



City of Newberg Safe Routes to School Plan



PHASE 1 FINAL

JUNE 2020



NEWBERG SCHOOL DISTRICT
714 E SIXTH ST, NEWBERG, OR 97132
[HTTPS://WWW.NEWBERG.K12.OR.US/](https://www.newberg.k12.or.us/)

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Chapter 1. Introduction

The City of Newberg Safe Routes to School (SRTS) Plan lays the foundation for Schools, the Newberg School District, City of Newberg, Yamhill County, Oregon Department of Transportation (ODOT), and wider community to work together on reducing barriers for students walking and biking to School. The City of Newberg SRTS Plan includes Edwards Elementary, the School within City limits that has the most identified barriers for students walking and biking to School.

This Plan is the first deliverable in a phased approach to the planning process, in response to the COVID-19 global pandemic and the need for social distancing and School closures. The Plan documents the process that took place remotely to identify and prioritize construction projects for the ODOT SRTS Competitive Infrastructure Grant Program.

Oregon Department of Transportation’s Project Identification Program

This SRTS Plan supports Oregon’s state-wide SRTS construction (infrastructure) and education/engagement (non-infrastructure) efforts. The Project Identification Program (PIP) Process is an ODOT technical grant program that connects communities in Oregon with planning assistance to 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.**

The goals of the PIP process are:

- To engage School stakeholders around 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 City of Newberg and Newberg School District worked with a consultant team from Alta Planning + Design to complete this SRTS Plan.

For more information on the program, visit: <https://www.oregon.gov/ODOT/Programs/Pages/SRTS-Project-Identification-Program.aspx>.

What is Safe Routes to School (SRTS)?

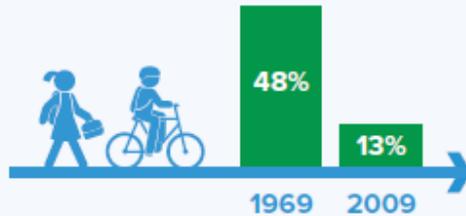
SRTS is a comprehensive program to **make School communities safer** by combining engineering tools and enforcement with education about safety and activities to enable and encourage students to **walk and bicycle to School**. SRTS programs typically involve partnerships among municipalities, School districts, community members, parent volunteers, and law enforcement.

The benefits of implementing a SRTS plan are far-reaching and include improving safety, encouraging physical activity, increasing access to School, and reducing traffic congestion and motor vehicle emissions near Schools. Implementing SRTS programs and projects benefit adjacent neighborhoods as well as students and their families, by reducing traffic conflicts and enabling walking and biking trips for all purposes.

Why Safe Routes to School?

THE PROBLEM

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



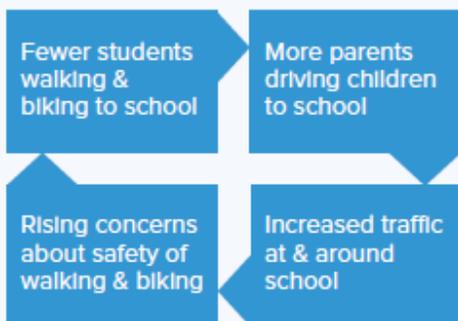
Children and adolescents should have **60 minutes (1 hour)** or more of physical activity daily.



Roads near schools are congested, decreasing safety and air quality for children.



This movement away from active transportation is a **self-perpetuating cycle**.



THE SOLUTION

Safe Routes to School programs and activities help overcome obstacles to walking, biking, and skating by **improving safety** and making it **fun and convenient for everyone**.



SRTS education and encouragement programs can result in a **25% increase** in walking and biking over five years.



When education and encouragement programs are combined with infrastructure improvements, such as sidewalks and safe crossings, SRTS can result in a **45% increase** in walking and biking.



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



* McDonald, Noreen, Austin Brown, Lauren Marchetti, and Margo Pedrosa. 2011. "U.S. School Travel 2009: An Assessment of Trends." American Journal of Preventive Medicine. + Centers for Disease Control. www.cdc.gov/physicalactivity/basics/children/index.htm
 ** McDonald, N., Steiner, R., Lee, C., Rhoulac Smith, T., Zhu, X., and Y. Yang. (2014). Impact of the Safe Routes to School Program on Walking and Bicycling. Journal of the American Planning Association.

City of Newberg School Overview

Edwards Elementary School

Principal:	Scott Murphy	Address:	715 E E Eighth St Newberg, OR 97132
Enrollment:	552	% students eligible for free or reduced lunch:	68%
Grades Served:	K-5		
Type of School:	Public		

Table 1: School Demographics

SCHOOL	AMERICAN INDIAN/ ALASKA NATIVE		NATIVE HAWAIIAN/ PACIFIC ISLANDER		BLACK/ AFRICAN AMERICAN	HISPANIC	WHITE, NON-HISPANIC	MULTIRACIAL
	Edwards Elementary	1.1%	0.2%	0.2%	1.1%	39.5%	53.3%	4.7%

Source: Oregon Department of Education 2019-2020 School year.

Table 2: Newberg School District Languages

TOP 5 LANGUAGES SPOKEN (BY SCHOOL DISTRICT)	# STUDENTS
English	4355
Spanish	695
Chinese	22
Russian	6
Vietnamese	5
Total Languages Spoken: 39	

Source: Oregon Department of Education 2019-2020 School year.

PIP Outreach Process

In response to the COVID-19 global pandemic and the need for social distancing and School closures, the outreach process for this Plan took place virtually. The outreach process consisted of two components: a Virtual School Safety Assessment and an Online Public Input Tool.

The Virtual School Safety Assessment took place on May 8, 2020 and included representatives from the City of Newberg, Newberg School District, Newberg City Council, Tualatin Valley Fire & Rescue, Newberg Police Department, Edwards Elementary Volunteer Organization and parents.

During the month of May, Community members were invited to provide feedback via an Online Public Input Tool that asked about the best routes to School and challenging locations to walk and bike. The City of Newberg and the Newberg School District coordinated to spread the word about the Online Public Input Tool and posted information about the project and online tool, using the following methods to encourage participation:

- Website

- Social media channels

A total of 27 comments were provided on the online map, and 31 “likes” of existing comments to indicate support for the comment. These comments informed the construction recommendations on page 18.

Chapter 2. Vision and Goals for Safe Routes to Schools

Chapter pending in Phase 2, when public health circumstances allow for a site visit and community meeting to establish shared community goals for SRTS.

Chapter 3. Existing Conditions

Background Data

In advance of the School Safety Assessment, the consultant team collected and compiled existing conditions data and local context information, as well as information about documented community concerns, demographics, travel routes, existing facilities, traffic patterns, School environment, and other relevant details. After the Virtual School Safety Assessment and Online Public Input Tool comment period, the consultant team added contextual details learned from the participants.

Plan Review

CITY OF NEWBERG ADA/PEDESTRIAN/BIKE ROUTE IMPROVEMENT PLAN (2007)

The City of Newberg ADA/Pedestrian/Bike Route Improvement Plan presents the needs and priorities for active transportation in Newberg, and identifies the primary Critical Routes between residential, commercial, and industrial areas that have service gaps and deficiencies for ADA accessibility, sidewalks, and bicycling infrastructure.

The primary goals of the Plan are to:

- Develop a prioritized list of improvement projects along the identified critical routes that will address gaps and deficiencies;
- Determine the cost of constructing the improvements as well as identifying funding sources to finance the improvements; and
- Lay out a timeline to complete the needed projects.

The Plan is aligned with SRTS efforts and identifies several Critical On-Street Bike and Pedestrian Routes in the Edwards Elementary project area, including E Sixth St, E Ninth St, S S Blaine St, S Howard St, S S College St, and S S River St (Figure 1).

