



SWEET HOME Safe Routes to School Plan

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

CITY OF SWEET HOME
SWEET HOME JUNIOR HIGH SCHOOL

FINAL REPORT / JUNE 2022

Oregon Department of Transportation
Safe Routes to School



ALTA · COMMUTE OPTIONS · THE STREET TRUST

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INTRODUCTION

WHAT IS SAFE ROUTES TO SCHOOL?

*Safe Routes to School (SRTS) is a comprehensive program to **make school communities safer** by combining engineering tools and engagement with education about safety and activities to enable and encourage students to **walk and roll to school**. SRTS programs involve partnerships among municipalities, school districts, transit districts, parks and recreation districts, public health agencies, community members, parent volunteers, and community groups.*

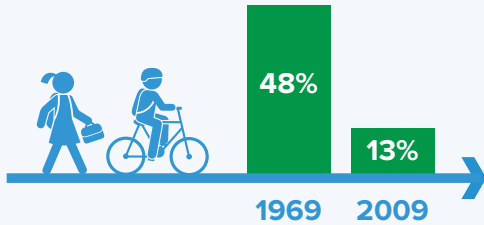
The benefits of implementing a SRTS Plan include improving safety, increasing access, encouraging physical activity, and reducing traffic congestion and motor vehicle emissions near schools. Implementing SRTS programs and projects benefit adjacent neighborhoods as well as students and their families,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

Learn more at: www.oregonsaferoutes.org

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%**.



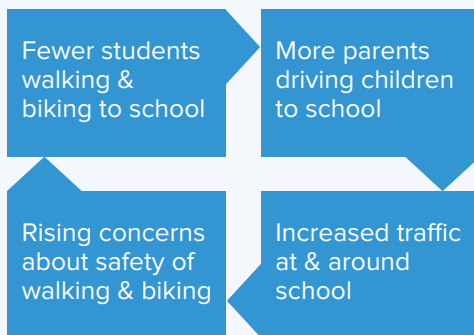
Children and adolescents should have **60 minutes (1 hour)** or more of physical activity daily.



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 Pedroso. 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.

Student Benefits of Safe Routes to School

Numerous studies have documented that Safe Routes to School projects and programs can lead to increased walking and bicycling activity among students. But why is it important for communities to make it safer and more convenient for students to walk and bike to school?

INCREASED SAFETY FOR STUDENTS

Even if some caregivers choose to drive their students to and from school, many families don't have this option. Some families have no access to a vehicle and others have work schedules that don't allow them to drop their students off or pick them up at school. When we provide critical SRTS improvements and education to our communities, we make it safer for these (and all) students to travel safely.

REDUCTION IN ABSENCES AND TARDINESS

Especially in historically-disadvantaged communities, lack of transportation can be a considerable barrier to attending school consistently. Programs such as Walking School Buses and Bike Trains provide alternative options for students to get to school on time, and ready to learn.¹

HEALTHIER STUDENTS

Because SRTS programs make it easier to walk, bike, skate, and scoot to school, they directly support increased physical activity for young people.² Walking even one mile to school and one mile home gives a student about 40 minutes of physical activity – two-thirds of the recommended daily amount!

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

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

IMPROVED ACADEMIC PERFORMANCE

Staying healthy and getting regular exercise have been shown to improve students' academic performance. In one study, researchers found that after walking for 20 minutes, students responded to test questions with greater accuracy and had more brain activity than students who had been sitting. They also learned tasks faster and more accurately following this physical activity.³

CLEANER AIR, FEWER ASTHMA COMPLICATIONS

Increasing the number of students walking and biking to school means decreasing the number who have to rely on private vehicles. This improves air quality near schools, decreasing students' exposure to pollution generated by idling vehicles and heavy traffic.

GREATER CONFIDENCE

When young people are able to navigate their neighborhood on their own, they build self-confidence and independence. They may also learn to read signs, monitor time, keep track of their belongings, and other valuable skills.

STRONGER SOCIAL CONNECTIONS

Arriving to school via Walking School Bus, Bike Train, or even just with a friend or sibling fosters community and builds social bonds. Especially when so many students face challenges like bullying and isolation, this opportunity to make connections can be extremely beneficial.

3 Hillman CH, Pontifex MB, Raine LB, Castelli DM, Hall EE, Kramer AF. *The effect of acute treadmill walking on cognitive control and academic achievement in preadolescent children.* *Neuroscience*. 2009;159(3):1044-1054. doi:10.1016/j.neuroscience.2009.01.057

Community Benefits of Safe Routes to School

Students and their families are not the only ones who benefit when we encourage and enable young people to walk or bike to school safely. In many ways, Safe Routes to School benefits the whole community. Communities that prioritize active transportation can see improvements such as:

REDUCED TRAFFIC CONGESTION

Reducing the number of families commuting to school in private vehicles reduces traffic around the school. This means improved circulation for people driving, as well as safer conditions for pedestrians and bicyclists. As more people feel comfortable walking and bicycling, this can also foster an environment where community members see active transportation as a viable option and priority, leading to additional shift from driving to active modes.

STRONGER SENSE OF COMMUNITY

Opportunities for social connection and a greater sense of community increase as students and parents participate in collective active transportation (such as Walking School Buses) or get to know neighbors while out walking or biking. Additionally, the common goal of improving conditions for walking and bicycling can bring families, neighbors, school officials and community leaders together.

