

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 Yachats

Mailing address

P.O. Box 345

Address Line 1

501 N. Hwy 101

Address Line 2

Yachats

City

Oregon

State

97498

Zip Code

Website

<https://www.yachatsoregon.org>

Contact person name

Rick

First

McClung

Last

Contact person title

Public Works Lead

Contact phone

(541) 819-2279

Contact email

rick@yachatsmail.org

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

First

Last

Title of above named person

Phone

Email

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:

Letter of support TSP 2024.pdf

City Council Letter of Support ODOT - signed (2).pdf

City Council Letter of Support ODOT - signed.pdf

City Council Letter of Support ODOT - signed (1).pdf

Letter of support x2.pdf

Letter of support TSP 2024.pdf

PDFs only. Max 2mb per file.

Project information

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

Project title

Yachats, Oregon Transportation System Plan

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

Option 2: Project area description

Yachats Map.pdf

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

All transportation systems within Yachats city limits.

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

The City of Yachats, located on the Oregon coast at the north entrance of the Siuslaw National Forest, and considered by many to be “the gem of the Oregon Coast,” does not have a formal transportation plan.

Adoption of a Transportation System Plan (TSP) will provide city leaders objective and innovative scenarios and solutions as the city strives to maintain its reputation as one of America’s most beautiful and unique coastal destinations. Like many tourist and retirement areas, Yachats faces of increased problems of traffic, parking congestion on some of its streets, and the need to provide a safe pedestrian environment for its citizens, many of which are seniors who enjoy walking along its various streets and trails. The grant will fund the development of a Transportation System Plan (TSP) for Yachats that will create a multimodal plan, not just for vehicles, but also for a connected, equitable, and , equitable, and walkable community for our residents and our visitors.

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	Local reimbursement	Total TGM funds requested
	\$200,000.00	\$24,000.00	\$224,000.00

Local match	Minimum Match (Calculated)
	\$25,637.80 <i>Approximately 11.5% of requested funds</i>

Match to be provided	Labor, supplies and services during project	Payment when Intergovernmental Agreement is signed
	\$25,637.80	

Total Match to be Provided

\$25,637.80

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?

This project will:

- 1) Create an adoption-ready Transportation System Plan (TSP) that will:
 - a) Update the Yachats Comprehensive Plan's Transportation Policy Goals, Land Use Zoning and Subdivision policies.
 - b) Create parking, pedestrian, bicycling, mass transit and other mobility measures.
 - c) Develop industry leading Complete Street standards and Capital Improvement Planning scenarios for the full-spectrum of financial and planning constraints.
 - d) Allow for alternate modes of transportation to help reduce the reliance on auto travel and create a more vibrant city environment. For example, Yachats pedestrian and bike infrastructure is lacking connectivity.
 - i) The gaps in the sidewalk network exist between North Yachats (north of the Yachats River) and South Yachats (south of the Yachats River). This forces residents to rely on vehicles for transportation within the city along US 101. Sidewalks exist only on the east and west sides of US 101 from 2nd Street to 7th Street, leaving two large segments without sidewalk access.
 - ii) The north segment includes the Sea Aire Assisted Living Facility, the Smelt Sands State Recreation Site entrance, the Yachats Memorial Cemetery, the Adobe Resort Hotel, the Overleaf Lodge & Spa, the Fireside Motel, and the Quiet Water subdivision.
 - iii) The south segment includes a blind curve on US 101 that runs from 2nd Street to Yachats Ocean Road. At present, residents and tourists must walk on the road shoulder around this blind curve, a shoulder which is simply marked by an edge fog line that offers no protection from vehicles that cross the edge line perimeter.
 - e) Further city plans to create a boardwalk on the south side of Ocean View Road where it intersects US 101.
- 2) The City's TSP will build resiliency as it will provide local leaders with objective data to build a functional Capital Improvements Plan, and provide regional partners in planning, housing, and transportation data the capability to deliver more appropriate regional policies. Without a current understanding of how the various systems relate and respond to the seasonal and market fluctuations, from parking to traffic, to mobility and transit, the City at present is not able to leverage its resources and partnerships to create policies that adequately respond to its changing needs.
- 3) The City of Yachats hosts over 200,000 visitors a year, due to its proximity to the Pacific Ocean and the Siuslaw National Forest. The tourism and hospitality industry are the largest industry sector in Yachats. The Transportation System Plan must acknowledge and support growth in this industry. An updated TSP would create new growth and tourism rate forecasts for Yachats. In addition, an updated TSP will allow Yachats to service its tourist and citizen population by providing parking management solutions and improved and connected mass transit, pedestrian, and bicycle infrastructure within the city and to the Siuslaw National Forest.

