

**TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM
2016 GRANT APPLICATION COVER SHEET**

APPLICATIONS DUE 4:00 PM, June 10, 2016

Type of Grant:	Category 1	ODOT Region (1-5):	Region 3
Primary Applicant Jurisdiction:	Reedsport, City of		
Project Title:	Deans to Dunes Trail Multi-Use Trail System Plan		
Mailing Address:	451 Winchester Avenue		
City/Zip:	Reedsport	OR	
Contact Person:	Jessica Terra or Jonathan Wright		
Telephone/Email:	541-271-3603	jterra@cityoffreedsport.org or jwright@cityoffreedsport.org	

		MATCH	
		YES	NO
Other Local Jurisdictions involved in the project:	Douglas County	<input type="radio"/>	<input checked="" type="radio"/>
		<input type="radio"/>	<input type="radio"/>
		<input type="radio"/>	<input type="radio"/>

Summary Description of Project: This section must be completed. Do not refer to text within the application form. In no more than 1000 characters, describe the purpose of your project and the expected outcomes.

State highways provide the only transportation connection between rural communities along the coast and are steadily increasing in popularity with cyclists and pedestrians who use these facilities for access work, shopping and local recreation. However, the highway sections in coastal Douglas contain no facilities for cyclists or pedestrians to utilize, forcing them to ride or walk along the fog line and leading to a rise in pedestrian and cyclist conflicts with vehicles.

The City is requesting TGM assistance to evaluate and develop a trail plan that provides bike and pedestrian facilities by which to connect the communities of Reedsport and Winchester Bay with each other and to three exceptional recreation areas surrounding. The new trail system would decrease reliance on motor vehicles in the region, allow greater access to area recreation drawing higher tourism to the area, connect low income citizens with employment, and most of all increase bike and pedestrian safety.

2016 TGM Grant Application Cover Sheet

Jurisdiction: Reedsport, City of

Project Title: Deans to Dunes Trail Multi-Use Trail System Plan

Budget Breakdown (Based on your response to Award Criterion 3)

TASK	TGM FUNDS REQUESTED	
	GRANTEE	CONSULTANT
Consultations with City, County, and State staff at various development stages		\$4,500.00
Meeting presentations of Plan at various development stages		\$3,000.00
Lodging, travel, meals, etc.		\$2,000.00
Plan drafts over-viewing research, engineering, costing, challenges, etc.		\$70,000.00
Final Plan development		\$5,500.00
Total TGM Funds Requested:	\$0.00	\$85,000.00
		\$85,000.00

Minimum Match Requirement - 12% of the Total Project Budget:	\$11,590.91
Match to be Provided:	\$11,591.00

Type of Match to be Provided:

2016 TGM Grant Application Cover Sheet

Jurisdiction: Reedsport, City of

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Eligibility Requirements

The following three eligibility requirements are reviewed on a pass/fail basis. 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 of alternative scenarios, development of implementation measures, and public involvement that results in a transportation plan, land use plan, or other product that addresses a transportation problem, need, opportunity, or issue of local or regional importance. 1000 character limit.

ODOT's Oregon Bike and Pedestrian Plan, states that ODOT has jurisdiction over approximately 12,000 km (7,500 mi) of highways. This plan was developed to offer general principles and policies for ODOT so that the state may begin to develop safe alternative modes of transportation other than by motor vehicle and demonstrates a clear nexus between bike/pedestrian facilities and transportation.

Reedsport has a much higher rate of unemployment than the rest of the state and a large number of social security dependent retirees. Bicycling and walking are often the only modes available to these citizens. The City's Main Street organization identified the need, via a host of public meetings, to expand the current bike and pedestrian facilities south (to Winchester Bay) and east (to Dean's Creek recreation area) to provide these citizens with safe access to these areas and enhancing the coastal tourism industry. The County agrees with the need for this project.

2. Adoption of Products to meet Project Objectives

A proposed project must include preparation of an adoption-ready product or products 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 that will primarily do outreach, research, study an issue, compile data, or prepare maps are not eligible. Projects are expected to include adoption hearings or will be part of a larger project to be adopted. 800 character limit.

This grant will produce an adoption ready plan that will become an addendum to the City comprehensive plan. This document will tie directly into the City's levee trail master plan and enhancements recommended by the City's recent pedestrian study. The City's levee trail is currently in design engineering and should be developed over the next 2-4 years. The same is true for the recommended safety enhancements on highway 101 provided by the pedestrian study, making this document necessary in order for the City to continue to develop these facilities in the area. This project has already received strong support from the Reedsport Main Street program, the Reedsport City Council, the Douglas County Commissioners and local civic and service groups.

3. Support of Local Officials

A proposed project must clearly demonstrate that local officials understand the purpose of the grant application and support the project objectives. A letter or resolution of support from the governing body of the applying jurisdiction (e.g. City Council, Board of Commissioners) must be submitted with the application to meet this requirement. 500 character limit.

The Reedsport Planning Commission strongly supports this project, stating:
"This would be wonderful for our community!" (Aasen)
"Excellent idea. I support it enthusiastically." (Davisson)
"You have my support 1000%! This will put us on the map." (Surina)

As a whole, the Commission supports bike and pedestrian improvements (identified in 2010 goal planning session). Furthermore, the Commission's mission statement strives to implement projects aimed at enhancing the community's quality of life.

