



Days Creek Charter School

Safe Routes to School Plan



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Chapter 1. Introduction

The Days Creek Charter School Safe Routes to School (SRTS) Plan lays the foundation for the school, community, and Douglas County to work together on reducing barriers for students walking and biking to school. The SRTS Plan includes both recommendations for short and long-term infrastructure improvements, as well as ideas for education and encouragement events to promote healthy, active lifestyles. Several infrastructure improvements are potential candidates for the Oregon Department of Transportation (ODOT) SRTS Competitive Grant Program, while others will be considered for inclusion into Douglas County's Transportation System Plan (TSP) next time it is updated. Members of the school community, including administration, teachers, parents, and students, can host education and encouragement activities to make walking or biking easier and more fun options for the school commute.

Oregon Department of Transportation's Project Identification Program

This SRTS Plan supports Oregon's state-wide SRTS construction (infrastructure) and education/encouragement (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 County and school community 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)?

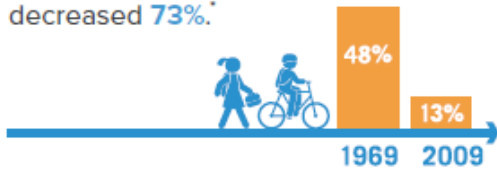
SRTS is a comprehensive program to **make school communities safer** by combining engineering tools and enforcement with education about safety and activities to enable and encourage students to **walk and bicycle to school**. SRTS programs typically involve partnerships among municipalities, school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



Fewer students walking & biking to school

More parents driving children to school

Rising concerns about safety of walking & biking

Increased traffic at and around school

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*.

Days Creek Charter School Overview

Principal:	Steve Woods	Grades:	K-12
Enrollment:	201	Address:	11381 Tiller Trail Hwy, PO Box 10, Days Creek, Oregon 97429
Grades Served:	K-12	% students eligible for free or reduced lunch:	62.63%
Type of School:	Charter		

School Demographics

AMERICAN INDIAN/ ALASKA NATIVE	ASIAN	BLACK/ AFRICAN AMERICAN	HISPANIC	NATIVE HAWAIIAN PACIFIC ISLAND	MULTIRACIAL	WHITE, NON- HISPANIC
3.5%	0%	0%	6%	0.5%	9%	81.1%

Source: Oregon Department of Education 2019-2020 school year

School Languages

LANGUAGES SPOKEN (BY SCHOOL DISTRICT)	# STUDENTS
English	210
Spanish	3
Total Languages Spoken: 2	213

Source: Oregon Department of Education 2019-2020 school year

PIP Outreach Process

Days Creek Charter School worked diligently to spread the word about the SRTS Walk Audit and Community Meeting, held on September 4, 2019. Staff posted information about the event and the project in the following methods locations to encourage participation:

- School website
- School reader board
- Office bulletin board
- Press release
- Robo-calls to parents
- Quarter-sheet flyers sent home to families (bilingual English and Spanish)

During the School Safety Assessment field visit, consultant presented to the Days Creek Charter School Board and discuss the SRTS vision and school community's project goals. Their input is reflected in Chapter 2. Vision and Goals for SRTS. In addition, community members were invited to provide feedback via an online map that asked about the best routes to school and challenging locations to walk and bike.

The draft SRTS Plan was available for public review during two weeks in December 2019. Douglas County School District #15 and Days Creek Charter School boards reviewed the plan during this time and provided comments.

Chapter 2. Vision and Goals for Safe Routes to Schools

The Days Creek Charter School Board members helped create the following Vision and Goals. The list of attendees is included on page 8.

Vision

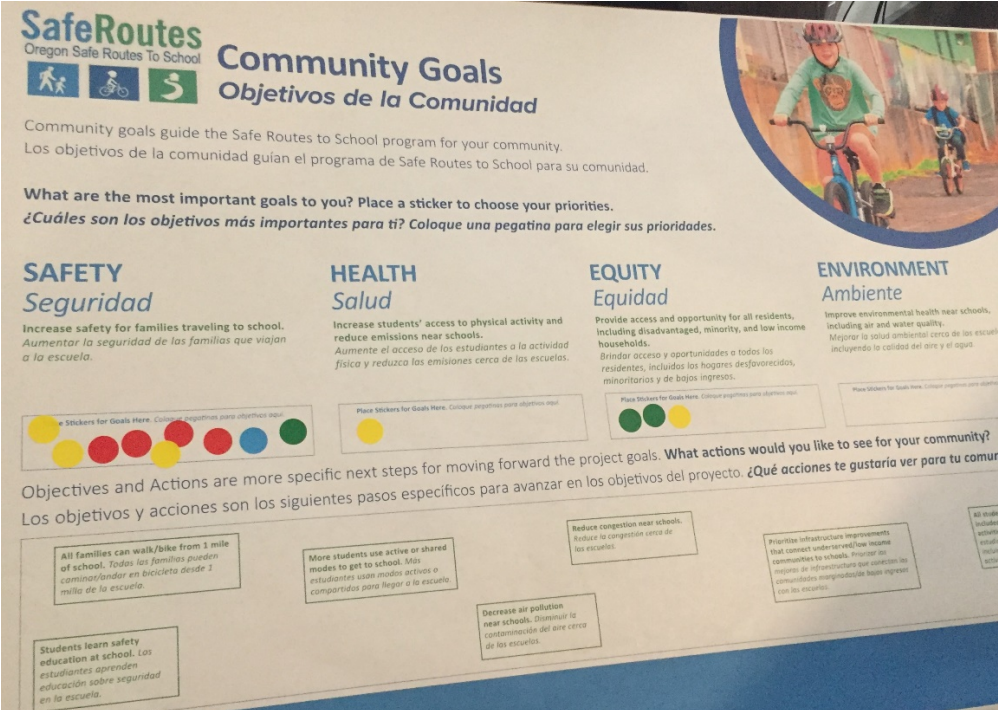
“The Days Creek Charter School community envisions a future where children and their families safely, comfortably, and conveniently walk and bicycle as part of the daily school commute and a healthy lifestyle.”

Goals, Objectives, and Actions

The ODOT SRTS PIP suggested goals in the areas of health, safety, equity, or the environment. As shown in Figure 1 the Days Creek Charter School community meeting participants selected safety, followed by equity and then health, as the main priorities for the community.

