

TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM
GRANT APPLICATION FORM
2013

APPLICATIONS DUE 4:00 p.m. June 14, 2013

Type of Grant:

Please indicate Category 1
or Category 2

Category 2

PROJECT TITLE:

Oakland Local Street Network Plan

PRIMARY APPLICANT
JURISDICTION:

City of Oakland , Oregon

MAILING ADDRESS:

637 E LOCUST ST

CITY:

OAKLAND, OR

ZIP:

97462

CONTACT PERSON:

BETTE KEEHLEY

OTHER JURISDICTIONS
INVOLVED IN THE
PROJECT

MATCH

Yes	No
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- DOUGLAS COUNTY
- OAKLAND ECONOMIC DEVELOPMENT
- OAKLAND SCHOOL DISTRICT
-
-
-

TELEPHONE:

(541) 459-4531

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ODOT REGION (1 - 5):

Region 3

SUMMARY DESCRIPTION OF PROJECT: This section must be completed. Do not refer to text within the application form. In 2 or 3 sentences, explain what will be done and what the expected outcome is. (For example: The project will result in an access management plan for Black Spot Highway. The plan will be developed in partnership with ODOT based on an analysis of needs, along with input from community workshops and one-on-one contact with property owners along the highway.)

This project will result in the creation of a Local Street Network Plan (LSSNP) for the community of Oakland. With emphasis on providing street connectivity, the project will focus on local land uses and enhancing accessibility to shopping, schools, residential areas, bike/pedestrian safety and circulation areas and other community destinations. The process will provide public involvement opportunities and create public buy-in from initiation through plan and ordinance adoption. The LSNP will be a critical tool to ensure public safety, enable urgent infrastructure improvements and consistently guide ongoing development to meet the community's transportation goals.

SUMMARY OF PROJECT BUDGET

PROJECT TITLE: Oakland Local Street Network Plan

JURISDICTION: City of Oakland , Oregon

	TGM Funds Requested	Local Match*	Total Project Cost
Eligible Grantee Expenses [Labor (salary plus benefits) and Direct Expenses]		\$ 7,200.00	\$ 7,200.00
Consultant Personal Services	\$ 49,600.00		\$ 49,600.00
TOTAL	\$ 49,600.00	\$ 7,200.00	\$ 56,800.00

* This amount should be a minimum of 11 percent of the total project budget.

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 BA

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 BA

This application was prepared by the following compensated consultant:

Consultant Name _____

Initial _____

Bette Keehley
Authorized Signature

Oakland City Mayor

Title

Bette Keehley

Printed Name



TRANSPORTATION GROWTH MANAGEMENT (TGM) 2013 GRANT APPLICATION FORM

ORGANIZATION NAME City of Oakland	PHONE 541-459-4531
CONTACT PERSON NAME AND TITLE Bette Keehley	CONTACT PERSON E-MAIL bette@keehley.com
PROJECT TITLE OAKLAND LOCAL STREET NETWORK PLAN	

Section One: GRANT ELIGIBILITY REQUIREMENTS

1. Clear Transportation Relationship

As a small and compact community, Oakland has tremendous potential for being a walkable and bikeable community. Connectivity between residential areas and the City’s commercial core, schools and other facilities will encourage efficiency in the use of land, including areas planned for future urban development.

The Oakland Local Street Network Plan (LSNP) will describe an integrated auto, bike and pedestrian network that will facilitate transportation within the city and provide access to buildable properties. The LSNP will serve as a development guide essential to meet Goal 12 requirements and policies. It will identify new streets, include design alternatives for collector street and key local streets, maximize connectivity, provide specific street design standards, address street connections to major activity centers, identify potential bike and pedestrian circulation improvements, address regulatory requirements, and provide preliminary project cost estimates, and potential sources of funding.

The project will provide findings and recommendations for new or revised plan policies, street system plans, and development code amendments. The project will coordinate planning efforts with other affected agencies and provide public involvement opportunities. In particular, the project will work cooperatively with Oakland School District to improve bike and pedestrian safety to and from schools. The project area encompasses the City’s Urban Growth Area with consideration of the major connecting county roads.

