

RESOLUTION NO. 1083

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CANBY SUPPORTING THE SUBMISSION OF SAFE ROUTES TO SCHOOL GRANT APPLICATION

WHEREAS, Safe Routes to School programs are recognized nationally and internationally as effective tools to enable and encourage students to walk and bicycle safely to school; and

WHEREAS, having safer routes to and from schools aims to decrease pedestrian and bicycling related injuries, not just for students, but for the entire community; and

WHEREAS, the Oregon Safe Routes to School Program has reimbursement funds available, and

WHEREAS, the local Safe Routes to School application (via the Canby Bicycle and Pedestrian Citizen Committee) has expressed a desire for pedestrian improvements as described in Exhibit A: Oregon Department Of Transportation Safe Routes To School Program Infrastructure Application Form Federal Program Year 2012, and

WHEREAS, the proposed Oregon Safe Routes to School Program reimbursement application will request funds totaling 284,580 for construction and design of projects listed in Exhibit A: Oregon Department Of Transportation Safe Routes To School Program Infrastructure Application Form Federal Program Year 2012, and

WHEREAS, on November 16, 2010 the Committee successfully applied to be a Safe Routes to School district for five of the eight schools eligible for the program: Knight, Eccles, Lee, Baker Prairie, and Ackerman, and

WHEREAS, the listed improvements are generally consistent with the City's Transportation System Plan, and

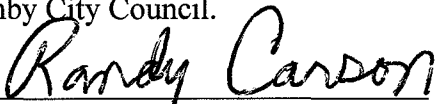
WHEREAS, a letter of support and resolution is required showing support from the City of Canby.

IT IS HEREBY RESOLVED by the City Council of the City of Canby, as follows:


1. Endorses the submittal of an application to the Oregon Safe Routes to School Program for the projects listed in Exhibit A: Oregon Department Of Transportation Safe Routes To School Program Infrastructure Application Form Federal Program Year 2012.

This resolution will take effect on February 2, 2011.

ADOPTED this 2nd day of February 2011 by the Canby City Council.


Randy Carson
Mayor

ATTEST:


Kimberly Scheafer, CMC
City Recorder

Oregon Department of Transportation
Safe Routes to School Program

INFRASTRUCTURE APPLICATION
FORM
Federal Program Year 2012

- | | | |
|--------------------------|---------------------------|-----------------------|
| <input type="checkbox"/> | SRTS Action Plan Template | Due: 16 November 2010 |
| <input type="checkbox"/> | SRTS Notice of Intent | Due: 16 November 2010 |
| <input type="checkbox"/> | Application Form | Due: 14 January 2011 |

**Before completing these forms,
read attached Applicant Information and Instructions
or available at:**

www.oregon.gov/ODOT/HWY/LGS

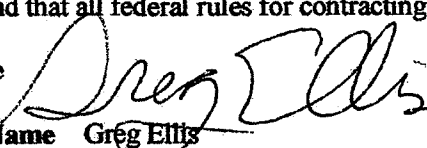
Submit forms to:

ODOT Safe Routes to School Program
David A. Galati, Program Manager
3930 Fairview Industrial Drive SE – MS#2
Salem OR 97302-1166

PART 1

Section 1: Project Summary and Certification

Use this page or replica. Keep this section on one page.

APPLICANT	
Agency City of Canby	Contact Greg Ellis
Address 182 N. Holly St. Canby, OR 97013	Title City Administrator
	Telephone (503) 266-4021
	Email ellisg@ci.canby.or.us
CO-APPLICANT (if any)	
Name	Contact
Address	Title
	Telephone
PROJECT NAME: Canby Safe Routes to School	
LOCATION: Canby, Oregon	
PROJECT DESCRIPTION (one line): This proposed project aims to improve the crossing areas immediately surrounding and within 0.5 miles of the schools in Canby by installing flashing lights at the most vulnerable crossings for children, re-painting existing, less vulnerable crossing areas, adding signage, and providing increased speed enforcement via feedback signs.	
LENGTH / QUANTITY: Project component implementations are expected to take between six to twelve months. Total crosswalk improvements are sixteen current and distinct crossing areas and one new crossing area, eight speed feedback signs for the four schools on the busiest roads, and eight new signs.	
COST SUMMARY	RIGHT-OF-WAY ISSUES
TOTAL Project Cost (from cost estimate page) \$ 284,580	Project site owned by applicant/co-applicant?
Non-SRTS Project Costs \$ 0	<input checked="" type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> partly <input type="checkbox"/> N/A
Matching funds (not required for SRTS funding) \$ 0	Property to be purchased? <input type="checkbox"/> yes <input checked="" type="checkbox"/> no
SRTS Funds Requested \$ 284,580	Easements or donated property? <input type="checkbox"/> yes <input checked="" type="checkbox"/> no
CERTIFICATION	
I certify that the City of Canby supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Safe Routes to School funds. I understand that this is not a grant application, that it is a request for reimbursement through the federal aid system, and that all federal rules for contracting, auditing, and payment will apply to this project.	
Signature 	Date 01-14-2011
Printed Name Greg Ellis	Title City Administrator

