

February 15, 2011

To the Public Safety Advisory Committee

City of Milwaukie, Oregon

Island Station Walk Safely Situation Analysis

Summary

The neighborhood with help from the City staff has conducted an extensive multiphase data gathering effort which included:

- Discussions at multiple neighborhood meetings resulting in a sticky note map locating concerns
- Outreach mailer sent to each of the 320 households in February 2011. Over 40 were filled in and returned and 15 returned with bad addresses.
- Professional mechanical traffic count and speed data on 22nd near Blue Bird and on River Road near Lark in January 2011 along with other counts back to 2008
- Spot bicycle and pedestrian observations made by city staff.
- Accident data 2006-2009
- Traffic suggestions first drafted and submitted to the city by the neighborhood in 2006

These are the critical areas:

Walk to and from Down Town – Several neighbors walk to down town on a regular basis. McLaughlin / Highway 99 is a significant barrier. A safe more direct route has been a point of discussion for at least 20 years. The four lane state highway divides the neighborhood from Milwaukie and now the Trolley Trail and Light Rail threaten to deepen this divide. For example our children no longer attend Milwaukie high school even though sounds of the foot ball and other games can be clearly heard by all. It is important to our neighbors and businesses that the Island Station Neighborhood be reconnected with Milwaukie.

19th to Down Town through Kellogg Park – The Situation is critical and intensifying. Bicycle pedestrian interactions are increasing along this winding water treatment plant river front trail. Commonly high speed cyclists silently overtake pedestrians without warning. Signs and separation or other measures have been discussed for this frequently used route.

Blue Bird At 19th – autos traveling west on Blue Bird cut the corner as they turn south onto 19th. Narrow streets lack of separation for pedestrian and bicycle traffic and minimal pavement marking exacerbate this situation.

22nd near Blue Bird – The situation is critical has been improved, however is **still not adequate**. This is the River Road One way section just after vehicles leave McLaughlin. The pedestrian cross walk and nearby school bus stop is considered to be a high priority. Although there are several critical needs at this location it will take on a lower priority until the affect of the Trolley Trail which began construction in February of 2011 and light rail (expected to begin later this year) changes have been assessed.

Improvements made by the city and state over the past few years have made a measureable improvement to the traffic speed in this location. None the less some of these improvements are in dire need of repair.

Island Station Neighborhood, City of Milwaukie, Oregon

River Road from Sparrow through Lark – This area is both critical and intensifying. It has been given a high priority as cars busses, high speed bicycles and pedestrians including walk including school children are being impacted. North south traffic of all kinds like in a funnel must pass through at this point due to the surrounding streets, property lines and geographic forms.

North South Bike route - This is critical and intensifying. High speed north bound cyclists travel to the north side of the neighborhood on River Road. As they continue north of Lark these cyclists then take various and braided routes through the neighborhood, as there is no logical, designated or clearly marked path. As a result these speedy travelers mix with autos, slow bicycles (kids) and pedestrians in unique, dangerous and perhaps illegal ways. South bound (uphill) bicycle traffic is rapid however more sedate and primarily takes either the Kellogg park trail to 19th or uphill on 22nd to River Road moving with traffic. Several risky interactions between bicycles and pedestrians were observed and reported in the outreach data.

Many other suggestions are included in the supporting data enclosed with this summary. Island Station Neighborhood is encouraged by the PSAC's organization and attention to this Walk Safely Milwaukie program.

Sincerely,

Island Station Neighborhood - Walk Safely Committee

Mayor, City Council,

Beth Regal

City Staff

November 2010 Island Station Meeting Walk Safely Concerns List

19th Avenue and Eagle – (Add a) Sign that says “GO SLOW” or a stop sign for bicycles going through Eagle Park (water front at the Kellogg wastewater plant) on a shared bicycle/pedestrian path.

19th and Bluebird –Cars cut the corner to go south on 19th.