SAFER STREETS

As the use of private vehicles increases, crash rates tend to increase.¹ Conversely, when higher numbers of people are able to walk and bike safely, communities can see a decrease in crashes. More people engaged in active transportation can also improve personal security and the perception of safety by providing more “eyes on the street.”

1 Litman, Todd and Fitzroy, Steven (2021), *Safe Travels: Evaluating Transportation Demand Management Traffic Safety Impacts*, Victoria Transport Policy Institute



LOWER COSTS

Encouraging and enabling bicycle and pedestrian trips reduces costs for families, communities and school districts. Families save on gas, while communities spend less on building and maintaining roads. Meanwhile, school districts spend less on busing students who live within walking distance of schools.

IMPROVED ACCESSIBILITY

When communities prioritize infrastructure improvements and make walking and biking to school safer, all community members benefit. Improved facilities make it easier for all people to get around, including parents with strollers, senior citizens, residents without cars, and residents with temporary or permanent mobility impairments.

ECONOMIC GAINS

Studies show that businesses in neighborhoods that are walking and bicycle friendly see more business and higher sales.²

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

ODOT's Project Identification Program



The City of Sweet Home, ODOT Region 2 representatives, and the school community worked with ODOT's SRTS Technical Assistance Providers, Alta Planning + Design, to complete this SRTS Plan.



This SRTS Plan supports Oregon's statewide SRTS construction (infrastructure) and education/engagement (non-infrastructure) efforts. The Project Identification Program (PIP) Process is an Oregon Department of Transportation (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 partners in identifying and prioritizing projects that will improve walking and bicycling routes to schools.
- To identify and refine specific projects that are eligible for the ODOT SRTS Infrastructure Grants and prepare jurisdictions to apply for the funding.

The Sweet Home SRTS Plan Process**



*For more information on the program, visit:

www.oregon.gov/ODOT/Programs/Pages/SRTS-Project-Identification-Program.aspx

**The COVID-19 pandemic impacted the timeline and approach to the planning process.

A detailed summary of the planning process is included in Appendix C.

***Final SRTS Plans can be found at www.OregonSafeRoutes.org

Using this Plan

This Plan lays the foundation for schools, the community, local public agency staff and ODOT to work together on reducing barriers for students walking and biking to school.

These recommendations include both long- and short-term construction improvements as well as education and encouragement program recommendations. It should be noted that not all of these projects and programs need to be implemented right away to improve the environment for walking and bicycling to school. Some projects will require more time, support, and funding than others. It is important to achieve shorter-term successes while laying the groundwork for progress toward some of the larger and more complex projects.

WHO ARE YOU?

Each partner has a key role to play in contributing to this Plan's success.

I AM A STUDENT

- Practice and encourage safe walking and rolling to, from, and near school
- Participate in a Walking School Bus or another education/encouragement idea identified in Chapter 4
- Promote SRTS activities through artwork or school projects



Student submission to Oregon Safe Routes to School Walk + Roll Fall Art Contest, 2021

I AM A CAREGIVER

- Understand the conditions at your student's school in Chapter 2 to plan a walking/rolling route or advocate for improvements
- Help implement many of the educational and encouragement programs suggested in Chapter 4
- Support fundraising for projects and programs (see Appendix E)

I WORK FOR THE SCHOOL DISTRICT

- Distribute information about walking and rolling safely, and SRTS talking points in Appendix B to caregivers and the school community.
- Tackle the SRTS objectives and actions from Chapter 2 that are relevant to the School District and develop Chapter 4 programs that educate and encourage students and caregivers to seek alternatives to single family commutes to school.
- Prioritize facility improvements on District property
- Work with multiple schools, sharing information and bringing efficiencies to programs at each school working on SRTS.

I AM A TEACHER OR OTHER STAFF MEMBER

- Include bicycle and pedestrian safety in lesson Plans and school curriculum (see Chapter 4 and Appendix B).
- Arrange field trips within walking distance of school and teach lessons about safety along the way.
- Be positive and encourage students and families to try walking and rolling!

I AM A COMMUNITY MEMBER

- Learn about walking and bicycling conditions in your neighborhood and how a SRTS program can improve them (see Chapter 2)
- Participate as an advocate to support education and encouragement programs (see Chapter 4)

I WORK FOR THE CITY OR COUNTY

- Identify citywide issues and opportunities related to walking and bicycling and to prioritize construction improvements provided in Chapter 4
- Pursue funding for improvements, using sources listed in Appendix E

I WORK FOR LAW ENFORCEMENT

- Raise awareness of traffic rules, focusing on key SRTS locations that have a history of crashes.
- Focus on traffic safety education, rewarding positive behavior, and supporting school walk and bike events. Be mindful of strategies that may disproportionately and negatively affect children and families of color, low wealth, or marginalized populations.

I WORK IN PUBLIC HEALTH

- Identify specific opportunities to collaborate with schools and local governments to support safety improvements and encourage healthy behaviors (see Chapter 4).



02



VISION AND GOALS FOR SRTS

INTRODUCTION

This chapter includes an overall vision as well as specific actions that city and school leadership can take to support SRTS. It also includes an overview of the public input process that shaped this Plan.

Vision

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

Goals, Objectives, and Actions

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

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



SAFETY

Goal: Increase safety for 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 to and from campus, between schools, and to homes within a quarter-mile of the school.

