

**MINUTES**  
**REGULAR MEETING**  
**December 13, 2010**  
**CITY COUNCIL CHAMBERS, CITY HALL**  
**29592 ELLENSBURG AVE**  
**GOLD BEACH OR 97444**

Call to order:                      Time: 6:30 PM

1.     **The pledge of allegiance**
2.     **Roll Call:**

	Present	Absent
Mayor James Wernicke	x	
Council Position #1 Jeff Crook	x	
Council Position #2 Larry Brennan	x	
Council Position #3 Brice Gregory	x	
Council Position #4 Doug Brand	x	
Council Position #5 Tamie Kaufman		x
City Administrator Ellen Barnes	x	
Student Liaison Alayna Brand		

3.     **Special Orders of Business:**  
       Proclamation for Panther Pride Month

The Gold Beach High School Panther football team went to state. The Mayor read the proclamation aloud.

4.     **Consent Calendar**  
       A: Bills Payable for October & November  
       B: Promotions Committee November minutes

Councilor Doug Brand had question on October re: medical insurance bills being for different departments. City Administrator Ellen Barnes said yes the bill is broken out by department.

**MOTION: Councilor Larry Brennan motioned to accept the consent calendar. Councilor Jeff Crook seconded the motion.**

**Mayor Wernicke called for discussion or debate, and hearing none he called the vote.**

Record of Vote	Ayes	Nayes	Abstain
Council Position #1 Jeff Crook	X		
Council Position #2 Larry Brennan	X		
Council Position #3 Brice Gregory	X		
Council Position #4 Doug Brand	X		
Council Position #5 Tamie Kaufman	absent		
<b>MOTION CARRIES UNANIMOUSLY</b>			

5. **Citizens Comments**

Citizen comments from the audience as presented to the Mayor

There were no citizen comments.

6. **Public Hearing**

There are no public hearings scheduled

There were no public hearings.

7. **Citizen Requested Agenda Items**

There were no citizen requested agenda items.

8. **Public Contracts and Purchasing**

There were no public contracts or purchasing items.

9. **Ordinances & Resolutions**

- a. R1011-16, a resolution regarding a household hazardous waste management plan IGA

CA Barnes said this was an error on the agenda that the resolution had not been drafted yet. Traditionally, the Mayor with council's agreement has signed the agreement. If council is comfortable, they can okay Mayor signing the agreement with the changes shown or the council can table it until the next meeting when resolution is drafted.

**MOTION: Councilor Doug Brand made a motion to have the Mayor sign the HHW IGA agreement for the Coos Curry HW management plan. Councilor Larry Brennan seconded the motion.**

**Mayor Wernicke called for discussion or debate, hearing none, he called the vote.**

10. **Miscellaneous Items (including policy discussions and determinations)**

- a. Lori Kent, Director Home Health Hospice: "We Hear You America Campaign", asking for support from the City. The Hospice Marketplace provides a huge amount of income to Home Health Hospice. Kent found this fund raising campaign and it is really growing. She wants to explain how the marketplace works and how to reduce the overhead. She showed a power point presentation of the Marketplace and campaign. This campaign is sponsored by Reader's Digest, who started this project and will give over \$5,000,000. The marketplace brings in people from other states and helps the local economy. Questions regarding using the newspaper and other media. Kent explained the ways to vote and spread the word. If Hospice wins,

the City will be responsible for dispersing the funds. The important thing is to spread the word.

- b. Presentation from Margaret McHugh, Lower Rogue Watershed Council: Power point presented on what the Watershed Council does for the community and some requests for the council. Information presented included what the Watershed can and cannot do (they are not a regulatory agency) and much more. McHugh is giving this presentation to help the council to understand what exactly is going on. She is hoping to collaborate with the city in reviewing plans, contracting, fund raising, etc. She is also requesting a letter of support from the City of Gold Beach indicating the amount of time that city employees could provide as in-kind match for funding. She provided a sample support letter. CA Barnes says to pledge time involves working out what hours used will translate to salary and financial end. Candy Cronberger is interested in continuing her assistance as a representative of the city. There has been no letter of support from the city in the past, but with the upcoming Watershed projects, it appears that one is needed. Staff time would be the largest out-put. Councilor Jeff Crook has some concerns re: what all this is covering, example if it is just for the city or is it for projects inside the city. McHugh further explained that she has a grant that she has been awarded that match will be met with in-kind services.

**MOTION: Councilor Larry Brennan made a motion that the City of Gold Beach draw up a letter of support for the Lower Rogue Watershed Council coordinator and over the next two (2) years pledge in kind contribution of \$5,000.00 in staff time to assist in projects. After brief discussion, the motion died for lack of a second.**

**Councilor Jeff Crook made a motion to adopt the letter as written and fill in the blank for \$5,000.00. Councilor Brice Gregory seconded the motion.**

**Mayor Wernicke called for further discussion or debate, hearing none, he called the vote.**

Record of Vote	Ayes	Nayes	Abstain
Council Position #1 Jeff Crook	X		
Council Position #2 Larry Brennan	X		
Council Position #3 Brice Gregory	X		
Council Position #4 Doug Brand	X		
Council Position #5 Tamie Kaufman	Absent		
<b>MOTION CARRIES UNANIMOUSLY</b>			

- c. Tsunami Preparedness update: CA Barnes introduced Dave Lacey, who was hired through DOGAMI to work with the City of Gold Beach and City of Port Orford as a Tsunami Outreach Coordinator. He is also

asking one of the council members to be a liaison for the group. Brice Gregory says he will be happy to do it. James from DOGAMI spoke re: program called "Tsunami Ready, Tsunami Prepared". Dr. Rob Witter and Laura Simely are also present, and they are responsible for the complete remapping of the tsunami maps. This program is being done because new research has come to light showing that chances of getting a large earthquake in our area is much larger than previously thought. There is evidence showing 40 big earthquakes that have taken place over the last 10,000 years. The last earthquake was in 1700, over 310 years ago, so the next one is probably expected to be sooner rather than later. Evidence shows worst case scenario is that water can go as far as 150 feet MSL. Question was asked in the case of a local tsunami, what is the time period to get to safety. With a 30 plus second shake, after it stops, you have 10-15 minutes to get to high ground. James spoke re: programs such as "Map Your Neighborhood" and others to help pull citizens together. Outreach surveys have been handed out and Lacey is working to help coordinate all the different services that are in our community (police, ambulance, search and rescue, etc). This will also help because everyone will be prepared for the big windstorms, floods, etc. A meeting will be held in January at the Showcase Building at the fairgrounds. The Mayor wondered if there will be help given to the city, since most of the main buildings in the city will be gone in the event of a tsunami. The Red Cross is working to create shelters of some sort every 10 miles along the coast route and other avenues are being looked at. Dave Lacey will continue to give updates.

- d. Skate Park: CA Barnes said there is grant money available from the Oregon Department of Parks to help develop parks. She has spoken with Brad Wood about going after the grant funding to complete the skate park. If a grant was received, the park could be completed much sooner. The only caveat is that the non-profit cannot apply; it would have to be the City, which means the city would take responsibility of the park. There are ways to do the contract so that the city has control of the property but the non-profit would maintain the control of the park itself. Councilor Brand asked re: liability. Barnes explained Recreational Immunity which is a state law that jurisdictions are immune from lawsuits provided they do not charge for use of the facilities. The conditions of the grant funding state the city would have to be the "owner" of the property for a minimum of 25 years. Council is interested in looking further into it, as the money available is well worth it. Barnes said the city doesn't have a Parks Master Plan, which puts the city at a slight disadvantage, but community forums, surveys, etc would help with that. The grant applications are released in January. Barnes will look further into it.
- e. Ruby's Way, status of road: It was sent to LUBA, who remanded it and its back in the city's lap. Ruby's Way is developed to city standards. Panorama Drive is not developed to city standards. The question is that there is nothing stated in ordinances or code that prohibit council from accepting roads into the city, rather the council said they did not have

to accept roads into the city roads that did not meet standards. Mayor and council agree to look at the situation again.

11. **City Administrator's Report:**

**The Administrator's Report is attached to these minutes.**

**TAPE ENDED HERE**

12. **Mayor and Council Member Comments**

- a. Mayor James Wernicke
- b. Councilors
  - 1) Jeff Crook
  - 2) Larry Brennan
  - 3) Brice Gregory
  - 4) Doug Brand
  - 5) Tamie Kaufman
- c. Student Liaison, Alayna Brand

13. **Citizens Comments**

Written requests as presented to the Mayor at the beginning of the meeting

There were no citizen comments

14. **Executive Session**

None Scheduled

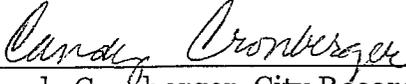
There was no executive session scheduled.

The next regularly scheduled meeting of the Gold Beach City Council is Monday, January 10, 2011, at 6:30PM in the Council Chambers of City Hall, 29592 Ellensburg Avenue, Gold Beach, Oregon

**Councilor Larry Brennan made a motion to adjourn. Councilor Doug Branded seconded. The motion passed unanimously.**

15. **Adjourn Time: 9:10PM**

Approved by the Council, November 14, 2011

  
Candy Cronberger, City Recorder



## Proclamation

### Panther Pride Month

WHEREAS, the Gold Beach High School Panther football team had an undefeated season in regular league play; and

WHEREAS, the Panthers were the Sunset League football champions; and

WHEREAS, the Panthers finished their season as second place in the entire State of Oregon for AA teams; and

WHEREAS, the Panther players displayed pride, professionalism, team spirit, sportsmanship, and perseverance throughout the 2010 football season.

NOW, THEREFORE, be it resolved that I, James H. Wernicke, Mayor of the City of Gold Beach, hereby recognize the Gold Beach Panther football team and coaches for the effort and character they displayed during the 2010 football season. With great pleasure, I do hereby proclaim the month of December as "PANTHER PRIDE MONTH" and encourage the citizens of Gold Beach and central Curry County to join me in congratulating the Gold Beach High School Panther Football Team for their success this year.

Dated this 13<sup>th</sup> of December, 2010

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James H. Wernicke, Mayor

OCTOBER BILLS PAYABLE

---Summary---

Documents	Amount	
Total:	Total invoices	92,441.13
Total debit notes		0.00
Total credit notes		0.00
Total interest		0.00
Total		92,441.13

G/L Account	Account Description	Debits	Credits
00301	CHECKING ACCT	0.00	92,441.13
12403-06	AFL WITHHOLDINGS	261.31	0.00
12403-07	MISC WITHHOLDINGS	1,205.08	0.00
12403-09	BLUE CROSS WITHHOLDINGS	2,441.56	0.00
12617	TELEPHONE+COMMUNICATION	220.76	0.00
12624	ELECTRICITY	7.80	0.00
12630	AUDIT SERVICES	1,125.00	0.00
12636	LEGAL SERVICES	855.00	0.00
12663	FUND ACCT SOFTWARE	15,000.00	0.00
13614	EQUIPMENT O & M	2,869.19	0.00
13617	TELEPHONE/COMMUNICATIONS	40.00	0.00
13618	DUES/SUBS/FEES/PRINTING/FILING/POSTAGE/FI	25.62	0.00
13620	TRAVEL/TRAINING/MEETINGS	296.12	0.00
13638	SOLID WASTE	58.84	0.00
13640	CONTRACT SERVICES + ORD COD	565.00	0.00
13651	MISC PD DON EXPS	8.96	0.00
13703	MEDICAL INSURANCE	8,385.13	0.00
13704	LIFE & LTD INSURANCE	132.56	0.00
14614	EQUIPMENT O & M	16.99	0.00
14617	TELEPHONE/COMMUNICATIONS	45.02	0.00
14635	EMERGENCY SERVICES	246.00	0.00
14638	SOLID WASTE	58.83	0.00
14639	FIRE ASSOCIATION	3,344.50	0.00
14704	LIFE INSURANCE	11.89	0.00
15620	MAYOR TRAVEL	315.00	0.00
15621	COUNCIL TRAVEL	1,260.00	0.00
15671	MAYOR COMPENSATION	100.00	0.00
15672	COUNCIL COMPENSATION	475.00	0.00
16620	TRAVEL/TRAINING	114.80	0.00
17613	BUILDING/GROUNDS O&M (Includes Kid Castle)	218.31	0.00
17614	EQUIPMENT O & M	57.18	0.00
17624	ELECTRICITY	212.72	0.00
17625	CONTRACT SERVICE BUFF. PARK	875.00	0.00
17638	SOLID WASTE SERVICES	360.52	0.00
18610	SUPPLIES/CUSTODIAL	252.01	0.00
18613	BUILDINGS & GROUNDS	25.37	0.00
18614	EQUIPMENT O & M	35.20	0.00
18618	DUES/SUBS/PRINTING/POSTAGE	699.68	0.00
18620	TRAVEL/TRAINING/MEETINGS	862.30	0.00
18638	SOLID WASTE SERVICES	58.83	0.00
18673	IT SPECIALIST	360.00	0.00
18703	MED INSURANCE	2,228.93	0.00
18704	LIFE INSURANCE	32.97	0.00
21403-06	AFL WITHHOLDINGS	8.70	0.00
21403-09	BLUE CROSS WITHHOLDINGS	85.27	0.00
21612	ROCK, OIL, MATERIALS & SERVICE	525.00	0.00
21614	EQUIPMENT O & M	146.48	0.00
21624	STREET LIGHTING+TRAFFIC LIGHTS	555.25	0.00
21661	C/O-STREET CONSTR./RECONSTR.	2,227.37	0.00
21703	MEDICAL INSURANCE	438.53	0.00
22403-07	MISC WITHHOLDING	62.80	0.00

12/13/2010 COUNCIL PACKET  
4. CONSENT CALENDAR  
BILLS PAYABLE

22403-09	BLUE CROSS WITHHOLDINGS	406.68	0.00
22555	WATER DEPOSITS	920.01	0.00
22610	SUPPLIES/OFF/EQUIP/CUST	61.99	0.00
22611	SYSTEM CONSTRUCTION O&M	873.99	0.00
22614	EQUIPMENT O & M	764.14	0.00
22617	TELEPHONE/COMMUNICATIONS	323.19	0.00
22618	DUES/SUBS/FEES/PRINTING/FILING	123.50	0.00
22624	ELECTRICITY	129.16	0.00
22638	SOLID WASTE SERVICES	117.67	0.00
22640	CONTRACT SERVICES+ORD COD	31.68	0.00
22664	FUND ACCOUNTING SOFTWARE	7,500.00	0.00
22703	MEDICAL INSURANCE	2,745.63	0.00
22704	LIFE & LTD INSURANCE	29.33	0.00
22913	BUILDING/GROUNDS O&M	1,685.00	0.00
22914	EQUIPMENT & PLANT O & M	316.36	0.00
22917	TELEPHONE/COMMUNICATIONS	41.12	0.00
22918	DUES/SUBS/FEES/PRINTING/FILING/POSTAGE/FI	16.39	0.00
22941	LABORATORY TESTING	145.00	0.00
23403-06	AFL WITHHOLDING	30.10	0.00
23403-09	BLUE CROSS WITHHOLDINGS	602.95	0.00
23610	SUP/OFF/EQUIP/CUST	45.35	0.00
23614	EQUIPMENT O & M	870.91	0.00
23615	PLANT O & M	710.57	0.00
23617	TELEPHONE COMM	279.82	0.00
23618	DUES/SUBS/FEES/PRINTING/FILING/POSTAGE/FI	251.00	0.00
23619	LABORATORY TESTING	303.68	0.00
23624	ELECTRICITY	172.13	0.00
23638	SOLID WASTE SERVICES	117.68	0.00
23649	MISCELLANEOUS	114.48	0.00
23664	FUND ACCOUNTING SOFTWARE	1,745.00	0.00
23703	MEDICAL INSURANCE	2,452.41	0.00
23704	LIFE & LTD INSURANCE	27.78	0.00
24403-09	BLUE CROSS WITHHOLDINGS	14.28	0.00
24610	VC OPERATING EXP/SUPPLIES/EQUIP	2,132.31	0.00
24612	DIRECT MARKETING (INCLUDING PROMOTIONAI	269.93	0.00
24616	POSTAGE	245.70	0.00
24620	TRADE SHOWS AND FAIRS	386.39	0.00
24641	PROFESSIONAL SERVICES	5,097.00	0.00
24643	PRINT MEDIA	658.90	0.00
24644	OUTDOOR/BUS ADVERTISING	700.00	0.00
24645	TELEVISION PROMOTION	1,200.00	0.00
24658	VC BUILDING & GROUNDS	342.67	0.00
24703	MEDICAL INSURANCE	1,005.48	0.00
24704	LIFE & L.T.D. INSURANCE	18.24	0.00
74664	PROJECT START UP COSTS FOR STP	6,601.15	0.00

NOVEMBER BILLS PAYABLE

----Summary ----

Documents	Amount	
Total:	Total invoices	86,649.25
Total debit notes		0.00
Total credit notes		0.00
Total interest		0.00
Total		86,649.25

G/L Account	Account Description	Debits	Credits
00301	CHECKING ACCT	0.00	86,649.25
12403-06	AFL WITHHOLDINGS	261.31	0.00
12403-07	MISC WITHHOLDINGS	1,183.64	0.00
12403-09	BLUE CROSS WITHHOLDINGS	2,145.74	0.00
12617	TELEPHONE+COMMUNICATION	221.32	0.00
12621	TOWING FEES	150.00	0.00
12630	AUDIT SERVICES	7,405.00	0.00
12636	LEGAL SERVICES	3,944.00	0.00
13610	SUPPLIES/OFFICE/EQUIP/CUSTODIA	168.92	0.00
13614	EQUIPMENT O & M	583.85	0.00
13617	TELEPHONE/COMMUNICATIONS	739.66	0.00
13618	DUES/SUBS/FEES/PRINTING/FILING/POSTAGE/FREIGH	70.94	0.00
13624	ELECTRICITY	155.22	0.00
13626	UNIFORMS	506.78	0.00
13638	SOLID WASTE	58.83	0.00
13655	CMI SYSTEM - ALL FEES	141.04	0.00
13703	MEDICAL INSURANCE	7,234.34	0.00
13704	LIFE & LTD INSURANCE	103.11	0.00
14614	EQUIPMENT O & M	222.66	0.00
14617	TELEPHONE/COMMUNICATIONS	69.58	0.00
14624	ELECTRICITY	157.87	0.00
14638	SOLID WASTE	58.83	0.00
14640	CONTRACT SERV+ORD COD	643.75	0.00
14704	LIFE INSURANCE	4.62	0.00
15610	COUNCIL OFFICE SUPPLIES	547.07	0.00
15671	MAYOR COMPENSATION	100.00	0.00
15672	COUNCIL COMPENSATION	475.00	0.00
17610	SUPPLIES/OFF/EQUIP/CUST	151.14	0.00
17613	BUILDING/GROUNDS O&M (Includes Kid Castle)	80.81	0.00
17614	EQUIPMENT O & M	19.41	0.00
17624	ELECTRICITY	16.20	0.00
17625	CONTRACT SERVICE BUFF. PARK	875.00	0.00
17638	SOLID WASTE SERVICES	360.52	0.00
18610	SUPPLIES/CUSTODIAL	95.37	0.00
18614	EQUIPMENT O & M	189.38	0.00
18617	COMMUNICATIONS	101.97	0.00
18618	DUES/SUBS/PRINTING/POSTAGE	97.70	0.00
18624	ELECTRICITY	111.58	0.00
18638	SOLID WASTE SERVICES	58.84	0.00
18703	MED INSURANCE	2,228.93	0.00
18704	LIFE INSURANCE	32.97	0.00
21403-06	AFL WITHHOLDINGS	8.70	0.00
21403-09	BLUE CROSS WITHHOLDINGS	85.27	0.00
21612	ROCK, OIL, MATERIALS & SERVICE	2,315.76	0.00
21613	STREET SIGNS & FITTINGS	6.50	0.00
21614	EQUIPMENT O & M	142.78	0.00
21624	STREET LIGHTING+TRAFFIC LIGHTS	608.68	0.00
21661	C/O-STREET CONSTR./RECONSTR.	930.00	0.00
21703	MEDICAL INSURANCE	438.53	0.00
22403-09	BLUE CROSS WITHHOLDINGS	321.41	0.00
22541	WATER SALES-INSIDE CITY	565.57	0.00
22610	SUPPLIES/OFF/EQUIP/CUST	330.86	0.00

22611	SYSTEM CONSTRUCTION O&M	5,300.41	0.00
22612	MATERIALS & FITTINGS	0.90	0.00
22613	BUILDING/GROUNDS O & M	161.45	0.00
22614	EQUIPMENT O & M	704.10	0.00
22617	TELEPHONE/COMMUNICATIONS	295.37	0.00
22618	DUES/SUBS/FEES/PRINTING/FILING	317.70	0.00
22624	ELECTRICITY	507.67	0.00
22628	SMALL TOOLS & EQUIP	38.02	0.00
22638	SOLID WASTE SERVICES	117.67	0.00
22649	MISCELLANEOUS	12.50	0.00
22663	EQUIPMENT	4,100.00	0.00
22703	MEDICAL INSURANCE	982.48	0.00
22704	LIFE & LTD INSURANCE	29.33	0.00
22913	BUILDING/GROUNDS O&M	55.00	0.00
22914	EQUIPMENT & PLANT O & M	692.65	0.00
22917	TELEPHONE/COMMUNICATIONS	41.12	0.00
22918	DUES/SUBS/FEES/PRINTING/FILING/POSTAGE/FREIGHT	104.36	0.00
22920	TRAVEL & TRAINING	42.00	0.00
22922	INSURANCE & BONDS	93.76	0.00
22924	ELECTRICITY	2,912.28	0.00
22941	LABORATORY TESTING	55.00	0.00
22942	TREATMENT CHEMICALS	3,165.69	0.00
23403-06	AFL WITHHOLDING	30.10	0.00
23403-09	BLUE CROSS WITHHOLDINGS	517.69	0.00
23610	SUP/OFF/EQUIP/CUST	249.53	0.00
23611	SEWER/SYSTEM CONSTRUCTION O&M	658.75	0.00
23614	EQUIPMENT O & M	220.70	0.00
23615	PLANT O & M	1,491.63	0.00
23617	TELEPHONE COMM	277.50	0.00
23618	DUES/SUBS/FEES/PRINTING/FILING/POSTAGE/FREIGHT	323.08	0.00
23619	LABORATORY TESTING	329.43	0.00
23624	ELECTRICITY	4,690.70	0.00
23638	SOLID WASTE SERVICES	117.67	0.00
23703	MEDICAL INSURANCE	2,013.88	0.00
23704	LIFE & LTD INSURANCE	20.54	0.00
24403-09	BLUE CROSS WITHHOLDINGS	14.28	0.00
24610	VC OPERATING EXP/SUPPLIES/EQUIP	755.59	0.00
24616	POSTAGE	13.64	0.00
24618	PRINTED MATERIALS (BROCHURES)	3,472.00	0.00
24620	TRADE SHOWS AND FAIRS	627.73	0.00
24639	MAGAZINES	246.50	0.00
24641	PROFESSIONAL SERVICES	3,085.00	0.00
24644	OUTDOOR/BUS ADVERTISING	700.00	0.00
24658	VC BUILDING & GROUNDS	482.68	0.00
24703	MEDICAL INSURANCE	1,005.48	0.00
24704	LIFE & L.T.D. INSURANCE	18.24	0.00
74664	PROJECT START UP COSTS FOR STP	3,661.49	0.00
92615	UNEMPLOYMENT	4,369.00	0.00

Gold Beach Promotions  
Minutes from 11 November, 2010

Meeting called to order at 3:33 PM  
In attendance: Amy Gaddis, Carolyn Trigueiro, Bob Manners, Larry Hammer, Deb Way, and Jeff Ferguson  
Visiting: Leslie Keating (Interiors), Kachina Starr (Turtle Rock Resort), and Doug Brand (Councilman)

Minutes from October 21 meeting reviewed and approved. (Bob Manners/Larry Hammer)

There was no Statement of Bill & Revenue to review, as Jodi Fritts had not had time to complete this because of staff illnesses and office revisions.

The Visitor Center stats from September were clarified as Larry found an error in calculations last month. The stats were found to be roughly the same as September 2009 (the difference had been incorrectly calculated as +7%). The system program now calculates the percentages itself. It was noted that the percentages were up from September 2008.

No comments from the Floor.

JAN SHORT made a presentation about geo-caching. She and her husband Gary are actively involved in the Gold Beach area, where there are many geo-cache sites already in existence. Geo-caching is a form of "Treasure Hunt" using a GPS (Global Positioning System). Coordinates are retrieved from an internet site as to the location of the cache, which could be anything from a metal box to a small container to wording on a monument. Jan said this tends to be a family-oriented activity. Boxes may contain a "prize" that the geo-cacher removes, then replaces with another item (or not). The "finds" are logged at the site, and the information of the find posted on the geo-caching website. Jeff suggested the glass ball promotion could be tied in with the geo-caching (with the glass ball being the geo-cache site). A discussion followed with possibilities of loading one "site" with Gold Beach promotional items, or having Gold Beach history and information (for instance, the courthouse sign or the Mary D. Hume) be a site. Gold Beach History and city information could also be available on the website. Larry asked what would be needed to have Gold Beach stand out as a geo-cache destination. Jan replied that the city might want to sponsor a geo-cache event (pizza party, vendors, prizes, etc.) to draw more people to Gold Beach as a geo-cache destination. The geo-cacher needs internet access (free wi-fi available at the Visitor Center), and a GPS. Also helpful is a GeoBuddy program to download the sites to the GPS. There are no restrictions as to who can establish sites (individual, business/organization); Jan believed the Premium Member fee (for the web access in locating/placing the sites) was about \$60 per year. Geo-caching is also on Facebook (South Coast Geo-cacher).

Bob felt the geo-cache treasure hunt and the glass ball promotion should be kept separate so as to not dilute the ideas and keep them bright.

#### OLD BUSINESS

1. Carolyn will take detailed notes as requested by Ellen Barnes.
2. Radio presentation ideas from last meeting were reviewed. Larry felt GBP should target the coast only for special events in radio advertising. Deb said she heard GB ads extensively on KEKA in the Eureka market, and noted that a lot of people on the coast travel to Gold Beach. Bob noted that TV, radio, and internet were the top three ways of effective advertising, and we should pursue this. Jeff will have the stations send proposals to evaluate costs, etc.
3. GBVC received the GB DVD's produced by Makai Ohana; they are for sale at the Chamber and GBVC for \$5.00 each. For promotion, Jeff handed out 43 at the Chamber luncheon, 33 at Rotary, and has plans to give more to the America's Wild Rivers Coast board members, Port Orford Chamber board, etc. (about 100 given out). Jeff has received very good feedback about the DVD's. The committee feels this is a valuable tool for GB promotion.
4. 15,000 more current GB brochures were ordered to fill in until the new brochure is finished. Laurel Gerkman is donating her time to help with this project. Committee is continuing to work on the new brochure, and hopes to have it ready by the end of the month.
5. Winchuck billboard. Director has driven by, as well as others of the committee. The sign is readable and effective; visibility is good from highway.
6. Facebook. Greenwater Films has posted year-round videos of the fish hatchery.
7. Gold Beach "welcome" signs. There is a need to have a uniform way to display event banners at the north and south entrances to town. Ellen has spoken with ODOT about erecting posts for event banners. A discussion ensued about the size of banners. It was agreed that most common sizes of banners are 2 X 4 feet or 4 X 4 feet. It was agreed that the posts should be placed for visual and ODOT specs, and it was up to the individual organizations to alter their sign to fit this space.
8. The LED sign is shelved at the current time for further research.
9. NTA Convention in Montreal Nov 13-17. Amy will attend. The new flash drives are ready. The GBVC 800- number and website address are printed on the flash drives. Each has a 6-minute video featuring lodging, restaurants and attractions sized for tour groups. Jeff noted the expense of the flash drives, but felt this was well worth the expense for the target promotion. The National Tour Association is highly competitive, specializing in

bus/coach tours, and sometimes RV caravans. Each bus can mean over \$3000 revenue per night. Amy has 30 contact interviews currently, and plans to have around 75 by the end of the convention.

10. Sacramento Show. Jeff to attend, as Amy and Jot's people have conflicting schedule. A discussion about obtaining fish mounts by Paul deAngelo for the shows followed. Bob received an email from Paul requesting information on the size and amount of mounts GBP wanted. After a discussion, it was agreed that a 30-pound fish would make an impressive statement for a show, and would be manageable to transport and set up at a show. Bob to follow up with Paul.
11. Tear Sheets. Jeff had an ad from Northwest Sportsman; fishing atlas maps; 60,000 locations. Cost was \$500 for the ¼ page ad. These are popular maps, and go quickly.
12. Visitor Guide: Discussion whether to spend the roughly \$2500 for the glossy cover on the Visitor Guide. The committee was asked individually their feelings on this expense. Jeff pointed out the "Brookings-Harbor Has It" guide has a glossy cover, also upgraded newsprint quality inside the publication. This guide is mostly advertisements, where the GB guide has a lot of information, and not as many ads. Jeff answered Carolyn's question as to how many guides the GBVC actually uses- only about 500 for trade shows. The VC hands out a lot, but Jeff said people who pick them up don't generally care if the cover is glossy or not. The committee agreed that an impressive publication is important at the trade shows, and felt the new brochure could be this item, or possibly have an option of having another publication printed for the trade shows. Jeff mentioned there are other Visitor Centers that subsidize the town guides. Distribution of the Visitor Guides only to paying advertisers was an issue that was discussed as well; the committee felt the guides should be more readily available to all businesses. Bob made a motion that GB continue with the \$1140 ad in the GB Visitor Guide and drop the request for a glossy cover. Deb seconded the motion. Jeff will ask Joel if it would be possible to put the website address ([www.VisitGoldBeach.org](http://www.VisitGoldBeach.org)) on the front cover of the guide.

