicts and enabling walking and rolling trips for all purposes.*

*Learn more at [www.oregonsaferoutes.org](http://www.oregonsaferoutes.org).*

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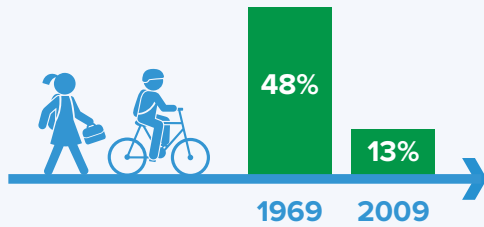
<sup>1</sup> The term roll is used in this Plan as an inclusive term that includes biking and using mobility devices, such as wheelchairs and scooters.



# 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%**.



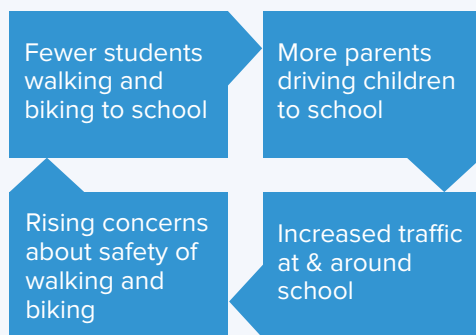
Children and adolescents should have **60 minutes (1 hour)** or more of physical activity daily.



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 rolling activity among students. But why is it important for communities to make it safer and more convenient for students to walk and roll 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 walking or rolling 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!

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

2 Cooper, A.R., A.S. Page, L.J. Foster, and D. Qahwaji. 2003. "Commuting to School: Are Children Who Walk More Physically Active?" *American Journal of Preventative Medicine* 25(4):273–276. doi:10.1016/s0749-3797(03)00205-8.

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3 Hillman, C.H., M.B. Pontifex, L.B. Raine, D.M. Castelli, E.E. Hall, and A.F. Kramer. 2009. "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 rolling, 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 rolling. Additionally, the common goal of improving conditions for walking and rolling 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 roll 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.”

### 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 rolling 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>

<sup>1</sup> Litman, T., and S. Fitzroy. 2021. *Safe Travels: Evaluating Transportation Demand Management Traffic Safety Impacts*, Victoria Transport Policy Institute.

<sup>2</sup> Rodney, T. 2011. *Good For Business – The Benefits Of Making Streets More Walking And Cycling Friendly*, Heart Foundation South Australia.

# Burns Paiute Tribe SRTS Project Identification Program

The Burns Paiute Tribe, Oregon Department of Transportation (ODOT) Region 5 representatives, and the Burns Paiute 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 SRTS Technical Assistance program is an ODOT process 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.\* In the case of the Burns Paiute Tribe, this process focused on making walking, biking, and taking transit safer for residents of the Burns Paiute reservation, including

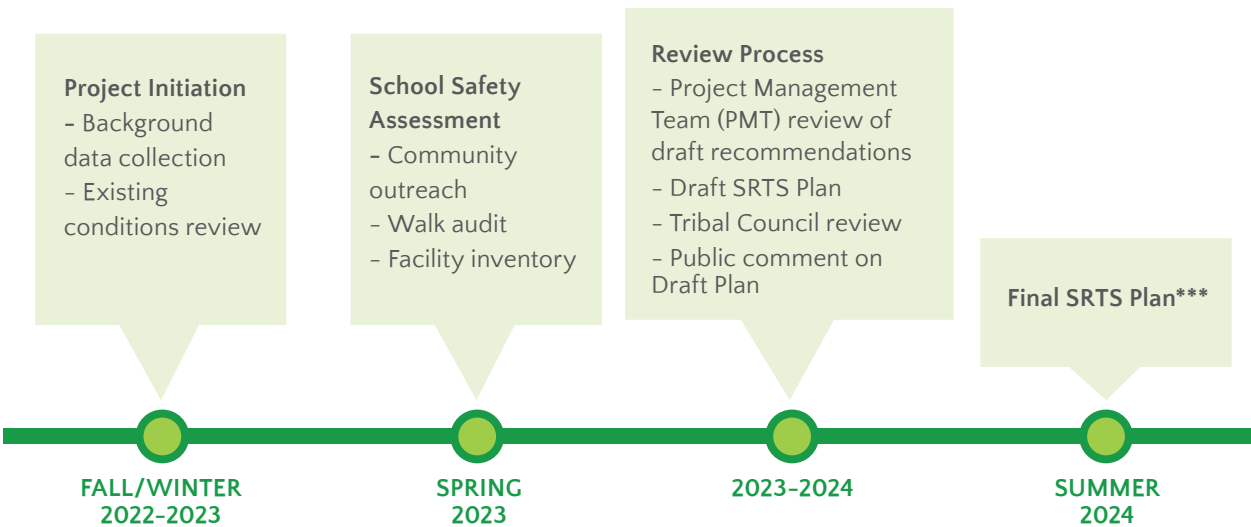
students attending Harney County schools (located in Burns and Hines), as well as those traveling to and from schools on the reservation.

The goals of the SRTS Technical Assistance 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 SRTS Plan Process\*\*



\*For more information on the SRTS Technical Assistance program, visit [www.oregon.gov/ODOT/Programs/Pages/SRTS-Project-Identification-Program.aspx](http://www.oregon.gov/ODOT/Programs/Pages/SRTS-Project-Identification-Program.aspx).

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

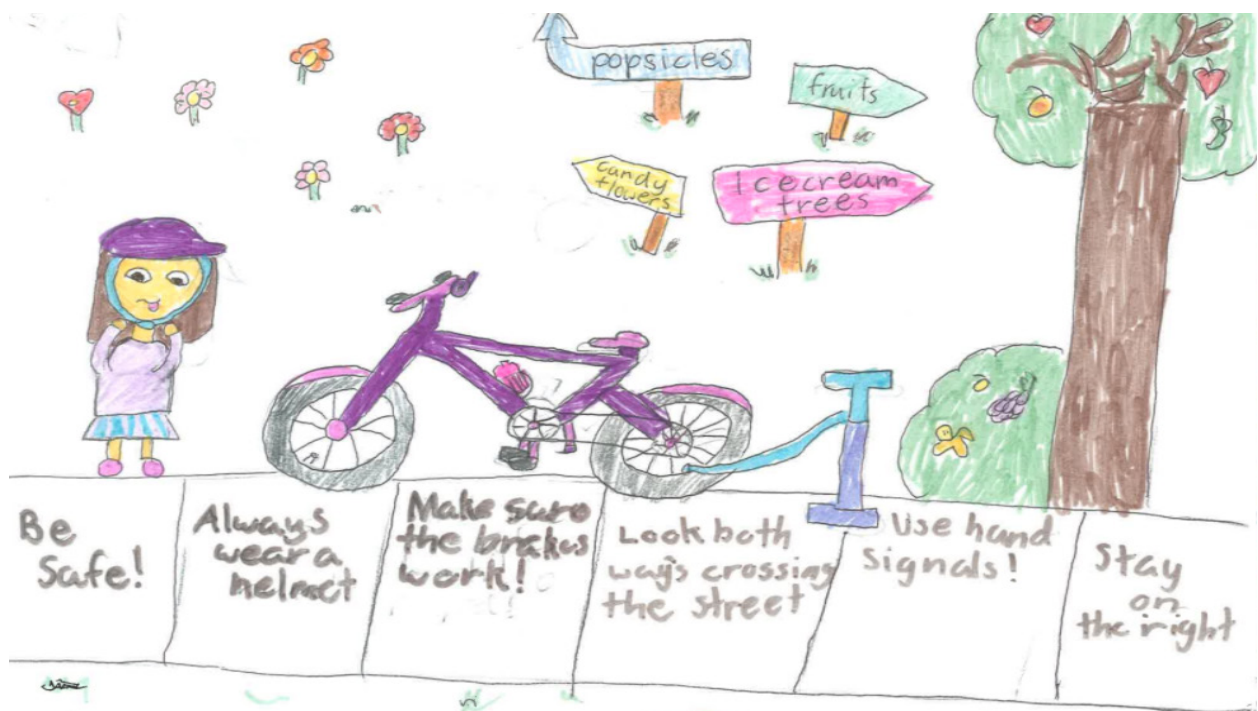
\*\*\*Final SRTS Plans can be found at [www.OregonSafeRoutes.org](http://www.OregonSafeRoutes.org)



## 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 rolling 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 Technical Assistance 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,
- **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 rolling 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 OR AM A MEMBER OF TRIBAL COUNCIL

- Identify city- or countywide issues and opportunities related to walking and rolling, 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 roll 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 Burns Paiute community envisions a future where students and their families safely, comfortably, and conveniently walk and roll as part of the daily school commute and a healthy lifestyle.*



## Goals, Objectives, and Actions

The ODOT SRTS TA team developed goals to support SRTS in the areas of health, safety, equity, and the environment. Participants in the Burns Paiute SRTS Technical Assistance process selected safety and equity as the main priorities for the community. A summary of community engagement activities is included in the following section.

This section lists specific recommended objectives and actions based on the community-identified goals, as well as community input from the walk audit and data collected throughout the 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 roll out of necessity.**

**Objective 1: Students are able to walk and roll to and from Tehzi Tuaki Tehsutabe'I School, bus stops and school bus pickup/drop-off locations, and schools located off the reservation**

- Action: The Burns Paiute Tribe will adopt the long-term infrastructure recommendations in Chapter 4 as a part of its planning processes including the upcoming Transportation System Plan update.
- Action: The Burns Paiute Tribe (along with any necessary local partners) will consider applying to the ODOT Engineering Technical Assistance Program in 2024 and the Competitive SRTS Infrastructure Grant in a future round to fund infrastructure improvements outlined in Chapter 4.
- Action: The Burns Paiute Tribe will apply for the ODOT Community Paths Grant to work toward improving and formalizing the hillside path.
- Action: The Burns Paiute Tribe will begin

implementing recommendations as funds for capital improvements become available, particularly lower cost improvements within a quarter mile of a school or bus stop.