Figure 1. Portion of Map II-1, Critical Bicycle and Pedestrian Routes, Newberg ADA/Pedestrian/Bike Route Improvement Plan

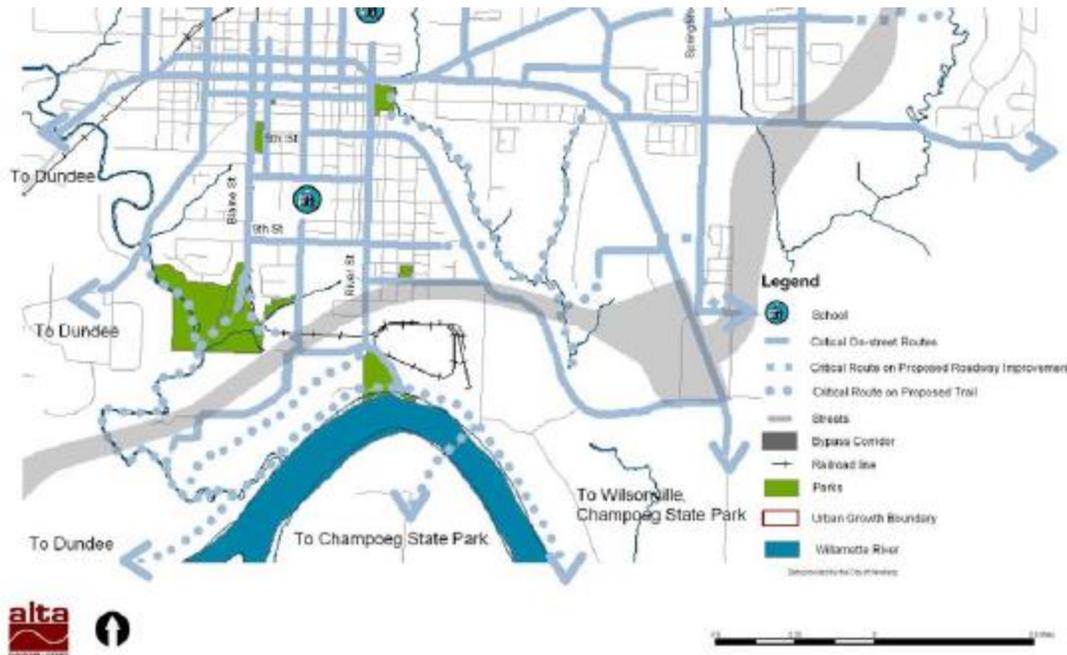
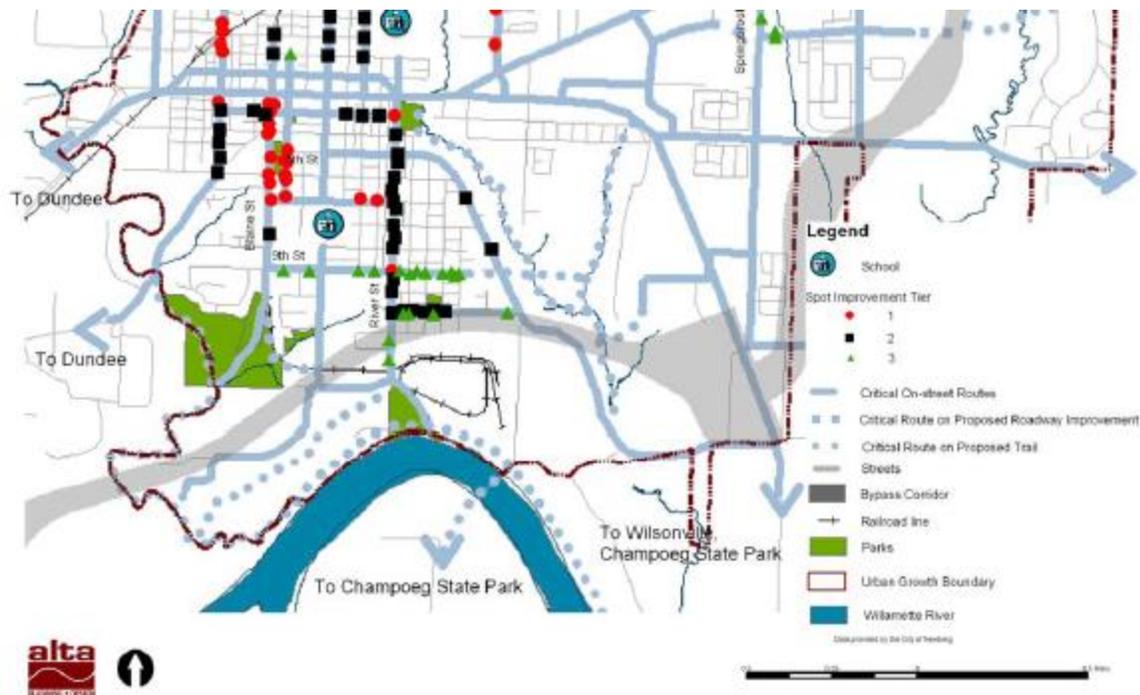


Figure 2. Portion of Map III-2, Spot Improvements, Newberg ADA/Pedestrian/Bike Route Improvement Plan



CITY OF NEWBERG TRANSPORTATION SYSTEM PLAN (2016)

The City of Newberg Transportation System Plan (TSP) presents the investments and priorities for the City of Newberg's pedestrian, bicycle, transit, motor vehicle, and other transportation systems. The TSP contains five major goals, two of which are highlighted below as being especially relevant to the SRTS planning and implementation effort:

Goal 3: Enhance access for emergency response; include improvements meant to reduce crash frequency and severity and/or to enhance pedestrian/bicyclist safety.

Goal 4: Include "complete street" principles with both vehicle and pedestrian/bicycle improvements; improve the connectivity of the street and/or sidewalk system; improve access to public transit.

The TSP includes several projects to enhance walking and biking in the Edwards Elementary project area, which are included below:

- P08 - Ninth St sidewalks from S Blaine St to S River St
- P09- Eleventh St sidewalks from S College St to S River St
- P12- Eleventh St sidewalks from S River St to Wyooski St
- P13- S College St sidewalks from Ninth St to Fourteenth St
- P15- S Meridian St sidewalks from Hancock Street to Second Street
- B05- Ninth St Bike Boulevard from S Blaine St to S River St
- B19- Eleventh St Bike Boulevard East of S River St
- S10- S Blaine St Improvements - Reconstruct S Blaine St to major collector street standards between Hancock St and Ninth St to include sidewalks and bicycle lanes on each side of S Blaine Street.
- S22- S River St Improvements - Reconstruct to major collector street standards between First St and Rogers Landing Rd to include sidewalks and bicycle lanes on each side of S River St.
- E04 - S Blaine St Extension - Construct new street between Ninth St and S River St to major collector standards.

NEWBERG DOWNTOWN IMPROVEMENT PLAN (2017)

The Newberg Downtown Improvement Plan is an action plan intended to guide the development and design of downtown Newberg into a thriving place for locals and visitors. The Vision for the Plan includes the following desired outcome: "Downtown streets will be pedestrian friendly and safe for all modes of transportation."

Downtown Newberg is located directly north of Edwards Elementary and several key streets, including S Blaine St, S College St, S Meridian St, and S River St, connect the School with the Downtown area. The Plan identifies all of these streets as key local north/south streets that should be enhanced to improve multimodal connections between neighborhoods and downtown.

