

2025 Transportation Growth Management Grant Application

Instructions

Be sure to download and review the [2025 Application Packet](#) before filling out this grant application.

You can save your progress and revisit this form at any time by clicking the "Save" button at the bottom of the page.

Applications must be received by July 31, 2025 at 11:59 p.m. (PDT)

Applicant information

Instructions: Complete this information for the applicant. Provide both a designated contact and an authorized representative (if different than the designated contact) for your entity.

Response instructions are on page 9 of the 2025 Application Packet.

Primary applicant jurisdiction

City of Coos Bay

Mailing address

500 Central Avenue, Coos Bay, Oregon 97420

Website

<https://www.coosbayor.gov/>

Contact person name

Christina Teixeira

Contact person title

Grant Coordinator

Contact phone

(541) 269-8912

Contact email

Grants@coosbayor.gov

Name of person empowered to sign the agreement with ODOT, if different from the applicant contact

Nichole Rutherford

Title of above named person

City Manager

Phone

(541) 269-8912

Email

nrutherford@coosbayor.gov

List co-applicants (if a joint project)

List co-applicants (if a joint project)	Providing match?

Upload your resolution or meeting minutes from the governing body of applying jurisdiction(s) here:

Resolution 25-20 TGM Transportation Planning Grant Application Approval.pdf

Project information

Response instructions are on page 10 of the 2025 Application Packet.

Project title

Coos Bay Walk, Bike, Connect Comprehensive Plan

Project area: Using either of the two fields below, attach a map of the project area or describe the area your project is located in.

Option 1: Project area map

Option 2: Project area description

This project encompasses the entire incorporated area of the City of Coos Bay, including downtown, residential neighborhoods, school zones, and major corridors connecting parks, transit stops, and regional employment centers. The area includes terrain with coastal slopes, aging sidewalk infrastructure, and limited bike lanes. The plan will assess gaps and opportunities citywide.

ODOT region (1-5)

Region 3

[ODOT Region Map](#)

Type of grant

Category 1: Transportation System Planning

Summary description of project

Coos Bay seeks assistance to create its first citywide Bicycle and Pedestrian Plan. The city currently lacks a comprehensive network, and infrastructure gaps limit safe access to schools, jobs, parks, and downtown. This project will provide a connected, multimodal plan aligned with the city's Strategic Plan and 2020 Transportation System Plan. The effort will include robust community engagement and focus on underserved neighborhoods. The final product will prioritize infrastructure investments, propose code updates, and ready the city for implementation and future funding.

Project cost table

Response instructions are on page 11 of the 2025 Application Packet.

TGM funds requested for the work identified in Criterion 3	Consultant \$172,575.00	Local reimbursement	Total TGM funds requested \$172,575.00
Local match	Minimum Match (Calculated) \$19,751.98		
Match to be provided	Labor, supplies and services during project \$15,214.25	Payment when Intergovernmental Agreement is signed \$7,210.75	
Total Match to be Provided \$22,425.00			

Award criteria

Criterion 1: Proposed project addresses a need and supports TGM objectives (up to 40 points)

The application demonstrates the proposed 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.

Response instructions are on page 13 of the 2025 Application Packet.

What is the transportation or transportation-related land use issue, problem, need, or opportunity the proposed project will address?

The City of Coos Bay—a designated distressed community on Oregon’s southern coast—currently lacks a citywide Bicycle and Pedestrian Master Plan. As a result, its active transportation system is fragmented and incomplete, creating daily mobility and safety challenges for youth, seniors, people with disabilities, and low-income residents. Gaps in sidewalk connectivity, high-stress intersections, and an almost total absence of dedicated bicycle infrastructure create barriers to reaching schools, jobs, parks, transit stops, and essential services.

While the City’s 2020 Transportation System Plan (TSP) acknowledged the need for multimodal improvements, it did not establish a cohesive framework or prioritized implementation strategy for walking and biking infrastructure. Similarly, the 2025 Safe Routes to School (SRTS) Plan identified route gaps and

safety concerns near schools—especially around Blossom Gulch and Madison Elementary—but lacked a citywide mechanism for implementation. Without a comprehensive plan to unify these efforts, recommendations remain unrealized, and the City continues to lack Safe Routes to School programs, ADA-compliant corridors, and Vision Zero-aligned strategies.

