

# 2020 Transportation Growth Management Grant Application

## Instructions

Be sure to download and review the [2020 application packet](#) before filling out this grant application.

The [application packet](#), additional resources, and examples of successful applications can be found on the [TGM planning grants page](#).

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

***Applications must be received by July 31, 2020 at 11:59 p.m. (PDT)***

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## 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. The authorized representative is someone who is authorized to make decisions and sign a funding agreement with ODOT should your project be chosen for funding.

### Primary applicant jurisdiction

City of Roseburg

### Mailing address

900 SE Douglas Ave, Roseburg, Oregon 97470

### Website

<http://www.cityofroseburg.org>

### Contact person name

John Lazur

### Contact person title

Associate Planner

### Contact phone

(541) 492-6876

### Contact email

[jlazur@cityofroseburg.org](mailto:jlazur@cityofroseburg.org)

### Would you like to receive TGM news and updates?

I am already subscribed

### Authorized representative name, if different from the applicant contact

Larry Rich

**Authorized representative title**  
Mayor

**Phone**  
(541) 492-6700

**Email**  
lrich@cityofroseburg.org

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## List other participating local jurisdictions (if any)

## List other participating local jurisdictions (if any)

Participating local jurisdiction	Providing match?
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## Project name and location

**Project title**  
Roseburg Bicycle Routes Project

*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**  
Within Roseburg Urban Growth Boundary

**ODOT region (1-5)**  
Region 3

[ODOT Region Map](#)

**Type of grant**  
Category 1: Transportation System Planning

### Summary description of project

The project involves the analysis of Roseburg's local street networks for the purpose of implementing a designated bicycle route system throughout the City of Roseburg. The purpose of the bicycle route system is to promote bicycle trip generation by establishing and mapping designated bicycle routes throughout the City and supplementing routes with mapping, route signage and thermoplastic striping to aid in wayfinding. A result of the finished project is to use bike routes as a tool to address gaps in the City's existing bicycle network with the outcome of establishing a better connected, safer, and inviting bicycle route network. The project will identify and map routes to and from popular destinations such as parks, schools, commercial centers, major employers and existing multi-use paths; identify suitable parallel routes to streets with a high volume of vehicles, and; make recommendations for placement of signage, signage content, striping, and other wayfinding infrastructure.

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## Project cost table

<b>TGM funds requested</b>	<b>Consultant</b> \$150,000.00	<b>Local reimbursement</b> \$0.00	<b>Total TGM funds requested</b> \$150,000.00
<b>Local match</b>			<b>12% minimum (calculated)</b> \$20,454.55
<b>Match to be provided</b>	<b>Labor, supplies and services during project</b> \$21,000.00	<b>Payment when Intergovernmental Agreement is signed</b> \$0.00	

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## Certifications

### Certifications

This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions

### Certifications checkbox

By checking this box, I certify that my organization listed above supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Transportation and Growth Management funds. I further certify that matching funds are available or will be available for the proposed project.

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## Eligibility requirements

Applications are reviewed on a pass/fail basis on each of the following three requirements.

Applications found to not meet each of these requirements will not be scored against the award criteria and will not be awarded a grant.

### 1. Clear transportation relationship

A proposed project must have a clear transportation relationship and produce transportation benefits. A project must entail analysis, evaluation and selection of alternatives, development of implementation actions, and public involvement that results in a long range transportation plan, land use plan, or other product that addresses a transportation problem, need, opportunity, or issue of local or regional importance.

**Certification: Clear transportation relationship**

By checking this box, I certify that the project meets this eligibility criterion.

**2. Adoption of products to meet project objectives**

A proposed project must include preparation of an adoption-ready product or products that lead to a local policy decision and that directly address the project objectives, such as a transportation system plan, comprehensive plan amendment, land use plan, code amendment, implementation program, or intergovernmental agreement. Projects are expected to include adoption hearings (or equivalent) by the governing body or to prepare products which will be adopted as part of a larger project.