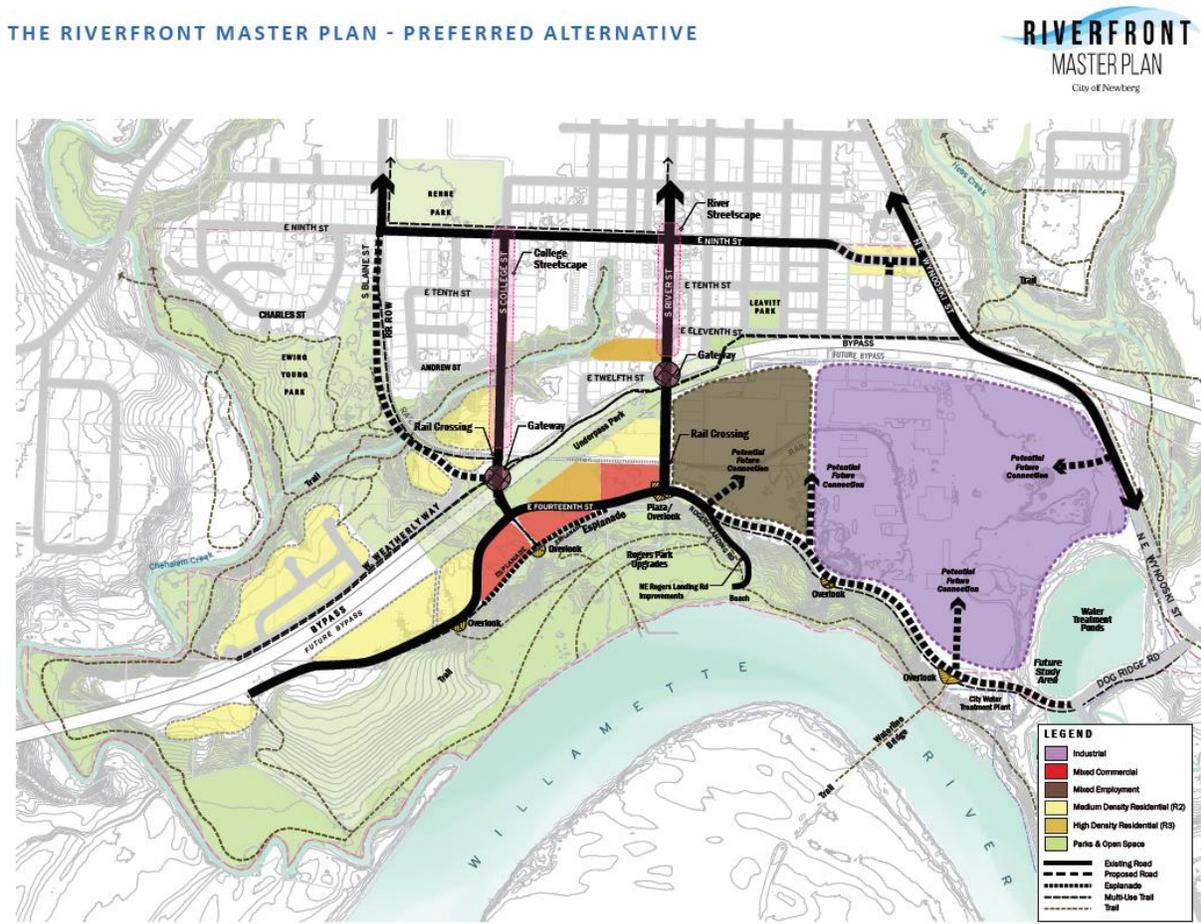
NEWBERG S RIVERFRONT MASTER PLAN (2019)

The S Riverfront Master Plan is an ambitious vision for the Rogers Landing County Park and surrounding area, with Edwards Elementary located at the northern perimeter of the project area. The Plan envisions an activated waterfront park and esplanade, served by an interconnected trail and active transportation network (Figure 3). The Plan contains seven major goals, two of which are highlighted below as being especially relevant to the SRTS planning and implementation effort:

- B. Plan for a multi-modal transportation network to provide access and connections to the rest of the city, especially Downtown Newberg.
- G. Create a plan that works for community members of all ages, abilities, and cultural backgrounds.

The Plan reiterates the need for several improvements identified in the Newberg TSP, including bicycle and pedestrian improvements on E Ninth St, S College St, and S River St (TSP Projects E04, S22, P08, P09, P12, P13, B05, B19, specifically noted in the Plan). Additionally, the Plan proposes a multi-use path along the proposed S Blaine St extension that would provide a direct connection between Edwards Elementary and Rogers Landing County Park/the Willamette S River waterfront.

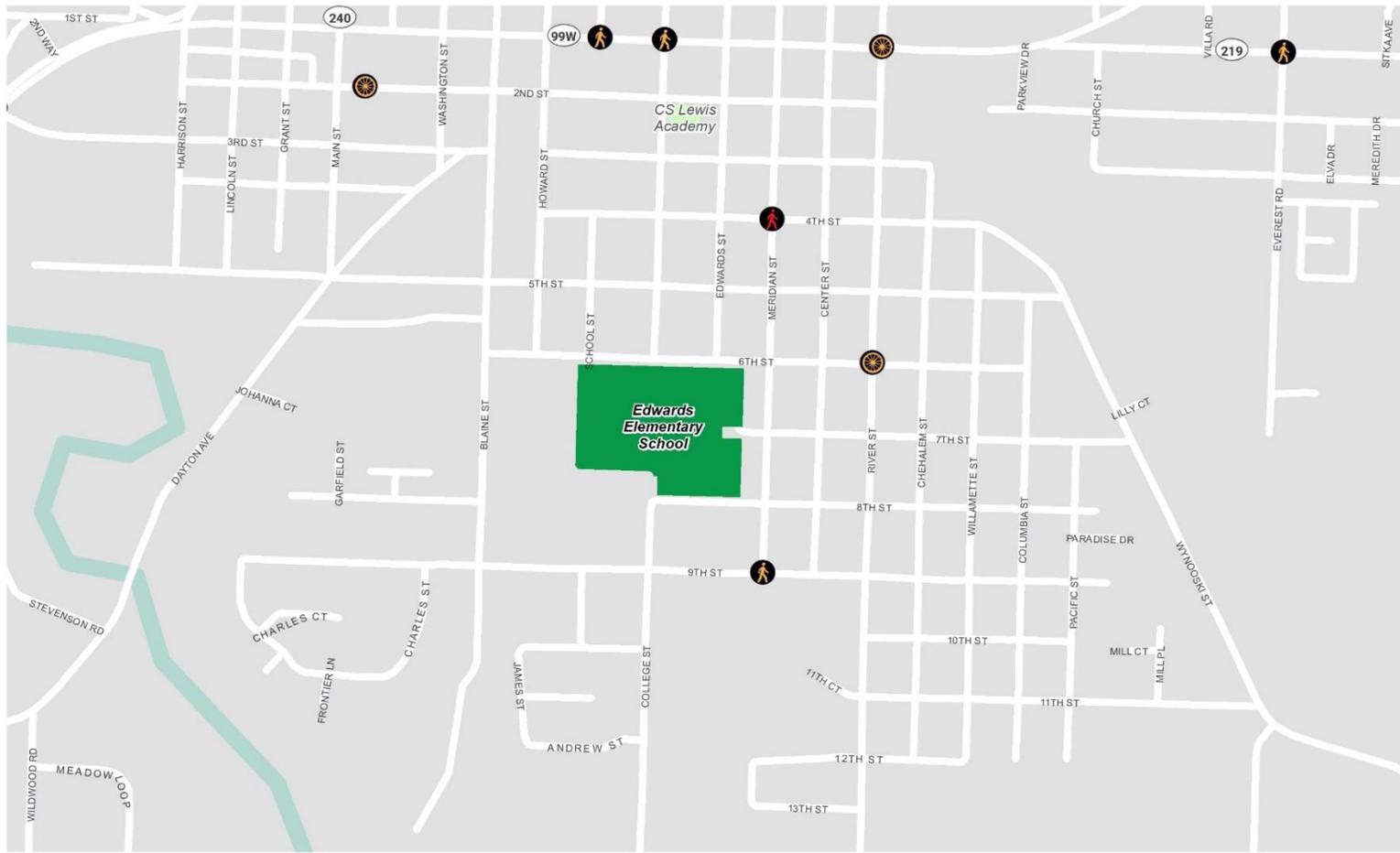
Figure 3. S Riverfront Master Plan Preferred Alternative



Crash History

Figure 4 documents the crashes involving a pedestrian or cyclist near Edwards Elementary from 2012 to 2016. It is important to note that crash data do not record near misses and unreported incidents. For example, the School principals reported near misses and bike accidents involving students that had happened over the past several years.

Figure 4: Pedestrian and Bike Crashes near Edwards Elementary School



Edwards Elementary School Bicycle and Pedestrian Collisions (2012-2016)



- | | | | | | |
|--|---------------------------|--|------------------------------|--|-------------------------|
| | Bicycle: Fatal Injury | | Pedestrian: Fatal Injury | | Primary Affected School |
| | Bicycle: Non-Fatal Injury | | Pedestrian: Non-Fatal Injury | | Other School |
| | Bicycle: No Injury | | Pedestrian: No Injury | | |



Source: Crash Analysis and Reporting Unit, ODOT (2012-2016)

School Attendance Area and Transportation Policies

Edwards Elementary is in the Newberg School District. Edwards Elementary primarily serves the southern portion of the City of Newberg and a swath of Yamhill County to the south and east. Joan Austin Elementary School serves City of Newberg households residing north of the downtown area. Currently, the Newberg School District does not have any specific transportation policies in place to support walking and biking to School.

