

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

**APPLICATIONS DUE 4:00 PM, June 10, 2016**

|  |                              |                           |          |
|--|------------------------------|---------------------------|----------|
| <b>Type of Grant:</b>                  | Category 1                   | <b>ODOT Region (1-5):</b> | Region 5 |
| <b>Primary Applicant Jurisdiction:</b> | City of Baker City           |                           |          |
| <b>Project Title:</b>                  | 10th Street Improvement Plan |                           |          |
| <b>Mailing Address:</b>                | PO Box 650                   |                           |          |
| <b>City/Zip:</b>                       | Baker City, OR               | 97814                     |          |
| <b>Contact Person:</b>                 | Michelle Owen                |                           |          |
| <b>Telephone/Email:</b>                | 541-524-2031                 | mowen@bakercity.com       |          |

|   | MATCH                 |                       |
|---|-----------------------|-----------------------|
|   | YES                   | NO                    |
| <b>Other Local Jurisdictions involved in the project:</b> | <input type="radio"/> | <input type="radio"/> |
|   | <input type="radio"/> | <input type="radio"/> |
|   | <input type="radio"/> | <input type="radio"/> |

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

The project includes development of a plan for 10th Street improvements in Baker City. The transportation improvements will include sidewalk, bicycle lanes, lighting, crossings and lane configuration with appropriate speed limits. This refinement plan was identified as a need in Baker City's 2013 Transportation System Plan Update. In order to develop the plan there will need to be additional citizen input, consensus building meetings and ultimately code modifications.

**2016 TGM Grant Application Cover Sheet**

**Jurisdiction:** City of Baker City

**Project Title:** 10th Street Improvement Plan

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

| TASK                           | TGM FUNDS REQUESTED |              |
|--------------------------------|---------------------|--------------|
|                                | GRANTEE             | CONSULTANT   |
| Initial Public Outreach        | \$2,000.00          | \$10,000.00  |
| Selection of Project Team      | \$1,000.00          | \$1,000.00   |
| 6 PMT Meetings                 | \$5,000.00          | \$40,000.00  |
| 4 Public Meetings              | \$4,000.00          | \$40,000.00  |
| Code language development      | \$2,500.00          | \$25,000.00  |
| Adoption Hearings              | \$1,000.00          | \$5,000.00   |
| Meeting materials and supplies | \$0.00              | \$2,000.00   |
|                                |                     |              |
|                                |                     |              |
|                                |                     |              |
| Total TGM Funds Requested:     | \$15,500.00         | \$123,000.00 |
|                                |                     | \$138,500.00 |

|  |             |
|--|-------------|
| Minimum Match Requirement - 12% of the Total Project Budget: | \$18,886.36 |
| Match to be Provided:  | \$20,000.00 |

**Type of Match to be Provided:**

## 2016 TGM Grant Application Cover Sheet

**Jurisdiction:** City of Baker City

**Project Title:** 10th Street Improvement Plan

### Eligibility Requirements

The following three eligibility requirements are reviewed on a pass/fail basis. Applications found to not meet each of these requirements will not be scored against the award criteria and will not be awarded a grant.

#### 1. Clear Transportation Relationship

A proposed project must have a clear transportation relationship and produce transportation benefits. A project must entail analysis, evaluation of alternative scenarios, development of implementation measures, and public involvement that results in a transportation plan, land use plan, or other product that addresses a transportation problem, need, opportunity, or issue of local or regional importance. 1000 character limit.

The 10th Street Improvement Plan has a direct tie to transportation. The whole plan is based on developing a better transportation network for all types of transportation users within this commercial district of Baker City. This specific area was discussed during the 2013 TSP Update, however, the community was not ready to move forward with specific guidance at that time. Now, three years later, the property and business owners are prepared to make planning decisions so improvements can take place and the area can grow and prosper.

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

A proposed project must include preparation of an adoption-ready product or products that directly address the project objectives, such as a transportation system plan, comprehensive plan amendment, land use plan, code amendment, implementation program, or intergovernmental agreement. Projects that will primarily do outreach, research, study an issue, compile data, or prepare maps are not eligible. Projects are expected to include adoption hearings or will be part of a larger project to be adopted. 800 character limit.

It is anticipated that the 10th Street Improvement Plan would be added as an amendment to our 2013 TSP Update, our Development Code and our Comprehensive Plan.

#### 3. Support of Local Officials

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

A letter of support from the Mayor of the City of Baker City is attached showing the governing body's support and commitment to the project.