**Certification: Adoption of products to meet project objectives**

By checking this box, I certify that the project meets this eligibility criterion.

**3. Support of local officials**

A proposed project must clearly demonstrate that local officials, both the primary applicant and any co-applicants, understand the purpose of the grant application and support the project objectives. A resolution of support, meeting minutes, or authorized letter from the governing body of all applicants (e.g. City Council, Board of Commissioners, or Transit Board) must be submitted with the application to meet this requirement.

**Upload your resolution, minutes or authorized letter from governing body of applying jurisdiction(s) here:**

Resolution 2020-15.pdf

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## Award criteria

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

The 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.

[Application instructions and example responses can be found here.](#)

**Explain how your proposed project addresses a need and supports TGM objectives**

The Bicycle route project addresses a need through the goals and policies and notably, the identification of gaps shown in the recent TSP adoption. To address barriers to bicycle transportation options, the Roseburg TSP directly calls out policies that directs the City to do the following: “Improve pedestrian and bicycle circulation within and between neighborhoods and commercial centers”; “Improve pedestrian facilities, bikeways, and trails as well as directional signs to points of interest”; “Provide appropriate multimodal links to schools, commercial areas, and tourist destinations.” The City has bicycle lanes and off-street multi-use paths throughout the City, however, the overall lack of connectivity discourages those who may be interested from choosing bicycling as a form of transportation, because they would be forced

to use streets with a higher posted speed and high level of volume. It can be uncomfortable to ride alongside traffic on an arterial roadway system for more timid, beginner bicyclists. It is the City's goal to build a bicycle network that is set up to serve users of all abilities. Identifying low speed, low-volume parallel routes and building a route network to guide users off dangerous routes is a way we can fill the network gaps and create a safer and welcoming experience for bicyclists of all abilities.

Applicable TGM objectives:

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

A Bicycle route map and plan will identify connectivity gaps and propose suitable, easily identified routes using existing right-of-way or identify future right of way needs between popular destinations throughout the City. With a plan for designated routes, signage, and striping, all road users will be able to identify and be aware of bicyclists on the road, creating more of a balanced transportation system.

1.3 Mobility choices for underserved communities and those with limited options.

Choosing to ride a bicycle to a particular destination is often times a difficult choice, especially for new users or one riding with children. Considerable time and thought would need to go into route planning to select roads the user is comfortable with riding on or sharing the road with autos. The bicycle route project will be City-wide and seeks to lower this barrier and provide road users of all abilities and backgrounds a designated route to major destinations such as commercial centers, schools, major employers, parks and popular transit stops. More particularly, underserved areas of our community usually lack full street improvements and bike lanes and could stand to benefit the most by having a more robust network, alerting users of the presence of bicycles while providing safe, reasonably direct routes to popular destinations.

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

One of the many objectives of this project is to get more people to choose trips on bikes, to increase awareness of routes throughout town, and to alert motorists to the presence of bicycles on the road. All which will support the establishment of safer, convenient biking opportunities which in turn, lead to a more active lifestyle and healthier community.

4.2 Future transportation needs accommodated within the existing or improved system, thus minimizing, delaying, or providing an alternative to constructing additional major infrastructure projects.

The implementation of a bicycle route plan will inventory existing routes with built infrastructure, identify changes or enhancements to those routes, propose new designated bike routes, propose sign and striping locations, and provide a map that can be downloaded or printed and distributed within the community or our tourism agency. The products that are generated from this project will improve our existing system and as more alternative mode choices are made, may minimize the amount of major auto-centric infrastructure projects.

5.1 Transportation systems and land use patterns that protect valuable natural resources, promote energy efficiency, and reduce emissions of air pollution and greenhouse gases.

A bicycle route network can help to make bicycling a more popular mode choice among users that may be interested in trying bicycling but currently feel it is not the safest option. During the process of adopting our

TSP, it was identified that there was a large number of residents that fit within this user group. As the City uses this project to help plan for the growth of our bicycle system, the direction it gives the City will consequently promote users to partake in a mode that is energy efficient, cuts down on carbon emissions, air pollution and greenhouse gasses.

