

2024 Transportation Growth Management Grant Application

Instructions

Be sure to download and review the [2024 Application Packet](#) before filling out this grant application.

You can save your progress and revisit this form at any time by clicking the "Save" button at the bottom of the page.

Applications must be received by July 31, 2024 at 11:59 p.m. (PDT)

Applicant information

Instructions: Complete this information for the applicant. Provide both a designated contact and an authorized representative (if different than the designated contact) for your entity.

Response instructions are on page 9 of the 2024 Application Packet.

Primary applicant jurisdiction

City of Lincoln City

Mailing address

P.O. Box 50

Address Line 1

Address Line 2

Lincoln City

City

Oregon

State

97367

Zip Code

Website

<https://lincolncity.org>

Contact person name

Richard

First

Townsend

Last

Contact person title

Planning Project Manager

Contact phone

(541) 996-1228

Contact email

rtownsend@lincolncity.org

Name of person empowered to sign the agreement with ODOT, if different from the applicant contact

Daphnee

First

Legarza

Last

Title of above named person

City Manager

Phone

(541) 996-1200

Email

dlegarza@lincolncity.org

List co-applicants (if a joint project)

List co-applicants (if a joint project)

Providing match?

Upload your resolution or authorized letter with associated meeting minutes from the governing body of applying jurisdiction(s) here:

Res_2024-24_Transportation_Growth_Management_Grant.pdf

PDFs only. Max 2mb per file.

Project information

Response instructions are on page 10 of the 2024 Application Packet.

Project title

Roads End: Shared Streets, Calmed Traffic, and Pedestrian Safety

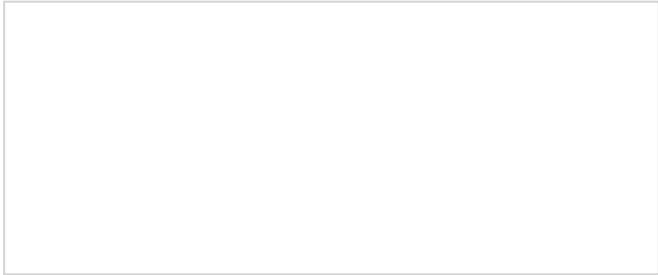
Project area: Using either of the two fields below, attach a map of the project area or describe the area your project is located in.

Option 1: Project area map

Roads End Area Map.pdf

PDFs only, 1 file maximum, 2mb file size limit.

Option 2: Project area description



ODOT region (1-5)

[ODOT Region Map](#)

Region 2

Refer to the region map if you are unsure of your region.

Type of grant

Category 1: Transportation System Planning

Summary description of project

This project is intended to enhance safety for pedestrians, bicyclists, and others by recognizing the unique character of Roads End’s streets and streetscapes and building on it for neighborhood street design provisions and standards unique to Roads End.
Roads End’s character includes streets with narrow driving areas (20 feet or less) that are used simultaneously by pedestrians, cyclists, and vehicles. Most existing streets in Roads End lack curbs, many are unpaved, and virtually none have sidewalks. This is an ideal starting point for formally designating the streets of Roads End “Shared Streets.”
The result of this project will be an executable plan that specifies Shared Street design standards including gateway treatments, signing and markings, volume and speed reduction measures, walking and biking amenities, and placemaking and urban design elements.

Describe the purpose of your project and how the expected outcomes will address a transportation problem, need, opportunity, or issue. (Maximum characters: 750)

Project cost table

Response instructions are on page 11 of the 2024 Application Packet.

TGM funds requested for the work identified in Criterion 3	Consultant \$160,000.00	Local reimbursement 	Total TGM funds requested \$160,000.00
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Local match **Minimum Match (Calculated)**
\$18,312.72
Approximately 11.5% of requested funds

Match to be provided

Labor, supplies and services during project

\$20,000.00

Payment when Intergovernmental Agreement is signed

Total Match to be Provided

\$20,000.00

Award criteria

Criterion 1: Proposed project addresses a need and supports TGM objectives (up to 40 points)

The application demonstrates the proposed project clearly and effectively addresses a local or regional transportation or transportation-related land use issue, problem, need, or opportunity and will achieve one or more of the TGM Objectives.

Response instructions are on page 13 of the 2024 Application Packet.

What is the transportation or transportation-related land use issue, problem, need, or opportunity the proposed project will address?

The purpose of the Roads End: Shared Streets, Calmed Traffic, and Pedestrian Safety project is develop and adopt street design standards, plan policies, and ordinance provisions that preserve the characteristic beach vibe of the neighborhood while promoting a safe, equitable, and balanced transportation system for the neighborhood. Geographically, Roads End is a long, narrow area between the beach and forested hills.