- Action: Sweet Home School District will integrate on-campus infrastructure improvements into their ongoing planning processes.
- Action: The City of Sweet Home will consider applying to the ODOT Competitive SRTS Infrastructure Grant in 2022 for infrastructure improvements, outlined in Chapter 4.

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

- Action: The City of Sweet Home will adopt the long-term infrastructure recommendations as a part of its planning processes, including potentially into its Transportation System Plan, and continue to prioritize themes from the SRTS Plan's community engagement process.
- Action: The City of Sweet Home will begin implementing recommendations as funds for capital improvements become available, particularly lower cost improvements within a quarter mile of each school, which are a priority for school leadership.
- Action: The City of Sweet Home and its partners will explore opportunities for educational demonstrations of safe streets.

Objective 3: Pedestrian and bicycle safety education is available to students in Sweet Home.

- Action: The Sweet Home School District and the City of Sweet Home will coordinate with school leadership to consider applying for the ODOT SRTS Education Grant to fund a Safe Routes to School Coordinator position. This coordinator will organize safety, education and encouragement activities,

prioritizing options for activities that take place outside of instructional hours, such as Bike Train and bike club.

- Action: Sweet Home Junior High School will encourage families to walk and bike to school by distributing information regarding safety and suggested routes.

EQUITY

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

Objective 1: Engage with families from historically-disadvantaged groups to hear and learn about their barriers to students walking or biking to school.

- Action: Sweet Home School District, Sweet Home Junior High School, and City of Sweet Home will provide SRTS information and educational materials in English and Spanish.
- Action: Sweet Home School District, Sweet Home Junior High School, and City of Sweet Home will partner with existing groups and organizations that serve low-income households and other historically-disadvantaged groups to help disperse information and better understand needs and barriers.
- Action: Sweet Home Junior High School will consider how to overcome barriers such as parent work schedules and transportation limitations to enable all parents to participate in SRTS programs and activities.

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

- Action: The City of Sweet Home will implement infrastructure recommendations with a consideration for improvements that serve or were requested by underserved and low-income communities.
- Action: Whichever agency implements a SRTS Education and Outreach Program will work to include lower income students, those with mobility challenges, Spanish-speaking students, and students from other historically marginalized groups.

HEALTH

Goal: Increase student access to physical activity and reduce emissions near schools.

Objective 1: Students have increased physical activity before, after, and during the school day.

- Action: Sweet Home Junior High School will look for areas of overlap between SRTS efforts, other health initiatives, and P.E. classes.
- Action: Sweet Home Junior High School will support the formation of Bike Train and other similar initiatives to encourage students to walk and bike to school.

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

- Action: Sweet Home School District will consider adopting SRTS-supportive language in its school wellness policy.
- Action: Sweet Home Junior High School will share relevant health statistics and messages in school newsletters, during back to school night, or through other communication channels.

ENVIRONMENT

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

Objective 1: Reduce congestion and air pollution near the school campus.

- Action: Sweet Home School District will provide parents with education and encouragement materials, including information on carpooling, walking, biking, and school buses.

A Community-Driven Planning Process

The vision, goals, objectives and actions provided here, as well as the detailed construction project and programmatic recommendations to follow in Chapter 4, were shaped by community input. Community group representatives and community members had the opportunity to participate in the SRTS planning process and provide feedback in the following ways:

- Participation on the Project Management Team (PMT)
- Participation in a school walk audit, virtual community meeting, or school board presentation
- Virtual feedback using the online Public Input Map and survey

The City of Sweet Home and school leadership from

Sweet Home Junior High School worked to spread the word about community meetings and the online Public Input Map and survey. Staff from Alta Planning + Design presented an overview of the Project Identification Program at the November 8th school board meeting.

Members of the project team conducted a walk audit in Sweet Home on Tuesday October 26th, 2021. To comply with CDC guidance on COVID-19 prevention, the community walk audit was limited to members of the Project Management Team. On January 14th, staff planners from Alta Planning + Design and members from the PMT completed a facility inventory of the surrounding area to document existing infrastructure and identify gaps. Community members were invited to share feedback via the Public Input Map and survey.





The walk audit, facility inventory, and Public Input Map helped the Project Management Team understand the walking and biking conditions near Sweet Home Junior High School. The PMT noted unsafe travel patterns, documented key locations and identified dangerous intersections.

COMMUNITY ENGAGEMENT KEY THEMES

After each walk audit and facility inventory, the Project Management Team discussed observations and identified opportunities for improvement. Several key themes emerged from these conversations.

First, Mountain View Rd was quickly identified as a major barrier for students walking and biking safely to school. The lack of sidewalks, combined with vehicle speeds and narrow roadway width, are challenges for students and families traveling on Mountain View Rd.

Second, key gaps remain in the sidewalk network, particularly on 22nd Ave and 18th Ave, which serve as major connections for students traveling north and south. While some gaps are relatively straightforward to complete, other sections may require alternative pedestrian facility types if they are to be constructed quickly and within a limited budget. Additionally, many sections of existing sidewalk were found to be too narrow, improperly sloped, or blocked by utilities – and thus not ADA (Americans with Disabilities Act) compliant.

