

**TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM
GRANT APPLICATION FORM
2015**

APPLICATIONS DUE 4:00 PM, June 12, 2015

Type of Grant: Please indicate Category 1 or Category 2	<input style="width: 95%;" type="text" value="Category 1"/>
Project Title:	<input style="width: 95%;" type="text" value="Winter - Maple Bikeway Plan"/>
Primary Applicant Jurisdiction:	<input style="width: 95%;" type="text" value="City of Salem"/>
Mailing Address:	<input style="width: 95%;" type="text" value="Public Works Department Room 325"/>
	<input style="width: 95%;" type="text" value="555 Liberty Street SE"/>
City/Zip:	<input style="width: 65%;" type="text" value="Salem"/>
	<input style="width: 25%;" type="text" value="97301"/>
Contact Person:	<input style="width: 95%;" type="text" value="Judith Johnduff"/>

		MATCH	
		YES	NO
Other Local Jurisdictions involved in the project:	<input style="width: 95%;" type="text"/>	<input type="radio"/>	<input checked="" type="radio"/>
	<input style="width: 95%;" type="text"/>	<input type="radio"/>	<input checked="" type="radio"/>
	<input style="width: 95%;" type="text"/>	<input type="radio"/>	<input checked="" type="radio"/>

Telephone:	<input style="width: 95%;" type="text" value="503-588-6211"/>
Fax:	<input style="width: 95%;" type="text"/>
Email:	<input style="width: 95%;" type="text" value="jjohnduff@cityofsalem.net"/>
ODOT Region (1 - 5):	<input style="width: 95%;" type="text" value="Region 2"/>

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

The Winter-Maple Family-Friendly Bikeway is identified as a Tier 1, high-priority project in the Salem TSP. While the general alignment for this Bikeway has been approved, specific operational and signage improvements are necessary to create a safe and convenient special route for riders of all ages and abilities. Design considerations will include managing traffic volumes and speeds, addressing specific bicycle and pedestrian safety issues, intersection treatments, neighborhood livability, and access to destinations. This project will result in proposed amendments to the Salem TSP which will make the recommended improvements eligible for funding and enable the City to advance projects to final engineering and construction.

**TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM
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SUMMARY OF PROJECT BUDGET

Project Title: Winter - Maple Bikeway Plan

Jurisdiction: City of Salem

	TGM Funds Requested	Local Match*	Total Project Cost
Eligible Grantee Expenses [Labor (salary plus benefits) and Direct Expenses]		\$30,000.00	\$30,000.00
Consultant Personal Services	\$110,000.00		\$110,000.00
TOTAL	\$110,000.00	\$30,000.00	\$140,000.00

*This amount should be a minimum of 12 percent of the total project budget, or: \$15,000.00

We will be providing a cash local match: Yes No

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

Initial:

Initial one of the following statements.

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

Initial:

This application was prepared by the following compensated consultant:

Consultant Name:

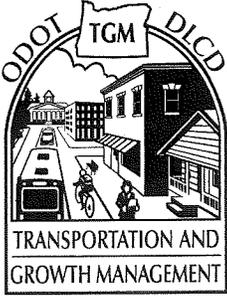
Initial:

Authorized Signature:

Title:

Printed Name:

Did you mail the hard copy of your application?



TRANSPORTATION AND GROWTH MANAGEMENT (TGM) 2015 GRANT APPLICATION FORM

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

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

Please limit application to 10 pages.

The answer fields below will expand as you type.

ORGANIZATION NAME City of Salem	PHONE 503-588-6211
CONTACT PERSON NAME AND TITLE Judith Johnduff, Associate Transportation Planner	CONTACT PERSON E-MAIL jjohnduff@cityofsalem.net
PROJECT TITLE WINTER – MAPLE BIKEWAY PLAN	

Section One: GRANT ELIGIBILITY REQUIREMENTS

TGM grants are for planning work leading to local policy decisions. TGM grants cannot fund preliminary engineering, engineering, or construction work. If in doubt, discuss with your Region TGM planner about whether your proposed work is eligible.

Applications are reviewed on a pass/fail basis on each of the following criteria. Applications found to not meet each of these eligibility requirements will not be scored against the award criteria and will not be awarded a grant. *Provide a brief statement of how you meet each requirement.*

1. Clear Transportation Relationship

A proposed project must have a clear transportation relationship and benefits. A project must entail research, analysis, alternatives evaluation, development of implementation measures, or public involvement that addresses a transportation problem, need, opportunity, or issue of local or regional importance.

In 2012, the City of Salem adopted a comprehensive update to the Bicycle Element of the City's Transportation System Plan. While Salem has a long history of working to provide bike lanes on on Arterial and Collector Roadways the updated plan places an increased emphasis on providing facilities on lower volume streets to serve a range of bicyclists with varying comfort levels. The plan designates over 60 miles of roadways in Salem as "Family-Friendly Bikeways" which are

designed to facilitate safe and convenient bicycle travel, encourage increased ridership, and support public health.

The Winter-Maple Bikeway is identified as a Tier 1 - High Priority project for implementation in the *Salem Transportation System Plan (TSP)*. While the general alignment for this bikeway has been approved, specific operational and signage improvements are necessary to create a safe and convenient route for bicycling. Design considerations will include managing traffic volumes and speeds, addressing specific bicycle and pedestrian safety issues, intersection treatments, neighborhood livability, and access to destinations.

The 2½ mile Family – Friendly Bikeway (Bicycle Boulevard) is a good candidate for Salem's first Family-Friendly Bikeway because of its proximity to residential and employment land uses, schools, and parks. A map showing the location of the Bikeway is attached (Attachment A). It will connect Salem’s Downtown Capital Mall Employment Center to the Grant and Highland neighborhoods and the City of Keizer. This route serves 8 schools, the Boys and Girls Club and the Salem Farmers Market which is held on Saturdays throughout the summer.

In addition, this route is part of the Willamette Valley Scenic Bikeway as it travels through Salem to the State Capitol.

As Salem’s first Family-Friendly Bikeway, this project will help establish a framework for designing and constructing future Family-Friendly Bikeways throughout the City.

2. Adoption of Products to meet Project Objectives

A proposed project must result in adoption-ready products that directly address the project objectives, such as a transportation system plan, comprehensive plan amendment, land use regulation, or intergovernmental agreement. Projects that will primarily do outreach, research, study an issue, or compile data are not eligible. Projects are expected to include adoption hearings.