2016 TGM Grant Application Cover Sheet

Jurisdiction: City of Baker City

Project Title: 10th Street Improvement Plan

**Certifications**

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

This application was prepared by the following compensated consultant:

Consultant Name:

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

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

**Applicant Title:**

**Printed Name:**

**Authorized Signature\*:**

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

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



# TRANSPORTATION AND GROWTH MANAGEMENT (TGM) 2016 GRANT APPLICATION FORM

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

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

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

The answer fields below will expand as you type.

|   |  |
|---|--|
| ORGANIZATION NAME<br>City of Baker City                               | PHONE<br>541-524-2031                        |
| CONTACT PERSON NAME AND TITLE<br>Michelle Owen, Public Works Director | CONTACT PERSON E-MAIL<br>mowen@bakercity.com |
| PROJECT TITLE<br>10th Street Improvement Plan                         |  |

## Award Criteria

Applications may receive a total of 110 points.

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

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

**1. Proposed Project Addresses a Need and Supports TGM Objectives Up to 40 points**

The project clearly and effectively addresses a local or regional transportation or transportation-related land use issue, problem, need, or opportunity and will achieve one or more of the TGM objectives (as listed on pages 3-4 of the Application Packet).

The 10<sup>th</sup> Street Improvement Plan is an identified need in Baker City’s 2013 Transportation System Plan. At the time of the TSP development, the community was not prepared to move forward with specific improvement options for 10<sup>th</sup> Street and instead felt that completing a refinement plan was the next step. The 10<sup>th</sup> Street (Highway 30) business area is a key commercial area of Baker City. This

area has seen some recent development and has also seen a significant increase in pedestrian traffic. This increase in pedestrian traffic has prompted the need for a plan for an all-inclusive transportation plan for the 10<sup>th</sup> Street corridor. The desire is to see sidewalks, trees, lighting, a rapid flashing beacon to aid in allowing pedestrian crossings and safe options for people of all ages to use the transportation corridor. Our high school and Sports Complex are only one block east of the 10<sup>th</sup> Street corridor and incorporating non-drivers into our transportation system is critical. Just a couple of blocks west of the 10<sup>th</sup> Street corridor are numerous health care facilities. The scene of a young mother pushing a stroller down the edge of 10<sup>th</sup> Street is a scene we would like to not see again. There needs to be a way to incorporate all users on this State Highway.

**TGM Grant Objectives:**

**Provide Transportation Choices-** There is an increase in the number of pedestrians along 10<sup>th</sup> Street and an increase in bicycle traffic. These increases require a new layout of 10<sup>th</sup> Street with pedestrian and bike friendly corridors and crossings.

**Create communities linked by convenient transportation-**There has been development in the 10<sup>th</sup> Street area specifically on the north end by Pocahontas. There is a need to link women and children to the Health Department, all citizens to the hospital and clinics and improve access to the YMCA facility. In addition, the Leo Adler Memorial Parkway that currently follows the river and has a route to the Sports Complex could be extended to cross 10<sup>th</sup> Street at H Street and continue to either Midway or 17<sup>th</sup> Street to expand our trail system.

**Support economic vitality-**Due to the growth in the area specifically related to health care there is a need to provide alternative transportation options along the 10<sup>th</sup> Street corridor.

**Save public and private costs-**10<sup>th</sup> Street needs help, but it doesn't need to be rebuilt. There is an opportunity to be cost effective in our solutions with adding sidewalks at appropriate widths where they fit and not over-doing it with beautification.

**Promote environmental stewardship-** Creating some green space along 10<sup>th</sup> Street is desired. The addition of street trees has a positive environmental benefit and it makes the corridor more pleasant for non-motorized traffic.

**2. Proposed Project is Timely and Urgent**

**Up to 25 points**

The application demonstrates timeliness and urgency. The project is needed now to:

- address pressing local transportation and land use issues;
- make amendments to local plans or regulations necessitated by changes in federal regulations, state requirements, or regional plans;
- make amendments to local plans or regulations necessitated by changes that were not anticipated in previous plans including growth or lack of growth, changes in land use patterns, or changes in available funding;
- build on, complement, or take a necessary step toward completing or implementing other high priority community initiatives, including supporting a Governor's Regional Solutions Team priority; or
- resolve transportation- or land use-related issues affecting the project readiness of local, regional, or state transportation projects for which funding is expected to be obligated within the near future.

The Community has had three years to consider some of the options presented to them through the 2013 TSP Update. They have developed their own ideas and are now willing to communicate those ideas in a way that will help the area move forward with a plan that meets most transportation needs. It's important to work with a group of citizens when they show interest and are enthusiastic about participating in the public process. It would be beneficial to see some progress through a plan so that the actual projects they have in mind can become reality.