Finally, there are limited options that support bicycle travel to school, although opportunities exist to improve available routes. 22nd Ave, Mountain View Rd, Juniper St, and Elm St were identified as corridors that could serve as critical connections for a bikeway network that could feature a mix of facility types from shared-roadway neighborhood greenways to separated multi-use paths.



The feedback from the online Public Input Map identifies many of the same challenges as the Project Management Team. The comments on the online map call attention to multiple locations along Mountain View Rd in multiple locations. Community members also note the need for an improved crossing of 18th Ave in between the high school and the Junior high. This need is addressed by recommendations in Chapter 4.



03



EXISTING CONDITIONS

INTRODUCTION

This chapter summarizes the key challenges and opportunities for families accessing schools by walking or bicycling that this Plan seeks to address.

The following pages provide contextual information for Sweet Home Junior High School, as well as key themes documented during the walk audits and through community and partner input. A detailed summary of the planning process and activities that took place to support this Plan is included in Appendix C.

Previous planning processes and additional data informed the existing conditions documented in this chapter.

SCHOOL CONTEXT:

Sweet Home Junior High School

880 22ND AVE

PRINCIPAL:

Mark Looney



ENROLLMENT:

353



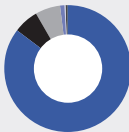
GRADES SERVED:

7-8



57% of students eligible for free or reduced lunch

DEMOGRAPHICS*



- White, non-Hispanic, 86%
- Multiracial, 6.5%
- Hispanic, 6.2%
- American Indian/Alaska Native, 1.1%
- Asian, <1%
- Black or African American, <1%



TOP 5 LANGUAGES SPOKEN BY STUDENTS IN DISTRICT**

English	2143
Spanish	24
Chinese	<10
German	<10
Tagalog	<10

Total Languages Spoken: 5

*Source: Oregon Department of Education 2019-2020 school year

**Source: Oregon Department of Education 2021-2022 school year

Sweet Home Junior High School Safety Assessment

Date: January 14th, 2022

SCHOOL LAYOUT

Sweet Home Junior High School is a public school located near Sankey Park and Sweet Home High School in south-central Sweet Home. The campus is bounded by Mountain View Rd to the south, 22nd Ave to the east, and 18th Ave to the west. 18th Ave separates the junior high campus from the high school campus. Students frequently travel between the two campuses, including during the day for certain classes.

The junior high school was recently reconstructed in 2020 and features all new amenities immediately adjacent to the school building, including a parking lot with separated entrances and exits for parent vehicles and buses, sidewalks, and bike parking.

There is an unpaved path that connects the school to 18th Ave to the northwest, and a staircase that connects the school to 22nd Ave to the northeast. Directly north of the school building are athletic fields used by both the junior high school and high school.

SITE CIRCULATION

Students traveling to school by bus are picked up and dropped off on the south side of the building. On the day of the walk audit, 27% of students were observed arriving to school via the school bus. There are no transit connections near the school.

Students traveling to school by family vehicle or by carpool comprise the largest portion of the school's mode share. The team observed approximately 55% of students arriving by family vehicles during the walk audit. While most students are dropped off in the parking lot, some parents continue to drop off students on neighboring streets, such as the west and east sides of 22nd Ave or the south side of Mountain View Rd (while heading northbound).

Students who walk to and from school come from many directions. The majority of students arrive from



Sweet Home Junior High School Site Plan



alta

the south on Mountain View Rd. Others come from the north on Mountain View Rd, 22nd Ave, and the path that connects to 18th Ave to the west.

The majority of students who bike to school arrive via 22nd Ave. However, some students were observed biking to school on Mountain View Rd.

Bike and Pedestrian Facilities Inventory



New bike parking at the new Sweet Home Junior High school offers dry, well-lit and secure parking for bicycles and skateboards. This is a great step towards encouraging more students to walk and roll to school.



The intersection of 22nd Ave and Mountain View Rd currently features three crosswalks with transverse markings. The only ADA-compliant curb ramp is on the southwest corner.



Looking north on 22nd Ave from Mountain View Rd, one can see the gap in the sidewalk network on the east side.



At the intersection of Long St and 22nd Ave, each crosswalk and curb ramp could be upgraded to meet ADA standards. Long St features bike lanes on both sides, while there are no bike facilities on 22nd Ave.



Key Themes



At the intersection of 22nd Ave and Hwy 20, there is a crosswalk that crosses five lanes of traffic on the eastern approach. ODOT will replace this crosswalk with an improved crossing on the western approach.



The sidewalks on Hwy 20 are narrow and often obstructed by utility poles, garbage bins, or retail signage between 22nd Ave and 18th Ave.

- Conditions on Mountain View Road create a significant barrier for students and families walking and rolling to school. The intersection at Ames Creek Road is also critically important.
- While sidewalks are generally present north of the junior high school, many are not sufficiently wide, slope at driveways, and lack ADA compliant curb ramps at intersections. Significant gaps exist in the sidewalk network along 22nd Avenue, 18th Avenue, and Mountain View Road.
- Right-of-Way constraints along multiple roadways near the junior high school may require the City and County to implement alternative pedestrian facility designs to accommodate people walking and rolling in these locations.
- Minimal to no bicycle infrastructure exists in the neighborhood surrounding the junior high school, although the school building itself has state-of-the-art bicycle parking amenities.
- Highway 20 is a challenging barrier for students traveling from north of the school. Although ODOT is currently upgrading many of the crosswalks along Highway 20 in Sweet Home, additional measures can be taken to improve pedestrian safety, such as ensuring sidewalk clearance and increasing illumination at key crossings.