2016 TGM Grant Application Cover Sheet

Jurisdiction: Reedsport, City of

Project Title: Deans to Dunes Trail Multi-Use Trail System Plan

Certifications

- 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:

Consultant Name:

Consultants may prepare the jurisdiction's application. However, uncompensated consultants are not eligible to participate in the project itself. Consultants who are paid to prepare the application may be eligible to participate in the project. Contact [Cindy Lesmeister](#) at 503-986-4349 if you have questions.

- 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>

Applicant Title:

Printed Name:

Authorized Signature*:

*Please only include the authorized signature on the mailed hard copy. **DO NOT submit a printed, signed, and scanned version electronically.**

- I have mailed in a hard copy of my application with authorized signature.



TRANSPORTATION AND GROWTH MANAGEMENT (TGM) 2016 GRANT APPLICATION FORM

Instructions: See the [Grant Application Packet](#) for how to respond to each of the Award Criteria

Completed Grant Application Form must not exceed 8 pages, less attachments. Excess pages will be discarded.

Examples of successful applications and help to develop a project approach and budget estimate are available on the TGM Grants page: <http://www.oregon.gov/LCD/TGM/Pages/grants.aspx>.

The answer fields below will expand as you type.

ORGANIZATION NAME City of Reedsport	PHONE 541-271-3603
CONTACT PERSON NAME AND TITLE Jonathan Wright or Jessica Terra	CONTACT PERSON E-MAIL jwright@cityoffreedsport.org or jtterra@cityoffreedsport.org
PROJECT TITLE Deans to Dunes Multi-Use Trail System Plan	

Award Criteria

Applications may receive a total of 110 points.

- Up to 100 points are based on an applicant’s written responses to five award criteria.
- Up to 10 bonus points may be awarded for **Project Innovation**: *the application must demonstrate that the project will be innovative in subject matter, approach, or expected outcomes.* Do not write a separate response about how your project meets this criterion; scorers will award points based on the entirety of the application. By the nature of the criterion, most projects will not receive any points.

Projects are selected primarily based on scores for the TGM award criteria; also considered are the grant amounts requested, the estimated amounts TGM believes may be required for a project, the amount of grant dollars available for award within an ODOT region, and the balance of grant dollars between Category 1 and Category 2 projects. A scoring consideration is ensuring a fair distribution of grant funds to smaller or economically distressed communities.

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 (as listed on pages 3-4 of the Application Packet).

Reedsport has worked diligently in the past decade to plan for mixed modes of travel. Such planning efforts include TSP updates, the Waterfront and Downtown Plan, the Levee Loop Trail, and a recent Pedestrian Safety Study, which includes a “road diet” allowing for improved bike lanes. In an effort to

continue the momentum and idea of mix-mode travel options, the City would like to develop the Deans to Dunes Trail System Plan. This system provides a safe alternative transportation method for those residents living in the Winchester Bay community, but working in Reedsport. It removes the reliance on motor vehicles and the US Highway 101, thereby lessening emissions of air pollution. The trail would also support the healthy life style trend that our culture desires, by providing a path for walking, jogging, and hiking.

Clearly marked on and off highway alternatives for cyclists and pedestrians don't exist along the state highways in coastal Douglas County, except in urban areas. Bicycle tourism is becoming more and more popular leading to an economic uptick in tourism dollars here, but at the same time police and medical are seeing more cyclist and pedestrian verses motor vehicle issues. Having an off highway multi-use trail system will provide these tourists with a safe alternative to riding the fog line. The City is currently working with ODOT to have bike lanes installed throughout town which will make integration with this plan seamless. This effort has been supported by the City Council with the authorization for a road diet in order to have the roadway to accommodate these new facilities.

Reedsport is a coastal community without direct coastal access unless by vehicle. This trail system will provide citizens with a healthful and environmentally friendly alternative to driving to their favorite recreational area and provide those on limited income with access to neighboring communities opening employment opportunities and access to shopping areas.

This new trail system (named by locals the Deans to Dunes trail system) will extend the current bike and pedestrian facilities of the City to Deans Creek elk preserve (3 miles) and Winchester Bay (2.5 miles). As stated previously, the Winchester Bay leg will be an extension of the existing ODOT bike and ped work to take place in 2018. The Deans Creek leg will provide connection to the City's existing levee loop trail system (TGM funded project). Both of these trail systems have been identified by the community as a significant economic driver for the area. While Reedsport is rich in natural beauty it lacks a way to enjoy it by biking or walking unless alongside a state highway shared by RVs, log trucks and vacationers. Being able to provide visitors with a unique, safe and healthy walking or biking experience is a marketable asset to vacationers who frequently drive through the area but who currently don't stop. It will also increase the quality of life for the community drawing more people to the area, helping fill vacant properties and benefitting local businesses.

Although, vacant buildings exist and some developable subdivision lots are available, residential property is limited in order to provide for future housing needs to accommodate population growth. Given constraints on Reedsport's topography, an Urban Growth Boundary expansion would be difficult and costly to developers, due the fact that much of the outlying areas are on steep slopes or limited by wetlands or flood zone. In order to keep the momentum of growth in our area, the trail would provide a valuable connection to other areas where additional residential development can occur. The trail would connect multiple small communities, uniting them as one large community, in which Reedsport is still the hub for shopping, dining, and major business activities. Thus, supporting the economy and local business owners. It also opens up recreation activities, be it fishing, boating, kayaking, birding, or hiking, to Reedsport residents who couldn't otherwise get to those activities unless by motor vehicle.