21st and Bluebird – Start of a elevated bike and pedestrian walkway to downtown Milwaukie

22nd and Bluebird – Elevated/flashing lights in pavement crosswalk (pedestrian activated)

22nd and Bluebird – Radar activated trip light to slow traffic (as seen in Europe).

22nd and Bluebird – Narrow road to slow traffic north side of intersection. This is also a school bus stop.

22nd and Bluebird to River Road – Need to direct bikes to path behind STP as well as create clear pedestrian access to light and 22nd Ave.

22nd and Sparrow – Need to slow traffic coming up 22nd onto Sparrow.

22nd, Sparrow to River Road – Need to separate bicycles, pedestrians and cars. Sidewalks, bike lanes, etc.

McLoughlin and Bluebird up to Park – Covered bus stops along McLoughlin.

River Road and Bluebird south to city limit – speed is too fast.

River Road and Sparrow – Southbound traffic cuts corner into bike/pedestrian lane.

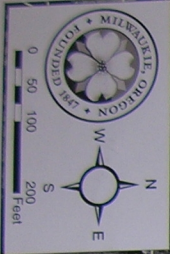
River Road and Lark – Trip light or radar sign.

River Road and Lark – Elevated/flashing lights in pavement crosswalk.

River Road and Lark – Planter with Welcome to Island Station Neighborhood with concrete curbs.

River Road at City Limit – Designation of rout to Eagle Park.

Everywhere in Island Station – School bus stops need to be designated protected from vehicles and safe.



Consideration as to where road to be used & how wide it get and how deep & how deep road & how deep road

12201-12205
12206-12210
12211-12215
12216-12220
12221-12225

Plan of sidewalk to Park & Stadium

Blind Man Care Ct
12201
12202
12203
12204
12205

piece way connect area adjacent to S

SIDEWALKS

12201-12205
12206-12210
12211-12215
12216-12220
12221-12225

need to direct bikes to park behind strip as well as create clear pedestrian access to light rail well as the possible

12201-12205
12206-12210
12211-12215
12216-12220
12221-12225

Go 8200
Xing
check corner

Trip Light

2010.11.11 23:57

Dear Island Station Neighbor:

January 2011

The Island Station Neighborhood Association needs your help in preparing a proposal for funding for pedestrian and bike safety measures under the Walk Safely Milwaukie Program — see more details about that program at <http://www.ci.milwaukie.or.us/communitydevelopment/walk-safely-milwaukie>. Please take a few moments to answer the questions below and drop it back in the mail to Mary Weick.

Please indicate the intersection nearest your home: _____

If you have children who attend Oak Grove Elementary, do you feel it is safe for them to walk to and from the school?
Yes___ No___

If you responded no, what improvements do you think are needed to provide a safe route to the school?

Do you regularly bike or walk in the neighborhood? Bike___ Walk___ Both___ Neither___

On which streets do you walk/bike most often? _____

What are your biggest challenges when it comes to walking or biking our neighborhood streets?

Are you concerned about safely crossing River Road? Yes___ No___

Do you think safer bus stop areas are needed? Yes___ No___

Where do you think improved crosswalks or bus stops are most needed? _____

Where do you think pedestrian walkways or sidewalks are needed? _____

Do you find street signs in the neighborhood to be adequate? Yes___ No___

If you responded “no”, please specify where you think new signage is needed, or where signage is unclear and needs improvement. _____

What other improvements are needed for the safety of pedestrians, bus riders, or cyclists in our neighborhood? _____

Which types of neighborhood educational events would you or someone in your household would participate in:

Bike safety program___ Nature walks___ Historic Walks___ Others (specify)_____

Providing your contact information is optional, but will help us identify residents interested in these issues.

Name _____ Address _____ Phone _____

If you would like to receive e-mail updates on this and other issues of neighborhood interest, provide your e-mail address: _____

If you have questions about this survey or the Walk Safely proposal, contact Charles Bird at 503-318-5065.

Stamp here

Mary Weick for the Island Station Neighborhood Association
12110 SE 19th Avenue, #3
Milwaukie, Oregon 97222

Island station logo here

SHARE YOUR VIEWS ON IMPROVING ISLAND STATION!