The objectives for the Oakland Local Street Network Plan project are the following:

- Provide street connectivity to local land uses to enhance accessibility to shopping, schools, residential areas, bike/pedestrian circulation areas and other community destinations
- Create a LSNP to show all new proposed streets
- Coordinate the planning effort with other affected public agencies and city groups: Douglas County, Oakland School District, business and citizen groups. Others, including Oregon Department of Transportation and State resource agencies will be included as needed
- Provide public involvement opportunities and create public buy-in
- Provide specific street standards
- Minimize pavement width and account for a variety of conditions including topography
- Provide findings and recommendations for new and/or revised plan policies, street system plans, and development code amendments

- Comply with the Transportation Planning Rule (TPR) and the Oregon Highway Plan demonstrating needed connectivity, providing safe facilities for pedestrians and bicyclists, and producing supporting findings
- Provide a plan that provides opportunities for the use of bicycles and walking
- Prioritize projects and identify sources of funding
- Investigate transit service needs for Oakland residents and ways the City can coordinate with transit operators to provide this service

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

The final product for council adoption resulting from this project is the Oakland Local Street Network Plan. The LSNP is outlined in detail in this application. Additional products also include the following:

- Base Maps
- 5 Project Memoranda summarizing interim analysis, progress and results
- Draft and Revised Conceptual Alternatives, with associated graphics and text
- PAC Meetings, Planning Commission and Council Meetings
- Open House
- Meeting Minutes

Adoption of the Oakland LSNP will involve review and recommendation of the LSNP by the Oakland Planning Commission and up to two public hearings to present the LSNP to Oakland City Council (Work Tasks 6, 7 and 8 outline this process in greater detail). Co-adoption by Douglas County will be required but is not included in this work plan.

3. **Support of Local Officials**

Oakland has an unusual dedication to moving forward with land use and transportation efforts, and is therefore adamant to develop a Local Street Network Plan. This project is designed to effectively and efficiently bring the products forward utilizing input from transportation experts and resources familiar with the community throughout the process. Improvements to the local street network are supported by businesses and residents citywide. Bette Keehley, Oakland City Mayor, has been the primary advocate for this project, with support from Public Works staff and members of the City Council. The City Council fully understands and endorses this application and the outcomes of the project. A City Council resolution of support has been included with this application.

AWARD CRITERIA

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

Smart growth and other concepts of the TGM program have not always been well received in small towns. Oakland sees the connection between the TGM program and Oakland's immediate need to organize its future. Oakland's Mayor and City Council understand how a well-crafted LSNP, and the process that goes into the development of such a plan can have a positive effect on the city's economic future, resolving land use, transportation, educational and other planning problems.

Economic development in Oakland (population 950) is constrained by an inadequate local street plan and physical elements that are poorly identified and/or integrated into planning documents. This stems from, and is exacerbated by, outdated transportation components within the community's outdated comprehensive plan, which is over 25 years old (1986).

Oakland is ready to take advantage of this opportunity to correct some of the neglect of the past. This also represents an opportunity for the TGM program to demonstrate, again, its

relevance to all of Oregon's planning activities. Completion of these project objectives addresses TGM objectives in the following ways:

1. Provides for coordination of transportation plan with land use plan which will promote a more healthful, safe and pleasing environment, while supporting economic growth;
2. Provides for a transportation network that facilitates reduction of auto trips and encourages use of alternative modes, increasing transportation choices;
3. Provides for adoption of standards for local streets that consider and reduce costs of construction, that provide for efficient use of urban land, that provide for convenient pedestrian and bicycle circulation. This efficiency translates into public cost savings;
4. Reduces VMT within the City, reduces auto emissions, promoting energy efficiency, and reducing pollution, and;

The work tasks outlined under Number 3 in this section provide greater detail of how TGM objectives will be addressed with the proposed project.

