

# ODOT Safe Routes to School

## Project Identification Program Process DRAFT

May 9, 2019

### Overview

This document provides an outline of the Oregon Safe Routes to School (SRTS) Project Identification Program (PIP) Process, in preparation for the 2021-2022 ODOT SRTS Infrastructure Competitive Grant, ODOT SRTS Non-Infrastructure Grants and to assist communities in developing SRTS Plans. It defines the process for identifying infrastructure needs near schools, as well as non-infrastructure opportunities to use education and encouragement to reduce barriers for students walking and biking to school.

For this grant cycle, ODOT technical service provider Alta Planning + Design will coordinate and implement the PIP Process in each community, along with the roadway authority staff and school or district representative. The outcome of each PIP Process will be a SRTS Plan for each school or cluster of schools that outlines general infrastructure and non-infrastructure needs and provides the information needed to apply for the ODOT SRTS Infrastructure and Non-Infrastructure Grants.

The goals of the PIP process are:

1. To engage school stakeholders around identifying and prioritizing projects and non-infrastructure activities that will address barriers to students walking and bicycling to schools.
2. To identify and refine specific projects that are eligible for the ODOT SRTS Infrastructure and Non-Infrastructure Grants and prepare jurisdictions to apply for the funding.

Each PIP process may include a single school, a cluster of up to three schools in a high school cluster, or an entire school district in a community of up to 10,000 people. The team will identify projects on all streets within a quarter-mile of the school, as well as critical issues within a mile of the school.

### Local Community Responsibilities

To maximize the benefits of PIP participation, PIP program recipients are expected to attend all scheduled calls, provide timely responses (within two weeks) to requests for data or other information, follow through on assigned tasks, and work to meet the scheduled timeline. Specific responsibilities at each project step are outlined below.

Table 1. PIP Process Timeline, Roles, and Responsibilities

Project Step	Primary Responsibility	Project Management Team (PMT) Responsibilities <sup>1</sup>	Timing	Page Number
<b>Project Initiation</b>				
Project Management Team (PMT) Kickoff Call (PMT Call #1)	Consultant organizes & leads	Attend (required) Recommend and recruit participants	6 weeks before field visit	Page 5
Education and Outreach Kickoff Meeting	Consultant organizes & leads	Attend (required) Invite school stakeholders	2-4 weeks before field visit	
Background data collection	Consultant issues data request memo	Provide requested data or explanation of why that data is not available	2-6 weeks before field visit	
<b>School Safety Assessment</b>				
Outreach	PMT, with Consultant support	Invite school stakeholders to walk audit and community meeting Spread the word via fliers, e-blasts, etc.	2-4 weeks before field visit	Page 7
Walk Audit (observation of circulation at drop-off or pick-up)	Consultant organizes & leads with PMT	Attend (required)	~1 hour for each school	Page 8
Community Meeting	Consultant organizes & leads with PMT	Attend (required)	~1 hour for each school	Page 9
Education and Outreach Stakeholder Meetings	Consultant organizes & leads, with support from school or district representative	School/district attend (required) <i>Roadway jurisdiction attend (optional)</i> Make introductions to school stakeholders	~2-4 hours	
Bike and Pedestrian Facility Inventory	Consultant conducts	<i>Attend (optional)</i>	~2-4 hours for each school	

<sup>1</sup> PMT includes the primary roadway authority and primary impacted school or district, as well as additional optional representatives as listed in Table 2 on page 4.

Project Step	Primary Responsibility	Project Management Team (PMT) Responsibilities <sup>1</sup>	Timing	Page Number
<b>Review Process</b>				
Preliminary Products Delivered to PMT	Consultant drafts; PMT reviews	Review materials and provide timely, consolidated feedback	3 weeks after field visit	Page 10
Preliminary Draft Product Review Conference Call (PMT Call #2)	PMT provides feedback, Consultant organizes call	Attend call (required) and discuss feedback	2 weeks after Preliminary Product delivery	Page 11
Draft Products Delivered to PMT	Consultant provides draft documents via MS Word and PDF	Review updated products and provide timely, consolidated feedback	1 week after feedback received	Page 11
Draft Product Review Conference Call (PMT Call #3)	Consultant drafts; PMT reviews	Review materials and provide timely, consolidated feedback	2 weeks after Draft Product delivery	
Public Comment Period	Public reviews	Circulate Draft Products	1-2 weeks after Draft Product Review call	
Draft Final Products Delivered to PMT	Consultant drafts; PMT reviews	Review materials and provide timely, consolidated feedback	3 weeks after public comment period	
Letters of Support	PMT leads	Request and write letters of support	1 week after feedback received	
Final Products Delivered to PMT	Consultant provides final documents via MS Word and PDF	Confirm Final Documents	1 week after feedback received	Page 12
Total estimated time for PIP process			<b>19 weeks</b>	