PART 1, Section 2: Project Funding Information

Cost Estimate

Use this form or equivalent. Refer to Appendix C before beginning. Change line spacing and headings to reflect relevant items of work for proposed project.

	Quantity (Q)	Unit Price (UP)	Cost (Q x UP)
PRELIMINARY ENGINEERING(PE)			
<u>Project Administration</u>			
1. Sponsor’s administrative costs			\$ 10,000
2. ODOT administrative costs			10,000
<u>Environmental Process</u> (suggested minimum \$5,000)			
			5,000
		Total PE	25,000
RIGHT-OF-WAY (ROW)			
1. Appraisal – certification fees			0
2. Purchase – easement cost			
3. Other			0
		Total ROW	0
CONSTRUCTION (CONST)			
Mobilization and Traffic control/TP&DT (10%)	1	19,665	19,665
<u>Rectangular Rapid Flash Beacon (RRFB) Flashing Crosswalk Signs, equipment and installation</u>			
SE 13th Ave. and S. Lupine St. (crossing 13th)	1	15,000	15,000
SW 11th Ave. and S. Ivy St. (crossing Ivy)	1	15,000	15,000
S. 9th Ave. and S. Redwood St. (crossing Redwood)	1	15,000	15,000
N. 5th Ave. and N. Ivy St. (crossing Ivy)	1	15,000	15,000
NW 5th Ave. and N. Holly St. (crossing Holly)	1	15,000	15,000
NW 5th Ave. and N. Grant St. (crossing Grant)	1	15,000	15,000

Cost Estimate (continued)

NW 5th Ave. and N. Douglas St. (crossing 5th)	1	15,000	15,000
NW 5th Ave. and N. Cedar St. (crossing Cedar)	1	15,000	15,000
<u>Speed Feedback Signage, mobile attachment to existing poles with data collection software</u>			
Baker Prairie, S. Township Rd.	2	4,480	8,960
Knight School, N. Grant St.	2	4,480	8,960
Lee Elementary, S. Ivy St.	2	4,480	8,960
Ackerman, SE 13th Ave.	2	4,480	8,960
Software, including installation	8	756.25	6,050
<u>Signage</u>			
No unloading/loading signs	2	18	36
No parking signs, custom	2	18	36
Stop signs	2	55	110
School pedestrian crossing signs	2	55	110
Breakaway poles	6	445	2,670
Installation materials: concrete and miscellaneous	1	650	650
Installation labor	1	2,250	2,250
<u>Painting, materials and installation</u>			
S. 9th Ave. and S. Redwood St. - crossing Redwood	1	2,220	2,220
S. Township Rd. and S. Redwood St. - crossing S. Township Rd. (west side)	1	2,580	2,580
S. Township Rd. and S. Redwood St. - crossing S. Redwood St. (south side)	1	2,580	2,580
S. Township Rd. and S. Ivy St. - crossing Township	1	2,580	2,580
NW 5th Ave. and N. Ivy St. - crossing Ivy	1	2,380	2,380
NW 5th Ave. and N. Holly St. - crossing Holly	1	2,220	2,220

Safe Routes to School Program

2010 Application for FY 2012

NW 5th Ave. and N. Grant St. - crossing 5th	1	2,020	2,020
NW 5th Ave. and N. Cedar St. - crossing 5th	1	2,220	2,220
NW 5th Ave. and N. Cedar St. - crossing Cedar	1	2,020	2,020
NW 6th Ave. and N. Cedar St. - 4 sides	4	2,020	8,080
Subtotal			216,317
Contingency	20-30% of total construction costs above		43,263
Construction Engineering	Approx. 15%-20% of construction with contingency added in		N/A
Total CONST			259,580
Total Cost: PE + ROW + CONST			284,580

PART 1, Section 2: Project Funding (continued)

Matching Funds (optional)

Match funds are NOT required for SRTS projects, but community efforts and additional resources demonstrate community-wide support. List any local contributions (monetary contributions, donated materials, property, staff time, or volunteer labor or services), including prior or planned local investments related to proposed project.