### EQUITY

**Goal: Increase access and opportunity to walk and roll to school for all residents, with a particular focus on transportation-disadvantaged populations.**

**Objective 1: Engage with families from the Burns Paiute community, to hear and learn about their barriers to students walking or rolling to school.**

- Action: The Burns Paiute Tribe, along with partners such as the ODOT, The Street Trust, and Cycle Oregon, will provide relevant SRTS information and educational materials related to active transportation.
- Action: The Burns Paiute Tribe will partner with Harney County School District, as well as existing local groups and organizations, to help disperse information and better understand needs and barriers.

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

- Action: The Burns Paiute Tribe will implement infrastructure recommendations with a consideration for improvements that serve underserved 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: The Burns Paiute Tribe will look for areas of overlap between SRTS efforts and other health and prevention initiatives, looking at joint funding opportunities as well as events and activities that can link these two important issues. .

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

- Action: The Burns Paiute Tribe will share relevant health statistics and messages in newsletters, at community events, on social media, or through other communication channels.
- Action: The Burns Paiute Tribe 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: The Burns Paiute Tribe will provide parents with education and encouragement materials providing information on carpooling, walking, biking, and school buses

## A Community-Driven Planning Process

The vision, goals, objectives, and actions provided here, as well as the detailed construction project and programmatic recommendations to follow in Chapter 4, were shaped by the Burns Paiute community. Local agency and tribal staff, Tribal Council, and other community members had the opportunity to participate in the SRTS planning process and provide feedback through on-site walk audits, meetings with Technical Assistance providers, and an online public comment map. Community members 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 of the reservation and surrounding areas, assessing existing conditions and identifying areas for improvement.

### COMMUNITY ENGAGEMENT KEY THEMES

Based on the feedback received through all engagement methods, it is clear that the Burns Paiute community values active, healthy lifestyles and seeks to make it safer and more comfortable for all young people to walk and roll.

Themes from community engagement and feedback included:

- Providing safer connections into town via Foley Dr, as well as other roads as they are built. These routes are already used by tribal members to access Burns, so they should be considered priorities for improvement.
- A need to slow traffic as it enters the reservation's residential and civic area on Radar Base Rd.
- A desire for more designated pedestrian facilities (including potential sidewalks) along reservation roads.
- The opportunity to connect the upper and lower areas of the reservation through improvements to Pa Si Go, as well as the informal hillside path.





03



EXISTING CONDITIONS



# EXISTING CONDITIONS

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

---

The following pages provide contextual information about circulation on and around the Burns Paiute Reservation, as well as key themes documented during the walk audit 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.

## Bike and Pedestrian Facilities Inventory



### Key Observations

- Foley Dr is managed by multiple jurisdictions, including the City of Burns and Harney County. As a result, the speed limit changes along its length.
- There is a narrow 3' shoulder along Foley Dr that is often used by cyclists and pedestrians. This shoulder changes sides from west to east just north of the Burns city limit.
- Vehicles often travel faster than the posted speed limit, not realizing they are entering the reservation, which is a residential area. Tribal resources, such as offices, a playground, and a school, are located near the intersection of Radar Base Rd and Foley Dr, making this a potential hazard for residents traveling on foot or by bicycle.
- The intersection of Radar Base Rd and Foley Dr uses a slip lane, which can encourage speeding through the reservation.
- Radar Base Road is the main road through the lower part of the reservation.
- Connections between the lower and upper sections of the reservation are an unpaved hillside path and Pa Si Go St, which does not have designated space for pedestrians.
- Paiute Street, Pa Si Go Street, and Ya Pa Street are the primary residential streets and have no pedestrian facilities.



*Foley Dr is managed by multiple jurisdictions. Because of this, the speed limit changes between the reservation and the Burns city limits.*



*Along Foley Dr, there is a 3' shoulder for bikes and pedestrians with no separation from vehicle traffic.*





*On Foley Dr, there is a crossing where the shoulder changes from one side to the other. The crosswalk located here has limited signage.*



*Where Foley Dr meets Radar Base Rd, there is no stop sign. Vehicles turn left using the slip lane at the southwest leg of the intersection.*



*As northbound vehicle enter the reservation, near the intersection of Foley Dr and Radar Base Rd, they are often traveling at high speeds.*



*School and residential areas of reservation are located very close to this intersection.*





*Radar Base Rd is the main east-west road through the reservation.*



*The Tribe's previous transportation plan designated shoulders along the roadway as bike/ped facilities; However, these are not clearly marked and have no separation from vehicles.*



*Paiute St, Pa Si Go St, and Ya Pa St are the primary residential streets for the reservation. These streets do not have sidewalks or other pedestrian facilities.*



*An informal hillside path acts as the only off-road connection between the lower and upper areas of the reservation center. The unpaved trail is steep, and the surface can be washed out and covered with rocks. It is not ADA accessible.*





*There is a bridge at the lower (eastern) end of the trail, as this area is prone to flooding.*



*Pa Si Go St connects Radar Base Rd with the upper section of the reservation. The designated speed limit is 35 mph.*



*Even though there are no bike or pedestrian lanes along Pa Si Go St, many pedestrians use this street to connect between the upper and lower portions of the reservation.*



*Many important tribal resources are located in the upper portion of the reservation.*





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 streetscape are essential to making walking and rolling to school safer and more comfortable. Infrastructure improvements benefit students and families who walk and roll 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 two miles of the focus schools. The maps on the following pages are a guide to the locations 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 rolling 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.

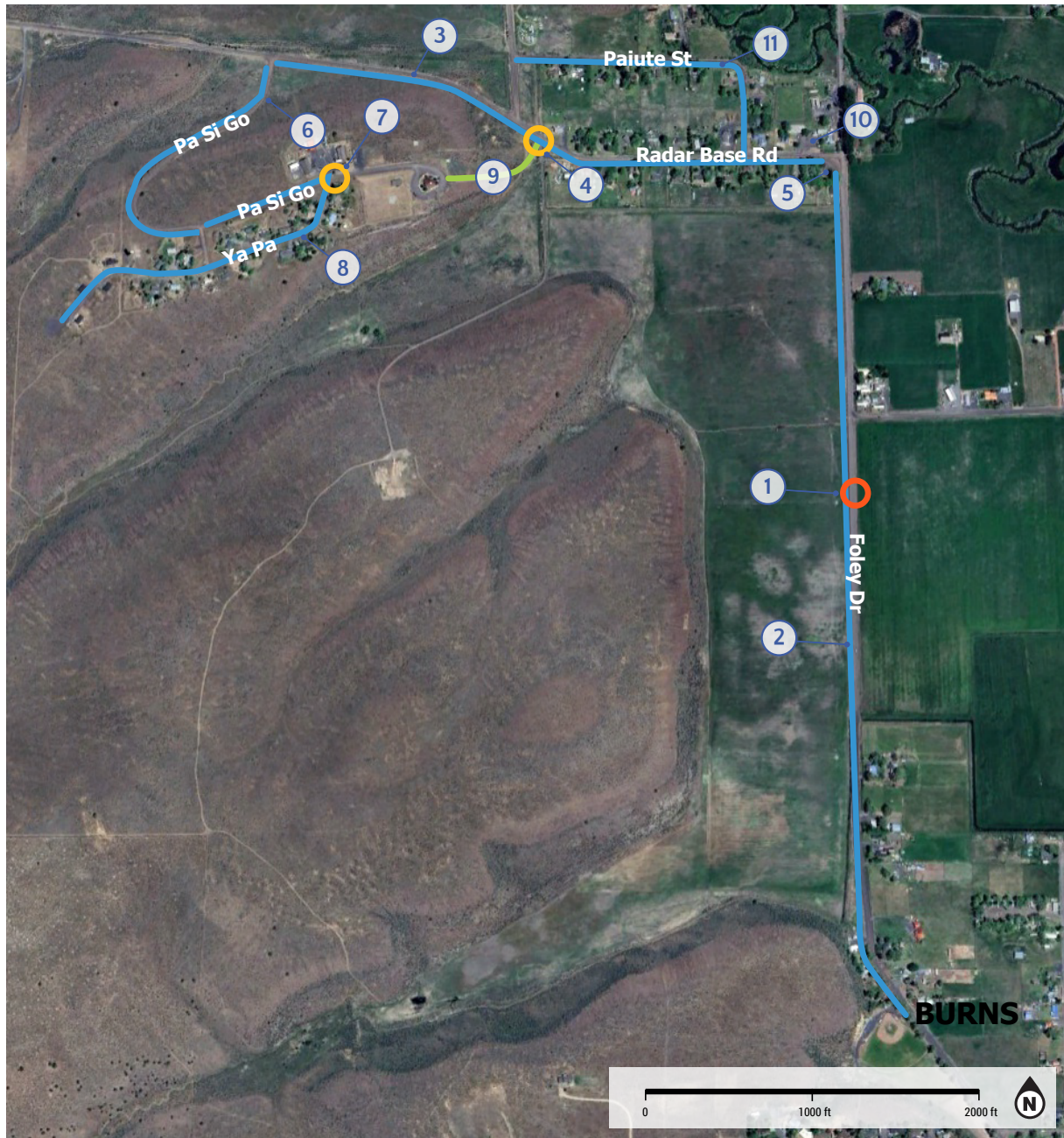
It should be noted that not all of these projects and programs need to be implemented right away to improve the environment for walking and rolling to school. Some projects will require more time, support, and funding than others. It is important to achieve shorter-term successes while laying the groundwork 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 chapter, as well as a table outlining more detailed cost estimates for the priority improvements.