Table 2. PiP Sample Timeline

	Weeks																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
<b>Project Initiation</b>																			
Project Management Team (PMT) Kickoff Call (PMT Call #1)	█	█																	
Education and Outreach Kickoff Meeting		█	█	█															
Background data collection	█	█	█	█	█														
<b>School Safety Assessment</b>																			
Outreach			█	█	█	█													
Walk Audit (observation of circulation at drop-off or pick-up)							█	█	█										
Community Meeting							█	█	█										
Education and Outreach Stakeholder Meetings							█	█	█										
Bike and Pedestrian Facility Inventory							█	█	█										
<b>Review Process</b>																			
Preliminary Products Delivered to PMT										█	█								
Preliminary Product Review Conference Call (PMT Call #2)											█	█	█						
Draft Products Delivered to PMT												█	█						
Draft Product Review Conference Call (PMT Call #3)													█	█	█				
Public Comment Draft														█	█	█			
Public Comment Period															█	█	█	█	
Draft Final Products Delivered to PMT																		█	█
Letters of Support																			█
Final Products Delivered to PMT																			█

# SRTS Infrastructure Project Identification Program (PIP) Process

## Project Initiation

After the ODOT SRTS Infrastructure Project Manager confirms the school or cluster of schools that will participate in a PIP Process, the next step will be to assemble key players to participate in the Project Management Team (PMT) and create a personalized project delivery plan, using the following general outline. Key players who make up the PMT are the primary roadway authority and primary affected school.

### Project Management Team (PMT) Kick-Off Call

The PMT will be a collaborative group that will steer the PIP Process, participate in the field visit, and give feedback on the PIP Process deliverables. The PMT will have three required calls during the PIP Process. See Appendix B for the PIP Process Kick-off Meeting Agenda Template. The initial meeting will outline the PIP Process, identify shared goals, discuss background data needs and responsibilities, cover School Safety Assessment logistics and outreach

This group will include local representatives as listed in Table 3.

Table 3. PMT Representation

Required Representatives	Optional Representatives
<ul style="list-style-type: none"> <li>• Primary roadway authority</li> <li>• Primary impacted school or district (school SRTS lead)</li> </ul>	<ul style="list-style-type: none"> <li>• Other impacted roadway authorities</li> <li>• Other impacted schools or districts</li> <li>• Non-infrastructure SRTS service providers</li> <li>• ODOT Safe Routes to School Program Manager or regional ODOT representative</li> <li>• Community groups</li> <li>• Teachers</li> </ul>

### Education and Outreach Kickoff Meeting

Two to four weeks before the School Safety Assessment Field Visit, Consultant will hold a dedicated meeting to discuss non-infrastructure activities. This phone meeting will discuss:

- Historic and ongoing non-infrastructure SRTS activities,
- Barriers for students walking and biking to school
- Brainstorm ideas for non-infrastructure activities that could address these barriers, such as walking, school buses, bike/pedestrian education, encouragement events, a SRTS coordinator, etc.
- How the team will work together
- Vision and goals for SRTS

This call will guide additional community discussion of these topics during the School Safety Assessment field visit. The PMT is required, and may choose to invite additional optional representatives, such as SRTS service providers, as well as:

- Teachers
- Parent volunteers
- Administrators
- Other school staff
- Community partners

The Consultant will follow-up with individual interviews with 2-4 stakeholders or stakeholder groups to discuss opportunities for building non-infrastructure activities in the community. These meetings will ideally happen in-person during the School Safety Assessment, although they can be held via conference call.

### **Background Data Collection**

Consultant will collect and compile publicly-available existing conditions data and local context information, as well as information about community concerns, demographics, travel routes, existing facilities, traffic patterns, school environment, and other details that could inform the school safety assessment process or infrastructure recommendations. Local jurisdictions will provide some data, such as existing or historic SRTS participation, as part of the PIP Process application.