The Winter – Maple Bikeway Plan will identify and evaluate a range of corridor-long and site-specific improvements to:

1. Create a safe, comfortable and convenient special route for bicycling
2. Provide better connections to schools, employment, and activity centers
3. Help bicyclists cross key intersections
4. Manage Speeds and Volumes of Traffic

Public outreach will play an important role in the design process. This project will result in proposed amendments to the Salem TSP and recommended construction projects will be considered for inclusion in the Capital Improvement Program when funding is available.

As this is the first Family- Friendly Bikeway to be planned in the City, the project will also develop an adoption-ready uniform standard for the design and placement of bikeway identity signs and pavement markings and special street signage for use at intersections and along the corridor.

3. Support of Local Officials

A proposed project must clearly demonstrate that local officials understand the purpose of the grant application and support the outcomes of the project. A letter or resolution of support from the

governing body of the applying jurisdiction is required to be submitted with the application to meet this requirement.

Providing a safe balanced transportation network has been a longstanding priority for the City of Salem. This project was initiated by a grassroots effort and endorsed by the three neighborhood associations that border the Bikeway (Grant, Highland, and CAN-DO neighborhood associations), residents, the Boys and Girls Club, St. Vincent De Paul Catholic Church, and Jane Goodall Environmental Middle School. The Salem-Keizer Area Transportation Study, the Oregon Parks and Recreation Department, and the City of Keizer have also endorsed the project. The Winter-Maple Bikeway Plan will be developed in partnership with the bicycle community, local businesses, property owners, neighborhood associations, and the public.

At its June 8th meeting, the City of Salem City Council authorized staff to submit the application and authorized the Mayor to sign a letter supporting the application.

Letters of support are attached.

Section Two: Award Criteria

Applications are scored on a range of criteria and receive up to 100 points. Projects are selected primarily based on the points scored; also considered are the grant amounts requested, the estimated amounts TGM believes may be required to complete a project, the amount of grant dollars available for award within a geographic region, and the balance of grant dollars between Category 1 and Category 2 projects.

1. Proposed Project Addresses a Need and Supports TGM Objectives

The project clearly and effectively addresses a local or regional transportation or transportation-related land use issue, problem, need, or opportunity through achieving one or more of the following TGM objectives (as listed on page 10 of the Application Packet).

Up to 40 points: Provide a statement of project purpose and transportation relationships and benefits, and related them to TGM objectives. You must list the specific objective(s) your project supports. Projects that address an issue, problem, need, or opportunity with a clear expected outcome will receive more points. Projects that meet one or several TGM objectives in a substantial, integral way will receive more points than projects that meet one or more TGM objectives superficially. If applying to update your Transportation System Plan and you asked TGM to perform a TSP Assessment, what were the key Assessment recommendations and how do they relate to your proposed project?

The Winter-Maple Bikeway is listed as a high priority project in the City of Salem TSP. Not only does this route link the Downtown Capitol Mall Employment Center with residential neighborhoods in north Salem and Keizer, it is part of the Willamette Valley Scenic Bikeway designated by the Oregon Parks and Recreation Department. The route is centrally located and serves 8 schools which are located within a ¼ mile of the Bikeway. It also serves the Boys and Girls Club, local parks, and the Salem Farmers Market which is held on Saturdays throughout the summer.

To the north, the route connects to the multi-use path located along Salem-Parkway, which provides a comfortable route to access Keizer Station. To the south, the route will connect to the Capitol Mall, Willamette University, and the downtown business district. The City is currently advancing plans to enhance the Union Street bikeway from Winter Street west to the Union Street Pedestrian/Bicycle

Bridge, Riverfront Park, and a vast array of interconnected pathways. The Winter – Maple Bikeway will connect directly to the Union Street bikeway.

The Bikeway, once constructed, will provide a real choice for bicyclists of all ages and abilities and serve as the first complete family-friendly bikeway in the City. Family-friendly bikeways are an important component of providing a balanced, interconnected, and safe transportation system in Salem that supports a variety of transportation options. The Winter – Maple Bikeway will support safe and convenient biking and walking to employment, schools, parking, shopping, and more.

Enhancing this low-volume and low-speed route will also provide safe mobility choices for underserved communities. The Salem-Keizer Area Transportation Study (SKATS) 2012 Geographic Profile of Transportation Disadvantaged Populations indicates that the census tracts surrounding the Bikeway have a higher than average concentration of persons living in poverty and persons without access to a car. Additionally, two of the three census tracks surrounding the route have higher than average rates of non-white and Hispanic populations as well. The treatments envisioned will support neighborhood livability and increase active transportation options for people of all ages.

The Winter-Maple Bikeway includes 32 intersections (4 Major Arterials, 3 Minor Arterials, 6 Collectors and 19 local streets). Several intersections provide challenging crossings for bicyclists. These intersections create barriers for bicyclists and limit the usefulness of the route as a connection between residential areas and destinations. The goal is to develop a cohesive set of specific treatments to provide safe and convenient crossings for bicyclists with minimal delay. The City is excited to explore how measures of bicycle level-of-stress can be used to evaluate different treatment options.

Signs and pavement markings will be an important element by helping create the look and feel of this special route. As this is the first Family- Friendly Bikeway to be planned in the City, the project will also develop an adoption-ready Design Standard for the design and placement of bikeway identity signs and pavement markings and special street signage for use at intersections and along the corridor. This uniform standard for signage and pavement markings is important to maintain consistency and create an identity for Salem's Family – Friendly Bikeways.

Because much of the route travels through grid neighborhoods, the project will also include a slightly larger secondary project area to ensure that speed and volume management treatments do not result in higher volumes and speeds on neighboring streets. Traffic analysis as well as feedback from the public will play a critical role in the design process to ensure that the design best addresses all issues.

This project also provides an opportunity to incorporate green infrastructure features into design solutions along the corridor to enhance neighborhood livability and promote environmental stewardship.

EXPECTED OUTCOME

The Winter – Maple Bikeway Plan will identify and evaluate a range of corridor-long and site-specific improvements to develop a cohesive design plan that:

1. Creates a safe and convenient special route for bicycling
2. Addresses school and pedestrian safety issues
3. Helps bicyclists cross intersections
4. Manages Speeds and Volumes of Traffic

Once constructed the project will provide a more balanced, safer, and interconnected transportation network that provides attractive transportation options and supports a healthy lifestyle by:

- improving bicycle connections for commuters as well as recreational riders. It will serve neighborhood schools, connect to downtown businesses, provide easy access to the Salem Farmers Market and provide an enhanced facility for the Willamette Valley Scenic Bikeway as the route travels through Salem to the State Capitol.
- designing enhanced bicycle facilities to increase user comfort and safety,
- reducing operational friction and safety issues along the route.