#### NEW BUSINESS

1. OCVA (Oregon Coast Visitor's Association) leads. GBVC has an opportunity to participate on a second tier. These would be the same leads Travel Oregon would provide for a greater cost (about 200-1500 leads per week). Gold Beach would provide the brochures to OCVA, and OCVA would mail for \$ .20 cents/each. Jeff found out there are 7 organizations participating in this program (7 "leads" sent, shared group postage cost). The entire committee agreed that this would be a good program to try, but the expenses should be

- monitored. There is no contract/commitment with OCVA for this program; can be terminated at any time.
2. Coast Trail. Jeff is excited about this for photographers, birders, hikers, nature enthusiasts, etc. Brochures for hikes are planned to be available at VC; Jeff hopes to be able to apply for grant money from OCVA or Travel Oregon to have a "nice book" printed with hikes. A downloadable PDF was suggested to be available as well.
  3. Whale Watch. Whale watching to be added to the message board at the VC. Christmas break and Spring break are the prime times for whale watching. The number of whale sightings can be added to the website. The GBVC will try to educate visitors on the "front end" with whales' habits. Print ads in the Rogue Valley were discussed. Jeff mentioned there is a rock off Humbug Mountain that resembles a breaching whale; possibility of using photo of this to advertise whale watching?
  4. South Coast Partnership. This is a piggybacking opportunity for GB advertising. Jeff will watch which markets they are targeting with TV ads. Jeff to check with networks for deals.
  5. Wave Bash. Jeff is feeding the advertising from the Wave Bash to Travel Oregon, OCVA, etc. Media AM to do an article on the Wave Bash, Floras Lake, and local Bed & Breakfasts for a spring publication. Jeff needs to get winter footage.
  6. TV advertising. Non-profit match and production costs have been approx. \$300-500 per spot. Greenwater Films is currently contracting with Charter, spots uploaded to FTP site, and other media can purchase these. KDRV and KDVI also have FTP sites. GBP not paying for the production costs as before.
  7. Glass Ball promotion 2011. Juli Marstall, Leslie Keating, Larry Hammer, Jeff Ferguson  
to meet Wednesday, Dec. 8 (tentative date) for 2011 glass ball promotion. It will be  
important to get more volunteers. Advertising will start mid-January for the promotion.
  8. Oregon Coast magazine and VIA (AAA publication). GBP will advertise in the Mile by  
Mile guide. Jeff spoke with the ad rep and encouraged the sales person to be more aggressive with selling ads. GBP wants to retain the 2-page spread, but does not want to subsidize the remainder of the space beyond the "film strip" sidebar. Jeff will get more information about advertising in VIA. Larry said the Brewfest looked into advertising in VIA, and the leadtime for ads was incredibly long.
  9. Event/Calendar activity coordination. Jeff will check with Susan Brown about calendar  
synchronization to have one community calendar. He will check out the ORB program, which updates calendars, then sends information to all printed media sources.

10. GBVC. McVey recreation area in Harbor has a dog park. Jeff to look into the possibility of pet friendly facilities at GBVC. Ginny Hyde from the Baptist Church volunteered the Youth Group from the church to build new benches to donate to the GBVC. Larry and Jeff will discuss the addition of information to the outside of the GBVC restrooms block wall.
11. A "Gold Conference" concept was suggested for off-season promotions. Gold-panning was a concept idea. Randy Waters expressed interest in being an event-coordinator for this idea.
12. Riverview restaurant. Due to the current financial issues of owners C&K Markets, a letter suggested by Larry (to encourage the importance of the restaurant to the Gold Beach economy) was tabled.

Meeting was adjourned at 6:13PM

Good Morning,

Attached, please find the final HHW-IGA for all cities that have approved the Coos-Curry HHW Management Plan and agreed to sign on with the IGA.

Oubonh White – Coos County Assistant County Counsel has revised the IGA to include

- 1.) First paragraph incorporates all the cities and counties who have approved the HHW plan
- 2.) Section 2:10 revised the definition of parties to include cities or agencies who may wish to join later
- 3.) Section 6:10 revised the increase of disposal rate set at \$3.27/ton and deleted approximate pass through costs to each user since these amounts vary. (The franchise hauler and transfer stations will set their prices accordingly at the \$3.27/ton using the formula that they always use for setting prices. We just took out the \$0.28 per 1-32 gallon can since the garbage companies have so many different sizes of containers.) Also in paragraph 2 of section 6:10 – added the approval of the governing body of each party in addition to the consensus of the Steering Committee for any decrease or increase in the initial rate
- 4.) Section 8 revised to include a fee set by the Steering Committee for residents of cities or agencies who are not parties to the IGA for the use of the permanent facility and collection events. Also added is sentence permitting other agencies to enter into the agreement by amendment at a later time.
- 5.) Signature page

I would like to move forward on getting signatures on this HHW-IGA as soon as possible. We will have one original IGA – so I will need to set dates and times with all of you to obtain your signatures. I will then need to get this agreement back to the Boards of Commissioners for their signatures and then file with the County Clerk. Also this is just a reminder that we all will need to increase our franchise fee schedules no later than May 1, 2011. The franchise haulers will set the fees according to the \$3.27 tipping fee.

We have applied for a \$95,000 grant to help with construction to build the HHW facility at Beaver Hill. We will need to make sure that we have the IGA signed and the increase in fees set in place to be eligible for being awarded the grant monies.

Thank you for your support in this project.

Wishing you and your families a wonderful Thanksgiving Day.

Cheryl

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12/15/2010 COUNCIL FACILITY  
 9. ORD/RESOLUTIONS  
 HOUSEHOLD HAZARDOUS  
 WASTE

**INTERGOVERNMENTAL AGREEMENT  
FOR IMPLEMENTATION OF THE COOS AND CURRY COUNTIES  
HOUSEHOLD HAZARDOUS WASTE MANAGEMENT PLAN**

This Intergovernmental Agreement is made and entered into on the date last set forth below by and between Coos and Curry Counties, political subdivisions of the State of Oregon acting by and through their respective Board of Commissioners and the Cities of Bandon, Coos Bay, Coquille, Gold Beach, Myrtle Point, and Port Orford acting by and through their respective elected officials, city managers or administrators; collectively referred to herein as "Cities."

**Recitals**

WHEREAS, it is in the interest of public health, safety and the environment to provide alternatives to disposal of hazardous waste generated by households, conditionally exempt small quantity generators (CEGs); and

WHEREAS, Coos County and Curry County and Cities jointly prepared, and, subsequently each County adopted in the year 2008, a Household Hazardous Waste Management Plan; and

WHEREAS, the State of Oregon has declared it a matter of statewide concern to promote intergovernmental cooperation for the purpose of furthering economy and efficiency in local government; and

WHEREAS, counties and cities have the authority pursuant to ORS chapter 190 to enter into intergovernmental agreements to provide services and facilities through the joint and cooperative exercise of powers, privileges and authority; and

WHEREAS, these Counties and Cities desire to enter into an agreement regarding their respective rights and obligations as between themselves; and

WHEREAS, Coos County and Curry County, and the individual Cities desire to enter into this Intergovernmental Agreement for the purpose of setting forth their mutual agreements and undertakings by which they will cooperatively undertake to finance, acquire, construct and operate the Household Hazardous Waste Program;

NOW, THEREFORE, in consideration of mutual undertakings and agreements contained herein, the Parties hereto agree as follows:

1. **PURPOSE.** The purpose of this Intergovernmental Agreement (IGA) is to establish and implement a workable program to provide for the collection and proper management of common hazardous wastes from households and CEGs,

and agricultural activities, collectively referred to as "HHW Collection", throughout the cities and counties of the Parties.

**2. DEFINITIONS OF TERMS.** For the purposes of this Intergovernmental Agreement, all other terms used in this Agreement, future contracts and Steering Committee decisions shall have the meanings as specified in the Household Hazardous Waste Management Plan, dated March 28, 2008 and adopted by Coos County and Curry County in the year 2008.

**2.1 Administrative Expenses** means expenses reasonably incurred by the Lead Agency as a consequence of fulfilling its responsibilities, authorities and duties described in this Agreement. Examples include staff time, legal expenses, contractor expenses, copying/duplication, and other necessary services associated with activities including development of this Agreement, selection of contractors, construction management/oversight, and contract management.

**2.2 Collection Facilities** means the occupied area, buildings, roadways, parking lots, temporary and permanent structures, fences, gates, drainage facilities and related appurtenances constructed and used exclusively for the collection and storage of hazardous waste from households and conditionally exempt generators, as well as agricultural pesticide wastes, prior to collection and final disposition by a Household Hazardous Waste Contractor(s).

It also includes any reference to "permanent collection facility" and "satellite collection event" as referenced in the adopted Household Hazardous Waste Management Plan and this Agreement.

**2.3 Construction Costs** means the actual or anticipated costs, including designs therefore, for construction of a permanent collection facility, including but not limited to permitting and acquiring other regulatory approvals, clearing, grading, paving, preparing access roads and parking areas, concrete work and foundations, buildings, roofing, fencing, signs, phone, electrical, landscaping, rubbish containers, security alarm, and other appurtenances thereof.

**2.4 Household Hazardous Waste Contractor(s)** means a licensed and permitted waste management firm(s) hired under contract to construct and/or operate Collection Facilities, provide collection services, and/or properly manage, transport and/or dispose of the collected wastes.

**2.5 Household Hazardous Waste Management Plan (Plan)** means the Plan, dated March 28, 2008, that has been adopted by Coos County and Curry County, and Cities.

**2.6 Household Hazardous Waste Program** means the services described

in the adopted Household Hazardous Waste Management Plan, including the provision of a permanent collection facility and satellite collection events for household hazardous waste, hazardous waste from conditionally exempt generators, and waste agricultural pesticides.

**2.7 Household Hazardous Waste Program Fund** means a dedicated fund, managed by the Lead Agency, from which monies may only be used for the implementation of the Household Hazardous Waste Program.

**2.8 Member** means a representative of a Party to this Agreement, who serves on the Steering Committee and has an official vote.

**2.9 Operating Costs** means the actual or anticipated costs incurred in the operation of Collection Facilities, subsequent to the construction of said facilities, including but not limited to: site attendance, clerical work, administration, auditing, facilities maintenance, advertising and publicity, insurance, bonding, utilities, electrical, payments to contractors, disposal fees and costs for Household Hazardous Wastes or any other wastes, and any other operational purposes.

**2.10 Parties** mean Coos County, Curry County, Cities of Bandon, Coos Bay, Coquille, Gold Beach, Myrtle Point, Port Orford, and any City or Municipality that may enter into this Agreement by written amendment at a later date. Party means any one of the Parties to this Intergovernmental Agreement.

**3. LEAD AGENCY.** Coos County will assume the role as Lead Agency for the management and implementation of this Plan. The Lead Agency will provide a voting Member of the Steering Committee.

**3.1 Responsibilities of Lead Agency.** Coos County, through its designated representative, shall be responsible for the day-to-day administration of the Household Hazardous Waste Program, with advice by the Steering Committee.

**3.2 Authority and Duties of the Lead Agency.** The Lead Agency will be responsible for the following:

- (a) Determining processes for selecting contractors and conducting public procurement processes.
- (b) Negotiating contracts and/or leases for services (including both construction of facilities and operations).
- (c) Administering the contracts for services, including oversight of the contractor(s) to ensure full compliance.

- (d) Reviewing contractors' invoices, paying the contractors, and settling any disagreements regarding compensation.
- (e) Maintaining accounting records of revenues, expenses and funds available.
- (f) Managing the development of an annual budget.
- (g) Managing the hiring, training and maintenance of staff and volunteers.
- (h) Keeping required records.
- (i) Coordinating meetings of the Steering Committee and providing a Chair of the Steering Committee.
- (j) Obtaining advice from the Steering Committee for the annual program budget, any limits on program participation, decisions regarding the implementation and requirements of pre-registration for collection services, scheduling and location of collection services, any user fees charged to residents desiring to use collection facilities at times other than regularly-scheduled collection events, and of other classes of users desiring to participate in collection services in excess of participation limits imposed for the purposes of annual budgeting.
- (k) Coordinating the education and outreach activities either directly or overseeing the activities of the contractor.
- (l) Requiring that the contractors comply with all relevant regulations.
- (m) Maintaining ownership of the collection facility through the initial five years of operation.
- (n) Being responsible for applying for and administering current and future grants and other funding sources for the Household Hazardous Waste Program.

**3.3 Contract Authorization.** Coos County, as Lead Agency, advised by the Steering Committee, is hereby authorized to enter into contracts for the provision of regional services, as described in the Household Hazardous Waste Management Plan, on behalf of all Parties. The contract(s) shall include provisions for the construction of a permanent collection facility and for HHW Collection. Such contract(s) shall include, at a minimum:

- (a) The contractor must indemnify and hold harmless all IGA Parties against liability for the provision of all services including operation of the

collection facility and events, storage, transportation, and off-site processing and/or disposal of all materials;

(b) Insurance requirements, including that the Contractors' certificates of insurance must name each Party of this IGA as an additional insured;

(c) Requirements for storage, transportation, manifesting, waste removal, waste disposition, and record keeping, including that all waste be transported by licensed transporters to permitted processing and/or disposal facilities;

(d) Identification of the waste "generator" (responsible for signing manifests) of all hazardous wastes accepted by the Contractor at the site(s);

(e) Standards for accounting, billing, compensation, and reporting, including the development of an annual program report and a requirement that the Contractor supply complete manifest documentation for all hazardous wastes received and transported through and including final disposal;

(f) Contractor not assign any rights nor subcontract any of his/her obligations without the prior written consent of the Lead Agency; and

(g) Contractor will perform any agreement as an independent contractor with complete control over his/her employees, agents and operations.

#### **4. COMPENSATION FOR LEAD AGENCY.**

Lead Agency administrative expenses will be reimbursed from the Household Hazardous Waste Fund. The administrative expenses will be reimbursed at the rate of 10% of total annual Household Hazardous Waste Funds collected.

**5. STEERING COMMITTEE ESTABLISHED.** A Steering Committee shall be established to make recommendations to the Lead Agency and advise on the implementation of the Plan. Each Party to this Agreement may designate a representative to serve as their voting Member of the Steering Committee.

In addition, the Steering Committee shall contain one representative from the Oregon Department of Environmental Quality (DEQ) as a non-voting member.

**5.1 Responsibilities of the Steering Committee.** Responsibilities shall include:

(a) Establish bylaws and procedures.

(b) Participate in contractor selection.

(c) Review and advise the annual program budget. This may include recommendations regarding how much money to maintain in reserve/contingency funds, as well as any limits on the number of household, CEG, and/or agricultural pesticide users, if needed in order to control costs. The Steering Committee may also recommend to shift educational efforts and/or impose participation limits if program evaluation reveals that certain categories of users are "over-using" the system and inequities (for example, between counties) are developing.

(d) Review and advise regarding pre-registration requirements, hours and days of operations, and coordination of promotional activities.

(e) Review and advise user fees (if any) charged to waste generators who use the facilities in-between regularly-scheduled collection days, or who desire to use collection services in excess of participation limits established by the Steering Committee and/or described in the Household Hazardous Waste Management Plan.

(f) Review the contractor's annual report and reimbursement schedules.

**5.2 Recommendations of the Steering Committee.** Recommendations made by the Steering Committee regarding review and approval of program budgets, participation limits (if any), pre-registration standards, scheduling of services, and approval of user fees are to advise the Lead Agency.

**5.3 Steering Committee Chair.** The Steering Committee shall be chaired by the representative of the Lead Agency. The Chair shall be the principal officer of Steering Committee. The duties and powers of the Chair shall include:

- (a) Scheduling Committee meetings;
- (b) Preserving order at Committee meetings;
- (c) Enforcing the rules of the Steering Committee;
- (d) Determining the order of business for the Committee;
- (e) The right to require written motions prior to Committee consideration; and,
- (f) Keeping or causing to be kept permanent records of all Committee proceedings, including minutes of all meetings of the Steering Committee, as well as all official documents, resolutions, and actions of the Committee. Minutes of that meeting shall be distributed to the Committee

as soon as practicable.

**5.4 Steering Committee Vice-Chair.** At the Steering Committee's first meeting, the Committee shall elect a Vice-Chair from among the Members of the Committee. The Vice-Chair shall assume the duties and powers of the Chair in the Chair's absence.

**5.5 Steering Committee Meetings.** The Steering Committee shall meet regularly, at least two (2) times each year. Special meetings may be called by the Chair or by a majority of the Members of the Steering Committee.

(a) Written notice of all meetings shall be served on all Members of the Committee not less than twenty-four (24) hours prior to the meeting, and shall contain the time and place of meeting and an agenda of subjects to be considered. A facsimile or email notice shall be accepted as appropriate written notice of all meetings.

(b) All meetings shall be conducted in accordance with Public Meetings law.

(c) A quorum shall consist of a majority of the voting Members of the Committee. If neither the Chair nor Vice-Chair is present at a meeting, there shall be no quorum. No action of the Steering Committee shall be valid or binding unless adopted by the affirmative vote of a majority of the voting Members present, provided there is at least a quorum present.

**6. IMPLEMENTATION.** As Parties to this IGA, the Parties agree to the following commitments:

**6.1 Increase in Disposal Rates.** Coos County, Curry County, and the Cities agree to increase disposal rates on waste originating from each respective County and City to fund construction, operation and administrative costs of the Household Hazardous Waste Program as described in the Household Hazardous Waste Management Plan and approved by the Steering Committee. In 2011, the Disposal Rate Increase shall be \$3.27 per ton. This rate was calculated based on the waste generated by all residents in Coos County and Curry County. Coos County, Curry County and the Cities agree to increase collection rates, without regard to where the waste is disposed. The Disposal Rate Increase, and any associated incinerator rates, landfill rates, transfer station rates, and/or garbage collection rates, must be effective no later than May 1, 2011.

Thereafter, on an annual basis the Steering Committee shall review the disposal rate increase to determine if the current rates provide sufficient funding to meet the demands of the Program. Only upon the consensus of all voting members of the Steering Committee, and the approval of the

governing body of each Party, will the disposal fees be increased or decreased from the initial disposal rate increase indicated herein. If the Steering Committee cannot reach a consensus the fees will remain as set and program services adapted to meet current funding levels.

**6.2 Use of Funds Collected From Disposal Rate Increase.** All money collected from the Disposal Rate Increase will be deposited in a dedicated fund, administered by Coos County and called the Household Hazardous Waste Management Fund. Except for administrative expenses, monies in this fund are to be used only for the implementation of regional activities described in the Household Hazardous Waste Management Plan as may be amended. If the budget does not meet expectations, the Lead Agency shall notify the Steering Committee, but in no event shall the Lead Agency be responsible for funding any portion of the Household Hazardous Waste Program with its own funds.

**6.3 IGA Party Commitments.** All Parties hereby agree to pass through this Hazardous Waste Program Disposal Rate Increase by increasing incinerator rates, landfill rates, transfer station rates, and/or garbage collection rates accordingly, to become effective no later than May 1, 2011. This provides for the disposal rate increase to be passed back to all users of the system, regardless of whether they have subscription collection or self-haul to the transfer stations, landfills or incinerator.

**6.3.1 Payment Schedule.** Each Party agrees to either pay, where the Party is directly collecting the Disposal Rate Increase or require the collector, where the Party does not collect the Disposal Rate Increase, to pay the Disposal Rate Increase into the Household Hazardous Waste Management Fund. For waste disposed at Coos County's Beaver Hill or Joe Ney sites, payment shall be made monthly and the County will deposit the Disposal Rate Increase received in the Household Hazardous Waste Fund.

For all other waste generated within Coos County, Curry County, and Cities and disposed at sites other than Coos County's Beaver Hill or Joe Ney sites, payment shall be made on the following schedule:

<b>Period</b>	<b>Payment Due</b>
May 1 – July 31	August 15
August 1 – October 31	November 15
November 1 – January 31	February 15
February 1 – April 30	May 15

**6.3.2 IGA Party Reports.** Each Party agrees to either submit reports or

require the collector to submit reports along with the Disposal Rate Increase to the Lead Agency that documents the tonnage of waste generated within the Party's own jurisdiction.

**6.3.3 IGA Party Breach.** Failure by the Parties to pass or approve the Household Hazardous Waste Program Disposal Rate Increase or to pay the Disposal Rate Increase according to the schedule in 6.3.1 will result in a breach of this Agreement.

**6.4 Satellite Collection Events.** Only citizens living in Coos and Curry County and participating cities will be able to drop off waste at the satellite collection events or at the permanent collection facility. Satellite collection events will be scheduled according to the HHW Plan. In the event that the Household Hazardous Waste Management Fund is insufficient for all of the scheduled satellite collection events, the Lead Agency, advised by the Steering Committee, will select the satellite collection events to best serve the Parties.

The Parties agree to the following commitments for providing satellite collection events:

**6.4.1 Coos County.** Coos County will manage the provision of services at satellite collection events held in Coos County and Curry County including staffing, collection and transportation services. Coos County will coordinate with Curry County, Cities, and solid waste franchisees to promote and conduct these events.

**6.4.2 Availability of Funds.** When sufficient start up funds are available in the Household Hazardous Waste Management Fund to provide the goods and services provided as discussed below in 6.4.3, the Steering Committee will determine location of events. For Curry County, if the County and at least one city located in Curry County participates in this IGA, at least one event per year will be held in Curry County if funding is sufficient. For Coos County, if Coos County and at least one city located in Coos County participates in this IGA, at least one event per year will be held in Coos County if funding is sufficient.

**6.4.3 Participating Counties and Cities.** Coos County, Curry County, and Cities shall be responsible for the following related to satellite collection events held within its own jurisdiction:

- a. Promotion of the event. This may include public service announcements in the media, website if available, and announcements at public meetings. The Lead Agency through the Household Hazardous Waste Management Fund will provide participating counties and cities flyers and a reasonable number of

- copies.
- b. Provision of volunteers/staff to direct traffic at the event. The Lead Agency and/or the contractor will provide training to volunteers and staff.
  - c. Provision of a suitable, paved location to hold the event.
  - d. Provision of traffic cones/barricades to ensure proper traffic flow at the event. If participating counties and cities do not have sufficient cones and barricades, the Lead Agency through the Household Hazardous Waste Management Fund will provide the necessary cones and barricades.
  - e. Provision of signage directing citizens to the event. The Lead Agency through the Household Hazardous Waste Management Fund will provide signage to be used at these events.
  - f. Provision of drop boxes for waste and cardboard recycling for the event. Participating counties and cities will coordinate with their franchise provider to provide such drop boxes. Lead Agency through the Household Hazardous Waste Management Fund will reimburse the franchise provider for the drop boxes, if requested. Any waste generated by preparing and conducting the event, or waste incidental to HHW, shall be disposed of by the participating county or city and the cost of disposal shall be reimbursed by the Household Hazardous Waste Management Fund.
  - g. Provision of restroom or portable toilet facilities for staff at the event. The Lead Agency will reimburse the participating county or city out of the Household Hazardous Waste Management Fund for cost of portable toilet facilities, if nearby restrooms are unavailable or were not donated.
  - h. Provision of safety vests for volunteers and others assisting at the event will be provided by the Lead Agency. The safety vests will be purchased out of the Household Hazardous Waste Management Fund and loaned to the participating counties and cities for the event.
  - i. Keeping accurate vehicle counts of participants at each event.
  - j. Coordinate provision of a safety orientation to all volunteers and staff working at the event. The Contractor will provide a safety orientation for the volunteers.
  - k. Provision of a table and volunteer/staff at the reuse location, if a product reuse opportunity is provided. Contractor will assist with making the decision if product is to be allowed for reuse.
  - l. Distribution of any customer surveys or educational handouts specific to each County and/or City. The Lead Agency will provide the customer surveys or educational handouts. These handouts will be paid for from the Household Hazardous Waste Management Fund.

## 7. SHARING OF LIABILITY AND INDEMNIFICATION

**7.1 Contractor Requirements.** Section 3.3 of this Agreement describes the Lead Agency's responsibilities to require insurance of the Lead Agency's contractor(s) as well as indemnification by the Lead Agency's contractor(s) of all Parties of this Agreement. These requirements are intended to protect the Parties from liability arising out of the provision of hazardous waste collection services.

**7.2 Procedure to Assign Liability.** In the event that liability does arise out of HHW Collection activities conducted under this Agreement, including but not limited to any and all liability imposed by State or Federal law or regulation, such as fines, penalties, clean up expenses, legal fees and other costs and expenses resulting from any such action or any such proceeding by virtue of any Federal or State law or regulation, the following procedure shall apply:

(a) A Party shall be liable for any damages, penalties, costs or attorney fees arising out of that Party's activities, and shall indemnify, defend and hold harmless all other Parties.

(b) Liability not attributable to Contractor or a Party shall be shared jointly by all Parties of this Agreement. Parties shall share liability equally for all fines, penalties, costs, expenses and reasonable attorney's fees.

**7.3 Liability of Lead Agency.** Notwithstanding Section 7.2 of this Agreement, any liabilities incurred by the Lead Agency shall be based on the negligence of the Lead Agency and the Lead Agency shall not be liable for damages incurred solely due to its designation as Lead Agency. All liability not directly attributable to the Lead Agency's negligence shall be shared in the manner set forth in Section 7.2 (b).

**7.4 Survival of Obligations.** The obligations under this section shall survive the termination of this Agreement.

**8. ADDITIONAL USERS.** The Parties anticipate other municipalities or agencies (such as other cities, counties, or Native American tribes) may desire to participate in the Household Hazardous Waste Program. The Lead Agency may, with the approval of the Steering Committee, allow the disposal of HHW at the permanent facility or at collection events by residents of municipalities or agencies who are not a party to this Agreement, upon payment of a disposal fee set by the Steering Committee.

Other agencies may at later time become a party to this Agreement by execution of a written amendment; provided that the agency agrees to be bound by the terms and conditions of this agreement, and assume all associated additional

costs of their participation and any associated liability.

## **9. INSPECTION OF PREMISES AND RECORDS.**

**9.1 Inspection of Premises.** The officials of any Party may inspect the Household Hazardous Waste sites and facilities during hours when the facilities are open for business, or at such other times as the Lead Agency or Contractor(s) may allow.

**9.2 Inspection of Records.** The officials of any Party may examine any records relating to the Household Hazardous Waste facility and Program, upon reasonable request to the Committee and at a time convenient to the Lead Agency without unreasonable delay. The examination shall be allowed promptly. Such examination shall be made at the expense of the examining Party. Such examination of any of the Household Hazardous Waste Contractor's records shall be in accordance with the terms and conditions of the contractor's agreement with the Lead Agency.

## **10. TERM OF AGREEMENT; TERMINATION; WITHDRAWAL OF PARTIES**

**10.1 Term of Agreement.** This IGA becomes effective upon the last date at which all parties have signed this agreement. It shall remain in full force and effect for five (5) consecutive calendar years in which services at the permanent collection facility are provided or until June 30, 2016 whichever is later. Thereafter, unless terminated as provided herein, the Agreement shall automatically renew annually.

**10.2 Terminating Agreement.** By affirmative vote of a majority of the Parties to the Agreement at the time of the vote, this Agreement may be terminated for any reason after five (5) consecutive calendar years of services at the permanent collection facility are provided or after June 30, 2016, whichever is later. The termination date shall be at the conclusion of any calendar year (January 1 to December 31) in which the vote is taken.

**10.3 Withdrawal of Parties.** After five (5) consecutive calendar years of services at the permanent collection facility are provided or after June 30, 2016, whichever is later any Party may terminate at the end of any calendar year its participation in the Household Hazardous Waste Program and this Agreement, by giving notice to the Steering Committee at least one hundred eighty (180) days prior to the end of such calendar year. Any amount paid or owed to the Household Hazardous Waste Program Fund will remain in the fund.

**10.4 Withdrawal of Lead Agency.** In the event that Coos County chooses to terminate their participation in this Agreement after June 30, 2016 or after five (5) consecutive calendar years of services at the permanent

collection facility are provided then the entire Agreement will be terminated, as described in Section 10.6.

**10.5 Disposition of Program Property and Funds.** In the event of termination of this Agreement the lead agency shall:

(a) Administer and monitor any closure or sale of the permanent collection facility; including any related costs to the extent of the remaining funds available in the Household Hazard Waste Fund.

(b) Pay all outstanding obligations.

(b) Within 30 days of termination, cease the collection of revenues through the disposal rate increase levied on waste from affected jurisdictions.

(c) Terminate any outstanding contracts for service that name the Parties, or amend such contracts to remove reference to the Parties.

(d) Prepare an accounting of all Administrative Expenses incurred by the Lead Agency as a result of termination of this Agreement.

(e) Once the preceding actions have been completed, but no more than 12 months following termination of the Agreement, the Lead Agency will distribute any remaining assets in the Household Hazardous Waste Program Fund as follows. All remaining monies will be distributed to Parties in amounts proportional to the population of each Party divided by the population of all Parties, using populations contained in the Household Hazardous Waste Management Plan. Similarly, if the Household Hazardous Waste Program's debts exceed assets, Parties will share obligations by the same proportionality.

**11. MODIFICATION.** This Agreement shall not be modified or amended in any manner except by an instrument in writing and signed by all the Parties participating at that time.

**12. ASSIGNMENT.** No Party to this Agreement shall assign its right or obligations under this Intergovernmental Agreement.

**13. SEVERABILITY.** If any provision of this Agreement shall be declared illegal, void or unenforceable, the other provisions shall not be affected, but shall remain in full force and effect.

**14. GOVERNING LAW.** This Agreement shall be governed by federal law and the laws of the State of Oregon. Venue shall be within Coos County, Oregon.

15. **NOTIFICATION.** All notices required to be given or authorized to be given hereunder shall be in writing and either personally delivered or sent by certified United States mail to the other Party at the address shown below.