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 Yachats TSP will have the following objectives:

1) Identify, map, assess and improve existing transportation, transit, pedestrian, bicycling, mobility of disabled persons, and parking facilities.

a. Although the City of Yachats has experienced a modest population growth of 1.28% annually, the seasonal tourist influx transforms the city into a busy hub for those wishing to visit the Siuslaw National Forest to the south. ODOT estimated that pass-by traffic on US 101 has increased by over 50% from 2014-19. Travelers passing through Yachats find increasing gridlock, and in approaching and maneuvering within Yachats, they inadvertently endanger pedestrians, bicyclists, people with disabilities, and motorists alike.

b. The proposed TSP would address the transportation continuum of Yachats - from parking and traffic to mobility and transit - helping every person get from point A to point Z in a safe and efficient manner. Yachats seeks to convert single occupancy automobile traffic to other, lower-impact forms of transportation.

2) Encourage innovative solutions to unique challenges presented by a tourist-dependent and retirement community.

a. One of the city's primary needs is affordable workforce housing. This pressure encourages regional solutions that more efficiently connect land-use and transportation and housing systems. Yachats resides in Lincoln County and the County's commute times have increased from a mean travel-time of 18.8 minutes in 2015-2019 to over 20.5 minutes in 2021, according to the U.S. Census Bureau. The Yachats workforce, due to housing market pressures, commutes daily from further distances, placing pressure on the state roadway system. This TSP will allow the city to better coordinate its planning with Lincoln County, the Chamber of Commerce, the Oregon Coast Visitors Association, and other regional partners to develop innovative measures to this pressing problem.

These local objectives support TGM Objectives 1, 1.1, 1.2, 3, 4, and 4.1 as follows:

1, 1.1-1.4: The TSP will provide transportation choices and an interconnected system to support the Yachats community. The TSP, when implemented, will provide transportation options, support land uses, facilitate the movement of goods, provide for services, offer mobility choices for underserved communities, and provide a safe, convenient network of sidewalks, bike routes, and public transportation that promote healthy active lifestyles.

2: The TSP will provide a livable town with a mix of housing types, workplaces, shops, and parks for persons of all ages, incomes, and abilities

3: The TSP will support economic vitality and growth by providing an efficient network of methods to traverse from one end of Yachats to the other in a safe and enjoyable manner.

4) The TSP will tie into future transportation needs that will minimize constructing additional major infrastructure projects.

5) The TSP will promote environmental stewardship by increasing the walkability of the city.

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) A Transportation System Plan for Yachats is timely and urgent due to a few factors: the need to reevaluate the City's project list, the need to update planning data which is woefully outdated, and the need for updated emergency evacuation plans.
- 2) Yachats has recently concluded its budget for the coming 2023-24 fiscal year. This funding provides for a boardwalk that will border US 101 at the intersection of Ocean View Road and US 101. Furthermore, the city and ODOT has undertaken a study of the right of way governing US 101 between Ocean View Road and Yachats Ocean Road, with the objective that once this study is completed, the city will place delineators along the west side of the highway fog line, and ultimately a sidewalk, that will serve pedestrian traffic between the intersections of the two roads along US 101. Furthermore, the city would like to complete its sidewalks along US 101 from the downtown area to the northern and southern perimeter and allow for more pedestrian crosswalks across US 101.
- 3) Out of Date Data: The data used to analyze the current situation and future project infrastructure needs was developed in 1999. Development is being considered along US 101 and no pedestrian or transit infrastructure is proposed. The data needs updating to reflect the number of cars that travel through and around Yachats and identify infrastructure needs.
- 4) Emergency Evacuation Plans: The City of Yachats has been working on emergency preparedness in light of the threat from a subduction level event on the Oregon coast. Because of the proximity of Yachats to the Pacific Ocean, planning is necessary to mitigate the threat of a tsunami in the city areas. A TSP needs to be developed to reflect the most current evacuation plans and policies. The TSP would identify routes that lead away from the induction zones, including pedestrian and bicycle paths that could provide additional mobility in a natural disaster.
- 5) These plans will work hand-in-hand with some of the other recently completed regional plans:
 - a. The Lincoln County Coordinated Plan (2017)
 - b. The Transportation System Plan for Lincoln County, Oregon (2007)
 - c. The Oregon Tourism's 2018 Engagement Study.