The consultant team drafted the list of specific actions for the community to tackle based on the community-identified vision and goals, as well as community input from the walk audit and data collected throughout the PIP process. These actions describe how the community will work together to tackle the recommendations in Table 1 and Table 2. Actions may relate to achieving more than one goal, but each action is only listed once. The recommendations are divided into Infrastructure and Non-Infrastructure categories on pages 16 and 21, respectively. Both lists include priority potential funding sources and the jurisdiction responsible for making the change.

Figure 1: Community Goal Prioritization- Days Creek Charter School



Safety

Goal: Increase safety for families traveling to school, including perceptions of safety, since perceived barriers can have a real impact on whether parents allow their students to walk or bike.

- Objective 1- Students are able to walk and bike on campus, to the corner store, Strong's Market and to homes within a ¼ mile of the school.
 - Action: Douglas County will prioritize Days Creek School Zone sign and pavement marking maintenance on their maintenance schedule as soon as possible.
 - Action: Douglas County will consider applying to ODOT Competitive SRTS Infrastructure Grant in 2020 for infrastructure improvements on Tiller Trail Hwy, outlined on page 26. Douglas County is currently partnering with several schools throughout the County to pursue SRTS Grants, one of which is Days Creek Charter School. Due to funding constraints, Douglas County will likely only be able to provide matching funds for one SRTS project during the 2020 cycle.
 - Action: Days Creek Charter School will integrate on-campus infrastructure improvements into their Continuous Improvement Plan.
- Objective 2- Walking or biking access is available to all families within 1 mile of school.
 - Action: Douglas County Planning Department will consider adopting the long-term infrastructure recommendations as a part of the Douglas County Comprehensive Plan Transportation System Plan (TSP), next time it is updated.
 - Action: Douglas County will begin implementing recommendations as funds for capital improvements become available.
- Objective 3- Tiller Trail Hwy vehicles comply with the Days Creek Charter School Zone.
 - Action: Days Creek Charter School will organize a community-wide School Safety Campaign to increase the visibility of the school zone and encourage compliance with reduced speed limits.
 - Action: Days Creek Charter School will ask county law enforcement to increase patrols near the school zone to enforce school zone speeds.
- Objective 4- Pedestrian and safety education is integrated into school curriculum.
 - Action: Days Creek Charter School will distribute informational safety materials for families and integrate student pedestrian safety lessons into school day curriculum.

Equity

Goal: Increase access and opportunity for all residents, including disadvantaged, minority, and low-income households.

- Objective 1- Engage with families from historically marginalized groups such as communities of color, households with families with incomes below the poverty line¹, English-language learners, to hear and learn about their barriers to students walking or biking to school.
 - Action: Days Creek Charter School will provide information and educational materials in English and Spanish, as needed.

¹ 2019 Federal Poverty Guidelines: <https://www.ocpp.org/2019/02/19/what-is-poverty-2019/>

- *Action: Days Creek Charter School will include and encourage partners to include SRTS messaging as part of other community events and services that take place at Days Creek, such as food pantry distribution.*
- Objective 2- Prioritize infrastructure and non-infrastructure improvements that connect underserved or low-income communities to schools and improve access on campus.
 - *Action: Douglas County will implement infrastructure recommendations with a consideration for improvements that serve underserved and low-income communities.*
 - *Action: Days Creek Charter School should begin a SRTS education and encouragement program, focusing on benefitting the 61-80% of Days Creek students eligible for Federal Free and Reduced-Price Lunch.*

Health

Goal: Increase student access to physical activity and reduce emissions near schools to reduce health effects of poor air quality.

- Objective 1- Students have more physical activity before and during the school day.
 - *Action: Days Creek Charter School will consider organizing an on-campus walking program either on the track or around playground or parking lot path.*
 - *Action: Days Creek Charter School will look for areas of overlap between SRTS efforts and other health initiatives and grants.*
- Objective 2- The school community supports families using active and shared transportation to access school and reach nearby destinations to increase physical activity and improve air quality near the school.
 - *Action: Days Creek Charter School District and Douglas County School District #15 will adopt SRTS-supportive language in school wellness policy, after short-term infrastructure recommendations have been implemented.*
 - *Action: Days Creek Charter School will organize a community walk or Walk + Roll to School Day to celebrate the opening of the protected shoulder along Tiller Trail Hwy to connect to the corner store. Explore ways to connect to another event or cause.*
 - *Action: Days Creek Charter School will share relevant health statistics and messages in school newsletters, back to school night, or through other communication channels.*
 - *Action: Days Creek Charter School will organize a community school safety campaign to bring additional awareness to people driving in the school area.*

Environment

Goal: Increase environmental health near schools, including air and water quality.

- Objective 1- Reduce congestion and air pollution near the school campus.
 - *Action: Days Creek Charter School District will provide parents with education and encouragement materials providing information on carpooling, walking, biking, and school buses.*

Chapter 3. Existing Conditions

Background Data

In advance of the School Safety Assessment Field Visit, 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 visit, the consultant team added additional contextual details learned during discussions with community members and from in-person observations.

Plan Review

DAYS CREEK CHARTER SCHOOL CONTINUOUS IMPROVEMENT PLAN (CIP)

The Days Creek Charter School Board outlines their goals, strategies for implementation, performance measures, and actions in their Continuous Improvement Plan (CIP). The 2019-2020 CIP detailed two major district goals:

1. Create a welcoming culture of respect, responsibility, and care.
2. Develop students who understand the purpose and relevance of subject matters.

Days Creek Charter School outlines the following goals related to Family and Community Engagement and Facilities Improvement Planning that are relevant to the SRTS planning and implementation effort:

- Family and Community Engagement
 - a. GOAL: Create a culture that encourages a partnership with parents, students, staff, and community members.
 - i. STRATEGY: Regularly communicate through a variety of ways (newsletters, reader-board, mail-outs).
 - ii. STRATEGY: Gather and analyze feedback in a timely manner through conversations, surveys, and community events.
 - iii. STRATEGY: Create and organize activities and events consistent with the district vision and mission statement.
- Improvement Planning
 - a. GOAL: Provide a dedicated budget item and/or reserve fund for facility upgrades.
 - i. STRATEGY: 1. Create a capital outlay fund account with an annual accumulation of 2% for the purpose of funding additional gym and classroom space.