Most streets are short with limited connectivity. Lincoln City annexed Roads End in 2012; prior to that time, Roads End developed subject to only very limited street design standards. The result has been street rights-of-way that typically are 40 feet wide but have narrow driving areas (20 feet or less) that are used simultaneously by pedestrians, cyclists, and vehicles. Most existing streets in Roads End lack curbs, many are unpaved, and virtually none have sidewalks. This result differs markedly from the standards that came with annexation into the city.

Current city-wide street standards require a local street pavement width of 34 feet, plus another 12 feet of sidewalks separated from the street by curbs. These standards promote separate areas for pedestrians and vehicles and require wide areas of impermeable pavement. This creates an incentive for vehicles to travel at relatively high speeds since they “own the road.” It also forces the community o bear relatively high infrastructure costs for road pavement, concrete sidewalks, and costly and complex stormwater drainage facilities. Additionally the Lincoln City Municipal Code requires construction of new homes to include development of full curb, gutter, sidewalk, and full half-width street pavement. Taken to their logical conclusion over time, these requirements will result in stereotypical suburban streetscapes that are completely out of sync with the Roads End character.

Roads End has a relatively small number of full-time residents given the number of developed residential lots in the neighborhood. This is because Roads End, being adjacent to a long beach and an extensive forest, has long served as a vacation destination. Consequently Roads End has a high proportion of second homes that are only occasionally occupied plus a relatively high number of short-term rentals. This mix of full-time residents, part-time residents, and vacationers brings drivers, many of whom are unfamiliar with the roads, into immediate proximity with pedestrians who are strolling the streets on their way to the beach or the trailheads.

Maximum characters: 3,000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

What are the proposed Project Objectives? How will the Project Objectives achieve one or more of the TGM Objectives?

The Roads End: Shared Streets, Calmed Traffic, and Pedestrian Safety project supports the TGM Objectives in the following ways:

1.1 A balanced, interconnected, and safe transportation system that provides a variety of transportation options and supports land uses.

This project is designed to promote improvements in safety for people using the streets in Roads End. At its core, the project is intended to institutionalize the shared street principles of pedestrian priority, slow vehicular speeds, and intuitive operation through context-sensitive official street design standards and through implementation of site-specific traffic calming measures addressing existing and potential problem areas. Additionally the project, through its pedestrian prioritization, will incorporate measures that will enhance more balanced interrelationships between vehicles, pedestrians, and cyclists.

1.4 Safe and convenient walking, biking, and public transportation opportunities to support a healthy, active lifestyle.

Perhaps the primary reason people live in and come to Roads End is its recreational amenities. The beach (Roads End's being the northern-most mile of Lincoln City's seven miles of beaches) is chief among these, with hundreds of thousands of people coming to the Oregon State Parks's Roads End State Recreation Area, and more to the beach via the seven public beach accesses. Additionally Roads End abuts hundreds of acres of forest permanently protected in city-owned open space and National Forest lands, where hundreds of people can be found on the numerous trails in the area. This project is intended to ensure that access to these amenities will be safe and convenient, especially for pedestrians.

3.1 Thriving existing neighborhoods and centers and well-planned new growth that accommodates existing and future residents, businesses, and services.

Roads End is surrounded by hills on three sides and by the Pacific Ocean on the fourth. It has prospered as a quiet enclave of a neighborhood that flourished with its own character. Important to that character has been the low traffic levels with slow speeds and abundant pedestrian activity. But Lincoln City's existing one-size-fits-all street standards could force stereotypical suburban street design on Roads End that would degrade the neighborhood's unique character. New, context-sensitive street standards incorporating shared street principles would protect the Roads End character and ensure that future development fits fully with what has gone before.

Maximum characters: 3,000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

Criterion 2: Proposed project is timely and urgent (up to 25 points)

The application demonstrates timeliness and urgency. The project is needed now to:

- address pressing local transportation and land use issues
- make amendments to local plans or regulations necessitated by changes in local conditions or in federal regulations, state requirements, or regional plans
- build on, complement or take a necessary step toward completing or implementing other high priority community initiatives, including Governor's Regional Solutions Team priority
- resolve transportation or land use-related issues affecting the project readiness of local, regional or state transportation projects for which funding is expected to be obligated within the near future

Response instructions are on page 15 of the 2024 Application Packet.

Why is it important to do the proposed project in this grant cycle?