**3. Proposed Project Approach is Reasonable**

**Up to 20 points**

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

The approach that is planned is a standard TGM Grant approach. We plan to communicate with the whole community and make them aware of the plan development. There will be an opportunity for public involvement through a Project Management Team and a Technical Team. There will be open house opportunities, interactive street layout options, project renderings to help citizens visualize what the area COULD look like. There will be consensus building and then eventually code language development and plan adoptions. Is there really any other approach that actually works, I don't believe there is. It takes time, energy, vision and commitment to see a project to completion.

**4. Proposed Project has Community Support**

**Up to 5 points**

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

The Baker County Chamber of Commerce set up regular meetings with 10<sup>th</sup> Street business owners on a monthly basis. Those meetings brought impacted property owners together to discuss their concerns and desires for 10<sup>th</sup> Street improvements. There were many areas where most people agreed on improvements and other areas that still require input. Overall the 10<sup>th</sup> Street business and property owners are ready to move forward with a full plan and then work to implement individual elements of the plan as time and money allow. Letters of support and meeting minutes are attached.

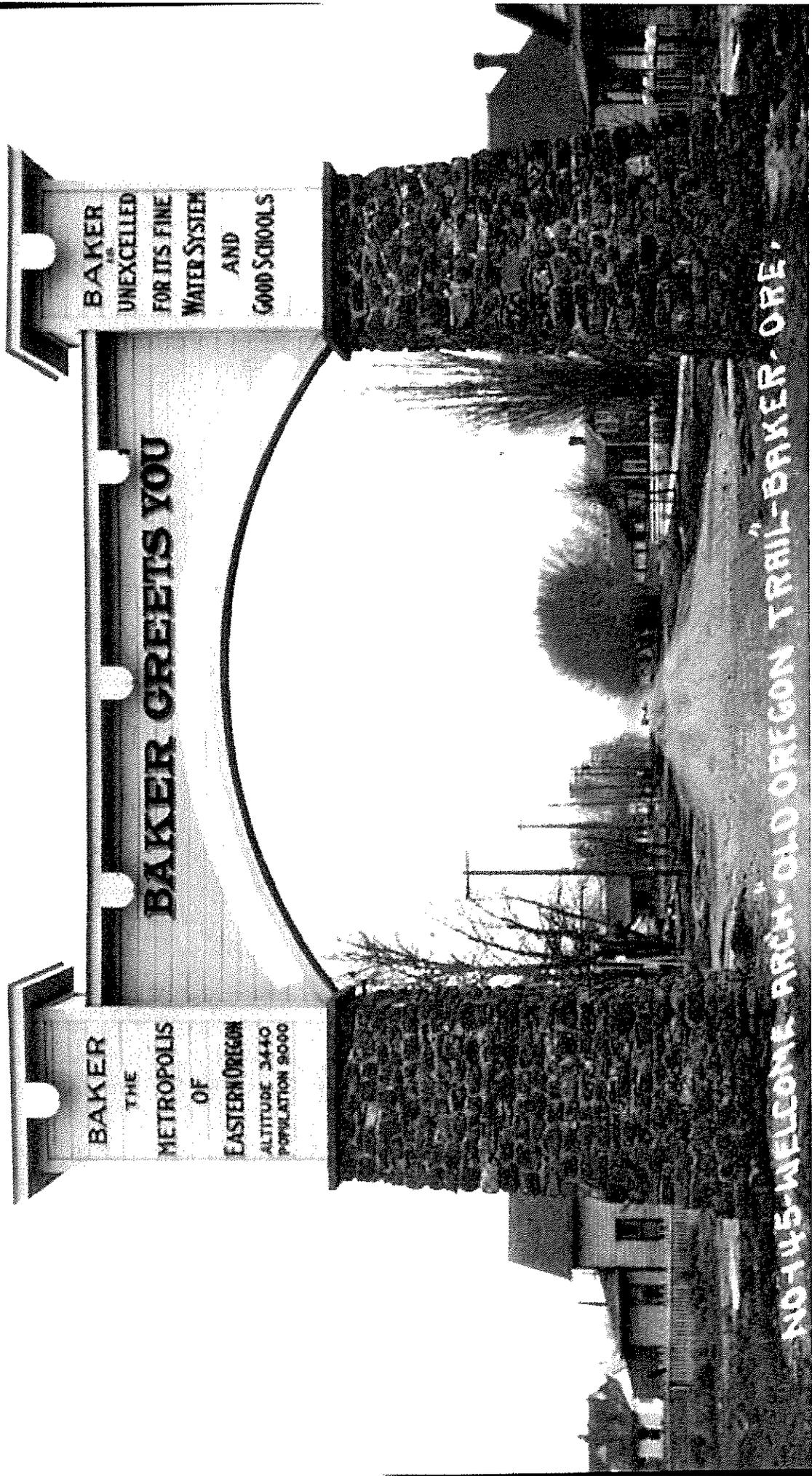
| LIST ATTACHED LETTERS OF SUPPORT               |
|--|
| 1. Robbins Farm Equipment                      |
| 2. Chamber of Commerce Survey                  |
| 3. 10th Street Business Owners Meeting Minutes |
| 4. Click here to enter text.                   |
| 5. Click here to enter text.                   |
| 6. Click here to enter text.                   |
| 7. Click here to enter text.                   |
| 8. Click here to enter text.                   |