As noted in Canby's most recently approved TSP 2010, the City has stated that with future revenues it will allocate \$200,000 toward Safe Routes to School projects. However, due to current governmental budget constraints, revenues that would provide this funding are unrealized and cannot be predicted with complete reliability. However, should these amounts become realized, this funding will become available.

PART 1, Section 3: Project Site Information

Expand each box as needed, but do not exceed this page for this section.

If proposed project is located on school property, what is age of school building(s)?
Not Applicable
Identify any wetlands or waterways located on or near proposed project site:
Not Applicable
Identify any archaeological sites located on or near proposed project site:
Not Applicable
Identify any anticipated right-of-way impacts (number of parcels, easements, acreage, improvements that might need to be moved):
Not Applicable

PART 1, Section 4: Narrative

Use this form or equivalent. Expand each box as needed, but **do not exceed 3 pages total for this section.** See page 14 for specific instructions.

PROJECT DESCRIPTION

The *flashing crosswalks, crosswalk enhancements, and signage projects* will enable and encourage students to safely walk and ride bicycles to school. The *flashing crosswalks* will alert drivers to pedestrians needing to cross busy commute collector and arterial streets. One of the flashing crosswalks and another crosswalk enhancement location are located on South Ivy Street, (Canby-Marquam State Highway 170). All of the flashing crosswalk sites are within one-half mile of one or more schools. The *crosswalk enhancements* will further improve what already exists but is in need of refurbishing and improvement. The enhancements will increase driver awareness of pedestrians thus making desirable and safe routes for pedestrians and bicyclists. The *signage* will be used as a visual reminder to drivers of the students who walk and bike to school and improve the flow of traffic during student travel times. Increased awareness is a key to creating a safe walking and biking environment.

The requested SRTS funds will be used for the purchase of materials/equipment and installation, environmental process, mobilization and traffic control, contingency, and administration for the city.

Proposed projects are on city property and a county road managed by the city. Thus no easements or property will be purchased or donated.

PURPOSE AND NEED

These projects emerged as needed and desirable through discussion and Action Plan development for Knight, Eccles, Lee, Ackerman and Baker Prairie Schools. Students safely crossing busy streets is a major concern expressed in many of the surveys received in the process. Recent installation of a flashing crosswalk along the Forest Trail has received high regard from many users both publicly at City of Canby Council meetings and in private conversations.

An example of the need for these projects comes from Knight Elementary. These results are similar to the other schools. Of the families surveyed 32% responded that they live within one-half to one mile of the school and either ride the bus (Arr.50%, 43%) or use the family vehicle (Dpt.63%, 33%). Safety of intersections and crossing was in the top five of the concerns parents selected in their decision to allow a child to walk or bike to/from school.

If our project does not receive funding the proposed sites will have no change; they will remain as they are today and the number of students walking and biking to school will remain as low as at the time of our surveys. Any increase would be solely the result of encouragement and education within the school and locally sponsored events.

BENEFIT

The flashing crosswalks proposed are solar-powered and will reduce energy consumption while creating safe havens for children crossing busy streets. They will attract the attention of drivers who often cannot see children crossing during dark hours in the early morning and evening. The flashing crosswalks will also be a feature that may attract students to actually use a crosswalk rather than cut across a busy road by judging there is enough time before the car reaches where the

child wants to cross. The improved crosswalks will enable the students to arrive to school and home, safely. If students cross within the bounds of a crosswalk they are more likely to be seen by vehicles therefore reducing the risk of injury and fatality.

Of the parents who completed the survey at Knight Elementary and do not let their child walk or bike, 62% said it was due to the speed of traffic, 53% said it was safety of intersections and crossings and 55%, the amount of traffic along routes. The Canby-Marquam Highway and Township Road are also truck routes. All the safety features we add to these routes will help students go to and from school in a transportation design with safety enhancements. The immediate feedback speed signs will help reduce speed and bring drivers into the more-alert beta state, becoming more aware of their surroundings.