For more information on these goals and framework please visit: <https://www.dayscreek.k12.or.us/cip.html>

THE DOUGLAS COUNTY COMPREHENSIVE PLAN

The Douglas County’s Comprehensive Plan, revised in June 2017, outlines goals for improving bike networks and pedestrian access to community centers, as well as for bike safety and education. The plan calls for bicycle safety education for students and adults, including bike operating skills, bike safety advice, and information about the

legal aspects of bike riding (Section 9, line 30). SRTS Plan recommendations align with these Comprehensive Plan goals. The Douglas County Comprehensive Plan highlights the following:

1. THEME: People are attracted to Douglas County for various reasons including: lower taxes, inexpensive utility rates, recreational opportunities, moderate climate, hospital facilities and rural atmosphere.
2. PROBLEM: Pedestrian access to community centers is available on rudimentary undeveloped routes.
3. GOAL: To provide a safe, convenient, and efficient bikeway network for Douglas County which addresses both transportation concerns and recreation needs.
4. NEEDS:
 - a. A comprehensive bikeway safety education program should be developed as a means of promoting safe bicycling in Douglas County (Section 13, line 254).
 - b. A short distance bikeway in the County's urban unincorporated areas should be assessed and, as appropriate, the Plan amended to accommodate identified needs (Section 13, line 262).

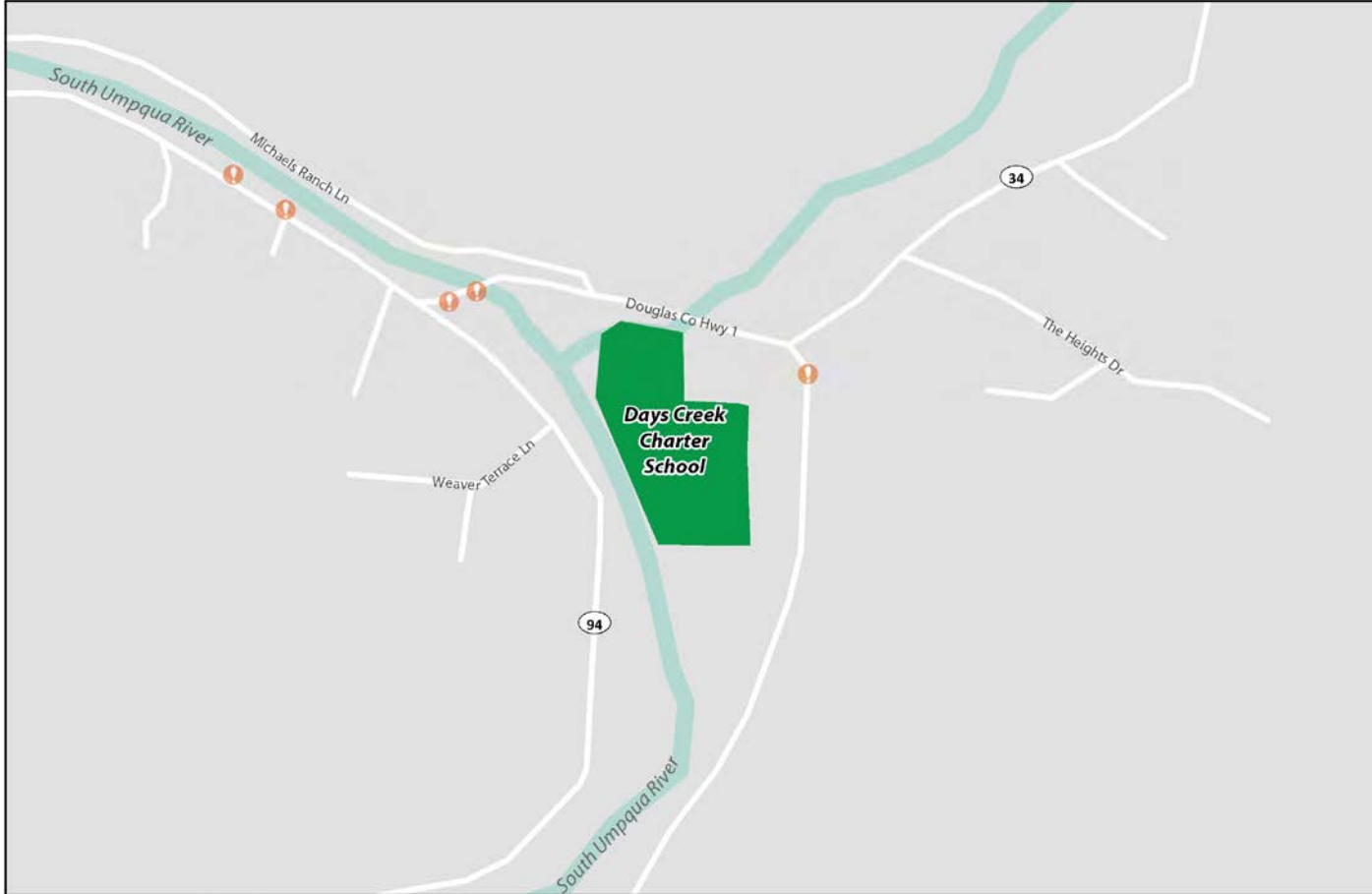
The Douglas County Comprehensive Plan cites the 1971 "Bicycle Bill" as the basis of their framework for developing bike education and safety policy. In 1971 Oregon Legislature enacted the "Bicycle Bill" which requires that bikeways or footpaths be established as part of all roadway projects, except where the establishment of such facilities would be contrary to public safety, disproportionate in cost to the need in probable use, or where sparsity of population, or other factors indicate an absence of any need or probable use. While Days Creek is a small community, the Bicycle Bill reference in the Comp Plan highlights the county's priority to establish safer facilities for people biking. This established priority will support future funding applications for funding to build bike facilities near Days Creek or other rural schools in the county. (Section 13, line 269).

For more information about The Douglas County Comprehensive Plan visit:

http://www.co.douglas.or.us/planning/code_enforcement/pdf/CompPlan.pdf

Crash History

From 2012 to 2016, there were no documented crashes involving people walking and biking within a half-mile of the school. This is likely due to the lack of any pedestrian or bike facilities along Tiller Trail Hwy. Days Creek Charter School community members do not typically walk or bike, even short distances, because of high vehicle speeds and narrow to non-existent roadway shoulders. However, as shown in Figure 2, there are five documented vehicle-only crashes within a half-mile of the school.