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?

Local actions were initiated in 2022 and completed in 2022. Yachats did not receive the grant money in 2022. However our interest in remains the same - Yachats would like to complete a Transportation System Plan (TSP). In 2022, the Public Works and Streets Commission voted to move forward with this grant application and the application received supporting letters from the Mayor, the city planner, and other city officials.

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?

Completed projects:

- 1)804 Trail - An historic state trail that runs from Yachats State Park north to Smelt Sands State Park.
- 2)101 Highway sidewalk and bike path between 7th Street and Ocean View Road.

Underway projects:

- 1) Delineators on 101 Highway between Ocean View Road and the bridge that crosses the Yachats River. This is being done with ODOT support and is part of the Oregon Coast Trail initiative.
- 2) Yachats Boardwalk. In the grant application stage, the boardwalk is at Ocean View Road and 101 Highway will provide for a tourist and citizen walkway,
- 3) A consultant completed a study to improve Yachats parking and the city is now implementing the study's recommendations.
- 4) Lincoln County is planning to give Yachats ownership over Ocean View road.

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

Project Kick-Off and Policy Framework (Month 1-3)

Meetings to start project. Prepare Community profile including demographics, commute patterns, mode choices Review the transportation goals, policies, and standards outlined in 1999 Village Circulation Plan to establish the project's policy direction, including goals and objectives, evaluation criteria, and performance measures. Evaluate code. Introduce Project to City Council.

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.

Community and Stakeholder Engagement (Month 2-13)

Consultant will create an engagement plan with input from the City. The engagement strategy will specifically target local business associations, vulnerable populations, and affected public agencies. Consultant will execute the engagement plan which is anticipated to include community walking and biking tours, interviews, public open houses, online engagement options such as interactive GIS mapping activities, flyers or mailers, and community newsletter articles.

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.

Transportation System Existing Conditions and Future Needs Analysis (Months 4-5)

Prepare an existing conditions analysis which will need to include, but not limited to following:

- Vulnerability index to measure impacts of the transportation system on protected classes
- An analysis of enhanced measures, practices and facility options for enhanced pedestrian and bicyclist safety
- Intersection inventory and assessment
- Infrastructure inventory assessment (streets, sidewalks, and pathways)
- Create goals for lowering greenhouse gases and pollution reduction as well as draft policy

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.

Transportation Projects and Funding Strategy (Months 6-7)

Consultant will develop and vet a project list based on performance measures and identify new and existing funding sources. Consultant will develop a list of capital projects prioritized according to the goals objectives, evaluation criteria, and performance measures established by the city using the consultant's recommendations.

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.

Draft TSP, Presentations and Draft Findings (Months 6-8)

Create a draft of the TSP for review by the city. Yachats will provide comments and recommendations to inform a hearings-ready draft. The City will issue a recommendation to Planning Commission for approval.

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.

Adoption (Months 9-13)

City manager will coordinate the adoption process in accordance with City procedures for a Comprehensive Plan Text Amendment. City manager will schedule the required hearings before the Planning Commission and City Council, prepare the staff report, the Post Acknowledgement Plan Amendment, and the final adoption ordinance. Consultant will attend all public meetings/public hearings. Consultant will be available to assist staff with the final adoption process as needed.

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?

The Yachats Streets and Public Works Commission has considered a Yachats Pedestrian Network plan that would enhance pedestrian and bicyclist safety and walkways. The impacts of the transportation system on underserved populations is crucial in Yachats, as 80% of the population are seniors.

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)

N/A

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

1. letter.pdf
2. Letter.pdf
3. Letter.pdf
4. Letter.pdf
5. Letter.pdf
6. Letter.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

Yachats has a project manager who has worked for the city for 26 years. In 2013 a \$3,000,000 grant was received from ODOT for a downtown 101 bicycle and pedestrian HWY 101 revitalization project. This was very successful because the Project manager, ODOT, Engineers and Contractors all worked together as a team to overcome obstacles and make progress.