Family-Friendly Bikeways are intended to act as a catalyst to encourage bicycling and reduce vehicle trips by making it easier for residents to walk and bike rather than drive.

The project will also promote environmental stewardship by encouraging non-automotive trips, and introducing green features into the street design. Finally, the project will provide for a more efficient use of public resources by maximizing the use of existing infrastructure, promoting energy efficiency, and reducing emissions and greenhouse gases.

2. Proposed Project is Timely and Urgent

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, changes in land use patterns, or changes in available funding;
- build on, complement, or take a necessary step toward completing 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.

Up to 25 points: To explain why it is important to do the project at this time, describe what the project will accomplish and how it relates to other initiatives. Projects that match well with the TGM grant timeline will receive more points. Projects or project elements that are not clearly timely or urgent will receive fewer points.

In 2012, the City of Salem adopted a comprehensive update to the Bicycle Element of the City's Transportation System Plan. While Salem has a long history of working to provide bike lanes on on Arterial and Collector Roadways the updated plan places an increased emphasis on providing facilities on lower volume streets to serve a range of bicyclists with varying comfort levels. The plan designates over 60 miles of roadways in Salem as "Family-Friendly Bikeways."

The Winter-Maple Family Friendly Bikeway is a Tier 1 – High Priority project in the Salem TSP. If approved, this project will be the first Family Friendly Bikeway designed and constructed in Salem and as such will establish a framework for implementing the other Family Friendly Bikeways throughout the City.

The objective of the project is to develop an adoption ready detailed street design plan which will enhance bicycle travel, manage traffic, and enhance liveability. The project will address site-

specific issues, assess the benefits and trade-offs of specific improvements and recommend appropriate treatments.

The street design plan will be presented to the City Council for adoption, which will make the improvements eligible for funding and enable the City to advance the projects to final engineering and construction. The general approach of this project will be to identify short-term projects for immediate implementation as well as incremental improvements that can be constructed as funding becomes available.

This project was initiated by a grassroots effort and endorsed by several community groups. Upon completion will serve several important functions:

- It will connect employment centers with residential areas
- It will provide a safe route to neighborhood schools and parks
- It will provide easy bicycle access to the Salem Farmer's Market which operates every weekend throughout the summer is located on Winter Street
- It will enhance travel on the Willamette Valley Scenic Bikeway designated by the Oregon Parks and Recreation Department which provides access to Oregon's State Capitol.
- It will provide safe and comfortable access to the Boys and Girls Club of Salem which is located on Summer Street, one block from the project. The Club serves over 11,600 children each year, many of whom travel to the facility alone for after school programs or the free-lunch summer program.

3. Proposed Project Approach is Reasonable

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.

Up to 15 points: Describe the major project tasks and expected timeline. Consider data and analysis needs and elements of a public involvement process. If a consultant will be used, what are the likely roles of consultant and staff? How will coordination with other initiatives be handled? If TGM funds are proposed to leverage another outside source of funding for the project, identify discrete tasks that TGM will fund that will be completed within the TGM timetable. Project approaches will receive more points if they clearly address the project need, are achievable considering scope, objectives, and benefits of the project, and are at a level of detail appropriate to the community.

The overall approach for the study is for the City staff to take the lead on public outreach activities, collecting information regarding existing conditions within the project area, and shepherding the project through the adoption process. A consultant will be retained to provide technical expertise, identify and address site-specific design issues, assess the benefits and trade-offs of specific improvements, provide recommendations and prepare the final report.

Task 1. Project Management

City staff in cooperation with the consultant will develop and manage the project schedule, track the budget, provide quality control, and prepare project status reports.

Task 2. Public Involvement

City staff will develop a public involvement plan and take the lead on public outreach activities. City staff will form a project advisory committee and technical advisory committee to provide

guidance throughout the life of the project. Staff will also schedule and setup meeting spaces, prepare agendas and meeting summaries, prepare and send public notices, maintain interested parties lists, and create and maintain a project website. A variety of public outreach tools will be used throughout the project to engage the public, including surveys, a walking/biking tour, open houses, and presentations to Neighborhood Associations and community groups.

Task 3. Analyze Existing Conditions and Identify Initial Design Options

City staff will gather, map, and prepare a photo catalog of existing conditions. This work includes providing detailed base maps of the corridor. Staff will work with the consultant to determine what information is needed and level of detail required for the project. Existing and forecasted traffic will be analyzed with an emphasis bicycle/pedestrian conditions. Public events including a walking and/or biking tour will be held early in the project to engage the bicycle community, property owners, Neighborhood Associations, neighborhood residents, the Oregon Parks and Recreation Department and the general public. Measures of bicycle level-of-stress will be explored as a way to compare existing conditions to desired future conditions.

Work Product: City staff will document background information and identify issues for public discussion including previous studies and planning documents, land uses, and parking facilities. Consultant, in coordination with City Staff and the TAC and PAC, will identify evaluation criteria to be used to compare alternatives. Criteria considered can include: safety, comfort, cost, traffic operations, aesthetics, or others. A preference survey and open house will be held to aid in the selection of a recommended street design plan. The Consultant will prepare a technical Memo that identifies opportunities and constraints. The memo will also identify an initial list of corridor-long and site-specific options that may be used in the design. The list of potential options will include a general discussion of right-of-way impacts and costs. The information will be presented to the public for feedback.

Task 4. Develop Alternatives

Based upon feedback, the consultant in coordination with city staff, will develop a street design alternative for the entire corridor. We anticipate that generalized cross sections will be developed for three sections of the Bikeway, however the focus will be on corridor long and site specific improvements. The plan will include recommendations for signing and pavement markings, intersection treatments, volume and speed control and green infrastructure to enhance individual treatments. Bicycle level-of-stress will be explored as a means to convey benefits of different options.