**5. Proposed Project Sponsor Readiness and Capacity**

**10 Points**

The application demonstrates that the local government is ready and able to begin the project within the TGM timetable and that there is local commitment and capability to manage the project considering the complexity of the project, the size of the jurisdiction, and performance on previous TGM projects. Where substantial coordination with other local, regional, and state planning efforts will need to occur, all of the partners are ready and able to begin the project within the TGM timetable.

The City of Baker City is ready to move forward with the 10<sup>th</sup> Street Improvement Plan. City staff and community partners have met numerous times over the last 18 months to discuss needs, wants and desires in the area. Staff and Council are committed to developing a plan for the 10<sup>th</sup> Street corridor. The Planning Department and Public Works Department have people that are available in the next 12-18 months to commit time and energy to this project. The community is ready to see improvements take place on 10<sup>th</sup> Street and the first step to quality improvements is a well-developed plan.



BAKER  
UNEXCELLED  
FOR ITS FINE  
WATER SYSTEM  
AND  
GOOD SCHOOLS

BAKER GREET'S YOU

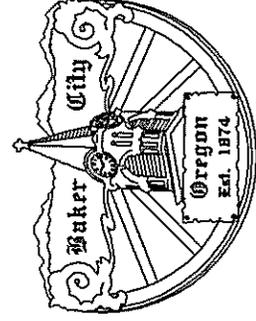
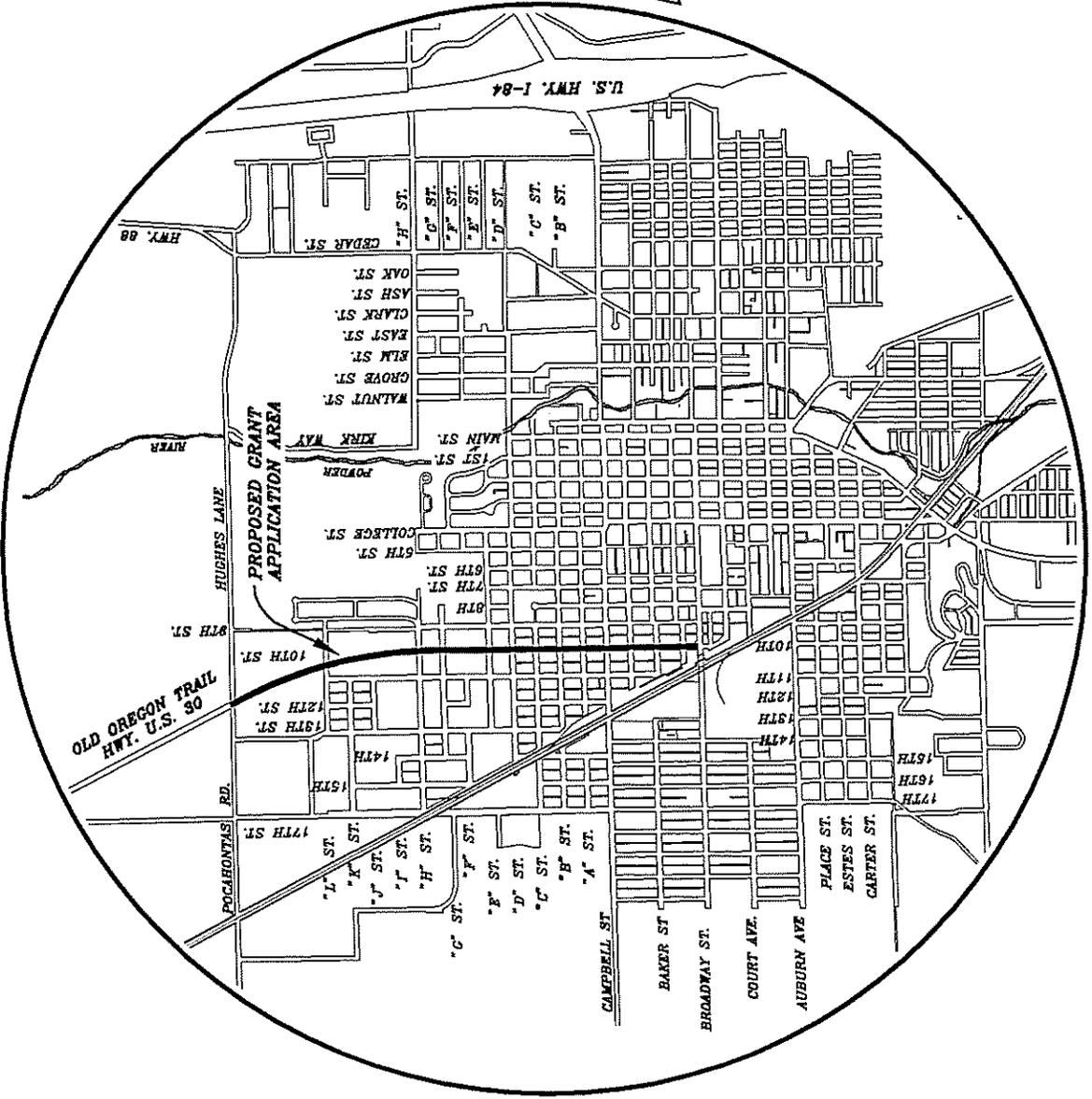
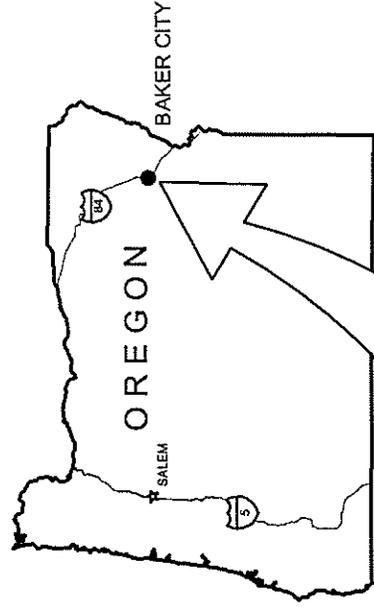
BAKER  
THE  
METROPOLIS  
OF  
EASTERN OREGON  
ALTITUDE 3440  
POPULATION 9000