1. In 2020 the city established the Roads End/Villages at Cascade Head Urban Renewal District. The plan for the new district anticipates funding several transportation projects including pedestrian and vehicular safety improvements on local streets, improved pedestrian access to neighborhood and community parks, ocean beaches, and natural areas, and signage to assist pedestrians and cyclists in comfortable and safe movement in the district. The details of what specific projects will be undertaken and how they will be designed have not yet been determined, but beginning in 2026 the city will begin selecting projects and developing detailed plans. This TGM project, with its robust public participation process, will allow us to have new, neighborhood-specific standards and plans in hand to shape what urban renewal funds and builds, thereby ensuring that the urban renewal projects are context-sensitive and will meet the community’s needs in an appropriate manner.
2. Lincoln City adopted a new Comprehensive Plan in 2023. The plan has new policies that the city and developers must comply with and this project will allow Roads End to be a model for the rest of the city in this regard. Specifically, new Active Transportation policies require us to “Make walking and bicycling safe, convenient, and accessible,” and “Identify means and methods to enhance the safety of existing crossings for walking and bicycling.” Additionally a new Parks and Recreation policy requires us to “Develop and maintain an interconnected, easily navigable system of trails, pathways, and other opportunities to travel to parks and open space by walking, bicycling, driving, and transit. This TGM project will
3. Several years ago the city bought over 300 acres of undeveloped land that was in a failed planned unit development known as the Villages at Cascade Head (VCH). After covid and related delays the city is preparing to make the VCH land available for development. This land is adjacent to Roads End and the street design standards, shared streets program, and traffic calming measures that this project will create for Roads End will be desirable for the VCH area as well. Given this, it is important that the Roads End project be completed so it can shape the real estate offerings, development agreements, and physical development of the VCH property.

Maximum characters: 2,500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

What local actions are needed to move the proposed project forward? Have these actions been taken and if so, when? If those efforts are underway, when will they be completed?

No local actions are required other than those identified in the tasks set out above. These will come at the end of the project as the plans and standards are adopted through the Planning Commission and City Council hearing processes.

Maximum characters: 1000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

How does the proposed project relate to other planning efforts, developments, or initiatives? Which of those are completed, underway, or waiting on the completion of this project?

The proposed project relates directly to Lincoln City Urban Renewal Agency's Roads End/Villages at Cascade Head Urban Renewal Plan URP). The URP anticipates a large number and variety of projects to be accomplished via the urban renewal funding. The URA expects URP projects to begin in FY 2025 (starting with visioning and other preparatory tasks) and to go as late as FY 2047. Over \$100 million is projected to be available for these projects, with the largest portion going to transportation projects. These may include safety improvements for Logan Road and improvements to local streets, among other projects. The TGM project for Roads End must be completed before the URP projects are selected and designed.

Also, after annexation the city began a slow process of improving the streets in Roads End. The TGM project is needed to ensure that these improvements are built to standards that are specific to Roads End and its character, and meet the needs of the community for safe, shared streets.

Maximum characters: 1000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

Criterion 3: Proposed project approach supports policy decision (up to 20 points)

The application demonstrates a clear approach to achieving the expected outcome and includes consideration for adoption. Where substantial coordination with other local, regional, and state planning efforts will need to occur, the mechanisms and responsibilities for the coordination are clear.

Response instructions are on page 16 of the 2024 Application Packet.

Tasks and deliverables table

What are your proposed tasks and deliverables

Task 1: Project Initiation

At the outset we will form a Project Management Team (PMT) to make needed decisions. The PMT will include Planning Project Manager Richard Townsend, Public Works Director Stephanie Reid, Urban Renewal Director Alison Robertson, Associate Planner Weston Fritz, and Assistant Planner Andrea Riner. Mr. Townsend, who will be the project lead for the city, has more than 25 years of project management experience, and Ms. Reid and Ms. Robinson likewise are experienced with project management as well as with public participation and involvement. The PMT's first action will be to meet with the consultant team to establish project parameters and discuss the steps necessary for a successful conclusion for the project. The consultant team will initiate a webpage and appropriate social media presence. The PMT and the consultant team will host a public meeting to explain the

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

Task 2: Site Assessment

This task will begin with a walking tour of the Roads End project area. The public will be welcome to accompany the project team on the tour. The purpose of the walking tour is, of course, to introduce the project team to the project area and also to experience Roads End from the perspective of pedestrians and see what issues are presented. A key aspect of the tour will be familiarizing the project team with the Roads End character and how it is reflected in the streetscape. The pedestrian tour will be supplemented with vehicular examination of the area as well to identify issues and concerns that exist from that perspective. Two major deliverables will come out of this assessment process. The first will be a description of the baseline – the existing conditions in Roads End regarding pedestrian and vehicular circulation as well as the physical and social character.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

Task 3: Design Concept

A third deliverable will come at the beginning of this task. It will be a description of options that could be used to address issues identified in the previous task. The consultant team will present these options to the PMT and then to the public in a participatory meeting. Based on the consultants' expertise, coupled with PMT and public feedback, the consultants will prepare a fourth deliverable in which they assess the available options and recommend specific actions to be taken.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

Task 4: Draft Standards and Plan and Code Amendments

The consultants, in coordination with the PMT, will prepare a series of draft amendments to the city's street standards, and, as appropriate, the Transportation System Plan, the Walking and Biking Plan, and the Comprehensive Plan. The consultants, again in coordination with the PMT, also will draft any necessary Municipal Code amendments. The consultants and the PMT will then present these to the public in a public discussion forum, and then finalize the proposed amendments.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

Task 5: Adoption

The final deliverable will be an adoption package consisting of the proposed amendments, together with findings, proposed ordinances, DLCD notices, and staff reports. City staff, with support from the consultant team, will carry the proposals through the Planning Commission and City Council hearing processes.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

How will the project approach support investment decisions for Safe Systems, Climate Action, and Equitable Outcomes?