2. Proposed Project is Timely and Urgent

The City of Oakland and its partners, including the Lane Council of Governments, are prepared and feel a sense of urgency to move forward with the Oakland LSNP project. Consistent frustration with infrastructure shortcomings and missed opportunities for infrastructure improvements have compounded into an expressed need and desire of City officials to prioritize transportation system improvements on their agenda. Transportation inadequacies are crippling multiple components of Oakland's health as a community. Examples of missed opportunities include projects related to the following sources:

- Small City Economic Stimulus Program Options
- The American Recovery and Reinvestment Act
- State of Oregon "Safe Routes to School Program"
- Previous TGM Grants

Oakland's Public Works Department has identified a number of infrastructure deficiencies and has prioritized some immediate needs for coordination and improvement. Issues identified by Oakland Public Works are mostly related to the primary travel facilities in Oakland (Highway 99 and Oak Street). Examples include the City's desire to identify a schedule and strategy for improvements on Oak Street. Oak Street is one of the primary walking paths to Oakland Schools and the down town business area; the faded cross walks and treacherous sidewalks for both ingress and egress contribute to unwarranted liability for school children and motor vehicle users. The need to address pedestrian crossing visibility on Oak and 5th streets becomes more apparent each school year. Collapsed storm drains on the corners of 2nd, 3rd and 5th streets present a hazard for vehicles and pedestrians alike. The Local Street Network Plan is not a maintenance plan, but will be a unique, and quite possibly the only, opportunity for City, State and County staff to review the issues methodically and within a clear planning framework. The priorities and coordination that emerge from the Local Street Network Planning process will be critical because both the City of Oakland and Douglas County are challenged to balance their efforts to extend the life and utility of their facilities, and operate within their extremely constrained resources. There is a definite urgency in the need to address these issues.

Furthermore, steady population growth in the small community and a review of the City's buildable lands underscore the need for the City to investigate potential scenarios for connecting and prioritizing its street system and providing access to buildable properties. Among the factors that contribute to Oakland's potential for growth are the low tax rate, lifestyle, lower cost of living, historic structures, and its proximity to the coast, to the mountains, to I-5 and to Roseburg.

Like many small towns in Oregon, Oakland is balanced on the edge between sustainable growth or a gradual stagnation and decline. Oakland has many potential advantages. Some developers are recognizing these potentials: one subdivision recently received tentative approval, and others are known to be in earlier stages of development. But Oakland, like many small cities, is hampered by its past; no comprehensive review of its infrastructure in decades, haphazard land development resulting in cul-de-sac subdivisions and flag lots, potentially dangerous pedestrian and school access across busy highways, and numerous parcels that are effectively frozen because of a lack of practical access (see attached map). Oakland recognizes the need for change, and supports the idea that the implementation of modern transportation planning can make a difference to Oakland. Oakland also recognizes that despite their commitment to solving their own problems, they need state assistance.

Some current road locations and characteristics in Oakland are not conducive to safe routes to school within the community. "Ash Street," which is actually a creek, separates the local schools from emergency resources and homes. The City is also divided by two county roads, Oak Street and Old Highway 99, which separate the school and the many homes and where traffic is speedy and dangerous. Only two streets in the entire city have curb, gutter and sidewalks. All other streets are dirt or two-inch pavement with undefined widths. Additionally, the county roads department has been reluctant to install stop lights or stop signs on county roads and thus the children are at serious risk. This project will help mitigate existing conditions and plan for safer routes in the future.

Oakland currently lacks one of the basic elements of a local transportation finance program. This project will provide the up to date fiscal information necessary for the development of transportation systems development charges (SDCs). As noted earlier, Oakland remains at a critical juncture. The historical outcomes of haphazard development without a street plan have been negative with regard to public safety, best planning practices, and overall efficiency.

3. Proposed Project Approach is Reasonable

The City will work collaboratively and cooperatively with Douglas County, ODOT, and other area and state agencies for the input into and the fulfillment of this project. The City will utilize the skills and considerable professional experience of a transportation, GIS and outreach team from Lane Council of Governments in order to successfully carry out all aspects of the project. The project will move systematically from research through plan adoption and include public outreach and involvement throughout its development.

The following is a general description of work program tasks. Specific information regarding the deliverables and responsibilities is listed under the appropriate tasks.