## **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 federal regulations, state requirements or regional plans
- make amendments to local plans or regulations necessitated by changes that were not anticipated in previous plans, including growth or lack of growth, changes in land-use patterns or changes in available funding
- 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

[Application instructions and example responses can be found here.](#)

### **Explain how your proposed project is timely and urgent**

With the recent adoption of the Transportation System Plan in February 2020, the City's 2020 recertification by the League of American Bicyclists as a bronze level bicycle friendly community, and the recent completion of the City's Wayfinding design project this project would address the identified connectivity shortfalls identified in those reports. In addition, the bike route project would continue to build upon positive momentum created from local bicycle advocates (Bike Walk Roseburg), The City's recent achievement as a bronze Bicycle Friendly Community, and the healthy community efforts by Blue Zones project Umpqua. Governor Kate Brown also issued Executive Order 20-04 in March, 2020 requiring Oregon to reduce carbon emissions. This plan and subsequent projects would meet the objectives of the Executive Order.

## **Criterion 3: Proposed project approach is reasonable (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.

[Application instructions and example responses can be found here.](#)

### **Explain how your proposed project approach is reasonable**

The bicycle route implementation plan will involve City staff (Director and Associate Planner), a transportation planning consultant, key stakeholders and input from the general public notably the transportation disadvantaged and those seeking to choose cycling as a mode of transportation, but not comfortable or confident. The end product produced will be a bicycle route implementation plan and a GIS-based map (both digital and hard copy) with identified routes with recommendations for wayfinding sign placement locations and thermoplastic road striping, sign content recommendations, determination of necessary traffic calming measures along identified routes and future connections. The bicycle route implementation plan will be adopted by City Council as an addendum to the Transportation System Plan

and could also serve to support development opportunities identified in the Parks Master Plan.

After consultant selection, the following scope is proposed. It is anticipated to be a 12-18 month process from “notice to proceed” to “adoption”.

#### Task 1. Project Management and Public Involvement

- City Staff will develop a community outreach and engagement plan with an equity focus with the help of the City’s Communications Specialist. Plan and conduct a variety of outreach events, including stakeholder interviews and public and online open houses.
- City Staff will convene a community advisory group to meet throughout the project to review and advise project staff.
- City Staff will develop strategies for distributing information, soliciting input and recruiting participation.
- Consultant and City will coordinate with the TGM Contract Administrator to ensure compliance with scope, schedule, and budget.

#### Task 2. Existing Conditions

- Consultant will collect data regarding existing conditions for land use and transportation identified in the recently adopted TSP.
- Staff will inventory existing signed bicycle routes and provide consultant with existing bicycle network GIS data.
- Consultant will prepare an existing conditions memo including a review of past plans, policies, and user barriers to our bicycle network.

#### Task 3. Needs Analysis

- Consultant will identify gaps and deficiencies in the bicycle network. Assess recent TSP data regarding BLTS (Bicycle Level of Traffic Stress). Assess connectivity and safety issues caused by unimproved or undeveloped streets, alleys, and off-street paths. Perform a safety analysis to identify future needs and appropriate countermeasures.
- Consultant will develop a set of potential transportation projects to address the needs.
- Consultant will prepare a Needs Analysis Memo summarizing the findings of the evaluation.

#### Task 4. Implementation Plan

- Consultant will identify locations for signage, striping and other improvements based on recommended bicycle routes.
- Consultant will develop projects to a concept design, including alternatives if necessary.
- Consultant will create planning-level cost estimates and funding scenarios to guide project investments.
- Consultant will develop non-project recommendations, including programs, policies, and action items.
- Consultant will prepare an Implementation Strategy Memo summarizing the recommendations.

#### Task 5. Draft Plan and Map

- Consultant will prepare Draft Plan and Bicycle Route Map for public review and comment.

#### Task 6. Adoption

- City and Consultant will prepare and present plan for adoption by City Council.