DO YOU HAVE CONCERNS ABOUT SAFETY WHEN WALKING OR BIKING IN ISLAND STATION?

OR ABOUT THE SAFETY OF WHERE YOUR KIDS WAIT FOR THE SCHOOL BUS?

THE SURVEY INSIDE THIS MAILER IS YOUR CHANCE TO WEIGH IN ON WHERE IMPROVEMENTS ARE MOST NEEDED. PLEASE RESPOND!

Don't Forget — the ISNA meets on the second Thursday, every other month, at the Grange at 6:30pm.

Our next meeting will be on Thursday, March 10th

In the meantime, if you would like to receive periodic e-mails on neighborhood and city events and news, please send your e-mail address to lisabatey@msn.com

City of Milwaukie
10722 SE Main Street
Milwaukie, Oregon 97222

Postage

Text here

Mailing label here

WALK SAFELY MILWAUKIE PROGRAM QUESTIONNAIRE – JANUARY 2011

39 flyers returned; 15 undelivered (*= a comment)

The numbering used in the following was not included in the survey. Note that one survey question was broken down into two parts, one for crosswalks and the other for bus stops. This two part question is included below as numbers 8 and 9.

1. Do you feel it's safe for the children to walk to and from Oak Grove Elementary?

YES: 4

NO: 9

2. If NO, what improvements?

*remove pit bulls, enforce dog leash law, speed law, strip clubs, tattoo parlors, need sidewalks

*Kids should walk in groups, promote togetherness

*Put sidewalks on both sides of River Road & 22nd & at Sparrow at top of hill

*Need sidewalks at the blind spot at top of hill

*More sidewalks, bike lanes, curbs

*Sidewalks, bike lanes and curbs on 22nd/River Rd; a safe crossing at River Rd. and

Lark

*River Rd. does not have sidewalks and there are blind spots on the hill

*Sidewalks on both sides of the River Rd. might be helpful. The sidewalks around aren't complete either

*Sidewalks or something to divide cars and pedestrians

*Sidewalks on River Rd. at the school intersection

*Sidewalks on River to the school intersection at Torbank

3. Regularly in neighborhood:

Bike: 2

Walk: 23

Both: 9

Neither: 6

4. Which streets used most often:

River Road 11

19th Ave. 16

Bluebird 7

20st thru 26th 16

Others: Sparrow, Wren, Park, McLoughlin, Lark, Eagle, Trolley Trail

24

*None-they are unsafe to walk, I would and have tried

5. Biggest challenge walking or biking:

Hearing bikes in rear, watching out for bikes: 7

Traffic, speeding cars: 9

Lack of marked crosswalks, lighting: 2

No sidewalks: 4

Crossing River Rd. and 22nd

Crossing River Rd. at Sparrow to Lark

*mobility

*dogs/pit bulls; cars driving too fast; crime, sidewalks

*streets in poor condition

*I never have any problems except bicycles almost running over me in the park when

I walk to the Farmer's Market

*During the winter I can't move off the road if I want to avoid muddy feet

*Having nearby destinations. Can you put a grocery store downtown

*Bicyclists on sidewalk when a bike lane is 2 feet away on McLoughlin

*Being seen

*Safety, security, lighting – lights out on Wren for months

*19th street is very narrow, not enough room for both cars and pedestrians

*motorists crossing the white line and bicyclists using the wrong side of the road

going against traffic

*the highway (99E)

*while walking I'm practically run over by bicyclists

*watching out for bike riders coming behind me on path along the River by sewer

plant

6. Concerned with crossing River Road?

YES: 19

NO: 19

7. Need safer bus stop areas?

YES: 15

NO: 18

8. Where are improved crosswalks most needed?

River Road: 5

Crosswalk on Park St.

Bluebird and River Road

Up hills and down-especially River Rd./ near Amadeus

Various people said nowhere/not necessary

9. How to improve bus stops?

Seat and shelter at bus stop north and southbound: 3

More lighting at school bus stops

Have a central school bus stop

*remove the Tri-Met bus stop located on 21st and River Rd.