This project is centered on safety. It promotes design and operation of local streets) to reflect the context of the area and to emphasize safety over speed. Through the shared streets principles, the street design features reflecting the Roads End character, and traffic calming in general, safety will be front and center in this project. With its emphasis on pedestrian safety, the project will make walking and biking more attractive, allowing visitors and residents to feel comfortable parking their cars and walking. This will help to reduce carbon emissions and promote climate action.

One of the principal aspects of the shared streets program is to help to ensure that those of different abilities to feel safe using streets, and that is one of the goals of the Roads End project. The public participation process included in the project will allow all persons, regardless of age, ability, race, gender, or income, to participate in the planning and implementation activities.

Maximum characters: 1000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

If adoption hearings will be held as part of a larger project, when will that be and as part of what project? (optional)

No applicable

Maximum characters: 500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

Criterion 4: Proposed project has community support (up to 5 points)

The application demonstrates that there is local support for project objectives, a commitment to participate, and a desire to implement the expected outcome.

Response instructions are on page 17 of the 2024 Application Packet.

Upload letters of support here

REIA Shared Streets Letter of Support 7.24.24.pdf

Parks and Recreation Letter of Support.pdf

Urban Renewal Letter of Support.pdf

ML Support Letter.pdf

PC Resolution 2024-01 Signed.pdf

PDFs only. Max 2 mb per file.

Criterion 5: Proposed project sponsor is ready and capable (up to 10 points)

The application demonstrates that the local government is ready and able to begin the project within the TGM timetable and that there is local commitment and capability to manage and complete the project. The application demonstrates, if applicable, successful performance on previous TGM projects.

Response instructions are on page 18 of the 2024 Application Packet.

Describe the experience and availability of key staff

The Roads End: Shared Streets, Calmed Traffic, and Pedestrian Safety project PMT will be in place and ready to proceed as soon as the necessary agreements have been executed. PMT members already have strong ties to the Roads End community and have long been involved in planning-related issues in Roads End such as the development of an ordinance to create a new zone for Roads End upon its annexation.

Planning Projects Manager Richard Townsend has over 25 years of planning experience (he served as Lincoln City’s Planning Director for over 20 years), including development of area plans and specialized functional plans. In her 18 years of experience, Urban Renewal Director Alison Robertson has successfully managed millions of dollars’ worth of planning and infrastructure projects, as has Public Works Director Stephanie Reid in her 19 years with the city. These and other city staff members will be involved in all phases of the Roads End: Shared Streets, Calmed Traffic, and Pedestrian Safety project from beginning to end including data collection, public participation, and plan amendment and ordinance drafting and review.

Maximum characters: 1500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

Explain how the applicant has the capacity to scope the proposed project during the next 15 months and manage it to completion within 3 years

The PMT members have a solid record of accomplishment as evidenced by their work on, among other projects, the city’s 2023 Comprehensive Plan, the Imagine Lincoln City visioning project, the Nelscott Gap Neighborhood Plan, the Parks and Recreation System Plan, the Transportation System Plan, and the Walking and Biking Plan. Importantly, these projects demonstrate the PMT team members’ ability to devote the time and effort necessary for effective completion of projects such as the Roads End project while still accomplishing their day-to-day duties. There is no question that all PMT members will be able to allocate the necessary time to ensure that this project reaches a successful conclusion.

Maximum characters: 1500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

If applicable, list applicant’s TGM projects within last 10 years and their status

If applicable, list local jurisdiction’s TGM projects within last 10 years and their status

TGM File Code	Project Title	Status
<input type="text"/>	<input type="text"/>	<input type="text"/>

300 character limit.

Bonus points: Housing (up to 10 points)

Response instructions are on page 19 of the 2024 Application Packet.

How will the adoption of the final document(s) address barriers to a broad range of housing types and affordability or work to link the location of future workforce housing to walkable/bikeable areas

with good transit?

Vehicular parking in Roads End is limited. By enhancing the safe walkability of the streets in Roads End this project will make the Roads End amenities such as the beach and the forest trails more accessible to all residents of the city, including those in workforce housing such as that the city is planning in the adjacent Villages at cascade Head property.

Maximum characters: 500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

Required forms

Title VI: Racial & Ethnic Impact Statement form
Racial-Ethnic-Impact-Statement.pdf

[Download the Racial & Ethnic Impact Statement form here](#)

PDFs only. Max 2 mb per file.

Certifications

Response instructions are on page 20 of the 2024 Application Packet.

Eligibility criteria

- This application demonstrates a clear transportation relationship
- This application demonstrates adoption of products to meet project objectives
- This application demonstrates the support of local officials

Preparation of application

- This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions
 - This application was prepared by the following COMPENSATED consultant (indicate below)
 - This application was prepared by the following UNCOMPENSATED consultant (indicate below)
-

Would you like to receive TGM news and updates?