Consultant will prepare a data request memo outlining data not otherwise available. The PMT should provide this data, or explain why they are unable to provide the requested information. This feedback will allow ODOT to refine the PIP Process for the next round and offer support for data collection.

Data collection strategies and sources include the following:

- **GIS data.** GIS data on the local road network, parks, community spaces, schools, sidewalks, bike and pedestrian facilities, signs, existing LTS data, lanes, speeds, and traffic signals will both be used to analyze existing conditions and create suggested route maps. After downloading available data sets from [ODOT's statewide database](#) and [US Census Bureau](#), Consultant will request any additional needed data from the local roadway jurisdictions (city and/or county).
- **Relevant roadway jurisdiction planning documents, suggested route maps, school district transportation policies historic public processes, complaints/infrastructure requests, and school planning documents.** Consultant will collect relevant planning documents and recent, related public processes to learn about planned transportation improvements and local priorities, and traffic. Relevant documents could include: Active Transportation Plans, Transportation System Plans, Regional Transportation Plans, school district planning documents, school transportation hazard maps, etc.
- **Crash history.** Consultant will collect crash history data from relevant roadway jurisdictions and [the ODOT SRTS Web Map Application](#), which catalogues school-related crashes, to analyze hot spots near the school(s).
- **Enrollment information and demographics.** Consultant will compile school enrollment and demographic information to inform outreach methods and infrastructure recommendations. Consultant will compile available data (by school or by census tract) on Free and Reduced Lunch Program eligibility, percent of students identifying as non-white or Hispanic, household income by census tract, and school enrollment. Data can come from the [US Census Bureau](#), [Oregon Department of Education](#), or local school districts.
- **Student locations (if available) or Census population density.** Consultant will request student location data from the district to analyze student travel patterns and prioritize improvement recommendations. If student locations are not available, Consultant will use [US Census Bureau population density](#) as a proxy.
- **Existing or historic SRTS participation.** Consultant will request hand tally and parent survey data, if available, as well as the history of participation in Walk+Roll to School Day or Month or other SRTS non-infrastructure activities. If requested, Consultant will provide parent survey and/or hand tally instructions for jurisdictions or schools to collect information about their travel habits and safety concerns.

## **School Safety Assessment**

The PMT, along with two Consultant planners or engineers, will visit the school(s) for an in-person school safety assessment, which includes the walk audit observation, community meeting, a bike and pedestrian facility inventory, and stakeholder interviews. The field visit is the most important part of the PIP Process because it allows the team to meet face-to-face, observe traffic conditions and student travel patterns first-hand, and discuss potential solutions to identified challenges.

If a city or district is including multiple schools in the PIP Process, Consultant will lead separate School Safety Assessments, including outreach, walk audit, community meeting, and facility inventory. If the schools share a building site, the facility inventories may be combined, but separate walk audit observations should be conducted if the bell schedules are different. All School Safety Assessment components should be scheduled on the same day or consecutive days if needed for multiple processes, to reduce Consultant travel time.

See Appendix B for both morning and afternoon School Safety Assessment Field Visit Agendas Templates and other relevant materials.

### **Outreach**

Local representatives will publicize the safety assessment to encourage community member participation and input, with a focus on including:

- Historically-marginalized groups,
- Parents/caregivers,
- School, district, and transportation staff,
- Local jurisdiction planners, engineers, and leadership.

Using outreach tools provided by the Consultant, the PMT will invite stakeholders to attend the Walk Audit and Community Meeting, as well asking them to provide online feedback via an online project input map. For both online and in-person engagement, a short survey will ask stakeholders to provide demographic information (see page 25).

Local school, district, and/or roadway jurisdiction officials will lead outreach, as discussed in the PMT kick-off call. Consultant will provide a promotional flyer and agenda for each school's walk audit and community meeting. Materials can be provided in Spanish or other languages, as needed. Consultant will be available for an additional call or email correspondence to further discuss outreach strategies. See Appendix B for a School Safety Assessment Outreach Flyer Template.

Outreach methods may include:

- Distribute flyers and make an announcement at Back to School Night, or other school event.
- Send flyers home with students to give to families or send electronically to school(s) listserv.
- Post flyer on school bulletin boards.
- Email event invitations to local policy makers, municipality staff, school principal, district facilities staff, stakeholder team members, and other key stakeholders. Make follow up calls as necessary.
- Offer an online survey and WikiMap to collect additional feedback about areas of concern to families.
- Survey parents during drop-off and pick-up to learn more about barriers from families that do not allow their students to walk and bike.
- Provide a large map and implementation guidance for how a local contact can collect additional data over the week after the School Safety Assessment.