*bus stop most needed northbound on McLoughlin at River Rd.

*There is a dangerous bus stop at curve at top of River Rd.(22nd and Sparrow)

10. Where are pedestrian walkways/sidewalks needed?
 River Road, Rose Villa, etc. (see flyers 1, 15, 18, 23, 30)
 River Road and 22nd and Sparrow south
 Both sides of McLoughlin and River Road: 2
 Throughout neighborhood (see flyers 12, 14)
 Over Kellogg Lake
 *Both sides of McLoughlin from Park Ave. to Downtown
11. Are Street signs adequate?
 YES: 30
 NO: 6
12. If no – specify:
 Larger signs/replace
 Stop sign
 Island Station identity sign
 “Do not enter” sign (from McLoughlin to River Rd.)
 Tree trimming is needed
 Slow traffic on River Rd and 22nd; between McLoughlin and Sparrow
 More traffic calming; clearly marked bike lanes
 *bike path sign at 22nd at Wren does not make sense
 *The “do-not-enter” signs are not clear from McLoughlin to River Rd. People try to go up the wrong way on the down side of River Rd.
 *stop sign at 21st and Bobwhite
 *right turn at 22nd to Sparrow is a blind turn – dangerous for cars going uphill
13. Other improvements needed?
 Visible clothing for bikers and walkers
 Slow bike riders and traffic down
 Bike riders should ring a bell or shout out when coming up from the rear
 Have walkway/sidewalks separate from bike paths on busy roads/paths
 (see flyers 6,12,23)
 Better access to downtown Milwaukie
 Restripe crosswalks on McLoughlin
 Lighting and better paved roads
 Finish trolley trail
 Have designated bike trails/paths
 Do something about the blind turn at River Rd. and Sparrow; Eagle and 19th,20th
 (see flyers 12,28,30)
 Put railroad crossings with gates and warning devices up
 More streetlights
 More police speed/photo vehicles
 Request for a grocery store downtown: 2
 Road surface repair
 Wants easier east/west traffic access to neighborhood
 NO CHANGES PLEASE (see flyers 31, 33)