Days Creek Charter School
Vehicle Only Collisions (2012-2016)

Vehicle Only Collision

0 0.25 0.5 Miles

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

Figure 2: Crashes near Days Creek Charter School

School Attendance Area and Transportation Policies

The Days Creek Charter School attendance area covers 803 square miles of Southern Douglas County, including Tri-City, Myrtle Creek, Canyonville, and Riddle. Days Creek Charter School has three buses with elaborate routes to cover this vast area. There are six bus stops within one mile of the school. The school would like these students to have the option to walk or bike, but there are currently no facilities. The school also accepts students from outside the boundary, running buses into neighboring districts. Days Creek Charter School does not explicitly discourage walking or biking, but does not encourage it due to the lack of facilities.

Previous SRTS Efforts or Walking/Biking Encouragement Activities

Days Creek Charter School has not yet participated in any SRTS efforts or walking/ biking encouragement activities. The Board is interested in applying for an ODOT SRTS Non-infrastructure Grant as the high-priority infrastructure recommendations are implemented.

School Safety Assessment

The School Safety Assessment includes the walk audit observation, community meeting, Days Creek Charter School Board presentation, and a bike and pedestrian facility inventory. During the School Safety Assessment, the team met face-to-face with community members, observed traffic conditions and travel patterns, and discussed potential solutions to identified challenges.

Date: September 4, 2019

Day of Week: Wednesday

Attendees:

- Joanne Gordon, Community Member
- Josh Heacock, Douglas County Public Works
- Diane Swingley, Pres/ch DCCS BOD
- Jim Docherty, DCCS BOD
- Valerie Anderson, DCCS BOD
- Boo Hooker, Community Member

Meeting Time: 3:30pm

Weather: Hot and sunny

- Terri Wood, Days Creek Volunteer
- Steve Woods, Days Creek Superintendent
- Laura Stufflebeam, DCCS BOD and District #15 BOD
- Rex Fuller, DCCS BOD and District #15 BOD
- Facilitator: Katie Selin, Alta Planning + Design
- Facilitator: Kirk Paulsen, PE, Alta Planning + Design

Walk Audit Observations

SCHOOL LAYOUT

Days Creek Charter School is located on a short access road off of Tiller Trail Hwy (Douglas County Hwy 1), on the banks of the South Umpqua River surrounded by a handful of homes and ranches. Days Creek Charter School is the center of the small Days Creek community, hosting numerous events for students, families and the wider community. The school grounds include a couple greenhouses, two shops, bus barn, large equipment and livestock barns, several trailers with a modular for classrooms, a football field, a softball field, and a baseball field,

agricultural fields and a rental home. The school recently added a new digital reader board and school sign to advertise events and increase awareness of the school to passing drivers.

Most students enter and are dismissed through the main door on the east side of the main school building. A few students go out the back doors of the school to go to sports practice or to get to their parked cars, if they drove themselves. Figure 3 illustrates the Days Creek Charter School campus layout.

SITE CIRCULATION

- Vehicles:** Some students drive themselves to school and park in the parking lot for the day. Family members who drive students to school park in the parking lot then walk into the school to sign their student out and return to their vehicles and drive out the access road.
- School Buses:** Most students at Days Creek ride the school busses. The school has contracts for a fleet of three buses that pick-up students in the bus loop on the north side of the parking lot, before heading out on long drop-off loops to the school's large enrollment area. With open enrollment, students come to Days Creek from all over the county, including Myrtle Creek, Canyonville and Riddle. In-district communities south of Days Creek include Milo, Tiller, Drew and to the Rogue-Umpqua Divide
- Pedestrians:** During the walk audit, five students were observed walking home from school. Several crossed the street at the access road crosswalk and walked north on the grass shoulder along Tiller Trail Hwy. Several others crossed the access road and walked up the wide shoulder on the west side of the highway. On campus, students walked all over the parking lot, not using the striped zones intended to channelize pedestrians. Vehicle speeds are slow in the parking lot and students moved over as cars drove through.
- Bicyclists:** There are no dedicated bike facilities near Days Creek Charter School. Uncovered bike parking is available in the main parking lot of the school, but it is an outdated wheel rack that does not allow for the bike frame to be locked. One student biking was observed locking his bike to the railing instead of using the bike parking.
- Transit:** Days Creek has very limited Dial-a-Ride through Douglas Rides. There is no fixed route in this area. Douglas Rides plans to expand the dial-a-Ride to include more of the area around Days Creek in the next several years. To access this service users, have to register, then rides are donation only.



Days Creek Charter School
 Site Map



Figure 3 Days Creek Charter School Site Map

Walk Audit and Bike and Pedestrian Inventory Photos



Parking lot "No Parking" zones and pedestrian walkway/crosswalk striping use the same pattern.



Sidepath adjacent to school driveway is overgrown with weeds and cracked pavement.



Looking north, school access road intersection with Tiller Trail Hwy, with a wide shoulder on the west side of the highway.



One of the many large utility trucks traveling through the Days Creek Charter School Zone.



No shoulder and drainage ditch along Tiller Trail Hwy north of Strongs Market.



Students walking down Tiller Trail Hwy after school.

Community Meeting

The School Safety Assessment community meeting was an opportunity for school leadership, roadway jurisdiction staff, teachers, parents, and other stakeholders to discuss barriers to walking and biking to school and brainstorm ideas for how to overcome them. Meeting participants discussed ideas for the school campus and Tiller Trail Hwy, the only route to the school. The consultant team met with a smaller group to debrief the walk audit in a large classroom, then met with the Days Creek Charter School Board to share information about the project, answer questions, and discuss community SRTS goals and priorities.



Days Creek Charter School Board members participating in a goal-setting dot exercise.

KEY THEMES

- Overall, student dismissal was very smooth on the school grounds, with minimal traffic and orderly bus departures.
- Douglas County is interested in taking care of smaller maintenance issues and partnering on grant applications. They are constrained by limited funding and capacity.
- Participants' main concerns included:
 - a. Speeding through the school zone on Tiller Trail Hwy, particularly logging trucks
 - b. Need for students to get to the market safely
 - c. Wayfinding near the school
 - d. Lack of shoulders/ space for students to walk or bike along Tiller Trail Hwy
 - e. Campus ADA accessibility

Bike and Pedestrian Facility Inventory

The bike and pedestrian facility inventory confirmed existing infrastructure conditions, and filled gaps in ODOT and Douglas County data, focusing on all streets within a quarter mile of the school. As part of the bike and pedestrian facility inventory, consultant 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 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.