TASK 1: INITIATE PUBLIC INVOLVEMENT PROCESS

Objective: Perform initial organizing tasks, including identifying stakeholders and contacting key stake-holders, and forming an advisory committee to review materials and guide development of the Plan.

The Public Involvement process will provide City residents and business owners the opportunity to provide input into the planning process. In addition to public meetings, the City may present updates to other groups interested in civic affairs in an effort to raise awareness of the planning process. These groups may include Oakland Economic Development, local bodies representing low-income or disadvantaged groups, or other groups that may be interested in the planning process). The City may also provide materials to the local media and may utilize the City's web site to make draft reports available for public comments when possible.

Subtasks:

1.1 The City, with LCOG, will form a PAC, (Project Advisory Committee) consisting of City, Planning Commission, Douglas County, ODOT and Department of Land Conservation and Development representatives as well as citizens solicited by the City Council. Citizen representation will be sought from among stakeholders, school representatives, civic and business leaders and others who will represent community interests and guide development of the Plan. The PAC will coordinate among affected agencies and guide development of the Plan by providing data, developing and implementing a strategy for public outreach and assisting in the development of two transportation system alternatives, and establishing evaluation criteria.

1.2 LCOG and the City will develop an informational brochure introducing the project. The City will publicize this to its citizens.

TASK 2: EVALUATE EXISTING POLICY

Objective: Review existing City transportation policy and how it relates to community, state, and federal plans, policies, laws, and ordinances to identify and resolve conflicts.

Subtasks:

2.1 Technical Memorandum #1: LCOG will prepare Technical Memorandum #1 that identifies and analyzes conflicts in federal, state, and local plans, policies, laws, and ordinances with respect to implementing the transportation chapter of the City's Comprehensive Plan. The memorandum will discuss possible options for resolving policy conflicts. Document review for Draft Technical Memorandum #1 will include analysis of, but not be limited to, the following:

- Existing City Comprehensive Plan
- State Planning Goals, Oregon Transportation Plan, Oregon Highway Plan and Amendments, Highway Design Manual and TPR
- City Development Ordinances
- Douglas County Transportation System Plan (TSP)
- County Development Ordinances

2.2 LCOG will prepare and distribute a final Technical Memorandum #1 based on input from PAC

TASK 3: EVALUATE AND MAP EXISTING STREET NETWORK

Objective: Map the current street network, including local streets. Identify opportunities and constraints surrounding connectivity, natural resource protection, other infrastructure, and future needs.

Subtasks:

3.1 Technical Memorandum #2: LCOG will prepare draft Technical Memorandum #2, including charts and maps needed to document existing conditions and explain and illustrate key points in the evaluation. This memorandum will compile data on the existing street system, vacant lands and planned future land uses, and natural resources. It will evaluate the nature and extent of environmental constraints to extending the collector and local street system to address existing circulation issues and accommodate future planned development. It will assess the efficiency of current platting configurations within the City giving special attention to right-of-ways in topographically prohibitive locations. It will locate key facilities and uses attracting larger numbers of trips. Actions taken to prepare Technical Memorandum #2 include:

- The City will provide to LCOG existing transportation system data from final plats, approved tentative plans, building permits, and other sources concerning streets, paths and sidewalks, and improved and unimproved right-of-ways. LCOG will identify, describe, and map the location of transportation system elements as they exist (existing and planned) in the City and update the functional classification street map as necessary. LCOG will collect data on condition, usage, and other specific system attributes. Data compilation or collection will include the following:
 - Data on number of travel lanes, lane widths, and posted speeds
 - Data on rights-of-way
 - Traffic volumes on major roads and key local streets obtained from Douglas County
 - Data on high accident areas and safety issues obtained from Douglas County and City
 - Map of traffic control devices
- City will provide to LCOG existing inventory and mapping data on vacant lands, floodplain, steep slopes, wetlands, and other constraints. LCOG will consult with the City to obtain data relevant to analysis.
- LCOG will consult with Douglas County to acquire traffic data for major county roads (Old Highway 99, Oak St./Driver Valley Rd., Green Valley Rd., Stearns Ln.) and incorporate information into Memorandum #2
- Using Trending Analysis, LCOG will estimate future traffic volumes on significant roads

3.2 PAC Meeting #1. LCOG will provide agenda and facilitate PAC Meeting #1 to review and refine the draft map and accompanying text. The City will prepare meeting minutes and distribute electronically.