NO 145 WELCOME ARCH - OLD OREGON TRAIL - BAKER - ORE.

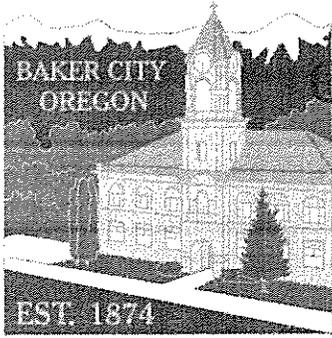
*Original arch on 10th Street*

# CITY OF BAKER CITY, OREGON 2016 TGM GRANT APPLICATION PROJECT AREA MAP

PROJECT AREA MAP



PUBLIC WORKS  
TECHNICAL SERVICES



# City of Baker City, Oregon

P.O. Box 650  
Baker City, OR 97814-0650  
541-523-6541 Voice/TDD  
541-524-2049 FAX

June 9, 2016

Transportation Growth Management  
Grant Selection Committee  
Oregon Department of Transportation

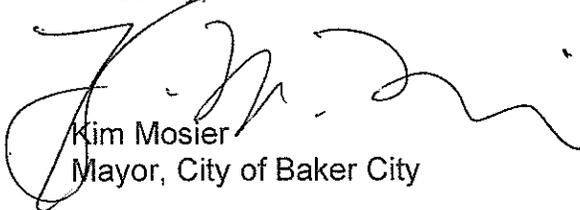
Re: 10<sup>th</sup> Street Improvement Plan

Dear Selection Committee:

Thank you for the opportunity to apply for a Transportation Growth Management grant in the 2016 funding cycle. The City supports the development of a complete plan for the 10<sup>th</sup> Street area from Broadway to the Hughes/Pocahontas intersection to improve all aspects of transportation within this important commercial area of Baker City.

City staff is committed to getting a plan in place and will put forth the required effort and match to fully support the project. Both the Public Works and Planning departments will be available to assist with the project over the course of the next year. We look forward to a successful project.

Sincerely,



Kim Mosier  
Mayor, City of Baker City

**Subject:** Re: 10th St. TGM Grant  
**Date:** Friday, June 10, 2016 at 1:48:35 PM Pacific Daylight Time  
**From:** Michelle Owen  
**To:** Chelsey Colton

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**From:** Chelsey Colton <[Chelsey@robbinsfarmeq.com](mailto:Chelsey@robbinsfarmeq.com)>  
**Date:** Friday, June 10, 2016 at 1:37 PM  
**To:** Michelle Owen <[mowen@bakercity.com](mailto:mowen@bakercity.com)>  
**Subject:** RE: 10th St. TGM Grant

Dear Grant Selection Committee:

Robbins Farm Equipment would like to express our support for Baker City's TGM 10th Street Improvement Project grant application. It is so important that we move forward with improvements to protect the commerce and community on 10<sup>th</sup> St. It is especially important for the safety of the foot traffic on 10<sup>th</sup> St. The community and 10th Street businesses support the planning effort and would like to see a plan created and adopted to support the improvement efforts.