### **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.

[Application instructions and example responses can be found here.](#)

**Upload letters of support from stakeholders here**

Roseburg-TGMgrant-LOS.pdf

BWR-LOS.pdf

RPS- TGM Letter of Support.pdf

**Criterion 5: Proposed project sponsor readiness and capacity (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.

[Application instructions and example responses can be found here.](#)

**Explain how proposed project sponsor is ready and capable**

The recent adoption of the Transportation System Plan in February 2020, the City's 2020 recertification by the League of American Bicyclists as a bronze level bicycle friendly community, and the recent completion of the City's Wayfinding design project will serve as a springboard to launch the Bicycle Route project. The City will be assigning staff that has had direct involvement with recent Active Transportation Planning efforts and serves as the City's Active Transportation Liason. In fall of 2017, the City was a recipient of a TGM Code Assistance project involving adoption of design regulations and multi-modal improvements to the "Pine Street Waterfront" neighborhood. This was a very successful project, one completed on time with lots of community support. In regards to the Bicycle Route Project, the City has received support from City Council and area stakeholders and commitments from local organizations to provide assistance such as Roseburg Parks Department, Public Works Department, Blue Zones Project Umpqua, and Bike Walk Roseburg.

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## Required forms

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

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

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**Today's date**  
7/30/2020

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

Abigail Erickson  
Planning Section Web Coordinator  
[Abigail.ERICKSON@odot.state.or.us](mailto:Abigail.ERICKSON@odot.state.or.us)



**RESOLUTION NO. 2020-15**  
**A RESOLUTION AUTHORIZING AN APPLICATION FOR A TRANSPORTATION GROWTH**  
**MANAGEMENT GRANT TO CREATE A BICYCLE NETWORK WITH CLEARLY DESIGNATED**  
**BICYCLE ROUTES WITHIN THE CITY**

**WHEREAS**, the City of Roseburg is eligible to apply for a 2020 Transportation Growth Management grant; and

**WHEREAS**, the Transportation Growth Management program is a partnership of the Oregon Department of Land Conservation and Development and the Oregon Department of Transportation to help local governments with skills and resources around long term plans affecting their transportation system which in turn influences land use patterns; and

**WHEREAS**, the City of Roseburg has identified the need to designate bicycle routes throughout the City to better connect the existing bicycle network within the community; and

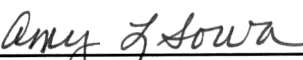
**WHEREAS**, the City desires to participate in this grant program in order to determine designated bicycle routes on low speed, low volume streets and make recommendations for placement of signage, sign content, striping, and other wayfinding infrastructure in order to establish a better connected, safer, and inviting bicycle route network.

**NOW THEREFORE, IT IS HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF ROSEBURG that:**

**Section 1.** Authorization is hereby granted to apply for a 2020 Transportation Growth Management grant to create a bicycle network with clearly designated bicycle routes within the City.

**Section 2.** This Resolution shall become effective immediately upon its adoption by the City Council.

**ADOPTED BY THE ROSEBURG CITY COUNCIL ON JULY 13, 2020.**

  
\_\_\_\_\_  
**Amy L. Sowa, City Recorder**



## BLUE ZONES™

**JUNE 29, 2020**

**ELIZABETH LEDET  
TGM PROGRAM COORDINATOR  
TRANSPORTATION GROWTH MANAGEMENT PROGRAM  
OREGON DEPARTMENT OF TRANSPORTATION  
555 13<sup>TH</sup> STREET NE  
SALEM, OR 97301**

Re: City of Roseburg, Oregon Transportation Growth Management Program Grant

Dear Ms. Ledet:

On behalf of Blue Zones, LLC, I am writing this letter in support of the City of Roseburg's application for an Oregon Transportation Growth Management Program (TGM) grant to develop a bikeway plan. Our organization has a long, successful history of boosting active transportation in Oregon communities, and we see this plan as a critical next step for this community.

We understand that, if awarded, this grant will generate a map of designated bike routes throughout Roseburg identifying preferred parallel routes to arterial roadways, routes to area schools, parks, downtown, and other popular destinations. This plan will do far more than map out and sign additional routes for bicycle travel, it will help establish quieter, more livable streets that benefit all residents.