Coos County:

Cheryl Westgaard, Business  
Operations Manager, Solid Waste Department  
250 N. Baxter  
Coquille, OR 97423

City of Coquille:

Terence O'Connor, City Manager  
851 N. Central Blvd.  
Coquille, OR 97423

Curry County:

M. Gerard Herbage, County Counsel  
Curry County Office of Legal Counsel  
P.O. Box 746  
Gold Beach, Oregon 97444

City of Gold Beach:

Ellen Barnes, City Administrator  
29592 Ellensburg Ave.  
Gold Beach, OR 97444

City of Bandon:

Matt Winkel, City Manager  
P.O. Box 67  
Bandon, OR 97411

City of Myrtle Point:

John Walsh, City Manager  
424 Fifth Street  
Myrtle Point, OR 97458

City of Coos Bay:

Roger Craddock, City Manager  
500 Central Avenue  
Coos Bay, OR 97420

City of Port Orford:

Michael Murphy, City Administrator  
P.O. Box 310  
Port Orford, OR 97465

**IN WITNESS WHEREOF**, the Parties have executed this Intergovernmental Agreement.

**COOS COUNTY  
BOARD OF COMMISSIONERS**

**CURRY COUNTY  
BOARD OF COMMISSIONERS**

\_\_\_\_\_  
Chair

\_\_\_\_\_  
Chair

\_\_\_\_\_  
Commissioner

\_\_\_\_\_  
Commissioner

\_\_\_\_\_  
Commissioner

\_\_\_\_\_  
Commissioner

Date: \_\_\_\_\_

Date: \_\_\_\_\_

\*\*\*\*\*SIGNATURES CONTINUED ON NEXT PAGE\*\*\*\*\*

**City of Bandon**

\_\_\_\_\_  
Signature

Date: \_\_\_\_\_

\_\_\_\_\_  
Print Name, Title

**City of Brookings**

\_\_\_\_\_  
Signature

Date: \_\_\_\_\_

\_\_\_\_\_  
Print Name, Title

**City of Coos Bay**

\_\_\_\_\_  
Signature

Date: \_\_\_\_\_

\_\_\_\_\_  
Print Name, Title

**City of Coquille**

\_\_\_\_\_  
Signature

Date: \_\_\_\_\_

\_\_\_\_\_  
Print Name, Title

**City of Gold Beach**

\_\_\_\_\_  
Signature

Date: \_\_\_\_\_

\_\_\_\_\_  
Print Name, Title

\*\*\*\*\*SIGNATURES CONTINUED ON NEXT PAGE\*\*\*\*\*

**City of Myrtle Point**

\_\_\_\_\_  
Signature

Date: \_\_\_\_\_

\_\_\_\_\_  
Print Name, Title

**City of Port Orford**

\_\_\_\_\_  
Signature

Date: \_\_\_\_\_

\_\_\_\_\_  
Print Name, Title

Date

Oregon Watershed Enhancement Board  
775 Summer Street NE, Suite 360  
Salem OR 97301-1290

Dear OWEB:

This letter is in support of the Lower Rogue Watershed Coordinator. The City of Gold Beach has worked with the Lower Rogue Watershed Council coordinators over the past 8 years. The Coordinators have been very successful in promoting public and agency involvement and collaboration for numerous watershed restoration projects in the City of Gold Beach, in securing grant funding for those projects, and in helping share education about watershed stewardship with our students and residents. The City works with the Watershed Council coordinator on natural resource planning issues, stormwater management and drainage designs, water quality, educational programs, and restoration project development and implementation. We anticipate maintaining a close relationship with the Council over the next two years; working on projects to restore our urban streams and estuaries, and with a focus toward stormwater management, creating more emphasis on rain gardens, bioswales, and low impact development.

We pledge \$ \_\_\_\_\_ in in-kind services for the period covered by the 2011-2013 OWEB Council Support Grants for the Lower Rogue Watershed Council coordinator. This in-kind service from the City of Gold Beach will be in the form of staff time to collaborate with 1) planning, 2) technical expertise (city maintenance), pursuing granting opportunities (economic and natural resources), and our review and recommendations on project planning, design, and implementation.

We strongly urge you to fund the position of Lower Rogue Watershed Coordinator. The Councils are a significant benefit to our area and are assets to our community. We support their efforts and look forward to continuing to work with them in the future.

Sincerely,

BEFORE THE CITY COUNCIL  
GOLD BEACH, OREGON

In the matter of file GBA-0801 )  
An appeal of a Planning Commission DENIAL to ) **FINAL ORDER**  
modify a specific condition of approval of the ) and Findings of Fact  
Emerald Pacific Subdivision (GBS-0601) )

**ORDER in the APPROVAL** of the modification of application GBS-0601-Emerald Pacific Subdivision, requested by Gold Beach 15 LLC. The subject property is located at 94050, 94055, 94060 Emerson Circle, and designated as Assessor Map Number: 3715-01DB tax lots 1214/1215/1216, in Curry County, Oregon.

**WHEREAS:**

This matter came before the City Council as an appeal of a Planning Commission denial to modify a condition of approval of the Emerald Pacific Subdivision (GBS-0601). The request sought authorization to remove a specific condition of approval:

**7. The entrance to Ruby's Way off of Hwy 101 shall be paved to 36' and the motel sign shall be removed prior to the final plat approval.**

to allow for recording of the final plat of the approved subdivision.

A hearing was held before the Planning Commission on April 21, 2008, requesting the condition be modified or removed. After receipt of evidence and testimony at the April 21, 2008, hearing the Planning Commission voted to DENY the request. The applicants filed a timely appeal but requested the matter be stayed to allow further negotiations with the neighbors to resolve the road paving and sign issues. In March of 2009, the applicants requested, through their legal counsel, to have the appeal of the Planning Commission denial heard by the City Council.

The City Council held a public hearing on April 27, 2009 to hear the appeal. At the public hearing on said application, evidence and testimony was presented by planning staff in the form of a staff report and exhibits. The City Council also received oral and written evidence and testimony concerning this appeal. The hearing was conducted according to the rules of procedure and conduct of hearings on land use matters as set forth in Gold Beach Zoning Ordinance.

At the April 27, 2009 hearing the City Council, upon a motion duly made and seconded, voted to **APPROVE** the request to remove condition #7.

**FINDINGS OF FACT:**

- 1) The City Council adopts the findings in the Staff Report as the basis for this decision.
- 2) The City Council accepts and adopts findings based on testimony, written and oral, submitted at the April 27, 2009, hearing as additional basis for this decision.

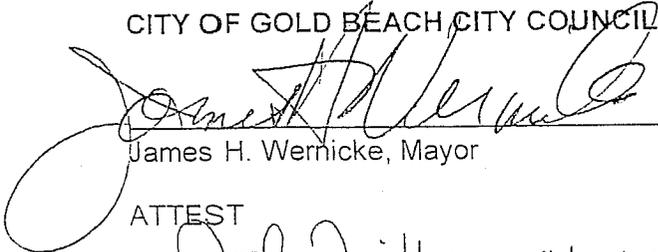
CONCLUSIONS OF LAW

1. The burden of proof is upon the applicant in proving the proposal fully complies with applicable Ordinance criteria, Oregon State Statutes and Oregon Administrative Rules.
2. The City Council finds that the applicant has met the burden of proof to support approval of the proposed modification, specifically:
  - The condition to widen the road and relocate the motel sign required the applicants to make improvements or alterations to property not in their ownership or under their control.
  - The road/access in question (Panorama Drive/Ruby's Way) is a private street, which can be built and maintained to standards other than those required for city owned streets.

\* In making this decision, the City Council made it known that the city will not accept any of the access roads as city streets until such time as all roads from the subdivision to highway 101 can meet city street standards. \*

NOW THEREFORE LET IT HEREBY BE ORDERED that application GBA-0801/GBS-0601 Final, a request for modification of a specific condition of approval of the Emerald Pacific Subdivision on property that is located in the Commercial (4-C) zone, and designated as Assessor Map Number: 3715-01DB tax lots 1214/1215/1216 in Curry County, Oregon, be APPROVED.

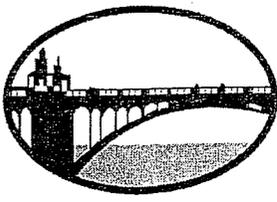
CITY OF GOLD BEACH CITY COUNCIL

  
 \_\_\_\_\_  
 James H. Wernicke, Mayor

ATTEST

 MAY 11, 2009  
 \_\_\_\_\_  
 Jodi Fritts, Associate Planner

*Order approved and signed  
 req council mtg May 11, 2009*



# CITY ADMINISTRATOR'S REPORT

DECEMBER 13, 2010 MEETING OF THE GOLD BEACH CITY COUNCIL

12/13/2010 COUNCIL PACKET  
CA REPORT

**Ellen Barnes, M.P.A.**  
City Administrator  
International City Management  
Association Member

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## Emergency Management Services

- New tsunami maps for Gold Beach have been released.
- City administrator will work with Don Kendall, Curry County Emergency Services Coordinator, to identify a person to fill the city's emergency management services director.

## Administration, Finance and Planning

- Beginning transition to new fund accounting system
  - Finishing needed hardware upgrades and software installation
  - Initial software training for Jodi
- Please welcome new staff Candy Cronberger, Utility Clerk and part-time Office Assistant Margaret Belz. Staff are being cross-trained within the Admin Office and with PD
- Water bills, for the first time, were printed on paper, not cardstock...saves on billing costs
- Recent Training Summary
  - Supervisory Excellence (result in creation of position classifications, revised job descriptions, established performance standards, revised performance evaluation tools. Also basis for establishing salary schedule).
  - Economic Development and Community Visioning
  - Financial Planning and Analysis
  - Ford Foundation Leadership Institute (continues). Project involves water catchment system demonstration
- Working on revisions to city personnel policies, city administrative policies and creation of committee/commission handbooks and an employee safety manual
- Safe Routes to Schools pre-application approved. Full application due January 14.

- Submitted TGM grant pre-application (for planning for improvements along Ellensburg Avenue...first steps to going for Scenic Byway or Transportation Enhancement grants to fund improvements). Full application due March 11, with projects beginning in May.
- Outreach to Coos-Curry to discuss underground utilities and new LED street lighting.
- Letter of support for annual channel maintenance
- Tidewater letter opposing renewed permit
- Amco claim against the city...CIS has hired third party attorneys to represent the city. Involves demolition of a building adjacent to the Marstall Building.
- Sebastian Shores update

## Fire Services

- No significant events in the month of November

## Police Services

- Taking advantage of the inclement weather during November the Gold Beach Police Department was able to focus a bit on training.
  - The department sponsored a refresher course on DUII Field Sobriety Testing for our officers and outside allied agencies.
  - Officer Oller attended a two week Professional Career Officers Academy DPSST Academy starting the week of November 29<sup>th</sup>.
- The biggest news of the department...GBPD received the **“Rookie of the Year”** award by the National Town Watch Association for our National Night Out 2010 Event held in August. The department was informed officially by the National Town Watch Association on November 29<sup>th</sup>. This acknowledgement and reward will be shared with all of the participating agencies across the nation. We will present the actual award at a future Council meeting for public viewing. The department is very proud of this achievement.
- On the evening of November 3<sup>rd</sup>, Officer Oller made a routine traffic stop on a Florida plated vehicle for no brake lights. That traffic stop later yielded 15 ounces of marijuana that were packaged for sale. Also seized was digital scale. This adult male subject was booked into the Curry County Jail for both possession and possession with the intent to sell marijuana.

- On the evening of November 8<sup>th</sup>, Officer Hodencamp made a routine traffic stop that resulted in the arrest of a subject for possession of 2.5 grams of meth. This subject was a Gold Beach resident.
- On Tuesday evening, November 9<sup>th</sup>, the Gold Beach Police Department hosted its first Block Watch meeting. Residents of Wallace Street and 11<sup>th</sup> attended. A resident of the Gold Beach Mobile Home Park also attended as they are interested in starting their own Block Watch. The department continues to encourage other neighborhoods initiate a Block Watch.
- In the early morning hours of November 14<sup>th</sup> (12:30am), Officer Oller made a routine traffic stop that yield 13.5 grams of meth. This amount of meth met the State's threshold for possession for sale. Street value of this amount is estimate at \$4,600.00.
- On November 15<sup>th</sup>, the Gold Beach Police Department conducted a sexual assault investigation per a request from an out-of-state law enforcement agency. The victim from that jurisdiction had moved to the Curry County area prior to reporting it to that jurisdiction. The investigative findings were then forwarded to that agency.
- On November 17<sup>th</sup>, the Gold Beach Police Department responded to a suicide of a 52 year old female. Gail Whitmore, our Office Manager and Deputy Medical Examiner was called out to assist in this investigation, which turned out to be a medical examiners case.
- On Friday, November 19<sup>th</sup>, Officer Oller checked out suspicious subject that was loitering near the DHS offices on 5<sup>th</sup> St. This subject was determined to be a parole violator out of Jackson County and was taken into custody.
- On Tuesday, November 23<sup>rd</sup>, the Gold Beach Police Department was notified that former Gold Beach Police Department Chief of Police Mark Coltrane had passed away at Curry General Hospital. Chief Coltrane had retired with a medical disability from the Gold Beach Police Department in 1998.
- On Saturday, November 27<sup>th</sup>, the Pro Tem Judge Clifford rode with Officer Wood for 6-hour shift. During that ride along, Judge Clifford was able to observe the Officer utilize both the Doppler and Lidar laser radar devices. Also Officer Wood arrested a DUI during an overtime South Coast DUI Detail.
- On Tuesday, November 30<sup>th</sup>, Sgt. Giovannetti and Chief Janik attended the Tsunami Outreach Planning meeting at the Gold Beach Book Store. The Police Department will participate in assisting Mr. Dave Lacy in this project.

With Officer Kinney out for two weeks vacation, GBPD was down one officer the entire month. Being less one officer is reflected in the monthly stats.

## GBPD Police Activity Monthly Comparison

	<u>Dispatch Calls for Service</u>	<u>Lobby Traffic/ Calls</u>	<u>Citations</u>	<u>Arrests</u>	<u>Building Sec./ Foot Patrol</u>	<u>Case Reports Generated</u>	<u>After Hour Calls</u>
<b>Nov</b>	121	188	36	10	212	33	4
<b>Sept</b>	173	330	97	16	157	32	7
<b>Aug</b>	162	549	80	6	214	34	7
<b>July</b>	231	593	78	8	245	34	7
<b>June</b>	148	534	56	4	148	24	6

## Public Works

- Completing documentation needed to finalize the USDA loan and grant package (includes such items as easement agreements).
- Awaiting word from DEQ SRF program regarding interim financing. Currently in a public comment period. If no SRF, then will seek funding through LOCAP, US Bank, or Umpqua Bank. Have agreed to Sterling Bank's proposal as a back-up. (for \$3,944,000)
  - Sterling: line of credit at \$21,000 upfront loan processing expenses and with a rate of prime + 0 fixed and a .05% annual loan fee. Interest will be no less than 4%.
  - LOCAP: loan @ 2% non-compounding. Loan fees (underwriters discount, costs of issuance) est. @ \$71,000. Costs of issuance can be decreased if our loan is packaged with another city's.
  - DEQ through the SRF program: loan with interest around 1.09% with a .05% annual loan fee.
  - Opportunities from other institutions (DEQ, US Bank, Bank of America, Umpqua) may be explored depending on DEQ's response.
- Updated Project Schedule
  - Bond authority complete December 21, 2010
  - DEQ and USDA review complete mid/late January
  - Advertise for bids February 2011
  - Bid open late March 2011
  - Council award contract April 2011
  - Construction Contract Signed April 2011
  - Notice to Proceed May 2011
- Wetland delineation study fieldwork is complete and the draft report has been submitted to Oregon Department of State Lands. After DSL review, Lower Rogue Watershed Council will submit a grant app. to DSL for funding wetland restoration work. Will then issue a RFP for wetland design
- Sewer Rate Study in process (Rural Community Assistance Corporation). Presentation to Council tentatively scheduled for January 24.

- OPS building project is complete except a few punch list items (such as painting). Heating system failed and had to be repaired under warranty. The city is withholding payment to the contractor until 100% complete and resolution of liquidated damages and change order claims. The city has both a payment and performance bond on the project. Currently working the city attorney on resolution of this matter.
- BPA has identified several items on the construction plans that are eligible for incentives and is working with Dyer to obtain costs for the measures. BPA provides a 25-cent per kilowatt-hour cash payment for the first year's reduction in energy use in the form of an incentive check from Coos Curry Electric Cooperative. BPA consultant estimates incentives in the \$30-50K range.

## Visitor Bureau

- With the frost and ice in the mornings, we have identified a slipping hazard on the stairs at the Visitor Center. The director is working on solutions.
- Promo/GBVC is now using the new ORB system (developed by Travel Oregon), for 'data sharing' (EX: Sue sends events to ORB, ORB reroutes to all media). Huge time-saver. Sue will only have to enter once, versus trying to submit to all media outlets.
- GB DVD is selling fairly well and the director has contacted several local merchants to 're-sell' at their locations. Ted Watkins at GBB responded immediately and bought 25. Promo is not profiting but selling to retailers at cost (\$3.25 each). We just want to get as many 'out there'...'working' for us, as possible.
- First 'Glass Ball on the Beach in GB' meeting will be Wednesday, Dec. 8th. Promo will likely run Feb-March again but be 'expanded' with Geocache component.
- Good progress being made on GB brochure redesign...Promo Committee will see a 'prototype' at Dec. 16 meeting.
- Good progress being made on Coast Trails project...Committee may see rough prototype on Dec. 16
- Progress is currently at a standstill with 'Promo Strategic Plan'...realistically, it could be Feb. 1-15 before ready to present
- Director will be out of town Dec. 9-11 at OCVA Board, Marketing and Public meet

**NOTICE OF INTENT**

This Notice is required for all applicants. FAX to: (503) 986-3290 or mail to:  
 ODOT Safe Routes to School Program, 3930 Fairview Industrial Dr. SE – MS#2 Salem OR 97302-1166  
**Due: 16 November 2010**

**INSTRUCTIONS:** (1) Enter project information in boxes below. (2) Attach letter or narrative (1 page max.) explaining need for project, type and extent of proposed work, property ownership status, funds requested, matching funds available, and role of any co-applicants or partners. (3) Attach vicinity map and site map or other appropriate graphics—1 or 2 pages.

<b>APPLICANT</b>	
Agency City of Gold Beach	Contact Ellen Barnes
Address 29592 Ellensburg Avenue	Title City Administrator
	Telephone 541-247-7029
	Email ebarnes@goldbeachoregon.gov
<b>CO-APPLICANT</b> (if any)	
Name Riley Creek Elementary School	Contact Tom Denning
Address 94350 6 <sup>th</sup> Street	Title Principal
Gold Beach, Oregon 97444	Telephone 541-247-6604
<b>PROJECT</b> (name, location, and one-line description) Riley Creek Sidewalk Improvements. 3 <sup>rd</sup> Street (between Park and Stewart Street); Stewart Street; and 6 <sup>th</sup> Streets in Gold Beach, Oregon. Install sidewalks along 3 <sup>rd</sup> , Stewart, and 6 <sup>th</sup> Streets with road reconstruction/realignment on 3 <sup>rd</sup> Street to accommodate sidewalks and improve pedestrian and cyclist safety.	
<b>COST SUMMARY</b>	<b>RIGHT-OF-WAY ISSUES</b>
Total Project Cost (\$) 517,000	Property to be purchased?
Non-SRTS costs included above (\$) 17,000	<input checked="" type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> don't know yet
Matching funds (\$) 500,000	Easements or donated property?
SRTS Request (\$) (Total minus non-SRTS & match)	<input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> don't know yet
<b>COORDINATION ISSUES</b> (mark all that apply)	
<input type="checkbox"/> Project located in MPO jurisdiction (metropolitan area with population >50,000)	<input type="checkbox"/> Project on railroad property
<input type="checkbox"/> Project within state highway right-of-way	<input type="checkbox"/> Project within 500 ft. of railroad crossing
<input type="checkbox"/> Use of land owned by another agency	<input type="checkbox"/> Contribution from other than applicant
	<input type="checkbox"/> Maintenance by other than applicant

**ODOT Response:**

- APPROVED TO PROCEED with application for FY 2012-2013 funding  
 Application requires advance coordination or endorsements - see 'Part 2 Checklist' on page 15  
 Contact Dave Galati (SRTS Program Manager) at (503) 986-3441 to discuss proposal  
 NOT APPROVED TO APPLY  project not eligible  applicant not eligible

### Need and Proposed Work

Few families in Gold Beach allow their children to walk or bike to school. Distance is a primary factor for many families. However, even those families who live within walking or biking distance to school choose to not to let them walk or ride bikes for safety reasons. Most neighborhood streets in Gold Beach are narrow without sidewalks or wide shoulders. Pedestrians and cyclists must use the vehicle travel lanes.

To provide a safer environment for walking or biking to school, the City of Gold Beach will install sidewalks along three residential streets in the neighborhoods around Riley Creek Elementary School.

- 3<sup>rd</sup> Street is by far the most dangerous for children walking or biking from homes located in the Park neighborhood to Riley Creek. To improve safety along this street, the City will realign a section of the roadway (approximately 100 lf) and install a concrete retaining wall (480 lf) necessary for construction of approximately 1,500 lf of sidewalks that meet AASHTO standards. Realigning the roadway also will reduce blind corners, further improving pedestrian and cyclist safety.
- Stewart Street is along the route that children from neighborhoods in the northeast section of Gold Beach would use to walk or bike to school. Although short, this is a congested roadway with intermittent sections of sidewalk on the west side. The City will install approximately 275 lf of sidewalk along the east side of Stewart Street.
- 6<sup>th</sup> Street is used as the primary access road to and from Riley Creek Elementary School. This road carries a heavy volume of traffic including school buses. While there are sidewalks on the north side of 6<sup>th</sup> Street, children do not use them. Children walk along the south side of 6<sup>th</sup> Street where there are no sidewalks. Children either walk in the vehicle travel lane or on a small strip of grass alongside the road.

### Ownership Status

Each section of sidewalk to be installed is located within the City right-of-way. The City will need to acquire a small section of property (approx. 1,600 sq ft) abutting 3<sup>rd</sup> Street as part of the road realignment and reconstruction. The City likely will need to acquire temporary construction easements as part of the project.

### Funds Requested

The preliminary cost estimate for realignment and reconstruction of a small section of 3<sup>rd</sup> Street and to install sidewalks the south side of 3<sup>rd</sup> Street, along the east side of Stewart Street and along the south side of 6<sup>th</sup> Street is \$517,000. The City of Gold Beach is requesting \$500,000 from the Safe Routes to Schools program to help fund the project. The City of Gold Beach has budgeted funding to pay for the additional costs.

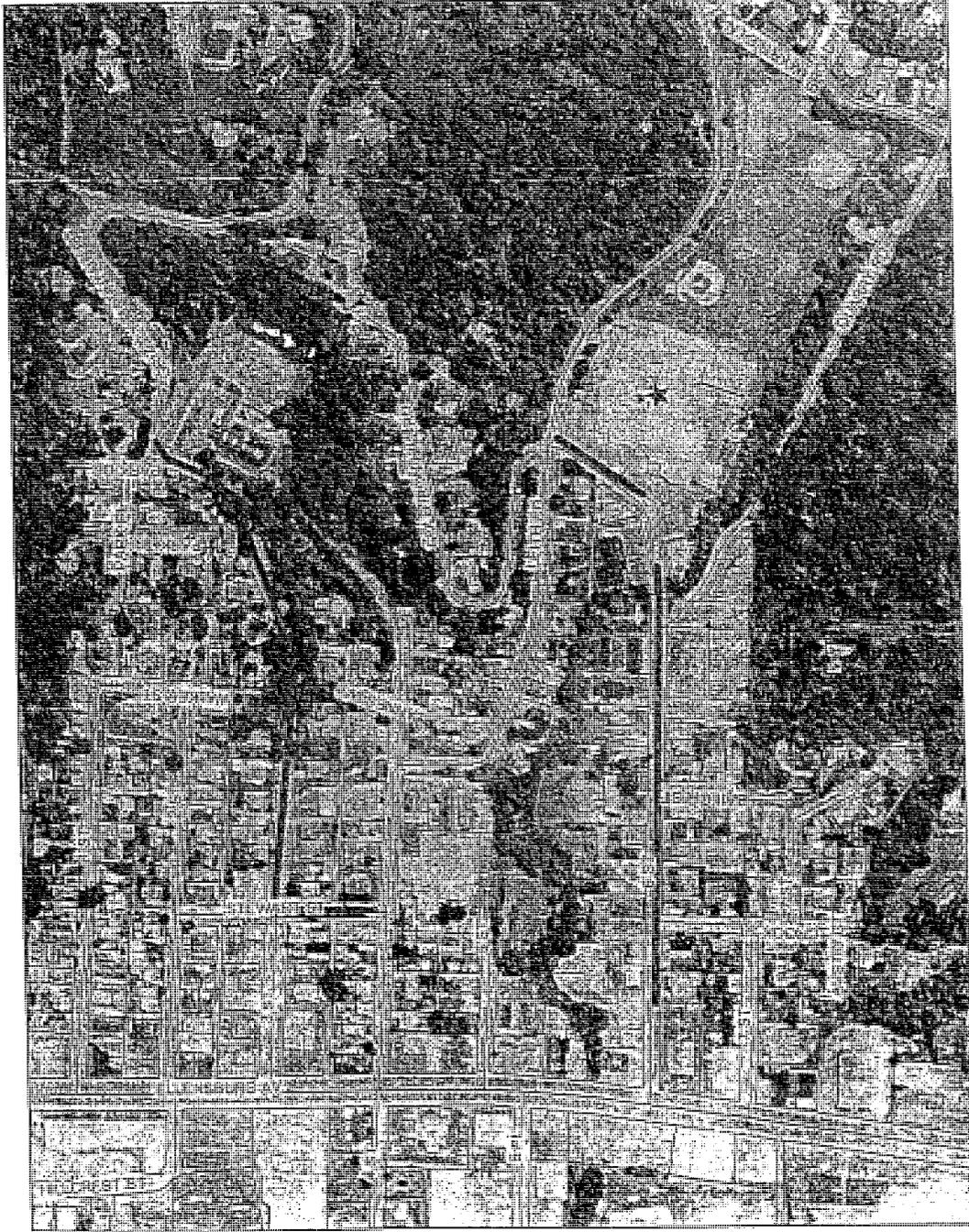
### Matching Funds

The City has allocated \$50,000 in its FY 2010/11 Budget for this sidewalk enhancement project. Some of these funds have been expended to pay for an engineer to help with project scoping.

### Role of Co-applicant/Partners

Riley Creek Elementary School is the co-applicant on this project. Their principle role is to provide connection to families of grades k-8 children attending school.

# SRTS PROPOSED SIDEWALKS

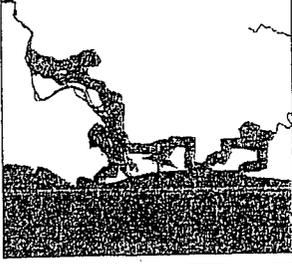


0 500 1000 1500 ft.

Map center: 42° 24' 39.7" N, 124° 24' 58.1" W

This map is a public resource of general information. Use this information at your own risk. Curry County makes no warranty of any kind, expressed or implied, including any warranty of merchantability, fitness for any particular purpose or any other matter.

Notes: 2009 ORTHOPHOTO

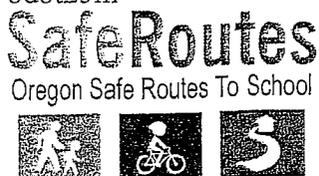


## Legend

- RIVERS
- ROADS ORTHO
- PARCELS
- URBAN GROWTH BOUNDARY
- OCEAN



Scale: 1:5,000



# Safe Routes to School: Creating an Action Plan Template

Note: This document can be protected to prevent unintended changes to the form. If you wish to protect the template, go to the Forms toolbar (under VIEW, Toolbars, check the Forms toolbar). On the Forms toolbar, click on the LOCK symbol to enable protection. Click on the LOCK symbol to remove the protection.

## SECTION 1: School information

School name:		Riley Creek Elementary School						
Street address:		94350 6 <sup>th</sup> Street						
City:		Gold Beach			State:	OR	ZIP:	97444
County:	Curry	School district:		Central Curry School District				
Type of school: <input checked="" type="checkbox"/> Public school <input type="checkbox"/> Private school <input type="checkbox"/> Charter school								
School Web site (if any):		<a href="http://www.ccsd.k12.or.us/RCES/">http://www.ccsd.k12.or.us/RCES/</a>						
Total student enrollment:		356		Grades served:		K-8th		
Percentage of total enrollment for each grade:		K 8%; 1 <sup>st</sup> 11%, 2 <sup>nd</sup> 11%; 3 <sup>rd</sup> 11%; 4 <sup>th</sup> 11%; 5 <sup>th</sup> 13%; 6 <sup>th</sup> 7%; 7 <sup>th</sup> 15%; 8 <sup>th</sup> 13%						
Contact for Action Plan:		Tom Denning			Phone:		541-247-6604	
E-mail:	tdenning@ccsd.k12.or.us							

## SECTION 2: Forming the School Team

1. The key partners of the School Team are (Instructions, Page 1):

<ul style="list-style-type: none"> <li>• School principal or designated school staff representative endorsed by the school district:</li> </ul>	<p><b>Tom Denning, Principal</b></p>
<ul style="list-style-type: none"> <li>• A parent who represents or has the endorsement of a recognized school/parent organization or site council:</li> </ul>	<p><b>Pam Dickson, Cindy Meyers</b></p>
<ul style="list-style-type: none"> <li>• City or county staff or representative endorsed by the local road authority: public works, planner, roadway engineer, etc.</li> </ul>	<p><b>Ellen Barnes, City Administrator</b></p>
<ul style="list-style-type: none"> <li>• Member of the local traffic safety committee (if one exists):</li> </ul>	

2. Identify all other participants of the School Team (Instructions, Page 1):

<ul style="list-style-type: none"> <li>School or district representation: facilities, maintenance, pupil transportation, etc.</li> </ul>	<p><b>Margaret Hobson, Transportation Director</b></p>
<ul style="list-style-type: none"> <li>Local government representation: council, commission, planner, law enforcement, EMS or fire department, bike/pedestrian advisory committee, transit agency, etc.</li> </ul>	<p><b>PJ Janik, Chief of Police; Jodi Fritts, City Planner; Will Newdall, Public Works Superintendent</b></p>
<ul style="list-style-type: none"> <li>Community representation: neighborhood association, chamber of commerce or business association, bike/ped advocates, public health, community groups, non-profit organizations, rail, trucking industry, media, marketing, etc.</li> </ul>	<p><b>Cory Bard, Director Curry County Library; Sandy Vieira, Executive Director Gold Beach Chamber of Commerce</b></p>

**SECTION 3: Assessing the modes of student travel**

- Briefly describe the school attendance area. Boundary maps may be available from the school district or can be downloaded and printed from the school website. If available, please include as supplemental information:

**The Riley Creek Elementary School attendance area is from Mack Rock (south) to Nesika Beach Rd (north) to Agness (west). A map of the district is attached.**

- What is the school or the school district policy regarding students' mode of travel to school? Is there a "preferred method of travel" recommended by the school or the district's pupil transportation office? Are there any travel modes not allowed? Why?