## Walk Audit

The walk audit typically takes place during the morning student drop-off, when students get to school, or the afternoon pick-up at the end of the school day. Consultant will arrive at the school early to drop off materials and set up the meeting room for after the observation. School community members, local jurisdiction planners, engineers, and leadership are encouraged to attend.

Appendix B includes all the template materials needed to facilitate the SRTS Walk Audit:

- Field Visit Materials Checklist
- Field Visit Data Collection Form
- Walk Bike Facility Inventory Checklist
- Agendas
  - Baseline Field Visit- Morning
  - Baseline Field Visit- Afternoon
- Sign-in Sheet
- Bike and Pedestrian Safety Questionnaire

**Introduction gathering (45 min before bell).** At the flag pole or school entrance, the Consultant Audit Lead will ask participants to introduce themselves, name their organization, and describe how they are usually involved in bicycle, pedestrian, or SRTS initiatives in the area.

Briefly, the Lead will cover the following information:

- The work conducted to date and the process and timeline for the school site assessment and PIP process.
- A brief overview of SRTS infrastructure and non-infrastructure, including the Six E's.
- The plan for the observation. Audit participants will be directed to focus on barriers to walking and biking and on observed behaviors and circulation patterns for all types of users. Participants should note issues related to driving in the context of how they affect walking and biking (for example, if drivers fail to yield to people walking, or parked cars block the crosswalk).
- Key locations for observation. These are usually the main loading area in front of the school, additional points of access and/or major streets and intersections leading up to the school.
- Initial feedback about problem areas, time permitting.

**Observation (30 minutes before bell).** The Audit Lead will divide the assembled participants into groups to observe different locations within a quarter-mile of the school and note observations on their maps. Participants should focus on observed behaviors and challenges during the audit. Technical stakeholders can take notes, using the Data Collection form included in Appendix B, photos, and videos of the issues.

Observations of student and parent behavior may include:

- Walking – crossing locations, jaywalking, sidewalk crowding, and duration of peak activity.
- Bicycling – on-street and sidewalk riding, wrong-way riding, helmet use.
- General traffic – speeding, heavy turning movements, yielding to peds/bicyclists, blocking the intersection.
- Vehicular drop-off/pick-up – vehicular progression, student exiting and entering behavior, illegal and double parking, illegal movements, and duration of peak activity.
- Crossing guards – presence, condition of crossing guard equipment, and level of training.

### **Community Meeting**

Directly after observing student drop-off or pick-up (at start bell or 15 minutes after dismissal bell), participants should gather in the school library or conference room to debrief their observations, discuss community priorities and additional concerns, and brainstorm ideas for walking and biking routes that students can safely take to school for the suggested route maps. Participants will also discuss ideas for education and encouragement events at the school, give feedback on the community's SRTS vision and goals, and vote on their priority SRTS evaluation criteria that the consultant team and PMT will use to prioritize recommendations. Parents or other community members who did not attend the walk audit are welcome to attend the community meeting. The community meeting will focus on the one-mile radius around the school. Consultant staff will facilitate the discussion and take the lead compiling all participants' observations on the large table maps and brainstorming potential solutions to challenges. Topics discussed at this meeting will provide the backbone for the infrastructure improvement recommendations and ideas for events, outreach, and education.

### **Education and Outreach Stakeholder Meetings**

During the School Safety Assessment Field Visit, the Consultant and school or district representative are available to meet with SRTS stakeholder groups such as parent groups, school counselors, service providers, and others who are interested in learning more about SRTS and how they can get involved. These meetings will inform the program vision and goals, outreach, education, and event recommendations and help build momentum for SRTS at the school. If the PMT cannot schedule in-person meetings during the School Safety Assessment, they can be held via phone before or after the other meetings.

### **Bike and Pedestrian Facility Inventory**

Before or after the community meeting, Consultant and PMT representatives (optional) will conduct the bike and pedestrian facility inventory to confirm existing infrastructure and fill any gaps in roadway jurisdiction data, focusing on all streets within a quarter-mile of the school as well as key intersections identified by stakeholders within a mile of the school. Parents and other community members are not encouraged to attend the facility inventory. Data collection will be a high-level inventory of existing bike and pedestrian infrastructure, not a complete ADA assessment. Consultant will take photos of existing conditions for the report and provide them to ODOT.