The intersection of Hwy 20 and 18th Ave is signalized, but long crossing distances and high traffic volumes make the intersection uncomfortable for pedestrians and bicyclists.



18th Ave has sidewalks on both sides south of Hwy 20 for much of its extent. However, in many places the sidewalk is narrow, sloped, and blocked by utilities or shows cracked or degrading panels.



The existing crosswalk at 18th Ave is used by students traveling between the junior high school and the high school, sometimes during the day for certain classes. 18th Ave is also route that carries heavy freight traffic.



While sidewalks exist on the northern extent of 18th Ave, gaps remain to the south. South of the Boys and Girls club, there is a significant gap on the west side of the roadway. There are right of way constraints that prevent the continuation of the sidewalk.



There are sidewalk gaps adjacent to Sweet Home School District property along 18th Ave (looking north).



Mountain View Road is steep and winding, which reduces visibility along the corridor. There are currently no sidewalks or bicycle facilities. The intersection has minimal lighting, poor sight lines, and high volumes of vehicle traffic.



The shoulder on Mountain View Rd is paved in some locations, but in others, remains unpaved or is nonexistent.



Students walking along Ames Creek Road walk on the gravel shoulder or in the road if it is too wet, as there are no pedestrian facilities on Ames Creek Rd east of Mountain View Road.



04



NEEDS AND RECOMMENDATIONS

INTRODUCTION

This chapter outlines recommendations for construction projects as well as education and encouragement programs that address the issues identified in Chapter 3.

Changes to the streetscape are essential to making walking and rolling to school safer and more comfortable. Infrastructure improvements make it safer and more comfortable for families to walk and bike to school - and benefit everyone who travels to school and through the school area.

In addition, education and encouragement programs are a necessary component of any successful SRTS Plan. Often, programs that get more youth walking and rolling lead to increased public support for infrastructure projects - they can be an important first step towards building out the physical elements that make walking, biking, and rolling safer and more comfortable. Also, relative to many construction projects, most education and encouragement programs are very low cost.

The recommendations for construction projects and education and encouragement programs contained in this chapter were informed by existing conditions and input from school and district staff, caregivers, students, community members, and city and county staff, and are tailored to meet the needs and interests of the school community.

Construction Project Recommendations

Construction project recommendations are shown and described on the following pages. The Improvement Recommendations Map is a guide to the project recommendations described in detail in Table 1. A more detailed table is included in Appendix F that includes construction recommendations, the high-level associated costs, and potential funding sources for construction.

This Plan does not represent a comprehensive list of every project that could improve conditions for walking and bicycling in the neighborhood. Instead, it calls attention to key conflict points and potential improvements near the schools. Recommendations range from simple striping changes and signage to more significant changes to the streets, intersections, and school infrastructure. All construction projects need to be reviewed and designed by engineers and approved by the local road authority.

The recommendations are categorized into implementation timelines based on existing conditions, input from local partners, readiness of the school or community to accomplish the recommendation, resources available and other factors:

- **Short term:** within a year
- **Medium term:** 1-3 years
- **Long term:** 3-5 years

Implementation takes place continuously over time, with cooperation amongst partners and often, new sources of funding. Appendix F lists a variety of funding sources that can be used to implement the recommendations outlined in this section.

PEDESTRIAN FACILITIES

Pedestrian facilities offer an alternative solution to create safe space for people walking and rolling. In rural contexts, complete sidewalks with curb and gutter can prove cost prohibitive.

Pedestrian facilities can offer temporary or permanent solutions that are appropriate on roads with low to moderate speeds and volumes. A pedestrian lane, for example, is a designated space on the roadway for exclusive use of pedestrians.¹ The lane may be on one or both sides of the roadway and can fill gaps between important destinations in a community.