## BURNS PAIUTE TRIBE IMPROVEMENTS MAP

**alta**



### IMPROVEMENTS

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

### LEGEND

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

Table 1. Infrastructure Needs and Recommendations

Rec #	Recommendation	Responsible Party	Implementation Next Steps
Foley Drive			
1	<p><b>Issue:</b> Foley Dr is the main connection between the city of Burns and the Burns Paiute Reservation. Foley Dr is a Harney County and City of Burns facility and speed limits vary across the corridor based on the different jurisdictions' roadway standards. At the south end of Foley Dr and on Radar Base Rd to the north, the speed limit is 25 mph, while this maximum increases to 30 mph for a short distance between the city limit and the Reservation. People driving tend to reach speeds higher than 30 mph and are often traveling at high speed when they reach the intersection of Radar Base Rd.</p> <p><b>Recommendation:</b> Reduce the speed limit along Foley Dr so that it is more consistent with the posted speeds on Radar Base Rd (within the Reservation) and Foley Dr near the Burns city limits.</p> <p>Consider bringing the roadway under one jurisdiction (City of Burns), so that there is consistency across the corridor. This would require a conversation with the County and City about what possibilities exist.</p>	Will require coordination with Harney County and the City of Burns.	ODOT SRTS Engineering Assistance (Requires additional Engineering analysis)

Rec #	Recommendation	Responsible Party	Implementation Next Steps
2	<p><b>Issue:</b> Foley Dr is currently a primary route for people walking and biking between the Burns Paiute Reservation and the northern end of the City of Burns. There is an approximately 3-foot shoulder where pedestrians and bicyclists travel along Foley. However, the lack of physical separation between vehicles and other users may be uncomfortable for those traveling on the shoulder.</p> <p>Additionally, north of Triangle City Park, this shoulder is on the west side of Foley Dr, but north of the bend in the road, this shoulder moves to the east side of the road. At this transition point, there is signage indicating a pedestrian crossing. However, there are no visible markings on the roadway that would indicate a pedestrian crossing as of Spring 2023.</p> <p><b>Recommendation:</b> Restripe the road to move the pedestrian lane to the west/south side of Foley Dr so that no crossing is required for pedestrians to travel between the Reservation and the Burns city limits. On the south end, connect this facility with the existing sidewalks on the west side of I-20.</p> <p>Designate the facility as a pedestrian lane and add additional signage to indicate this purpose. If possible, widen this lane and add a buffer to separate it from vehicle traffic.</p> <p>Consider installing flexible delineators to provide separation from vehicles for people traveling along this facility if this is feasible considering winter snow conditions.</p> <p>If it is infeasible to orient the pedestrian lane on the west side throughout the corridor, at a minimum, repaint the marked crosswalk with continental stripes where the pedestrian lane transitions from the east side (south half of Foley Dr) to the west side (north half of Foley Dr) near 1379 Foley Drive.</p> <p>NOTE: There are several potential limitations to the reorientation of this roadway, including the steep drop-off at the edge of the roadway and location of the roadway crest along the current centerline.</p>	Will require coordination with Harney County and the City of Burns.	ODOT SRTS Engineering Assistance



Rec #	Recommendation	Responsible Party	Implementation Next Steps
Radar Base Rd			
3	<p><b>Issue:</b> Radar Base Rd is the main road to travel east-west through the Burns Paiute Reservation, connecting the buildings on the hilltop with Foley Rd via Pa Si Go St. The Tribe's previous transportation plan designated the shoulders along the roadway as pedestrian and bicycle facilities. However, these facilities are not clearly marked and do not feature buffering or protection from vehicles.</p> <p><b>Recommendation:</b> Construct a sidewalk on the shoulder on the south side of Radar Base Rd between Foley Dr and Red Cinder Rd, transitioning to a separated path between Red Cinder Rd and Pa Si Go St</p> <p>Consider installing additional sidewalk on the north side of Radar Base Rd between Foley Dr and Red Cinder Rd as funding becomes available.</p> <p>If a sidewalk is infeasible, consider designation of a separated path or pedestrian lane. In this case, consider installing buffers or flexible delineators to provide separation from vehicles for people traveling along this facility, depending on feasibility in terms of snow removal.</p>	Burns Paiute Tribe, Harney County	<p>High priority project</p> <p>ODOT SRTS Engineering Assistance</p>
4	<p><b>Issue:</b> The intersection of Paiute St and Radar Base Rd is located near several destinations people may be walking to, such as the Burns Paiute Tribal Police Headquarters, Rainbow Park, and the Burns Paiute Tribe Language School. However, this intersection does not have marked crosswalks which may it uncomfortable for those crossing on foot.</p> <p><b>Recommendation:</b> Conduct an engineering review of site distance, vehicle speeds, etc. to confirm that a crossing at this location would be feasible and. If so, install continental crosswalks on the north and west legs of this intersection.</p> <ul style="list-style-type: none"> <li>• If sidewalks are also installed, construct ADA-compliant curb ramps on the southwest, northwest, and northeast corners of the intersection. Consider installing curb extensions to reduce crossing distance and improve visibility of pedestrians.</li> <li>• If sidewalks are not installed, perform a site review to confirm that a level landing can be constructed at either end of all crosswalks. Construct a level, ADA-compliant landing pad. (Note that ADA does not require curb ramps in the absence of a pedestrian walkway with a prepared surface for pedestrian use.)</li> </ul> <p>Ensure that proper illumination is installed at the crosswalk to increase visibility.</p>	Burns Paiute Tribe, Harney County	ODOT SRTS Engineering Assistance

Rec #	Recommendation	Responsible Party	Implementation Next Steps
Intersection of Radar Base Road and Foley Drive			
5	<p><b>Issue:</b> This intersection features a slip lane on the southwest leg of the intersection, allowing vehicular traffic to continue traveling at higher speeds from the south to the west.</p> <p><b>Recommendation:</b> Conduct a traffic study to understand and analyze traffic volumes at this location. Consider implications for noise and freight traffic through this intersection.</p> <p>If possible, consider closing the slip lane on the southwest corner of the intersection to vehicular traffic using bollards and other traffic calming devices. Simplify this intersection into a three-way stop, adding stop signs on all legs of the intersection.</p> <p>Install a high-visibility continental crosswalk across the west leg of this simplified intersection, approximately 50 feet west of the existing intersection to connect to the planned pedestrian facility on Radar Base Rd. Connect pedestrianized area to pedestrian lane on Foley Dr.</p> <p>Consider placing benches, tables, and/or other placemaking elements in the space formerly occupied by the slip lane to create a pedestrianized area.</p> <p>Also consider potential to install a roundabout at this location as an alternative to the three-way stop.</p>	Burns Paiute Tribe, Harney County	ODOT SRTS Engineering Assistance
Pa Si Go Street			
6	<p><b>Issue:</b> Pa Si Go St serves as one of the main street connections for tribal members living on top of the hill, as well as a popular pedestrian and bicycle connection between Radar Rd and the upper area of the reservation. The street does not have sidewalks or other pedestrian facilities.</p> <p><b>Recommendation:</b> Depending on topography and roadway width available, construct a grade-separated path or sidewalk along Pa Si Go St between Radar Rd and Kanitch. Consider installing a guardrail between the pedestrian area and the vehicle travel lanes if feasible. Also consider installing signage alerting vehicles of the presence of pedestrians and bicyclists, as well as potential speed humps at key locations along the route (to slow vehicle speeds).</p> <p>Transition to or continue a sidewalk along the north side of Pa Si Go Street between Kanitch and Ya Pa St.</p>	Burns Paiute Tribe, Harney County	ODOT SRTS Engineering Assistance



Rec #	Recommendation	Responsible Party	Implementation Next Steps
7	<p><b>Issue:</b> The intersection of Pa Si Go St and Ya Pa St does not have marked crosswalks. This intersection provides a connection between residences on Ya Pa St and the social services office on Pa Si Go St.</p> <p><b>Recommendation:</b> Conduct an engineering review of site distance, vehicle speeds, etc. to confirm that a crossing at this location would be feasible and. If so, install a continental crosswalk on the east leg of this intersection.</p> <ul style="list-style-type: none"> <li>· If sidewalks are also installed, construct ADA-compliant curb ramps on the southwest, northwest, and northeast corners of the intersection. Consider installing curb extensions to reduce crossing distance and improve visibility of pedestrians.</li> <li>· If sidewalks are not installed, perform a site review to confirm that a level landing can be constructed at either end of all crosswalks. Construct a level, ADA-compliant landing pad. (Note that ADA does not require curb ramps in the absence of a pedestrian walkway with a prepared surface for pedestrian use.)</li> </ul> <p>Ensure that proper illumination is installed at the crosswalk to increase visibility. If a sidewalk is installed, consider constructing curb extensions on the northeast and southeast corners of this intersection.</p>	Burns Paiute Tribe, Harney County	ODOT SRTS Engineering Assistance
Ya Pa Street			
8	<p><b>Issue:</b> Ya Pa Street serves as one of the main residential streets for tribal members living on top of the hill. The street does not have sidewalks or other pedestrian facilities.</p> <p><b>Recommendation:</b> Construct a sidewalk along the length of Ya Pa St. If this option is infeasible, consider installing a pedestrian lane.</p>	Burns Paiute Tribe, Harney County	ODOT SRTS Engineering Assistance
Hillside Path east of Burns Paiute Tribal Office			
9	<p><b>Issue:</b> To travel between the two main populations centers of the Burns Paiute Reservation (at the top of the hill and base of the hill), tribal members must either travel out of the way along busy roads (Pa Si Go Street and Radar Base Road) or they can walk along an informal path that exists between the Burns Paiute Tribal Office and Radar Base Road. This facility has a considerable incline and the surface is uneven, which means that it may become impassible during inclement weather due to water or snow.</p> <p>There is also a pedestrian footbridge across a ditch located closer to the side near Radar Base Road. This bridge may not be ADA accessible.</p> <p><b>Recommendation:</b> Construct a multi-use path between the Burns Paiute Tribal Office and Radar Base Rd. Ensure that the grade allows those of all ages and abilities to use this facility (which may require the path to be built with switchbacks).</p> <p>Consider replacing existing footbridge across the ditch with a facility that has additional safety features and ADA considerations.</p> <p>Consider including wayfinding elements to help residents and visitors navigate the Reservation using these upgraded paths.</p>	Burns Paiute Tribe	ODOT Community Paths Grant

Rec #	Recommendation	Responsible Party	Implementation Next Steps
Burns Paiute Tribe Language Building			
10	<p><b>Issue:</b> The Burns Paiute Tribe Language Building is where students may come to learn the Paiute language after school. There is no bicycle parking at the building or at nearby Rainbow Park.</p> <p><b>Recommendation:</b> Install bicycle parking adjacent to the Burns Paiute Tribe Language Building and at Rainbow Park.</p>	Burns Paiute Tribe	ODOT Community Paths Project Refinement Grant
Paiute St			
11	<p><b>Issue:</b> Paiute Street serves as one of the main residential streets for tribal members living in the Radar Base area. The street does not have sidewalks or other pedestrian facilities.</p> <p><b>Recommendation:</b> Construct a sidewalk along the south side of Paiute St between Radar Base Rd and Loop St. If this option is infeasible, consider installing a pedestrian lane.</p> <p>Remove dashed centerline and introduce traffic calming elements such as fog lines to delineate the shoulder.</p>	Burns Paiute Tribe	Add to school district long-term planning



## Education and Encouragement Program Recommendations

The programs outlined in this section are intended to increase awareness, understanding, and excitement for walking and rolling to school among families and students. Table 2 includes details about each recommended program including a brief description, suggested leads, timeline, and resources.