Consultant will collect the following information about **general infrastructure deficiencies and needs**:

- Sidewalk deficiencies
- School area signs and pavement markings
- Paths
- Bike lanes
- Bicycle, scooter, and/or skateboard
- Drop-off/pick-up areas
- Visibility
- Traffic conditions

Consultant will collect the following information about **street crossings**:

- Traffic signals
- Marked crosswalks
- Curb ramps
- Connections with neighborhood trails or paths

The complete Bike and Pedestrian Facility Inventory is available in Appendix B.

## Recommendations

### Project and Action List

After the School Safety Assessment, the Consultant team will prepare the Draft Project and Action List based on background context, community goals, field observations, and reported issues by the PMT and other community members. The list will be organized by: short term (this school year), medium term (next school year), and long term (after that) timeframes. The Project and Action List will include both infrastructure, non-infrastructure, and policy recommendations. The Consultant team will review school district transportation policies. If issues are identified that relate to roadway jurisdictional policies, Consultant will review policies and recommend modification, for example: vegetation maintenance, sidewalk maintenance, and biking on sidewalks.

### Project Prioritization

After the Consultant team develops the Project and Action List, they will prioritize recommendations based on community goals and evaluation criteria. Evaluation matrices will be included in an appendix. The PMT will review the draft Project and Action List and provide input on both recommendation details and priority levels. Since the roadway authority(s) would implement most of the infrastructure recommendations and apply for ODOT SRTS funding, their buy-in is particularly essential as the SRTS Plan moves forward.

### Implementation Plan

After the preliminary draft products are reviewed by the PMT, the Consultant team will create an Implementation Plan to outline next steps for key stakeholder groups: the roadway authority, the school, the school district, or others. Next steps could include how to seek funding for projects, incorporate recommendations into a Transportation System Plan (TSP), start a walking school bus, and more.

### Review Process

The coordinated review process will allow multiple stakeholders to provide feedback so the deliverables can be tailored to reflect community needs. See page 10 or an overview of the review process and product delivery timeline.

### Preliminary Draft Products Delivered to PMT

About a month after the field visit, Consultant will provide a draft SRTS Plan to the PMT for a first review of the draft products.

The initial products include the following:

- A **SRTS Plan Outline**, which provides the framework for the community's SRTS Plan. See template in Appendix A.
- A **Summary of Existing Conditions and Outreach**, which describes key findings from existing conditions research, data collection, and outreach efforts that informed the recommendations, as well as a description of and key takeaways from the field visit.
- **Draft Vision and Goals** for what stakeholders would like to achieve with their SRTS efforts and next steps for implementing these goals.
- A **Draft Improvement Recommendations Map**, which shows the locations of proposed improvements and site context, such as crossing guard locations, bus loading zones, and bike parking.
- A **Prioritized Project and Action List with Grant Eligibility**, that corresponds to community goals. This list will guide jurisdictions as they apply for ODOT SRTS infrastructure or non-infrastructure funding, organize a bond measure, add projects to their transportation plans, and generally move forward with SRTS work. The prioritized list will be based on community goals and priorities identified through the PIP Process.

- **Non-Infrastructure Recommendations**, which include education, encouragement, enforcement, and evaluation next steps for the community to promote active and safe transportation behaviors.
- A **Suggested Routes Map**, which shows recommended routes for students biking or walking to school, showing key infrastructure such as walking and biking facilities, signals, and four-way stops. If the school already has a suggested route map, that map can be updated, if preferred. These maps will be useful for outreach to families about walking and biking to school. These maps can be updated as improvements are implemented. The maps will include contact information for the ODOT SRTS Non-Infrastructure Program Technical Assistance Provider, the local coordinator, and/or relevant websites.

### **Preliminary Draft Product Review Conference Call (PMT Call #2)**

Consultant will facilitate a call to discuss draft products and review the project and action prioritization. The PMT will provide any comments or concerns about the draft materials, and confirm the projects to be included in ODOT SRTS Infrastructure Grant application supporting information. Consultant may request additional information needed about selected projects for the grant application details, such as:

- Relevant Right of Way ownership
- Utility implications and opportunities to mitigate
- Stormwater management implications
- Previously-developed project or local cost estimates
- % of students receiving FRL at the school
- Environmental resources or hazards
- Latitude and longitude of the project
- Speed, travel lanes, and AADT
- Priority Safety Corridor status
- Supplemental bussing plan consideration

### **Draft Products Delivered to PMT**

Consultant will revise Draft Products, compile the SRTS Plan, and assemble grant components and send SRTS Plan and grant components to the PMT. This set of draft materials will include a completed SRTS Plan (see below), which will also include a map of the High Priority Recommendations, Implementation Plan, and planning-level cost estimates for the ODOT SRTS Competitive Grant.