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 supporting a Governor’s Regional Solutions Team priority; or
- 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.

The immediate need for this facility is the life, safety issues associated with cyclists and hikers walking the fog lines of Highway 101 and Highway 38. Each year City fire and EMS personnel respond to pedestrian and cyclist verses vehicles along these corridors. Staff speculates that small shoulders, high speeds and limited sight distance on corners are all contributing factors. This grant will be used to analyze different alternatives and identify the most cost effective way to provide safe bike and pedestrian facilities along the two indicated routes.

Furthermore, this Plan would support a safe route to work. Many of the residents in Winchester Bay work in the Reedsport Community. The development of a multi-use trail from Winchester Bay to Reedsport will alleviate the reliance on motor vehicles on the Highway 101, in order to get to work. This reliance is reduced by providing a safe mode of travel by foot or bicycle to their place of employment. This facility would also aid evacuation efforts during a Cascadia event.

This proposal creates the need to update portions of the City’s Transportation System Plan (TSP) in sections, which have not been recently amended by the Pedestrian Safety Plan (2016) and the Levee Loop Trail Plan (2015). The amendments will update the Master Plan project map, transportation goals, and policies related to bicycle and pedestrian paths. Amendments to the TSP should include land use forecasts and travel demands related to population growth. The City would expect the amended TSP to identify financing and implementation strategies for actual trail development.

Amendments to the Douglas County TSP or OTP may also require amendment, as a result of this proposal.

3. Proposed Project Approach is Reasonable

Up to 20 points

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

The City is requesting assistance with the development of a multi-use trail system that will provide bicyclists and hikers with a safe alternative to walking and hiking along the highway 101 and 38 to the area’s local attractions. The City has already adopted TSP amendments to provide the support structure for these new enhancements. The levee loop trail ends right at the connection with Highway 38 providing a leap off point for the Deans leg of the trail system. This trail was also provided

as a request in the 2014 STIP, but was not identified as fundable likely due to the lack of a developed trail plan, as requested through this TGM grant. Furthermore, earlier this year additional TSP amendments were completed that would allow for a road diet on 101 in order to provide enhanced pedestrian and bicycle facilities throughout the 101 corridor in Reedsport. This again provides the ideal leap off point for the new trail system to Winchester Bay. All of these improvements were clearly identified as priorities to the community based on significant safety concerns and associated crash history. This proposal has been identified as a priority by the Reedsport City Council, Reedsport Main Street program, the Partnership for Economic Development and the Reedsport Winchester Bay Chamber of Commerce.

Once this plan is complete, the City will work with ODOT staff, the County and grant agency's to develop the trail. State Parks has demonstrated strong support for this type of trail system by funding similar projects. The development of the trail could also be funded via Oregon lottery funds or even through the ODOT STIP program, but the key to all of this is having a good trail system plan.

Based on the need for this project, the City of Reedsport will facilitate the process including any additional outreach, public participation and County Coordination. The County has already stated that they are in support of this application.

4. Proposed Project has Community Support

Up to 5 points

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

The need for this project has been identified by many individuals and organizations. Whether by a citizen that feels that people walking along side of a highway is not safe or an organization that feels that this is a viable economic tool for the region. Reedsport and the surrounding community members are recreation enthusiasts. These enthusiasts are constantly seeking ideas to get the locals outdoors and active, as well as, market the area to tourists. When told about the project, residents and business persons were enthusiastic to provide letters of support. Many of them expressed a desire to be included in future stakeholder and advisory committee meetings. Members of the Reedsport Planning Commission will help to fill positions on the advisory board and see the project to completion, making a recommendation to adopt to the Reedsport City Council.

LIST ATTACHED LETTERS OF SUPPORT
1. Reedsport Planning Commission letter of support
2. Douglas County Commissioner letter of support
3. Lower Umpqua Hospital letter of support
4. Project Blessing letter of support
5. Miller letter of support
6. Knerr letter of support
7. Farber letter of support
8. Collier letter of support