Suggested walking routes were also developed with project partners, based on community input and findings from the bike and pedestrian facility inventory. The Suggested Route Maps on the next pages provide current routes for students and families to consider when walking and rolling to school. The maps also provide an aspirational vision for a more complete SRTS network for future investments and improvement. These future network additions are shown as dashed lines.

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

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

1. Coordination between practitioners through Regional Hubs (see call-out below)  
<https://www.oregonsaferoutes.org/contact>
2. Trainings and resource guides, which can be found on the Oregon SRTS website  
<https://www.oregonsaferoutes.org/resources/>
3. Incentives, activities, and messaging for monthly Walk+Roll events  
<https://www.oregonsaferoutes.org/walkroll/>
4. Bicycle and pedestrian safety trainings and a loaner bike fleet  
<https://www.oregonsaferoutes.org/train-the-trainer/>

Learn more and keep in touch by signing up for the ODOT SRTS Newsletter:

<https://www.oregonsaferoutes.org/>

### CONNECT WITH YOUR ODOT SRTS REGIONAL HUB COORDINATOR

The ODOT SRTS Program can provide free resources, materials, and guidance to implement education and encouragement programs. The ODOT SRTS Education team is working in parallel with the Construction team to help communities across the state implement education and encouragement efforts. The team holds Regional Hub meetings to discuss statewide and regional SRTS strategies and efforts. Regional Hub Coordinators are a resource for local SRTS coordinators and regions without a coordinator to help create and sustain successful SRTS programs.

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

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

Table 2. Ashland School District 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	City, County, Parks + Rec, Public Health and Prevention staff, School District	Harney County SD could apply for a Safe Routes to School Coordinator through the ODOT Competitive Education Grant. Determine the advisory group for this position consisting of staff from different agencies or groups in the community, as well as tribal staff..	Example job description and application materials	Include tribal staff in planning to ensure that students living on the Burns Paiute Reservation are considered in all activities and programs.	Receipt of funding from ODOT, hiring of a SRTS Coordinator, meeting established goals and objectives
Bike Club	County, Public Health, School Distric	Establish a bike club for elementary, middle, and high school students that provides training and enjoyable activities for students.	Bike Club	Ensure that any programs are tailored to include tribal members and students living on the reservation.	Student participation and confidence in traveling by bicycle.
Pedestrian and Bike Safety Education	SRTS Coordinator, Schools, Public Health and Prevention staff	Work through after-school programs or within existing education curriculum (where possible) to provide pedestrian and bicycle safety education to students. Place a particular emphasis on safe crossing behavior and route planning.	Travel safety hand-out, messaging, curriculum	Focus on walking and biking safely in students' neighborhoods or on field trips, even if not near the school.	Number of students participating, feedback from families, observations from school leadership
<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. Include a focus on indigenous knowledge and stewardship of the earth.	Number of students and community members participating
Walk Around Campus Event (AKA walk-a-thons)	Teachers/School Staff	When students arrive at school, have them do a quick lap around the school campus to get their energy up for a day of learning. Walking around the school campus is also a great addition to encouragement events.	Music, Incentives, punch cards. Speak with teachers about adding events into curriculum.	This event is inclusive of all students, including those who ride the bus or are dropped off by an adult.	Number of students participating



# Education and Encouragement Program Descriptions

## PARENT EDUCATION AND OUTREACH

Parents are the primary decision-makers when it comes to how their students get to school. Informing parents about their options for walking and rolling, as well as communicating the benefits of active transportation, can encourage more families to walk and roll. This can happen through school e-news or announcements, and other informational resources. After high-priority construction recommendations are implemented, suggested route maps can show parents the best walking or rolling route to the school and help overcome concerns and barriers.

Resources include the following:

- The Oregon SRTS website has a host of safety tips for parents who are interested in their



student [walking](#) and [biking](#) to school. Also, sign up for the [newsletter](#) to get current materials and seasonal safety tips.

- The [National Center for SRTS](#) offers tools and training to provide communities the technical support they need to make community-enhancing decisions.

## SAFE ROUTES TO SCHOOL COORDINATOR POSITION

A designated individual who is tasked with coordinating and championing Safe Routes to School can greatly increase the likelihood of program success. A SRTS coordinator is usually charged with scheduling, publicizing, and administering SRTS programming, including encouragement events, educational activities, safety campaigns, walking school buses, and bike trains for students and their families. This person is also responsible for coordinating between various involved jurisdictions, community groups, and community stakeholders to promote SRTS as a priority. The SRTS coordinator position is best housed at an agency that can work across the whole school district.

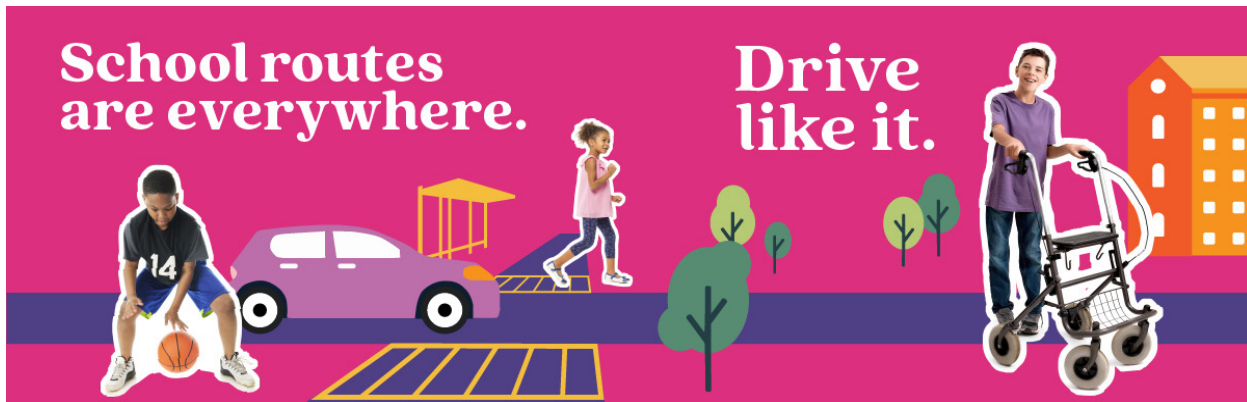
Funding for SRTS coordinators is available through [ODOT's competitive Education Grant \[UPDATE WITH NEW LINK WHEN AVAILABLE\]](#) process, as well as some regional and local governments. The ODOT grant can also provide technical assistance with hiring a coordinator, developing a work plan, and getting 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 roll can participate by driving to

a designated central location and traveling 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's SchoolPool page has [tool kits with resources](#) for planning Walk + Roll to School Day events.
- The National Center for SRTS [Walk, Bike, and Roll to School](#) page 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 Construction Grants.*

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One of the goals of the Technical Assistance 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

Community participants provided feedback on how actions and recommendations should be prioritized in their community. Participants generally felt that most of the prioritization measures were quite important to consider for SRTS projects in the community, but safety was the top priority identified.



## Prioritization Criteria

*How should we prioritize projects in your community?*

### SAFETY ★

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

### EQUITY

Projects should be prioritized based on their ability to support walking and biking for all students regardless of age, ability, race, language, or income.

### PROXIMITY TO SCHOOL

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

### COMMUNITY-IDENTIFIED NEED

Projects should be prioritized because they were identified through school or community engagement, parent/caregiver feedback, or during another planning process.

### STUDENT DENSITY

Projects should be prioritized based on their proximity to current and future students and families.

### FEASIBILITY

Projects should be prioritized based on their location on or along a street that is already planned for improvements, their cost, or other feasibility measures that make them most achievable in the short term.

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

## High-Priority Construction Projects

Table 3 lists the top-priority improvements recommended for the ODOT SRTS Competitive Construction Grant and Community Paths Grant application. These projects were chosen due to their emphasis on safety and ability to serve a large number of students walking and rolling both to and from and between schools and pickup/drop-off areas. The table also provides a planning-level cost estimate for each project. Table 4 (38) provides additional project-specific information needed for ODOT grant applications.

The Burns Paiute Tribe will be the relevant agency to prepare the ODOT SRTS Competitive Construction Grant application.