Yes No I am already subscribed

Clicking "Yes" authorizes us to add your email to our e-newsletter mailing list. You can unsubscribe at any time.

Today's date

7/31/2024

If you encounter any issues with the submittal process, please contact:

Rachael Levasseur
Planning Section Web Coordinator
Rachael.LEVASSEUR@odot.oregon.gov

1 **Resolution No. 2024-24**

2 **A Resolution of the City of Lincoln City, Authorizing the Planning & Community**
3 **Development Department to Apply for a Transportation Growth Management Program**
4 **Grant to Develop a Plan for Pedestrian Safety, Traffic Calming, and Shared Streets in the**
5 **Roads End Neighborhood of Lincoln City**

6 **Whereas**, the Transportation Growth Management Program provides grants to local
7 governments to help fund planning projects that lead to more livable, economically vital,
8 transportation-efficient, sustainable, pedestrian-friendly communities, and

9 **Whereas**, Lincoln City’s Planning & Community Development Department staff wishes to
10 apply for a Transportation Growth Management Program grant to develop a plan for “Shared
11 Streets,” traffic calming, and pedestrian safety in the city’s Roads End neighborhood, and

12 **Whereas**, Lincoln City’s Roads End neighborhood character includes streets with narrow
13 driving areas (20 feet or less) that are used simultaneously by pedestrians, cyclists, and vehicles,
14 and

15 **Whereas**, most existing streets in Roads End lack curbs, many are unpaved, and virtually none
16 have sidewalks, making this neighborhood an ideal starting point for formally developing a
17 system of “Shared Streets” on the streets of Roads End, and

18 **Whereas**, Roads End has seven beach access points and two forest trailheads for which safe
19 pedestrian access is essential; and

20 **Whereas**, it is recognized that a funding match of 10.27% of the total project amount is required
21 and can be provided through in-kind staff labor or a monetary match, and the city has the staff
22 capacity and/or funds available to meet this match need, and

23 **Whereas**, the grant funds, if awarded, will be used for consultant assistance to facilitate a public
24 process leading to a plan that specifies Shared Street design standards for Roads End including
25 gateway treatments, signing and markings, volume and speed reduction measures, walking and
26 biking amenities, and placemaking and urban design elements,

27 **Now, Therefore, Be It Resolved by the City Council of the City of Lincoln City, As Follows:**

- 28 **1. That** the City Council authorizes the Planning & Community Development Department
29 to apply to the Oregon Department of Land Conservation and Development for a
30 Transportation Growth Management grant for funds to support preparation of a plan for
31 “Shared Streets,” traffic calming, and pedestrian safety in the city’s Roads End
32 neighborhood.
- 33 **2. That** the City Manager is authorized to sign any documents needed to apply for and
34 execute the grant.

35 **Effective Date:** This resolution is effective as of the date of its adoption.

1 PASSED AND ADOPTED by the City Council of the City of Lincoln City this 22nd day of July
2 2024.

3 *Susan Kay Wahlke*

4 _____
Susan Wahlke, Mayor

5 ATTEST:

6 *Jamie Young*

7 _____
Jamie Young, City Recorder

8
9 APPROVED AS TO FORM:

10 *David James Robinson*

11 _____
David Robinson, City Attorney

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Audit trail date format	MM / DD / YYYY
Status	● Signed

Document History



07 / 23 / 2024
16:31:45 UTC

Sent for signature to Susan Wahlke (swahlke@lincolncity.org), David James Robinson (drobinson@lincolncity.org) and Jamie Young (jyoung@lincolncity.org) from jyoung@lincolncity.org
IP: 206.192.237.34