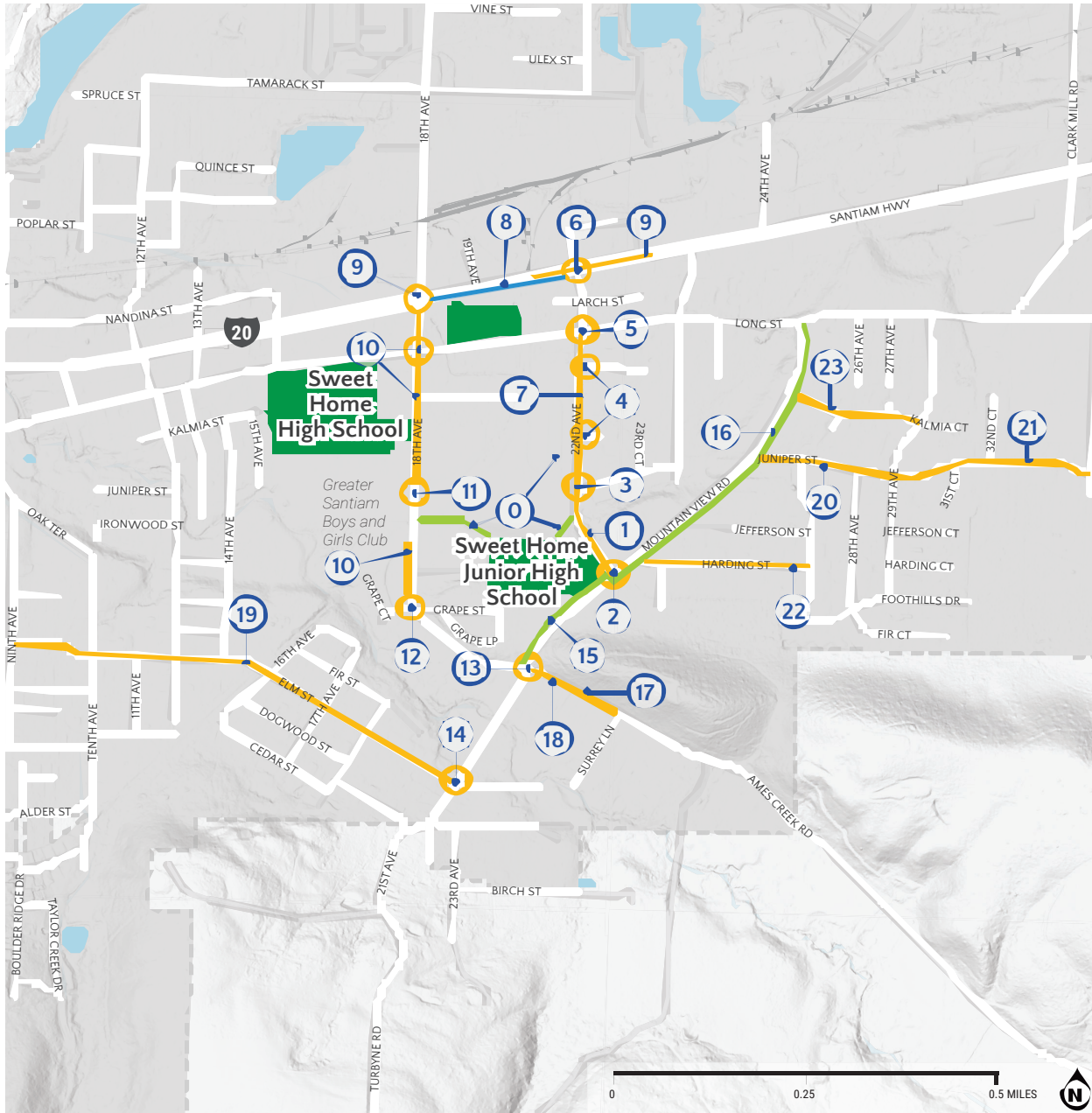
Other types of pedestrian facilities include curb or bollard-protected shoulders, striped buffers, or curb-protected sidewalks. Importantly, these facilities should still include tactile strips and remain ADA-accessible.

BENEFITS

- Provide a stable surface off of the roadway for pedestrians to use when sidewalks or side paths are deemed impractical or otherwise undesirable.
- Can provide visual indication of prioritized connection to community amenity.
- Require minimal roadside infrastructure and no impacts to stormwater management if existing pavement is used.
- May reduce “walking along roadway” crashes.
- Lack the built curb and gutter infrastructure of a sidewalk or other facility.

See Appendix E for examples.

¹ Small Town and Rural Design Guide. Center for Prevention at Blue Cross and Blue Shield of Minnesota. <https://ruraldesignguide.com/introduction>



IMPROVEMENT RECOMMENDATIONS

- Street Improvement
- Crossing Improvement
- Off-Street Improvement (Trail/Path)
- Policy Related
- Railroad
- School Property
- Parks
- Water
- City Boundary



Table 1. Sweet Home Junior High School Infrastructure Needs and Recommendations

Rec #	Recommendation	Timeline
School Grounds		
0	Construct an 8 ft wide asphalt path to connect the west side of the Sweet Home Junior High School building to 18th Ave sidewalk north of the tennis courts. Add bollards as needed to prevent vehicles other than maintenance from driving on the path.	Medium term
	Add pedestrian-scale lighting to the stairs that connect the northeast corner of the school building to 22nd Ave.	Long term
	Add bicycle parking near the football field. If possible, replicate the parking found at the junior high, which is secure, well-lit and covered.	Long term
22nd Avenue		
1	Construct approximately 600 ft of sidewalk on the east side of 22nd Ave (north of Mountain View Rd) to fill in sidewalk gaps.	Short term
	Fix cracked and uneven sidewalk panels that are not ADA-compliant on the west side of 22nd Ave, and consider widening sidewalks to a minimum of 6 ft between Ironwood St and Highway 20, where feasible. Replace the existing tactile strips at the Junior High School driveway entrance with an ADA-compliant curb ramp.	Medium term
	Fix cracked and uneven sidewalk panels that are not ADA-compliant on the east side of 22nd Ave, and consider widening sidewalks to a minimum of 6 ft between Ironwood St and Highway 20, where feasible.	Long term
2	At the intersection of 22nd Ave and Mountain View Rd, remove the existing marked crosswalk across the northeast leg of Mountain View Rd. Add RRFB with bulb outs on south leg. Add high-visibility continental crosswalk markings across 22nd Ave and at the southwest leg of the intersection across Mountain View Rd. Install an ADA-compliant curb ramp with curb extension (see bulb outs above) at southwest corner leading to proposed shared use path along east side of Mountain View Rd. Include pedestrian-oriented lighting in advance of the crosswalk approach on the northwest side of Mountain View Rd. Add stop line in advance of crosswalk on 22nd Ave approach.	Short term
3	At the intersection of 22nd Ave and Ironwood St, construct ADA curb ramps on the northwest, northeast, and southwest corners of the intersection. Install a high-visibility continental crosswalk with stop bar across the south and east legs of the intersection, and install a School Crossing sign assembly for both the north and south approaches (S1-1, W16-7P). Include a School Advance Crossing sign assembly for both the north and south approaches (S1-1, W16-9P). Include appropriate illumination at the location of the crosswalks.	Medium term
4	At the intersections of 22nd Ave at Juniper Ct and Kalmia St, install ADA-compliant curb ramps that facilitate both north/south crossings as well as east/west crossings. Install high visibility continental crosswalk markings across Juniper Ct and Kalmia St at these locations.	Long term
5	At the intersection of 22nd Ave and Long St, install perpendicular (where feasible) ADA curb ramps on the southwest, northwest, and northeast corners of the intersection. Add high-visibility continental crosswalk markings with stop bars on all four legs of the intersection. Include appropriate illumination at the location of the crosswalks.	Long term