**The school's policy does not indicate a "preferred method of travel" for children to and from school, nor does it exclude any particular modes of travel. The policy states that the school will provide children with transportation services. Children outside of a one-mile radius of the school are eligible for bussing services. Disabled children regardless of distance from school, also are eligible for bussing services.**

- Does the school have a Supplemental Plan in place that allows students to be bused to school who live within the mile walking distance of the elementary school, or 1.5 miles for the middle school? If so, what are the health or safety reasons for the Plan?

**Yes, the school does have a supplemental plan. The policy provides bussing services to children that live within one mile of the school but who must use Highway 101 to gain access to 6<sup>th</sup> Street (the location of Riley Creek School). The policy was adopted by the School Board in October 1999 and remains in effect (see attached).**

4.  Mapping and brainstorming session held. Include copies of maps with Action Plan write-up.

We identified (check the statements that apply):

- the residential areas where students are known to walk and/or bike, within the one mile walking distance for elementary students or 1.5 mile distance for middle school students.
- the routes taken by students to and from school.
- the difficult street crossings and discussed possible alternate routes.
- off-road paths that are available for walking/biking to school.
- areas where School Patrol or Adult Crossing Guard assistance occurs or where it could be beneficial if provided.
- streets where heavy traffic congestion may be hazardous to walking and/or biking.
- the areas where School Bus transportation is available.
- the areas where Supplemental Busing for hazardous busing is available.
- the arrival/departure zone (for bus, staff and parent vehicles) and how the flow of traffic influenced the safety and convenience of students walking and biking to school.

5. We walked (or biked) around the routes students take to and from school (see Instructions, Page 3.):

- a. What generalizations may be drawn from the information gathered on the "walkability" of the area around the school site?

**There are no sidewalks along 3<sup>rd</sup> or Stewart Streets, forcing pedestrians to walk on the roadway. While there are older, cracked and broken sidewalks on the north side of 6<sup>th</sup> Street, pedestrians do not use them. Instead, pedestrians walk on the roadway and have worn a path on the stretches of grass alongside the south side of 6<sup>th</sup> Street. Speeding drivers were a problem on all three streets (Stewart, 3<sup>rd</sup> and 6<sup>th</sup>). Sections of 3<sup>rd</sup> Street are outright dangerous to walk. The roadway curves, limiting visibility of drivers. The roadway is narrow with steep slopes on the south side. As the main drive to Riley Creek Elementary School, 6<sup>th</sup> Street carries a significant amount of traffic and is the principal road used by city school buses.**

- b. In what ways does the school promote pedestrian safety?

**Gold Beach Police have conducted bike rodeos/fairs and a safety city. These events emphasize biking and pedestrian safety. Students also participate in walking field trips whereby students are taught pedestrian safety strategies by classroom teachers.**

- c. What generalizations may be drawn from the information gathered on the "bikeability" of the area around the school site?

**There are no designated bike lanes on any of the streets around the school. Cyclists must travel in the vehicle travel lanes.**

- d. Evaluate the bicycle facilities provided for the students' use:

**Minimal bicycle facilities are provided for students' use. The school has a bike rack on campus for students to use to secure their bicycle.**

- e. In what ways does the school promote bicycle safety?

**Working with local law enforcement, the school has conducted bicycle rodeos and fairs to promote and reinforce safe biking activities. The school also has conducted a Safety City in cooperation with the Gold Beach Police Department. The school also has free cycling helmets available for students.**

6. We conducted the In-Class Student Tally (see page 4 of Instructions) and this is how our students travel to and from school:

Travel Mode	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other
% of Students	14	.54	50	32	2	.2	.7

7. We conducted the Parent Survey (see page 4 of Instructions).

Of the surveys that were returned, these are the TOP 5 Issues of parents whose students do NOT walk/bike to school:

- Distance
- Convenience of driving
- Time
- Before / after-school activities
- Traffic speed along route to school
- Traffic volume along route
- Adults to walk / bike with
- Sidewalks or pathways
- Safety of intersections & crossings
- Crossing guards
- Violence or crime
- Weather or climate

#### Section 4: Summarizing the findings

1. List the physical environment barriers and hazards. (See Instructions, Page 4.)

**Weather is a significant barrier. Lack of sidewalks and steep hillside terrain present extreme hazards for children walking or biking to school. 3<sup>rd</sup> Street is a narrow, serpentine road with limited driver visibility and no sidewalks. Children must walk in the traffic lane, creating an extremely hazardous situation. Local streets around the school are narrow with heavy school bus and family vehicle traffic during times when children move between school and home.**

2. List the education/encouragement/enforcement barriers and hazards. (See Instructions, Page 4.)

**A limited number of patrol officers are available to enforce traffic laws in the residential neighborhoods. Parental concerns about safety also are a major barrier.**

#### Section 5: Identifying the solutions and making the Action Plan

See Instructions, Pages 4-5, for details on how to complete this section, and consider the "Five E's" in your response.

- A. List the physical improvements and possible strategies for implementation:

**The addition of sidewalks on 3<sup>rd</sup>, Stewart and 6<sup>th</sup> Streets will significantly improve pedestrian safety. To accommodate sidewalks, realignment and reconstruction of a small section of 3<sup>rd</sup> Street is essential. A retaining wall along a 480 ft section of 3<sup>rd</sup> Street also is necessary to reinforce existing slopes to provide for safe pedestrian traffic.**

- B. List the needed safety enforcement/educational/encouragement programs and possible strategies for improvement:

**Enhance traffic enforcement activities along these sections of roadway including increased deployment of the city's speed display trailer in these areas, educational outreach through public service announcements, develop pedestrian safety educational literature and activities for children and parents and parent workshops.**

- C. Prioritize the strategies. Assign a time schedule for implementing these strategies. If there are areas earmarked for improvements, include maps identifying those areas:

**Many of the enforcement, educational and encouragement programs can begin immediately by better utilizing the Gold Beach Police Department and their Volunteers in Policing (VIP) program. Final engineering for physical improvements of all three streets will be completed immediately upon notification of SRTS funding. Because of safety concerns and at parents' recommendation, construction will begin on 3<sup>rd</sup> Street. Improvements on Stewart Street can be initiated at the conclusion of work on 3<sup>rd</sup> Street to take advantage of scheduling efficiencies (i.e. only need to mobilize once), which will help control costs. 6<sup>th</sup> Street improvements will begin in June after the end of the school year to minimize interference with school operations. A map identifying the**

project areas is attached.

**Section 6: Submitting the Action Plan**

Submit this completed Action Plan Template and all supplemental materials including any optional collected information, along with the Safe Routes to School Application.

**Optional Assessments Page – Not Required**

You may use this page to record additional information for the school team’s use.

1.  Pictures and/or video footage were taken to document the barriers and hazards.
2. If information was gathered by interviewing additional sources, check all that apply:
  - school patrol or crossing guard or safety supervisor
  - law enforcement
  - school bus driver or dispatcher
  - local roadway or traffic safety engineer
  - city planner

Highlight information learned:

The City Planner identified that the streets identified for improvement serve a large residential populations in the city and that 3<sup>rd</sup> Street is heavily utilized by school-age children. Improvements along 3<sup>rd</sup> Street, in her opinion, are critically needed.

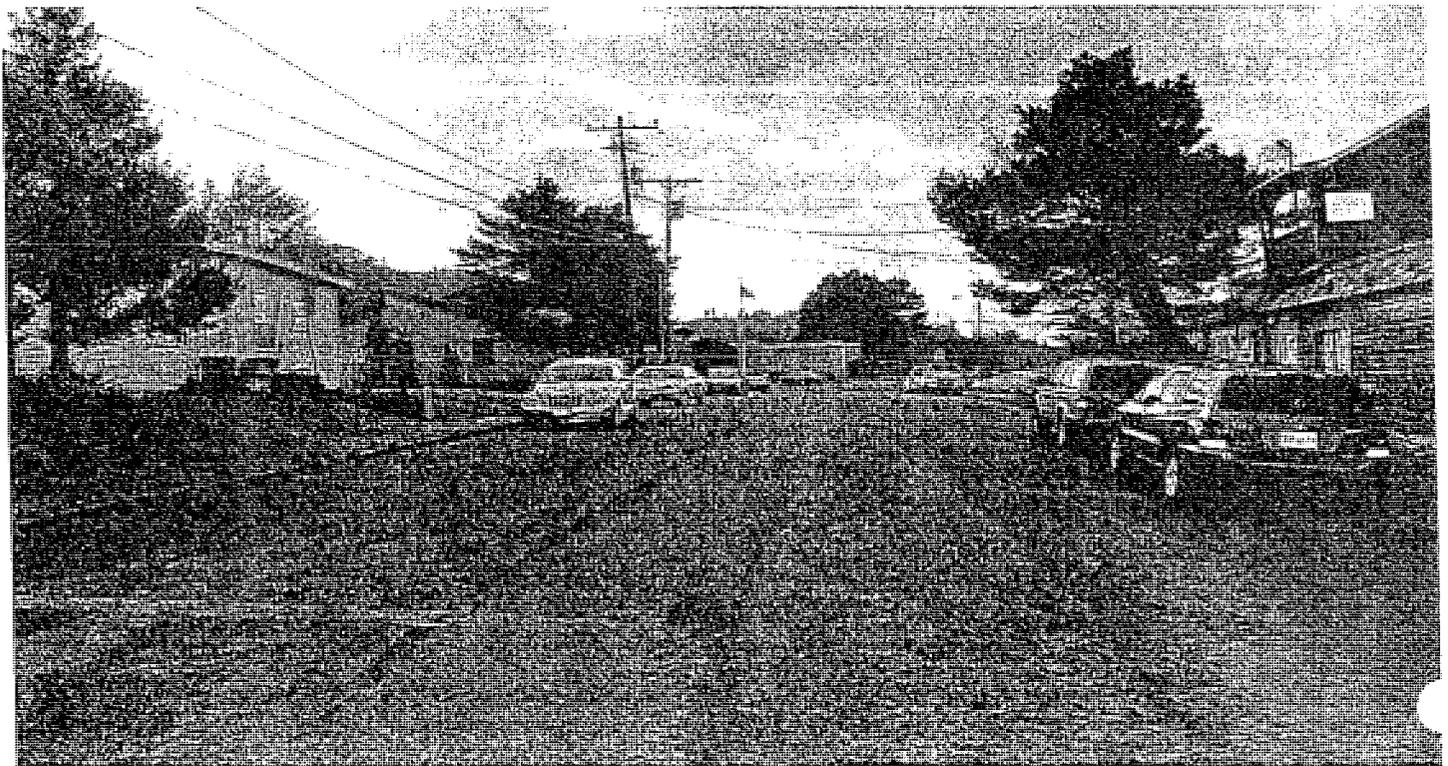
3.  Check here if Observational Survey was completed.

This is how our students travel to and from school:

Travel Mode	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other
# of Students							

4. Record any additional information gathered, such as traffic volume data, speed study data, etc.

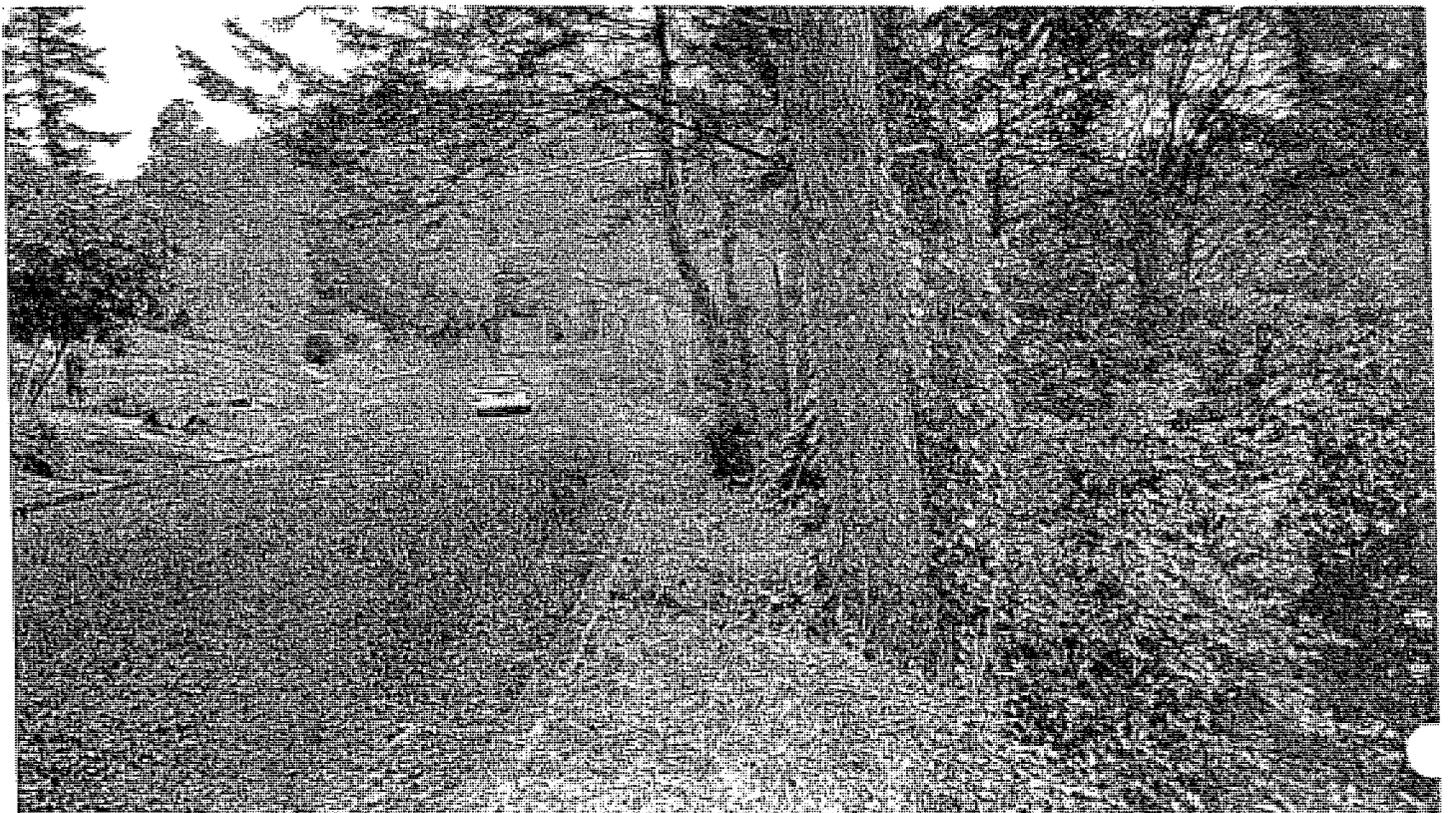
# Stewart Street



## Corner of Stewart and 3<sup>rd</sup> Streets



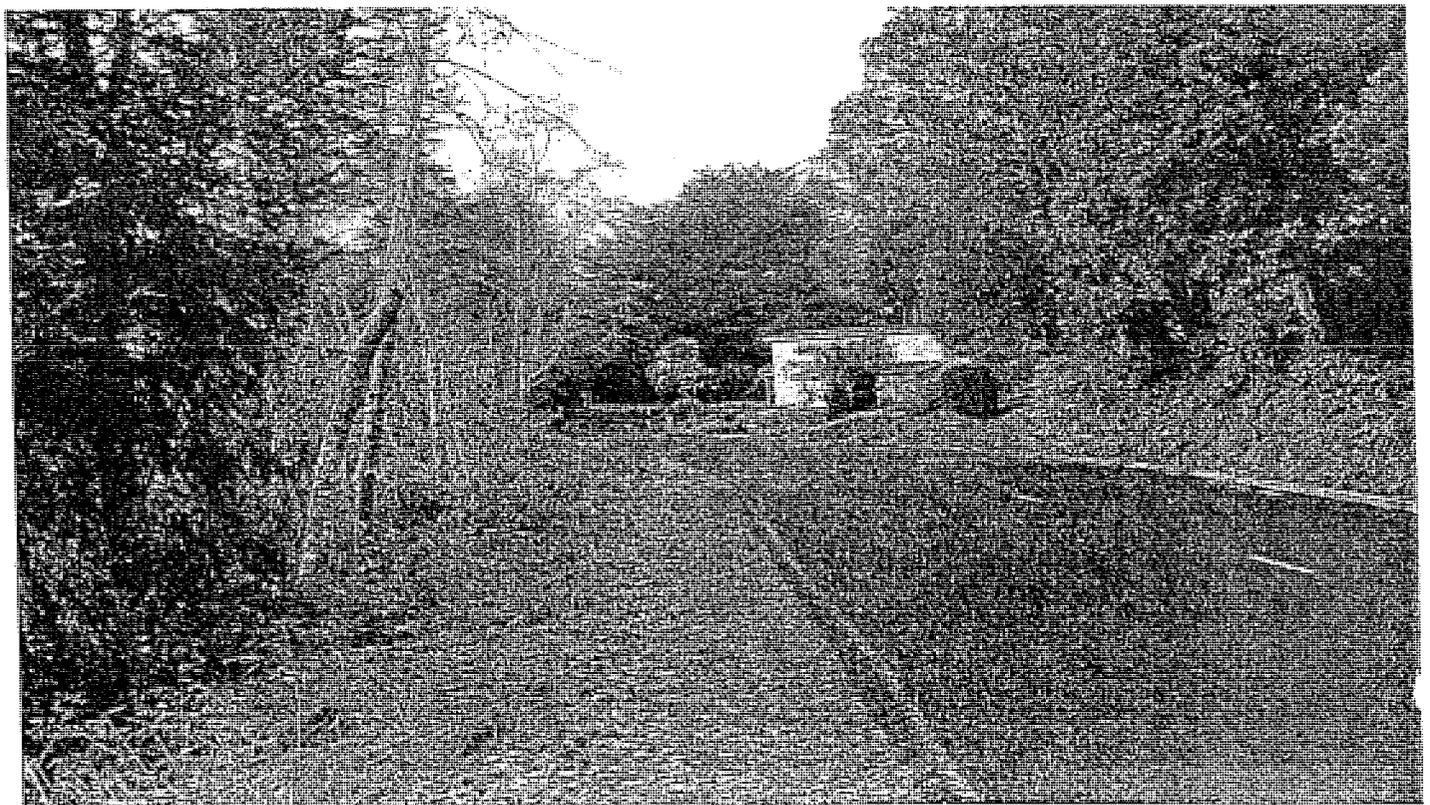
3<sup>rd</sup> Street (facing East)



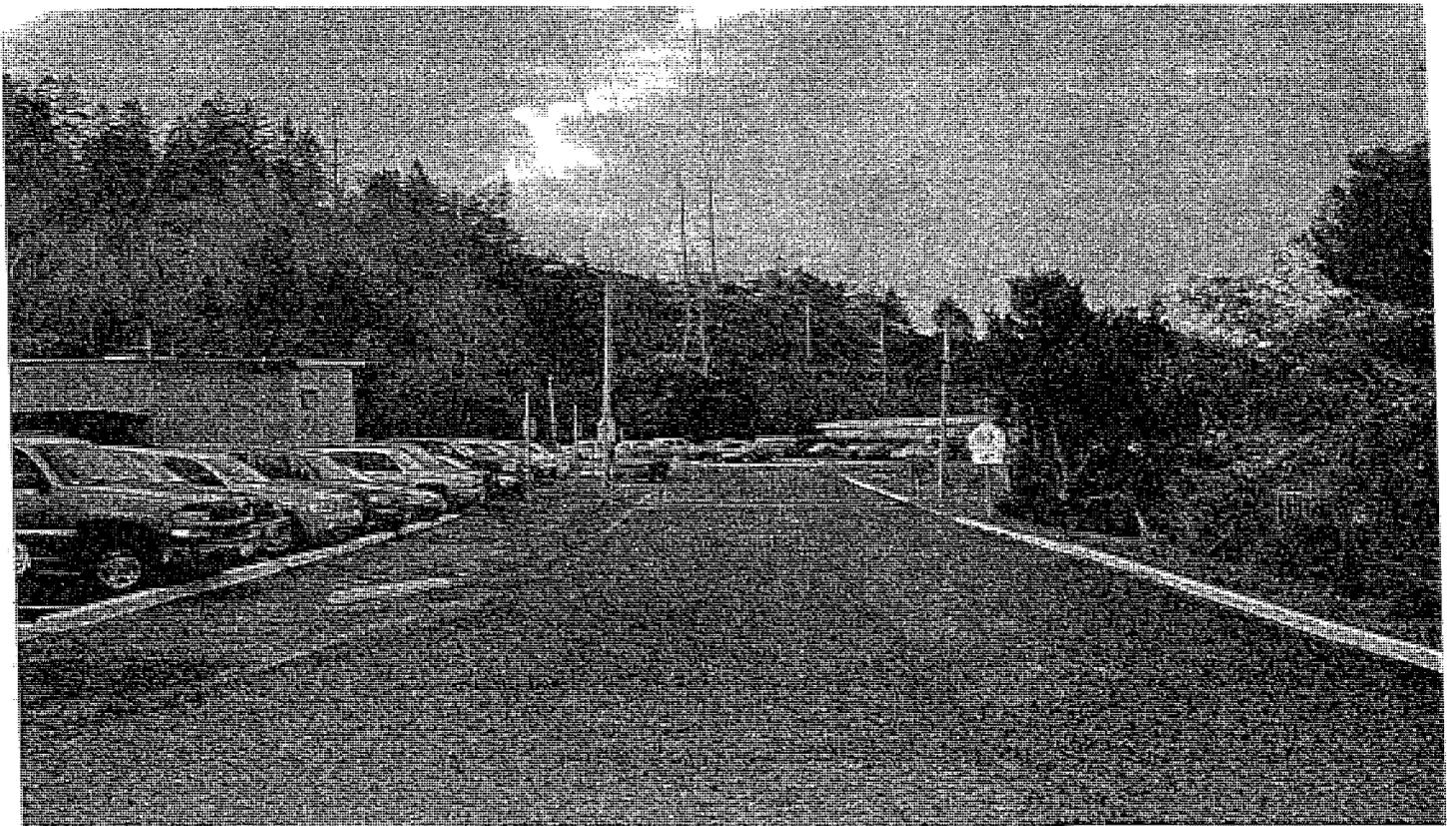
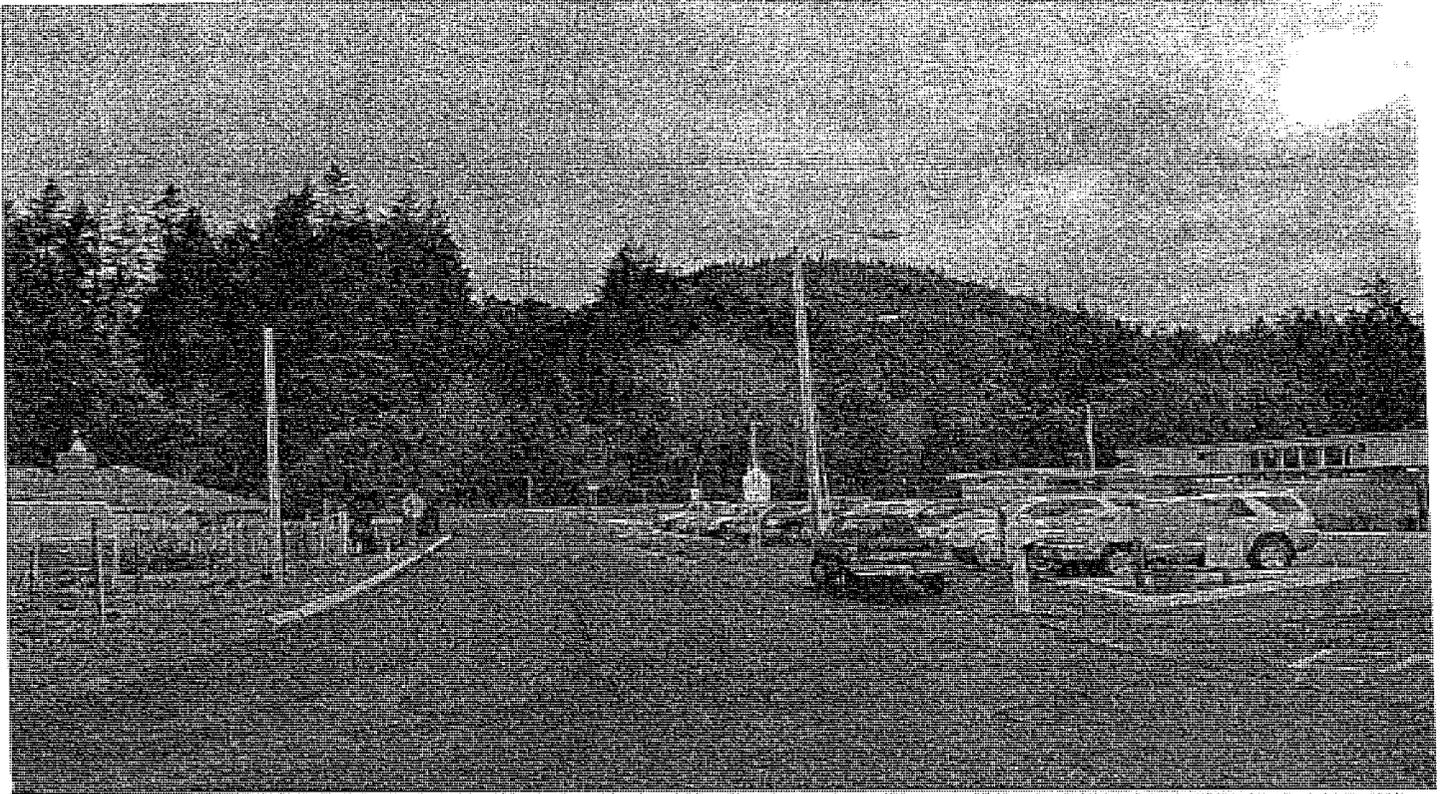
**3<sup>rd</sup> Street** (facing West from the corner of Park Drive)