Previous SRTS Efforts or Walking/Biking Engagement Activities

Edwards Elementary does not currently have a Safe Routes to School action plan. At present, the City of Newberg and the Newberg School District lack the staff capacity and financial resources to adequately identify, prioritize and plan Safe Routes to School projects and programs. However, during the course of the School year there is instruction in traffic/pedestrian safety, stranger danger and responsibility of student conduct between School and home. Additionally, in 2018 the City, School District, Edwards Elementary and the Edwards Volunteer Organization worked successfully to improve visibility at marked crosswalks along the School frontage along E Sixth Street by identifying locations to expand no parking zones to improve sight distances. Additionally, between 2017-2019 the City completed a series of curb ramp improvements along E Fifth St, Wynooski St, and E Eighth St in the vicinity of Edwards Elementary School.

Edwards Elementary Virtual School Safety Assessment

The School Safety Assessment consisted of a Zoom Conference call among project partners, due to social distancing guidelines and School closures in response to the COVID-19 global pandemic. During the Virtual School Safety Assessment, the team discussed potential solutions to identified challenges with a particular focus on construction projects eligible for the ODOT SRTS Competitive Infrastructure Grant.

Date: May 8, 2020

Meeting Time: 1-2 pm

Attendees:

Facilitators

- Brett Musick, City of Newberg
 - Scott Murphy, Edwards Elementary Principal
 - Lacey Dykgraaf, City of Newberg
 - Brittany Magallanes, parent and Edwards Elementary Volunteer Organization
 - Amber Heckman, parent and Edwards Elementary Volunteer Organization
 - Denise Bacon, Newberg City Councilor
 - Stephanie McKee, Tualatin Valley Fire & Rescue
 - Jeff Moreland, Newberg Police Department
- Grace Stainback, Alta Planning + Design
 - Kirk Paulsen, Alta Planning + Design

Online Public Input Tool

Community members were invited to provide feedback via an Online Public Input Tool that asked about the best routes to School and challenging locations to walk and bike. A total of 27 comments were provided on the online map, and 31 “likes” of existing comments to indicate support for the comment.

KEY THEMES FROM OUTREACH PROCESS

- Congestion, stop compliance, and speeding along E Sixth St, Ninth St, S Blaine St, S Meridian St and at associated intersections create dangerous conditions for students.
 - a. The E Sixth St and S Blaine St intersection is a particular concern
 - b. The School frontage along E Sixth St at Edwards St is a particular concern
 - c. The intersection of E Ninth St at College and the area to the south is a particular concern.
 - d. The intersections of S Meridian St at E Seventh St, E Eighth St, and Ninth St are of particular concern
- The formal vehicle drop-off location is located on E Eighth St, but many parents use the School frontage along E Sixth St, creating congestion and hazards for students walking and biking along E Sixth St between S Blaine St and S River St, and crossing at all intersections along this stretch. Many parents park along S Meridian St and walk students to the School, and noted poor crossing conditions and vehicle compliance at associated intersections.
- Parents located outside of the immediate School area tend to drive their children to School because they do not feel it is safe for children to walk or bike.
- There is potential to open the gate on the west side of the campus and use S School Street as a separated path to enter the School (to be explored during site visit).

Edwards Elementary Photos (Provided by City of Newberg)



The current crossing at S Blaine St and E Sixth St lacks complete curb ramps



The current crossing at S Blaine St and Ninth St lacks complete crossings, curb ramps and sidewalks



The current crossing at S Meridian St and E Seventh St lacks complete crossings and curb ramps



The current crossing at S College St and Ninth St lacks complete crossings, curb ramps and sidewalks

Bike and Pedestrian Facility Inventory

The bike and pedestrian facility inventory confirmed existing infrastructure conditions, and filled gaps in ODOT, City of Newberg, and Yamhill County data focusing on all streets within a quarter mile of the School. In response to the COVID-19 global pandemic and the need for social distancing and School closures, the bike and pedestrian facility inventory was completed virtually to the best of the consultant's ability. An on-site inventory will be complete when circumstances allow for a site visit. As part of the online bike and pedestrian facility inventory, the consultant team 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 following information about street crossings was collected by the consultant during the bike and pedestrian facility inventory:

- **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 and transit** - 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 construction recommendations described in Table 3 starting on page 18.

Chapter 4. Needs & Recommendations

Construction Recommendations

PHASING

The consultant team prioritized recommendations listed in in Table 3 into three time-frames: short term, medium term, and long term:

- Short Term: action to be completed in the following semester
- Medium Term: the following school year from when the Plan is being developed
- Long Term: two or more years from Plan development

Phasing is based on the community's readiness to accomplish the action, resources available, and other factors.

In response to the COVID-19 global pandemic and the need for social distancing and school closures, the recommendations included below are based on a virtual assessment of the site and are focused on short-term and medium-term construction recommendations that are eligible for ODOT SRTS Competitive Infrastructure Grant Funding. When circumstances allow for an in-person site assessment and community meeting additional recommendations will be provided, including longer-term construction recommendations, construction recommendations on school grounds, and education and encouragement recommendations that complement infrastructure improvements improve and promote safe walking and bicycling to and from school and in the community.

The construction recommendations identified below are based on:

- Existing conditions data
- Community feedback from the Online Public Input Tool
- Jurisdiction input

Table 3 lists the needs identified at each location and ensuing infrastructure recommendations, as well as the relative priority of the recommendation, a high-level cost, the agency responsible for implementing the recommendation, and the potential funding source for construction. Figure 5 and Figure 6 depict planning-level illustration maps of the proposed improvements.

Table 3. Edwards Elementary Construction Needs and Recommendations

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
<i>E Sixth Street</i>					
<i>Traffic speed and congestion along E Sixth St in the vicinity of the main school entrance results in discomfort and safety concerns for students walking and biking.</i>	<i>Install curb extensions connected with a raised crosswalk on the north side (and the south side, where not already present) of all five existing crosswalks along E Sixth St between S Blaine St and S Meridian St, Install bi-directional in-street Pedestrian Crossing signs (R1-6c) in advance of each of the five existing crosswalks between S Blaine St and S Meridian St.</i>	<i>Medium-term</i>	<i>\$\$</i>	<i>City of Newberg</i>	<i>ODOT SRTS Competitive Grant</i>
	<i>E Sixth St at S Edwards St: Recommendation included below.</i>	<i>Medium-term</i>	<i>\$\$\$</i>	<i>City of Newberg</i>	<i>ODOT SRTS Competitive Grant</i>
	<i>E Sixth St at S Meridian St: Install 2' wide high visibility white thermoplastic continental crosswalk markings across the north leg of the intersection in place of the existing markings. Install perpendicular curb ramps on the southwest corner.</i>	<i>Medium-term</i>	<i>\$\$</i>	<i>City of Newberg</i>	<i>ODOT SRTS Competitive Grant</i>
	<i>E Sixth St at S Center St: Install 2' wide high visibility white thermoplastic continental crosswalk markings across the north leg of the intersection. Install perpendicular curb ramps on either side of the existing crosswalk across the south side of the intersection.</i>	<i>Medium-term</i>	<i>\$\$</i>	<i>City of Newberg</i>	<i>ODOT SRTS Competitive Grant</i>

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
	<p><i>E Sixth St at S River St: Install eastbound and westbound Stop signs and stop bars on E Sixth St to establish a 4-way stop at the intersection. Install 2' wide high visibility white thermoplastic continental crosswalk markings across the west, north and south legs of the intersection. Install perpendicular curb ramps on the northwest, southwest and southeast corners.</i></p>	Medium-term	\$\$	City of Newberg	ODOT SRTS Competitive Grant
S Edwards Street					
<p><i>S Edwards St terminates at the main School entrance, and provides an opportunity for a continuous north/south route for students traveling to the School from downtown and neighborhoods to the north. However, unmarked crossings and a lack of curb ramps creates access and safety barriers.</i></p>	<p><i>S Edwards St at E Sixth St: Remove the four existing parking spaces on the southeast corner of the intersection, and install a raised crosswalk with 2' wide high visibility white thermoplastic continental crosswalk markings across the east leg of the intersection. Install perpendicular curb ramps on the northeast and southeast corners. Formalize the area on the south side of the marked crosswalk currently marked as a No Parking Zone (including the proposed additional area) with a permanent installation to maximize safety, activate the space, and strengthen the visual cue to pedestrians and cyclists traveling to and from the school. This can consist of a curb extension, planters, or a street mural designed by students bounded by flexible bollards to mark the area and add additional protection. Consider a community and school art project that involves painting the entire intersection.</i></p>	Medium-term	\$\$\$	City of Newberg, Newberg School District	ODOT SRTS Competitive Grant

