

SUMMARY OF PROJECT BUDGET

PROJECT TITLE: KLAMATH FALLS URBAN TRAILS MASTER PLAN

JURISDICTION: CITY OF KLAMATH FALLS

	TGM Funds Requested	Local Match*	Total Project Cost
Eligible Grantee Expenses [Labor (salary plus benefits) and Direct Expenses]		\$ 20,000.00	\$ 20,000.00
Consultant Personal Services	\$ 130,000.00		\$ 130,000.00
TOTAL	\$ 130,000.00	\$ 20,000.00	\$ 150,000.00

* This amount should be a minimum of 12 percent of the total project budget.

We will be providing a cash local match Yes No

I understand that, if used, consultant selection will follow the policies and requirements of the ODOT Procurement Office: <http://www.oregon.gov/ODOT/CS/OPO/>

Initial EN

Initial one of the following statements.

This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions listed on page 1.

Initial EN

This application was prepared by the following compensated consultant:

Consultant Name _____

Initial _____

Authorized Signature

PLANNING MANAGER

Title

ERIK NOBEL

Printed Name



TRANSPORTATION AND GROWTH MANAGEMENT (TGM) 2014 GRANT APPLICATION FORM

Please read the Application Packet carefully before completing this application. You must submit your complete application both electronically and via postal mail.

Examples of successful applications are available on the TGM Grants and Incentives page on the Web: egov.oregon.gov/LCD/TGM/grants.shtml.

Please limit application to 10 pages.

The answer fields below will expand as you type.

ORGANIZATION NAME City of Klamath Falls	PHONE 541-883-5254
CONTACT PERSON NAME AND TITLE Erik Nobel, Planning Manager	CONTACT PERSON E-MAIL Nobel@ci.klamath-falls.or.us
PROJECT TITLE KLAMATH FALLS URBAN TRAILS MASTER PLAN	

Section One: GRANT ELIGIBILITY REQUIREMENTS

1. *Clear Transportation Relationship*

The project will produce a master plan focusing on multimodal transportation planning to increase connectivity, signage, and funding sources. Ultimately, this project aims to increase recreation based tourism, enhance transportation options, and promote community health. Klamath Falls has an existing pathway system, but it is comprised of many individually owned paths. The study area will encompass downtown Klamath Falls and the many developed and planned multimodal paths connecting to the area. The master planning process will include:

- Identification of connections between trails as well as connections between residential and commercial areas and said trails.
- Design of a way-finding system between trails and common identifiable signage.
- Identification of funding sources to complete area trail projects and ensure their continued maintenance.

2. **Adoption of Products to meet Project Objectives**

A consultant will be contracted to complete a master plan for the project area, which will include an implementation, financing, and maintenance plan. The adoption-ready final product will be a support document to the city's existing TSP and Comprehensive Plan.

3. **Support of Local Officials**

City officials understand and support the goals of this project and grant application. The City Council passed Resolution No. 14-14 to commit funding for the completion of a Trail Master Plan.

Many community leaders from various health, tourism, economic development, and outdoor related organizations came together this spring to support the grant's drafting and submission.

AWARD CRITERIA

1. **Proposed Project Addresses a Need and Supports TGM Objectives**

The proposed Trails Master Plan addresses local needs while furthering many TGM objectives. Klamath Falls has an expansive and well-utilized trail system; however, the existing system is hampered by numerous trail owner and maintenance groups, abrupt trail endings, and the lack of common and visible signage.

Currently, Klamath Falls has many miles of hiking trails, paved multi-purpose paths, and right-of-way bike lanes. The most popular paths in the area include the OC&E Woods Line State Trail (OC&E Trail), the A-Canal Path, and the recently paved Foothills Boulevard Bikeway. These paths, though popular, are disjointed trails, providing limited opportunities for commuting and long-distance transportation.

- The **OC&E Trail** is a rail-to-trail conversion of the former Oregon, California, and Eastern Railroad and is Oregon's longest linear park at approximately 100 miles. The OC&E Trail has its western terminus in Klamath Falls' city limits west of Washburn Way. From there the trail travels east through the city's eastern boundary, its urban growth boundary (UGB), and the Klamath County communities of Dairy, Sprague River, Beatty, and Bly. Inside the UGB, the OC&E Trail provides east-west bicycle access and leads to many arterial roads, schools, parks, and additional multi-modal trails like A-Canal multi-purpose path.