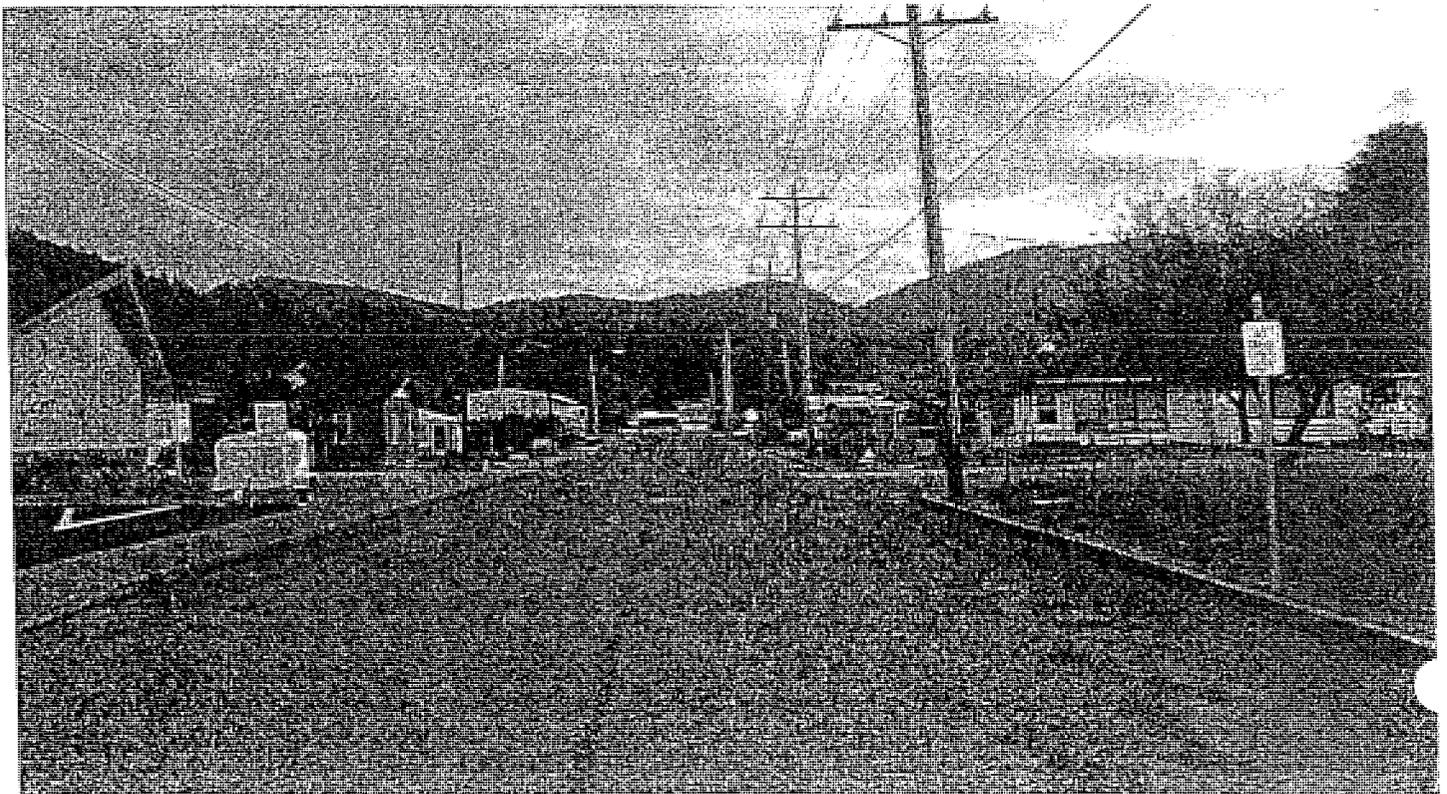
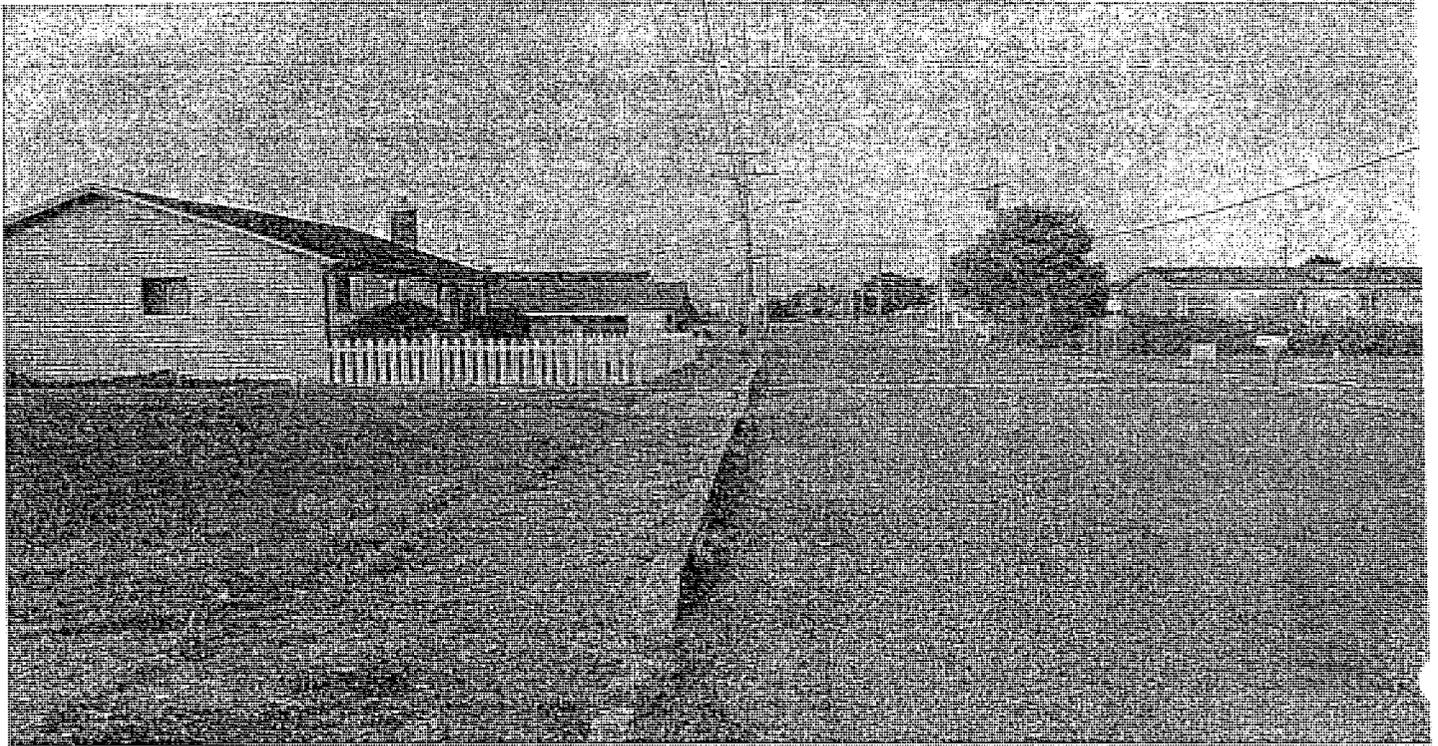
3<sup>rd</sup> Street (facing West)



**6<sup>th</sup> Street** (in front of Riley Creek Elementary School)



# 6<sup>th</sup> Street





2212

CENTRAL CURRY SCHOOL DISTRICT 1  
29516 Ellensburg Avenue  
Gold Beach, OR 97444  
Phone: (541) 247-6647 Fax: (541) 247-9717

October 28, 1999

Deborah Lincoln  
Oregon Department of Education  
Pupil Transportation  
Public Service Building  
255 Capitol St. NE  
Salem, OR 97310-0203

Dear Deborah:

Enclosed please find a copy of the Central Curry School District #1 Regular Board Meeting of October 13, 1999. During that meeting the board voted to request extending the current waiver for transportation of elementary school children to streets that do not have access to Riley Creek School, other than the Highway 101 access. Students are currently forced to walk to Highway 101 to gain access to Six Street, the location of Riley Creek School.

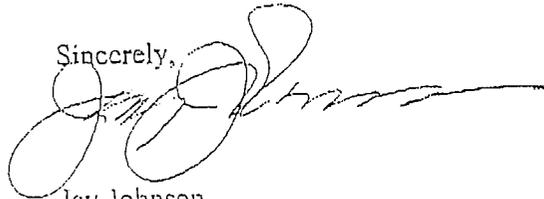
The area of 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> Street has access, but no sidewalks, and students are forced to walk on the city street to gain access.

For these reasons, the board asks that the street areas marked pink on the accompanying map be included in the current (yellow on map) area of waiver for Central Curry School District #1.

Please call at 541-247-2003, if you have questions. I will be happy to clarify any unanswered issues. Pictures or videos of the streets in the area could also be provided, if needed.

Thank you for your consideration in this matter.

Sincerely,



Jay Johnson  
Superintendent

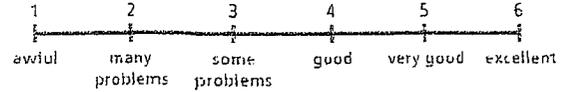
JJ:bw  
enc.

Take a walk and use this checklist to rate your neighborhood's walkability.

# How walkable is your community?

Location of walk Stewart Street

Rating Scale:



## 1. Did you have room to walk?

- Yes  Some problems:
- Sidewalks or paths started and stopped
  - Sidewalks were broken or cracked *on west side*
  - Sidewalks were blocked with poles, signs, shrubbery, dumpsters, etc.
  - No sidewalks, paths, or shoulders *on east side*
  - Too much traffic
  - Something else *Carried load, many parked cars*
- Locations of problems: parked cars

Rating: (circle one)  
1 2 3 4 5 6

## 4. Was it easy to follow safety rules?

### Could you and your child...

- Yes  No Cross at crosswalks or where you could see and be seen by drivers?
- Yes  No Stop and look left, right and then left again before crossing streets?
- Yes  No Walk on sidewalks or shoulders facing traffic where there were no sidewalks? *No*
- Yes  No Cross with the light? *NA*
- Locations of problems: on east side

Rating: (circle one)  
1 2 3 4 5 6

## 2. Was it easy to cross streets?

- Yes  Some problems:
- Road was too wide
  - Traffic signals made us wait too long or did not give us enough time to cross
  - Needed striped crosswalks or traffic signals
  - Parked cars blocked our view of traffic
  - Trees or plants blocked our view of traffic
  - Needed curb ramps or ramps needed repair
  - Something else \_\_\_\_\_
- Locations of problems: \_\_\_\_\_

Rating: (circle one)  
1 2 3 4 5 6

## 5. Was your walk pleasant?

- Yes  Some unpleasant things:
- Needed more grass, flowers, or trees
  - Scary dogs
  - Scary people
  - Not well lighted
  - Dirty, lots of litter or trash
  - Dirty air due to automobile exhaust
  - Something else \_\_\_\_\_
- Locations of problems: \_\_\_\_\_

Rating: (circle one)  
1 2 3 4 5 6

## 3. Did drivers behave well?

- Yes  Some problems: Drivers...
- Backed out of driveways without looking
  - Did not yield to people crossing the street
  - Turned into people crossing the street
  - Drove too fast
  - Sped up to make it through traffic lights or drove through traffic lights?
  - Something else \_\_\_\_\_
- Locations of problems: \_\_\_\_\_

Rating: (circle one)  
1 2 3 4 5 6

## How does your neighborhood stack up?

### Add up your ratings and decide.

1. \_\_\_\_\_ 26-30 Celebrate! You have a great neighborhood for walking.
2. \_\_\_\_\_ 21-25 Celebrate a little. Your neighborhood is pretty good.
3. \_\_\_\_\_ 16-20 Okay, but it needs work.
4. 3 11-15 It needs lots of work. You deserve better than that.
5. \_\_\_\_\_ 5-10 It's a disaster for walking!
- Total 11

Now that you've identified the problems, go to the next page to find out how to fix them.

Go for a ride and use this checklist  
to rate your neighborhood's bikeability.

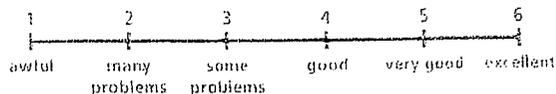


# How bikeable is your community?

Location of bike ride (be specific):

City Hall (Elkburg Ave), St on  
3rd St on Stewart to Stewart  
and 2nd St (Hospital)

Rating Scale:



## 1. Did you have a place to bicycle safely?

a) On the road, sharing the road with motor vehicles?

- Yes  Some problems (please note locations):
- No space for bicyclists to ride
  - Bicycle lane or paved shoulder disappeared
  - Heavy and/or fast-moving traffic
  - Too many trucks or buses
  - No space for bicyclists on bridges or in tunnels
  - Poorly lighted roadways
- Other problems: \_\_\_\_\_

b) On an off-road path or trail, where motor vehicles were not allowed?

- Yes  Some problems:
- Path ended abruptly
  - Path didn't go where I wanted to go
  - Path intersected with roads that were difficult to cross
  - Path was crowded
  - Path was unsafe because of sharp turns or dangerous downhill
  - Path was uncomfortable because of too many hills
  - Path was poorly lighted
- Other problems: \_\_\_\_\_

Overall "Safe Place To Ride" Rating: (circle one)

1 (2) 3 4 5 6

## 2. How was the surface that you rode on?

Good  Some problems, the road or path had:

- Potholes
  - Cracked or broken pavement
  - Debris (e.g. broken glass, sand, gravel, etc.)
  - Dangerous drain grates, utility covers, or metal plates
  - Uneven surface or gaps
  - Slippery surfaces when wet (e.g. bridge decks, construction plates, road markings)
  - Bumpy or angled railroad tracks
  - Rumble strips
- Other problems: \_\_\_\_\_

Overall Surface Rating: (circle one)

1 2 (3) 4 5 6

## 3. How were the intersections you rode through?

Good  Some problems:

- Had to wait too long to cross intersection
  - Couldn't see crossing traffic
  - Signal didn't give me enough time to cross the road
  - Signal didn't change for a bicycle
  - Unsure where or how to ride through intersection
- Other problems: \_\_\_\_\_

Overall Intersection Rating: (circle one)

1 2 3 (4) 5 6

Continue the checklist on the next page...

#### 4. Did drivers behave well?

- Yes     Some problems, drivers:
- Drove too fast
  - Passed me too close
  - Did not signal
  - Harassed me
  - Cut me off
  - Ran red lights or stop sign
  - Other problems: \_\_\_\_\_

Overall Driver Rating: (circle one)

1 2 3 4 5 6

#### 5. Was it easy for you to use your bike?

- Yes     Some problems:
- No maps, signs, or road markings to help me find my way
  - No safe or secure place to leave my bicycle at my destination
  - No way to take my bicycle with me on the bus or train
  - Scary dogs
  - Hard to find a direct route I liked
  - Route was too hilly
  - Other problems: \_\_\_\_\_

Overall Ease of Use Rating: (circle one)

1 2 3 4 5 6

#### 6. What did you do to make your ride safer?

Your behavior contributes to the bikeability of your community. Check all that apply:

- Wore a bicycle helmet
- Obeyed traffic signal and signs
- Rode in a straight line (didn't weave)
- Signaled my turns
- Rode with (not against) traffic
- Used lights, if riding at night
- Wore reflective and/or retroreflective materials and bright clothing
- Was courteous to other travelers (motorist, skaters, pedestrians, etc.)

#### 7. Tell us a little about yourself.

In good weather months, about how many days a month do you ride your bike?

- Never *Really*
- Occasionally (one or two)
- Frequently (5-10)
- Most (more than 15)
- Every day

Which of these phrases best describes you?

- An advanced, confident rider who is comfortable riding in most traffic situations
- An intermediate rider who is not really comfortable riding in most traffic situations
- A beginner rider who prefers to stick to the bike path or trail

#### How does your community rate? Add up your ratings and decide.

(Questions 6 and 7 do not contribute to your community's score)

1. _____	26-30	Celebrate! You live in a bicycle-friendly community.
2. _____	21-25	Your community is pretty good, but there's always room for improvement.
3. <u>  /  </u>	16-20	Conditions for riding are okay, but not ideal. Plenty of opportunity for improvements.
4. _____	11-15	Conditions are poor and you deserve better than this! Call the mayor and the newspaper right away.
5. _____	5-10	Oh dear. Consider wearing body armor and Christmas tree lights before venturing out again.
Total <u>  16  </u>		

#### Did you find something that needs to be changed?

On the next page, you'll find suggestions for improving the bikeability of your community based on the problems you identified. Take a look at both the short- and long-term solutions and commit to seeing at least one of each through to the end. If you don't, then who will?

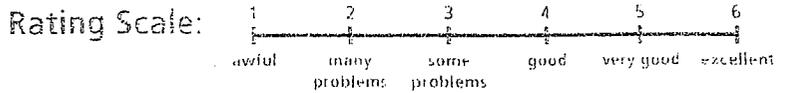
During your bike ride, how did you feel physically? Could you go as far or as fast as you wanted to? Were you short of breath, tired, or were your muscles sore? The next page also has some suggestions to improve the enjoyment of your ride.

Bicycling, whether for transportation or recreation, is a great way to get 30 minutes of physical activity into your day. Riding, just like any other activity, should be something you enjoy doing. The more you enjoy it, the more likely you'll stick with it. Choose routes that match your skill level and physical activities. If a route is too long or hilly, find a new one. Start slowly and work up to your potential.

Take a walk and use this checklist to rate your neighborhood's walkability.

# How walkable is your community?

Location of walk 3rd Street



### 1. Did you have room to walk?

- Yes  Some problems:
- Sidewalks or paths started and stopped
  - Sidewalks were broken or cracked
  - Sidewalks were blocked with poles, signs, shrubbery, dumpsters, etc.
  - No sidewalks, paths, or shoulders
  - Too much traffic
  - Something else Wide Street initially

Locations of problems: Must Walk on roadway

Rating: (circle one)  
1 2 3 4 5 6

### 4. Was it easy to follow safety rules?

#### Could you and your child...

- Yes  No
- Cross at crosswalks or where you could see and be seen by drivers?
  - Yes  No Stop and look left, right and then left again before crossing streets?
  - Yes  No Walk on sidewalks or shoulders facing traffic where there were no sidewalks?
  - Yes  No Cross with the light? N/A

Locations of problems: \_\_\_\_\_

Rating: (circle one)  
1 2 3 4 5 6

### 2. Was it easy to cross streets?

- Yes  Some problems:
- Road was too wide
  - Traffic signals made us wait too long or did not give us enough time to cross
  - Needed striped crosswalks or traffic signals
  - Parked cars blocked our view of traffic
  - Trees or plants blocked our view of traffic
  - Needed curb ramps or ramps needed repair
  - Something else Curve of road obscures

Locations of problems: Went off traffic

Rating: (circle one)  
1 2 3 4 5 6

### 5. Was your walk pleasant?

- Yes  Some unpleasant things:
- Needed more grass, flowers, or trees
  - Scary dogs
  - Scary people
  - Not well lighted
  - Dirty, lots of litter or trash
  - Dirty air due to automobile exhaust
  - Something else \_\_\_\_\_

Locations of problems: Scary to drive on road  
roadway through houses -  
can't see oncoming  
traffic

Rating: (circle one)  
1 2 3 4 5 6

### 3. Did drivers behave well?

- Yes  Some problems: Drivers...
- Backed out of driveways without looking
  - Did not yield to people crossing the street
  - Turned into people crossing the street
  - Drove too fast
  - Sped up to make it through traffic lights or drove through traffic lights?
  - Something else \_\_\_\_\_

Locations of problems: Wandered for  
with visibility

Rating: (circle one)  
1 2 3 4 5 6

### How does your neighborhood stack up?

#### Add up your ratings and decide.

1. _____	26-30	Celebrate! You have a great neighborhood for walking.
2. _____	21-25	Celebrate a little. Your neighborhood is pretty good
3. _____	16-20	Okay, but it needs work.
4. <u>7</u>	11-15	It needs lots of work. You deserve better than that.
5. _____	5-10	It's a disaster for walking!

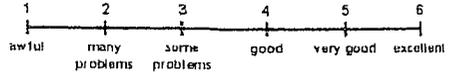
Total 14

Now that you've identified the problems, go to the next page to find out how to fix them.

Take a walk and use this checklist to rate your neighborhood's walkability.

# How walkable is your community?

Location of walk 3<sup>rd</sup> and Park to  
 Neighborhood 3<sup>rd</sup> and Leitch  
 Community Library and Park towards school



## 1. Did you have room to walk?

- Yes  Some problems:
- Sidewalks or paths started and stopped
  - Sidewalks were broken or cracked
  - Sidewalks were blocked with poles, signs, shrubbery, dumpsters, etc.
  - No sidewalks, paths, or shoulders
  - Too much traffic
  - Something else Sharp blind corners
- Locations of problems: on 3<sup>rd</sup>

Rating: (circle one)  1  2  3  4  5  6

## 4. Was it easy to follow safety rules?

### Could you and your child...

- Yes  No  Cross at crosswalks or where you could see and be seen by drivers?
  - Yes  No  Stop and look left, right and then left again before crossing streets?
  - Yes  No  Walk on sidewalks or shoulders facing traffic where there were no sidewalks?
  - Yes  No  Cross with the light?
- Locations of problems: 3<sup>rd</sup> St, Stewart

Rating: (circle one)  1  2  3  4  5  6

## 2. Was it easy to cross streets?

- Yes  Some problems:
- Road was too wide
  - Traffic signals made us wait too long or did not give us enough time to cross
  - Needed striped crosswalks or traffic signals
  - Parked cars blocked our view of traffic
  - Trees or plants blocked our view of traffic
  - Needed curb ramps or ramps needed repair
  - Something else Sharp turns
- Locations of problems: blind views of traffic and pedestrians

Rating: (circle one)  1  2  3  4  5  6

## 5. Was your walk pleasant?

- Yes  Some unpleasant things:
- Needed more grass, flowers, or trees
  - Scary dogs
  - Scary people
  - Not well lighted
  - Dirty, lots of litter or trash
  - Dirty air due to automobile exhaust
  - Something else Dangerous road - no side walks, blind corners
- Locations of problems: Fast drivers (fear)

Rating: (circle one)  1  2  3  4  5  6

## 3. Did drivers behave well?

- Yes  Some problems: Drivers...
- Backed out of driveways without looking
  - Did not yield to people crossing the street
  - Turned into people crossing the street
  - Drove too fast
  - Sped up to make it through traffic lights or drove through traffic lights?
  - Something else Did not stay in lane in the sharp corners of 3<sup>rd</sup> St
- Locations of problems: Their own

Rating: (circle one)  1  2  3  4  5  6

## How does your neighborhood stack up? Add up your ratings and decide.

- 1. \_\_\_\_\_ 26-30  Celebrate! You have a great neighborhood for walking.
- 2. \_\_\_\_\_ 21-25  Celebrate a little. Your neighborhood is pretty good.
- 3. \_\_\_\_\_ 16-20  Okay, but it needs work.
- 4. \_\_\_\_\_ 11-15  It needs lots of work. You deserve better than that.
- 5. 10 6-10  It's a disaster for walking!

Total 10

Now that you've identified the problems, go to the next page to find out how to fix them.



#### 4. Did drivers behave well?

- Yes     Some problems, drivers:
- Drove too fast
  - Passed me too close
  - Did not signal
  - Harassed me
  - Cut me off
  - Ran red lights or stop sign

Other problems: NO FROM OTHERS  
Conrad

Overall Driver Rating: (circle one)

1 (2) 3 4 5 6

#### 5. Was it easy for you to use your bike?

- Yes     Some problems:
- No maps, signs, or road markings to help me find my way
  - No safe or secure place to leave my bicycle at my destination
  - No way to take my bicycle with me on the bus or train
  - Scary dogs
  - Hard to find a direct route I liked
  - Route was too hilly

Other problems: \_\_\_\_\_  
\_\_\_\_\_

Overall Ease of Use Rating: (circle one)

1 2 3 (4) 5 6

#### 6. What did you do to make your ride safer?

Your behavior contributes to the bikeability of your community. Check all that apply:

- Wore a bicycle helmet
- Obeyed traffic signal and signs
- Rode in a straight line (didn't weave)
- Signaled my turns
- Rode with (not against) traffic
- Used lights, if riding at night
- Wore reflective and/or retroreflective materials and bright clothing
- Was courteous to other travelers (motorist, skaters, pedestrians, etc.)

#### 7. Tell us a little about yourself.

In good weather months, about how many days a month do you ride your bike?

- Never Parade
- Occasionally (one or two)
- Frequently (5-10)
- Most (more than 15)
- Every day

Which of these phrases best describes you?

- An advanced, confident rider who is comfortable riding in most traffic situations
- An intermediate rider who is not really comfortable riding in most traffic situations
- A beginner rider who prefers to stick to the bike path or trail

### How does your community rate? Add up your ratings and decide.

(Questions 6 and 7 do not contribute to your community's score)

1. _____	26-30	Celebrate! You live in a bicycle-friendly community.
2. _____	21-25	Your community is pretty good, but there's always room for improvement.
3. <u>  /  </u>	16-20	Conditions for riding are okay, but not ideal. Plenty of opportunity for improvements.
4. _____	11-15	Conditions are poor and you deserve better than this! Call the mayor and the newspaper right away.
5. _____	5-10	Oh dear. Consider wearing body armor and Christmas tree lights before venturing out again.
Total <u>  16  </u>		

### Did you find something that needs to be changed?

On the next page, you'll find suggestions for improving the bikeability of your community based on the problems you identified. Take a look at both the short- and long-term solutions and commit to seeing at least one of each through to the end. If you don't, then who will?

During your bike ride, how did you feel physically? Could you go as far or as fast as you wanted to? Were you short of breath, tired, or were your muscles sore? The next page also has some suggestions to improve the enjoyment of your ride.

Bicycling, whether for transportation or recreation, is a great way to get 30 minutes of physical activity into your day. Riding, just like any other activity, should be something you enjoy doing. The more you enjoy it, the more likely you'll stick with it. Choose routes that match your skill level and physical activities. If a route is too long or hilly, find a new one. Start slowly and work up to your potential.

Go for a ride and use this checklist to rate your neighborhood's bikeability.



# How bikeable is your community?

Location of bike ride (be specific):  
3rd and Park to  
3rd and Leith

Rating Scale:   
 1      2      3      4      5      6  
 awful   many   some   good   very good   excellent  
           problems    problems

## 1. Did you have a place to bicycle safely?

- a) On the road, sharing the road with motor vehicles?
- Yes     Some problems (please note locations):
- No space for bicyclists to ride
  - Bicycle lane or paved shoulder disappeared
  - Heavy and/ or fast-moving traffic
  - Too many trucks or buses
  - No space for bicyclists on bridges or in tunnels

Other problems: Sharp corners, barely room for 2 cars, no place for bicycles

- b) On an off-road path or trail, where motor vehicles were not allowed?

- Yes     Some problems:
- Path ended abruptly
  - Path didn't go where I wanted to go
  - Path intersected with roads that were difficult to cross
  - Path was crowded
  - Path was unsafe because of sharp turns or dangerous downhill
  - Path was uncomfortable because of too many hills
  - Path was poorly lighted

Other problems: \_\_\_\_\_

Overall "Safe Place To Ride" Rating: (circle one)

1 2 3 4 5 6

## 2. How was the surface that you rode on?

- Good     Some problems, the road or path had:
- Potholes
- Cracked or broken pavement
  - Debris (e.g. broken glass, sand, gravel, etc.)
  - Dangerous drain grates, utility covers, or metal plates
  - Uneven surface or gaps in places
  - Slippery surfaces when wet (e.g. bridge decks, construction plates, road markings)
  - Bumpy or angled railroad tracks
  - Rumble strips

Other

problems: No bike lane, no space on road for bikes

Overall Surface Rating: (circle one)

1 2 3 4 5 6

## 3. How were the intersections you rode through?

- Good     Some problems:
- Had to wait too long to cross intersection
  - Couldn't see crossing traffic
  - Signal didn't give me enough time to cross the road
  - Signal didn't change for a bicycle
  - Unsure where or how to ride through intersection

Other

problems: Blind corners

Overall Intersection Rating: (circle one)

1 2 3 4 5 6

Continue the checklist on the next page...

**4. Did drivers behave well?**

- Yes  Some problems, drivers:
- Drove too fast
  - Passed me too close
  - Did not signal
  - Harassed me
  - Cut me off
  - Ran red lights or stop sign
- Other problems: \_\_\_\_\_

Overall Driver Rating: (circle one)

- 1 2 **3** 4 5 6

**5. Was it easy for you to use your bike?**

- Yes  Some problems:
- No maps, signs, or road markings to help me find my way
  - No safe or secure place to leave my bicycle at my destination
  - No way to take my bicycle with me on the bus or train
  - Scary dogs
  - Hard to find a direct route I liked
  - Route was too hilly
- Other problems: \_\_\_\_\_

No room for bike on road  
No established path on route

Overall Ease of Use Rating: (circle one)

- 1 2 **3** 4 5 6

**6. What did you do to make your ride safer?**

- Your behavior contributes to the bikeability of your community. Check all that apply.
- Wore a bicycle helmet
  - Obeyed traffic signal and signs
  - Rode in a straight line (didn't weave)
  - Signaled my turns
  - Rode with (not against) traffic
  - Used lights, if riding at night
  - Wore reflective and/ or retroreflective materials and bright clothing
  - Was courteous to other travelers (motorist, skaters, pedestrians, etc.)

**7. Tell us a little about yourself.**

In good weather months, about how many days a month do you ride your bike?

- Never
- Occasionally (one or two)
- Frequently (5-10)
- Most (more than 15)
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Which of these phrases best describes you?

- An advanced, confident rider who is comfortable riding in most traffic situations
- An intermediate rider who is not really comfortable riding in most traffic situations
- A beginner rider who prefers to stick to the bike path or trail

**How does your community rate?  
Add up your ratings and decide.**

(Questions 6 and 7 do not contribute to your community's score)

- |                 |       |  |
|-----------------|-------|--|
| 1. _____        | 26-30 | Celebrate! You live in a bicycle-friendly community.   |
| 2. _____        | 21-25 | Your community is pretty good, but there's always room for improvement.                            |
| 3. _____        | 16-20 | Conditions for riding are okay, but not ideal. Plenty of opportunity for improvements.             |
| 4. <u>13</u>    | 11-15 | Conditions are poor and you deserve better than this! Call the mayor and the newspaper right away. |
| 5. _____        | 5-10  | Oh dear. Consider wearing body armor and Christmas tree lights before venturing out again.         |
| Total <u>13</u> |       |  |

**Did you find something that needs to be changed?**

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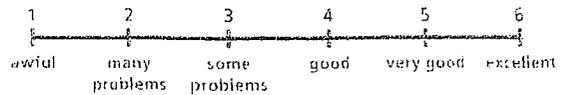
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Take a walk and use this checklist to rate your neighborhood's walkability.

# How walkable is your community?

Location of walk 6<sup>th</sup> Street

Rating Scale:



## 1. Did you have room to walk?

- Yes  Some problems:
- Sidewalks or paths started and stopped
  - Sidewalks were broken or cracked
  - Sidewalks were blocked with poles, signs, shrubbery, dumpsters, etc.
  - No sidewalks, paths, or shoulders
  - Too much traffic
  - Something else \_\_\_\_\_

Locations of problems: No side walks

Rating: (circle one)

1 2 3 4 5 6

small side power poles in walk path

## 4. Was it easy to follow safety rules?

Could you and your child...

- Yes  No Cross at crosswalks or where you could see and be seen by drivers?
- Yes  No Stop and look left, right and then left again before crossing streets?
- Yes  No Walk on sidewalks or shoulders facing traffic where there were no sidewalks?
- Yes  No Cross with the light? No lights on 6<sup>th</sup>

Locations of problems: only one

Rating: (circle one)

1 2 3 4 5 6

side of the street has side walks. No poles on other side.

## 2. Was it easy to cross streets?

- Yes  Some problems:
- Road was too wide
  - Traffic signals made us wait too long or did not give us enough time to cross
  - Needed striped crosswalks or traffic signals
  - Parked cars blocked our view of traffic
  - Trees or plants blocked our view of traffic
  - Needed curb ramps or ramps needed repair
  - Something else heavy traffic

Locations of problems: \_\_\_\_\_

Rating: (circle one)

1 2 3 4 5 6

## 5. Was your walk pleasant?

- Yes  Some unpleasant things:
- Needed more grass, flowers, or trees
  - Scary dogs
  - Scary people
  - Not well lighted
  - Dirty, lots of litter or trash
  - Dirty air due to automobile exhaust
  - Something else holes in walk path

Locations of problems: \_\_\_\_\_

Rating: (circle one)

1 2 3 4 5 6

## 3. Did drivers behave well?

- Yes  Some problems: Drivers...
- Backed out of driveways without looking
  - Did not yield to people crossing the street
  - Turned into people crossing the street
  - Drove too fast
  - Sped up to make it through traffic lights or drove through traffic lights?
  - Something else \_\_\_\_\_

Locations of problems: \_\_\_\_\_

Rating: (circle one)

1 2 3 4 5 6

Drivers drive too fast!