3.3 LCOG will prepare Revised Technical Memorandum, a revision of Draft Technical Memorandum based on PAC comments.

3.4 LCOG will prepare and distribute final Technical Memorandum #2 based on PAC comments.

TASK 4: DEVELOP AND EVALUATE ALTERNATIVES

Objective: Develop, evaluate, and document street network alternatives with PAC guidance.

Subtasks:

4.1 LCOG will prepare Draft Evaluation Criteria based on traffic analysis, project objectives, and PAC meeting discussion and send them electronically to City and PAC for review. Evaluation Criteria will consider County level of service standards, natural resource issues, impacted property owners and existing infrastructure, trip volumes attracted by key destinations, and bike/pedestrian issues.

4.2 PAC Meeting #2: LCOG will prepare agenda and facilitate PAC Meeting #2 to refine Draft Evaluation Criteria, and solicit City and PAC member direction on at least two collector and local street network alternatives. The City will prepare meeting minutes and distribute electronically.

4.3 LCOG will develop a maximum of two Draft Street Network Alternatives that consider the specific evaluation criteria established by the PAC, address the issues raised in final Technical Memorandums #1 and 2, and respond to the project objectives. Each Street Network Alternative will be represented by a map showing the existing and proposed street

network, any natural resource constraints, bike and pedestrian circulation, and remaining buildable lands.

4.4 Traffic and Financial Analysis Technical Memorandum. LCOG will prepare Traffic and Financial Analysis Technical Memorandum for incorporation into Technical Memorandum #3. Actions taken to prepare Traffic and Financial Analysis Technical Memorandum will include:

- Distribution by LCOG of future year volumes estimated in Task 3.1 onto the new Street Network Alternatives. These volumes will be shown on figures for inclusion in Draft Technical Memorandum #3.
- Development by LCOG of a list of key factors that might influence the cost of the alternatives.

4.5 Technical Memorandum #3: LCOG will prepare Draft Technical Memorandum #3 that documents the development and analysis of each of the Street Network Alternatives, including the initial concepts, application of Evaluation Criteria, funding alternatives, and Traffic and Financial Analysis Technical Memorandum. LCOG will send draft Technical Memorandum #3 electronically to PAC for review and comment.

4.6 PAC Meeting #3: LCOG will prepare agenda and facilitate a PAC meeting to discuss and refine the Draft Street Network Alternatives and draft Technical Memorandum #3, and discuss criteria to be used for deciding project priorities. Criteria will include funding availability, need, and timeliness. The City will prepare meeting minutes and distribute electronically, and will schedule and provide notice.

4.7 LCOG will prepare Final Technical Memorandum #3, a revision of Draft Technical Memorandum #3 incorporating City, PAC comments LCOG will distribute electronically and in hard copy.

TASK 5: SELECT PREFERRED ALTERNATIVE

Objective: Offer opportunities for public comment on the alternatives through a stakeholder meeting and an open house, and select a Preferred Conceptual Alternative according to the project purpose and specific evaluation criteria established by the PAC.

Subtasks:

5.1 Stakeholder Meeting. LCOG will facilitate a Stakeholder Meeting to introduce the project purpose and objectives, explain the two street network alternatives and the assumptions and criteria under which they were developed, answer their questions, and solicit their comments. Prior to Stakeholder Meeting, the City will identify property owners that could potentially be impacted by the street network alternatives and invite them. City will provide notice and arrange meeting logistics and support LCOG at meeting.

5.2 Community Open House. LCOG will facilitate Community Open House following the Stakeholder Meeting. LCOG will prepare associated presentation materials and handouts, including the following:

- Display-sized maps of each street network alternative, illustrating existing and proposed street network, natural resources (such as floodplain, wetlands, and steep slopes), remaining buildable lands, and other key features, overlaid onto relevant base map information.
- 8-1/2" x 11" -sized handouts pertinent to open house agenda, provided in sufficient quantity for expected public turnout.