Coos Bay's coastal topography, combined with its exposure to hazards like flooding, landslides, and tsunamis, further underscores the need for resilient and redundant mobility routes. A comprehensive bicycle and pedestrian plan is essential to improve safety, strengthen emergency preparedness, and support year-round mobility options.

Low walk and bike scores reflect these long-standing infrastructure deficits. A Bicycle and Pedestrian Master Plan will position the City to address systemic inequities, support state climate and accessibility goals, and pursue competitive funding for implementation.

This work directly complements local efforts to integrate housing and transportation planning. In 2023, the City secured a TGM Quick Response Grant in partnership with Bay Area Hospital to support development of a 16-acre mixed-use site expected to add 200 housing units. The proposed Bicycle and Pedestrian Plan will extend this momentum by connecting new and existing neighborhoods to schools, employment centers, parks, downtown, and transit hubs—ensuring that land use and transportation systems evolve together in support of equity, resilience, and long-term livability.

What are the proposed Project Objectives? How will the Project Objectives achieve one or more of the TGM Objectives?

The Coos Bay Walk, Bike, Connect Comprehensive Plan aims to establish a safe, accessible, and connected active transportation network that enables residents and visitors to walk and bike to key destinations across the city. The plan will guide infrastructure investment, policy development, and public engagement to improve mobility, health, safety, and sustainability.

This effort directly advances the six core goals of the Transportation and Growth Management (TGM) Program:

Efficient Use of Land

The plan will promote compact, walkable development patterns by improving connectivity between neighborhoods, downtown, and commercial corridors—encouraging infill development and reducing reliance on vehicle trips.

Choices in Transportation

By identifying and prioritizing pedestrian and bicycle facilities, the plan will expand mobility options for people who cannot or choose not to drive, supporting mode shift, equity, and reduced congestion.

Safe and Accessible Streets

The plan will integrate Vision Zero principles and universal design standards, identify key crossing improvements, ADA-compliant routes, and recommend traffic calming strategies to enhance safety for all users.

Support for Livable Communities

Better access to parks, schools, and local services will foster community connection, improve public health, and support aging in place.

Coordination of Land Use and Transportation

The plan will include zoning and code recommendations that enable multimodal design—such as pedestrian-oriented standards, infill-friendly connectivity requirements, and reduced parking dependencies.

Effective Implementation

Deliverables will include a prioritized project list, conceptual designs, policy updates, and funding strategies—readying the City to pursue design and construction funding with shovel-ready projects.

Equity-focused performance metrics will track:

Miles of new or improved sidewalk and bikeway infrastructure in underserved areas

Crossings added or improved near schools and transit stops

Improved access to parks and services for low-income, elderly, and disabled residents

While informed by successful TGM plans in Cottage Grove and Roseburg, this plan is tailored to Coos Bay's coastal geography, economic realities, and planning priorities. It aligns with state goals around climate, equity, and multimodal access, and supports local planning efforts tied to housing, flood resilience, and emergency preparedness.

This plan also builds on the 2022 Front Street Blueprint—a TGM-funded effort that prioritized walkability, mixed-use infill, and downtown placemaking. Walk, Bike, Connect will expand this vision citywide, fostering inclusive economic growth and sustainable urban design.

Criterion 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 local conditions or in federal regulations, state requirements, or regional plans
- build on, complement or take a necessary step toward completing or implementing other high priority community initiatives, including Governor's Regional Solutions Team priority
- 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

Response instructions are on page 15 of the 2025 Application Packet.

Why is it important to do the proposed project in this grant cycle?

The City of Coos Bay is at a pivotal and increasingly urgent crossroads. While recent updates to the Transportation System Plan (TSP) and the 2025 Safe Routes to School (SRTS) Plan have laid foundational groundwork, they stop short of delivering a unified vision or actionable implementation strategy for citywide bicycle and pedestrian infrastructure. Without such a framework, critical multimodal projects remain fragmented and underfunded.