## How does your neighborhood stack up?

Add up your ratings and decide.

- |          |       |   |
|----------|-------|---|
| 1. _____ | 26-30 | Celebrate! You have a great neighborhood for walking. |
| 2. _____ | 21-25 | Celebrate a little. Your neighborhood is pretty good. |
| 3. _____ | 16-20 | Okay, but it needs work.                              |
| 4. _____ | 11-15 | It needs lots of work. You deserve better than that.  |
| 5. _____ | 5-10  | It's a disaster for walking!                          |

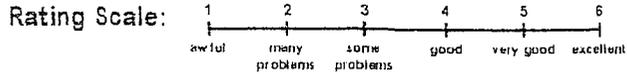
Total 14

Now that you've identified the problems, go to the next page to find out how to fix them.

Take a walk and use this checklist to rate your neighborhood's walkability.

# How walkable is your community?

Location of walk Ellensburg (W1)  
and both to 6th and 7th



### 1. Did you have room to walk?

- Yes  Some problems:
- Sidewalks or paths started and stopped
  - Sidewalks were broken or cracked (some)
  - Sidewalks were blocked with poles, signs, shrubbery, dumpsters, etc.
  - No sidewalks, paths, or shoulders on sections
  - Too much traffic on the south side
  - Something else of both st.
- Locations of problems: \_\_\_\_\_

Rating: (circle one)  1  2  3  4  5  6

### 4. Was it easy to follow safety rules?

#### Could you and your child...

- Yes  No  Cross at crosswalks or where you could see and be seen by drivers?
  - Yes  No  Stop and look left, right and then left again before crossing streets?
  - Yes  No  Walk on sidewalks or shoulders facing traffic where there were no sidewalks? On the South side it is common
  - Yes  No  Cross with the light? and necessary to u.
- Locations of problems: a well worn path through grass.

Rating: (circle one)  1  2  3  4  5  6

### 2. Was it easy to cross streets?

- Yes  Some problems:
- Road was too wide
  - Traffic signals made us wait too long or did not give us enough time to cross
  - Needed striped crosswalks or traffic signals
  - Parked cars blocked our view of traffic
  - Trees or plants blocked our view of traffic
  - Needed curb ramps or ramps needed repair
  - Something else lots of traffic
- Locations of problems: \_\_\_\_\_

Rating: (circle one)  1  2  3  4  5  6

### 5. Was your walk pleasant?

- Yes  No  Some unpleasant things:
- Needed more grass, flowers, or trees
  - Scary dogs
  - Scary people
  - Not well lighted
  - Dirty, lots of litter or trash
  - Dirty air due to automobile exhaust Yes. cars waiting to
  - Something else no sidewalk pick up students
- Locations of problems: in places

Rating: (circle one)  1  2  3  4  5  6

### 3. Did drivers behave well?

- Yes  Some problems: Drivers...
- Backed out of driveways without looking
  - Did not yield to people crossing the street
  - Turned into people crossing the street
  - Drove too fast
  - Sped up to make it through traffic lights or drove through traffic lights?
  - Something else \_\_\_\_\_
- Locations of problems: \_\_\_\_\_

Rating: (circle one)  1  2  3  4  5  6

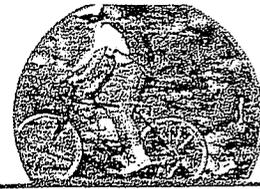
### How does your neighborhood stack up?

#### Add up your ratings and decide.

1. \_\_\_\_\_ 26-30  Celebrate! You have a great neighborhood for walking.
2. \_\_\_\_\_ 21-25  Celebrate a little. Your neighborhood is pretty good.
3. \_\_\_\_\_ 16-20  Okay, but it needs work.
4. 14 11-15  It needs lots of work. You deserve better than that.
5. \_\_\_\_\_ 6-10  It's a disaster for walking!
- Total \_\_\_\_\_

Now that you've identified the problems, go to the next page to find out how to fix them.

Go for a ride and use this checklist to rate your neighborhood's bikeability.

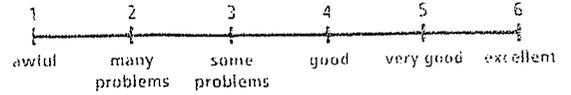


# How bikeable is your community?

Location of bike ride (be specific):

*From City Hall (Ellensburg Av.) off on bike to town's Little (Riley Crk. school)*

Rating Scale:



## 1. Did you have a place to bicycle safely?

a) On the road, sharing the road with motor vehicles?

- Yes
  - Some problems (please note locations):
    - No space for bicyclists to ride
    - Bicycle lane or paved shoulder disappeared
    - Heavy and/or fast-moving traffic
    - Too many trucks or buses
    - No space for bicyclists on bridges or in tunnels
    - Poorly lighted roadways
- Other problems: \_\_\_\_\_

b) On an off-road path or trail, where motor vehicles were not allowed?

- Yes
  - Some problems:
    - Path ended abruptly
    - Path didn't go where I wanted to go
    - Path intersected with roads that were difficult to cross
    - Path was crowded
    - Path was unsafe because of sharp turns or dangerous downhill
    - Path was uncomfortable because of too many hills
    - Path was poorly lighted
- Other problems: \_\_\_\_\_

Overall "Safe Place To Ride" Rating: (circle one)

1 **(2)** 3 4 5 6

## 2. How was the surface that you rode on?

- Good
  - Some problems, the road or path had:
    - Potholes
    - Cracked or broken pavement
    - Debris (e.g. broken glass, sand, gravel, etc.)
    - Dangerous drain grates, utility covers, or metal plates
    - Uneven surface or gaps
    - Slippery surfaces when wet (e.g. bridge decks, construction plates, road markings)
    - Bumpy or angled railroad tracks
    - Rumble strips
- Other problems: \_\_\_\_\_

Overall Surface Rating: (circle one)

1 2 **(3)** 4 5 6

## 3. How were the intersections you rode through?

- Good
  - Some problems:
    - Had to wait too long to cross intersection
    - Couldn't see crossing traffic
    - Signal didn't give me enough time to cross the road
    - Signal didn't change for a bicycle
    - Unsure where or how to ride through intersection
- Other problems: \_\_\_\_\_

Overall Intersection Rating: (circle one)

1 2 3 **(4)** 5 6

Continue the checklist on the next page...

#### 4. Did drivers behave well?

- Yes     Some problems, drivers:  
 Drove too fast  
 Passed me too close  
 Did not signal  
 Harassed me  
 Cut me off  
 Ran red lights or stop sign  
 Other problems: \_\_\_\_\_  
 \_\_\_\_\_

Overall Driver Rating: (circle one)

1 2 **3** 4 5 6

#### 5. Was it easy for you to use your bike?

- Yes     Some problems:  
 No maps, signs, or road markings to help me find my way  
 No safe or secure place to leave my bicycle at my destination  
 No way to take my bicycle with me on the bus or train  
 Scary dogs  
 Hard to find a direct route I liked  
 Route was too hilly  
 Other problems: \_\_\_\_\_  
 \_\_\_\_\_

Overall Ease of Use Rating: (circle one)

1 2 3 **4** 5 6

#### 6. What did you do to make your ride safer?

Your behavior contributes to the bikeability of your community. Check all that apply:

- Wore a bicycle helmet  
 Obeyed traffic signal and signs  
 Rode in a straight line (didn't weave)  
 Signaled my turns  
 Rode with (not against) traffic  
 Used lights, if riding at night  
 Wore reflective and/or retroreflective materials and bright clothing  
 Was courteous to other travelers (motorist, skaters, pedestrians, etc.)

#### 7. Tell us a little about yourself.

In good weather months, about how many days a month do you ride your bike?

- Never *Rarely*  
 Occasionally (one or two)  
 Frequently (5-10)  
 Most (more than 15)  
 Every day

Which of these phrases best describes you?

- An advanced, confident rider who is comfortable riding in most traffic situations  
 An intermediate rider who is not really comfortable riding in most traffic situations  
 A beginner rider who prefers to stick to the bike path or trail

#### How does your community rate?

#### Add up your ratings and decide.

(Questions 6 and 7 do not contribute to your community's score)

- |                 |       |  |
|-----------------|-------|--|
| 1. _____        | 26-30 | Celebrate! You live in a bicycle-friendly community.   |
| 2. _____        | 21-25 | Your community is pretty good, but there's always room for improvement.                            |
| 3. <i>✓</i>     | 16-20 | Conditions for riding are okay, but not ideal. Plenty of opportunity for improvements.             |
| 4. _____        | 11-15 | Conditions are poor and you deserve better than this! Call the mayor and the newspaper right away. |
| 5. _____        | 5-10  | Oh dear. Consider wearing body armor and Christmas tree lights before venturing out again.         |
| Total <i>16</i> |       |  |

#### Did you find something that needs to be changed?

On the next page, you'll find suggestions for improving the bikeability of your community based on the problems you identified. Take a look at both the short- and long-term solutions and commit to seeing at least one of each through to the end. If you don't, then who will?

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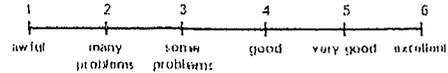
Go for a ride and use this checklist  
to rate your neighborhood's bikeability.



# How bikeable is your community?

Location of bike ride (be specific):  
101 and 6th to 6th and 6th

Rating Scale:



## 1. Did you have a place to bicycle safely?

a) On the road, sharing the road with motor vehicles?

- Yes  Some problems (please note locations):
- No space for bicyclists to ride
  - Bicycle lane or paved shoulder disappeared
  - Heavy and/or fast-moving traffic
  - Too many trucks or buses
  - No space for bicyclists on bridges or in tunnels

tunnels

Other  Poorly lighted roadways  
problems: \_\_\_\_\_

b) On an off-road path or trail, where motor vehicles were not allowed?

- Yes  Some problems:
- Path ended abruptly
  - Path didn't go where I wanted to go
  - Path intersected with roads that were difficult to cross
  - Path was crowded
  - Path was unsafe because of sharp turns or dangerous downhill
  - Path was uncomfortable because of too many hills
  - Path was poorly lighted

Other problems: \_\_\_\_\_

Overall "Safe Place To Ride" Rating: (circle one)

1 2 3 4 5 6

## 2. How was the surface that you rode on?

Good  Some problems, the road or path had:  
Potholes

- Cracked or broken pavement
- Debris (e.g. broken glass, sand, gravel, etc.)
- Dangerous drain grates, utility covers, or metal plates
- Uneven surface or gaps
- Slippery surfaces when wet (e.g. bridge decks, construction plates, road markings)
- Bumpy or angled railroad tracks
- Rumble strips

Other problems: \_\_\_\_\_

Overall Surface Rating: (circle one)

1 2 3 4 5 6

## 3. How were the intersections you rode through?

Good  Some problems:

- Had to wait too long to cross intersection
- Couldn't see crossing traffic
- Signal didn't give me enough time to cross the road
- Signal didn't change for a bicycle
- Unsure where or how to ride through intersection

Other problems: \_\_\_\_\_

Overall Intersection Rating: (circle one)

1 2 3 4 5 6

Continue the checklist on the next page...

**4. Did drivers behave well?**

- Yes     Some problems, drivers:
- Drove too fast
  - Passed me too close
  - Did not signal
  - Harassed me
  - Cut me off
  - Ran red lights or stop sign
- Other problems: \_\_\_\_\_

Overall Driver Rating: (circle one)

1 2 **3** 4 5 6

**5. Was it easy for you to use your bike?**

- Yes     Some problems:
- No maps, signs, or road markings to help me find my way
  - No safe or secure place to leave my bicycle at my destination
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  - Scary dogs
  - Hard to find a direct route I liked
  - Route was too hilly
- Other problems: \_\_\_\_\_

Overall Ease of Use Rating: (circle one)

1 2 3 **4** 5 6

**6. What did you do to make your ride safer?**

Your behavior contributes to the bikeability of your community. Check all that apply.

- Wore a bicycle helmet
- Obeyed traffic signal and signs
- Rode in a straight line (didn't weave)
- Signaled my turns
- Rode with (not against) traffic
- Used lights, if riding at night
- Wore reflective and/ or retroreflective materials and bright clothing
- Was courteous to other travelers (motorist, skaters, pedestrians, etc.)

**7. Tell us a little about yourself.**

In good weather months, about how many days a month do you ride your bike?

- Never
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**How does your community rate?**

**Add up your ratings and decide.**

(Questions 6 and 7 do not contribute to your community's score)

- |              |       |  |
|--------------|-------|--|
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| 3. <u>16</u> | 16-20 | Conditions for riding are okay, but not ideal. Plenty of opportunity for improvements.             |
| 4. _____     | 11-15 | Conditions are poor and you deserve better than this! Call the mayor and the newspaper right away. |
| 5. _____     | 6-10  | Oh dear. Consider wearing body armor and Christmas tree lights before venturing out again.         |
| Total _____  |       |  |

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Bicycling, whether for transportation or recreation, is a great way to get 30 minutes of physical activity into your day. Riding, just like any other activity, should be something you enjoy doing. The more you enjoy it, the more likely you'll stick with it. Choose routes that match your skill level and physical activities. If a route is too long or hilly, find a new one. Start slowly and work up to your potential.

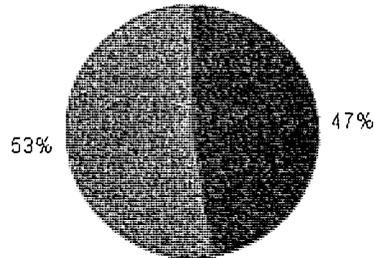
# Parent Survey Summary

Program Name:	Riley Creek Sidewalks	Month and Year Collected:	October 2010
School Name:	Riley Creek Elementary School	Set ID:	4304
School Enrollment:	356	Date Report Generated:	11/16/2010
Enrollment within Grades Targeted by SRTS Program:	356	Number of Questionnaires Analyzed for Report:	118
Number of Questionnaires Distributed:	350		

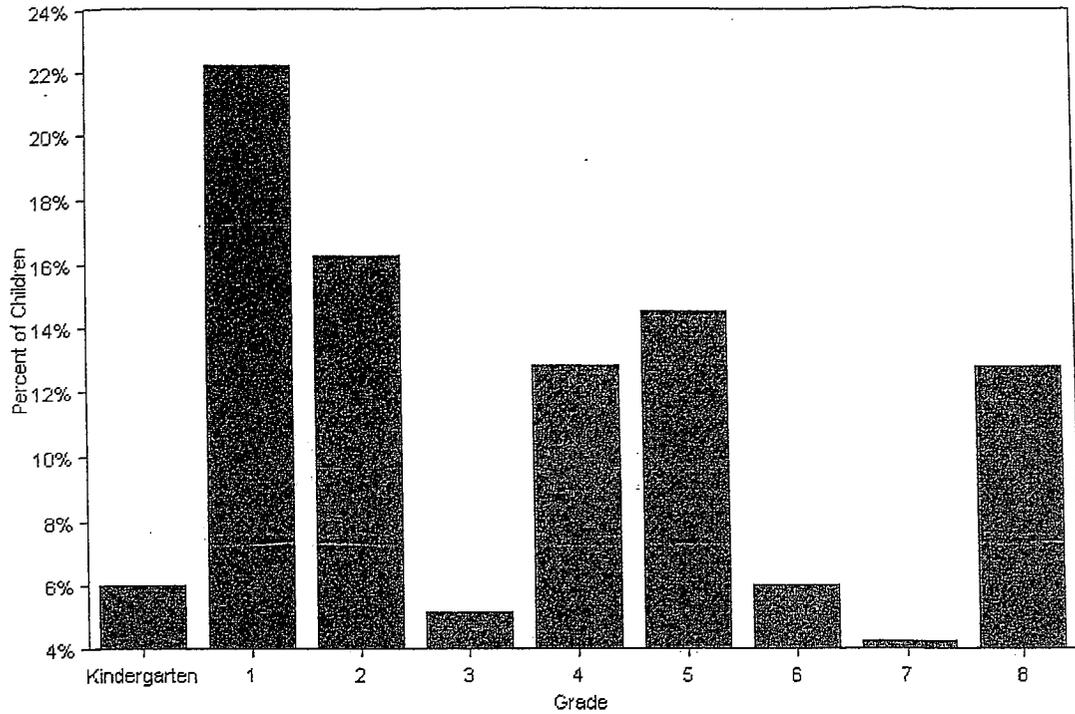
This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

## Sex of children for parents that provided information

■ Male ■ Female



Grade levels of children represented in survey

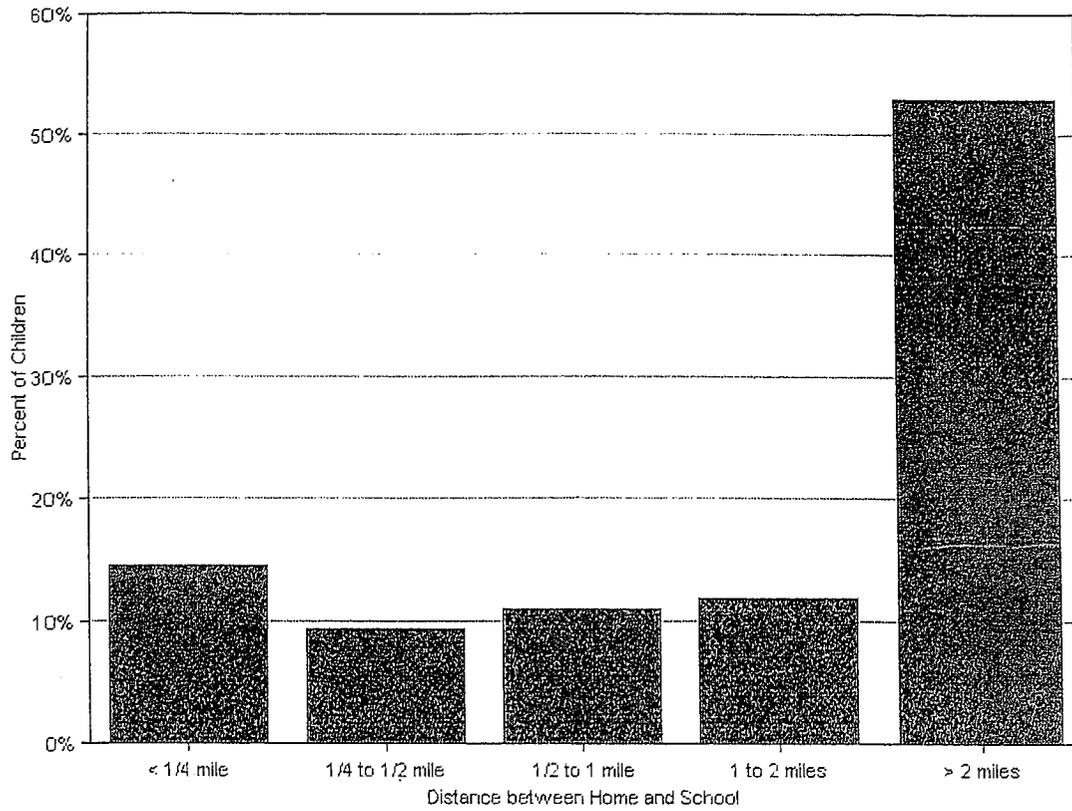


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	7	6%
1	26	22%
2	19	16%
3	6	5%
4	15	13%
5	17	15%
6	7	6%
7	5	4%
8	15	13%

No response: 0  
 Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

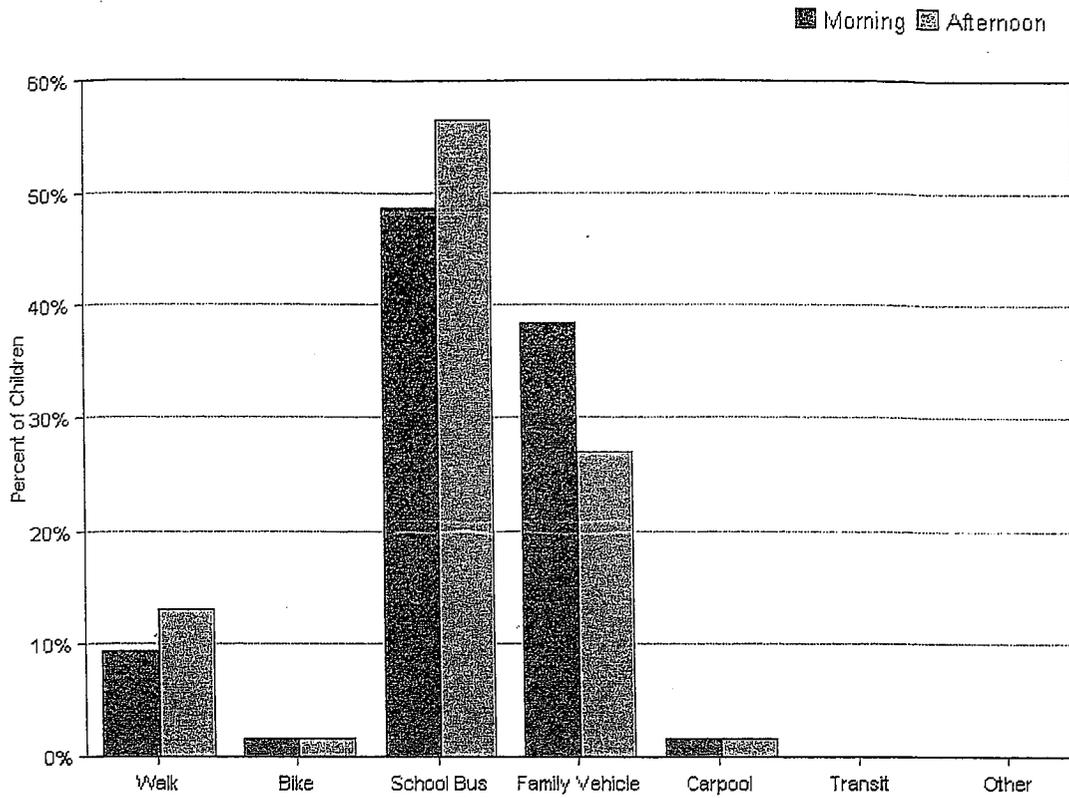


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	17	15%
1/4 mile up to 1/2 mile	11	9%
1/2 mile up to 1 mile	13	11%
1 mile up to 2 miles	14	12%
More than 2 miles	62	53%

Don't know or No response: 1  
 Percentages may not total 100% due to rounding.

### Typical mode of arrival at and departure from school



### Typical mode of arrival at and departure from school

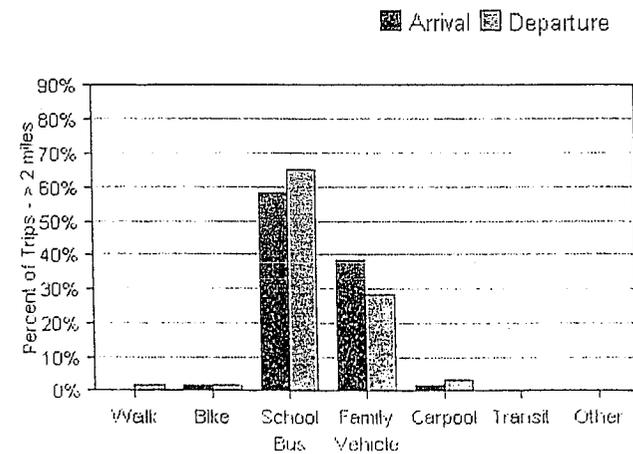
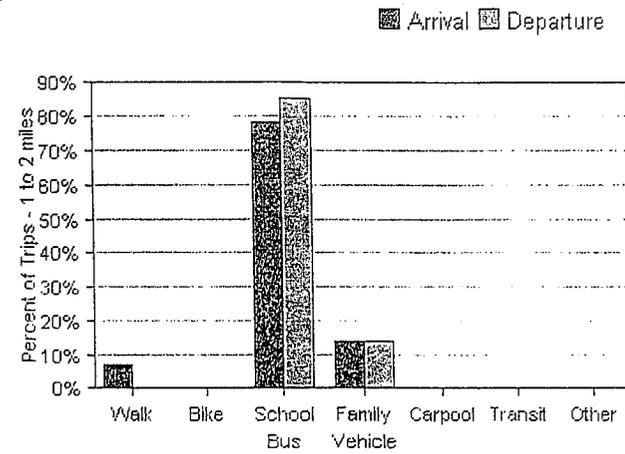
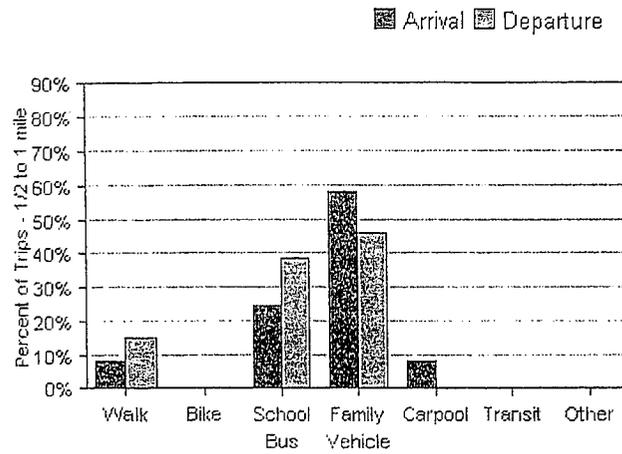
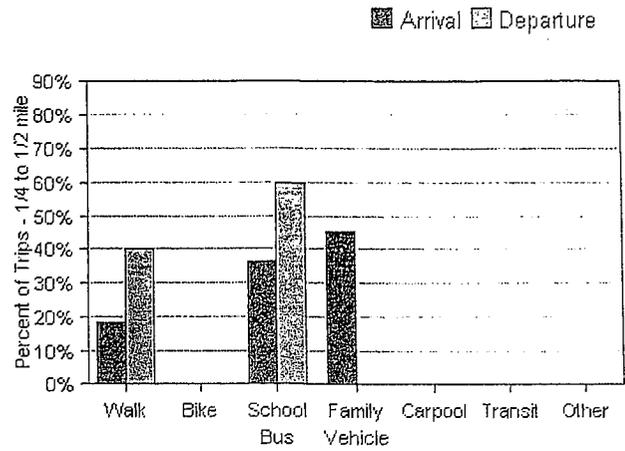
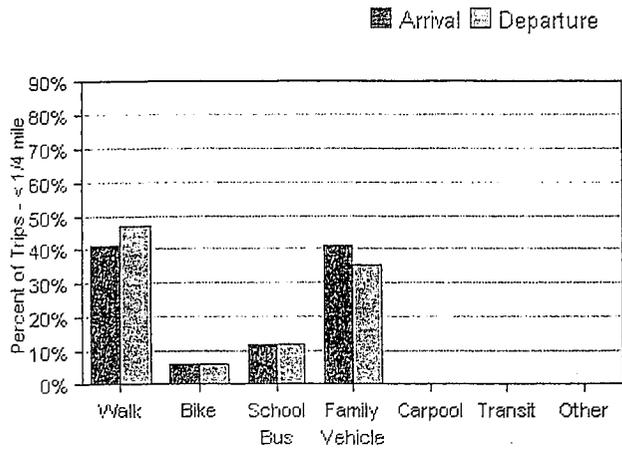
Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	117	9%	2%	49%	38%	2%	0%	0%
Afternoon	115	13%	2%	57%	27%	2%	0%	0%

No Response Morning: 1

No Response Afternoon: 3

Percentages may not total 100% due to rounding.

# Typical mode of school arrival and departure by distance child lives from school



## Typical mode of school arrival and departure by distance child lives from school

### School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	17	41%	6%	12%	41%	0%	0%	0%
1/4 mile up to 1/2 mile	11	18%	0%	36%	45%	0%	0%	0%
1/2 mile up to 1 mile	12	8%	0%	25%	58%	8%	0%	0%
1 mile up to 2 miles	14	7%	0%	79%	14%	0%	0%	0%
More than 2 miles	62	0%	2%	58%	39%	2%	0%	0%

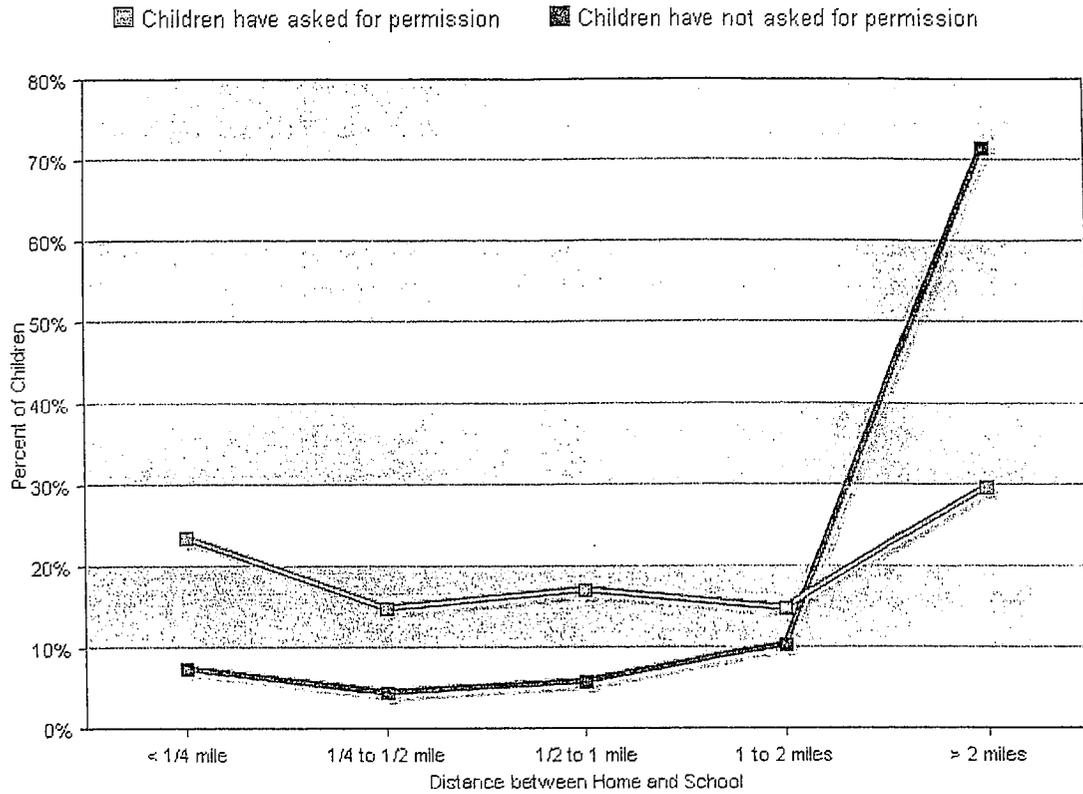
Don't know or No response: 2  
 Percentages may not total 100% due to rounding.