The abrupt western ending of the 100 mile OC&E Trail

Despite providing miles of trail, the OC&E trail ends abruptly west of Washburn Way at the Southern Pacific switching yard. This sudden end results in a lack of connectivity to the city's downtown core and its many recreational and employment opportunities.

The City of Klamath Falls and other community partners have been diligently working to address connectivity issues. Most recently, our community has been making progress on developing the Lake Ewauna Trail, a trail which goes from a popular downtown park through the planned TimberMill Shores waterfront development. A half mile portion of the trail will be constructed in 2015 with funding through Oregon Park and Recreation's LWCF Grant Program. This half mile extension of the Lake Ewauna Trail still ends and is separated from the OC&E Trail by the Southern Pacific switching yard. Extending the OC&E Trail's existing alignment over the rail switching yard was identified as a high priority in the city's most recent Transportation System Plan.

- The **A-Canal Path** is a 4 mile asphalt bikeway, which primarily follows the A-Canal irrigation project. The path travels east from Esplanade Avenue near downtown to Homedale Road (east of city limits) within the UGB. The A-Canal Path intersects the OC&E Trail and provides access to numerous arterial roads and educational and recreational facilities. The A-Canal Path does, however, suddenly end at its western and eastern edges. At its western Esplanade Avenue terminus, bikers and pedestrians have to cross Crater Lake Parkway, a busy thoroughfare, and follow highway fronting curb-tight sidewalk before connecting with the ODOT right-of-way trail that connects to the medical center and college campus.



The A-Canal Trail's western terminus

- Klamath Falls' newest multi-purpose path is the approximately 2 mile **Foothills Boulevard Bikeway**. The Foothills Bikeway connects Klamath Falls' newer northeastern subdivisions and Steen Sports Park to the A-Canal Path and the newly constructed though segmented bike lanes and sidewalks on Washburn Way, a primary north-south thoroughfare.

Addressing the connectivity issues between popular paths and increasing access to downtown Klamath Falls will have a host of benefits. Community members have identified addressing this deficiency as a community priority. Outside of the City of Klamath Falls, plans are in existence for improving and extending major trails. Yet, the need for improved connectivity, owner coordination, and common way-finding is becoming more urgent particularly within downtown Klamath Falls.

Klamath Falls is home to the aforementioned trails and many additional miles of pathways and recreational opportunities. The pathways provide multi-modal access to points throughout the community, but have significant obstacles that hinder them from becoming a more encompassing system. These impediments include varied ownership, sudden trail endings, and the lack of common signage.

For example, each of the previously mentioned pathways is maintained by a different entity. Therefore, the quality of each trail is disparate and their connections are not advertised. This makes the community less certain about a viable and well-connected city-wide system that's capable of transporting them around the city without a car.

To create a better standard of trail maintenance, the master plan will identify annual maintenance costs for differing trail types, like dirt, gravel, and asphalt surfacing. The owner groups could then quantify line-item allocations needed for trail maintenance in their annual budgets.

The completion of the Trails Master Plan is in the spirit of and directly supports 3 of the 5 listed TGM objectives. A well connected community trail system with appropriate signage will provide improved transportation options, encourage active transportation with its health related benefits, support economic vitality through recreation based tourism, and promote environmental stewardship by encouraging non-polluting transportation modes.

2. *Proposed Project is Timely and Urgent*

The need for improved trail connections and common way-finding has been constant, but is becoming more necessary as the trail system's continued to expand without coordination and Klamath County's health outcomes have worsened.

Klamath County desperately needs to promote healthier living and lifestyles as the County ranks 33rd of 33 Oregon counties in health outcomes. Twenty-one percent of adults report no physical activity and only 61% have access to exercise opportunities. In addition, 73% of Klamath County residents drive alone to work, portraying a great need for better transportation options. If the connectivity of trails is improved, then residents will be able to commute to work via bicycle or on foot, improving physical activity levels and decreasing pollution. However, residents are unable to take routes now, due to the disconnected trail system, as previously stated. It is evident that we are an unhealthy community and need to take action immediately to improve our health statistics. A better connected and signed trail system will make it easier and provide inspiration for those walkers, runners, and bicyclists who do not feel safe using our current trail system.