**Table 3. Burns Paiute Tribe Implementation Priority Projects**

PROJECT DESCRIPTION	PLANNING-LEVEL COST ESTIMATE
Mobilization	\$32,500
Traffic Control	\$48,700
Erosion Control	\$6,500
Clearing and Grubbing	\$2,100
<b>Traffic Calming along Walker Avenue</b>	
INSTALL RAISED CROSSWALK	\$10,000
INSTALL ASPHALT SPEED HUMP	\$24,000
INSTALL BUMPS AHEAD SIGN	\$2,000
INSTALL CROSSWALK WARNING SIGN	\$2,000
INSTALL ADA DETECTABLE WARNING SURFACE	\$1,600
INSTALL MARKED CROSSWALK	\$1,000
<b>Rectangular Rapid Flashing Beacon (RRFB) on Walker Avenue</b>	
INSTALL SET OF RRFBs	\$35,000
INSTALL CROSSWALK WARNING SIGN	\$1,000
<b>Install Pavement Markings for School Zone on Walker Avenue</b>	
INSTALL "SCHOOL" PAVEMENT MESSAGE	\$1,500
INSTALL SCHOOL ZONE SIGN	\$1,000
<b>Additional Signage along Walker Avenue</b>	
INSTALL NO PARKING SIGN	\$2,100
INSTALL FLEXIBLE DELINEATOR	\$13,500
INSTALL LANE LINE STRIPE	\$26,984
INSTALL BIKE LANE SYMBOL AND ARROW MARKING	\$1,750
<b>Relocate RRFB at Main Street</b>	
REMOVE LANE LINE STRIPE	\$15,840
RELOCATE RRFB	\$17,000
INSTALL ADA CURB RAMP	\$66,000
INSTALL ADA DETECTABLE WARNING SURFACE	\$400
INSTALL LANE LINE STRIPE	\$21,120
INSTALL FLEXIBLE DELINEATOR	\$5,250
INSTALL BIKE LANE SYMBOL AND ARROW MARKING	\$1,250
INSTALL ASPHALT PAVEMENT	\$73,400
INSTALL 1' WIDE STOP LINE	\$240
INSTALL STOP HERE FOR PEDESTRIAN SIGN	\$700
Additional Costs	\$386,400
<b>TOTAL PROJECT COST</b>	<b>\$800,834</b>



Table 4. Project Details for ODOT SRTS Competitive Construction Grant

PROJECT DESCRIPTION	RESPONSE FOR CITY OF ASHLAND
Relevant right-of-way ownership	Right-of-way does not appear to be an issue for any of the recommendations.
Utility implications	Minor to no utility impacts.
Environmental resource implications	Construction for recommendation 5 could have minor environmental impacts in regard to the field to the west of the Willow Wind Learning Center driveway.
Stormwater management implications	No
Near a railroad? Or bridge, tunnel, retaining wall affected?	Yes, Walker Avenue has an at-grade railroad crossing.
AADT	Under 5,000 vpd (can't find information)
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 two 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 Engineering Technical Assistance Grant, as well as the ODOT Community Paths Grant. The strategies identified in this Plan may seem overwhelming at first. Just remember that anything you can do to make walking 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 roll 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.







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

Pedestrian and Bicycle Information Center

<http://www.pedbikeinfo.com/>

National Center for Safe Routes to School

<http://www.saferoutesinfo.org/>

Safe Routes to School Local Policy Guide

<https://www.saferoutespartnership.org/resources/model-policy/srts-local-policy-guide>

School District Policy Workbook Tool

[https://www.saferoutespartnership.org/sites/default/files/resource\\_files/srts\\_district\\_policy\\_workbook\\_final\\_12-19.doc](https://www.saferoutespartnership.org/sites/default/files/resource_files/srts_district_policy_workbook_final_12-19.doc)

Safe Routes to School National Partnership State Network Project

<http://www.saferoutespartnership.org/state/network>

Bike Train Planning Guide

<https://www.saferoutespartnership.org/resources/toolkit/bike-train-toolkit>

Safe Routes to School: Minimizing Your Liability Risk

[https://www.saferoutespartnership.org/sites/default/files/pdf/Lib\\_of\\_Res/JU\\_SRTS\\_Liability\\_Fact\\_Sheet.pdf](https://www.saferoutespartnership.org/sites/default/files/pdf/Lib_of_Res/JU_SRTS_Liability_Fact_Sheet.pdf)

Tactical Urbanism and Safe Routes to School

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

## STATE RESOURCES

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

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

Learn more and keep in touch by signing up for the ODOT SRTS Newsletter:

<https://www.oregonsaferoutes.org/>

# APPENDIX B. PLANNING PROCESS

## The Burns Paiute Tribe SRTS Plan Process



### Project Initiation

The first step in the planning process was to collect data and information to support evaluation of existing conditions. This included two meetings with the Project Management Team (PMT) to identify issues and opportunities related to SRTS. Existing Conditions information is included in Chapter 3 and Appendix 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.

#### BIKE AND PEDESTRIAN FACILITY INVENTORY

The bike and pedestrian facility inventory documented existing infrastructure, focusing on all streets within a quarter mile of all schools. The inventory collected the following information about general infrastructure deficiencies and needs:

- **Sidewalk deficiencies:** lack of continuity, insufficient width, poor surface condition, non-compliant cross-slopes and driveways, lack of separation from the travel lane, and obstacles (utility/light poles, signs, and vegetation)
- **School area signs and pavement markings:** presence, placement, and condition
- **Paths:** formal or informal, surface material
- **Bike lanes:** lack of continuity, insufficient width or markings, presence of on-street parking, speed and volume of traffic, poor pavement condition
- **Bicycle, scooter, and/or skateboard parking:** presence, location, visibility, degree of security, and utilization



- **Drop-off/pick-up areas:** designated areas, curb paint, and signs
- **Visibility:** insufficient pedestrian lighting, line of sight obstacles (parked cars, vegetation, signs, and poles)

The bike and pedestrian facility inventory collected the following information about street crossings:

- **Traffic signals:** pedestrian signals, push-button location and reach distance, signing, countdown feature, accessible pedestrian signal feature, and sufficient crossing time
- **Marked crosswalks:** condition, type, signs, visibility, and whether ramp is contained within crosswalk markings
- **Curb ramps:** presence at corners, ADA-compliant design (tactile domes, ramp and flare slope, level landing)
- **Connections with neighborhood trails or paths:** signage, bike parking, ease of connection to transit hubs, parks, or schools

Deficiencies and needs identified in the bike and pedestrian facility inventory inform the infrastructure recommendations described in Chapter 4.

## Review Process

Following the school safety assessments, initial recommendations were prepared and shared with the PMT for review. The PMT met to discuss the recommendations, and to identify priority projects for the ODOT SRTS Competitive Construction Grant. Once this was complete, a draft SRTS Plan was prepared and underwent both PMT review and public review in the form of an online interactive PDF document.



*Walk audit at Helman Elementary School*

# APPENDIX C. EXISTING CONDITIONS

## Plan Review

As a preliminary step in the development of the Safe Routes to School (SRTS) Plan for the Burns Paiute Tribe, the project team collected and compiled existing conditions data and local context information for the area within a mile of Tehzi Tuaki Tehsutabe'l school. Students from the Burns Paiute Reservation also attend school at Henry L Slater Elementary in Burns, Hines Middle School in Hines, and Burns High School in Burns. For that reason, the team reviewed available information about documented community concerns, demographics, travel routes, existing facilities, traffic patterns, school environment, and other relevant details related to both schools.

In keeping with the process for ODOT SRTS Planning Assistance, this information is a starting point for understanding the existing facilities and conditions for active transportation to and from these schools, as well as past decisions and recommendations that impact the development of safe routes. Once in-person site visits can occur, the consultant team plans to add additional contextual details learned during discussions with community members and from in-person observations.

As an additional consideration, the Burns Paiute Tribe has a long, storied history and guards a culture and traditions that have existed since time immemorial. The Tribe's current reservation, which is situated north of the Burns within Harney County in the Harney Basin, is much smaller than the traditional territory that the Tribe occupied in the past (See Appendix Figure 1 on the following page for a map of the Burns Paiute Tribe's traditional territory.) Since contact with non-natives sometime in the 18th century, the Tribe has experienced repeated expulsion from their traditional lands and has had to continually rebuild their community and work to preserve their culture. Presently, the Tribe has in place a number of programs that seek to revitalize their traditional cultural values for their children and youth. These efforts include teaching of the native language, Wadatika Neme Yaduan, at the Tehzi Tuaki Tehsutabe'l School. This SRTS planning effort will seek to align itself with these efforts and work with local Tribal management staff to ensure that any

programmatic or construction recommendations are culturally sensitive and follow Tribal procedures.

## BURNS PAIUTE RESERVATION TRANSPORTATION PLAN (2000)

Between 1988 and 1994, the Bureau of Indian Affairs NW Regional Office prepared the first long-range transportation plans for reservations under its jurisdiction. This report was prepared for the Burns Paiute Reservation as an update to the Tribe's 1997 Transportation Plan. The Plan catalogs lands owned by the Tribe and identifies public roads that compose the Indian Reservation Road (IRR) System.