### School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	17	47%	6%	12%	35%	0%	0%	0%
1/4 mile up to 1/2 mile	10	40%	0%	60%	0%	0%	0%	0%
1/2 mile up to 1 mile	13	15%	0%	38%	46%	0%	0%	0%
1 mile up to 2 miles	14	0%	0%	86%	14%	0%	0%	0%
More than 2 miles	60	2%	2%	65%	28%	3%	0%	0%

Don't know or No response: 4  
 Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

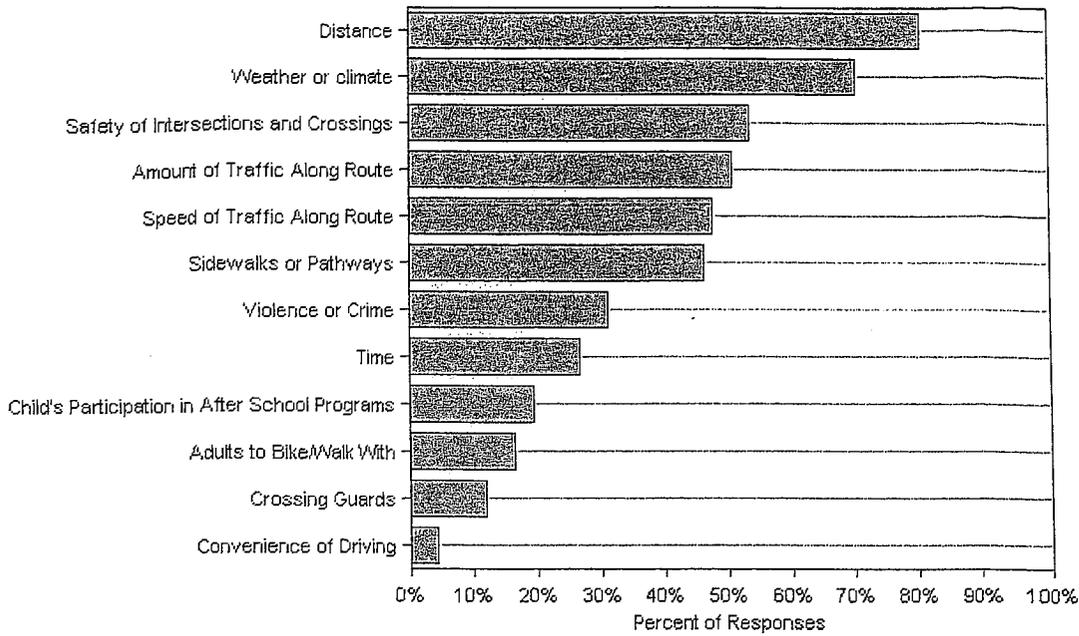


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

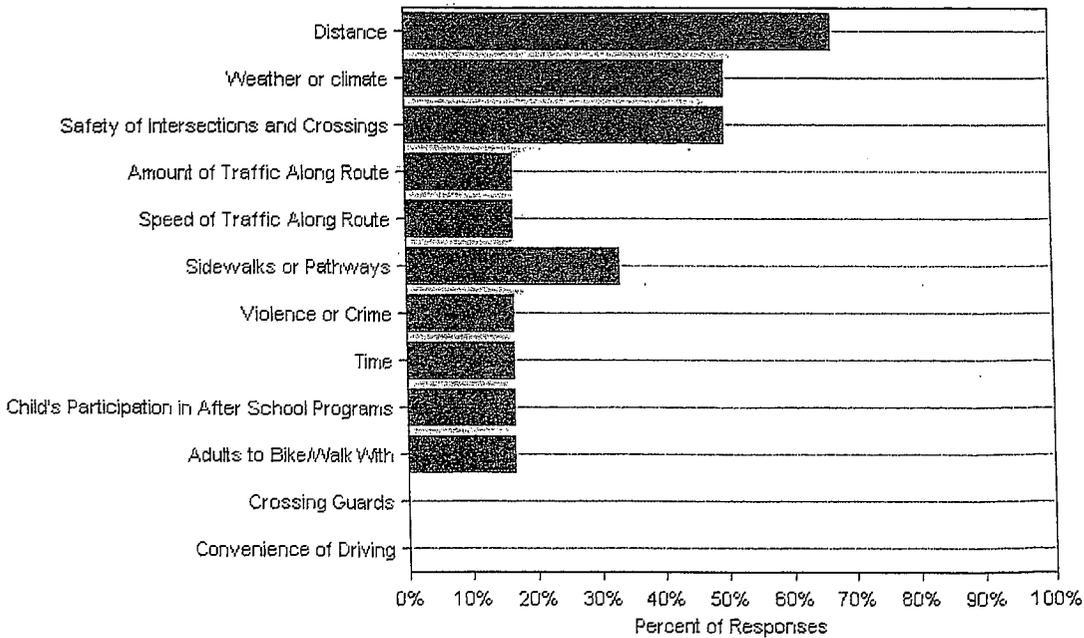
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	47	23%	15%	17%	15%	30%
No	67	7%	4%	6%	10%	72%

Don't know or No response: 4  
 Percentages may not total 100% due to rounding.

**Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school**



**Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school**



**Issues reported to affect the decision to allow a child to walk or bike to/from school by  
parents of children who already walk or bike to/from school**

Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	81%	67%
Weather or climate	70%	50%
Safety of Intersections and Crossings	54%	50%
Amount of Traffic Along Route	51%	17%
Speed of Traffic Along Route	48%	17%
Sidewalks or Pathways	46%	33%
Violence or Crime	31%	17%
Time	27%	17%
Child's Participation in After School Programs	19%	17%
Adults to Bike/Walk With	16%	17%
Crossing Guards	12%	0%
Convenience of Driving	4%	0%
<b>Number of Respondents per Category</b>	<b>67</b>	<b>6</b>

No response: 45

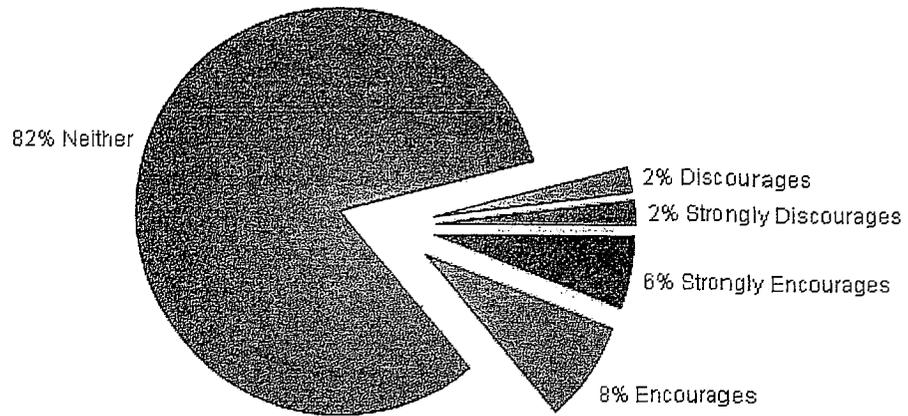
Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

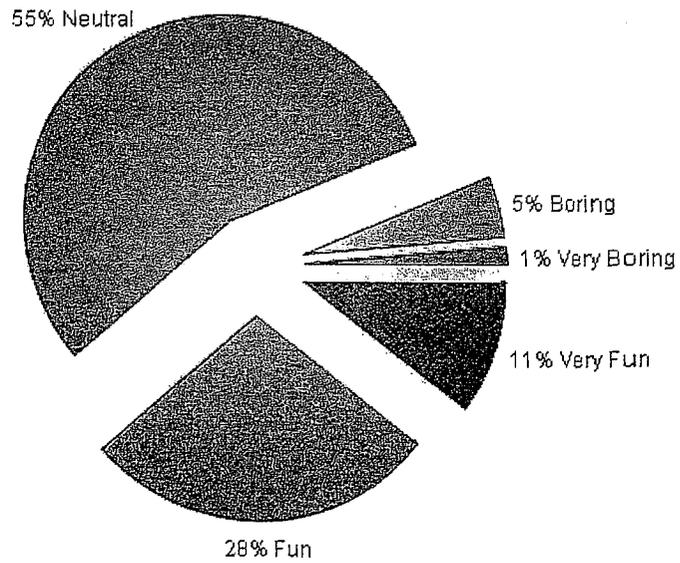
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

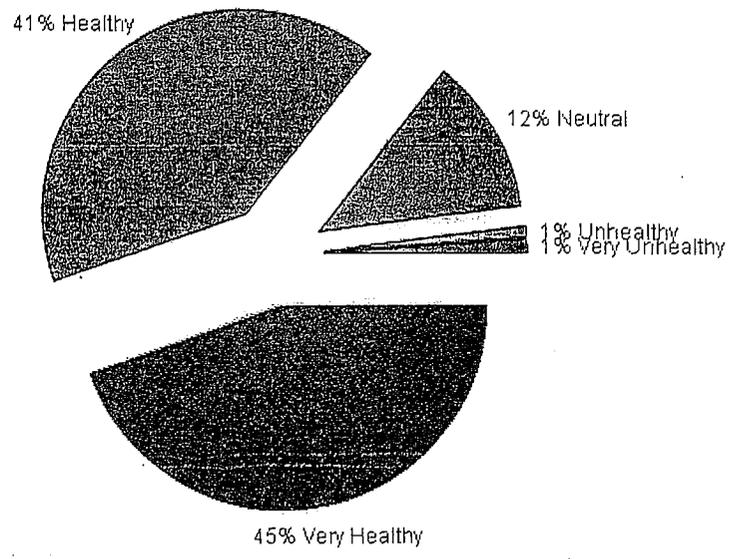
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



### Comments Section

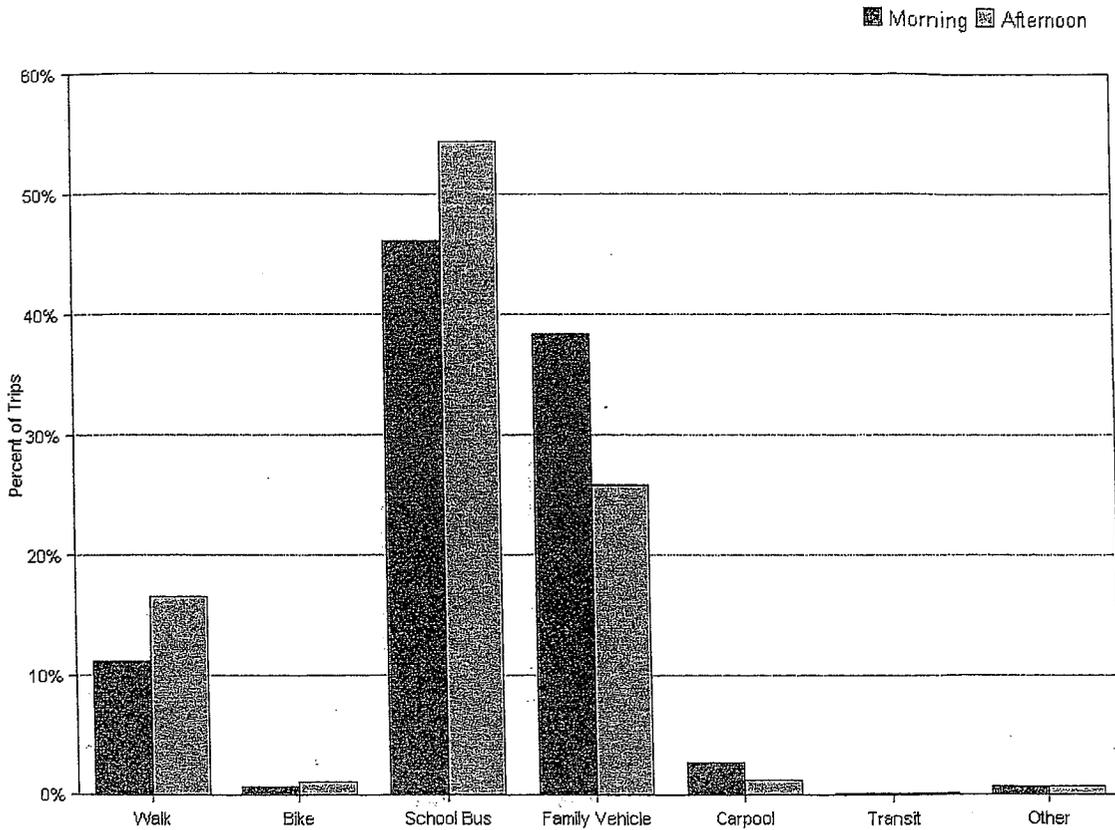
SurveyID	Comment
458761	We walk to school about 1/4 of the time. And walk home about the same. Generally, time is a factor. There's too much to do in a small window of time.
458788	Walks are scary without brothers.
458804	Too far! 7 miles away from school. Have you been to Oregon? (reference to weather and climate). Because it makes them wait in a boring (convenient for teachers) line. (reference to how school encourages walking/biking). I am amazed and pleased that you're asking! Let me know how I as a parent can help. Use PTO as a resource! We walk 1/5 mile to the bus stop each way @ 7:30 and 3:45.
458840	I think riding a bike or walking to school is a great idea; however, my fear of something happening to them trumps any decision. I don't have a guarantee of their safety.
458850	If my daughter didn't have a phone and no emergency messures, I would never let her walk home alone, but I talk to her the whole way. So we do.
458860	Section 10.VERY confusing all "yes" answers effect my decision. All "no" answers do not due to personal preference or non existance (i.e. there are no intersections along our route, etc.)
458785	My children live to far away so walking has never been an option. Due to this I do not know how well the school promotes walking or biking to school.
458809	Dangerous twisting roads (reference to at comfort allowing child to walk/bike to school). If we lived in town I/my husband would allow our son to travel to/from school via walking or biking.
458837	No sidewalk on 3rd.
458792	At the age of our child I'm not comfortable with her walking to school because of age and ability to defend herself agains adult threats. When older I would be comfortable only if she walked as part of a larger group.
458817	Crossing Patterson Bridge is the main reason it is not safe for my child to walk or bike to school.
458825	Were the 3rd hourse from the school so Kendra has walked since the start. We can see her from the house to the school.
458878	Waste of my time.
459382	Due to the conditions of the world today my daughter will not walk to or from school.
458755	We live on a busy highway 6 miles from school and my son's only 10. I'm not sure I would ever want him to walk or ride his bike to school. Dirvers these days are far too unpredictable.
458795	Living so close is very convienent and being in such a good community I know that my son is walking with the rules and guidelines that are appropriate for any child walking.
459652	My mother signed me out of high school for dad sayed go to school
458754	Some questions werre hard to answer as we live approx. 10 min N of the school. We appreciate very much having the bus!
458760	Would encourage my children to walk, but we live more than ten miles from town. Have noticed, however, that ther are NO sidewalks around the school.
458852	Safety is the main concern I have 2 5th graders and I'm not comfortable with them even walking to the high school to catch the bus in the morning togetehr and we live right next door.
458800	If we moved closer to town!
458823	Gabe lives too far to walk or bike and the highway is not safe for any child to walk or ride a bike on.
459389	No comment.
458772	Walking is healthy, but not from school. For safety and distant issues my children will not walk or bike ever to school.
458791	We live in Pistol River. If we were closer, I'd let them walk or take their bikes. Gold Beach is wonderful with all the slow and observant drivers. Gold Beach also has pleny of sidewalks.

458820	My children and I don't live within city limits so walking or biking is not a option.
458864	I chose the kids to ride the bus do to having a newborn & it would be difficult to get them there on time. And there to young to walk or ride bikes to school in my opinion.

# Tally Report

Program Name:	Riley Creek Sidewalks	Month and Year Collected:	October 2010
School Name:	Riley Creek Elementary School	Set ID:	5163
School Enrollment:	356	Date Report Generated:	11/16/2010
Enrollment within Grades Targeted by SRTS Program:	356	Number of Classrooms Included in Report:	17
Number of Classrooms in School:	20		

## Morning and Afternoon Travel Mode Comparison

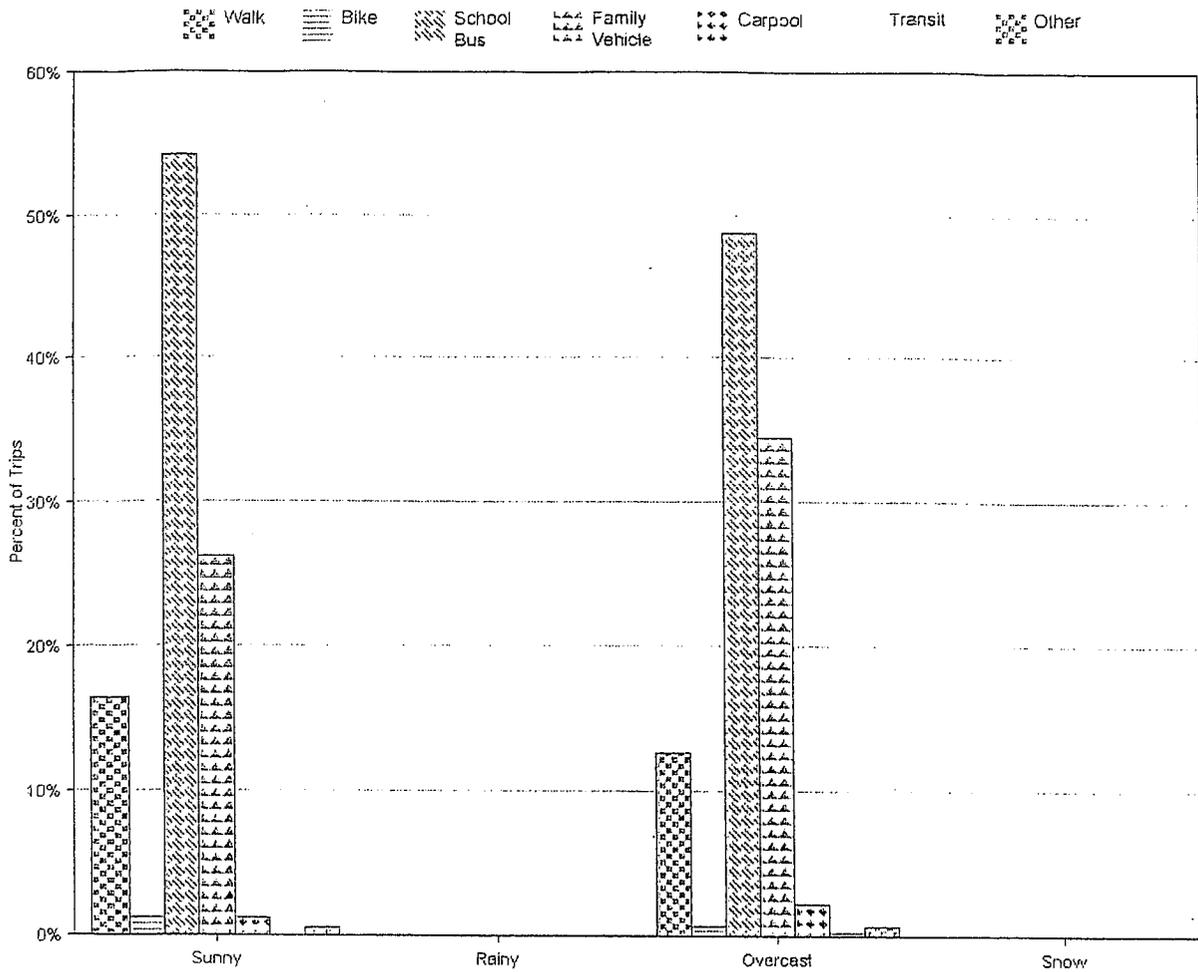


## Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	557	11%	0.7%	46%	38%	3%	0.2%	0.7%
Afternoon	553	16%	1%	54%	26%	1%	0.2%	0.7%

Percentages may not total 100% due to rounding.

### Travel Mode by Weather Conditions



### Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	316	16%	1%	54%	26%	1%	0%	0.6%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	794	13%	0.8%	49%	35%	2%	0.3%	0.8%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

**PRE-APPLICATION**  
2011 TGM Program Services

*Please submit a separate pre-application for each project idea.*

**Pre-Applicant Information**

Contact Ellen Barnes, City Administrator

Jurisdiction City of Gold Beach

Mailing Address 29592 Ellensburg Avenue

Phone/Fax 541-247-7029/541-247-2212

E-mail ebarnes@goldbeachoregon.gov

City/Zip Gold Beach, 97444

**Type of Request**

**Grant Project**

- Transportation System Planning
- Integrated Land Use and Transportation Planning

**Direct Community Assistance**

- Code Assistance
- Quick Response
- TSP Assessment
- Outreach Workshop
- School Siting/ Safe Routes to School*
- Smart Development*
- Main Street Road Show*

**Project Title:** Transportation System Planning for Improvements Along Ellensburg Avenue

**Description of Issue:**

The City of Gold Beach (pop 2,100) has a draft TSP, developed in 2000, that was never formally adopted. Since, ODOT has requested the City revise/update the draft TSP, with specific emphasis on pedestrian and cyclist facility improvements along HWY 101/Ellensburg Avenue. Gold Beach residents also are demanding improved pedestrian access and streetscape enhancements along HWY 101/Ellensburg Ave, which serves as the city's main street. HWY 101/Ellensburg also is part of the Oregon Coast Scenic Highway and Oregon Coast Bike Route attracting hundreds of cyclists annually.

**Project Objectives/Expected Outcomes:**

The project will result in a transportation system plan for the City of Gold Beach that facilitates through traffic along HYW 101/Ellensburg Avenue while improving pedestrian and bicycle access and safety and enhancing the streetscape. Through the plan, the city will identity several transportation projects for potential grant funding that will help create a vibrant, livable community.

**Estimated Budget** \$ 25,000





# Oregon

Theodore R. Kulongoski, Governor

## Transportation & Growth Management Program

555 13<sup>th</sup> St. NE, Suite 2

Salem, OR 97301-4178

(503) 986-4121

FAX (503) 986-4174

Web Address: <http://www.lcd.state.or.us>

TO: Potential Applicants  
FROM: Robert Maestre, Oregon Department of Transportation  
Rob Hallyburton, Oregon Department of Land Conservation & Development  
DATE: October 29, 2010  
SUBJECT: **Pre-Applications for 2011 TGM Program Services**

A Joint Program  
of the  
Department of  
Transportation  
and the  
Department of  
Land Conservation  
and  
Development

The Oregon Transportation and Growth Management (TGM) Program invites your ideas for ways the TGM Program can assist you. This packet provides information on TGM services, some of which are available now and some, such as grants, that can be applied for starting in January 2011. TGM provides the following types of services:

- **Grants** for transportation and land use planning projects (page 3).
- **Code Assistance** for zoning ordinance updates to better integrate land use and transportation planning (page 6).
- **Outreach Workshops** on transportation-efficient development, smart growth, community visioning, transit-oriented development, Main Street revitalization, and school siting/Safe Routes to School (page 6).
- **Quick Response** to assist with planning and design of imminent development projects (page 7).
- **TSP Assessment** to assist with evaluating whether and how to update Transportation System Plans (TSPs) (page 7).

**Pre-application Deadline: December 10, 2010.** Although a pre-application is not required to obtain services, you are encouraged to send us one at this time, especially for potential grant projects.

If you have questions about the TGM Program or about preparing a pre-application, we would be glad to assist you. Contact a TGM staff member at the phone number or e-mail address listed on page 10.

### How you benefit from submitting a pre-application

*Increase the chances that your project will be funded.* Pre-applicants receive direct assistance from TGM staff to develop a TGM grant application or secure other TGM services. A TGM representative will contact each pre-applicant to discuss project ideas and assist with submitting a qualifying grant project application or request for other TGM community assistance services.

*Remain on the mailing list.* If you send a pre-application, you will automatically receive a grant application packet in January.

*The Oregon Transportation & Growth Management Program Better Ways to Better Places*

## What is TGM?

Oregon's Transportation and Growth Management Program is a joint effort of two state agencies: the Department of Transportation (ODOT) and the Department of Land Conservation and Development (DLCD). The mission of the TGM Program is to support community efforts to expand transportation choices for people. By linking land use and transportation planning, TGM works in partnership with local governments to create vibrant, livable places in which people can walk, bike, take transit or drive where they want to go.

TGM supports local government planning that accomplishes these objectives:

- A transportation system or development pattern that results in a balanced, multi-modal transportation system and that enhances opportunities for walking, bicycling or using transit in areas planned for transit service.
- Preservation or enhancement of the "through movement" function of a state highway.
- Increased convenience or availability of alternative modes of transportation.
- Alternatives to, or delay of the need for, expansion of an urban growth boundary.
- Increased efficiency in the use of land, including areas planned for future urban development.
- Reduced emissions that contribute to climate change through changes to transportation or land use plans that reduce expected automobile vehicle miles traveled.

TGM serves local governments through a grant program and a program of direct community assistance. For more information about TGM and our services, visit our website: <http://egov.oregon.gov/LCD/TGM/index.shtml>

The TGM Program is primarily funded by the federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU), with additional staff support and funding provided by the State of Oregon.

TGM is committed to coordinating with and supporting other state programs. TGM planning grants and services can help local governments to compete for state funding from such programs as the following:

- [Oregon Main Street Revitalization Programs](#)
- [ODOT - Safe Routes to School Program](#)
- [ODOT - Bicycle & Pedestrian Program](#)
- [ODOT - Transportation Enhancement Program](#)
- [ODOT - Public Transit Division](#)
- [ODOT - Flexible Funds Program](#)

# TGM Program Services

## TGM Grants

TGM provides funding for planning projects that lead to more livable, economically vital, transportation-efficient, sustainable, bicycle-, pedestrian-, and transit-friendly communities. Grants may reimburse local governments for staff time and materials and be used for consultant services. Grants are awarded on a competitive basis within ODOT regions (see map on page 10) to fund either Transportation System Planning or Integrated Land Use and Transportation Planning projects. Grants entail an intergovernmental agreement between TGM and grantees, and, if consultants are used, TGM will hire them on your behalf.

Eligible applicants include cities, counties, Councils of Government on behalf of a city or county, transportation districts, tribal governments, Metropolitan Planning Organizations, and Metro. Special districts – such as school districts – may be eligible as part of a joint application with a local government for an otherwise eligible project.

The TGM Program awards grants on an annual basis: both at the start and then again near the midpoint of a state budget biennium. All grants have a two year period for projects to be negotiated and completed but our timelines require that projects must be negotiated and initiated prior to the next round of awards or a grant award may be withdrawn.

### Transportation System Planning Grants

#### **Purpose**

To help local governments develop and update transportation system plans that implement the Transportation Planning Rule, 1999 Oregon Highway Plan, and 2006 Oregon Transportation Plan, or reduce reliance on the state highway for local travel needs.

#### **Eligible Projects**

Projects that plan for transportation facilities inside Urban Growth Boundaries (UGBs), in areas that are being considered in a UGB amendment process, in rural communities, and along rural highway corridors. These projects typically include:

- TSP preparation and adoption, including such elements as analysis to determine transportation needs, planning for local street networks, bike and pedestrian plans, Safe Routes to School-related plans, transit plans, and freight plans.
- TSP updates, for example, to address new needs, comply with new state or federal regulations, maintain consistency with a regional transportation plan, or plan for areas newly brought into the UGB.
- TSP implementing measures such as streetscape design plans, Safe Routes to Schools-related plans, capital improvement plans, and land use regulations required by the Transportation Planning Rule.
- TSP refinements, such as plans for highway segment designation, access management plans, or other planning to implement the Oregon Highway Plan.

### Integrated Land Use and Transportation Planning Grants

#### **Purpose**

To help local governments develop integrated land use and transportation plans that promote compact, mixed-use, pedestrian-friendly development: increase opportunities for transit, walking, and cycling; or reduce reliance on the state highway for local travel needs.

## **Eligible Projects**

Projects combine land use planning with transportation facility planning to meet transportation needs inside UGBs, urban unincorporated communities, and urban reserve areas. Projects may include:

- Transportation-efficient land use plans for an entire urban area – in metropolitan areas, such plans should be designed to address state goals for reducing greenhouse gas emissions from transportation.
- Land use and transportation concept plans for areas brought into a UGB.
- Interchange Area Management Plans.
- Specific development and refinement plans, such as for a downtown, mixed-use commercial area, or residential neighborhoods.
- Implementing measures, such as code amendments, infill and redevelopment strategies, and intergovernmental agreements.
- Transportation and land use planning related to the Oregon Main Streets Program.

## **Key Requirements for TGM Grants**

Projects must meet several prerequisites to be eligible for TGM funding.