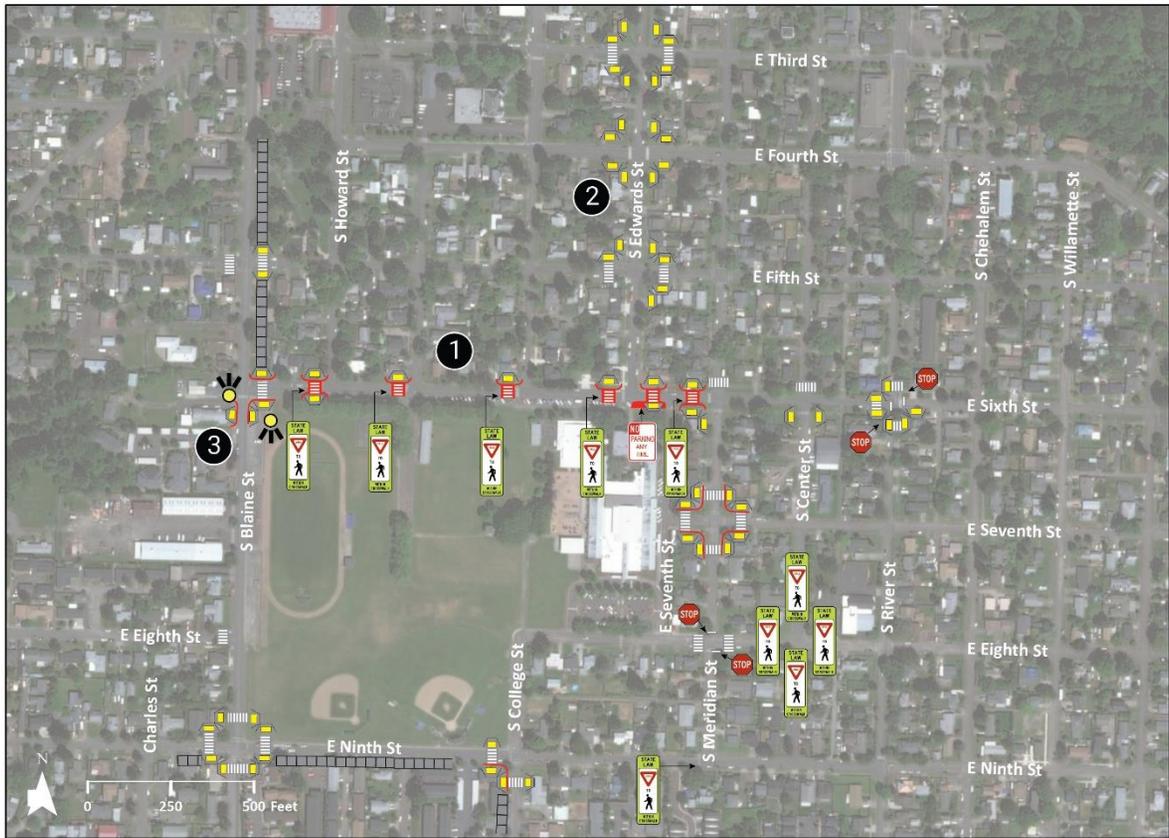
ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
	<i>S Edwards St at E Fifth St: Install 2' wide high visibility white thermoplastic continental crosswalk markings across the west and east legs of the intersection. Install perpendicular curb ramps on the northwest, northeast and southeast corners.</i>	<i>Medium-term</i>	<i>\$\$</i>	<i>City of Newberg</i>	<i>ODOT SRTS Competitive Grant</i>
	<i>S Edwards St at E Fourth St: Install perpendicular curb ramps on all four corners of the intersection .</i>	<i>Medium-term</i>	<i>\$\$</i>	<i>City of Newberg</i>	<i>ODOT SRTS Competitive Grant</i>
	<i>S Edwards St at E Third St: Install 2' wide high visibility white thermoplastic continental crosswalk markings across the west and east legs of the intersection. Install perpendicular curb ramps on all four corners.</i>	<i>Medium-term</i>	<i>\$\$</i>	<i>City of Newberg</i>	<i>ODOT SRTS Competitive Grant</i>
S Blaine Street					
<i>S Blaine St is a major multimodal travel route, connecting neighborhoods and services between the north and south areas of the City. Many students and parents travel along S Blaine St to reach Edwards Elementary School. However, poorly marked crossings and traffic speeds result in discomfort and safety concerns for students walking and biking.</i>	<i>S Blaine St from E Third St to E Sixth St: Fill in approximately 650 feet of sidewalk gaps on the east side of S Blaine St between E Third St and E Sixth St.</i>	<i>Medium-term</i>	<i>\$\$\$</i>	<i>City of Newberg</i>	<i>ODOT SRTS Competitive Grant</i>
	<i>S Blaine St at E Fifth Street: Install 2' wide high visibility white thermoplastic continental crosswalk markings across the west and east legs of the intersection. Install perpendicular curb ramps on the east leg of the intersection.</i>	<i>Medium-term</i>	<i>\$\$</i>	<i>City of Newberg</i>	<i>ODOT SRTS Competitive Grant</i>

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
	<p><i>S Blaine St at E Sixth Street: Add a Rectangular Rapid Flashing Beacon (RRFB) to existing School Crossing Assemblies (S1-1 and W16-7P) across the south leg of the intersection.</i></p>	<i>Short-term</i>	\$\$\$	<i>City of Newberg</i>	<i>ODOT SRTS Competitive Grant</i>
	<p><i>Install 2' wide high visibility white thermoplastic continental crosswalk markings across the east leg of the intersection. Install curb extensions with perpendicular curb ramps on the southwest, southeast, and northeast corners. Due to the presence of railroad tracks along Blaine St, curb extension width may be limited. Design the curb extensions so as not to impede bicycle travel adjacent to the railroad tracks. Ensure that the marked crossing across the tracks meets ADA for spacing requirements between pavement and the rails.</i></p>				
	<p><i>S Blaine St at E Eighth Street: Install 2' wide high visibility white thermoplastic continental crosswalk markings across the west leg of the intersection.</i></p>	<i>Short-term</i>	\$	<i>City of Newberg</i>	<i>ODOT SRTS Competitive Grant</i>
	<p><i>S Blaine St at E Ninth Street: Install 2' wide high visibility white thermoplastic continental crosswalk markings across all four legs of the intersection. Install perpendicular curb ramps on all four corners. Ensure that the marked crossing across the tracks meets ADA for spacing requirements between pavement and the rails.</i></p>	<i>Short-term</i>	\$\$	<i>City of Newberg</i>	<i>ODOT SRTS Competitive Grant</i>