*Chelsey Colton*

Executive Assistant to Denzil Robbins  
Robbins Farm Equipment  
3850 10<sup>th</sup> Street  
Baker City, OR 97814  
Phone 541-523-6377 Fax 541-523-9737  
[chelsey@robbinsfarmeq.com](mailto:chelsey@robbinsfarmeq.com)

## 10<sup>th</sup> Street Improvements Survey

A number of property owners on 10<sup>th</sup> Street have suggested ideas for street improvements to 10<sup>th</sup> Street and the surrounding area, and would like your feedback on the ideas. We know your time is valuable, so ***this survey will not take more than 5 minutes to fill out*** (unless you add a lot to the comments section). If you don't have time to complete the survey, a partial response is still valuable to us. Please take a moment to rate how important the projects listed are, and provide any new ideas or share concerns.

Please rank each project by providing a score between 0-3 for safety benefit, 10<sup>th</sup> Street landowners benefit, and community benefit, with **0 = "don't do it!"** and **3 = "absolutely needed!"**

| Idea   | Safety Benefit<br>(0-3) | Community Benefit<br>(0-3) |
|--|-------------------------|----------------------------|
| <b>Road</b>  |                         |                            |
| Better define the turning lanes on the corner of Pocahontas and 10 <sup>th</sup> Street, make longer turning lanes and merging lanes |                         |                            |
| Add traffic control at the intersection of 10 <sup>th</sup> and D Streets  |                         |                            |
| Move power lines underground to remove view obstructions and allow complete use of the sidewalks                                     |                         |                            |
| No on-street parking on 10 <sup>th</sup> Street north of H Street  |                         |                            |
| Add curb on 10 <sup>th</sup> Street in front of NE-HI  |                         |                            |
| Add trolley stop turn outs-especially at the Health Department and Hospital  |                         |                            |
| Realign 10 <sup>th</sup> /Pocahontas/Hughes intersection   |                         |                            |
| <b>Pedestrian</b>  |                         |                            |
| Pedestrian crosswalk with rapid flashing beacon at 10 <sup>th</sup> Street and H Street  |                         |                            |
| 5' Sidewalks on both sides of 10 <sup>th</sup> Street from the curb in   |                         |                            |
| Add wide sidewalks from 10 <sup>th</sup> Street to Midway on H Street for bikes and pedestrians (multi-use path)                     |                         |                            |
| Add strong streetlights  |                         |                            |
| Connect the H Street pedestrian sidewalk to the Leo Adler Memorial Pathway outlet at the High School                                 |                         |                            |
| Add a bollard at the gate at the High School to continue the LAMP past the batting cages and thru the parking area                   |                         |                            |

|  |  |  |
|--|--|--|
| Phase in the multi-use path from H & 13 <sup>th</sup> /Midway to 17 <sup>th</sup> and 17 <sup>th</sup> to Auburn                     |  |  |
| Add some kind of barrier to reduce pedestrian crossings at 10 <sup>th</sup> and Broadway and encourage crossing at the Gas 'n' Snack |  |  |
| Extend the Leo Adler Memorial Pathway to the YMCA on Pocahontas from 10th  |  |  |
| Add beautification elements (street trees/shrubs/lamp posts) along 10 <sup>th</sup> Street   |  |  |

**What would 10<sup>th</sup> Street ideally look like to you?**

**What safety concerns do you observe on 10<sup>th</sup> Street? Please be as specific as possible with the concern and the area you see it in.**

**What should be done to fix the safety concerns?**

**What area/block on 10<sup>th</sup> Street do you see as needing sidewalks the most?**

**What other ideas would you like to see considered?**

**Send completed survey by JANUARY 15, 2016 to:**

1. Michelle Owen, Baker City Public Works [mowen@bakercity.com](mailto:mowen@bakercity.com)
2. Debi Bainter, Baker County Chamber of Commerce & Visitors Bureau  
[debi@visitbakercity.com](mailto:debi@visitbakercity.com) 490 Campbell Street Baker City, OR 97814
3. Chelsey Colton, Robbins Farm Equipment [Chelsey@robbinsfarmeq.com](mailto:Chelsey@robbinsfarmeq.com)  
3850 10<sup>th</sup> Street Baker City, OR 97814