Local projects to improve and extend three major trails (the Link River, OC&E, and Wingwatcher) will happen within the next year and provide the opportunity to integrate the Master Plan's solutions. Further, many future projects and their ability to be grant funded depends on securing system-wide

studies like the requested master plan. These projects include the aforementioned OC&E trail fly-over and a trail to complete Lake Ewauna’s missing links.

The Link River Trail follows the Link River’s western edge from its confluence at Upper Klamath Lake to its terminus at Lake Ewauna. The Link River is 1.6 miles long and is located entirely within the city limits of Klamath Falls. The Link River Trail provides a main artery for transportation to downtown Klamath Falls from the western end of the city. The river canyon area has a long history of power production and is now primarily owned by Pacific Power. This March, Pacific Power shuttered the river’s last hydroelectric generator and is now examining how to maintain the canyon’s natural environment, while enhancing public accessibility.

Pacific Power currently operates a non-motorized trail on the river’s western edge; the company has collaborated with community groups and city staff to address necessary trail upgrades. To enhance this trail, community supporters have examined the future of the entire Link River Canyon including the possibility for improved trail connection.

For example, Moore Park is located immediately west of the Link River Trail and is the largest park in the city’s park system. Moore Park serves as a starting point to many miles of multi-use back-country trails. The proximity of the trails results in many residents unsafely attempting to artificially create connectivity. To exit the Link River Trail and enter Moore Park, one must travel on a busy road without a shoulder. On the other end of the Link River Trail lies the Klamath Wingwatchers, a popular trail that travels along the western edge of Lake Ewauna. Similar connectivity issues exist at this juncture.

The Wingwatcher Trail is now expanding west of Lake Ewauna to form a loop leading to the Discover Klamath tourism office. The extension is being jointly constructed with the Oregon Forestry Department but is again lacking system-wide coordination available from a completed master plan.

Despite their proximity, all three of these trails are owned and maintained by separate entities with little coordination and collaborative planning. Furthermore, all three trails have different and insufficient signage. Because the trails are not properly connected and lack bicycle and pedestrian friendly features between them, the majority of trail users are required to drive to one trail and then drive to the next trail.

In discussions with Pacific Power representatives, the company’s leadership expressed a desire to improve the signage of the Link River Trail. As part of the Trails Master Plan, we will create a broader



Limited road signage at the Link River Trail’s southern entrance

community wide signage strategy that all groups can incorporate when constructing, improving, and extending trails.

3. Proposed Project Approach is Reasonable

Klamath Falls has an existing and well-utilized trail and pathway system. Many of the current trails, however, are independently funded, managed, and maintained without common signage. To create a more cohesive and recognizable system, and in light of current plans for expansion, a more comprehensive plan is needed.

The development of a trails master plan necessitates the hiring of a qualified consultant to work with the Community Development project management team. Consultant bids will be solicited and accepted after the City receives a conditional notice to proceed. The project management team’s role will be to coordinate between stakeholder groups and to schedule, plan, and assemble materials for all meetings. The project management team will additionally provide the consultant with summaries of all existing conditions, inventories, maps, owner groups, plans, and regulations pertaining to active transportation.

The selected consultant will be expected to provide draft project schedules with timelines for meetings, draft and final deliverables, and review. The consultant will also provide draft project templates and layouts of the final expected deliverables. As the consultant identifies, refines, and develops enhanced trail connections and way-finding, the project management team will periodically schedule review meetings to gauge and integrate stakeholder feedback.

By implementing the Master Plan’s deliverables and better marketing trail connectivity, Klamath Falls wants to replicate the successes other communities have had in branding their trail systems. For example, Siskiyou County, California immediately to Klamath County’s south created Cycle Siskiyou through the assistance of the Ford Family Foundation. This program uniformly marketed the area’s disparate system of trails and boosted the region’s visibility and recreational based tourism.