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
E Ninth Street					
<i>E Ninth St is a main travel route for students and parents to reach Edwards Elementary School from neighborhoods to the west and south of the School; however, sidewalk gaps and poorly marked crossings create safety concerns.</i>	<i>Fill in sidewalk gaps on the south side of E Ninth St between W Charles St and S College St (approximately 600 feet).</i>	<i>Medium-term</i>	<i>\$\$\$</i>	<i>City of Newberg</i>	<i>ODOT SRTS Competitive Grant</i>
	<i>E Ninth Street at S College St: Install 2' wide high visibility white thermoplastic continental crosswalk markings across the west and south legs of the intersection. Install curb extension and perpendicular curb ramps on the southwest corner. Install south-facing perpendicular curb ramp on the northwest corner. Install west-facing perpendicular curb ramp on the southeast corner.</i>	<i>Medium-term</i>	<i>\$\$</i>	<i>City of Newberg</i>	<i>ODOT SRTS Competitive Grant</i>
S College Street					
<i>S College is a main travel route for students and parents to reach Edwards Elementary School from neighborhoods to the south of the School; however, sidewalk gaps and poorly marked crossings create safety concerns.</i>	<i>Fill in sidewalk gaps on the west side of S College St between E Ninth St and E Tenth St (approximately 150 feet).</i>	<i>Medium-term</i>	<i>\$\$</i>	<i>City of Newberg, Yamhill County</i>	<i>ODOT SRTS Competitive Grant</i>
	<i>Coordinate with Yamhill County to address improvements and right-of-way constraints on S College St.</i>				
S Meridian Street					
<i>S Meridian St is a main travel route for students and parents to reach Edwards Elementary School and is the primary road connecting to several School access points; however, reported vehicle</i>	<i>S Meridian St at E Seventh St: Install curb extensions with perpendicular curb ramps on all four corners of the intersection. Install 2' wide high visibility white thermoplastic continental</i>	<i>Short-term</i>	<i>\$\$</i>	<i>City of Newberg</i>	<i>ODOT SRTS Competitive Grant</i>

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
<i>speeds and poor crossings create safety concerns at multiple locations.</i>	<i>crosswalk markings across all four legs of the intersection in place of the existing markings.</i>				
	<i>S Meridian St at E Eighth St: Install northbound and southbound Stop signs and stop bars on S Meridian St to establish a 4-way stop at the intersection. Install 2' wide high visibility white thermoplastic continental crosswalk markings across the west and east legs of the intersection in place of the existing markings.</i>	<i>Short-term</i>	<i>\$\$</i>	<i>City of Newberg</i>	<i>ODOT SRTS Competitive Grant</i>
	<i>S Meridian St at E Ninth St: Install bidirectional Pedestrian Crossing signs (R1-6c) in advance of the crosswalk across the west leg of the intersection.</i>	<i>Short-term</i>	<i>\$\$</i>	<i>City of Newberg</i>	<i>ODOT SRTS Competitive Grant</i>
	<i>As a more permanent measure, consider installing a pedestrian refuge island or a raised crosswalk to increase visibility and comfort for students crossing.</i>				
S Center Street					
<i>S Center St is a main travel route for students and parents to reach Edwards Elementary School; however, reported vehicle speeds and poor crossings create safety concerns at multiple locations.</i>	<i>S Center St at E Eighth St: Install in-street Pedestrian Crossing signs (R1-6c) in advance of each of the four crosswalks at the intersection.</i>	<i>Medium-term</i>	<i>\$\$</i>	<i>City of Newberg</i>	<i>ODOT SRTS Competitive Grant</i>

Figure 5. Edwards Elementary SRTS Construction Improvements Map – Page 1



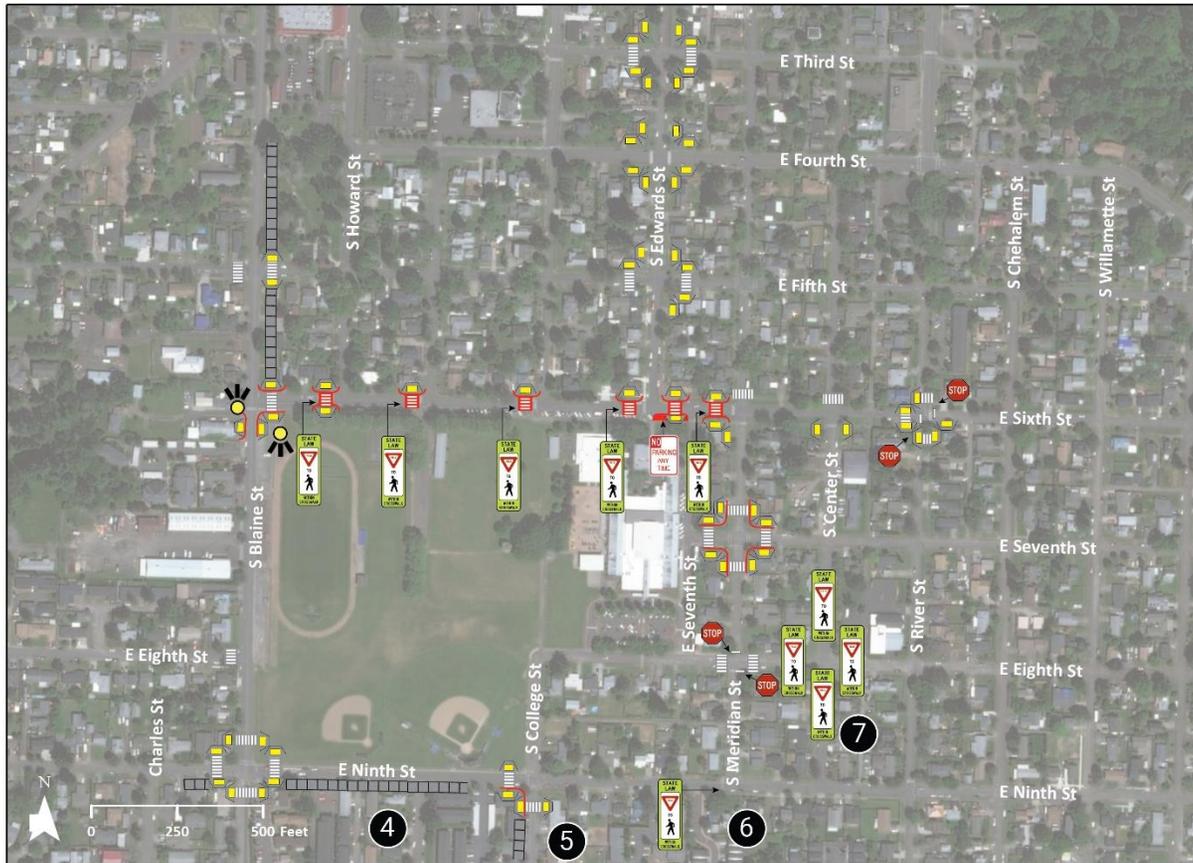
Map produced June 2020

Edwards Elementary School
Improvement Recommendations



- 1 E Sixth Street**
Install curb extensions connected with a raised crosswalk on the north side (and on the south side where not already present) of all five existing crosswalks along E Sixth St between S Blaine St and S Meridian St. Install bi-directional in-street Pedestrian Crossing signs (R1-6c) in advance of each of the five existing crosswalks between S Blaine St and S Meridian St. At E Sixth St at S Meridian St, install 2' wide high visibility white thermoplastic continental crosswalk markings across the north leg of the intersection in place of the existing markings. Install perpendicular curb ramps on the southwest corner. At E Sixth St and S Center St, install 2' wide high visibility white thermoplastic continental crosswalk markings across the north leg of the intersection. Install perpendicular curb ramps on either side of the existing crosswalk across the south side of the intersection. At E Sixth St and S River St, install eastbound and westbound Stop signs and stop bars on E Sixth St to establish a 4-way stop at the intersection. Install 2' wide high visibility white thermoplastic continental crosswalk markings across the west, north and south legs of the intersection. Install perpendicular curb ramps on the northwest, southwest and southeast corners.
- 2 S Edwards Street**
At S Edwards St and E Sixth St, remove the four existing parking spaces on the southeast corner of the intersection, and install a raised crosswalk with 2' wide high visibility white thermoplastic continental crosswalk markings across the east leg of the intersection. Install perpendicular curb ramps on the northeast and southeast corners. Formalize the area on the south side of the marked crosswalk currently marked as a No Parking Zone (including the proposed additional area) with a permanent installation to maximize safety, activate the space, and strengthen the visual cue to pedestrians and cyclists traveling to and from the school. This can consist of a curb extension, planters, or a street mural designed by students bounded by flexible bollards to mark the area and add additional protection. Consider a community and school art project that involves painting the entire intersection. At S Edwards St and E Fifth St, install 2' wide high visibility white thermoplastic continental crosswalk markings across the west and east legs of the intersection. Install perpendicular curb ramps on the northwest, northeast and southeast corners. At S Edwards St and E Fourth St, install perpendicular curb ramps on all four corners of the intersection. At S Edwards St and E Third St, install 2' wide high visibility white thermoplastic continental crosswalk markings across the west and east legs of the intersection. Install perpendicular curb ramps on all four corners.
- 3 S Blaine Street**
Fill in approximately 650 feet of sidewalk gaps on the east side of S Blaine St between E Third St and E Sixth St. At S Blaine St at E Fifth Street, install 2' wide high visibility white thermoplastic continental crosswalk markings across the west and east legs of the intersection. Install perpendicular curb ramps on the east leg of the intersection. At S Blaine St and E Fifth Street, install 2' wide high visibility white thermoplastic continental crosswalk markings across the west and east legs of the intersection. Install perpendicular curb ramps on the east leg of the intersection. At S Blaine St and E Sixth St, add a Rectangular Rapid Flashing Beacon (RRFB) to existing School Crossing Assemblies (S1-1 and W16-7P). Install 2' wide high visibility white thermoplastic continental crosswalk markings across the east leg of the intersection. Install curb extensions with perpendicular curb ramps on the southwest, southeast, and northeast corners. At S Blaine St and E Eighth St, install 2' wide high visibility white thermoplastic continental crosswalk markings across the west leg of the intersection. At S Blaine St and E Ninth St, install 2' wide high visibility white thermoplastic continental crosswalk markings across all four legs of the intersection. Install perpendicular curb ramps on all four corners.