To aid the project manager, Yachats has a 7-member Public Works Department with experience working for the city ranging from 14 to 24 years. Also, Yachats has a large base of 100 or more volunteers, the majority of which are retired professionals who worked as engineers, technologists, and executives and who provide the city with a vast range of expertise.

In Addition the City has a strong city hall staff to help impliment the program and aid the selected consultant.

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

City Manager knows TGM projects require a lot of staff time. Ms. Price will lead the scoping process and manage the project through City Council adoption. Yachats plans to offer GIS mapping and public engagement support as needed.

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"/>	No projects 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?

Existing workforce housing in Yachats does not have a means to safely walk to and from the commercial areas of the city. This includes the hotels, restaurants and city service organizations. There has already been one fatality related to this issue. Yachats would like to improve its transit connections within the county, and it expects this TSP to not only deal with city issues, but connectivity to regional systems as well.

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
Yachats 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

7/25/2024

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

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



7/29/2024

Letter in support of Yachats Transportation Planning Grant

As the Yachats City Manager, I fully support the Yachats Transportation Planning Grant application to the Oregon Department of Transportation. We believe this planning will significantly benefit our community by providing more efficient and sustainable transportation options for residents and visitors.

Our current plan no longer reflects the needs of our growing population and the increasing number of visitors to our city. By updating the plan to prioritize sustainable transportation options such as walking, hiking, and shared transportation, we aim to reduce traffic congestion, improve air quality, and create a more vibrant and livable environment for Yachats residents and visitors alike.

By providing alternative transportation options, such as shuttles or bike rentals, we can encourage visitors to explore the beauty of our city without relying solely on their cars. This will not only alleviate traffic and parking issues but also promote a more sustainable, safe, and environmentally friendly way of getting around, a cause we can all be proud to support.

Safe walkability and continued sidewalks along Highway 101 are of paramount importance for our community and support this planning grant focusing on improving pedestrian safety and infrastructure along this highway. With increased traffic in our city, residents must have safe and accessible routes for walking and biking for all.

In conclusion, I sincerely hope that the Oregon Department of Transportation will consider our grant application and support our efforts to create a more sustainable and pedestrian friendly community to live and visit. Thank you for your consideration.

Sincerely,

Bobbi Price

Bobbi Price
City of Yachats, City Manager



7/30/2024

Dear Oregon Department of Transportation,

As representatives of the Yachats City Council, we enthusiastically endorse the Yachats Transportation Planning Grant application submitted by the City of Yachats.

Yachats is a charming coastal community that attracts visitors from near and far. As a result, our small town can often experience significant traffic congestion along Highway 101, especially during peak tourist seasons. By securing this transportation planning grant, we will be able to develop strategies to alleviate this congestion, improve traffic flow, study traffic calming, and enhance mobility for residents and visitors alike.

In addition to addressing traffic congestion, this grant will also allow us to focus on sustainable modes of transportation, such as walking, cycling, and public transportation. By promoting alternative transportation options, we hope to reduce our community's carbon footprint, increase physical activity and enhance the overall quality of life for our residents.

Furthermore, the Yachats Transportation Planning Grant will enable us to prioritize safety and walkability throughout our city. By enhancing pedestrian infrastructure, improving crosswalks, and implementing traffic calming measures, we aim to create a safe and more enjoyable environment for everyone who visits or resides in Yachats.

In conclusion, the Yachats City Council is committed to improving transportation and pedestrian safety in our community. We believe the Yachats Transportation Planning Grant is a crucial step in achieving this goal.

Thank you for considering our application and your ongoing support of transportation planning efforts.