07 / 23 / 2024
21:28:57 UTC

Viewed by Susan Wahlke (swahlke@lincolncity.org)
IP: 206.192.237.34



07 / 23 / 2024
21:35:01 UTC

Signed by Susan Wahlke (swahlke@lincolncity.org)
IP: 206.192.237.34



07 / 23 / 2024
21:37:55 UTC

Viewed by David James Robinson (drobinson@lincolncity.org)
IP: 206.192.237.34



07 / 23 / 2024
21:38:37 UTC

Signed by David James Robinson (drobinson@lincolncity.org)
IP: 206.192.237.34

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Status	● Signed

Document History



07 / 23 / 2024
21:52:34 UTC

Viewed by Jamie Young (jyoung@lincolncity.org)
IP: 206.192.237.34



SIGNED

07 / 23 / 2024
21:52:49 UTC

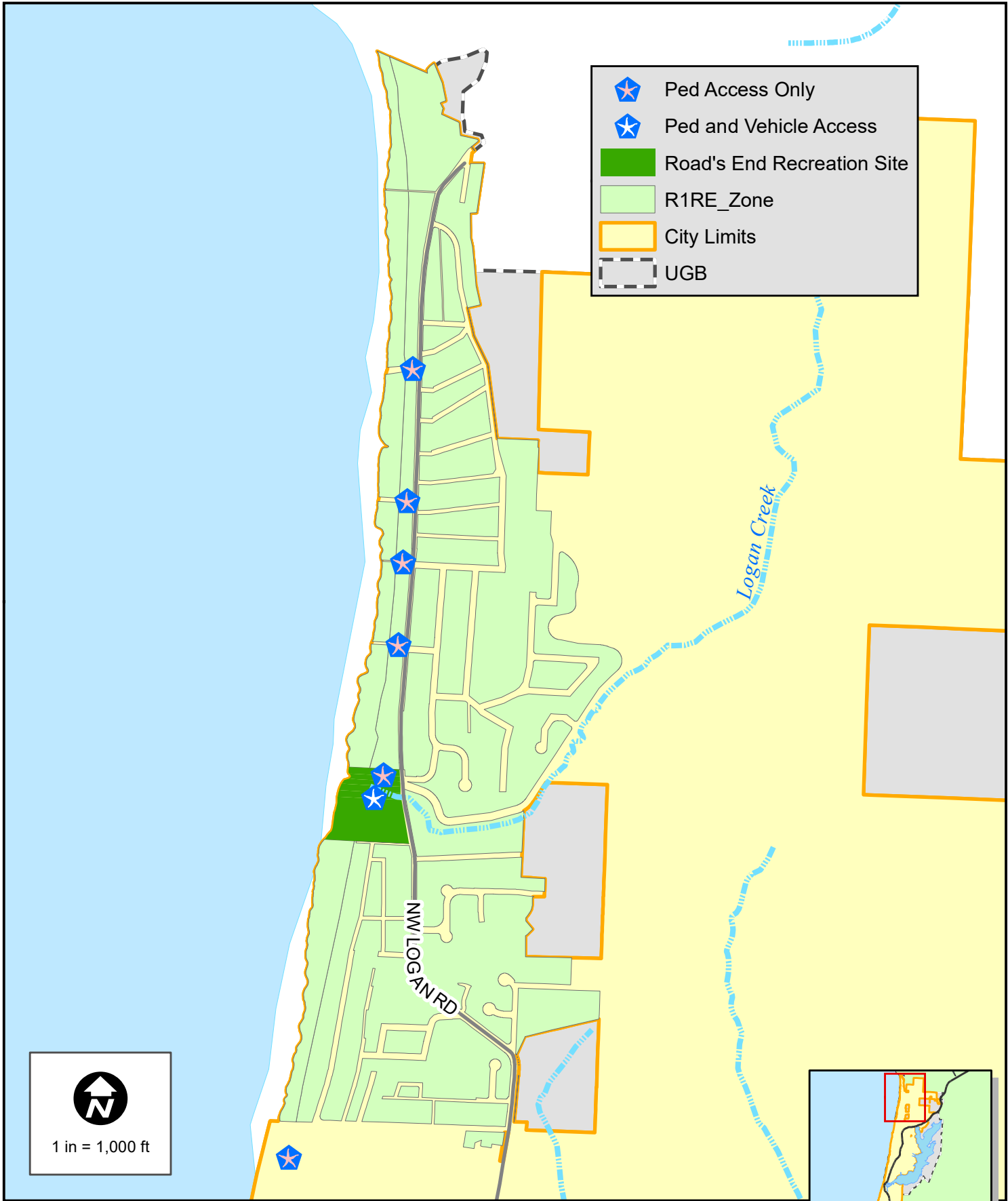
Signed by Jamie Young (jyoung@lincolncity.org)
IP: 206.192.237.34



COMPLETED

07 / 23 / 2024
21:52:49 UTC

The document has been completed.

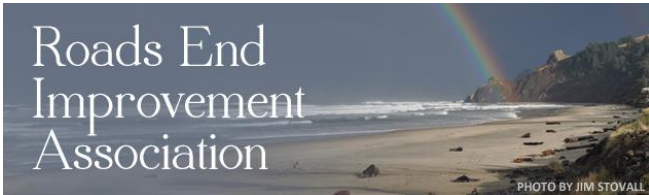


Vicinity Map

City of Lincoln City government use only. Use for any other purpose is entirely at the risk of the user. This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

Date: 7/12/2024

Location



Roads End Improvement Association
PO Box 182 Lincoln City, OR 97367-0182
Web Site: www.RoadsEndImprovementAssn.org
Email: REIAorg@gmail.com

To Whom It May Concern:

July 24, 2024

The Roads End Improvement Association (REIA) is pleased to provide this letter of support for Lincoln City's application for funding for the Shared Streets, Calmed Traffic and Pedestrian Safety project in Roads End. REIA, established in 1972, was recognized by Lincoln City as the only official neighborhood association for our area in August, 2014. Our mission states that REIA is dedicated to the preservation of quality life for residents and property owners in Roads End, Oregon.