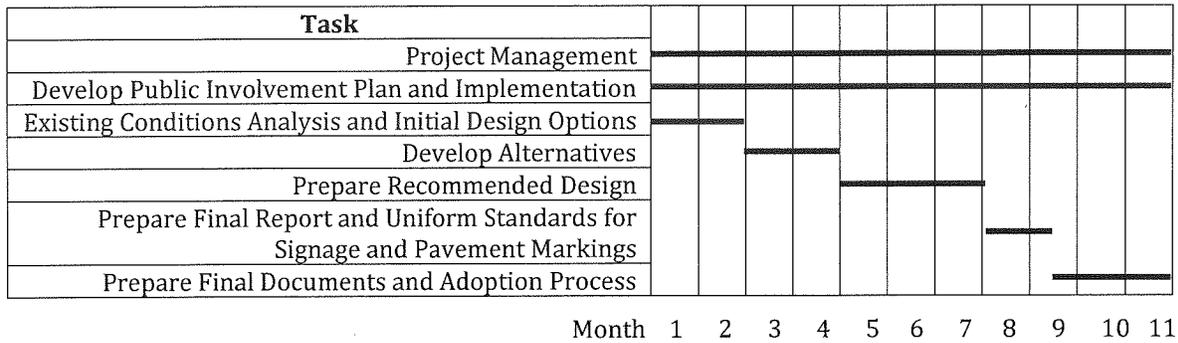
Work Product: The consultant will prepare a Technical Memo with conceptual cross-section illustrations and street design plans that show recommended improvements for the entire corridor. A public workshop, survey, and TAC and PAC meetings will be held to provide input on alternatives.

Task 5. Refined Street Design Plan, Design Standards, and Adoption Process

Based upon feedback, the Consultant will prepare a refined street design plan and design standards. City staff will shepherd the design standards and plan through the adoption process.

Work products: Consultant shall prepare the refined street design plan, cost estimates, cross-section illustrations and street level views as well as draft Uniform Standards for Family-Friendly Bikeway Signage and Pavement Markings.

Project Timeline



To help us understand your project, provide an estimated budget breakdown for the major tasks. If a consultant will be used, separate the costs for local staff and consultant. ***This budget breakdown will not be scored.***

TASK	LOCAL COSTS	CONSULTANT COSTS
1. Project Management	\$4,000	\$4,000
2. Public Involvement	\$10,000	\$14,000
3. Existing Conditions Analysis and Initial Design Options	\$7,000	\$26,000
4. Develop Alternatives	\$3,000	\$40,000
5. Prepare Recommended Design Prepare Final Report and Uniform Standards for Signage and Pavement Markings	\$6,000	\$26,000
Totals:	\$30,000	\$110,000

4. Proposed Project has Community Support

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

Up to 5 points: Projects with written support from stakeholders including partner jurisdictions, community institutions, or businesses will receive more points. Letters of support should demonstrate a clear understanding of the project. A letter of support will score higher if it shows independent understanding of the project by the signer and is not identical in text to others that are submitted for a project.

This project was initiated by a grassroots effort and endorsed by several community groups including the three neighborhood associations along the Bikeway (Grant, Highland, and CAN-DO), Grant Neighborhood residents, the Boys and Girls Club, St. Vincent De Paul Catholic Church, and Jane Goodall Environmental Middle School. The Salem-Keizer Area Transportation Study, the Oregon Parks and Recreation Department, and the City of Keizer have also provided letters of support for the project. Additionally, at its June 8th meeting, the City of Salem City Council authorized staff to apply for TGM grant funds for the project and authorized the Mayor to sign a letter supporting the application. Letters of support are attached. This project is the first step to completing the Winter-Maple Family Friendly Bikeway which is ranked as a Tier 1 – high priority project in the 2012 update to the City’s TSP.

SOURCE
1. Anna Peterson, Mayor of the City of Salem
2. Jane Goodall Environmental Middle School
3. Highland Neighborhood Association
4. Saint Vincent de Paul Catholic Church
5. The Salem-Keizer Area Transportation Study (SKATS)
6. Grant Neighborhood Association
7. Salem Bike Boulevard Advocates
8. Boys and Girls Club of Salem
9. CAN-DO Neighborhood Association
10. Robert and Rebecca Schindler
11. Oregon Parks and Recreation Department
12. City of Keizer

5. Proposed Project Sponsor Readiness and Capacity

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 occurs (or will need to occur), all of the partners are ready and able to begin the project within the TGM timetable.

Up to 5 points: Projects with a clear description of the jurisdiction’s capabilities and experience relative to the complexity of the proposed project will receive more points. Projects that lack a clear description of how they will be managed will receive fewer points. Applicants with prior TGM grant awards must list previous TGM projects and their performance. [If you are unsure what previous TGM grant awards your jurisdiction has received, contact Cindy Lesmeister at cindy.l.lesmeister@odot.state.or.us]

The City of Salem is ready to undertake the Winter – Maple Bikeway Design Project, but requires TGM grant funding to support the project. The City of Salem staff have time to immediately begin this project and will set aside sufficient ongoing time to manage and complete the project within the TGM timeline. Transportation Planning Staff consists of Julie Warncke, Transportation Planning Manager, and Judith Johnduff, Associate Transportation Planner. Salem Transportation Planning staff has experience managing TGM projects and are experienced at working effectively with project consultants and key stakeholders. Salem staff has the capability to manage public involvement activities, coordinate work tasks, maintain the project schedule and shepherd the project through the adoption process. Community Development and Traffic Engineering Staff as well as other city staff will support this effort.

The City of Salem has received five grant awards for TGM projects in the past 11 years. The latest award was received in 2014 to develop the State Street Refinement Plan. The three other TGM grant awards funded the following projects:

The Commercial Street/Liberty Road Refinement Plan was funded in 2013. The project seeks to re-energize the project area by improving the functionality and visual character of the circulation system and by strengthening the district's identity and marketability. The project is currently underway and is being led by the Public Works Department. Based upon feedback from the public, the SAC and TAC on the conceptual design options, the consultant team is refining the landuse and street design alternatives for the project area and performing the Tier 2 screening.

File Code 2F-09: Bicycle and Pedestrian Plan Update and Safe Routes to School Plan

The City of Salem received a TGM grant in 2009 to undertake a comprehensive update to the City's bicycle and pedestrian master plan and to concurrently develop a Safe Routes to School Solutions Plan. This project was known as Bike and Walk Salem and managed by the Public Works Department. The outcomes of Bike and Walk Salem included adopted amendments to the Salem Transportation System Plan, Bicycle and Pedestrian Elements (adopted December 2012) and a Safe Routes to School Solutions Plan that was shared with the School District. As a result of the updated Bicycle Plan, the City has expanded our network of destination bike route signs aimed at attracting less confident bicyclists. This Plan also established the framework for identifying the need for a traffic signal at Commercial and Union Streets to support the creation of the Union Street Family-Friendly Bikeway. Funding has recently been secured for construction of this element of the future Family-Friendly Bikeway.