5. Proposed Project Sponsor Readiness and Capacity

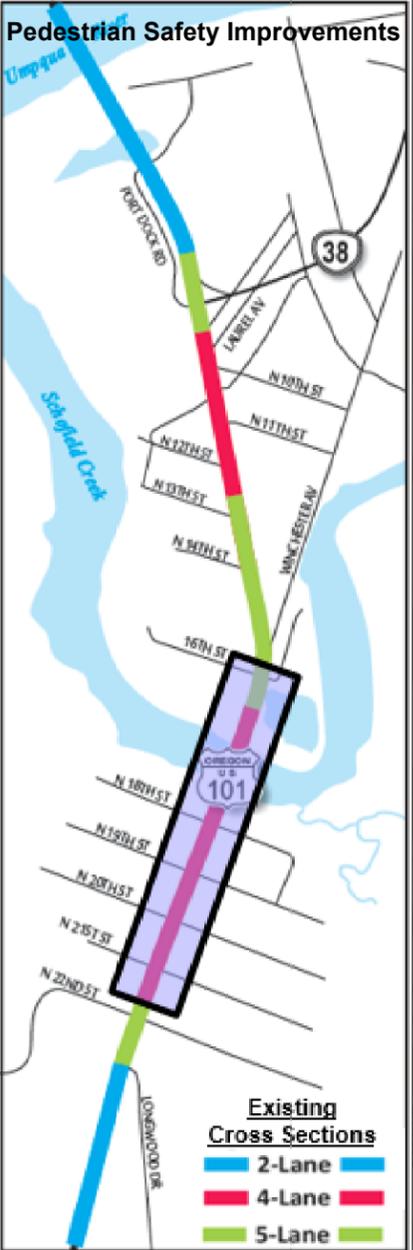
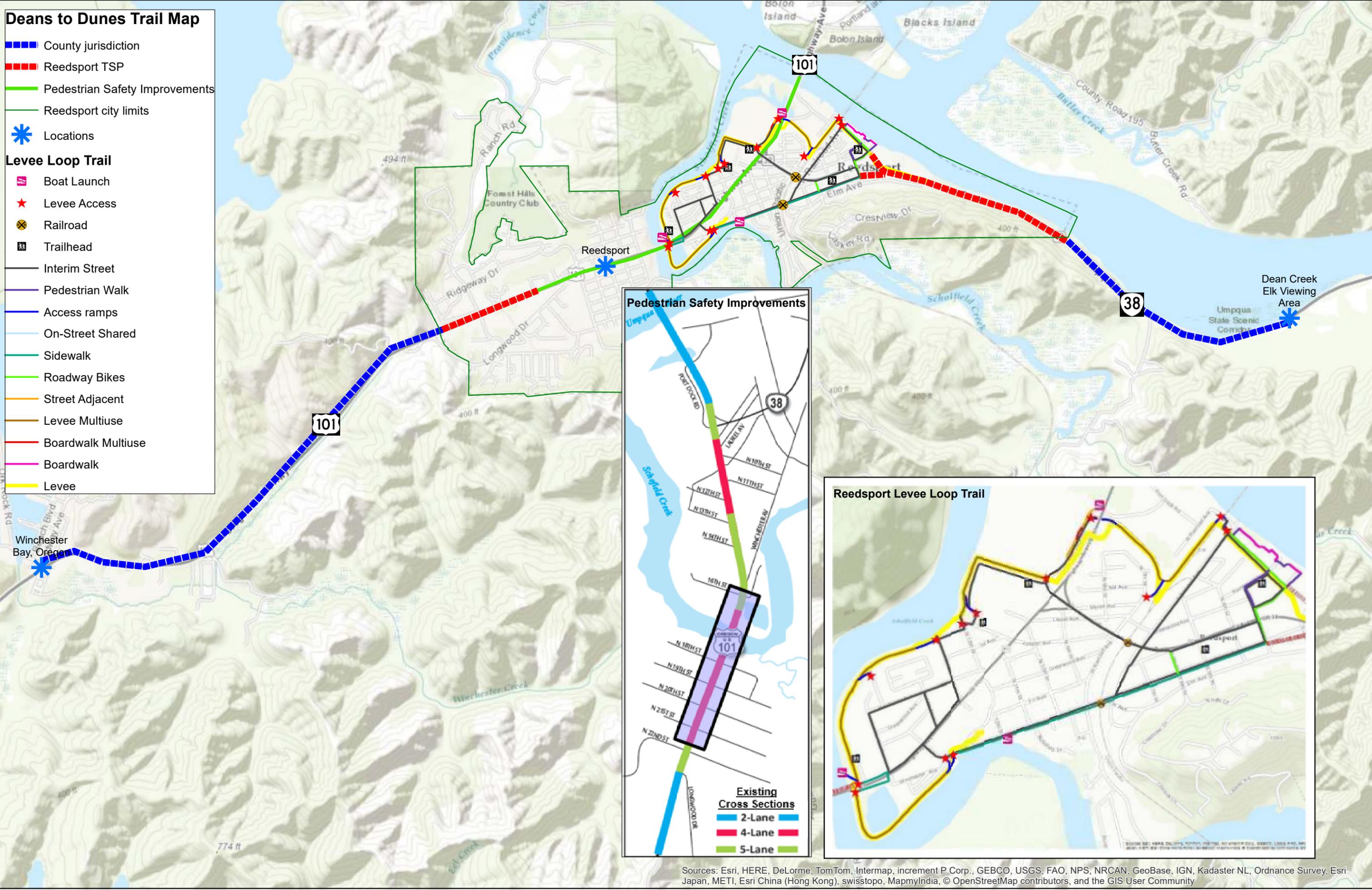
10 Points

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 the project considering the complexity of the project, the size of the jurisdiction, and performance on previous TGM projects. Where substantial coordination with other local, regional, and state planning efforts will need to occur, all of the partners are ready and able to begin the project within the TGM timetable.