We believe that Canby is an ideal place to promote increased walking and biking. With the implementation of Safe Routes to School, we are not only providing increased safety and ability to walk and bike to school, but are reaching out to the community as well through the encouragement given to the children. Because of the small radius of the city limits, the supermajority of residents live within walking and biking distance of schools and major commerce locations. We believe that Safe Routes to School will provide us with the opportunity to apply the benefits of reduced pollution, traffic, and increased safety the children will receive to our community as a whole.

TECHNICAL MERIT

The project conforms to current City standards by maintaining compliance with stated government standards regarding length and width of crosswalk paint, type of materials used, style of acceptable crosswalk appearance and by following the recommendations of Clackamas County ODOT staff regarding flashing crosswalk lights that are included in Federal Highway Administration materials.

The City has chosen flashing crosswalk lights that are solar-powered, which will reduce energy consumption, thereby reducing pollution. City standard for crosswalk paint is thermoplastic material, which lasts up to eight times longer than latex traffic paint. The efficiency of the material provides lower maintenance costs and increased safety value through its durability. All costs are based on quotes received from suppliers, documented costs and historical cost of the City's Public Works department. In each case, alternatives were reviewed and the best solution was chosen with respect to maintenance, safety, reliability and effectiveness, and cost-effectiveness.

Solutions were chosen based on the vulnerability of strategic crossing areas. The most vulnerable and highly used crosswalks were treated with flashing crosswalks. A flashing crosswalk in one new location enables the completion of a safe route to school for children from large residential areas to and from school. Less vulnerable and peripheral crosswalks are treated with improvements that include painting or re-painting and in some cases, new signage.

Preparation and planning for the project included discussions with the City planning department, county ODOT staff and City Public Works personnel. All components of the project are acceptable to all of the parties involved and are the results of those discussions regarding the best solutions available. Solutions are the result of information gathered from school assessments and discussions with school staff and parents.

SUPPORT AND READINESS

Each school's Principal, PTA, and Action Plan team members support these projects. They have actively participated in the discussions regarding the results of the data and the identification of the projects. Liz Belz-Templeman has met with School Superintendent Jeff Rose who gave his full support, endorsement and encouragement, and was willing to relay results of the surveys and any summary information we had, to his board and monthly meeting with the city leaders. Ms. Belz-Templeman also met with First Student, the company that contracts with the district for its transportation needs. They were most helpful and are willing to support our work in any way knowing that the safety of the school's children is their number one priority. Therese Carson, the other author of this proposal, has had multiple conversations with the city administrator, the planning department and attended numerous city council meetings to explain and ask for support of the SRTS program. Ms. Carson has succeeded. The Action Plan shows community support with the number of responses received from families. All schools met or exceeded the 15% requirement on returns. The students were enthusiastic participants in the annual Walk/Bike to school day held on October 6, 2010, and the schools plan to participate in the month long challenge slated for May 2011. Some schools have begun to encourage 'Walking Wednesdays' because it is the weekly late start morning. Most of these activities have been implemented by community volunteers.

The City of Canby Transportation System Plan (TSP) was recently adopted. Within the plan is the provision for SRTS. \$200,000 is available annually to go toward these projects. The City is in support of such projects because they understand the importance for all the pedestrians and bicyclists of the community. The concerns of speed of traffic and safe crossings at the intersection of Redwood and Township have been noted in prior TSP notes as a future safety issue to address.

Canby Public Works is able to complete all of the installation work itself. There will no need for training or outside contracting, as they are familiar with all of the devices proposed. If funding is approved the City will be ready to have these projects completed in 2012 as it will only need to procure the materials and equipment in order to begin implementation.

The project will be completed in a timely manner with the available resources through the management of the City of Canby. With the provision of funds in the TSP, long-term management and maintenance of the proposed projects will be fulfilled. The city plan has designated these funds for such a use.

BONUS INFORMATION

The flashing crosswalk on the South side of 5th Ave and North Ivy Street will connect with the rest of the walkway to Knight School.