File Code 2I-10: Parking Management Plan

The City of Salem received a TGM grant in 2010 to develop parking management solutions within the City's redeveloping North Downtown. The project, known as the North Broadway/High Street Parking Management Plan, was managed by the Planning Division of the Community Development Department. The project resulted in 24 recommendations for parking management that ranged from simple near-term solutions to long-term actions. The Salem City Council accepted the North Broadway/High Street Parking Management Plan on September 9, 2013 and directed staff to begin near-term solutions, including formalizing a standard for parking evaluation in the area, creating consistent on-street parking restrictions and initiating the proposed zoning code amendments. The City code amendments recommended in the plan were on hold until the adoption of the City's new Unified Development Code but will be moving forward this spring.

6. Proposed Project is Innovative

The application demonstrates that the project will be innovative in its subject matter, approach, or expected outcomes. For example, the project will use public health criteria or economic impact analysis as part of the evaluation of transportation alternatives or will include an innovative multimodal analysis. **Up to 10 points:** By the nature of this criterion, most projects will not receive any points. Projects may receive some points for innovative project elements. Projects with innovative subject matter will receive more points.

If approved, this project will be the first Family-Friendly Bikeway designed and constructed in Salem and as such it will pave-the-way for implementing the other Family-Friendly Bikeways in Salem. It is anticipated that the project will explore new and innovative design treatments to improve critical intersections. The route lends itself to innovative treatments such as crosswalks with pinch-points, center islands, advance warning signs and/or beacons, back-in angle parking, for example to address bicycle and pedestrian comfort and safety issues. The intention is to create a unique and special facility that will serve as an example for future Family-Friendly Bikeways throughout the City. Additionally, the City proposes to explore measures of bicycle level-of-stress as a way to evaluate alternatives. Depending on how easy this tool is to use and convey to the public, it could be valuable in implementation of future Family-Friendly Bikeways.

Winter-Maple Bikeway Plan - Project Location Map



Union Street Family-Friendly Bikeway

Salem Parkway Multi-Use Path

Project Limits

State Capitol and Willamette University

- Bicycle Network**
- | FacType | Description |
|---------|--|
| | Proposed Family Friendly Bikeway |
| | Proposed Shared Lane Markings |
| | Proposed Uphill Bike Lanes/Downhill Shared Lane Markings |
| | Proposed Bike Lanes |
| | Proposed Cycle Track |
| | Proposed Shared-Use Path |
| | Existing or Funded Shared Use Path |
| | Existing or Funded Bike Lanes |
| | Existing or Funded Shared Lane Markings |
| | Existing Unpaved Path |
| | Potential Enhanced Bikeway |

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RACIAL AND ETHNIC IMPACT STATEMENT

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

Chapter 600 of the 2013 Oregon Laws require applicants to include with each grant application a racial and ethnic impact statement. The statement provides information as to the disproportionate or unique impact the proposed policies or programs may have on minority persons¹ in the State of Oregon if the grant is awarded to a corporation or other legal entity other than natural persons.

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

Indicate all that apply:

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

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

Indicate all that apply:

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

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

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

I HEREBY CERTIFY on this 12 day of June, 20 15, the information contained on this form and any attachment is complete and accurate to the best of my knowledge.


Signature _____
Printed Name: Robert Chandler
Title: Assistant Public Works Director

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



MAYOR'S OFFICE

555 Liberty St SE / Room 220 • Salem, OR 97301-3513 • (503) 588-6159 • Fax (503) 588-6354

June 9, 2015

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

SUBJECT: 2015 TGM Grant Application for the Winter Street NE–Maple Avenue NE Family-Friendly Bikeway Plan

Dear Ms. Lesmeister:

I am pleased to write this letter in support of Salem's TGM Grant Application for the Winter Street NE–Maple Avenue NE Family-Friendly Bikeway Plan (Winter–Maple Bikeway Plan). The City has identified more than 60 miles of “Family-Friendly Bikeway” in the *Salem Transportation System Plan*. Now it is time to work with the neighbors and define how this vision can be made a reality. This first bikeway plan will provide design guidelines needed to expand the network over time.

City Council has heard strong support for creating low-stress bike corridors to connect schools, parks, and other destinations in Salem. This project will use this momentum to advance transportation options in Salem. City Council supports this project and asks that you give strong consideration to this funding request.

Sincerely,

Anna M. Peterson
Mayor

JP\G:\Group\director\Judy\Council 2015\June 8\DRAFT MayorLetter of Support WinterMapleTGM.docx

EQUAL OPPORTUNITY / AFFIRMATIVE ACTION EMPLOYER

Women, minorities, and disabled are encouraged to apply • ADA Accommodations will be provided upon request



JGEMS

May 4, 2015

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

Dear Ms. Lesmeister,

As members of the Board of Directors for the Jane Goodall Environmental Middle School (JGEMS), we write to you today to voice our support for the City of Salem's Transportation Growth Management grant application to fund a concept plan for our city's first bike boulevard.

JGEMS is a public charter school that focuses on providing an engaging and meaningful focus for students as they work to achieve Oregon academic standards. Throughout the JGEMS experience, we strive to give students the knowledge, skills, and opportunity they will need to successfully improve their local and global environment. As an extension of this focus, the JGEMS community has worked to increase the number of individuals who bike to our school each day. Covered, bike parking was built on campus in 2014 to accommodate student and faculty bicycles. Our school celebrates the annual National Walk and Bike to School Day and offers a bike safety course to sixth grader students as part of our Physical Education program. We believe these actions benefit both students and planet; as bicycling to and from school can improve the health and well-being of our students, while also contributing to the creation of livable, sustainable communities.

The JGEMS campus sits alongside Maple Avenue and is at the start of the proposed Winter Street NE/Maple Avenue NE Family Friendly Bikeway. A developed concept plan, and later construction, of this route as a bike boulevard would create a comfortable and safe link between our school, the nearest public bus stop, the local elementary school, the surrounding residential neighborhood, and the Salem downtown core. The improved overall bike and pedestrian connectivity would reduce congestion and enhance mobility for our community, thus benefiting our students and local environment by increasing the active transportation options.

We applaud the efforts of the Transportation Growth Management program to develop safe and convenient transportation opportunities while simultaneously promoting environmental stewardship and protecting our natural world. We sincerely hope Salem's application will be accepted and we thank you for your consideration.