The City is under growing pressure—from community members, City Council, and agency partners—to act on urgent safety, equity, and accessibility concerns. Residents without reliable vehicle access face daily mobility challenges, and there is broad support for improving access to schools, parks, jobs, and downtown amenities. The City's Parks Commission and several departments have identified this plan as a top 2025 priority.

Timing is also critical to ensure competitiveness for major funding opportunities, including ODOT's Active Transportation Program and USDOT's Safe Streets and Roads for All (SS4A). Without an adopted plan, Coos Bay risks falling behind better-prepared jurisdictions. Completing this plan now will strengthen grant applications, inform capital investment decisions, and enable shovel-ready design efforts.

This work also complements other strategic efforts, including housing development, climate adaptation, and downtown revitalization. It builds directly on the 2022 Front Street Blueprint—another TGM-funded initiative—by creating essential multimodal connections between the waterfront, surrounding neighborhoods, and regional destinations.

Finally, given the city’s geography and exposure to hazards such as flooding and earthquakes, planning for resilient, multimodal corridors must occur now to improve emergency preparedness and ensure long-term community safety.

Completing this plan during the current TGM grant cycle will allow the City to move swiftly into design and implementation phases while aligning future development with community goals, equity standards, and climate commitments.

What local actions are needed to move the proposed project forward? Have these actions been taken and if so, when? If those efforts are underway, when will they be completed?

The Coos Bay City Council and Parks Commission have formally endorsed the development of a citywide Bicycle and Pedestrian Plan and supported the City’s application for TGM funding during this grant cycle. A resolution of support was approved by Council on June 17, 2025. With authorization in place, the City will initiate procurement of a qualified planning consultant in accordance with public contracting rules and form a Project Management Team (PMT) that includes ODOT, City staff, and community stakeholders. These actions have been outlined in advance and are ready for immediate implementation. No further local approvals are needed. Staff capacity and resources have been allocated to support project launch within 90 days of award, ensuring timely scoping, engagement, and execution.

How does the proposed project relate to other planning efforts, developments, or initiatives? Which of those are completed, underway, or waiting on the completion of this project?

This project builds directly on the 2020 Coos Bay Transportation System Plan (TSP) and the 2025 Safe Routes to School (SRTS) Draft Plan. Both identified infrastructure and policy gaps but lacked the scope or funding to produce a citywide, prioritized implementation plan. Walk, Bike, Connect will bridge that gap and provide a cohesive framework for multimodal investment. It also aligns with the City’s Strategic Plan and complements ongoing housing studies, climate action efforts, and flood resilience planning. Several TSP priorities remain unfunded—this plan will help move them toward implementation. Additionally, this work builds upon the 2022 TGM-funded Front Street Blueprint, which emphasized downtown walkability and placemaking. That plan was advanced through a recent ODOT Community Paths grant application. Walk, Bike, Connect will extend those principles citywide, connecting neighborhoods, services, and regional destinations.

Criterion 3: Proposed project approach supports policy decision (up to 20 points)

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

Response instructions are on page 16 of the 2025 Application Packet.

Tasks and deliverables table

What are your proposed tasks and deliverables

Task 1: Project Management and Oversight Lead: City of Coos Bay
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Deliverables: RFP, project schedule, Project Management Team (PMT) coordination, reporting protocols
Timeline: Months 1–18
Decisions: Project scope, schedule, consultant oversight
Outcome: Ensures timely delivery, regulatory compliance, and readiness for adoption by City Council

Task 2: Public Engagement and Equity Outreach

Lead: Consultant with City
Deliverables: Engagement plan, multilingual materials, event facilitation, summary reports
Timeline: Months 2–12
Decisions: Community-informed priorities, network preferences
Outcome: Builds inclusive participation and aligns recommendations with Comprehensive Plan values and equity goals