Consultant will also provide a draft SRTS Plan, based on the template in development by ODOT.

### **Draft Product Review Conference Call (PMT Call #3)**

The second review conference call with the PMT will focus on any final edits or outstanding information that is needed to complete the SRTS Plan. This call will identify any remaining issues to be resolved, after which the PMT will officially approve the Public Review Draft of the SRTS Plan.

### **Public Comment Draft**

Consultant will make any edits to the Draft Products and prepare the Public Comment SRTS Plan Draft.

### **Public Comment Period**

PMT will release the Public Review Draft SRTS Plan to the public for a two-week public comment period. The SRTS Plan will be shared via general PMT member outreach channels and specifically with:

- All roadway authorities with projects listed in the SRTS Plan,
- Community meeting attendees and school communities via email, and
- Other stakeholders with actions listed in the SRTS Plan.

### **(Optional) Education and Outreach Review Conference Call**

Assembling the same or a similar stakeholder group as for the initial Education and Outreach kick-off call, Consultant will host a call to review and discuss the draft education and outreach recommendations. Again, the

school or district representative is required at this meeting, while the roadway jurisdiction representative is encouraged to attend, but not required. The goals of the meeting are to build consensus around the specific next steps of the SRTS Plan, identify responsibilities for short-term actions, and provide local stakeholders with tools to address their goals.

### **(Optional) Follow-up PMT Meeting and/or Community Meeting**

Consultant is available to meet with the PMT after the public comment period to discuss how to address comments. If the PIP is covering multiple schools in one community, Consultant could return to the community for a follow-up community meeting to discuss changes to the SRTS Plan.

### **Draft Final Products Delivered to PMT**

Consultant will incorporate public and stakeholder feedback into the SRTS Plan and deliver to the PMT for final review.

### **Letters of Support**

The roadway jurisdiction and school administration will draft letters of support in accordance with the ODOT SRTS Infrastructure Grant Requirements.

### **Final Products Delivered to PMT**

Consultant will revise materials based on PMT input and deliver final products for a final fatal flaws review. Consultant will provide all final files to the PMT, in PDF, Word, Illustrator/InDesign, and GIS shapefiles.

## **SRTS Plan Table of Contents**

All Oregon SRTS Plans will follow a similar Table of Contents, which will be provided to the PIP PMT after the School Site Assessment. The full SRTS Plan Template is included in Appendix A.

1. Introduction and School Overview
  - a. What is Safe Routes to School? Description of the purpose of SRTS, why it is important, and how the program makes communities safer and healthier
    - i. Includes principal, enrollment, schools schedule, grades, address, community demographics, and introduction of the PIP Process
2. Vision and Goals
3. Existing Conditions
  - a. Background data
  - b. Summary of School Site Assessment(s).
    - i. Walk Audit Summary
    - ii. Community Meeting Summary
    - iii. Walk Audit Findings
      1. School layout and site circulation by mode
    - iv. Bike and Pedestrian Facility Inventory
4. Needs and Recommendations
  - a. Prioritized Project and Action List
    - i. Infrastructure improvement recommendations matrix: Location, Existing Conditions Photos, Issue, Solution, Cost, Responsibility, Potential Funding Source
    - ii. Non-infrastructure program recommendations to address issues that arise at Site Assessments
  - b. Improvement Recommendations Map showing the locations of proposed improvements, and site context

- c. Suggested Route Map
- d. High priority improvements for the ODOT Infrastructure Grant application
- 5. Potential Funding and Implementation Plan
  - a. State Funding Opportunities
    - i. ODOT SRTS Grants
    - ii. ODOT All Roads Transportation Safety Program (ARTS)
    - iii. ODOT Connect Oregon Funds
    - iv. Oregon State Park Funds
  - b. Local Funding Opportunities
    - i. Potential school bond opportunities
    - ii. SRTS Projects in the TSP
    - iii. Demonstration Projects
    - iv. Funding opportunities to incorporate non-infrastructure programs