The pandemic has underscored the need to set sustainable, healthy, accessible, affordable transportation priorities. A healthy population that continues to provide essential services in a community requires low-cost transportation choices. The Roseburg/Umpqua Blue Zones team is well-organized and structured to support city staff in implementing this project.

If awarded, this grant will broaden the use of existing streets, better support our essential workers, and enhance healthy interaction among residents. Oregon needs model community programs to power up affordable, active transportation programs; this program will inspire many communities to follow Roseburg's lead. Pedals Up!

Sincerely,

**DAN BURDEN**

Director of Innovation and Inspiration, Blue Zones, LLC



[www.bikewalkroseburg.org](http://www.bikewalkroseburg.org)

June 16, 2020

John K. Lazur  
Associate Planner / Active Transportation Liaison  
City of Roseburg  
900 SE Douglas Ave.  
Roseburg, OR 97470

Dear John,

The members of Bike Walk Roseburg would like to offer our enthusiastic support for the pending city of Roseburg grant proposal to the Oregon Transportation Growth Management Program ( TGM ). The purpose of the sought after TGM grant is to provide funding to expand and update the bikeway plan currently in place in Roseburg. If approved, these funds will facilitate new signage and a map that identifies parallel or alternative bicycle routing to arterial roads throughout Roseburg in addition to identifying safe routes to area schools, parks, downtown and other popular destinations. The route map developed is envisioned as both hard copy and web based to ensure easy access to citizens and visitors.

This proposal is well timed as Roseburg has seen a marked uptick in bicycle usage since the onset of COVID-19 precautions. An increased number of local citizens are getting out daily on their bicycles for exercise and fresh air and the temporarily reduced vehicular traffic has emboldened some of our more timid riders to venture onto the local streets to run errands and commute. Bike Walk Roseburg members would like to see the current trajectory of increased local bicycle usage maintained and expanded. This TGM grant can provide the resources needed to accomplish that goal.

Sincerely,

A handwritten signature in black ink that reads "John McLean". The signature is fluid and cursive, with a long horizontal stroke at the end.

John McLean  
for Bike Walk Roseburg



## Roseburg Public Schools

Jared Cordon, Superintendent  
1419 NW Valley View Dr  
Roseburg, OR 97471

July 22, 2020

Elizabeth Ledet  
TGM Program Coordinator  
Transportation Growth Management Program  
Oregon Department of Transportation  
555 13<sup>th</sup> St NE  
Salem, OR 97301

### **RE: City of Roseburg, Oregon Transportation Growth Management Program Grant**

Dear Ms Ledet:

As the Superintendent of Roseburg Public Schools, I strongly support the City of Roseburg's application for an Oregon Transportation Growth Management Program (TGM) grant to develop a bikeway plan. This grant will enable students and families throughout the city to access schools more easily. The District firmly believes in and is in full support of the safety of our children and families.

Families are not always able to safely walk and/or bike to school, due to high vehicle speeds, as well as lack of sidewalks, bike lanes and shoulders to walk on. This project will enable families to walk and bike to school safely. If awarded, this grant will generate a map of bike routes to include low speed, low volume streets, as well as well-placed signage, sign content, striping, and other wayfinding to develop a safer and more inviting bicycle route network. Thereby making it safer for everyone.

The project will provide much-needed safe corridors for biking and walking and will provide a connection for residential neighborhoods to access schools, parks, downtown Roseburg and many other popular destinations, throughout the city. Additionally, it will complement the updates identified in the Roseburg Transportation Safety Plan; addressing the transportation challenges. Pedestrian improvements will fulfill a key improvement in the City's plan and enable more students and families to walk or bike to school and work. These improvements support the District's interest in keeping our students safe and healthy.

Respectfully,

Jared Cordon  
Superintendent  
Roseburg Public Schools

## 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 persons<sup>1</sup> 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:

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<sup>1</sup> “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.