LCOG will take the lead role in explaining the project issues and objectives, presenting the evaluation criteria, explaining the street network alternatives, and soliciting public comment.

The City will record public comment and distribute a summary electronically. The City will schedule, publicize, and arrange logistics.

5.3 Draft Technical Memorandum #4. LCOG will prepare Draft Technical Memorandum #4 proposing the Preferred Conceptual Alternative, a draft local street network plan, based on PAC, Open House, Stakeholders meetings and Technical Memorandums, including the following:

- Map showing the existing and proposed street network, any natural resource constraints, and remaining buildable lands
 - For proposed collector and local streets, general alignments, connections, cross-section and applicable street standards
 - Text that describes the key elements of the Preferred Conceptual Alternative
 - Text that documents the evaluation criteria; comments by the City, the general public, PAC and the process for selecting the Preferred Conceptual Alternative
- LCOG will send Draft Technical Memorandum #4 to City and PAC for review.

5.4 Cost Opinion Memorandum. LCOG will develop a cost opinion for construction of the Preferred Conceptual Alternative based on Draft Technical Memorandum #4, including possible alternative methods for construction.

5.5 PAC Meeting #4: LCOG will prepare agenda and facilitate PAC Meeting #4 to refine and further develop the Preferred Conceptual Alternative. The City will prepare meeting minutes and distribute electronically. The City will schedule and provide notice.

5.6 LCOG will prepare Final Technical Memorandum #4. LCOG will distribute to PAC.

TASK 6: IMPLEMENTING ORDINANCES AND FIRST DRAFT LSNP

Objective: Prepare a draft LSNP document, along with adoption-ready text, as identified by the PAC necessary for adoption and implementation, including development ordinance amendments, and comprehensive plan amendments.

Subtasks:

6.1 Draft Technical Memorandum #5: Comprehensive Plan and Development Code Concepts. LCOG will prepare Draft Technical Memorandum #5 that conceptually lists and discusses proposed amendments to the City's Comprehensive Plan and Development Code necessary for implementation of the Preferred Conceptual Alternative. LCOG will send draft Technical Memorandum #5 electronically and in hard copy to the City, and electronically to PAC for review and comment.

6.2 Draft LSNP: LCOG will prepare Draft LSNP, The Draft LSNP will include an Executive Summary, a description of the public planning process, documentation of the alternatives considered and the evaluation criteria, and description of all elements of the Preferred Conceptual Alternative, an implementation element with a prioritized phasing plan, rough cost estimates for proposed improvements, and a transportation finance plan that identifies funding mechanisms, including System Development Charges. The Draft LSNP will also contain sufficient maps, graphics, and tables to clearly depict key aspects of the plan. Draft LSNP will show how the Preferred Conceptual Alternative addresses the plan evaluation criteria and other issues related to:

- Improving street connectivity
- Meeting the needs of planned future land uses (look at current/future zoning)
- Minimizing environmental constraints on construction and impacts on natural resources (topography, vegetation, soil)
- Providing a safe and convenient network of bike and pedestrian facilities

- Identifying needed right-of way, number of travel lanes, and need for future traffic signals, stop signs, and other traffic control devices, for proposed road improvements

LCOG will send Draft LSNP electronically to relevant groups. The City will send Draft LSNP to PAC.

6.3 LCOG will prepare Draft Adoption Ordinance, and Adoption-Ready Comprehensive Plan and Development Code Amendments that are necessary to implement Draft LSNP in a format that can be easily compared to the original documents and distribute them to the City and relevant groups. City will distribute the documents to PAC for review and comment.

6.4 PAC/City Council/Planning Commission Meeting: LCOG will prepare agenda and facilitate PAC Meeting, including PC and CC to discuss elements of the draft LSNP and Draft Adoption Ordinance, and Adoption-Ready Comprehensive Plan and Code Amendments.