Rec #	Recommendation	Timeline
6	Add a high visibility crosswalk with RRFB at the west leg of this intersection to improve pedestrian safety along 22nd Ave across Highway 20. Include appropriate illumination at the location of the crosswalk. Note that ODOT is already planning to construct this project using a different funding source.	Short term
7	On 22nd Ave between Mountain View Rd and Long St, remove parking on the west side and construct a paved multimodal path that connects to the path on Mountain View Rd. (see recommendations 15 and 16). This should also connect to the bike lanes on Long St east of 22nd Ave.	Medium term
Highway 20/Main St		
8	Work with the City of Sweet Home to better enforce sidewalk clearance codes to prevent residents and businesses from blocking the sidewalks on Highway 20 with garbage bins, signage, and other miscellaneous items.	Short term
9	Repaint the faded 'School Xing' roadway markings on Highway 20 between 18th Ave and 23rd Ave. At the intersection of Highway 20 and 18th Ave, construct ADA-compliant curb ramps on all four corners of the intersection. Include appropriate illumination at the location of the crosswalk.	Short term
18th Avenue		
10	On 18th Avenue between Highway 20 and Ames Creek Rd, improve sidewalks by: <ul style="list-style-type: none"> · Replacing cracked sidewalk panels that are tripping hazards. · Widening sidewalks on both sides to at least 6 ft between Highway 20 and the 18th Ave crosswalk at the baseball field and constructing ADA-compliant curb ramps on all corners at Long St. · Widening the sidewalk on the west side of 18th Ave to at least 6ft and filling in approximately 225 ft of sidewalk gaps. · Reconstructing driveway access points to provide an ADA-compliant cross slope that is a more level walking surface. · Constructing a pedestrian facility to fill in the sidewalk gap on the west side of 18th Ave between the Boys and Girls Club and Grape Ct. 	Medium term
11	At the intersection of 18th Ave and the south access driveway for the high school, replace the painted crosswalk markings with high-visibility (thermoplastic) continental crosswalk markings. Install a Rectangular Rapid Flashing Beacon (RRFB) with School Crossing Assembly (S1-1, W16-7P) in both directions, with School Advance Crossing Assembly (S1-1, W16-9P) for both approaches. Include appropriate illumination at the location of the crosswalk.	Short term
12	At the intersection of 18th Ave and Grape Ct, add high-visibility continental crosswalk markings to the west leg of the intersection where the current crosswalk is, and add ADA-compliant curb ramps.	Short term

Rec #	Recommendation	Timeline
Mountain View Road		
13	Restripe all stop bars at the intersection of Mountain View Rd and Ames Creek Rd to improve visibility. Install high-visibility continental crosswalk markings on the west and south legs of the intersection and construct ADA curb ramps on the northwest corner of the intersection. Include appropriate illumination at the location of the crosswalks.	Short term
14	At the intersection of Mountain View Rd and Elm St, add high-visibility continental crosswalk markings on the west leg of the intersection, and add an advanced stop bar to the west approach. Include appropriate illumination at the location of the crosswalk.	Short term
15	Construct a 10 ft wide (8' min.) shared-use path along the west side of Mountain View Rd between Ames Creek Rd and the school property. Install uphill (northbound) shared roadway bicycle markings in the general traffic lane over the same extent.	Short term
16	Construct a 10 ft wide (8' min.) shared-use path along the east side of Mountain View Rd between 22nd Ave and Long St, including ADA-compliant curb ramps at intersections as necessary.	Short term
Ames Creek Road		
17	Restripe road by narrowing travel lanes and shifting the centerline as far north as possible. Add fog stripe to create more walking space between Mountain View Rd and Surrey Ln. Explore a reduced speed limit of 25 mph on Ames Creek Rd.	Short term
18	Install 6 ft sidewalk (approximately 650 ft) on the south side of Ames Creek Rd between Mountain View Rd and Surrey Ln. Alternatively, consider installing a pedestrian lane or other pedestrian facility on the south side over this extent.	Long term
Elm Street		
19	Designate Elm St from 5th Ave to Mountain View Rd as a neighborhood greenway. Add speed humps, shared roadway markings and wayfinding signage.	Medium term
Juniper Street		
20	Construct approximately 620 ft of sidewalk at least 6 ft wide on the north side of Juniper St between Mountain View Rd and Ashbrook Park.	Long term
21	Designate Juniper St from Mountain View Rd to 35th Ave a neighborhood greenway, add speed humps, shared roadway markings, wayfinding, and rotate stop signs.	Medium term
Harding Street		
22	Construct approximately 1,200 ft of sidewalk on the south side of Harding St between Mountain View Rd and 27th Ave.	Long term
Kalmia Street		
23	Construct approximately 250 ft of sidewalk on the south side of Kalmia St between Mountain View Rd and 29th Ave.	Long term