### GENERAL RELEVANT INFORMATION

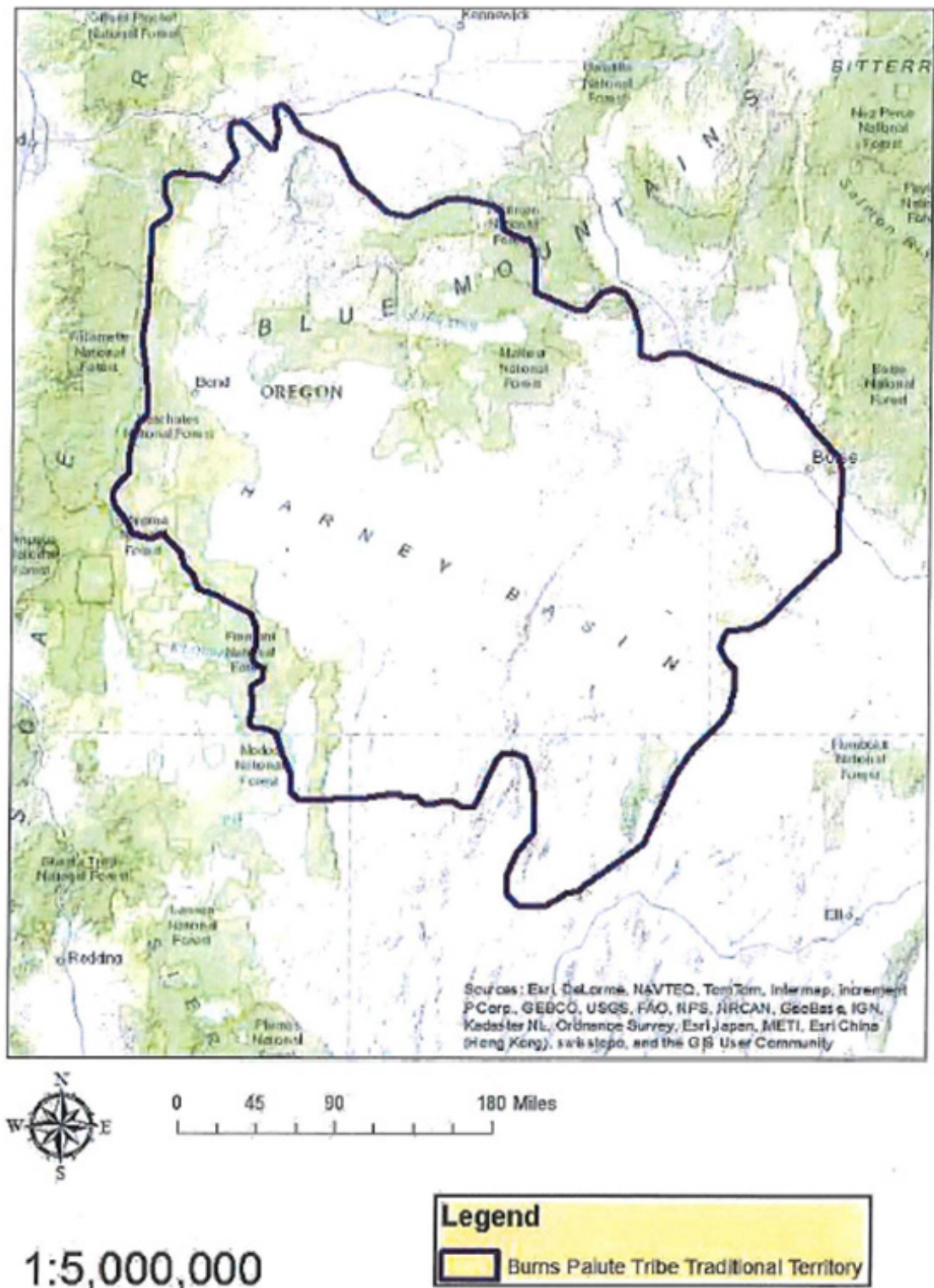
- The Tribe is in the process of developing a RV park near the casino at Old Camp.
- The Tribe is prepared to provide professional archaeological services for both public and private developments, including transportation.
- Apart from school bus service, there is no public transit serving the reservation.
- Tribal police are responsible for traffic control and enforcement on the reservation. Field inspection indicated that the police have high visibility in the community, which helps reduce traffic violations.

### PROJECTS THAT RELATE TO SRTS

Several projects in the Plan may be relevant to this SRTS planning process. (See Appendix Figure 2 for a map of the current road system.) The projects described below involve a number of stakeholders who could be involved in project implementation, such as the Bureau of Land Management or the Bureau of Indian Affairs. Several of these projects would involve the construction of new roadway facilities. In these cases, the street is labeled "New Construction".

- Monroe Street to "New Camp" (New Construction): Construct a new roadway between two tribal trust parcels. The first phase of this project would extend a new road north for 1.0 mile, from Monroe Street to the reservation boundary.

Appendix Figure 1: Traditional Territory of the Burns Paiute Tribe





- Tribal Center to Radar Base Road (New Construction): Upgrade the existing dirt trail that tribal members use to walk between the Tribal Center building and housing along Radar Base Road. This would involve paving and widening of the trail.
- Radar Base Road, to West Loop Road to intersection at 43.613973, -119.079433: Widen and seal the roadway. Widen 0.6 miles of the road to provide an 8-foot-wide bicycle path on the south side.

In addition to these roadway projects, the following recommendations may be relevant to this planning process:

- It is assumed that over a 20-year period, all paved roads will require an asphalt concrete overlay to maintain the structural integrity of the roadway. All or portions of the following Harney County roads will need overlays and will be the County's responsibility:
  - » Foley Drive 3.400 miles
  - » West Loop Road 2.200 miles
  - » Paiute Street 0.350 mile
  - » W. Monroe Street 0.200 mile
- All reservation roads should be named and well signed. This is particularly important to emergency service response, such as police, fire, and ambulance.
- Approved traffic calming devices, such as "speed humps," should be considered in the design of new roads serving housing, governmental facilities, or commercial developments.
- The Tribe should investigate the possibility of providing local area transit through FTA's rural transit program.

#### TRAFFIC CONTROL: SIGNAGE

The Plan notes that as new housing is constructed off Yapa Street, some additional intersection signage may be required when traffic volumes increase. The Tribe reports that the intersection of Radar Base Road and Foley Drive is dangerous and has inadequate signing, especially to protect bicyclists and pedestrians. The Tribe would like to see signage improvements at

this intersection, and the Plan recommends that the County, BIA, and Tribe meet to find a way to make the intersection safer and to slow southbound traffic on Foley Drive.

#### STREET LIGHTING

Street lighting is limited to one or two lights on Paiute Street that serves an old section of original reservation housing. The Tribe has indicated that they would like to see street lighting in the new subdivisions and that new development should include street lighting wherever feasible.

#### BICYCLE ROUTES

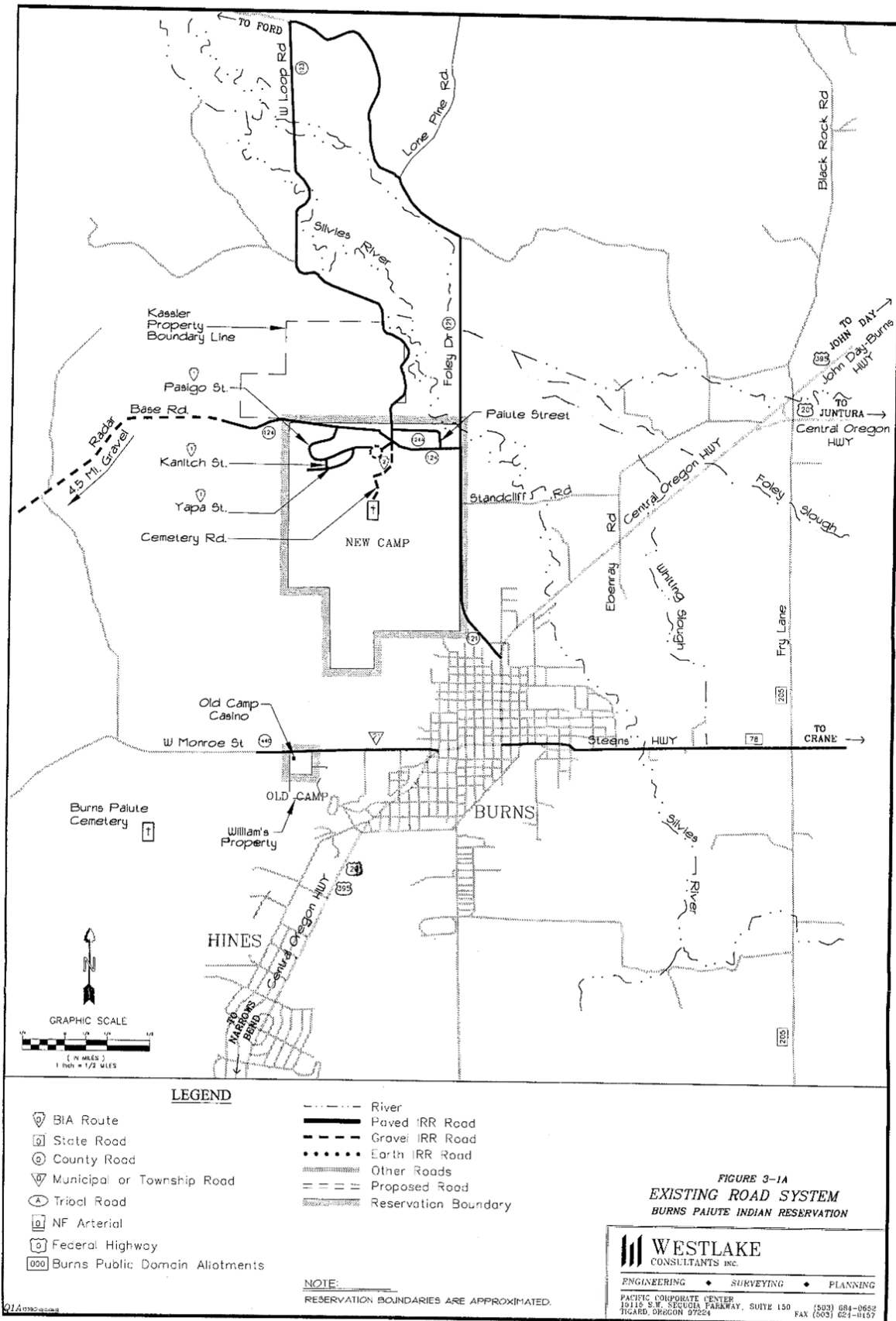
The Plan describes two bicycle lanes on IRR system roads: Foley Drive and Radar Base Road. The Foley Drive facility is located between Radar Base Road and the sports field to the south and is described as being 8 feet wide and contiguous to the roadway. The Plan indicates that bicycle users would have to cross over the road at the ballpark because of the narrow shoulder there. This bicycle lane is likely only on one side of the roadway, and may be a facility that is shared between bicyclists and pedestrians.

The eastern portion of Radar Base Rd also has a pedestrian-bikeway on the north side from Foley Drive to Paiute Street and then on the south side from there to the intersection with Cemetery Road. This 8.5-foot-wide lane was constructed by the BIA in 1993. Anyone using this lane must switch sides of the road at Paiute Street when coming from either direction. The Plan characterizes these facilities as having greatly improved bicycle and pedestrian safety.