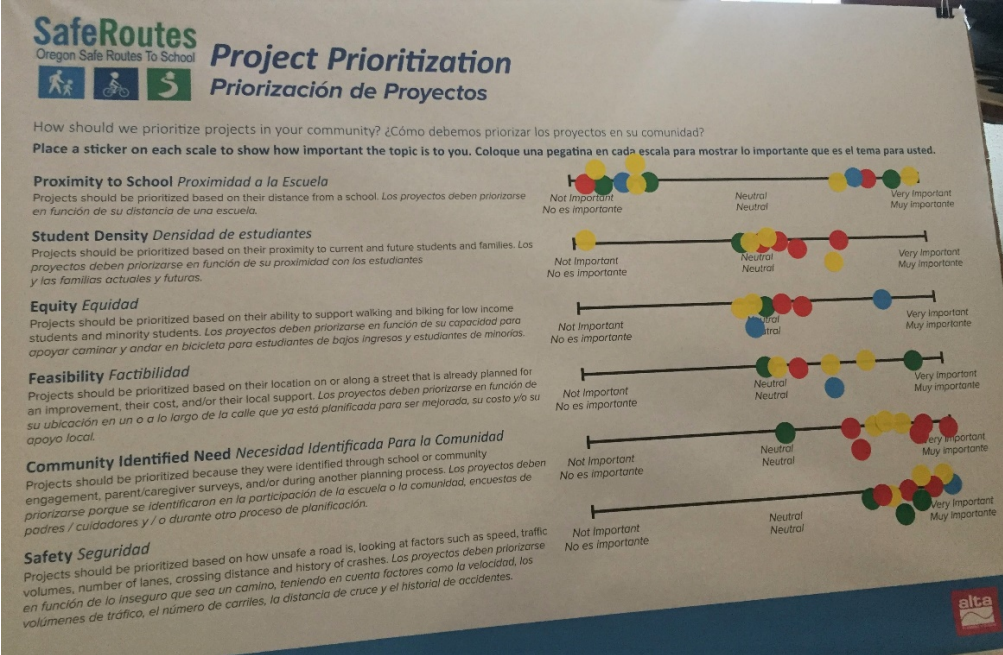
Deficiencies and needs identified in the bike and pedestrian facility inventory inform the Infrastructure recommendations described in Table 1. Infrastructure Needs and Recommendations and Figure 5. Days Creek Charter School SRTS Improvements Map.

Chapter 4. Needs & Recommendations

Prioritization Criteria

Walk audit participants provided feedback on how actions and recommendations should be prioritized in their community on a sliding scale of “Not Important” to “Very Important”. This exercise requires thinking about trade-offs between different goals and actions. As illustrated in Figure 4 safety was also the top prioritization criteria for Days Creek walk audit participants, followed by community-identified need. Participants were divided about how important proximity to school should be as a guiding factor. Additionally, participants discussed the trade-offs between feasibility and safety, deciding that they would be interested in looking at both short-term highly-feasible improvements but also considering a long-term approach that maximized safety. Most participants were neutral about the importance of student density and equity, potentially because most of Days Creek students are from families with low incomes and dispersed over a large geographic area. To reflect these community priorities, the consultant team prioritized community-identified, safety-related projects both within a ¼ mile of the school and within the larger 1-mile radius. To incorporate the mixed feedback on the “feasibility” criteria, the consultant team recommended some more creative short-term infrastructure recommendations and programmatic ideas and long-term, higher cost recommendation to address the biggest safety concerns.

Figure 4- Project Prioritization- Days Creek Charter School



PHASING

The consultant team prioritized recommendations Table 1 and Table 2 into three time-frames: short term, medium term, and long term:

- Short Term: action to be completed in the following semester (spring if the Plan is being developed in the fall, or the following fall if the Plan is being developed in the spring)
- 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.

Infrastructure Recommendations

School and road infrastructure recommendations are based on:

- Existing conditions data
- Community feedback from the walk audit and community meeting,
- Jurisdiction input.

Table 1 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 any potential funding source for construction.

Table 1. Infrastructure Needs and Recommendations

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
Days Creek Charter School Grounds					
<i>Parking lot “No Parking” zones and pedestrian walkway/crosswalk striping use the same pattern, confusing where people are expected to walk through the parking lot.</i>	<i>Differentiate walking path, crosswalks, and no parking striping. Consider creating pedestrian walkway in front of vehicle parking to minimize conflicts. Consider painting the walking path a fun color or creative design. Students could help design and paint.</i>	<i>Short-term</i>	\$	School District	<i>Days Creek Facility Improvement Fund (outlined in CIP)</i>
<i>Students cross the school driveway to get to the marked crossing on the north side of the intersection with Tiller Trail Hwy.</i>	<i>Install a crosswalk across the school driveway at the intersection with Tiller Trail Hwy, at the same time as the protected shoulder on Tiller Trail Hwy and other short-term improvements.</i>	<i>Short-term</i>	\$	School District	<i>Days Creek Facility Improvement Fund (outlined in CIP)</i>
<i>Sidepath adjacent to school driveway is overgrown with weeds and cracked pavement. Trash can placement near the road could obscure a crossing pedestrian from drivers.</i>	<i>Repave the sidepath and consider relocating the trash can toward the school at least 10 ft.</i>	<i>Medium-term</i>	\$	School District	<i>Days Creek Facility Improvement Fund (outlined in CIP)</i>
<i>Paths to football field and green houses are steep and difficult to navigate for people with mobility challenges.</i>	<i>Improve ADA accessibility of path along the district roadway to green houses and barn as the first priority, then football field second.</i>	<i>Long-term</i>	\$\$\$	School District	<i>Days Creek Facility Improvement Fund (outlined in CIP)</i>
<i>Bike parking is an outdated design, which prohibits locking bikes on the rack.</i>	<i>Replace bike parking with inverted-U racks. Consider covering bike parking and adding lighting.</i>	<i>Long-term</i>	\$	School District	<i>Days Creek Facility Improvement Fund</i>