Sincerely,

Yachats City Councilors

Mayor Craig Berdie, Council President Mary Ellen O'Shaughnessey, Councilor Anthony Muirhead, Councilor Catherine Whitten-Carey, and Councilor Barry Collins

Craig Berdie

[Craig Berdie \(Jul 31, 2024 12:14 PDT\)](#)


City Council Letter of Support ODOT


Final Audit Report


2024-07-31


Created:	2024-07-31
By:	Katherine Guenther (citymanager@yachatsmail.org)
Status:	Signed
Transaction ID:	CBJCHBCAABAAcOwvgGpVBO_svuIPTWPI4UeEQY-sLWeV


"City Council Letter of Support ODOT" History


 Document created by Katherine Guenther (citymanager@yachatsmail.org)
2024-07-31 - 7:09:52 PM GMT

 Document emailed to mayor@yachatsmail.org for signature
2024-07-31 - 7:11:33 PM GMT

 Email viewed by mayor@yachatsmail.org
2024-07-31 - 7:13:27 PM GMT

 Signer mayor@yachatsmail.org entered name at signing as Craig Berdie
2024-07-31 - 7:14:19 PM GMT

 Document e-signed by Craig Berdie (mayor@yachatsmail.org)
Signature Date: 2024-07-31 - 7:14:21 PM GMT - Time Source: server

 Agreement completed.
2024-07-31 - 7:14:21 PM GMT



7/30/2024

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Yachats City Councilors

Mayor Craig Berdie, Council President Mary Ellen O'Shaughnessey, Councilor Anthony Muirhead, Councilor Catherine Whitten-Carey, and Councilor Barry Collins

Barry Collins
Barry Collins (Jul 31, 2024 12:43 PDT)


City Council Letter of Support ODOT


Final Audit Report


2024-07-31


Created:	2024-07-31
By:	Katherine Guenther (citymanager@yachatsmail.org)
Status:	Signed
Transaction ID:	CBJCHBCAABAAI9X5j7E2Wn5MQZPFWb_8YRezj25i6XF4


"City Council Letter of Support ODOT" History


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2024-07-31 - 7:16:57 PM GMT

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2024-07-31 - 7:17:12 PM GMT

 Email viewed by barry@yachatsmail.org
2024-07-31 - 7:42:19 PM GMT

 Signer barry@yachatsmail.org entered name at signing as Barry Collins
2024-07-31 - 7:43:00 PM GMT

 Document e-signed by Barry Collins (barry@yachatsmail.org)
Signature Date: 2024-07-31 - 7:43:02 PM GMT - Time Source: server

 Agreement completed.
2024-07-31 - 7:43:02 PM GMT



7/30/2024

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Yachats City Councilors

Mayor Craig Berdie, Council President Mary Ellen O'Shaughnessey, Councilor Anthony Muirhead, Councilor Catherine Whitten-Carey, and Councilor Barry Collins


Anthony Muirhead (Jul 31, 2024 12:46 PDT)







City Council Letter of Support ODOT

Final Audit Report

2024-07-31

Created:	2024-07-31
By:	Katherine Guenther (citymanager@yachatsmail.org)
Status:	Signed
Transaction ID:	CBJCHBCAABAAzBWNAdNUJgtH7oz_9kdXDfnJIRDQL4G1

"City Council Letter of Support ODOT" History

-  Document created by Katherine Guenther (citymanager@yachatsmail.org)
2024-07-31 - 7:13:59 PM GMT
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2024-07-31 - 7:15:13 PM GMT
-  Email viewed by anthony@yachatsmail.org
2024-07-31 - 7:45:19 PM GMT
-  Signer anthony@yachatsmail.org entered name at signing as Anthony Muirhead
2024-07-31 - 7:46:18 PM GMT
-  Document e-signed by Anthony Muirhead (anthony@yachatsmail.org)
Signature Date: 2024-07-31 - 7:46:20 PM GMT - Time Source: server
-  Agreement completed.
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7/30/2024

Dear Oregon Department of Transportation,

As representatives of the Yachats City Council, we enthusiastically endorse the Yachats Transportation Planning Grant application submitted by the City of Yachats.

Yachats is a charming coastal community that attracts visitors from near and far. As a result, our small town can often experience significant traffic congestion along Highway 101, especially during peak tourist seasons. By securing this transportation planning grant, we will be able to develop strategies to alleviate this congestion, improve traffic flow, study traffic calming, and enhance mobility for residents and visitors alike.

In addition to addressing traffic congestion, this grant will also allow us to focus on sustainable modes of transportation, such as walking, cycling, and public transportation. By promoting alternative transportation options, we hope to reduce our community's carbon footprint, increase physical activity and enhance the overall quality of life for our residents.