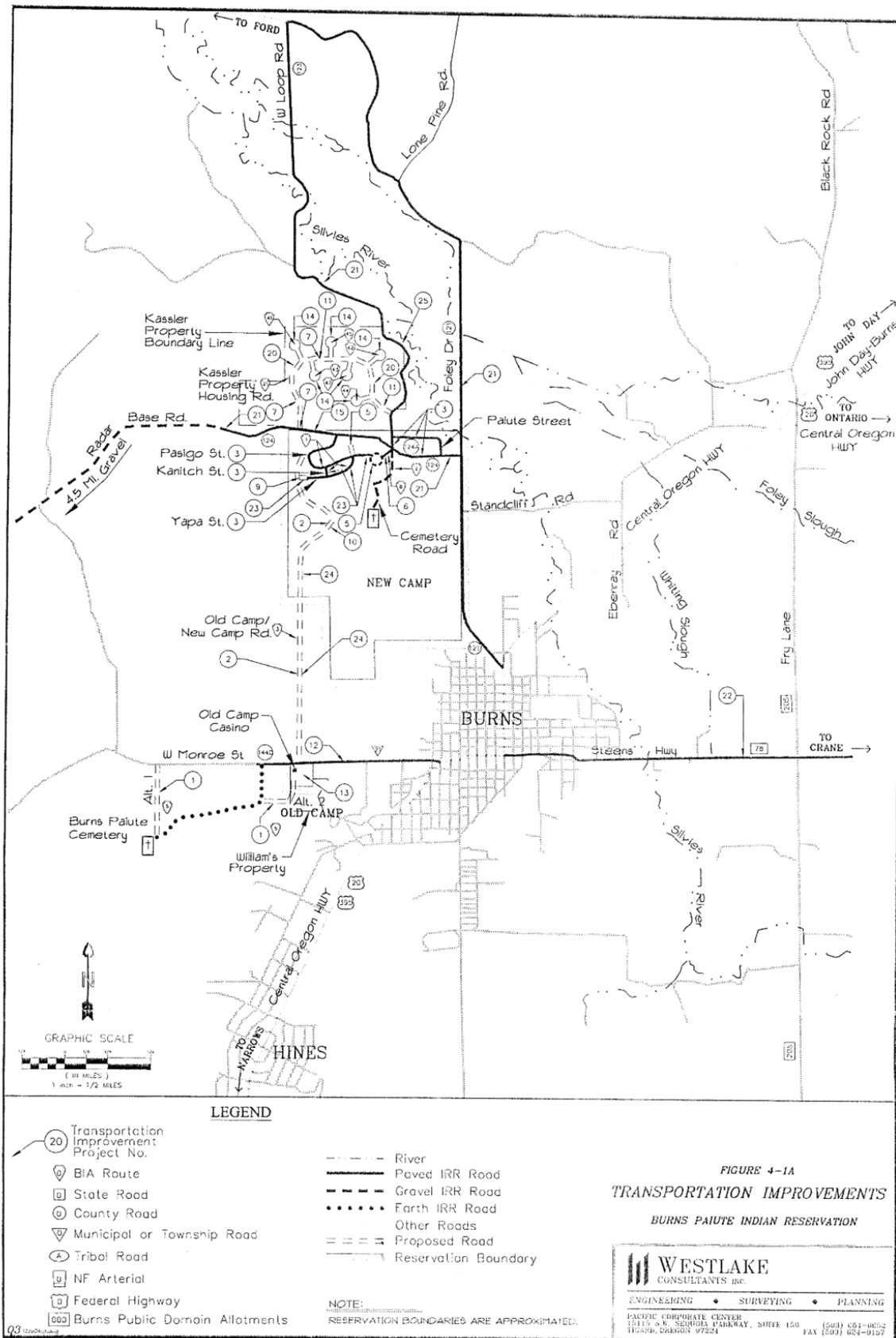
#### SPEEDING

No speed studies have been conducted on reservation roads. However, the Tribal Police Department indicated that speeding on Radar Base Road immediately west of the intersection with Foley Drive is a constant problem and creates a safety hazard in this residential area.

Appendix Figure 2: Burns Paiute Tribe Indian Reservation Road System



Appendix Figure 3: Burns Paiute Tribe Indian Reservation Road System Proposed Improvements





## CITY OF BURNS TRANSPORTATION SYSTEM PLAN (2001)

According to the City of Burns Transportation System Plan (TSP), the southern portions of the Burns Paiute reservation are part of the Burns TSP planning area. While the reservation is not within the jurisdiction of the City of Burns, the Burns Paiute Tribe can be impacted by the planning activities of its neighboring communities. The TSP contains a number of policies which may relate to local SRTS planning and describes projects that may have an impact on transportation to and from the Burns Paiute Reservation.

### POLICIES THAT RELATE TO SRTS

- The City shall encourage all appropriate modes of transportation, including vehicle, pedestrian, bicycle, rail, air, and mass transit, whenever practical. Handicapped access shall be promoted in all transportation modes.
- The City shall seek to avoid principal reliance upon any one mode of transportation and to minimize adverse social, economic, environmental, or energy impacts resulting from transportation activities.
- The City shall continue to support and encourage the availability of bus, taxi, and motor freight services, recognizing their significant transportation and economic value to the community.
- The City shall continue to support and encourage bicycle transportation and the use of bike paths and other appropriate rights-of-way for such activities, recognizing their significant transportation, energy, and social values to the community.

### PEDESTRIAN AND BIKEWAY INVENTORY

The 2001 TSP describes a mixed-use bicycle and pedestrian facility that provides a corridor from central Burns to the Burns Paiute Reservation. It is described as a single lane along Foley Dr starting from the intersection of East D St and Broadway Ave north to the Burns Paiute Reservation. It is noted that this lane switches from one side of the road to the other several times along Foley Dr.

### RELEVANT PROJECTS

Several projects within the 2001 TSP have the potential to relate to this SRTS planning process. However, the most significant is a proposed new road that would be built between the Burns Paiute Reservation and Monroe St, where a casino facility was once operated on a parcel owned by the Tribe. This parcel is located on the south side of Monroe Street abutting the city boundary. Monroe Street is part of the Burns Paiute Tribe's IRR System.

## HARNEY COUNTY TRANSPORTATION SYSTEM PLAN (2001)

The Harney County 2001 TSP provides 20-year planning guidance for Harney County, a jurisdiction which surrounds the Burns Paiute Reservation. Transportation planning in Harney County has the potential to impact transportation to and from the Burns Paiute Reservation. However, this document is over 20 years old, and some of the findings detailed may no longer reflect current transportation planning needs. In the TSP, there is substantial interest in creating a connection between the "Main Burns Paiute Indian Reservation" to Monroe Street in cooperation with the City of Burns, the Burns Paiute Tribe, and the Bureau of Indian Affairs. The facility would be approximately 10,000 feet in length and be built to City of Burns road standards. However, the project would require significant property acquisition.

### SCHOOL BUS POLICY

Schooling for students on the Burns Paiute Reservation is primarily covered through Harney County School District 3. Students from the reservation attend Henry L Slater Elementary School, Hines Middle School, and Burns High School with transportation provided through the district. Buses pick up and drop off students living on the Burns Paiute Reservation at the following locations and times:

#### Pick-up

- Yapa & Kanitch (Upper Housing) – 7:20 am
- Paiute & Radar (Lower Housing) – 7:26 am

#### Drop-off

- Paiute & Radar (Lower Housing) – 3:55 pm
- Yapa & Kanitch (Upper Housing) – 3:56 pm

In addition to attending school in town, students can choose to attend additional schooling with Wadatika language immersion at Tehzi Tuaki Tehsutabe'i School, located at the corner of Radar Base Rd and Foley Dr in the Burns Paiute Tribe Language Building. The school has pre-school services from 11:30 am – 3:00 pm and then after school programs starting at 4:00 pm, which align well with the drop-off of students from the schools in town.

### BURNS PAIUTE COMMUNITY COMPREHENSIVE PLAN (2015)

The 2015 Burns Paiute Community Comprehensive Plan takes into consideration the history and values of the Tribe and seeks to help offer guidance on what directions the Tribe can take moving into the future. This planning process involved numerous stakeholder interviews and can be used to understand how SRTS planning efforts can fit into overarching tribal planning. The document shares a list of critical community issues, one of which is opportunities to promote recreational activities for developing healthy communities. These kinds of improvements are necessary to decrease the obesity, diabetes, and arthritis rates present in the community. An additional emphasis is placed on the children in the community, ensuring that children can fulfill their dreams on the reservation. SRTS programming could play a role in supporting the safety and vibrancy of children in the Burns Paiute Tribe community.

### BURNS PAIUTE TRIBE STRATEGIC PLAN (2022)

Similar to the 2022 Community Comprehensive Plan, the Burns Paiute Tribe Strategic Plan posits a direction that the Tribe can take to move forward. The document contains several goals and objectives, some of which relate to this Safe Routes to School planning effort:

Goal 1: Enhance Services to improve the quality of life for all tribal members

- Education – Support our community's youth people through education

- » This strategic plan will develop a path to achieve the Tribe's long-term vision for a K-12 language immersion charter school that would use Northern Paiute-centered curriculum.

- Outreach – Improve communication to community members
  - » Administer an annual community survey to better track community needs, concerns, and satisfaction with governmental services.
  - » Create a cross-functional group to explore and implement enhanced community outreach for social services and resources.

Goal 2: Increase the financial self-sufficiency of the tribe:

- Grant Revenue – Generate additional grant revenue to support governmental services
  - » Hire a Grant Manager position to help identify new grant opportunities, provide oversight of grant deadlines/compliance, offer training and support to staff who manage grants, and coordinate grant management activities the organization.