Tiller Trail Hwy/ Douglas County Hwy 1

<i>People driving logging trucks and other vehicles do not respect the posted speeds within the school zone. Speeding creates dangerous conditions for students walking and biking to school.</i>	<i>Install two solar-powered speed feedback signs with school zone signage. Replace or update existing faded school zone signs, bus stop signs, and pavement markings.</i>	<i>Short-term</i>	<i>\$</i>	<i>Douglas County</i>	<i>ODOT SRTS Competitive Infrastructure Grant</i>
<i>Crosswalk across the north leg of the highway at the intersection with the school driveway does not align with the sidepath and does not lead to a any pedestrian facility on the east side of the highway. During the walk audit, a handful of students were observed crossing in the crosswalk.</i>	<i>Remove existing crosswalk and associated warning signage and reinstall on south side of the intersection when a sidewalk or path is installed along the east side of Tiller Trail Hwy.</i>	<i>Short-term</i>	<i>\$</i>	<i>Douglas County</i>	<i>Douglas County Highway Maintenance Fund</i>
<i>After school some students walk a short distance to Strong’s Market to buy snacks. There is a wide shoulder on the west side of the highway, but the students are directly adjacent to dangerous traffic conditions without any physical barrier separating them from vehicles.</i>	<i>To provide immediate protection for students, create a protected shoulder using flexible delineators and/or concrete traffic separators between the school access road and the market. Designate as pedestrian space with pavement markings or signage. See Small Town and Rural Design Guide for design considerations. In the longer-term, consider replacing with a sidewalk.</i>	<i>Short-term</i>	<i>\$</i>	<i>Douglas County</i>	<i>ODOT SRTS Competitive Infrastructure Grant</i>
<i>Parents, school visitors, and visiting sports teams often mistakenly turn onto Days Creek Rd or miss the turn for the baseball field.</i>	<i>Add school wayfinding signs at Tiller Trail Hwy and Days Creek Rd intersection and at baseball field entrance.</i>	<i>Short-term</i>	<i>\$</i>	<i>Douglas County</i>	<i>ODOT SRTS Competitive Infrastructure Grant</i>

<p><i>Students walking to/from their homes on the east side of the highway must cross a ditch then walk on the sloped, grass shoulder. A teacher who uses a wheelchair lives 600 ft from the school but is driven to/from the school because there is no pedestrian facility.</i></p>	<p><i>Construct approximately 430 linear feet of 5' wide asphalt sidepath on the east side of Tiller Trail Hwy from the school crossing to the existing sidewalk segment adjacent to the Post Office.</i></p>	<p><i>Short-term</i></p>	<p><i>\$\$\$</i></p>	<p><i>Douglas County</i></p>	<p><i>ODOT SRTS Competitive Infrastructure Grant; Oregon Community Paths Program (OCPP)</i></p>
<p><i>Very few people currently walk or bike around the Tiller Trail Hwy and Days Creek Rd intersection and curve because of speeding vehicles, lack of dedicated facilities or space, poor visibility due to the slope of the roadway.</i></p>	<p><i>Consider realigning Tiller Trail Hwy at the intersection of Days Creek Rd to reduce the curvature and create a safe walking space on the west side of the highway. Consolidate the two Days Creek Rd connection points into a single intersection. This realignment and consolidation could provide the following benefits:</i></p> <ul style="list-style-type: none"> <i>a. Safer/reduced travel speeds along the highway, as well as traffic turning to/from Days Creek Rd.</i> <i>b. Safer and more desirable intersection angle of 90 degrees.</i> <i>c. Pedestrian space along the inner portion of the curve.</i> <i>d. Predictable and safer crossing location for pedestrians crossing Tiller Hwy.</i> <i>e. Expansion of the usable area of land in front of the neighboring properties.</i> 	<p><i>Long-term</i></p>	<p><i>\$\$\$</i></p>	<p><i>Douglas County</i></p>	<p><i>ODOT Enhance Grant Program; Oregon Transportation Infrastructure Bank (OTIB)</i></p>
<p><i>There are six bus stops within a mile of the school. Students served by these bus stops cannot walk or bike to school due to the narrow shoulder and speeding cars.</i></p>	<p><i>Consider widening the shoulder of Tiller Trail Hwy, Days Creek Rd, and Shively Creek Rd within a mile of the school to give students a shoulder with enough width to walk or bike to school. Consider adding sidewalks to both bridges in Days Creek on the way to Canyonville.</i></p>	<p><i>Long-term</i></p>	<p><i>\$\$\$</i></p>	<p><i>Douglas County</i></p>	<p><i>ODOT Enhance Grant Program; Oregon Transportation Infrastructure Bank (OTIB)</i></p>



Improvement Recommendations

- 1 Days Creek Charter School Grounds
 - a. Differentiate walking path, crosswalks, and no parking striping. Consider painting the walking path a fun color or creative design with the help of students.
 - b. Install a crosswalk across the school driveway at the intersection with Tiller Trail Hwy.
 - c. Repave sidepath and consider relocating the trash can toward the school at least 10 ft.
 - d. Improve ADA accessibility of path along the district roadway to green houses, barn, and football field.
 - e. Replace bike parking with inverted-U racks. Consider covering bike parking and adding lighting.

- 2 Tiller Trail Hwy/Douglas County Hwy 1
 - a. Install two solar-powered speed feedback signs with school zone signage. Replace or update existing faded school zone signs, bus stop signs, and pavement markings.
 - b. Remove existing crosswalk and associated warning signage and reinstall when a sidewalk or path is installed along the east side of Tiller Trail Hwy.
 - c. Create a protected shoulder with flexible delineators and/or concrete traffic separators between the school access road and the market. Designate as pedestrian space with pavement markings or signage.
 - d. Add school wayfinding signs at Tiller Trail Hwy and Days Creek Rd intersection, as well as at the baseball field entrance.
 - e. Construct approximately 430 linear feet of 5' wide asphalt sidepath from the school crossing to the existing sidewalk segment adjacent to the Post Office
 - f. Consolidate the two Days Creek Rd connection points into a single intersection.
 - g. Consider widening the shoulder of Tiller Trail Hwy, Days Creek Rd, and Shively Creek Rd within a mile of the school. Consider adding sidewalks to both bridges in Days Creek on the way to Canyonville.



Legend

Proposed Improvements

- Crosswalk
- Asphalt sidepath
- Roadway Realignment
- Path Accessibility Improvements
- Walkway Repaving
- Walkway Striping Improvements
- Protected Shoulder
- Shoulder Widening
- Speed Feedback Signs W/ School Zone Signage and Pavement Marking Improvements

- Existing Conditions
- Wayfinding Signage
 - School Bus Loading
 - Bicycle Parking
 - School Bus Stop



Figure 5. Days Creek Charter School SRTS Improvements Map

Non-Infrastructure Program Recommendations

Programmatic activities and events complement infrastructure improvements by empowering students and their families to try walking and bicycling, and by making it safer for them to do so.