Furthermore, the Yachats Transportation Planning Grant will enable us to prioritize safety and walkability throughout our city. By enhancing pedestrian infrastructure, improving crosswalks, and implementing traffic calming measures, we aim to create a safe and more enjoyable environment for everyone who visits or resides in Yachats.

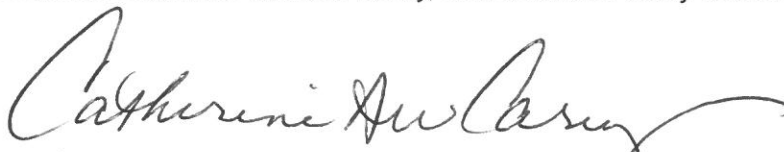
In conclusion, the Yachats City Council is committed to improving transportation and pedestrian safety in our community. We believe the Yachats Transportation Planning Grant is a crucial step in achieving this goal.

Thank you for considering our application and your ongoing support of transportation planning efforts.

Sincerely,

Yachats City Councilors

Mayor Craig Berdie, Council President Mary Ellen O'Shaughnessey, Councilor Anthony Muirhead, Councilor Catherine Whitten-Carey, and Councilor Barry Collins


CATHERINE WHITTEN - CAREY



Dear Rick

I'm writing to support the City of Yachats' application for a Transportation System Plan.

I'm a Yachats resident, and a member of the Works & Streets Commission, and the Emergency Preparedness Committee. I'm also liaison to the Yachats Fire Department.

As I understand it, our original Village Circulation Plan is over 20 years old. In that time the City's permanent population has doubled in size, and the number of visitors we receive has increased even more significantly.

This is a great City, and a very popular tourist destination, but it definitely lacks a worked-out transportation plan.

As far as our main highway, 101, is concerned, there is a lot of speeding and the curve between downtown and the bridge is dangerous, as it lacks a proper division between vehicular traffic (which often exceeds the speed limit) and pedestrians and bicycles. There is no provision for people with disabilities, and this curve is advertised as part of the Oregon Coastal Bike Route! Serious separation to protect bicycles and pedestrian/ADA traffic is urgently needed here.

Yachats has good sidewalks in the downtown area, but elsewhere (including alongside 101) sidewalks are mostly lacking. Since our side streets are mostly narrow, sidewalks may not be possible, so consideration needs to be given to speed limits, crosswalks, and perhaps one-way circulation.

We also have a nice selection of paths and trails, but it too is incomplete. Right now the trail system ends at the cemetery, and begins again at the top of Diversity Drive. There is no footpath connecting the cemetery with Diversity - yet both are tsunami assembly areas. Right now there's no way to get to the Fire Station except via 101 (which has no sidewalk) or the beach trail, both of which may be gone in the event of a tsunami.

These are just my individual observations. Obviously there are many issues to be discussed - which is why I support this application.

Hoping the City's application for a Transportation System Plan will be successful,

Best regards

Alex Cox

541 547 6111

Jacqueline Danos
P.O. Box 161
Yachats, Oregon 97498

July 24, 2023

To: Rick McClung, Yachats Water Treatment Plant Operator
Don Phipps, Public Works & Street Commissioner

From: Jacqueline Danos

Re: 2023 Transportation System Plan Grant Application

This letter serves as my support for the City of Yachats application for an ODOT Transportation System Plan Grant. My letter is written as a private citizen, but it is informed by my work as a Yachats Planning Commissioner.

Yachats is a small but growing Oregon community whose economy is tourism based and whose population leans older; the median age in Yachats (64.1), is above the Lincoln County average (51.8) and the statewide average (39.5). And the median age has been increasing over the past decade creating an even greater need for alternatives to private vehicles and safe pedestrian infrastructure.

The recently completed Housing Needs Assessment found that over 9 in 10 jobs are filled by workers living outside of the city. Some driving long distances and others, I have seen, walking along Highway 101 from residences located north of town. A dangerous walk given the lack of sidewalks or safe bicycle infrastructure.

Economically, using the U.S. Housing and Urban Development area median income estimate of \$55,800 as a gauge, more than 4 out of 10 households in Yachats could qualify as "low income", earning less than 80% of the area median income. This economic hardship is increased by the requirement to own a car when there is no alternative to driving for work or basic needs is available.