Task 3: Existing Conditions and Needs Analysis

Lead: Consultant
Deliverables: LTS maps, sidewalk and bikeway inventory, crash and injury data, ADA and evacuation route audit
Timeline: Months 3–6
Decisions: Identify infrastructure gaps and community need
Outcome: Informs design priorities and provides baseline data for underserved areas and hazard resilience

Task 4: Goals and Evaluation Metrics

Lead: Consultant
Deliverables: Safety/equity/climate benchmarks
Timeline: Months 4–6
Decisions: Metrics for plan evaluation and implementation
Outcome: Aligns with Oregon Transportation Plan (OTP) and Transportation Planning Rule (TPR) objectives

Task 5: Network Design and Project Prioritization

Lead: Consultant
Deliverables: Bicycle/pedestrian network map, conceptual facility designs, prioritized project list
Timeline: Months 6–12
Decisions: Capital investment priorities, phasing
Outcome: Guides future Capital Improvement Plan (CIP) and supports alignment with Safe Routes to School

Task 6: Policy and Code Review

Lead: City and Consultant
Deliverables: Recommended amendments to zoning and development code
Timeline: Months 10–14
Decisions: Draft policy changes for Planning Commission
Outcome: Updates land use regulations to support walkable, bikeable, and resilient development

Task 7: Final Plan and Adoption

Lead: Consultant with City
Deliverables: Final plan, adoption-ready documents, staff reports
Timeline: Months 13–18
Decisions: Adoption by Planning Commission and City Council
Outcome: Incorporates the Bicycle and Pedestrian Plan into the City's Comprehensive Plan and TSP, enabling implementation and grant readiness

How will the project approach support investment decisions that align with Oregon's Transportation Plan and Transportation Planning Rules?

The Coos Bay Walk, Bike, Connect Plan will identify and prioritize multimodal projects that directly support the Oregon Transportation Plan (OTP) and Transportation Planning Rules (TPR). It will guide updates to development codes and street design standards that promote compact, connected, and walkable communities. The plan's project list and conceptual designs will serve as a foundation for future capital improvement planning, competitive grant applications, and development review. Emphasis on equity, mode shift, safety, and climate resilience will ensure that public investments address both local needs and state goals. By integrating with the City's TSP and Comprehensive Plan, the project will align policy and infrastructure decisions, streamline implementation pathways, and help monitor long-term progress toward multimodal and emissions-reduction targets.

If adoption hearings will be held as part of a larger project, when will that be and as part of what project? (optional)

The Bicycle and Pedestrian Plan is a stand-alone project. Adoption hearings will occur in Months 16–18 of the planning process. Final adoption by the Planning Commission and City Council will incorporate the plan into the City's Comprehensive Plan and Transportation System Plan, establishing a policy foundation for future funding applications, design work, and capital project implementation.

Criterion 4: Proposed project has community support (up to 5 points)

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

Response instructions are on page 17 of the 2025 Application Packet.

Upload letters of support here

Joanna Goslin Letter of Support.pdf

Crystal Shoji 2025 Bike and Ped Support 6-25-25.pdf

Tedi Loring Bike and Ped Support Letter Template.pdf

Mark Denning Bike and Ped Support Letter.pdf

Mandy Mock Letter of Support.pdf

Front Street Community Bike Work.pdf

Kent_Sharman_TGM_Letter_Of_Support.pdf

Joel_Fox_Bike+Ped Support Letter.pdf

Lark_Blocher_Letter of Support_TGMdocx.pdf

Brenda Curtner TGM Letter of Support.pdf

Col Coos Bay Bike Plan Support.pdf

Andrea Pellicani_Bike_walk.pdf

Rick and Kelley Jones.pdf

Criterion 5: Proposed project sponsor is ready and capable (up to 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 and complete the project. The

application demonstrates, if applicable, successful performance on previous TGM projects.

Response instructions are on page 18 of the 2025 Application Packet.