The City has a good working relationship with ODOT and has partnered with projects like this in the past. For this reason, City staff understands the process, time involvement, and expectation of the TGM Program. In 2012 and again in 2014, the City was awarded TGM grants, one for the Waterfront and Downtown Plan and the other for the Levee Loop Trail Plan. City staff met the deadlines for reporting and project completion with ease for both of these projects. Each of the Plans has since been formally adopted and are in use by the City. Should the City be awarded this grant staff is ready to hit the ground running, as it is anticipated that all or most of the City's 12% match will be made through in-kind services. However, the City allocates money every budget cycle to a Bicycle/Footpath Fund to be specifically used as match for bicycle and pedestrian planning and development grants, should a cash match be necessary. Given our eagerness and experience, the City of Reedsport is confident in the team's readiness and capacity.

Deans to Dunes Trail Map

- County jurisdiction
 - Reedsport TSP
 - Pedestrian Safety Improvements
 - Reedsport city limits
 - ✱ Locations
- ### Levee Loop Trail
- Boat Launch
 - ★ Levee Access
 - ✕ Railroad
 - Trailhead
 - Interim Street
 - Pedestrian Walk
 - Access ramps
 - On-Street Shared
 - Sidewalk
 - Roadway Bikes
 - Street Adjacent
 - Levee Multiuse
 - Boardwalk Multiuse
 - Boardwalk
 - Levee



Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

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

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

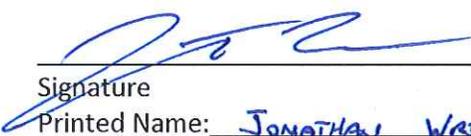
Indicate all that apply:

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

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, on a separate sheet of paper, provide 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.

I HEREBY CERTIFY on this 10 day of JUNE, 2016, the information contained on this form and any attachment is complete and accurate to the best of my knowledge.

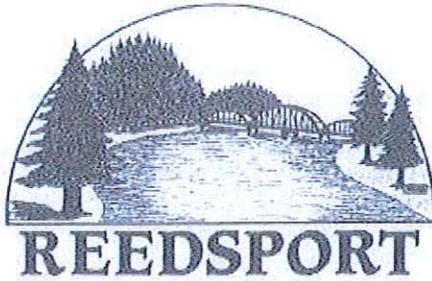


Signature

Printed Name: JONATHAN WRIGHT

Title: CITY MANAGER

¹ "Minority persons" 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.



CITY OF REEDSPORT

451 Winchester Avenue
Reedsport, OR 97467-1597
Phone (541) 271-3603 | Fax (541) 271-2809

Friday, June 10, 2016

Cindy Lesmeister
Transportation and Growth Management Program
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem, Or. 97301

RE: City Council support for the City of Reedsport Transportation & Growth Management grant to develop the Deans to Dunes Trail System Plan

Dear Selection Committee,

The Reedsport City Manager presented to the Reedsport City Council the proposal for a Deans to Dunes trail system. The Council agrees that this project is a high value project for Coastal Douglas County and hopes that ODOT will also see it as a priority for funding. We have authorized the City Manager to apply on our behalf.

The City Council finds that this Plan would support the Reedsport Comprehensive Plan, Reedsport Transportation System Plan (TSP), Reedsport Bike Plan, Pedestrian Safety Study, Reedsport Levee Loop Trail Plan, Reedsport Waterfront and Downtown Plan, Douglas County Comprehensive Plan, Oregon Transportation Plan, Oregon Bicycle and Pedestrian Plan, and the Oregon Highway Plan.

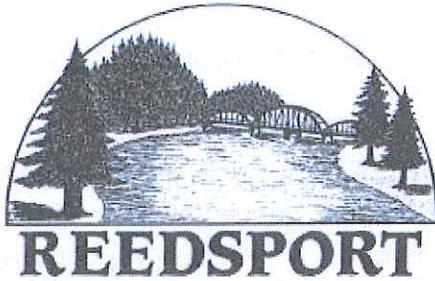
This project is well supported by the residents of these communities, as there is a need for safe alternative walking and biking routes in our area. These routes should be ADA accessible so that they can be used and enjoyed by everyone. The Plan proposes a recreational element, which specifically supports the economy of Reedsport. We hope this Plan, once developed, would be implemented in the near future and make Reedsport a popular destination for tourists, kayakers, bicyclists, bird watchers, walkers/joggers, fishing-enthusiasts, and the like.

We hope you see the value in this Plan and support our efforts to make Oregon safer and healthier, starting with small community efforts, like this one.

Thank you for your consideration in the matter.

Sincerely,


Linda McCollum
Mayor



CITY OF REEDSPORT

PLANNING COMMISSION

451 Winchester Avenue

Reedsport, OR 97467-1597

Phone (541) 271-3603 | Fax (541) 271-2809

Thursday, May 19, 2016

Cindy Lesmeister
Transportation and Growth Management Program
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem, Or. 97301

RE: Planning Commission support of a Transportation & Growth Management grant to develop the Deans to Dunes Trail System Plan

Dear Selection Committee,

On behalf of the Reedsport Planning Commission, I would like to express our support for the City's identified Deans to Dunes Trail System Plan (herein referred to as the D2D Trail). The Commission feels this Plan would provide a necessary connection from our community into Winchester Bay and to the Dean Creek Elk Viewing Area. This proposal also supports the recently developed Levee Loop Trail Plan (LLTP), which our community expressed a high interest in during the public outreach portion of the planning process. The concept of the D2D Trail is similar to that of the LLTP. It would be a multi-modal trail starting at the Dean Creek Elk Viewing area, connecting into the Reedsport Levee Loop Trail and continuing into Winchester Bay. While this Plan provides additional recreation opportunities, such as biking, bird watching, lookouts, kayak launches, elk viewing and various water-oriented activities, the trail will also focus on providing a safe route to work.