Respectfully,

Mike Weddle,
Board Director

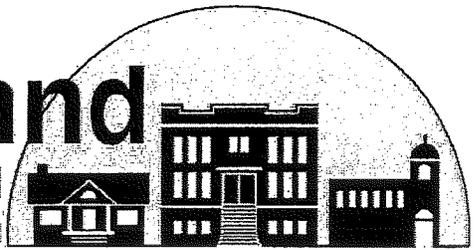
Doug Gunter,
School Director

*Students actively
applying their
knowledge and skills
to improve local and
global environments*

Jane Goodall
Environmental
Middle School
999B Locust St. NE
Salem OR 97301
Phone: (503)391-7030
www.jgems.net

Highland

Neighborhood
Association



May 14, 2015

Cindy Lesmeister
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem, OR 97301

Dear Ms. Lesmeister,

We write to you today to voice our support for Salem's 2015 Transportation Growth Management grant application to develop a concept plan for the proposed Winter Street NE/Maple Avenue NE Family-Friendly Bikeway.

As our State's capitol, Salem is home to many citizens, neighborhoods, and businesses that could benefit from the development of improved transportation routes. We believe bike boulevards in Salem would improve neighborhood livability, encourage economic development, and increase active transportation options for citizens of all ages. The eventual construction of a continuous boulevard in our area would directly help neighbors who choose to travel on foot or bike. This is of particular importance to our older neighborhood, as we are close to the city center and strive to create a vibrant, livable neighborhood that is conveniently linked to the central business district -- therefore allowing many neighbors to commute to work by active means. In addition, some families in our neighborhood rely on Salem's limited public bus system. A developed Family-Friendly Bikeway would provide an additional transportation option for these under-served individuals without adding a financial burden for their families.

We are pleased to know that Salem proposes to build the first completed bikeway through our Highland neighborhood because we know that it would help our families served by Highland Elementary School. The proposed Winter Street NE/Maple Avenue NE route was noted in our 2011 'Safe Routes to School' plan as an ideal bike boulevard, but has yet to be developed.

Our neighborhood association appreciates your attention to this matter. We thank you for your work to support communities through balanced and interconnected transportation networks and urge you to fund Salem's grant application.

Respectfully,

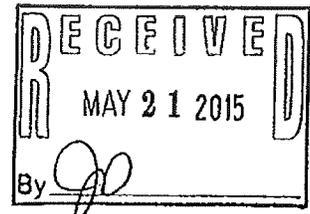
A handwritten signature in black ink that reads "Geoff Darling". The signature is written in a cursive, flowing style.

Geoff Darling
Co-Chair, Highland Neighborhood Association


Saint Vincent de Paul Catholic Church
1010 COLUMBIA STREET NORTHEAST, SALEM, OREGON 97301-7265 (503) 363-4589 FAX: (503) 363-9493

May 14, 2015

Honorable Mayor, City Council, City Manager, and Director of Public Works
555 Liberty Street SE, Room 220
Salem, Oregon 97301



Dear Mayor Peterson and Salem City Councilors,

On behalf of St. Vincent de Paul Catholic Parish, we would like to express our support for the development of Bicycle Boulevards in the City of Salem by prioritizing the implementation of routes already identified as *Family-Friendly Bikeways* in the Salem Transportation System Plan.

Many of Salem's proposed *Family-Friendly Bikeways* pass close to schools where students may not have access to safe routes to walk or bike. Building safe, convenient, and comfortable routes, such as Bicycle Boulevards, are an inexpensive and effective way to boost physical activity and health amongst our students, parishioners, and neighbors.

Our parish understands that bike boulevards provide comfortable space for those individuals who are interested in riding their bike, but may be concerned about the safety of that activity. The identified *Maple/Winter Family Friendly Bikeway* would serve those trying to bike to our church services and to school from downtown Salem, Keizer, and the Grant and Highland Neighborhoods. We look to our City to provide safe and efficient transportation options for citizens who cannot afford a private car.

We support the development of Bicycle Boulevards in the City of Salem (specifically the *Maple/Winter Family Friendly Bikeway*) and respectfully request the City Council to prioritize the building of Family-Friendly Bikeways, or Bicycle Boulevards, to improve transportation options for citizen of all ages and abilities.

Respectfully,

Rev. Joseph Heuberger
Rev Joseph Heuberger, Pastor

Steve Wrightsmith
Steve Wrightsmith, Pastoral Council Chair



SKATS

SALEM-KEIZER AREA TRANSPORTATION STUDY

100 High St. SE, Suite 200 Salem, OR 97301 Phone (503) 588-6177 FAX (503) 588-6094

June 10, 2015

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

RE: Winter-Maple Family Friendly Bikeway Project

Dear Ms. Lesmeister:

I am writing to support the city of Salem's application for Transportation and Growth Management (TGM) Program funding to develop a refinement plan for a family friendly bikeway along Winter Street and Maple Avenue in the Salem-Keizer area.

It is important to provide transportation choices by providing adequate facilities for all modes. This project will develop a low-traffic volume, low-speed bike route that connects the Capitol Mall and downtown to the Grant and Highland neighborhoods. The concept plan would identify specific improvements necessary to complete the bikeway such as median islands, traffic calming devices, and intersection crossings. These components would form the basis for seeking construction funding.

The completion of this project will help provide a balanced, interconnected, and safe transportation system which will promote energy efficiency, reduce travel costs, and reduce emissions of air pollution and greenhouse gases. This will greatly benefit the Salem-Keizer area.

Sincerely,



Michael Jaffe
Transportation Planning Director
Salem-Keizer Area Transportation Study (SKATS)

KGO:lvm

h:\Transpor\TGM\LetterOfSupport\TGM_Salem_Bikeway

GRANT NEIGHBORHOOD ASSOCIATION

SALEM OREGON

May 18, 2015

Cindy Lesmeister
Transportation and Growth Management Program
555 13th Street NE, Suite 2
Salem, OR 97301

Re: **Grant Neighborhood Association – Letter of support for TGM grant**

Dear Ms. Lesmeister,

The Grant Neighborhood Association voted unanimously in February to support the establishment of a bike boulevard through the north Salem neighborhoods. In May, we voted unanimously again to support the City of Salem's application for a Transportation and Growth Management grant (TGM) to fund the development of a needed concept plan for the Winter Street NE/Maple Avenue NE Family Friendly Bikeway. This bikeway would serve as the first complete bike boulevard in the city of Salem. The route is in proximity to residential and employment land uses, schools and parks.