TASK	LOCAL COSTS	CONSULTANT COSTS
1. Consultant creates project visioning, prioritization, design schemes, alternatives, and draft and final Master Plans	\$0	\$130000
2. City staff provides project management, and GIS, organizational, and communication/outreach support	\$20000	\$0
Totals:	\$20000	\$130000

4. Proposed Project has Community Support

Klamath Falls is fortunate to have a plethora of citizens who are actively involved in our government, community organizations, and trail systems. We are committed to our natural environment and want

to not only utilize it, but preserve it for the enjoyment of all community-members and visitors to the area. Many organizations, exemplify this important community value. The Klamath Wingwatchers strive to educate the public on the variety of birds that exist here, their natural habitats, and their value to us. The Klamath Trails Alliance actively works to promote, develop, and maintain an extensive trail network for non-motorized transportation. In addition, the Klamath Greenways Foundation is dedicated to the preservation of open space in the Klamath Basin. The Community Development Division has received letters of support from each of these organizations (attached).

In addition, the Community Development Division is an active partner in Healthy Klamath, a community coalition formed in 2012 in response to Klamath County's poor health outcomes. In 2014, Klamath County ranked 33 out of 33 reporting counties in Oregon in health outcomes. (County Health Rankings, 2014:

<http://www.countyhealthrankings.org/app/oregon/2014/rankings/klamath/county/outcomes/overall/snapshot>) Healthy Klamath is comprised of a multitude of organizations including Sky Lakes Medical Center and Sky Lakes Wellness Center, Klamath County Public Health, the Klamath County School System, Cascades Health Alliance (our local coordinated care organization), Herald and News (our local newspaper), the Chamber of Commerce and many more. In 2013, Healthy Klamath members determined that its organizational priority was to improve exercise and nutrition, mental health, and community infrastructure. Members agreed that the improvement of a trail system is critical in that quest.

In fact, the Sky Lakes Wellness Center collaborated with other Healthy Klamath members and community stakeholders, including Pacific Power and the Klamath Greenways Foundation, to host a discussion of the future of the Link River Canyon, moderated by Alta Planning and Design, a consulting firm in Portland. The event was well attended and steps are being made to continue Link River Canyon improvement.

A letter of support from the Sky Lakes Wellness Center is attached.

SOURCE	ATTACHED	EXPECTED
1. Sky Lakes Wellness Center	X	<input type="checkbox"/>
2. Klamath County Economic Development	<input type="checkbox"/>	X
3. Southern Central Oregon Economic Development District	<input type="checkbox"/>	X
4. Klamath County Chamber of Commerce	<input type="checkbox"/>	X
5.	<input type="checkbox"/>	<input type="checkbox"/>
6.	<input type="checkbox"/>	<input type="checkbox"/>
7.	<input type="checkbox"/>	<input type="checkbox"/>
8.	<input type="checkbox"/>	<input type="checkbox"/>

5. Proposed Project Sponsor Readiness and Capacity

The City Council passed Resolution No. 14-14 to commit funding to the completion a comprehensive Trail Master Plan. Community partners from varied fields came together this spring to support this grant application and offer their readiness. Community Development staff will serve as the project manager and coordinate between these many grant co-applicants and the selected consultant.