Since there is currently no safe pedestrian or bicycle lane connection from Reedsport to Winchester Bay, it can be dangerous when traveling to Winchester Bay from Reedsport (or Reedsport to Winchester Bay) for work. Adding a trail adjacent the highway, with buffering or separation, will keep pedestrians safe from fast moving vehicles, traveling the US Highway 101 or OR Highway 38

The Commission finds that this Plan would support the Reedsport Comprehensive Plan, Reedsport Transportation System Plan (TSP), Reedsport Bike Plan, Pedestrian Safety Study, Reedsport Levee Loop Trail Plan, Reedsport Waterfront and Downtown Plan,

Douglas County Comprehensive Plan, Oregon Transportation Plan, Oregon Bicycle and Pedestrian Plan, and the Oregon Highway Plan.

This project is well supported by the residents of these communities, as there is a need for safe alternative walking and biking routes in our area. These routes should be ADA accessible so that they can be used and enjoyed by everyone. The Plan proposes a recreational element, which specifically supports the economy of Reedsport. We hope this Plan, once developed, would be implemented in the near future and make Reedsport a popular destination for tourists, kayakers, bicyclists, bird watchers, walkers/joggers, fishing-enthusiasts, and the like.

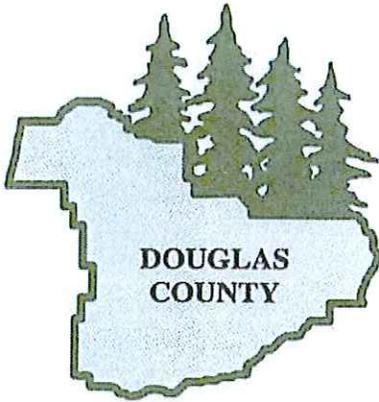
We hope you see the value in this Plan and support our efforts to make Oregon safer and healthier, starting with small community efforts, like this one.

Thank you for your consideration in the matter.

Sincerely,

A handwritten signature in blue ink, appearing to read "Allen Teitzel", with a large, stylized flourish at the end.

Allen Teitzel
Chairman of the Reedsport Planning Commission



**DOUGLAS COUNTY
BOARD OF COMMISSIONERS**

CHRIS BOICE SUSAN MORGAN TIM FREEMAN

1036 SE Douglas Ave., Room 217 • Roseburg, Oregon 97470

May 19, 2016

RE: City of Reedsport Transportation and Growth Management Grant Application

The Douglas County Board of Commissioners would like to extend our support for the City of Reedsport in their application of a Transportation and Growth Management (TGM) grant to develop a multi-use trail for the "Deans to Dunes" Trail System Plan.

This trail would provide a way for residents in both Winchester Bay and Reedsport to get safely to the other community for work, via walking or biking. The trail supports healthy lifestyles and promotes walking, jogging, bicycling, and other similar recreational activities. The trail will be a benefit to not only the community members' personal use, but is a way to promote the area to tourists, including but not limited to hikers, fishing-enthusiasts, bicyclists, birders, kayakers, and geo-cachers.

The Douglas County Board of Commissioners believes this will be a benefit to both Reedsport and Coastal Douglas County.

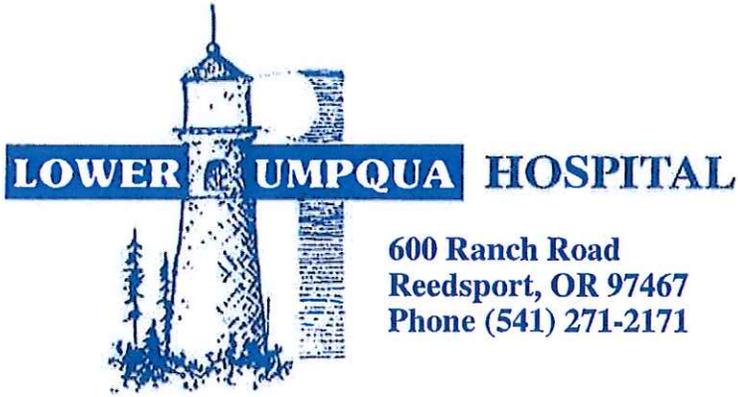
Sincerely,

DOUGLAS COUNTY BOARD OF COMMISSIONERS

Tim Freeman, Chair

Chris Boice

Susan Morgan



Tuesday, May 31, 2016

Cindy Lesmeister
Transportation and Growth Management Program
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem, Or. 97301

Dear whom it may concern,

On behalf of the Lower Umpqua Hospital District, I am writing this letter of support for the planning and development of the Deans to Dunes Trail System Plan for Reedsport and Winchester Bay, Oregon.