During the height of tourism season, which has expanded to encompass most of the year, the population increases greatly, and the age range is extremely wide; from infants in strollers to the elderly using walkers and canes. The need for safe pedestrian paths as well as some form of accessible transportation options are needed, especially when considering the growth that has been seen in people moving, as well as visiting, Yachats. Incentivizing bicycle use through safe paths, parking, and bike share programs would help to remove some of the traffic caused by the influx of visitors and residents alike.

Like most cities along the Oregon Coast, Highway 101 serves as the commercial corridor and main street. ODOT completed a street redesign several years ago which extended sidewalks to a portion of the City. Left untouched were large sections to the north, where three affordable housing developments and three large hotels are located, and the south, which requires residents to walk along a narrow stretch of road where speeds exceed a safe limit for a shared road. Except for a small section in the center of the community most residents, visitors, and the workforce drive cars due to the real, and perceived, lack of safe alternatives.

Being centrally located along the Oregon Coast Yachats has all the elements for a successful project in rural transportation; an expanding economic divide, people with mobility issues, and an increasing influx of tourists adding to the environmental costs of single use vehicle dependence. Developing safe pedestrian and bicycle infrastructure and a regional transportation plan here could be the start of an interconnected system for the coastal region.

Including the environmental and social impacts of single use vehicles in land use planning is overdue. A grant, such as the Transportation System Plan Grant, that Yachats is applying, for is the first step in moving Yachats forward into a more environmentally sustainable as well as equitable future. How we navigate within our built environment is a crucial element in planning for our future and it connects with the housing work being done here as well as with the strong environmental stewardship leanings of the community.

Thank you for doing this important work.

Sincerely,

Jacqueline Danos

Letter in support of Yachats Transportation Planning Grant – 7/26/2023

As Mayor and a citizen of Yachats, I fully support the Transportation Planning Grant from the Oregon Department of Transportation.

The current Village Circulation Plan no longer reflects the realities of today's Yachats. We have grown significantly in population, and we have housing in new areas. Additionally, we have even more visitors traveling through and within our city. Our largest motel-resorts have expanded.

The city hopes to become greener by encouraging more walking, biking, and shared transportation. We would like to see options for our visitors, especially resort and hotel visitors, to move from their lodging to our "downtown" area and to visit nearby recreation and scenic areas without getting in their cars.

Permanent and second home residents need to feel like they can safely walk from their homes. We have an older population, many of whom walk for health and to visit our stores and Post Office. Unfortunately, despite our recreational trail system, there are too many "choke points" where traffic flow, traffic speed, or road structure, and lack of delineated walkways make it dangerous to walk or cross the street or highway. With limited enforcement possibilities, it is important that we consider passive ways to calm traffic especially outside the city core but within city limits.

Bicycling in these areas is also hazardous. For example, there is virtually no shoulder heading north around a curve on 101. This forces bicyclists into the roadway or to move to the southbound shoulder. It is also important to acknowledge that some areas of Yachats are hilly and limit biking. However, e-bikes may impact these limitations.

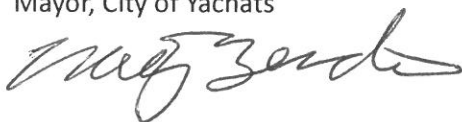
The city needs improved signage. It is not unusual to see motorists and walkers puzzled as to how to proceed despite this being a small city. Often, cars proceed on dead-end streets despite multiple signs.

The study also needs to address congestion and traffic flow in specific areas. Cars too often park in clearly marked "no-parking" zones as they get frustrated circling the same two or three blocks looking for parking on narrow streets. A recent parking study concluded that there is adequate parking if guests walk a few blocks, there is signage directing visitors to this parking, and place-finding tools exist once they get there.

In short, to cost-effectively plan and stage a variety of greener transportation needs, we need to take a comprehensive view of how citizens and visitors move about our community. This study will help us judiciously allocate our limited funds and staff time.