Figure 6. Edwards Elementary SRTS Construction Improvements Map – Page 2



Edwards Elementary School
Improvement Recommendations



- 4** E Ninth Street
Fill in sidewalk gaps on the south side of E Ninth St between W Charles St and S College St (approximately 600 feet). At E Ninth St and S College St, install 2' wide high visibility white thermoplastic continental crosswalk markings across the west and south legs of the intersection. Install curb extension and perpendicular curb ramps on the southwest corner. Install south-facing perpendicular curb ramp on the northwest corner. Install west-facing perpendicular curb ramp on the southeast corner.
- 5** S College Street
Fill in sidewalk gaps on the west side of S College St between E Ninth St and E Tenth St (approximately 150 feet).
- 6** S Meridian Street
At S Meridian St and E Seventh St, install curb extensions with perpendicular curb ramps on all four corners of the intersection. Install 2' wide high visibility white thermoplastic continental crosswalk markings across all four legs of the intersection in place of the existing markings. At S Meridian St and E Eighth St, install northbound and southbound stop signs and stop bars on S Meridian St to establish a 4-way stop at the intersection. Install 2' wide high visibility white thermoplastic continental crosswalk markings across the west and east legs of the intersection in place of the existing markings. At S Meridian St and E Ninth St, install bidirectional Pedestrian Crossing signs (R1-6c) in advance of the crosswalk across the west leg of the intersection.
- 7** S Center Street
At S Center St at E Eighth St, install in-street Pedestrian Crossing signs (R1-6c) in advance of each of the four crosswalks at the intersection.

Legend

	Crosswalk		Curb Ramp		Stop Sign
	Raised Crosswalk		Curb Extension		R1-6c
	Sidewalk Improvements		RRFB		R7-1
	No Parking Area				

High Priority Improvements for the ODOT Infrastructure Grant Application

The following are top priority improvements recommended for the Competitive ODOT SRTS IN Grant Application:

ISSUE/ CHALLENGE	RECOMMENDATION
<p><i>Traffic speed and congestion along E Sixth St in the vicinity of the main school entrance results in discomfort and safety concerns for students walking and biking.</i></p>	<p><i>Install curb extensions connected with a raised crosswalk on the north side (and the south side, where not already present) of all five existing crosswalks along E Sixth St between S Blaine St and S Meridian St, Install bi-directional in-street Pedestrian Crossing signs (R1-6c) in advance of each of the five existing crosswalks between S Blaine St and S Meridian St.</i></p>
<p><i>S Edwards St terminates at the main School entrance, and provides an opportunity for a continuous north/south route for students traveling to the School from downtown and neighborhoods to the north. However, unmarked crossings and a lack of curb ramps creates access and safety barriers.</i></p>	<p><i>S Edwards St at E Sixth St: Remove the four existing parking spaces on the southeast corner of the intersection, and install a raised crosswalk with 2' wide high visibility white thermoplastic continental crosswalk markings across the east leg of the intersection. Install perpendicular curb ramps on the northeast and southeast corners. Formalize the area on the south side of the marked crosswalk currently marked as a No Parking Zone (including the proposed additional area) with a permanent installation to maximize safety, activate the space, and strengthen the visual cue to pedestrians and cyclists traveling to and from the school. This can consist of a curb extension, planters, or a street mural designed by students bounded by flexible bollards to mark the area and add additional protection. Consider a community and school art project that involves painting the entire intersection.</i></p> <p><i>Due to the need to coordinate with the School District and other City planning processes, this is presented as an optional addition in the Cost Estimates presented in Tables 5 and 6.</i></p>
<p><i>S Blaine St is a major multimodal travel route, connecting neighborhoods and services between the north and south areas of the City. Many students and parents travel along S Blaine St to reach Edwards Elementary School. However, poorly marked crossings and traffic</i></p>	<p><i>S Blaine St at E Sixth Street: Add a Rectangular Rapid Flashing Beacon (RRFB) to existing School Crossing Assemblies (S1-1 and W16-7P) across the south leg of the intersection.</i></p>

ISSUE/ CHALLENGE	RECOMMENDATION
<p><i>speeds result in discomfort and safety concerns for students walking and biking.</i></p>	<p><i>Install 2' wide high visibility white thermoplastic continental crosswalk markings across the east leg of the intersection. Install curb extensions with perpendicular curb ramps on the southwest, southeast, and northeast corners.</i></p> <p><i>S Blaine St at E Eighth Street: Install 2' wide high visibility white thermoplastic continental crosswalk markings across the west leg of the intersection.</i></p> <p><i>S Blaine St at E Ninth Street: Install 2' wide high visibility white thermoplastic continental crosswalk markings across all four legs of the intersection. Install perpendicular curb ramps on all four corners.</i></p>
<p><i>S Meridian St is a main travel route for students and parents to reach Edwards Elementary School and is the primary road connecting to several School access points; however, reported vehicle speeds and poor crossings create safety concerns at multiple locations.</i></p>	<p><i>S Meridian St at E Seventh St: Install curb extensions with perpendicular curb ramps on all four corners of the intersection. Install 2' wide high visibility white thermoplastic continental crosswalk markings across all four legs of the intersection in place of the existing markings.</i></p> <p><i>S Meridian St at E Eighth St: Install northbound and southbound Stop signs and stop bars on S Meridian St to establish a 4-way stop at the intersection. Install 2' wide high visibility white thermoplastic continental crosswalk markings across the west and east legs of the intersection in place of the existing markings.</i></p> <p><i>S Meridian St at E Ninth St: Install bidirectional Pedestrian Crossing signs (R1-6c) in advance of the crosswalk across the west leg of the intersection.</i></p>

Additional details that will be needed to complete the application are provided in 4.

Table 4. Project Details for ODOT Competitive Infrastructure Grant

GRANT CRITERIA/QUESTION	RESPONSE FOR CITY OF NEWBERG
<i>Relevant Right of Way ownership</i>	<i>Coordinate with City and School on feasibility of parking space removal along school frontage on E Sixth St.</i>
<i>Utility implications and opportunities to mitigate</i>	<i>On S Blaine St, design curb extensions so as not to impede bicycle travel adjacent to the railroad tracks. Ensure that the marked crossings across the tracks meet ADA for spacing requirements between pavement and the rails.</i>

<i>Environmental resource implications</i>	<i>N/A</i>
<i>Stormwater management implications</i>	<i>Ensure that design for raised crossings along E Sixth St allow for adequate stormwater drainage</i>
<i>Near a rail road? Or bridge, tunnel, retaining wall affected?</i>	<i>Improvements on S Blaine St proposed adjacent to inactive railroad tracks. Ensure design maintains safety and comfort for users across tracks, and meets ADA guidelines for crosswalk marking spacing.</i>
<i>AADT</i>	<i>AADTs needed for: E Sixth St S Blaine St S Meridian St</i>
<i>Priority Safety Corridor</i>	<i>N/A</i>