**Both Chelsey and Debi are willing to help you fill the survey out, copy, or email it**

July 9, 2015 10<sup>th</sup> Street Business Round Table meeting notes

**In attendance:** Mark Witty-Baker School District, Greg Pointer-NeHi, Val Potter, Heart N Home Hospice, Bill Harvey-County Commissioner, Denzil Robbins-Robbins Farm Equipment, Debi Bainter-Baker County Chamber of Commerce, Michelle Owen-Baker City Public Works

Michelle asked us to:

Review the plan we want

Consider new ideas

Set a time line

Define how we will communicate with stakeholders

New Ideas:

Use a “what is your speed” device going out of town on 10<sup>th</sup> Street because ½ of the traffic turning right or left at the corner of 10<sup>th</sup> and Pocahontas and those going straight have a tendency to speed up as they are heading toward the intersection and going out toward Haines.

Drop the speed limit on 10<sup>th</sup> Street to 30 MPH between the corner of Pocahontas and 10<sup>th</sup> Street and H Street.

We colored and drew on the map provided by the city to demonstrate the follow plan:

- Better define the turning lanes on the corner of Pocahontas and 10<sup>th</sup> Street longer turning lanes and Merging lanes
- Rapid flashing beacon at the Highway 30 and Pocahontas intersection
- Rapid flashing beacon at 10<sup>th</sup> Street and H Street ( this will naturally slow traffic as they are heading north toward highway 30
- Wide Sidewalks from 10<sup>th</sup> to Midway on H Street for bikes and pedestrians
- 5' Sidewalks on both sides of 10<sup>th</sup> Street from the curb in
- Underground power to remove view obstructions and provide complete use of the side walks
- Strong street lights
- No on-street parking on 10<sup>th</sup> Street north of H Street
- Curb added on 10<sup>th</sup> street in front of NeHi
- Some kind of barrier to reduce pedestrian crossings at 10<sup>th</sup> and Broadway and encourage crossing at the Gas n Snack.
- Trolley stop turn outs-especially at the Health Department and Hospital
- Extend the Leo Adler Parkway to the YMCA
- Connect the H Street pedestrian sidewalk to the Leo Parkway outlet at the school

- Add a Ballard @ the gate at the High School to continue the walkway past the batting station and thru the parking area
- Offer small meetings for owners and businesses of a couple blocks of 10<sup>th</sup> Street at a time some they can focus on just the area around their business and offer additional suggestions or comments

Time Line: We would like to have all the comments and suggestions by the end of October so we can readjust the map and finalize the plan by the first of the year and begin working on funding.

Communication: Snail Mail notes to all business owners monthly, email reminders of the meetings, personal invitation to the meetings, press releases, media presence at these meetings, Facebook and Chamber enews

October 8, 2015 10<sup>th</sup> Street Business Round Table meeting notes

**In attendance:** Denzil Robbins-Robbins Farm Equipment, Debi Bainter-Baker County Chamber of Commerce, Michelle Owen-Baker City Public Works, Holley Kerns-Baker County Planning, Dick Ghirst-Eagles on H Street, Austin Coates-Eagles, Rob Gaslin-St. Als, Lloyd Nelson, Kevin Cornelius

Michelle asked us to:

Review the plan we want- Devise a mission statement

Consider new ideas (see below for latest ideas)

Set a time line- Set for final plans in place 1/1/2016

Define how we will communicate with stakeholders-

New Ideas:

Use a “what is your speed” device going out of town on 10<sup>th</sup> Street because ½ of the traffic turning right or left at the corner of 10<sup>th</sup> and Pocahontas and those going straight have a tendency to speed up as they are heading toward the intersection and going out toward Haines.

Drop the speed limit on 10<sup>th</sup> Street to 30 MPH between the corner of Pocahontas and 10<sup>th</sup> Street and H Street.

We colored and drew on the map provided by the city to demonstrate the follow plan:

- Better define the turning lanes on the corner of Pocahontas and 10<sup>th</sup> Street longer turning lanes and Merging lanes
- Rapid flashing beacon at the Highway 30 and Pocahontas intersection
- Rapid flashing beacon at 10<sup>th</sup> Street and H Street ( this will naturally slow traffic as they are heading north toward highway 30
- No island at Rapid Flashing beacon's/crosswalks
- Wide Sidewalks from 10<sup>th</sup> to Midway on H Street for bikes and pedestrians
- 5' Sidewalks on both sides of 10<sup>th</sup> Street from the curb in
- Underground power to remove view obstructions and provide complete use of the side walks
- Strong street lights
- No on-street parking on 10<sup>th</sup> Street north of H Street
- Curb added on 10<sup>th</sup> street in front of NeHi
- Some kind of barrier to reduce pedestrian crossings at 10<sup>th</sup> and Broadway and encourage crossing at the Gas n Snack.
- Potential for 11th Street Development to offset 10<sup>th</sup> and H
- Trolley stop turn outs-especially at the Health Department and Hospital