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Education and Encouragement Program Recommendations

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

Suggested walking routes were also developed with project partners, based on community input and findings from the bike and pedestrian facility inventory. The Suggested Route Map provided on page 34 encourages students and families to consider walking and biking to school. It also provides a School Commute network for the City to focus future infrastructure investments along the most important routes to school.

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

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

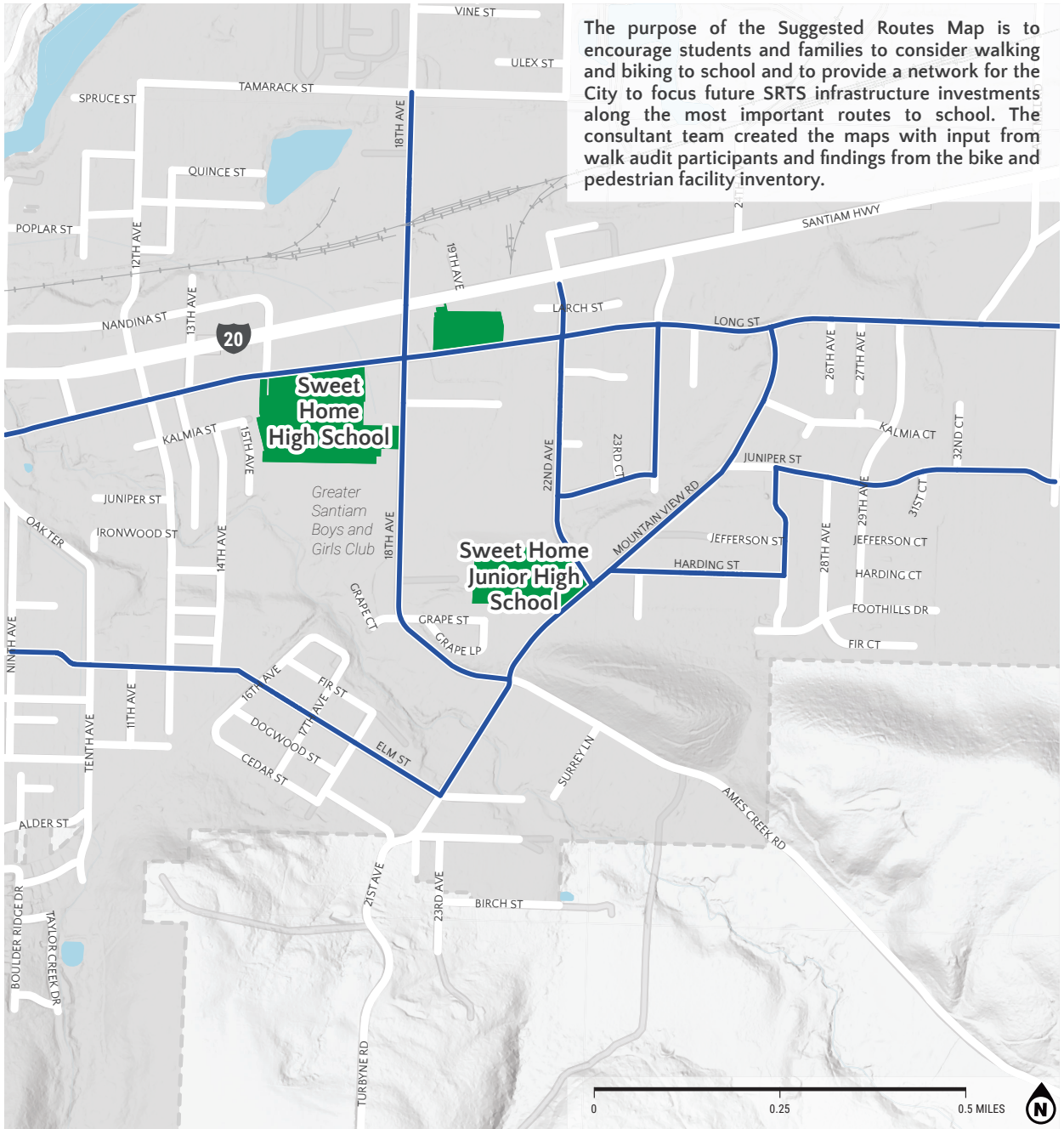
Learn more and keep in touch by signing up for the ODOT SRTS Newsletter:

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

CONNECT WITH YOUR ODOT SRTS REGIONAL HUB COORDINATOR

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

SRTS champions or involved staff in or near Sweet Home are a part of the Willamette Valley and Coast Regional Hub. Register for the meetings and office hours [here](#) or fill out the [contact form](#) to be connected with your Regional Hub Coordinator. Review Table 2 to identify educational and encouragement priorities and discuss with the Regional Hub Coordinator.



SUGGESTED WALKING AND BIKING ROUTES



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