- **Local support.** Projects are only funded if there is clear support from local officials.
- **Planning work.** TGM grants are for planning work leading to local policy decisions. Projects should result in the development of an adoption-ready plan or land use regulation amendment. Projects that primarily do research or outreach, study an issue, compile data, or inventory information are generally not eligible for grant funding.
- **Clear transportation relationship.** Projects must involve transportation planning or clearly and directly address transportation needs. Preparation, refinement and update of transportation system plans are a high priority for grant funding.
- **Match requirement.** TGM requires a local grant match of approximately 11% of the project cost. Grantees typically provide match in the form of cash or direct project costs, such as time and materials directly related to the project. Communities defined as “distressed” by the Oregon Business Development Department may request a partial match waiver. The list of distressed communities is available online at:  
<http://www.oregon4biz.com/The-Oregon-Advantage/Oregon-Economic-Data/Distressed-Areas-in-Oregon/>

## **Award Criteria**

The TGM grant award criteria are in the process of being streamlined, however their essence will remain consistent with the TGM Mission:

*Oregon's Transportation and Growth Management Program supports community efforts to expand transportation choices for people. By linking land use and transportation planning, TGM works in partnership with local governments to create vibrant, livable places in which people can walk, bike, take transit or drive where they want to go.*

If revised, the new criteria will be included in the January 2011 Grant Application Packet. The current award criteria are available on the TGM website. The current Grant Eligibility Requirements will not change.

## Timeline for Grant Process

TGM has an annual grant award cycle. Projects will still have up to two years to be completed. The Annual Cycle Schedule is as follows.

December 10, 2010	Mid-January 2011	March 11, 2011	April-June 2011	July 2011 through April 2012▶
Pre-applications due	Grant application packet issued	Applications due	Application review and score	Grantee notification Negotiation of statement of work prior to final grant award Consultant selection (if required) IGA and personal services contracts signed; at the latest, projects must be underway by May 2012.

## More Information

More information on the TGM grant pre-application is available on the TGM website. <http://www.oregon.gov/LCD/TGM/> (click on Grants and Incentives). The website includes additional information on the following topics:

- **Current Grant Award Criteria**
- **Climate Change**
- **TGM Program Contacts**
- **List of Typical Projects**
- **On-line Pre-application Form**

If you have a specific question, you can also call or e-mail a TGM staff person. See page 10 for contact information.

## TGM Direct Community Assistance Programs

In addition to grants, TGM provides a variety of services to local governments to help with land use and transportation planning issues. These Community Assistance projects have a more narrow scope than those typically addressed by grant projects and operate on a first-come, first-served basis throughout the biennium. Community Assistance projects do not require a local match, but local staff are expected to provide administrative and logistical support for the projects.

Although Community Assistance projects are not awarded through a competitive process, we encourage you to submit a pre-application if you anticipate needing Community Assistance Program services. You may also contact a Community Assistance Program Manager directly.

## Code Assistance

Code Assistance helps local governments to evaluate and amend their comprehensive plan policies and development code regulations to remove barriers to compact, mixed-use, transportation-efficient development. Consultants under contract to the TGM Program work with local communities to help identify policy and code obstacles and come to agreement on needed amendments. Code Assistance projects may comprehensively review a community's policies and development regulations or may address a specific problem identified by a community, such as a code that does not allow mixed uses.

For information about Code Assistance project eligibility and selection guidelines, see <http://www.oregon.gov/LCD/TGM/codeassistance.shtml>. If you have questions, contact Rachel Ferdaszewski at 503-373-0050, ext. 252 or by email at [Rachel.Ferdaszewski@state.or.us](mailto:Rachel.Ferdaszewski@state.or.us).

## Outreach

Through Outreach workshops, lectures or lecture series, and other educational forums, TGM works with local governments, civic groups, school districts, and other public agencies to expand transportation choices of Oregonians while strengthening the economic vitality and livability of their communities. TGM workshops typically fall into one of four categories: (1) Smart Development, (2) Main Street Revitalization, (3) School Siting & Safe Routes to School; and (4) Climate Change: Greenhouse Gas Reductions through Land Use, Transportation & Community Design Strategies.

### **Smart Growth Workshops**

These workshops and forums introduce "smart growth" principles to communities. Workshops are typically tailored to meet the specific needs of the community involved. Workshops may serve as a general introduction to smart growth concepts or kick off a larger planning project funded by other resources. Communities may request a workshop (or support for a lecture or lecture series) any time in the biennium to address a new issue of interest to their council or commission. *However, if you are aware of an existing topic of interest or know that you would like a presentation to complement or kick-off a larger planning project, please let us know now via this pre-application.*

### **Main Street Road Show Workshops**

The Main Street Road Show can introduce smaller Main Street communities to creative ways of solving transportation-related land use, urban design, and growth management challenges. It builds on TGM's previous work on Main Streets, including the publication of *Main Street... When a Highway Runs Through It: A Handbook for Oregon Communities*. (See <http://www.oregon.gov/LCD/TGM/docs/mainstreet.pdf>) TGM's Main Street workshops support the economic revitalization goals of the Oregon Main Street Program.

### **School Siting & Safe Routes to School Workshops**

TGM's school siting and safe-routes-to-school workshops are intended to help school districts and local governments identify ways to make it easier and safer for students to walk or bicycle to school. These workshops may be coordinated with ODOT's Safe Routes to School and/or Bicycle-Pedestrian programs.

## Climate Change: Greenhouse Gas Reductions through Land Use, Transportation & Community Design Strategies

TGM outreach can support lectures or workshops on ways to reduce greenhouse gas emissions through land use, transportation planning, and community design strategies, including scenario planning.

A full description of Outreach services is included on the TGM website at <http://egov.oregon.gov/LCD/TGM/outreach.shtml>. If you have questions, contact Constance Beaumont at 503-373-0050, ext. 277, or by email at [constance.beaumont@state.or.us](mailto:constance.beaumont@state.or.us).

### Quick Response

The TGM Quick Response program provides teams of design and planning professionals to provide timely assistance with pressing, short-range development issues. In response to local requests, stakeholders – property owners, local and state officials, neighbors, and others – come together to review development proposals, develop innovative design solutions, and overcome regulatory obstacles to land use, transportation, and site design issues.

Projects often bring together several adjacent developments that were originally proposed separately in order to provide a cohesive neighborhood plan. Typical plans include connected street systems; neighborhood mixed-use centers; pedestrian, bicycle, and transit facilities; and parks and open space. They are also likely to emphasize pedestrian-friendly street design such as trees, narrower street widths, wide sidewalks, pedestrian-scale lighting, and access to transit.

For more information about Quick Response, go to <http://egov.oregon.gov/LCD/TGM/quickresponse.shtml>. If you have questions, please contact Bill Holmstrom at 503-373-0050, ext. 265, or by email at [bill.holmstrom@state.or.us](mailto:bill.holmstrom@state.or.us)

### TSP Assessment

A TSP Assessment Service is available to help local governments evaluate their existing Transportation System Plans. The TSP Assessment Service could help when any of the following are an issue:

- Identifying the strengths and weaknesses of a TSP
- Need for and timing of a potential TSP update
- Potential methods of solving problems without a full TSP update
- Identifying an appropriate scope of work for a TSP update

We will discuss the issues with you, review your current TSP, and give you a brief report outlining our findings.

The TSP Assessment Service is one step toward finding out what your next steps should be. We can identify other TGM resources to help move forward on updating your TSP, and assist you in obtaining them. The TSP Assessment Service can help if you are considering applying for a TGM grant to update your TSP and need assistance with producing a proposed scope of work.

For more information about the TSP Assessment program, contact Bill Holmstrom at 503-373-0050, ext. 265, or by email at [bill.holmstrom@state.or.us](mailto:bill.holmstrom@state.or.us).

## Pre-Application Instructions

### Contact Information

Under "Project Contact" please list only one person – typically the person who will be responsible for preparing the grant application and managing the project on behalf of the applicant.

### Type of Request

Check the box that you think best fits your project.

### Project Title

Provide a short, descriptive title.

*Example: Beaverwood Downtown Revitalization Plan*

### Description of Issue

Provide a short description of the issue or need that would be addressed by the project.

*Example: Over time, Beaverwood's (pop. 7236) downtown has lost several businesses, while there are continued requests for more commercial zoning along the highway. The addition of commercial development along the highway is creating traffic congestion on the highway and draining vitality from downtown.*

### Project Objectives/Expected Outcomes

Describe the desired outcome of the project.

*Example: Beaverwood would like to develop a plan for a vibrant downtown and avoid increasing traffic congestion along the highway outside of downtown. The project will result in a plan that accommodates future retail and office uses in its downtown, provides for residential development in downtown, and limits commercial development along the highway outside of downtown.*

### Estimated Budget

Provide a rough estimate of the anticipated cost of your proposed project. Your estimate is not binding and will provide TGM staff a starting point from which to help you prepare a formal grant application or a request for other TGM services.

### Sending It to Us

Submitting the fillable form on-line is preferred, but we will also accept email, mail, or fax:

E-mail: [cindy.l.lesmeister@odot.state.or.us](mailto:cindy.l.lesmeister@odot.state.or.us)

Cindy Lesmeister, TGM Grants & Contracts Program Manager  
Transportation and Growth Management Program  
555 13th St., NE, Suite 2  
Salem, Oregon 97301

Fax: 503-986-4174

# PRE-APPLICATION

(For electronic version go to <http://www.oregon.gov/LCD/TGM/grants.shtml>)  
TGM Program Services 2011

*Please submit a separate pre-application for each project idea.*

## Pre-Applicant Information

Contact \_\_\_\_\_

Jurisdiction \_\_\_\_\_

Mailing Address \_\_\_\_\_

Phone/Fax \_\_\_\_\_

E-mail \_\_\_\_\_

City/Zip \_\_\_\_\_

## Type of Request

### Grant Project

- Transportation System Planning
- Integrated Land Use and Transportation Planning

### Direct Community Assistance

- Code Assistance
- Quick Response
- TSP Assessment

### Outreach

- School Siting/ Safe Routes to School*
- Smart Development*
- Main Street Road Show*
- Climate Change*

Project Title: \_\_\_\_\_

Description of Issue: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Project Objectives/Expected Outcomes: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Estimated Budget \$ \_\_\_\_\_

# TGM Program Contacts

*Please feel free to contact any of the following program staff for questions about our services.*

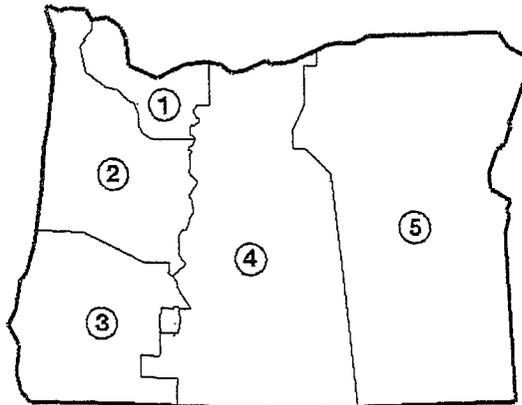
## Grant Program

TGM grants are managed through ODOT regions – see map below.

ODOT Region 1	<b>Lidwien Rahman</b> (Portland)	503-731-8229	<a href="mailto:lidwien.rahman@odot.state.or.us">lidwien.rahman@odot.state.or.us</a>
Region 2	<b>Sue Geniesse</b> (Salem))	503-986-4442	<a href="mailto:sue.geniesse@odot.state.or.us">sue.geniesse@odot.state.or.us</a>
Region 3	<b>Lisa Cortes</b> (Roseburg)	541-957-3643	<a href="mailto:lisa.cortes@odot.state.or.us">lisa.cortes@odot.state.or.us</a>
Region 4	<b>Devin Hearing</b> (Bend)	541-388-6388	<a href="mailto:devin.hearing@odot.state.or.us">devin.hearing@odot.state.or.us</a>
Region 5	<b>Cheryl Jarvis-Smith</b> (La Grande)	541-963-1574	<a href="mailto:cheryl.jarvis-smith@odot.state.or.us">cheryl.jarvis-smith@odot.state.or.us</a>
Statewide	<b>Matt Crall</b> (Salem)	503-373-0050 x272	<a href="mailto:matthew.crall@state.or.us">matthew.crall@state.or.us</a>

## Direct Community Assistance Programs

Code Assistance	Rachel Ferdaszewski	503-373-0050 x 252	<a href="mailto:rachel.ferdaszewski@state.or.us">rachel.ferdaszewski@state.or.us</a>
Outreach Workshops	Constance Beaumont	503-373-0050 x 277	<a href="mailto:constance.beaumont@state.or.us">constance.beaumont@state.or.us</a>
Quick Response	Bill Holmstrom	503-373-0050 x 265	<a href="mailto:bill.holmstrom@state.or.us">bill.holmstrom@state.or.us</a>
TSP Assessment	Bill Holmstrom	503-373-0050 x 265	<a href="mailto:bill.holmstrom@state.or.us">bill.holmstrom@state.or.us</a>



File Code	Jurisdiction	Project Summary from Application
Region I 1A-10	City of Canby	Corridor Gateway Plan  This project will result in concept level designs for transportation improvements, including roadway cross-sections, changes to channelization and traffic control, and access management, and streetscapes that will improve pedestrian and bicycle access and safety along the Gateway Corridor and to and from the Downtown Commercial Core. The concepts will build upon improvements proposed for the City under the Transportation System Plan Update, Canby Downtown Plan, and Downtown Design Standards.
1B-10	City of Happy Valley	Rock Creek Comprehensive Plan Update and Town Center Update  Update City's Rock Creek Comprehensive Plan and coordinate any necessary changes in the TSP to accommodate a future change of the City's Town Center designation (Metro) from King Road (129th Ave. to 145th Ave.) which has no commercial zoning, to the east end of Sunnyside Road (157th Ave. to 172nd Ave. area) which has a mixture of residential, commercial and employment zones.
1C-10	City of Oregon City	Transportation System Plan Update  The project will develop a new multi-modal Transportation System Plan (TSP) for Oregon City where the existing TSP is nine years old. The City's transportation system will be analyzed after collecting updated data on roadways, intersections, land use, growth, and current City goals and vision. Updates will be made to comply with new Regional Transportation Plan (RTP) requirements for local TSPs, the Transportation Planning Rule, and other applicable regulations. Attention will be paid to new public policies and mandates regarding greenhouse gasses.
1D-10	City of Portland	Cully Boulevard Main Street Planning  The Cully Main Street study area is located within one mile of the most ethnically diverse and underserved communities in the City of Portland and includes approximately 1.25 miles of designated Main Street in the Metro Region 2040 Growth Concept. The existing land use within the study area does not fit the Main Street character as reflected by both various plan designations and the community. The project will develop a rezoning proposal for the study area that will promote much needed commercial and other non-residential community-serving needs while encouraging a vibrant center of community activity and reducing VMT. The project will enhance multimodal transportation safety and options in the area; specifically encouraging pedestrian, bicycle, and transit-supportive land use patterns.

File Code	Jurisdiction	Project Summary from Application
1E-10	Clackamas County	<p>The project will result in a plan for safe pedestrian and bicycle connectivity and identify infrastructure gaps within and nearby the Clackamas Town Center (CRC) area including the light rail station and transit center providing connections to major service, recreation and employment centers. The project will be developed based on an analysis of pedestrian and bicycle infrastructure needs including a sign plan along with input from the community and major employers in the CRC area. This project will also assess and make recommendations related to the existing and planned trail and path connections to the CRC.</p> <p>This project will result in updated elements of the city's TSP, particularly a multi-modal analysis of the transportation network at the periphery of the city resulting from many recent land-use decisions, UGB expansions in 2002, 2004 and establishment of urban reserve areas in 2010; city-wide bicycle and pedestrian facility gap analysis and associated capital improvement and prioritizations plan; creation and implementation of Safe Routes to Schools plans for existing and 3 new planned schools; and community wide electric vehicle (EV) and compressed natural gas (CNG) infrastructure plan. The attached map highlights massive growth relative to the current City limit.</p> <p>This project will result in an updated Wood Village TSP, which is needed to incorporate several streetscape designs and refinement plans, bring the City into compliance with the Metro RTP 2035, and assess transportation conditions in light of major employment-related activity that is pending.</p> <p>The project will conduct a corridor refinement plan in the Southwest Corridor, including Barbur Boulevard and Interstate 5 which serves as the main travel route between Portland to Tigard and on to Sherwood. This corridor refinement plan would focus on the region's network of freeways and highways, and explicitly includes parallel networks of arterial streets, sidewalks, regional bicycle and pedestrian facilities, high capacity transit, and other transit service as well as future and existing land uses along the corridor. The project will determine as its outcome the function, mode and general location of improvements. The Southwest Corridor Refinement Plan will include, as part of the multimodal analytical tasks, the initial analysis of high capacity transit alternatives, and set the stage for a Transit Alternatives Analysis (AA) to evaluate a range of high capacity transit alternatives to support the Region 2040 Growth Concept.</p>
1F-10	City of Wilsonville	<p>Clackamas Regional Center Area Pedestrian/Bicycle Connection Project</p> <p>Transportation Systems Plan Update</p>
1G-10	City of Wood Village	<p>Transportation System Plan Assessment and Update</p>
1H-10	Metro	<p>Southwest Corridor Refinement Plan</p>

Project Summary from Application

File Code	Jurisdiction	Project Summary
2A-10	City of Hubbard	<p>The project will result in an updated Transportation Systems Plan (TSP) for the City of Hubbard. The project will address transportation needs for areas recently included in the Hubbard Urban Growth Boundary (UGB). The project will update the factual base of the Plan, in addition to the City's Transportation Financing and Capital Improvement Program. The project will also address conflicting street design standards for the portion of OR Highway 99E that runs through the City of Hubbard.</p> <p>The purpose of this grant is to hire a consultant to work with city official, ODOT and the public in developing a strategic plan for enabling bicycling and walking as safe forms of transportation and recreation in Lincoln City. The strategic plan will incorporate the concept of shared streets and complete streets, as appropriate, to promote safe use of existing infrastructure by all transportation modes. The plan will recommend construction of new sidewalks and bike paths where existing infrastructure cannot safely accommodate the traffic or does not provide needed connections.</p> <p>The project will result in a Transportation System Plan document that will prioritize the transit needs of the Mid-Willamette Valley. The study will examine how the existing services to outlying areas can be better coordinated between Route #1X to Wilsonville and Route #2X to Spirit Mountain Casino. There is some overlap with these routes and the rural service known as CARTS (Chemeketa Area Regional Transportation System). The plan will look at how these two routes plus other existing services can be integrated and will look to the future to meet the needs of growth attributed to changes in transportation patterns and land use.</p> <p>The project will result in a framework for a development pattern that integrates land use, transportation/infrastructure, protection of significant cultural and natural resources, and economic development in a comprehensive and coordinated way. We expect this integrated planning effort to result in the most efficient, environmentally sensitive mix and density of land uses that are both financially and politically feasible.</p> <p>The project will create a concept plan for 268 acres of land recently added to the UGB. The focus of the concept plan will be a transportation framework that identifies major vehicle, pedestrian and bicycle routes through the site. This project will create a more balanced, multi-modal transportation network and will enhance connectivity in southern Independence.</p>
2B-10	City of Lincoln City	Bicycle and Pedestrian Plan
2C-10	Salem Area Mass Transit District	Salem Area Mass Transit District Transportation System Plan
2D-10	City of Albany	South Albany Area Plan
2E-10	City of Independence	Urban Growth Boundary Concept Plan

File Code	Jurisdiction	Project Summary from Application
2F-10	City of McMinnville	<p>The project will result in the development of a master plan for an area in McMinnville described in the application as the Northeast Gateway. The goal of the master plan is to coordinate a multi-modal transportation system with the economic revitalization of the area.</p> <p>The City's 2008 Transportation System Plan indicates the necessity for additional local connections to serve a mostly undeveloped area on the west-side of the City, however no plan has been developed to determine where future local roadways should be located and intersect with existing arterial streets. The project area include 190 acres as well as another 40 acres that is planned to be added to the Urban Growth Boundary in order to meet the City's 20-year industrial land supply need. Since Silverton is also severely limited in multi-family land use supply, the City is also planning to re-designate a portion of the project area for multi-family use. To address these planning objectives, the City of Silverton is requesting funding from the TGM program to determine the location for additional industrial and multi-family residential land supply and transportation facilities in the project area.</p>
2G-10	City of Silverton	<p>West-Side Land Use and Transportation Plan</p>
3A-10	City of Central Point	<p>Pine Street Four-Lane to Three-Lane Conversion and Streetscape Plan</p> <p>Pine Street is Central point's primary commercial street and is currently configured as a two-way, four lane arterial, with on-street parking. This configuration is problematic for the downtown, both in terms of pedestrian and bicycle safety, and efficiency of vehicular travel, and general streetscape appearance. This project will develop and implement a complete street plan that will improve the efficiency and safety of all modes of travel, particularly pedestrian and bicycle safety.</p>
3B-10	City of Grants Pass	<p>Neighborhood Centers</p> <p>This project will select the location for two neighborhood centers identified as efficiency measures that reduces the amount of land included in an expanded Urban Growth Boundary. The project outcome will be a set of policies that will include a localized mixed-use plan, development standards, a multi-modal transportation network, and integration of the neighborhood centers with surrounding residential neighborhoods.</p>

File Code	Jurisdiction	Project Summary from Application
<i>Region 4</i> 4A-10	City of Madras	This project will update the Madras TSP by updating bicycle and pedestrian infrastructure inventories, designating bicycle, pedestrian, and Safe Routes to Schools routes, identifying Key Infrastructure projects, and finally determining if any additional funding sources can be utilized to fund bicycle and pedestrian infrastructure improvements. The project will utilize citizens, stakeholders, Region 4 ODOT staff, and DLCD to develop quality work products.
4B-10	Bend MPO	The key project objectives include: 1) preparation of an updated Public Transportation Plan for the Bend MPO and City of Bend, and 2) assess the potential for increasing future housing and employment densities along transit truck routes and at potential TOD sites. The updated Public Transportation Plan will be amended into the Bend MPO Metropolitan Transportation Plan and the City of Bend Transportation System Plan. The second outcome will be possible changes to the City of Bend comprehensive plan and zoning designations along transit trunk routes and at identified TOD centers based on the results of the housing and employment densities analysis.
<i>Region 5</i> 5A-10	City of La Grande	This request is to conduct a traffic analysis per Oregon Transportation Planning Rule and to develop a transportation improvement plan for 314 acres of land that is within the Urban Growth Boundary that is not included in the current TSP. The expected outcome is to amend the Transportation System Plan and the Goal 12 Chapter of the Comprehensive Plan to provide urgent and needed planning for the 314 acres. The development of the plan will include coordinating with Community Connection of Northeast Oregon, Union County and property owners; of which the City of La Grande has received unanimous support.



CITY OF GOLD BEACH

29592 Ellensburg Avenue, Gold Beach, Oregon 97444

Phone (541) 247-7029 - FAX (541) 247-2212

03 November 2010

Mr. Walt Jurczenko  
Staking Engineer  
Coos-Curry Electric Cooperative  
PO Box 785  
Gold Beach, OR 97444

Dear Walt:

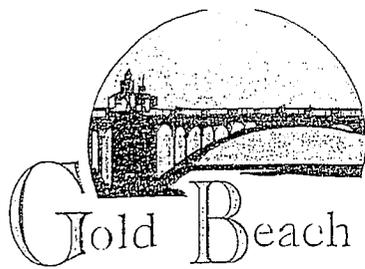
As I'm sure you are well aware, a large number of Gold Beach citizens have requested that the city improve the appearance of Ellensburg Avenue. To address these concerns, I would like to meet with a representative of Coos-Curry Electric Co-operative to discuss possible projects along HWY 101/Ellensburg Avenue including:

- Relocating utilities (power and communication) underground along HWY 101/Ellensburg between Gauntlet Avenue and 11<sup>th</sup> Street.
- Replacing existing streetlights along HWY 101/Ellensburg Avenue north of Gauntlet to Patterson Bridge with decorative posts and high efficiency LED illumination. I understand that BPA energy efficiency incentives may be available to help fund this project.

These projects, I believe, will go a long way toward improving esthetics and public safety along HWY 101/Ellensburg and help make our community more attractive for business relocation and tourism. Funding opportunities are available (through programs such as the Transportation Enhancement and Scenic Byways programs) to support projects such as these. To be eligible to apply for assistance through these programs, we must first have a plan in place. It is my hope that we can work together to further enhance the beauty of Gold Beach while improving public safety. I appreciate your consideration of this matter and look forward to our meeting.

Respectfully,

Ellen Barnes  
Administrator  
City of Gold Beach



CITY OF GOLD BEACH  
29592 Ellensburg Avenue, Gold Beach, Oregon 97444  
Phone (541) 247-7029 - FAX (541) 247-2212

17 November 2010

Department of State Lands  
775 Summer Street NE, Suite #100  
Salem, OR 97301  
ATTN: Gloria Kiryuta

RE: Rogue River Channel Maintenance Ref. # 45749-

Dear Ms. Kiryuta:

The City of Gold Beach, Oregon fully supports annual channel maintenance along the Rogue River. The lower Rogue is a vital economic and cultural resource in our community. Each year, thousands of individuals visit Gold Beach for world-class sports fishing and to ride on our famous jet boats and otherwise enjoy the river's scenic beauty. Annual channel maintenance provides safe navigation for all river users, which is critical to our community's prosperity.

Regards,

Ellen Barnes, City Administrator  
City of Gold Beach  
541-247-7029  
[ebarnes@goldbeachoregon.gov](mailto:ebarnes@goldbeachoregon.gov)

cc: Gold Beach City Council  
Roguejets Inc.

10/25/10

City of Gold Beach  
Curry County  
Port of Gold Beach  
Curry Sheriff Department

Thank you for sending a letter of support to Army Corps of Engineers for our channel maintenance permit 5 year review.

Now the Department of State Lands is performing the same 5 year review of the lower Rogue channel maintenance permit and will require a similar letter of support from local government.

The history of Rogue "prop wash" channel maintenance dates back to the 1930's and has not experienced any significant change. The purpose is to provide safe navigational channels for private vessels, commercial vessels and marine patrol vessels on the lower Rogue River. Rogue Jets Inc. is the applicant and contractor for all work. The majority of the sites are maintained by "prop wash" dredge with an annual average of 5-8 locations requiring work in May and June. The Illahe Island channel is maintained by excavator on an average of one time every three years.

Please send a letter of support to the Department of State Lands to:

Department of State Lands  
775 Summer Street NE  
Suite #100  
Salem, Or. 97301

Attn: Gloria Kiryuta Ref # 45746-RF

Yours Truly

  
Bill McNair  
President: Roguejets Inc.  
(dba: Jerry's Rogue Jets and Rogue Mail Boats)

# NATW

## NATIONAL ASSOCIATION OF TOWN WATCH

November 15, 2010

1 Wynnewood Road  
Suite 102  
Wynnewood, PA 19096  
610-649-7055  
Fax: 610-649-5456  
www.natw.org

Chief Janik  
Gold Beach Police Dept.  
29592 Ellensburg Ave.  
Gold Beach, OR 97444

Dear Chief Janik:

On behalf of the National Association of Town Watch (NATW), I am pleased to inform you that **"Gold Beach"** has been selected as a **Rookie of the Year** for its outstanding first-year participation in the "27th Annual National Night Out" (NNO).

Within the next month or so, you will be receiving a special award recognizing your area's achievements in the NNO 2010 campaign.

This year's event involved 37.0 million people in 15,110 communities from all 50 states, U.S. territories and military bases worldwide. We extend our congratulations for being ranked among the top National Night Out 2010 first-year areas.

All of the NNO 2010 Award Winners will be posted on our website. A full recap of National Night Out 2010 will be featured in the "New Spirit" newsletter which you will receive in December.

Again, we congratulate you and your community for a job well done!

Sincerely,



Matt A. Peskin  
National Project Coordinator

MAP/klg

**PUBLIC NOTICE**  
**PRELIMINARY AGENDA**  
**GOLD BEACH PROMOTION COMMITTEE**  
Meeting...Dec. 16, 2010  
City Hall Council Chambers...3:30 pm

I. Call to Order		Time:	
A. Roll Call		Present	Absent
Chairperson	Amy Gaddis		
	Carolyn Trigueiro		
	Bob Manners		
	Larry Hammer		
	Deb Way		
Promo Director	Jeff Ferguson		

- A. Minutes: Review and Approve
- B. Statement of Revenue & Bills: Review and Approve
- C. Visitor Center Stats

**\*Anyone from floor? \*4 MINUTE MAX**

**Old Business**

NTA- short report from Amy.

**Leads/meeting notes are available to anyone who wishes to have them.  
Follow up with tour operator plans?**

Glass Ball meeting Dec. 8

**Adding geocaching, laying out media plan. Driftwood sculpture 2011 or 2012**

GB DVD's- selling fairly well at GBVC & Chamber. GBB & RR  
Myrtlewood are now selling them, too.

GB brochure update

**This project is coming along. Give 'peek' at prototype**

Coast Trail Project

**Pretty good progress. Should have something to show at Jan. meeting**

Facebook and Youtube

**'Numbers' for FB continue to grow. Webinar on 'Social Media' was great.  
Strongly encourage "interaction" (which we cannot do now per City Hall).  
"Don't make it one-way or it won't be effective" was stated several times.**

**AMY REPORT FROM NTA SESSION**

GB Welcome signs- posts for event banners

**Larry?**

LED reader board- location, ODOT, sign selection (Jeff & Bob)

**No progress on this one**

Sacramento Show

**Jeff is starting to prep for this show (Jan 20-23). Fishing guide help?**

New OCVA 'lead' program

**We are signed up and participating. No extra work for GBVC staff!**

New ORB program for 'media sharing'

**We are not up and running but Sue is working on it**

Director attended OCVA meetings on North Coast last Thurs-Sat

**Mile by Mile guide, relationships**

Review media & tear sheets

**New Business**

- A. Whale Watch Week Dec 26- Jan 1: lodging specials, 'Whales and Trails'
- B. Courier Magazine (NTA), doing a story on our area. Director provided details
- C. Event/activity calendar coordination. Meeting with Amber Hughes

**Policy & Procedures: Strategic plan PROGRESS**

**FLOOR- 4 MINUTES MAX**

**ADJOURNMENT: \_\_\_\_\_**

**Jeff Ferguson: \_\_\_\_\_**

**Dated: 11/04/2010**