As a neighborhood association, REIA periodically surveys our nearly 200 members to determine the highest priority issues for REIA to address. In our most recent survey in February, 2024, pedestrian safety was the top concern of respondents. Specifically, our members voiced myriad concerns about speeding traffic, especially on Logan Road, and the danger presented by the amount of traffic and high volume of pedestrians trying to navigate the same space. When asked for specific recommendations that would improve their livability, members called for the development of a specific pathway, but not sidewalks, separating pedestrians from the traffic, and traffic calming measures, including an additional speed detector, speed bumps, and better road maintenance. REIA believes that identifying Roads End as a Shared Streets project would create an opportunity to successfully address these issues with a plan the city can execute.

In addition to the project dovetailing with our members' concerns, REIA is supporting this project because of the emphasis on community involvement. This component is essential for our support given the long history of REIA members studying and advocating for our interests with city representatives and the member data collected from which to establish our priorities. In fact, several REIA members have already come forward offering to volunteer their time to work closely with Lincoln City as equal partners on all aspects of the Shared Streets plan.

Given that this project recognizes and establishes 1) the unique character of Roads End and the need for an approach that reflects that character, and 2) values and expects citizen involvement, REIA supports this project proposal. We look forward to collaborating with the city on the development of a plan that will both enhance our neighborhood and prioritize public safety.

If you have any questions, please contact me at janet.knipe@gmail.com. Thank you for the opportunity to voice our opinion and provide this letter of support.

Best,

Janet Knipe, President
Roads End Improvement Association

Board of Directors: Janet Knipe/President, Annette Guido/Vice President, Debbie Bergeron/Treasurer,
Jayne Robinson/Secretary, Mary Krueger, Russ Smith

David Helton
Senior Transportation Planner/Lead Grant Manager ODOT Region 2
2080 Laura St.
Springfield, OR 97477

Dear David Helton:

The Lincoln City Department of Parks and Recreation strongly supports the Planning and Community Development Department's application for a Transportation Growth Management (TGM) Grant. The Lincoln City Parks and Recreation Department manages 35 parks and open spaces, including trails, beach accesses, and pathways. We believe that the project directly aligns with both our objectives and those of the TGM program.

The Roads End area of Lincoln City boasts a long beach reached via seven beach accesses, plus our most important open space trailhead leading to our popular site known as "the Knoll". These resources are used by thousands of residents, second home owners, vacation renters, and day trippers. Moreover, Roads End also is home to the Roads End State Recreation Site that receives over 500,000 visitors each year.

Safe and pleasant access to these facilities and sites will be provided via the "Roads End: Shared Streets, Calmed Traffic, and Pedestrian Safety" project. This aligns directly with our 2016 Parks and Recreation Master Plan which sets out in its Vision Statement that we will strive to create a park and recreation system that:

Is well-connected and accessible, featuring a geographically dispersed set of facilities and an interconnected, easily navigable system of trails, pathways and other opportunities to travel to facilities by walking, bicycling, driving and transit.

Is inclusive and culturally sensitive, providing opportunities for people of all ages and backgrounds, including young people, families, older adults, and people with limited means.

Additionally, the city's Parks Board, the City Council and others in the community have specified that among the priorities for future parks and recreation planning and implementation are providing accessible recreational opportunities for children, and improving pathway, sidewalk and trail connections to facilitate access to neighborhood and community parks, ocean beaches and natural areas. "Shared Street" design standards including signage, markings, volume and speed reduction measures, walking and biking amenities will directly and specifically address these goals and priorities. Importantly, the "Roads End: Shared Streets, Calmed Traffic, and Pedestrian Safety" project will accomplish this via a robust public participation process that is hall mark of a properly designed public project.

In conclusion, we believe that this project will have a lasting and positive impact on our community, we urge your approval of it, and we look forward to seeing the outcomes that will result from it.

Thank you for your consideration –

Jeanne Sprague



Jeanne Sprague, CPRP

Parks & Recreation Director

—

City of Lincoln City | Parks & Recreation

801 SW Hwy 101 | PO Box 50 | Lincoln City, OR

P: 541.996.1222 |

E: jsprague@lincolncity.org | W: LincolnCity.org

LINCOLN CITY URBAN RENEWAL AGENCY



Re: City of Lincoln City Application for TGM Program Grant

July 10, 2024

To Whom It May Concern:

Lincoln City Urban Renewal is writing this letter in strong support of the City's Planning & Community Development Department's application for the Transportation & Growth Management (TGM) Grant Program.

With the TGM Grant, the City will be able to evaluate the appropriate scale and treatment for road connections in the Roads End Neighborhood, a vital part of Lincoln City's Economic Development efforts through Urban Renewal.