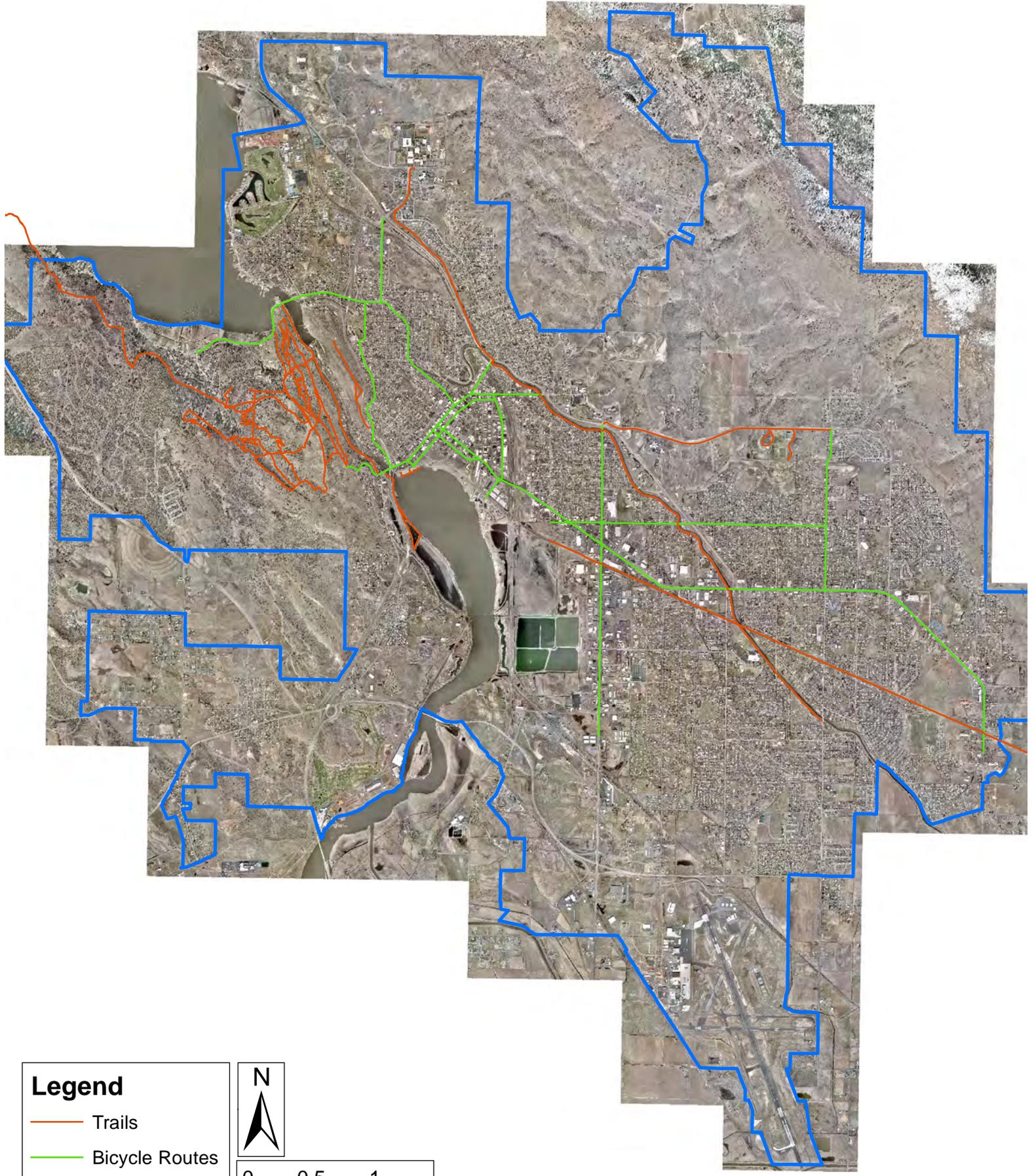
The City of Klamath Falls received a \$59,000 TGM grant in 1999 to revise its Community Development Ordinance.

6. Proposed Project is Innovative

County health rankings regularly monitor access to recreational areas and healthy foods. However, one is unable to assess these results on anything more detailed than a county level. However, the Sky Lakes Wellness Center, in collaboration with Oregon Institute of Technology (Oregon Tech), is in the process of creating a GIS (geographic information systems) map on a block level of Klamath Falls. These maps will assess neighborhood walkability, access to trails, parks, grocery stores and compare with health outcomes (obesity, diabetes, hypertension, high cholesterol, cost of care) and social demographics (income, level of education, number in household). Because of these detailed maps, which will be updated annually, the effect of trail improvements can be monitored. That is, as a trail is connected and improved, the health outcomes of that neighborhood and block can be tracked. In this way, we can readily determine the health impact of trail connectivity.

We believe that our frequent collaboration with Healthy Klamath (an organization comprised of community stakeholders whose goal is to improve Klamath County health outcomes) and the medical community makes us innovative and able to respond to environmental factors that affect health quickly and efficiently.