Days Creek Charter School currently promotes transportation safety by using the new school sign reader board to increase awareness of the school zone and ask drivers to slow down. The school does not currently participate in any SRTS encouragement or education activities due to the lack of facilities and existing challenges accessing the school via walking or biking. However, they are currently applying for a healthy school grant that could tie in to initial SRTS efforts.

The activities outlined below are recommended for Days Creek Charter School to improve and promote safe walking and bicycling to and from school and in the community. They can be implemented by the Days Creek Charter School Board, Douglas County School District #15 Board, school administrators, teachers, parents, or even school clubs.

Table 2. Non-Infrastructure Recommendations

ACTIVITY	RESPONSIBLE PARTY	DESCRIPTION	TIMELINE	RESOURCES NEEDED	INCLUSION CONSIDERATIONS	MEASURES OF SUCCESS
EDUCATION ACTIVITIES						
<i>Pedestrian and Bike Safety Education</i>	<i>Days Creek Charter School</i>	<i>Travel safety tips for students and parents aimed at people walking, biking, driving, or riding the bus. Could begin with limited scope and build to a more robust curriculum.</i>	<i>Medium-term</i>	<i>Travel Safety Hand-out, messaging, curriculum</i>	<i>Focus on walking safely to community market and in students' neighborhoods, even though not near the school.</i>	<i>Number of students participating; feedback from families</i>
<i>Community School Safety Campaign</i>	<i>Days Creek Charter School</i>	<i>A school zone awareness or school safety campaign would continue to raise the profile of the school zone and generate school and community spirit. Could also be organized as a fundraiser for other SRTS activities.</i>	<i>Medium-term</i>	<i>Campaign messages, outreach materials: yard signs, bumper stickers, school spirit- I support Days Creek Charter School!</i>	<i>Provide materials in Spanish, or other languages as needed.</i>	<i>Funds raised; noticeable decrease in speeding on Hwy near the school</i>
<i>On-campus walking program</i>	<i>Days Creek Charter School</i>	<i>Organize students to walk before or after school or at lunch on track or around the playground. Consider Fire up Your Feet Curriculum.</i>	<i>Medium-term; After the parking lot walking path is painted in 2019-2020.</i>	<i>Incentives, outreach materials, volunteers, painted route or designated track.</i>	<i>Consider how students with mobility challenges could participate.</i>	<i>Number of students participating, steps or miles walking, number of volunteers</i>

ACTIVITY	RESPONSIBLE PARTY	DESCRIPTION	TIMELINE	RESOURCES NEEDED	INCLUSION CONSIDERATIONS	MEASURES OF SUCCESS
ENCOURAGEMENT ACTIVITIES						
<i>Wellness Policy</i>	<i>Days Creek Charter School and Board, Douglas County School District #15 Board</i>	<i>Adopt wellness policy that supports SRTS efforts.</i>	<i>Medium-term; After short-term infrastructure recommendations have been implemented.</i>	<i>Draft a wellness policy.</i>	<i>Ensure that equity and inclusion language is included in policy.</i>	<i>Majority of board members support policy.</i>
<i>Walk + Roll to School Day or Community Walk</i>	<i>Days Creek Charter School</i>	<i>Consider organizing a Walk + Roll to School Day with remote drop-off or community celebration with walks from the school. Would likely require closing a lane of the highway. This event could be a way to celebrate the installation of high-priority infrastructure projects and/or tie this to another cause or event.</i>	<i>Long-term</i>	<i>Food, music, decorations, activities, support from Douglas County to close the road</i>	<i>Consider how students or community members with mobility challenges could participate. Provide materials in Spanish, or other languages, as needed.</i>	<i>Number of students and community members participating.</i>

Education Programs

PEDESTRIAN AND BIKE SAFETY EDUCATION

Pedestrian and bike safety education teaches students basic traffic laws and safety rules. The Douglas County Comprehensive Plan calls for bike and pedestrian education to make it safer and more accessible for residents to walk and bike in their communities.



Resources and innovative program ideas include:

- The Street Trust’s [SRTS Curriculum](#) includes a flexible in-class and on-bike [bike safety curriculum](#) and [pedestrian safety lesson plans](#).
- 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.
- The [Girls in Gear](#) curriculum is a girls-specific bicycling program designed to empower adolescent girls by creating self-reliance and building confidence. It is also the first program to creatively integrate STEM — Science, Technology, Engineering and Mathematics — activities, physical exercise and nutrition education by way of the bicycle.

PARENT EDUCATION AND OUTREACH

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



Resources and innovative program ideas include:

- Oregon SRTS provides offers safety and fun tips for parents who are interested in their student [walking](#) and [biking](#) to school.
- The [National Center for SRTS](#) offers tools and training to provide communities the technical support they need to make community-enhancing decisions.

COMMUNITY SCHOOL SAFETY CAMPAIGN

A school zone safety campaign can be used to share simple safety messages and increase the visibility of the school zone. This could be a particularly good option for Days Creek to alert passing logging trucks about the school and encourage compliance with the school zone.

Resources and innovative program ideas include:

- The Oregon SRTS website has a host of [banners, brochures, and other materials](#) that schools can use to raise awareness of students travelling in a school area.
- The [Drive Like Your Kids Live Here](#) campaign offers yard signs, safety kids, and other materials with a simple, clear message.



ON-CAMPUS WALKING PROGRAM

In situations where distance, safety concerns, or a disability prevents a child from walking or biking to school, communities can encourage walking on the school campus. For example, school officials can establish walking activities before or after school or during recess, physical education or health class. Walk routes on the school grounds provide all students an opportunity to walk a safe route and increase their physical activity.

Resources and innovative program ideas include:

- Safe Routes Info provides [ideas for on-campus walking activities](#), including a step-by-step strategy and examples from schools around the country.

Encouragement Programs

WELLNESS POLICY

SRTS programs allow children to bike and walk to school safely and easily. By walking or bicycling to school, children can easily incorporate exercise into their day and increase their overall physical activity. Incorporating SRTS into school wellness policies helps parents, teachers, and school district staff understand how helping students bike and walk to school can increase their physical activity and create a healthier school environment. Days Creek Charter School could show that school leadership prioritizes and sees the benefit of SRTS and start to build community momentum for additional SRTS programming.