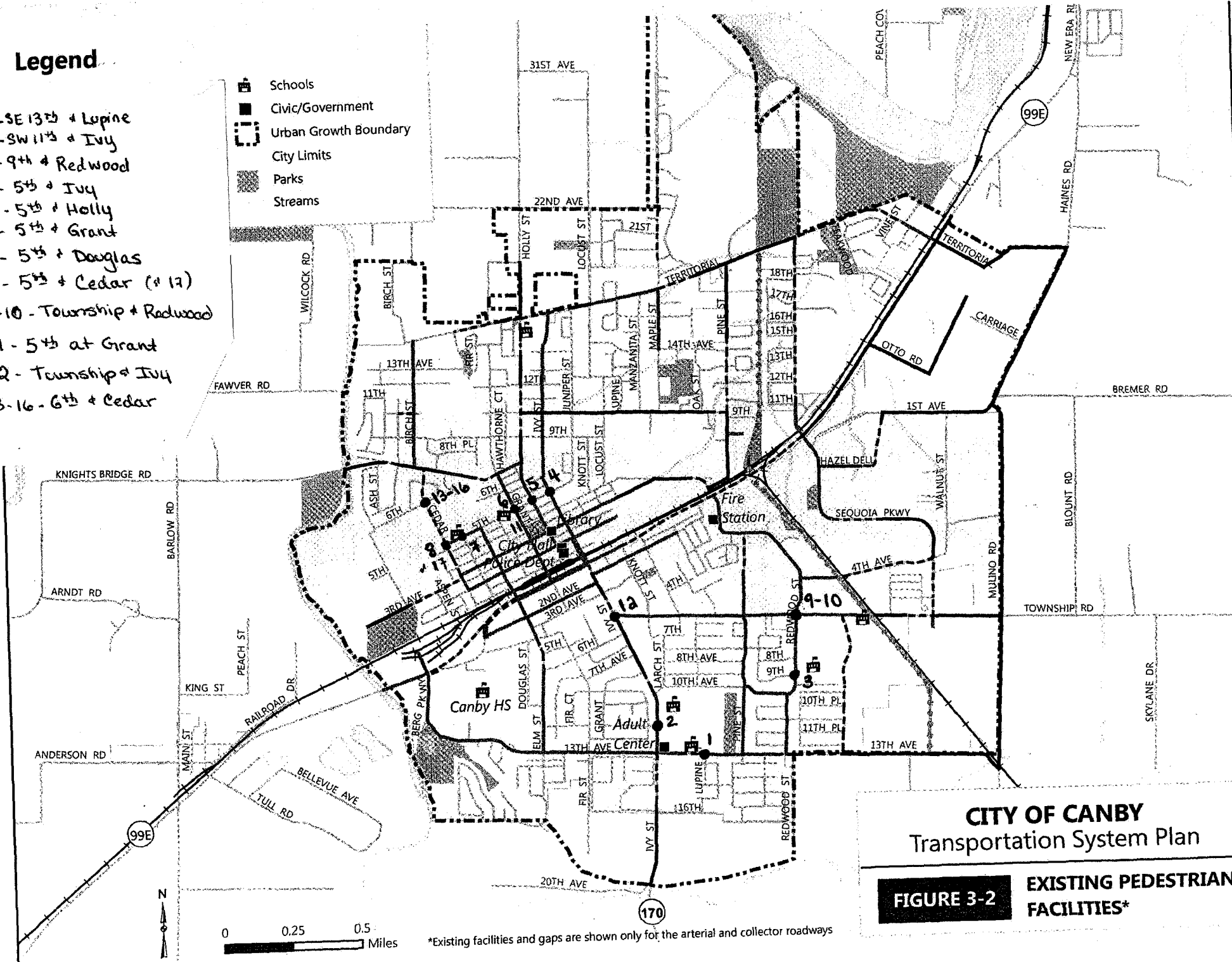
Schools can request the portable speed radar unit from the Canby Police Department and they are regularly seen near the schools. If we are funded for the speed radar signs this will provide more consistent reduction in traffic speed near schools, and feedback data that will be used to document the effectiveness of these solutions.

These projects will enable students to use the safety skills promoted during yearly educational events: International Walk to School Day, the month-long May Challenge, Safety Town and Bicycle Rodeo.

Legend

- 1 - SE 13th + Lupine
- 2 - SW 11th + Ivy
- 3 - 9th + Redwood
- 4 - 5th + Ivy
- 5 - 5th + Holly
- 6 - 5th + Grant
- 7 - 5th + Douglas
- 8 - 5th + Cedar (+ 17)
- 9-10 - Township + Redwood
- 11 - 5th at Grant
- 12 - Township + IVY
- 13-16 - 6th + Cedar

- Schools
- Civic/Government
- Urban Growth Boundary
- City Limits
- Parks
- Streams



CITY OF CANBY Transportation System Plan

FIGURE 3-2 EXISTING PEDESTRIAN FACILITIES*

*Existing facilities and gaps are shown only for the arterial and collector roadways