Currently, the bicycle lanes that exist on US Highway 101 and OR Highway 38 are undersized in comparison to today's standards. The lanes are narrow and create a safety hazard for bicyclists. In addition, there are not pedestrian walkways from the Deans Creek Elk Viewing Area to Reedsport and again from Reedsport to Winchester Bay. A multi-modal trail in those areas would allow safe travel for both bicyclists and pedestrians. Additionally, the trail allows a safe route to work for those residents living in Winchester Bay, but working in Reedsport (and vice versa). This reduces motor vehicle traffic and reliance on Highways 101 & 38. Lastly, the trail promotes a healthy life style. Reedsport has many avid recreationists, so this trail would create a new walking path, getting residents out and active. It would create new accesses to the water bodies for kayakers, fishing enthusiasts, boaters, etc.

The Lower Umpqua Hospital supports the idea of a safe route to work for its employees who live in Winchester Bay. Furthermore, the Hospital is constantly promoting healthy life styles to our residents, so this trail concept fits the Mission Statement, which is: "Lower Umpqua Hospital and Health District working together to provide and promote a healthier community

Thank you for your consideration in the matter.

Sincerely,

Jody Henderson
Public Relations Director



From Your Hands to Their Hearts
Working Together to Eliminate Hunger

PROJECT BLESSING **Food Pantry**

Sponsored by Lower Umpqua Ministerial Association
Partner of United Community Action Network

Tax EIN: 93-1079505

150 S. 20th Street—Pantry
2191 Birch - Mailing
Reedsport, OR 97467

For more information call:
Steve LaRouche: Board President
541-271-3928

May 23, 2016

To Whom it May Concern,

Project Blessing Food Pantry lends its full support to the Deans to Dune Trail Plan. While a dedicated multi-modal transportation route for cyclists, joggers, and walkers is needed to make our community more livable, the population we serve depends on it.

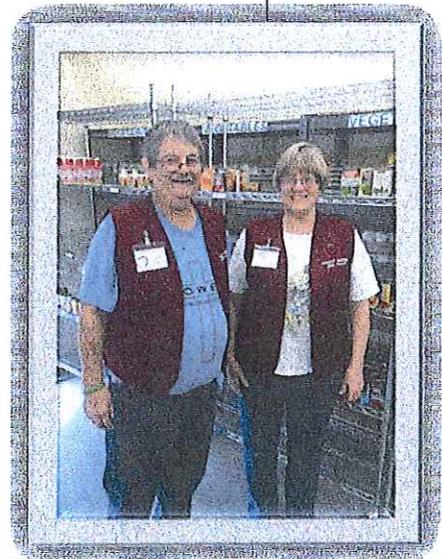
Over 75% of our clientele lack motor vehicle transportation. While some of those ride share or use public transportation, we see between 50-60 clients arrive on foot or bicycle each week. Many of our cyclists cannot navigate across the bridges or along Highway 101 without a designated lane for bicycles, so they walk to the pantry, leaving them unable to carry as much food as they need to alleviate their hunger. Cyclists who come into the pantry often tell of nearly being hit by cars on narrow shoulders or when crossing bridges.

We serve clients in a 50-mile radius, including Gardiner, Winchester Bay, Scottsburg, Lakeside, and Hauser. We regularly have clients who walk or bike from these communities. A dedicated route from Deans Creek to the Dunes in Winchester Bay would provide a safe route for many of our clients and allow them to take the food they need to eliminate hunger in their household.

We encourage you to consider the City of Reedsport's proposal that will benefit our most vulnerable population, those suffering from hunger, as well as elevating the quality of life for all our residents.

Sincerely,

Susan Martin
Executive Director



STEPHEN H. MILLER, PC
ATTORNEY AT LAW

Facsimile 541.271.2107
email:shmill@presys.com

320 Fir Avenue v Post Office Box 5
REEDSPORT OREGON 97467-0005

Telephone 541.271.2101
email:kkmill@presys.com

May 27, 2016

Department of Land Conservation & Development
Oregon Department of Transportation
Transportation and Growth Management

Salem OR 97301-1266

To Whom It May Concern:

RE: City of Reedsport Application
Deans to Dunes Trail Plan

I am excited that the City of Reedsport is again looking at ways to develop a Master Plan to provide for an off-highway, multi-modal transportation trail to and from the Deans Creek Elk Viewing area passing thru Reedsport and onto the town of Winchester Bay which would allow for users to be away from the highly traveled Highways 38 and US 101

This Master Plan would be developed in partnership with Douglas County and would increase greatly the safety of those wishing to bicycle, birdwatch, photograph, kayak, hike, jog and experience the outdoor amenities we have in abundance without the fear of being a traffic statistic all in a location that has marvelous vistas and which would provide a most interesting experience. I should note that on a recent weekend (Saturday and Sunday) the Oregon State Police wrote 275 traffic citations, mostly for speeding on Route 38 between Elkton and Reedsport, one of which was for 108 mph and numerous for 80 mph plus.

As an added benefit it would be beneficial to all age groups and persons of different levels of fitness. It would have the ability to hook up and link with other facilities and generally enhance our area to potential tourists which contribute greatly to our economic well-being.

From my experience in riding three Cycle Oregon rides in past years, it would also provide a way for the many cyclists who traverse Highway 101 to get off the main highway and its congestion and have a more pleasurable experience as they travel through our town.