6.5 LCOG will prepare Final LSNP and distribute electronically and in hard copy to City, and electronically to PAC.

6.6 LCOG will prepare Revised Draft Adoption Ordinance and Adoption-Ready Comprehensive Plan and Development Code Amendments, a revision of Draft Adoption Ordinance, and Adoption-Ready Comprehensive Plan and Development Code Amendments and distribute them electronically and in hard copy to relevant groups.

TASK 7: ADOPTION PROCESS/FINAL LSNP

Objective: Bring the LSNP through public hearing and adoption in the City of Oakland.

Subtasks:

7.1 LCOG will attend and have lead role in up to two public hearings to present the LSNP, including any County TSP and /or Comprehensive Plan amendments, to the public for review and comment.

7.2 LCOG will make one final revision to the LSNP as decided through the adoption process and distribute electronically and in hard copy to relevant groups. The City will distribute final LSNP to PAC.

TASK 8: CONTINGENT PROJECT MEETINGS AND ADOPTION ASSISTANCE

Objective: To have further public involvement, if needed, and provide a means to discuss and resolve conflicts that may arise between the stakeholders during the project.

Subtasks:

8.1 LCOG will facilitate up to two additional public involvement meetings in the community or meetings to discuss and resolve conflicts that arise within the advisory committees, between the advisory committee(s) and government agencies, or between government agencies. These meetings may occur at any point when needed during the project. The City will prepare meeting minutes and distribute electronically to relevant groups. The City will publicize, arrange logistics, and distribute meeting minutes to the PAC.

The following budget outlines the anticipated local and consultant costs associated with the project:

TASK	LOCAL COSTS	CONSULTANT COSTS
1. Initiate Public Involvement Process	\$1,000	\$2,800
2. Evaluate Existing Policy	\$750	\$4,000

TASK	LOCAL COSTS	CONSULTANT COSTS
3. Evaluate and Map Existing Street Network	\$1,150	\$5,600
4. Develop and Evaluate Alternatives	\$1,250	\$8,500
5. Select Preferred Alternative	\$1,050	\$11,200
6. Develop Implementing Ordinances and First Draft LSNP	\$500	\$7,000
7. Prepare for Adoption Process/Final LSNP	\$700	\$8,000
8. Contingent Project Meetings and Adoption Support	\$800	\$2,500
Totals:	\$7,200	\$49,600

4. Proposed Project has Community Support

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

SOURCE	ATTACHED	EXPECTED
1. Oakland City Council Resolution	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Oakland Mayor, Bette Keehley	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Oakland Rural Fire District	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Douglas County Planning and Public Works	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Oakland School District	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Oakland Economic Development	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Oakland Public Works Director, Jim Hart	<input checked="" type="checkbox"/>	<input type="checkbox"/>