The citizens, neighborhoods, and businesses in Salem could benefit from the development of this transportation route. Bike boulevards, as part of a city-wide network of family friendly streets, have the potential to improve overall bike and pedestrian connectivity, reduce congestion, and enhance mobility. They would also support neighborhood livability and increase active transportation options for citizens of all ages.

The Grant Neighborhood Association has urged the City to make the additional investments to design and construct the components for a true bicycle boulevard along the Maple Street/Winter Street route. A continuous boulevard, leading through both Highland and Grant neighborhoods, would help neighborhood residents traveling to downtown. This route would also directly serve the families engaged at both Grant Community School and the Boys & Girls Club of Salem.

Thank you for the opportunity to comment. The Grant Neighborhood Association appreciates your attention to this matter and we urge you to fund this very important project.

Sincerely,

/s/

Eric Bradfield, co-chair
503-508-7576
ebradfield@gmail.com

May 26, 2015

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

Dear Ms. Lesmeister,

In the fall of 2014, our group, Salem Bike Boulevard Advocates, began to meet. There were just a handful of us, but we were a good reflection of Salem, Oregon demographics: parents of young children, senior citizens, amateur cyclists and bike commuters. We were excited about the possibility of bringing an appealing new concept to our city: the creation of a pleasant and safe street for bicyclists and walkers that residents, businesses, and visitors could enjoy and be proud of - - - bike boulevards.

What started out as a very small, grassroots-based campaign has grown into something with more momentum that we could have imagined: We have more than 300 followers on our Facebook page; We have a growing mailing list of 100+ citizens; We have received letters of support from the overwhelming majority of Salem's eighteen neighborhood associations; Each week we receive additional invitations from local organizations asking us to come and discuss what it would mean for our city to have bike boulevards. The citizens of Salem are behind us in the creation of this balanced, interconnected, and safe transportation system.

Studies show that citizens can be lumped into four categories when it comes to riding a bike - less than one percent consider themselves "strong and fearless," seven percent are "enthused and confident," 60% are "interested by concerned", and 33% are "no way, no how." We believe that the creation of bike boulevards in Salem would benefit the greatest possible number of our citizens: those who are looking for safe and convenient walking and biking options.

Bicycle boulevards are important because they are a cost-effective way to promote bicycling and walking by creating a less stressful route for people who want to be active, but do not currently feel comfortable on busier streets. Oregon has shown itself to be a leader as a bicycle-friendly and environmentally aware state and these improvements to our state's capitol would strongly benefit the citizens of Salem.

Please consider awarding the City of Salem with the TGM grant for the creation of its very first bicycle boulevard. It is time for those "interested but concerned" citizens to have a safe, alternative transportation option.

Thank you,



Sarah Fishler Rice
Salem Bike Boulevard Advocates
<https://www.facebook.com/salembikeboulevardadvocates>
(503) 385-5579 bikeboulevards@gmail.com

May 3, 2014

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

Dear Ms. Lesmeister,

For over 45 years, the Boys & Girls Club of Salem, Marion and Polk Counties has delivered on our promise to provide the youth who need us most with support to reach their full potential. Our goal is to deliver programs that prepare youth for a great future. This begins with the imperative to provide a safe environment that keeps kids engaged, active and happy in the hours after school and during the summer and prepares them with the a skill set that aligns academics with future career pathways and industry trends. We fully support Salem's 2015 TGM grant application because we believe that creating a bike boulevard network along Maple and Winter Streets would directly benefit our clients by providing a safe route for pedestrians and cyclists to and from our building on Summer Street NE.

Currently, the Boys and Girls Club of Salem serves over 11,600 youth a year. Many of the children are from economically disadvantaged homes, qualify for free or reduced lunch, and live in single-parent households. They often travel to our center alone, afterschool, under their own power, while their parents are still at work. In the summer, many children travel alone to our site to participate in a free-lunch summer program. This solo travel makes the need for safe walk and biking routes to our facilities even more crucial for the families we serve. A bicycle boulevard along the Winter/Maple corridor would serve as a cost effective, safe alternative for the families served by the Boys & Girls Club.

We are aware that one of the five goals of the TGM grant is to "provide transportation choices to support communities with the balanced and interconnected transportation networks necessary for mobility, equity, and economic growth." We believe Salem's application is aligned with this goal and we fully support the City of Salem's application for the TGM grant. This is an exciting opportunity to make the streets of Salem safer and more user-friendly for cyclists and pedestrians of all ages. The Boys & Girls Club is excited to endorse making bike boulevards a reality in Salem.

Thank you for your consideration to make Salem a more bike and pedestrian friendly city.

Sincerely,



Tim Sinatra, Executive Director
Boys & Girls Club of Salem, Marion and Polk Counties



**Boys & Girls Club of Salem
Marion and Polk Counties**
1395 Summer St. NE
Salem, OR 97301
Phone: (503) 581-7383
Fax: (503) 375-6129
Web: www.bgc-salem.org

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Mary Eastridge, *Member at Large*
Sherri Partridge, *Member at Large*
Justin Martin, *Member at Large*
Mark Burnham, *Past President*
Curt Arthur, *Foundation Chair*

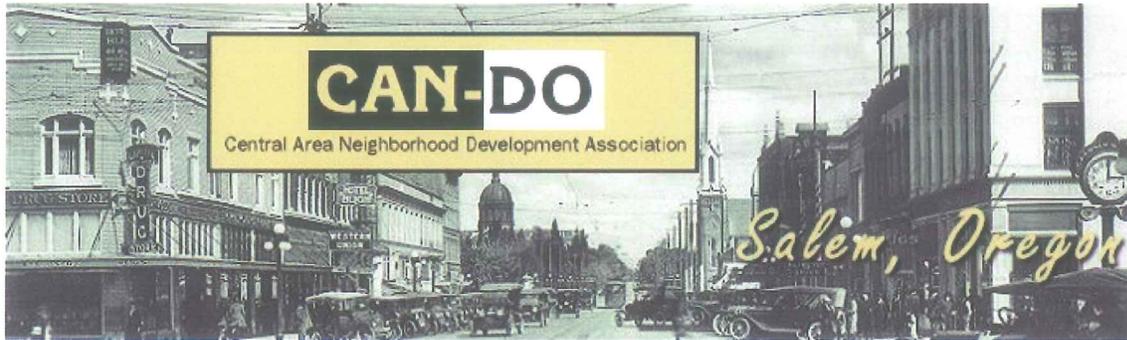
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Executive Director
Timothy Sinatra



GREAT FUTURES START HERE.