Concerns about bicycles and pedestrians on roadway

*no bike zone – they have no reason to go thru our neighborhood

14. Neighborhood Events:

Bike safety: 5

Nature walks: 22

Historic walks: 17

Others: fishing, social, community events

2006-2009 Traffic Crashes Report - Island Station

Accident Type	Location	Quantity
TRAF CRSH-PROP-FIXED OBJT	SE SPARROW ST & SE 21ST AVE	1
TRAF CRASH-INJ-OTHER MV	SE BLUEBIRD ST & SE 22ND AVE	2
TRAF CRASH-PROP-OTHER MV	SE BLUEBIRD ST & SE 22ND AVE	1
TRAF CRASH-INJ-RAN OFF RD	SE SPARROW ST & SE 22ND AVE	1
TRAF CRSH-PROP-OVERTRN RD	SE SPARROW ST & SE 22ND AVE	1
TRAF CRASH-INJ-OTHER MV	12200 SE MCLOUGHLIN BLVD	1
TRAF CRASH-PROP-OTHER MV	12200 SE MCLOUGHLIN BLVD	1
TRAF CRASH-INJ-OTHER MV	SE BLUEBIRD ST & SE MCLOUGHLIN BLVD	2
TRAF CRASH-PROP-OTHER MV	SE BLUEBIRD ST & SE MCLOUGHLIN BLVD	2
TRAF CRSH-PROP-FIXED OBJT	SE BLUEBIRD ST & SE MCLOUGHLIN BLVD	1
TRAF CRASH-INJ-BICYCLE	SE MCLOUGHLIN BLVD & SE 22ND AVE	1
TRAF CRASH-INJ-OTHER MV	SE MCLOUGHLIN BLVD & SE 22ND AVE	2
TRAF CRASH-INJ-UNSPF	SE MCLOUGHLIN BLVD & SE 22ND AVE	1
TRAF CRASH-PROP-OTHER MV	SE MCLOUGHLIN BLVD & SE 22ND AVE	3
TRAF CRASH-INJ-OTHER MV	SE MCLOUGHLIN BLVD & SE RIVER RD	3
TRAF CRASH-INJ-RAN OFF RD	SE MCLOUGHLIN BLVD & SE RIVER RD	1
TRAF CRASH-PROP-OTHER MV	SE MCLOUGHLIN BLVD & SE RIVER RD	2
TRAF CRASH-PROP-UNSPF	SE MCLOUGHLIN BLVD & SE RIVER RD	1
TRAF CRSH-PROP-RAN OFF RD	SE MCLOUGHLIN BLVD & SE RIVER RD	2
TRAF CRASH-PROP-OTHER MV	SE LARK ST & SE RIVER RD	1
TRAF CRASH-INJ-OVERTRN RD	SE RIVER RD & SE 23RD AVE	1
TRAF CRASH-PROP-UNSPF	SE RIVER RD & SE SPARROW ST	1
TRAF CRASH-INJ-BICYCLE	SE RIVER RD & SE WREN ST	1
TRAF CRASH-PROP-OTHER MV	SE RIVER RD & SE WREN ST	1
TRAF CRSH-PROP-RAN OFF RD	SE RIVER RD & SE WREN ST	1
TRAF CRSH-PROP-RAN OFF RD	2216 SE SPARROW ST	1

Island Station Bike/Ped Counts

6.30-8.30 am, Feb. 2, 2011 – monitoring multiple approaches from the Portland Classic Guitar shop parking area.

SB/EB/WB/NB = south-bound ... etc.

Bike movements observed:

(No obviously illegal or dangerous rider behavior, IMO, but I bike commute, so I have a fairly high tolerance... a couple notes below ...)

- SB 99E to SB 22nd Ave: 2
- NB 99E to NB 99E: 1 (a little surprising to me that this was so low...)
- NB River Road->WB Bluebird (and, presumably thru to the path behind the plant): 4
- (Several of these riders did make the turn onto Bluebird from River Road at a pretty decent speed, but there is no stop sign, and they seemed to be under control...)
- EB BlueBird to SB 22nd: 2
- NB River to Bluebird to NB 22nd to NB 99E, contra-flow (ie., riding against traffic, but he was outside the curb on the shoulder, moving not excessively fast. This may be illegal. I'm not sure. Did not strike me as particularly dangerous, though if someone was using that little path in the other direction, I suppose it could be...)

Ped movements observed:

- NB River to 99E SB:1 (just to TriMet bus stop)
- EB Bluebird to 99E crossing to 99E SB on sidewalk on east side:1
- EB Bluebird to NB 22nd to NB 99E, contra-flow (on west-side path outside curb): 2
- EB BB to SB 22nd (to school bus stop): 2
- NB 99E (contra-flow in future Trolley Trail alignment)-> River Road SB: 1 (recreational walker, reappeared NB 22nd Ave, turned EB on Bluebird)
- NB River to EB Bluebird to SB 22nd (school bus stop): 4

4:30-6:30pm Monday Feb. 7, 2011 – monitoring multiple approaches from the Portland Classic Guitar shop parking area. Weather: some rain, some sun, pretty chilly, rainbow.

Bike movements observed:

- WB on Bluebird (poor visibility on where they came from, spotted crossing 22nd): 5
- SB on 99E to SB 22nd Ave: 4

- EB on Bluebird to SB 22nd Ave: 2
- SB on 99E: 2
- WB Bluebird to NB 22nd: 1
- NB River Rd to NB 99E: 1
- EB on Bluebird to SB 21st: 1
- NB on 99E: 1

Ped movements observed:

- From Trimet bus stop on 99E, crossed 99E EB, than SB: 4
- EB Bluebird to Trimet bus stop: 3
- NB 99E, crossed WB, to WB Bluebird: 3
- SB 99E: 3
- SB 99E to SB 22nd: 2
- EB on Bluebird to NB 22nd: 2
- EB on Bluebird to apt complex at Bluebird/22nd: 1
- From Classic Guitar (lesson), WB Bluebird to SB 22nd: 1
- From Trimet bus stop on 99E to WB Bluebird: 1
- NB River Rd to WB Bluebird: 1
- NB River Rd to NB 99E: 1 + dog
- NB 99E: 1
- NB 99E, crossed WB, to SB River Rd: 1
- NB 99E: 1 skateboard (in bike lane)

Traffic Safety Suggestions

Island Station Neighborhood, Milwaukie, Oregon

Prepared by Charles Bird and Alicia Hamilton

1. *Blue Bird and South East 22nd*



2006 (Before)

Concerns:

- Pedestrian safety. Public and school bus stop just south of intersection
- Vegetation encroaching on bicycle pedestrian lane
- Separation of bicycles pedestrians and autos

Up Date 2011

- Although a high priority and **the work competed to data is not adequate** and has not solved the pedestrian safety while crossing. This area can wait to evaluate the impacts of the Trolley trail, now under construction and the Light Rail and pedestrian path to down town.
- The grassy areas were surrounded by a curb in 2007 to narrow the apparent pavement width to slow traffic and protect the cross walk and bus stop

- The city installed rumble strips, rumble buttons and a 25 mph notice in the pavement in 2008 or so. Most of the buttons are worn off however the rumble strips and notice remain.
- The city measured the speed at this location in January 2011 82% at 30 mph or less while on May 2009 only 58% traveled below 30 mph compared to 76% in March 2008. Unfortunately the data from before 2007 could not be located.

Suggestions:

- Curb and Bulb out on the S side of the intersection parallel with Blue Bird. This would both serve as pedestrian protection for the cross walk as well as additional protection for the bus stop.
- Cross walk lighting and lit cross walk and or bold painting demarcation
- Island in intersection with a Welcome to Island Station sign.
- Radar speed feed back sign
- Separation strip between cars and bicycle-pedestrian lanes
- Cut vegetation encroaching on bicycle pedestrian lane beyond

2. River Road and Lark at SE 23rd



Concerns:

- Pedestrian safety
- High speed bicycle safety,
- property damage from vehicles losing control

Up Date 2011

- Speed data indicates that over 10 percent of the north bound traffic is traveling faster than 30 mph while only 1.4% in the uphill south bound lane.

Suggestions:

- Sidewalk and traffic separation and safe pedestrian crossing at Lark
- Construct an island in the Lark River Road 23rd intersection
- Radar Speed Feedback sign Visible from the 25 mph speed sign.
- larger 25 mph speed sign
- “reduce speed ahead” sign
- Add an advisory sign, yellow with a curve arrow and suggested 15mph speed.

- Stripping bumps and or rumble strips.



- closing the left turn from North Bound River Road onto 23 or Lark add island and Welcome to Island Station Neighborhood (Photo above)

- **3. River Road (SE 23rd) and Sparrow**



Concerns:

- Pedestrian and Bicycle safety

Suggestions:

- Side walk and other separation measure cars and bicycle-pedestrian lanes. Place side walk above curb on west side
- Continue to clear parked cars and trailers from the bicycle/pedestrian lane (Note the city spend some time on this and has been successful, CB 100910)
- Maintain stripping delineators etc. on the West Side (left of photo)
- Trim tree branches blocking street lights in the summer.

4. River Road (SE 23rd) at Blue Bird and the Trolley Trail



Inset photo taken in 2006, note autos parked in bike line. The larger photo shows the cars and trash cans placed out of the lane.

Concerns:

- Pedestrian and Bicycle safety.
- High speed bicycle traffic mixed with autos and pedestrians

Suggestions:

- Continue to clear vehicles and from the bicycle lanes.
- Clearly Mark and separate bicycle and pedestrian crossings

5. SE 19th and Bluebird

Concerns:

- Narrow roadway, Cars cutting the blind corner



Suggestions:

- One Way
- Paint lines
- Put up kid cutouts to alert drivers that this is a residential road.