Regards,

Craig Berdie
Mayor, City of Yachats



Support for the Yachats Transportation Planning Grant - 7/27/2023

I am the Interim City Manager for the city of Yachats. As such, I have a strong interest in the Planning Grant from the Oregon Department of Transportation. Our small village of Yachats has seen dramatic growth, especially since Covid. We became a very popular location for tourism, and with the ability to work from anywhere, new residents arrived, appreciating our beauty. Therefore, our current circulation plan is not capable of handling the increased flow of cars, bikes, and pedestrians.

One goal is to emphasize walking as for most of our residents, much of our village is relatively close together. To do this, we need to ensure that roads and paths are safe. Visitors are frequently in hotels, motels, and resorts in locations that may require walking on Hwy 101. To ask them to walk on a very busy highway can make them feel unsafe and cause them to drive instead.

We have very little enforcement capability. We need to rely on other methods to slow traffic and force a more attentive approach for visitors when they drive. We need better and more efficient signage that can reduce confusion while driving for visitors. And the confusion can eventually lead to parking in areas like the Post Office, or other store area parking lots, due to frustration with navigating the area. The downtown area, with several restaurants, a hotel, a Post Office, a grocery store, and other stores, creates a vortex of traffic and limited parking. However, much of this could be alleviated with better signage directing cars to other areas just a few blocks outside of this key downtown area.

Therefore, we very much need this study to help us determine the best way to move forward. It will make Yachats safer, less reliant on automobiles, and enable the city to continue to grow and flourish, both economically and with its quality of life.

Thank you for your time.

Sincerely,

Rick Sant

Interim City Manager of Yachats

25 July 2023

To Whom it May Concern:

As a resident of Yachats, I would like to strongly urge ODOT to award the city a Transportation System Plan grant.

We need a 20 year master plan for all forms of transportation. As you must be very aware, the entire populated coast of Oregon is going through a huge transition. We need to think seriously about the future, about changing populations, traffic patterns, and new ways our visitors and residents are going to want to use to get around.

This will include a new look at the way our streets function, our parking issues, a need for new sidewalks, bike lanes, paths and trails.

In 1999, the city finalized a Village Circulation Plan (VCP) to address the city's need to plan for traffic flow, bicycles, and pedestrians, but this has not been updated since. A lot has changed since the VCP was developed, most importantly a growth in permanent residents and households and an increase in the number of tourists that visit Yachats on an annual basis. Over the last 20 years the city has seen a doubling in population, while tourism has grown by nearly a factor of three. Traffic flows, signage, dated intersections, lack of parking and the need for one-way streets have created issues for vehicles, bicyclers, pedestrians, and the disabled alike.

Additionally, the city's trail system has grown significantly, becoming both a tourist attraction and an outdoor excursion and exercise for many of the city's residents.

This grant would be crucial to helping the city of Yachats grow in a sustainable way. I urge you to consider the application in the best light possible!

Thank you for your time here.

Best wishes,

A handwritten signature in black ink that reads "Tod Davies". The signature is written in a cursive, slightly slanted style.

Tod Davies
315 Radar Road/PO Box 511
Yachats, OR 97498
541 547 6111

Bob Langley
25 NW Spindrift Street
Yachats, OR 97498

Rick McClung
City of Yachats Public Works Dept.
501 Highway 101
Yachats, OR 97498

July 25, 2023

Dear Mr. McClung:

I am writing in support of the application by the City of Yachats for a Transportation System Plan grant from ODOT.

I have lived in Yachats since 2015 and, during that time, I have witnessed considerable increases in population and number of visitors and all indications are that this growth will continue. At the same time, I have seen several changes in street directionality, parking, sidewalk construction, and trail development. While these changes have been necessary, beneficial and the result of public discussion, each has happened in isolation.

The elements of a Transportation Systems Plan – streets, parking, sidewalks, bike lanes, paths and trails – affect each other and should be developed in conjunction with one another. The best way for this to happen is to have a plan in place so that, as it becomes feasible to develop new projects, each individual project will be a step towards implementing that plan.

Yachats is a community in which there is an unusually high level of citizen involvement. A grant of this sort will be particularly effective here since it will serve as a catalyst that will focus community attention resulting in a plan that is developed by the community as a whole rather than just at the administrative level.

Moving forward, I feel the City will be very well served by having a plan in place so that future projects can be developed ways that complement each other. Funding from a Transportation System Plan grant will help our community make effective plans for the future.

Sincerely,



Bob Langley

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.