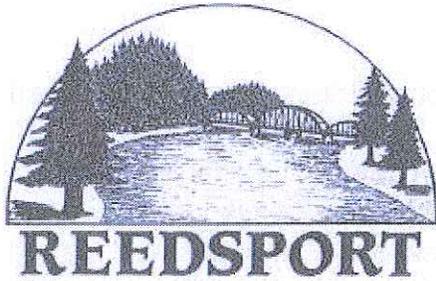
If I may provide any additional input or answer any questions that may arise by reason of my comments please do not hesitate to contact me.

Sincerely,



Stephen H. Miller

Reedsport Resident Since 1972
P O Box 5; Reedsport OR 97467-0005
Cell 541.662.2101



CITY OF REEDSPORT

451 Winchester Avenue
Reedsport, OR 97467-1597
Phone (541) 271-3603 | Fax (541) 271-2809

Friday, June 10, 2016

Cindy Lesmeister
Transportation and Growth Management Program
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem, Or. 97301

RE: City of Reedsport letter of support of a Transportation & Growth Management grant to develop the Deans to Dunes Trail System Plan

Dear Selection Committee,

On behalf of the City of Reedsport, I would like to express our support for the City's identified Deans to Dunes Trail System Plan (herein referred to as the D2D Trail). The City feels this Plan would provide a necessary connection from our community into Winchester Bay and to the Dean Creek Elk Viewing Area. This proposal also supports the recently developed Levee Loop Trail Plan (LLTP), which our community expressed a high interest in during the public outreach portion of the planning process. The concept of the D2D Trail is similar to that of the LLTP. It would be a multi-modal trail starting at the Dean Creek Elk Viewing area, connecting into the Reedsport Levee Loop Trail and continuing into Winchester Bay. While this Plan provides additional recreation opportunities, such as biking, bird watching, lookouts, kayak launches, elk viewing and various water-oriented activities, the trail will also focus on providing a safe route to work.

Since there is currently no safe pedestrian or bicycle lane connection from Reedsport to Winchester Bay, it can be dangerous when traveling to Winchester Bay from Reedsport (or Reedsport to Winchester Bay) for work. Adding a trail adjacent the highway, with buffering or separation, will keep pedestrians safe from fast moving vehicles, traveling the US Highway 101 or OR Highway 38

The City finds that this Plan would support the Reedsport Comprehensive Plan, Reedsport Transportation System Plan (TSP), Reedsport Bike Plan, Pedestrian Safety Study, Reedsport Levee Loop Trail Plan, Reedsport Waterfront and Downtown Plan, Douglas County Comprehensive Plan, Oregon Transportation Plan, Oregon Bicycle and Pedestrian Plan, and the Oregon Highway Plan.

This project is well supported by the residents of these communities, as there is a need for safe alternative walking and biking routes in our area. These routes should be ADA accessible so that they can be used and enjoyed by everyone. The Plan proposes a recreational element, which specifically supports the economy of Reedsport. We hope this Plan, once developed, would be implemented in the near future and make Reedsport a popular destination for tourists, kayakers, bicyclists, bird watchers, walkers/joggers, fishing-enthusiasts, and the like.

We hope you see the value in this Plan and support our efforts to make Oregon safer and healthier, starting with small community efforts, like this one.

Thank you for your consideration in the matter.

Sincerely,



Jonathan Wright
Reedsport City Manager

May 17, 2016

To whom it may concern,

This letter is in support of the planning and development of the Deans to Dunes Trail System Plan for Reedsport and Winchester Bay, Oregon.

I live in a 55+ mobile home park in the heart of Reedsport. The residents here in the park are always looking for safe places to walk dogs, bird watch, go bicycling or jogging, view the wildlife, practice photography, and for general exercise. We don't have many options at present and the operative word is SAFE.

I am also a member of the Reedsport Parks & Beautification Committee and we strongly support the Deans to Dunes Trail System Plan proposal because it would get us off the dangerous Highway 101. The trail would allow us to exercise in a location with the ability to enjoy nature in a safe and enjoyable environment. Our quality of life would certainly be improved.

Sincerely,

Leslee Collier
Barks and Beautification Committee
Reedsport Resident
River Bend Mobile Resort

Cynthia Farber
1189 Winchester Ave.
Reedsport, OR 97467

May 18, 2016

To Whom It May Concern:

I would like to express my support for the proposed "Deans to Dunes" Trail Plan which would be a wonderful improvement to a community wide park and trail system.

Exercise has been recognized as one of the most significant ways to improve the health and well-being of our residents. This trail will encourage the residents (and our visitors) to get out and walk, bird watch, bicycle or kayak in a safe mode, enabling us all to enjoy this most beautiful environment.

Sincerely,

Cynthia Farber
Reedsport Resident



W. M. Knerr

503-724-1375 riverbill@gmail.com 136 Schofield Drive Reedsport, OR 97467

May 13, 2016

Jessica Terra
City of Reedsport
451 Winchester Ave
Reedsport, OR 97467

Dear Jessica,

Thanks for informing me of the city's efforts to create a "Deans to Dunes" Trail Plan.

As a local resident, avid dog walker and summer bicyclist I am strongly in favor of this plan. The city needs more walking and cycling pathways that are off our busy roadways. In addition to providing a safer and more healthy way to commute and exercise it will also be a great way to promote tourism for our area.

I commend the city for devising this plan and will do everything I can to help.

Sincerely yours,

Bill Knerr