Resources and innovative program ideas include:

- Change Lab Solutions offers [model policy language](#) for rural community school districts that are interested in demonstrating strong support for SRTS in their local school wellness policy. This resource is specifically targeted to California, but examples are relevant to Oregon as well.

- The National Safe Routes Partnership offers [best practices for school wellness policies](#) that support SRTS, including local models and state recommendations.

WALK + ROLL TO SCHOOL DAY OR COMMUNITY WALK

The Oregon Walk + Roll to School Challenge Month celebrates students walking and rolling to school. Oregon Walk to School Day is held the first Wednesday in October, to correspond with International Walk + Roll to School Day. Bike to School Day takes place the second week in May. Parents can set up a table on the event day to provide refreshments and small rewards for families who participate, as well as maps, lights, and safety information to encourage more students and families to join in the fun.

Even families who live too far from school to walk and bike can participate by driving to a designated central location and walking together from there. Coffee and breakfast can be provided, and students can dress up or hold posters to make a fun, parent-supervised parade to school. For Days Creek, walks could start from campus and walk towards the corner market, when the protected shoulder is completed. Walks could also take place as a part of another health-related event or to benefit a cause.

Resources and innovative program ideas include:

- Schools in Oregon can order incentives to support and promote [Walk + Roll to School Day](#).
- [Walk and Bike to School](#) suggests event ideas and planning resources for encouraging active transportation at schools.
- The National Center for SRTS maintains a [national database of walk and bike to school day events](#), as well as event ideas and planning resources.

High Priority Improvements for the ODOT Infrastructure Grant Application

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

- Install two solar-powered speed feedback signs with school zone signage. Replace or update existing faded school zone signs, bus stop signs, and pavement markings.
- Relocate the crosswalk and associated warning signage to be in line with the sidepath.
- Construct approximately 430 linear feet of 5' wide asphalt sidepath from the school crossing to the existing sidewalk segment adjacent to the Post Office.
- To provide immediate protection for students, create a protected shoulder using flexible delineators and/or concrete traffic separators between the school access road and the market. Designate as pedestrian space with pavement markings or signage. See [Small Town and Rural Design Guide](#) for design considerations. In the longer-term, consider replacing with a sidewalk.
- Add school wayfinding signs at Tiller Trail Hwy and Days Creek Rd intersection and at baseball field entrance.

Additional details that will be needed to complete the Competitive ODOT SRTS IN Grant Application:

- Relevant Right of Way ownership
 - a. Not affected.
- Utility implications and opportunities to mitigate
 - a. Not affected
- [Environmental resource](#) implications
 - a. Not affected
- Storm water management implications
 - a. The culvert and gravel pedestrian connection across ditch would need to be moved. Cost included in estimate below.
- Near a rail road? Or bridge, tunnel, retaining wall affected?
 - a. Not affected
- AADT: Under 3,000
- Priority Safety Corridor- Yes
 - a. In order to qualify as a Priority Safety Corridor at least one of the projects must be located on 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:
 - i. Posted speed limit 30 miles per hour or greater;
 - 1. Yes
 - ii. More than 2 lanes or a crossing distance greater than 30 feet;
 - 1. Yes
 - iii. 12,000 or greater annual average daily traffic;
 - 1. No
 - iv. Has a demonstrated history of crashes related to school traffic?
 - 1. No

Cost Estimate

Item Description	Measurement	Cost/Unit	Units	Estimate
Install solar-powered speed feedback sign assemblies with school zone signage.	EA	\$ 20,000	2	\$ 40,000
Remove and replace existing school zone sign assemblies (4) and bus stop signs (6).	EA	\$ 1,000	10	\$ 10,000
Install 5' wide asphalt sidepath.	SF	\$ 10	2150	\$ 21,500
Replace (2) 'SCHOOL' thermoplastic pavement markings.	SF	\$ 8	70	\$ 560
Remove existing standard crosswalk markings.	SF	\$ 3	140	\$ 420
Install marked crosswalk with thermoplastic continental markings.	SF	\$ 8	90	\$ 720
Install culvert and gravel pedestrian connection across ditch.	EA	\$ 5,000	1	\$ 5,000
Install tactile warning surface.	SF	\$ 75	8	\$ 600
Remove and replace existing school crossing sign assemblies.	EA	\$ 1,000	2	\$ 2,000
Install flexible delineators / tuff curb / concrete curb along pedestrian walkway.	LF	\$ 50	370	\$ 18,500
Install pedestrian walkway signage.	EA	\$ 1,000	4	\$ 4,000
Install (4) pedestrian walkway thermoplastic pavement markings.	SF	\$ 8	52	\$ 416
Install wayfinding signs at 2 intersections.	EA	\$ 1,000	4	\$ 4,000
Traffic Mobilization (10%)	EA	\$ 11,272	1	\$ 11,272
Traffic Control (15%)	EA	\$ 16,907	1	\$ 16,907
Erosion Control (2%)	EA	\$ 2,254	1	\$ 2,254
Subtotal				\$143,149
Total Costs				
Preliminary Engineering/Design Costs (12%)				\$17,178
Construction Costs (Subtotal + 40% Contingency + 15% CE)				\$221,881
Right of Way Costs				\$0
Utility Costs				\$0
Other Costs				\$0
Total Project Cost:				\$239,059

Chapter 5. Potential Funding & Implementation

This chapter lists a variety of funding sources that Douglas County, Days Creek Charter School, 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 website for the most up to date information.

Statewide Funding Opportunities

ODOT SRTS Infrastructure 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 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>.

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 be reimburse the remainder of their award upon submission of project invoices.

<https://www.oregon.gov/ODOT/LocalGov/Documents/SCA-Guidelines.pdf>

ODOT STIP Program

Outside of Safe Routes to School specific programs, ODOT offers more general funding opportunities for bicycle and pedestrian improvement projects through the development of ODOT's State Transportation Improvement Program (STIP). The STIP is a three- or four-year document, but is amended often. Proposals can be made to the state via your local regional offices. Projects must be in a local adopted Transportation System Plan. The 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 have 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 (OCP)

In 2020, ODOT will open solicitation for an off-system path grant program called the Oregon Community Paths Program (OCP) and will fund awarded projects (in 2021) with either the state Multimodal Active Transportation fund or the federal Transportation Alternatives Program funds. Through the OCP, 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>