May 27, 2015

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

Re: City of Salem's TGM grant application for development of a concept plan for the proposed Winter Street NE/Maple Avenue NE "family friendly bikeway"

Dear Ms Lesmeister,

At its May 19, 2015 meeting, the CANDO Board resolved, by unanimous vote, to support the efforts of Salem Bike Boulevard Advocates to develop "bike boulevards" in Salem. At that same meeting, CANDO established a committee to work with Salem Bike Boulevard Advocates, City of Salem staff and other neighborhood associations to make these long-needed "family friendly bikeways" a reality. Our association views this TGM grant application as an essential first step in that endeavor.

The CANDO area includes downtown Salem. The proposed Winter Street NE/Maple Avenue NE "family friendly bikeway" will run through -- and will be a welcome addition to -- our neighborhood and, in addition, will provide the residents of a number of neighborhoods to the north a much-needed transportation option for access to downtown businesses and services. Thus, the proposed bikeway will substantially improve overall bike and pedestrian connectivity, reduce traffic congestion in downtown Salem, enhance mobility, improve neighborhood livability, and encourage economic development. CANDO has no doubt that the development of the Winter Street NE/Maple Avenue NE bikeway will be the catalyst for the development of others throughout the city.

Yours truly,
Michael Livingston
Vice Chair, CANDO

RECEIVED
MAY 15 2015

CITY OF SALEM
PUBLIC WORKS

May 15, 2015

Cindy Lesmeister
Transportation and Growth Management Program
555 13th Street NE, Suite 2
Salem, OR 97301
Re: Grant Neighborhood Resident – Letter of support for TGM grant

Dear Ms. Lesmeister,

Thank you for providing the opportunity to offer input regarding the development of the first Family Friendly Bike and Pedestrian Boulevard here in Salem. My husband and I retired and moved to Salem from Bellingham, WA two years ago. As long-time bike and walk commuters, we are committed to maintaining an active lifestyle for as long as possible.

To that end, we chose the Grant Neighborhood, specifically, because it was within both walking and biking distance to downtown and other nearby areas. We are walking and biking daily within the Grant/Highland Neighborhoods, and hope that the city of Salem will continue to recognize the importance of making improvements to Salem's first designated "Heritage Neighborhood" as well as other areas close to the downtown core.

Generally, it is a misconception that bikers / walkers are looking for the most direct route to a destination. It is much more important for the route to be safe and have the fewest cars. People, including senior citizens, choose to bike and walk for many reasons, but most typically because they want to be physically active, save money on transportation and parking, and to help improve the environment and livability of a community.

Please consider it a top priority to appropriate TGM grant funds for the development of a bike and walk boulevard within the Grant and Highland neighborhoods along NE Maple and Winter Streets. A Family Friendly Bikeway could contribute to the economic growth of the business community and restore interest in the central neighborhoods.

Again, thank you for the opportunity to comment. As Grant Neighborhood residents who do not feel safe biking and walking along really busy streets, we appreciate your attention to this matter and urge you to fund this very important project.

Sincerely,



Robert and Rebecca Schindler
Grant Neighborhood Residents
910 Shipping Street NE
Salem, OR 97301

503-363-4236
schindr@comcast.net



Oregon

Kate Brown, Governor

Parks and Recreation Department

State Historic Preservation Office

725 Summer St NE Ste C

Salem, OR 97301-1266

Phone (503) 986-0690

Fax (503) 986-0793

www.oregonheritage.org



Cindy Lesmeister
ODOT Mill Creek Building
555 13th St. NE Suite 2
Salem OR 97301
June 11, 2015

Dear Ms. Lesmeister:

The State Parks and Recreation Department is in full support of the Winter Street/NE Maple Bicycle Boulevard and fully supports the City of Salem's TGM application to fund the concept plan.

The streets selected for the Bicycle Boulevard are on the state designated Willamette Valley Scenic Bikeway. The Bikeway was re-routed to these streets several years ago to align with the city's bike route and to avoid other less bike friendly roads. Choosing these streets for Salem's first official Bicycle Boulevard is very strategic because it will benefit both users of the city's route and users of the Scenic Bikeway.

The Willamette Valley Scenic Bikeway is one of twelve bikeways in the state all of which are promoted nationally and internationally by the state's tourism agency. The Willamette Valley Scenic Bikeway is the most well-known and the most often visited and accounts for the most travel spending from visiting cyclists of all the Bikeways.

The soon to be published study, *The Economic Significance of Oregon Scenic Bikeways, 2014*, shows that cyclists on the Willamette Valley Scenic Bikeway bring in \$3,145,000 (3.1 million dollars) into the economy. Most of this money is spent locally, in the valley and in Salem.

The overall spending on the twelve Bikeways is 12.3 million dollars. A 2012 study showed that bicycle tourism of all types brings in 400 million dollars to the state; Bikeway spending represents about 3% of the total Bicycle Tourism spending. The link to the 2012 study is:

http://www.deanrunyan.com/doc_library/bicycletravel.pdf

I will be able to provide a link to the Scenic Bikeways study as soon as it published.

While visitors love the Bikeway, the complaint heard most often is about the traffic on the roads and the wish for more bicycle friendly streets. The Bicycle Boulevard would go far into addressing this concern and would build the Bikeway's reputation, thus bringing more cyclists to the Bikeway.



I would like to offer my help in finding funding opportunities for approved portions of the plan from such groups as Cycle Oregon, People for Bikes and other funding sources.

Sincerely,



Alexandra Phillips

Bicycle Recreation Specialist

(503)986-0631

Alex.phillips@oregon.gov

www.OregonScenicBikeways.org



City of Keizer

Phone: (503) 390-3700 • Fax: (503) 393-9437
930 Chemawa Rd. N.E. • P.O. Box 21000 • Keizer, OR 97307-1000

June 11, 2015

Transportation Growth Management Grant Program
c/o City of Salem – Attention Julie Warnike
555 Liberty Street SE
Salem, OR 97301

The City of Keizer is pleased to support the City of Salem for their TGM grant application for a "Bicycle Boulevard" which would connect through the City of Salem to the City of Keizer. This project would be of great assistance for increased mobility, connectivity and a general improvement in the quality of alternative transportation options. We strongly support their efforts to provide these kinds of enhancements in our regional community.

Respectfully,


Mayor Cathy Clark
City of Keizer

"Pride, Spirit and Volunteerism"