5. Proposed Project Sponsor Readiness and Capacity

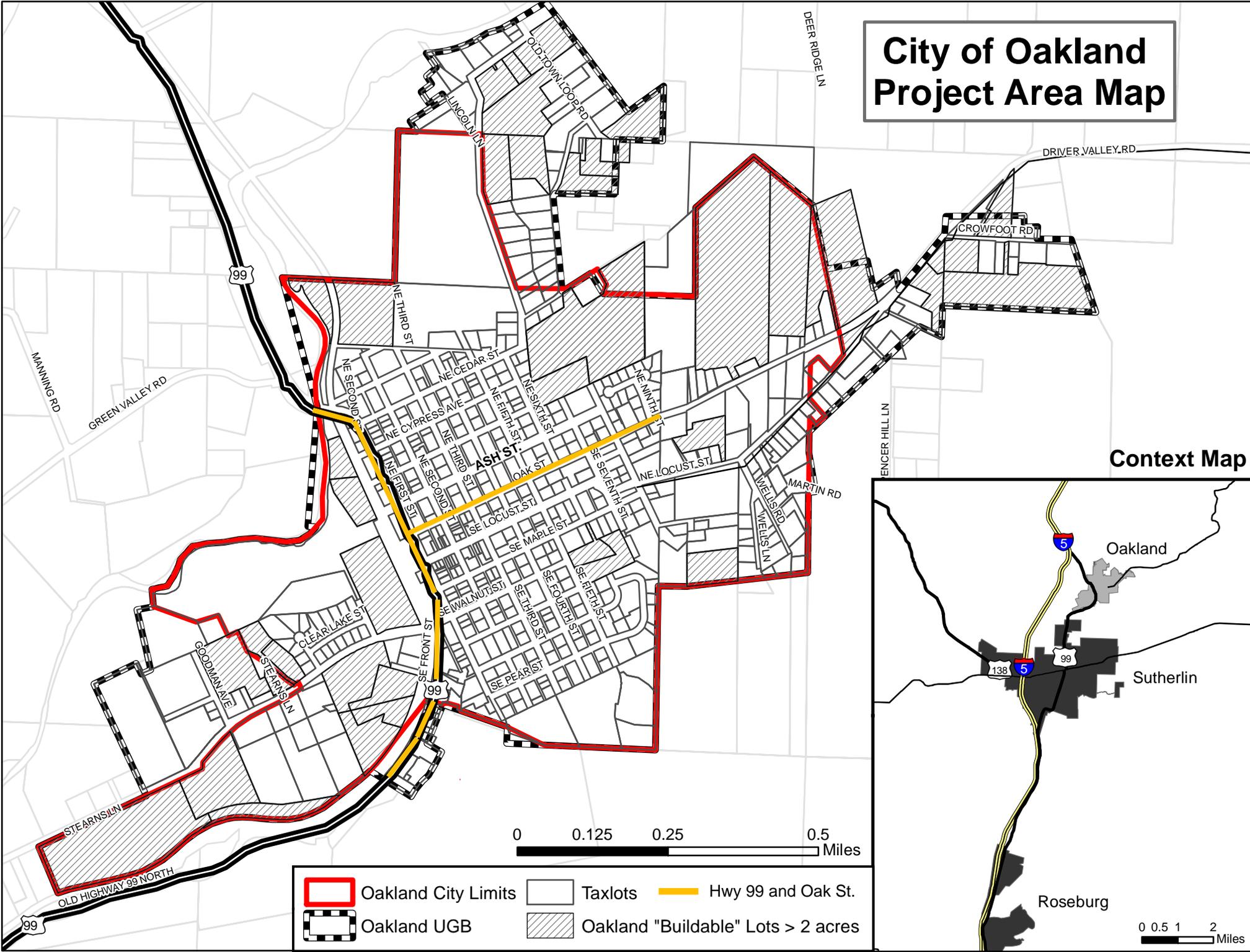
The City of Oakland views the LSNP as step one to resolving their transportation and land use challenges. It provides some community vision and strategic background for moving forward, and for leveraging other resources. The Mayor and Council have made it a primary City objective and have directed the Oakland City Public Works Director to dedicate full energy and capacity to the project. They recognize that with a LSNP in place, the City of Oakland can move forward with critical street/safety/upgrades and downtown development goals.

Lane Council of Governments (LCOG) has an established relationship of staff support for planning activities in the City of Oakland. LCOG will perform the main portion of the technical work. LCOG will follow specified steps in its approach to complete a successful LSNP. LCOG staff will perform the majority of the work tasks. LCOG has significant experience in local street network plans and transportation system plans, having assisted Yoncalla, Junction City, Creswell, and Coburg within the last five years, as well as providing TSP analysis for Florence and the Eugene-Springfield MPO. LCOG staff have extensive capacity for coordination, public involvement, analysis and modeling. The responsibilities of project management for the Oakland LSNP will be assumed by Jacob Callister. He will serve as the day-to-day manager of the project and will be responsible for the on time and on budget preparation of materials described above. Traffic engineering components related to Tasks 3 and 4 of the project will be handled by Kelly Sandow Engineering, a Eugene engineering firm.

6. Proposed Project is Innovative

The project will look at transportation infrastructure from of a number of critical and innovative perspectives, including the City’s development and zoning ordinances, local safe routes to school programs and the City’s economic development organizations. These approaches are particularly innovative for communities of Oakland’s size.

City of Oakland Project Area Map



Context Map