- Extend the Leo Adler Parkway to the YMCA
- Connect the H Street pedestrian sidewalk to the Leo Parkway outlet at the school
- Add a Ballard @ the gate at the High School to continue the walkway past the batting station and thru the parking area
- Phase in the bike path from H&13<sup>th</sup>/Midway to 17<sup>th</sup> and 17<sup>th</sup> to Auburn
- Offer small meetings for owners and businesses of a couple blocks of 10<sup>th</sup> Street at a time some they can focus on just the area around their business and offer additional suggestions or comments
- Debi and Jeff to address the Service Organization circuit to get the word out
- Coordinate with Megan Alameda from the School District regard any Brownsfields
- Set up a info booth during the Chamber's 10<sup>th</sup> Street Ag Alley Rally
- Rumble Strips at 10<sup>th</sup> and Pocahontas

New Idea's on October 8 were:

- The STP \$ would focus on the 10<sup>th</sup> Street an Pocahontas intersection and sidewalks on the north end
- Potential need for traffic control at D and 10<sup>th</sup> Street (note: D street improvement was a State project even though the road was owned by the city because D Street was considered a Campbell Street reliever. Might we see some flexibility in funding the traffic light at D and 10<sup>th</sup> because of the changes that have occurred at that corner since the improvements?
- How does our project fit into the health cities initiative? This could provide local support and or be a strategy for funding sources
- Debi to forward the notes to Michelle and Holley so they can make a matrix to rate the ideas by importance so we can rank by issues of pedestrian safety, bike safety, vehicle safety and beautification
- Once complete, the Chamber will mail the matrix out to all land owners and we can review results at the November 12<sup>th</sup> 5:30 meeting at City Hall.

**Time Line:** We would like to have all the comments and suggestions by the end of October so we can re-adjust the map and finalize the plan by the first of the year and begin working on funding. Use Bikeway Trail Grant for Leo extension from Batting cage through 10<sup>th</sup> Street. Pocahontas & 10<sup>th</sup> Street changes will be part of the State Highway \$ for the 302/Hughes Lane project.

**Communication:** Snail Mail notes to all business owners for October meeting was sent out using property owner info from County website, email reminders of the meetings, personal invitation to the meetings, press releases, media presence at these meetings, Facebook and Chamber enews. Debi and Jeff spoke at Kiwanis Club- their comments included concern of directing walking traffic past the Powder River Correctional Facility because contraband is sometimes thrown over the

fence. They liked the idea of getting the kids on the sidewalk instead of the street. Rotary felt the best option was a four way stop light at 10<sup>th</sup> and Pocahontas. They also felt using D Street instead of H Street for east west pedestrian and bike traffic. Rotary also thought just painting crosswalks would naturally slow traffic and help when two cars approach the crosswalk area, it would make sense to the other car why they were slowing down. Rotary also suggested we investigate how Guyer's sidewalk in LaGrande was torn up and replaced at no cost, maybe Baker Could use the same process to get sidewalks on 10<sup>th</sup> Street replaced.

Can Lions Club submit a Leo Grant yet for this year? Jeff will look into this.

As of September 9, the Rapid Flashing Beacon at 10<sup>th</sup> street and H Street is the group's biggest priority- promote donations from residents in Baker County.

**RACIAL AND ETHNIC IMPACT STATEMENT**

This form is used for informational purposes only and must be included with the grant application.

Chapter 600 of the 2013 Oregon Laws require applicants to include with each grant application a racial and ethnic impact statement. The statement provides information as to the disproportionate or unique impact the proposed policies or programs may have on minority persons<sup>1</sup> in the State of Oregon if the grant is awarded to a corporation or other legal entity other than natural persons.

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

Indicate all that apply:

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

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

Indicate all that apply:

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

- 3.  The proposed grant project policies or programs will have no disproportionate or unique impact on minority persons.

If you checked numbers 1 or 2 above, on a separate sheet of paper, provide the rationale for the existence of policies or programs having a disproportionate or unique impact on minority persons in this state. Further provide evidence of consultation with representative(s) of the affected minority persons.

I HEREBY CERTIFY on this 9<sup>th</sup> day of June, 2016, the information contained on this form and any attachment is complete and accurate to the best of my knowledge.

Michelle Owen  
Signature  
Printed Name: Michelle Owen  
Title: Public Works Director

<sup>1</sup> "Minority persons" are defined in SB 463 (2013 Regular Session) as women, persons with disabilities (as defined in ORS 174.107), African-Americans, Hispanics, Asians or Pacific Islanders, American Indians and Alaskan Natives.