Klamath Falls - Active Transportation Map



Legend

- Trails
- Bicycle Routes
- UGB Boundary

N

0 0.5 1 Miles

RESOLUTION NO. 14-14

**A RESOLUTION IN SUPPORT OF REQUESTING FUNDING THROUGH THE
TRANSPORTATION GROWTH MANAGEMENT PROGRAM TO CREATE
A TRAILS MASTER PLAN**

WHEREAS, the Department of Land Conservation and Development and the Oregon Department of Transportation are jointly accepting applications for the Transportation and Growth Management Grant Program; and

WHEREAS, the Community Development Department desires to participate in this grant program to the greatest extent possible as a means of improving connections between existing and planned trails; and

WHEREAS, the Community Development Department has identified a well-connected and multi-modal transportation system as a high priority in the City of Klamath Falls; and

WHEREAS, the Community Development Department is partnering with area economic development and health organizations to complete the grant application; and

WHEREAS, the Community Development Department has available local matching funds to fulfill its share of obligation related to this grant application should the grant funds be awarded; and

WHEREAS, the applicant hereby certifies that the matching share for this application is readily available at this time; NOW THEREFORE,

THE CITY OF KLAMATH FALLS RESOLVES AS FOLLOWS:

Section 1

The City Council is in support of requesting funding for the completion of a Trails Master Plan from the Department of Land Conservation and Development and the Oregon Department of Transportation through the Transportation Growth Management Plan grant program to enhance trail connectivity and identify funding needed to complete the Master Plan's recommendations.

Section 2

This Resolution shall become effective immediately upon enactment.

Passed by the Council of the City of Klamath Falls, Oregon, the 19th day of May, 2014.

Presented to the Mayor, approved and signed this 20th day of May, 2014.



Mayor

ATTEST:



City Recorder

STATE OF OREGON)
COUNTY OF KLAMATH)ss.
CITY OF KLAMATH FALLS)

I, _____, Recorder for the City of Klamath Falls, Oregon, do hereby certify that the foregoing is a true and correct copy of a Resolution duly adopted by the Council of the City of Klamath Falls, Oregon, at the meeting held on the 19th day of May, 2014, and thereafter approved and signed by the Mayor and attested by the City Recorder.

City Recorder

Live Young: Sky Lakes Wellness Center

2631 Crosby Avenue • Klamath Falls, OR 97603 • Phone: 541-880-2770 • Fax: 541-880-2779
E-Mail: Katherine.jochim@skylakes.org Web: www.skylakes.org

Date: June 12, 2014

Transportation Growth Management Program
Oregon Department of Transportation
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem, OR 97301

Dear Transportation Growth Management Staff:

We, the Directors of the Sky Lakes Wellness Center, offer our enthusiastic support to the City of Klamath Falls' Transportation Growth Management application. We are well aware of our county's need to improve its health. Ranking 33rd out of the 33 counties in health outcomes and 26th in health behaviors, we urgently need to improve community health on an environmental level.

Studies show that only 10% of what makes us healthy comes from clinical care and that our environment and healthy behaviors comprise 70% of what makes us healthy. Research also proves that people who live in walkable communities are two times more likely to get enough physical activity and people who live near trails are 50% more likely to meet physical activity guidelines. In short, people are healthier if they live in walkable communities!

However, the trails in Klamath Falls are not adequate to improve our physical activity measures as they are disconnected and in need of improvements. If awarded, this grant, which proposes developing connections between trails, improving signage of the trails, and seeking continued funds to complete projects, will be critical in the improvement of trail connectivity and multimodal transportation.

As trails are connected and improved, more Klamath citizens will be encouraged to walk or bicycle to school or work. They will be able to safely travel to a friend or family's home without driving. And the quality of life and community health will significantly improve.

We are grateful for this opportunity to offer the City of Klamath Falls our enthusiastic and full support of their Transportation Growth Management endeavors.

Sincerely,



Katherine Jochim Pope, RN, MPH and Dr. Stephanie Van Dyke, MPH
Directors of Live Young: Sky Lakes Wellness Center