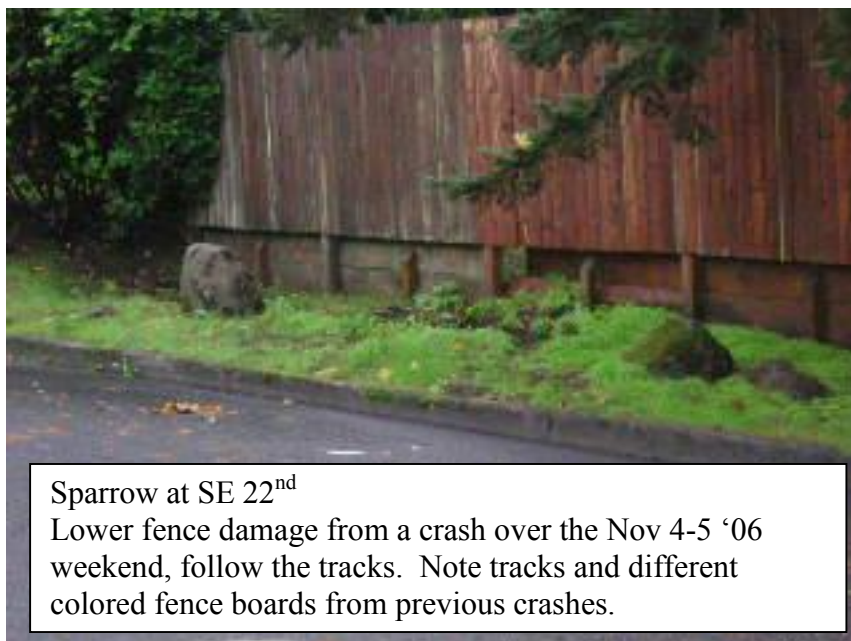
6. SE 22 and Sparrow



Concerns: Traffic and pedestrian safety, visibility

Suggestions

- Trim vegetation to clear sight lines
- Improve marking for pedestrian and bike ways.
- Move stop line.
- Steel barricade
- Trim branches blocking street light



General Notes:

In 2008 Engineering agreed to go ahead with these items :

- Trim back - vegetation that interferes with sight distance visibility
- Install - Striping/fog line/bike lane/centerline / dotted break
- Install - raised delineators/ rumble strip/ larger signage
- Narrow roadway with striping
- Reduce - cars, signs, bushes are blocking pedestrians from shoulder on 22nd

Suggest that a budget amount be put on the Capital Expenditure plan for safety. Amount unknown. Work with the City for a recommendation.

Propose that money be placed on the capital expenditure list for neighborhood safety. The actual items would be determined by engineering however to get traction it could be something like:

The improvements at lark and river road

- Install sidewalk through S turn behind guard rail (\$10,000)
- Install sidewalk on uphill portion of 22nd (\$20,000)
- Raised island median (~ \$10,000 total)
- Curb extension (~\$10,000) (two at 22nd and Bluebird = \$20,000)
- Shared bike/ped lane with planter strip (~\$100-\$200/linear foot) ~100,000
- Radar feedback sign (~\$5,000) (x2 = 10,000)

The 34th (example) installation is actually a "traffic circle" which cost around \$10K. A true round-about would cost \$100-\$300K depending on the size.

The city has suggested that it could help the neighborhood place the feed back signs by supplying;

- Engineering
- Implementation
- Maintenance
- Fees

The speed feedback sign may cost

Sign	\$4,500 (The City may get a better price)
Pole and Power	\$1,500
Fees	City
Engineering	City
Maintenance	City
Contingency	<u>\$500</u>

Budget \$6,500

Power cost City Street Lights (est. \$15 – 20 per year.)

Possible Grants:

State of Oregon, Safe Routes to School, 'to encourage students to walk to school'