Table 5. Competitive Grant Cost Estimates

ITEM DESCRIPTION	MEASUREMENT	COST/UNIT	UNITS	ESTIMATE
Install Rectangular Rapid Flash Beacons (RRFBs)	EA	\$40,000	1	\$40,000
Install 12 marked crosswalks with thermoplastic continental markings	SF	\$8	1368	\$10,944
Removal of thermoplastic pavement markings	SF	\$3	486	\$1,458
Install 3 stop bars	SF	\$8	90	\$720
Install curb extension with ramp	EA	\$15,000	12	\$180,000
Install wide curb extension (w/ no ramp)	EA	\$15,000	3	\$45,000
Install curb extension (w/ no ramp)	EA	\$10,000	7	\$70,000
Install raised crosswalk	EA	\$10,000	5	\$50,000
Remove existing catch basin	EA	\$500	9	\$4,500
Install catch basin	EA	\$3,000	17	\$51,000
Install perpendicular curb ramp	EA	\$10,000	8	\$80,000
Install one STOP sign and two supplemental ALL WAY plaques	EA	\$1,000	2	\$2,000
Install in-street school sign	EA	\$500	6	\$3,000
Install one school crossing assembly sign	EA	\$1,000	2	\$2,000
Traffic Mobilization (10%)				
	EA	\$54,062	1	\$54,062
Traffic Control (15%)				
	EA	\$81,093	1	\$81,093
Erosion Control (2%)				
	EA	\$10,812	1	\$10,812
			Subtotal	\$686,590
Total Costs				
Preliminary Engineering/Design Costs (12%)				\$82,391
Construction Costs (Subtotal + 40% Contingency + 15% CE)				\$1,064,214
Right of Way Costs				\$0
Utility Costs				\$0
Total Project Cost				\$1,146,605

Table 6. Competitive Grant Cost Estimates – Optional Addition: S Edwards St at E Sixth St:

ITEM DESCRIPTION	MEASUREMENT	COST/UNIT	UNITS	ESTIMATE
Install 110 LF of curb and gutter	LF	\$50	110	\$5,500
Remove existing catch basin	EA	\$500	1	\$500
Install catch basin	EA	\$3,000	1	\$3,000
Install expanded sidewalk / curb extension	SF	\$25	1500	\$37,500
Install 1 marked crosswalk with thermoplastic continental markings	SF	\$8	108	\$864
Install raised crosswalk	EA	\$10,000	1	\$10,000
Install perpendicular curb ramp	EA	\$10,000	2	\$20,000
Install 20 LF of 5' wide sidewalk	SF	\$25	100	\$2,500
Traffic Mobilization (10%)	EA	\$7,986	1	\$7,986
Traffic Control (15%)	EA	\$11,980	1	\$11,980
Erosion Control (2%)	EA	\$1,597	1	\$1,597
			Subtotal	\$101,427
Total Costs				
Preliminary Engineering/Design Costs (12%)				\$12,171
Construction Costs (Subtotal + 40% Contingency + 15% CE)				\$157,212
Right of Way Costs				\$0
Utility Costs				\$0
Total Project Cost:				\$169,384

Chapter 5. Potential Funding & Implementation

This chapter lists a variety of funding sources that the City of Newberg, Yamhill County, Newberg School District, or other partners could use to implement the recommendations outlined in Chapter 4. These funding sources are accurate as of February 2020, but may change over time. Please refer to ODOT or other funding jurisdictions' websites for the most up to date information.

Statewide Funding Opportunities

ODOT SRTS Infrastructure Grants:

ODOT currently offers specific Safe Routes to School funding pools for local jurisdictions interested in improving walking and biking conditions near schools, including a competitive infrastructure grant program and a rapid response infrastructure grant.

COMPETITIVE INFRASTRUCTURE GRANT

ODOT's SRTS Competitive Infrastructure Grant program funds roadway safety projects located within a one-mile radius of an educational facility that improves walking and biking conditions for children 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.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.aspx>.

ODOT STIP Program

Outside of Safe Routes to School programs, ODOT offers general funding opportunities for bicycle and pedestrian improvement projects through the development of ODOT's State Transportation Improvement Program (STIP), which programs funding for three years. Proposed projects in Newberg should be nominated in coordination with ODOT's Region 2 office. To be eligible for STIP funding, projects must be included an adopted Transportation System Plan. The draft 2021-2024 STIP includes roughly \$115 million for walking and biking projects. Programs include

Active Transportation Leverage, which adds walking or biking features to Fix-It projects, and ADA Curb Ramps, to boost accessibility of pedestrian infrastructure.

Learn more: <http://www.oregon.gov/ODOT/STIP/> and find contact info for your ODOT region at www.oregon.gov/ODOT/STIP/Pages/Contacts.aspx

ODOT All Roads Transportation Safety Program (ARTS)

ODOT's STIP process also funds safety improvement projects that reduce traffic related deaths and injuries through the All Roads Transportation Safety Program, which utilizes data collection and analysis to select projects that will maximize traffic safety benefits per investment dollar. For more information on ARTS, visit:

<https://www.oregon.gov/ODOT/Engineering/Pages/ARTS.aspx>.

Oregon Parks and Recreation Grants

Oregon Parks and Recreation manage a number of grants that may help in completing a Safe Routes to School off-road project like the Local Government Grant Program, the Land and Water Conservation Fund, and the Recreational Trails Program. For more information visit:

<https://www.oregon.gov/OPRD/GRANTS/pages/index.aspx>

Oregon Community Paths Program (OCPP)

In 2020, ODOT will open solicitation for an off-system path grant program called the Oregon Community Paths Program (OCPP) and will fund awarded projects (in 2021) with either the state Multimodal Active Transportation fund or the federal Transportation Alternatives Program funds. Through the OCPP, ODOT strives to fund projects for pedestrian and bicycle transportation projects including the development, construction, reconstruction, resurfacing, or other capital improvement of multiuse paths, bicycle paths, and footpaths that improve access and safety for people walking and bicycling.

Oregon Transportation Infrastructure Bank (OTIB)

Oregon Transportation Infrastructure Bank (OTIB) provides low cost loans for transportation related projects by: reducing total up-front costs; reducing overall interest costs; no prepayment penalties; draw funds only as needed. OTIB loans are processed quickly and a decision is typically received within 60 days, with loan closing between 90-120 days. www.oregon.gov/odot/cs/fs/pages/otib.aspx

State Highway Trust Fund/Bicycle Bill

When roads are constructed or reconstructed, Oregon law requires walkways and bikeways be provided. Additionally, all agencies receiving State Highway Funds are required to spend at least 1% of those funds on bicycle and/or pedestrian infrastructure improvements (ORS 366.514). Currently, cities and counties receive 20% and 30% of the state's highway trust funds, respectively, which can be used for walking and biking projects along roads. For more information contact Jessica Horning, (503) 986-3555.

Sidewalk Improvement Program (SWIP)

ODOT's SWIP builds pedestrian and bicycle facilities on state roads and local roads that help people moving across or around the state system. For more information contact Jessica Horning, (503) 986-3555.

Transportation and Growth Management (TGM) Funds

TGM offers grants for improving transportation system plans and planning efforts that integrate land use and transportation. TGM also offers Quick Response grants when pending development will impact the city's goals, Code Assistance to help with specific code questions, Transportation System Plan (TSP) Assessments to look at city TSPs, and Education and Outreach projects to move community conversations forward. 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.

<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 in high pollution areas. Bike/pedestrian projects make up a significant portion of the funded projects, which must focus on air quality improvement. 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 & 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.

Demonstration Projects

Demonstration projects are temporary roadway improvement installments that utilize temporary barriers (such as traffic cones, planters, hay barrels, etc.) to test and demonstrate how a street would operate with bicycle and/or pedestrian infrastructure improvements. These low-cost 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, demonstration projects can last for several hours to several months.

Non-Infrastructure Programs Funding Opportunities

ODOT SRTS Non-Infrastructure Grant

In addition to funding infrastructure improvements for Safe Routes to School programs, ODOT reserves \$300,000 annually for funding of non-infrastructure SRTS projects that encourage children in grades K-8 to walk and bike to school. This competitive grant program distributes funding to a project over the course of three years (to allow for advanced planning) with a maximum award of \$50,000 per year with a 12% match requirement. For more information, visit <https://www.oregon.gov/ODOT/Programs/Pages/SRTS.aspx>