Goal 3: Invest in our infrastructure to support community growth

- Infrastructure – Improve Tribal infrastructure and buildings to enhance services.
  - » Establish a dedicated Planner position committed to overseeing the comprehensive planning process and long-term development of buildings and lands.
  - » Create a 10-year comprehensive plan for expansion, development, and space planning on tribal lands. This plan should build on previous planning efforts (like the Kassler project) and have a focus on financially feasible activities. High priority needs include: Exploring options to build or upgrade recreation facilities and infrastructure (e.g., armory, bike/walking paths, ball fields, fitness center, event/gathering spaces, playgrounds, etc.)

Goal 5: Strengthen Tribal sovereignty by conserving natural resources and perpetuating our culture

- Culture: Expand programs, activities, and events that teach and celebrate Paiute history, culture, and values.
  - » Continue current language revitalization efforts.

According to the Plan, each year the Tribal management team will review the objectives and actions from the Plan that they believe will be critical to focus on in the upcoming year. Priorities are reviewed, edited, and approved by the Tribal Council, and then the Tribal management team develops high-level implementation plans to identify specific actions, timelines, and responsible parties. Finding a way to tie the program and policy recommendations that emerge from this SRTS planning effort to Strategic Plan goals and objectives may increase the likelihood that they can be implemented, and may help ensure that each task is paired with the party that can complete them along a reasonable timeline.

#### **RESOLUTION 2022-17 DECLARING THAT ALL SIGNAGE MUST BE IN PAIUTE (2022)**

In 2022, the Burns Paiute Tribe formally established a number of requirements regarding the usage of the Wadatika dialect of the Northern Paiute language on the Burns Paiute Tribe Reservation. The resolution requires that Wadatika Neme Yadian should be on equal footing with the English language. Therefore, all public signage, including traffic signage, must be written in Paiute as well as English. The resolution also notes that there are tribal and public resources available that can help facilitate the translation of materials and help with comprehension.

#### **TRANSIT INFORMATION**

The closest bus stop to the school is the Paiute Lower Bus Stop across Radar Base Rd, which is located 175 feet from the school. The Eastbound Route and the Westbound Route serve this bus stop hourly. The Westbound Route connects to Hines Park and SW Circle Dr, while the Eastbound route connects to HCSC – 17 S Alder Ave, a bus stop near downtown Burns at the corner of S Alder Ave and E Monroe St

## **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. From 2014 to 2018, there were no reported crashes involving a bike or pedestrian in the vicinity of the focus schools.

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. As noted previously from the 2000 Tribal Transportation Plan, there was mention of a child being involved in a crash along Foley Drive adjacent to the Burns Paiute Reservation as well as many other concerns that arise from potential near-miss events. Anecdotally, speeding on the reservation was noted as a safety concern as well.

The tribe's Transportation Plan makes note that the initial quarter mile of Radar Base Rd is a place of concern. Additionally, the Plan notes that a child was hit by a vehicle on Radar Base Rd near the intersection with Foley Dr. While the Plan expresses that the construction of pedestrian and bicycle lanes along Foley Dr and Radar Base Rd in 1993 have helped improve safety, additionally facilities will be needed as development increases.

#### **VEHICLE-ONLY COLLISIONS**

The vehicle crash map (Figure 5) illustrates the locations of vehicle-only crashes. While these crashes did not involve pedestrians and bicyclists, they may indicate areas of potential danger for all road users.



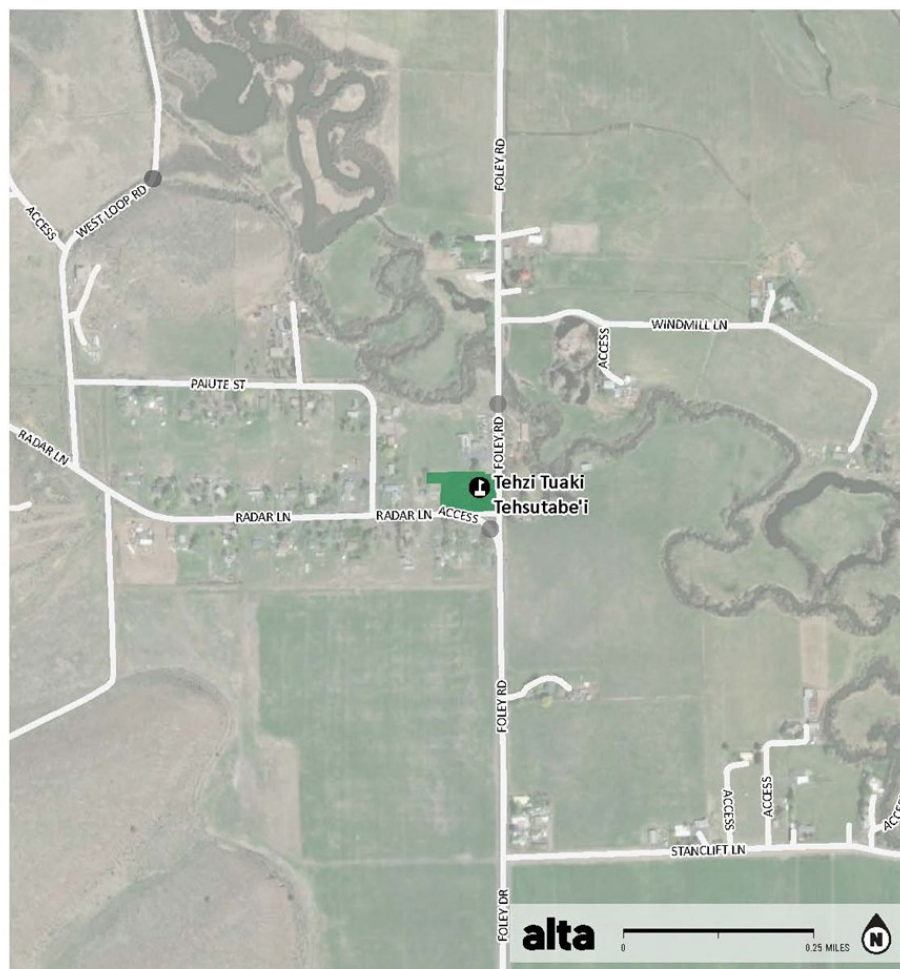
According to the reported data for the years 2016 through 2020:

- Four crashes occurred within one-mile of the Tehzi Tuaki Tehsutabe'i School.
- Three of the four crashes resulted in a minor injury, and none of the crashes resulted in a fatality.
- One of the crashes occurred in 2016 at the Radar

Ln slip lane to Foley Drive directly adjacent to the Tehzi Tuaki Tehsutabe'i School. The report indicates that this event involved a cut slope or ditch embankment, a pole, and sliding or swerving due to wet, icy, slippery or loose surface.

- Two crashes occurred along West Loop Road.

Appendix Figure 4: Vehicle-only collisions (2016-2020)



## ALL CRASHES INVOLVING VEHICLES 2016-2020



### CRASH SEVERITY

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

### LEGEND

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

# 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 CONSTRUCTION GRANT

ODOT's SRTS Competitive Construction 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 is funding 21 off-road Active Transportation projects totaling \$15 million in 2021. Through the program, 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 use temporary barriers (such as traffic cones, planters, or hay barrels) 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.

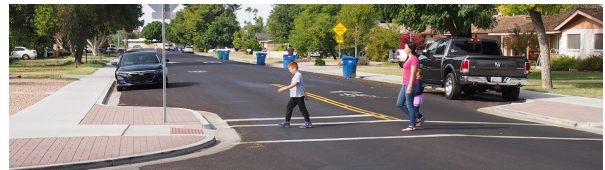
## APPENDIX E. TRAFFIC CALMING MEASURES

A wide range of traffic calming measures may be used alone or in combination near school zones to address vehicular speeds and/or volumes. All measures should be properly designed, with appropriate spacing and use of signs, striping, lighting, and vertical elements where necessary to improve visibility.

### Traffic Calming Measures

#### CURB EXTENSIONS

Curb extensions are installed to reduce the roadway width from curb to curb at an intersection, shortening the crossing distance for pedestrians and making it easier for motorists to see pedestrians.



## SPEED HUMPS

Speed humps are raised sections of pavement placed across the street to force motorists to reduce speeds. They are effective in reducing traffic speeds and are relatively low cost.



## RAISED CROSSWALKS

Raised crosswalks are similar to speed humps, except they include a flat section on top, sometimes constructed with decorative surface material. Raised crosswalks are speed tables marked as pedestrian crossing, which allows pedestrians to cross without stepping down and up between the curb and the road. Speed tables permit slightly higher motorist speeds and smoother transitions than speed humps.



## REDUCED CORNER RADII

There is a direct relationship between the size of the curb radius and the speed of turning motor vehicles. A large radius may easily accommodate large fire trucks and other large trucks and school buses, but it also allows other drivers to make high-speed

turns and it increases the crossing distance for pedestrians. The reduction of a corner radius to produce a tighter turn results in decreases in turning speeds and improved motor vehicle and pedestrian site distances, and a shortened pedestrian crossing distance.



## LANE REDUCTION

The narrower lanes can reduce motor vehicle speed, which may reduce total pedestrian crashes. They also reduce the lengths of pedestrian crossings. There are several ways to narrow a street. Paint is a simple, low-cost, and easy way to narrow the street or travel lanes.

## PAVEMENT MARKINGS

Pavement markings define vehicle spaces and contribute to reducing speed by providing clear visual cues to drivers, enhancing safety on the roadway.





## RADAR SPEED DISPLAY SIGN

Speed feedback signs, equipped with electronic displays, are effective tools for encouraging drivers to slow down. By providing real-time feedback on their vehicle's operating speed, these signs alert drivers and promote self-awareness, ultimately improving road safety. They can be installed either permanently or temporarily, depending on the specific needs and objectives of a particular location or situation.



## RUMBLE STRIPS

Rumble strips (also known as sleeper lines or alert strips) are a road safety feature designed as a traffic calming, speed reduction and driver alert system. It aims to alert inattentive drivers of potential danger

by causing a tactile vibration and audible rumbling transmitted through the wheels into the vehicle interior.





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