In 2020, the Urban Renewal Agency's *Roads End & Villages at Cascade Head Plan* was adopted by the City Council. This 27-year Plan calls for needed public improvements, after decades of under-investment by the County until annexation in 2014. Public improvements outlined in the Plan include: transportation, pedestrian amenities, parking, parks, housing, and utility upgrades including undergrounding of overhead wires.

Community Visioning for the Roads End Area will likely occur in spring of 2028. Funding this TGM Grant Application means the City and URA can have a head start on the right scale and treatment of the neighborhood street network before starting the community conversation about prioritized investment.

Thank you very much for considering the City's application for TGM Grant Assistance and the opportunity to partner with us early on for the longer-range planning for this important area of Lincoln City.

Sincerely,

Alison Robertson
Urban Renewal Director



To Whom It May Concern:

This letter is to express Meredith Lodgings strong support of the Road's End: Shared Streets, Calmed Traffic, and Pedestrian Safety project. This is a project long overdue in Roads End and would greatly improve not only the safety of the area for its long-term residents, but also the thousands of visitors that flock to this area annually. While already an incredibly desirable location in Lincoln City, these improvements will greatly improve the attraction of the area and we are excited to see this project put into action.

Thank you,

A handwritten signature in blue ink, appearing to read "Jordan Grant", with a long horizontal flourish extending to the right.

Jordan Grant
Vice President of Operations

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Resolution No. 2024-01

A Resolution of the Planning Commission of the City of Lincoln City, Supporting the Planning & Community Development Department in Applying for a Transportation Growth Management Program Grant to Develop a Plan for Pedestrian Safety, Traffic Calming, and Shared Streets in the Roads End Neighborhood of Lincoln City

Whereas, the Transportation Growth Management Program provides grants to local governments to help fund planning projects that lead to more livable, economically vital, transportation-efficient, sustainable, pedestrian-friendly communities, and

Whereas, Lincoln City’s Planning & Community Development Department staff wishes to apply for a Transportation Growth Management Program grant to develop a plan for “Shared Streets,” traffic calming, and pedestrian safety in the city’s Roads End neighborhood, and

Whereas, Lincoln City’s Roads End neighborhood character includes streets with narrow driving areas (20 feet or less) that are used simultaneously by pedestrians, cyclists, and vehicles, and

Whereas, most existing streets in Roads End lack curbs, many are unpaved, and virtually none have sidewalks, making this neighborhood an ideal starting point for formally developing a system of “Shared Streets” on the streets of Roads End, and

Whereas, Roads End has seven beach access points and two forest train trailheads for which safe pedestrian access is essential; and

Whereas, the grant funds, if awarded, will be used for consultant assistance to facilitate a public process leading to a plan that specifies Shared Street design standards for Roads End including gateway treatments, signing and markings, volume and speed reduction measures, walking and biking amenities, and placemaking and urban design elements,

Now, Therefore, Be It Resolved by the Planning Commission of the City of Lincoln City, As Follows:

That the Lincoln City Planning Commission supports the Planning & Community Development Department in applying to the Oregon Department of Land Conservation and Development for a Transportation Growth Management grant for funds to support preparation of a plan for “Shared Streets,” traffic calming, and pedestrian safety in the city’s Roads End neighborhood.

PASSED by the Planning Commission of the City of Lincoln City this 16th day of July 2024.



Kim Blackerby, Chair

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APPROVED AS TO FORM:

David Robinson, CITY ATTORNEY

RACIAL AND ETHNIC IMPACT STATEMENT

This form is used for informational purposes only and must be included with the grant application.

[Chapter 600 of the 2013 Oregon Laws](#) require applicants to include with each grant application a racial and ethnic impact statement. The statement provides information as to the disproportionate or unique impact the proposed policies or programs may have on minority persons¹ in the State of Oregon if the grant is awarded to a corporation or other legal entity other than natural persons.

1. The proposed grant project policies or programs could have a disproportionate or unique positive impact on the following minority persons:

Indicate all that apply:

Women	Asians or Pacific Islanders
Persons with Disabilities	American Indians
African-Americans	Alaskan Natives
Hispanics	

2. The proposed grant project policies or programs could have a disproportionate or unique negative impact on the following minority persons:

Indicate all that apply:

Women	Asians or Pacific Islanders
Persons with Disabilities	American Indians
African-Americans	Alaskan Natives
Hispanics	

3. The proposed grant project policies or programs will have no disproportionate or unique impact on minority persons.

If you checked numbers 1 or 2 above, please provide below the rationale for the existence of policies or programs having a disproportionate or unique impact on minority persons in this state. Further provide evidence of consultation with representative(s) of the affected minority persons.

By checking this box, I hereby certify the information contained on this form is true, complete, and accurate to the best of my knowledge.

Dated:

Printed Name:

Title:

Agency Name:

¹ “Minority person” are defined in SB 463 (2013 Regular Session) as women, persons with disabilities (as defined in ORS 174.107), African Americans, Hispanics, Asians, or Pacific Islanders, American Indians and Alaskan Natives.