Describe the experience and availability of key staff

The City of Coos Bay’s Operations Division will lead the project, with Operations Administrator Greg Hamblet serving as Project Manager. Greg brings extensive experience in capital improvement planning, public infrastructure, and interdepartmental coordination. He will be supported by Grant Coordinator Christina Teixeira, who will provide administrative and compliance oversight, and by senior staff from Community Development and Public Works. Together, this team brings both technical expertise and a successful track record managing complex, multi-agency projects.

Between 2023 and 2025, the City has administered over \$1 million in grant-funded projects, including FEMA-funded floodplain planning, an OPRD Local Government Grant for Mingus Park improvements, an OSFM Wildfire Mitigation Grant, and a 2025 ODOT Safe Routes to School Planning Grant. The City also manages multiple housing and shelter initiatives funded through House Bill 5019, demonstrating strong fiscal stewardship, stakeholder engagement, and the ability to meet state reporting and reimbursement requirements.

Staff roles and responsibilities for this project have already been defined, and time has been allocated to support consultant procurement, public engagement, and plan development. The City is fully prepared to lead and complete this project within the TGM grant timeline.

Explain how the applicant has the capacity to scope the proposed project during the next 15 months and manage it to completion within 3 years

The City of Coos Bay has the staff, systems, and readiness to scope and deliver this project within the TGM grant timeline. Consultant procurement will begin immediately upon award, with project kickoff anticipated within 90 days. The proposed 18-month work plan is structured to align with internal workflows, and staff from the Operations, Community Development, and Public Works Divisions have committed time and resources to manage and monitor the project from start to finish. The City’s Grant Coordinator will provide administrative oversight, track deliverables, and ensure compliance with grant milestones.

In recent years, the City has successfully scoped and managed planning efforts funded by FEMA, OPRD, OSFM, OHCS, and ODOT—including a 2025 Safe Routes to School Plan and a TGM Quick Response project—demonstrating the ability to deliver complex, multi-agency initiatives on time and within scope.

Because this project builds directly on recent plans such as the 2025 SRTS and 2020 TSP, foundational data is already available, and early tasks can begin quickly. Ongoing coordination with the Project Management Team and quarterly progress tracking will ensure timely implementation and full adoption by the end of Year 2, well within the three-year TGM schedule.

If applicable, list applicant’s TGM projects within last 10 years and their status

If applicable, list local jurisdiction’s TGM projects within last 10 years and their status

TGM File Code	Project Title	Status
5G-22-00	Front Street Blueprint	Completed 2023; adopted into local planning and advanced through an ODOT Community Paths grant application

Bonus points: Housing (up to 10 points)

Response instructions are on page 19 of the 2025 Application Packet.

How will the adoption of the final document(s) address barriers to a broad range of housing types and affordability or work to link the location of future workforce housing to walkable/bikeable areas with good transit?

The plan will support local housing initiatives—such as the 400-unit Timber Cove project and Eastside Housing Feasibility Study—by linking future housing sites to walkable, bikeable corridors and transit. It will also advance implementation of HB 2001 and HB 2003 by aligning infrastructure planning with middle housing, emergency shelters, and affordable infill, reducing car dependence and improving access to jobs, schools, and essential services.

Required forms

Title VI: Racial & Ethnic Impact Statement form
Racial-Ethnic-Impact-Statement.pdf

[Download the Racial & Ethnic Impact Statement form here](#)

Certifications

Response instructions are on page 20 of the 2025 Application Packet.

Eligibility criteria

This application demonstrates a clear transportation relationship

This application demonstrates adoption of products to meet project objectives

This application demonstrates the support of local officials

Preparation of application

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

Would you like to receive TGM news and updates?

Yes

Today's date

7/8/2025

If you encounter any issues with the submittal process, please contact:

Rachael Levasseur

Planning Section Web Coordinator

Rachael.LEVASSEUR@odot.oregon.gov

City of Coos Bay

Resolution 25-20

A RESOLUTION OF THE CITY OF COOS BAY, COOS COUNTY, OREGON, FOR SUPPORTING THE CITY OF COOS BAY'S TGM CODE ASSISTANCE APPLICATION FOR THE "COOS BAY WALK, BIKE, CONNECT" BICYCLE AND PEDESTRIAN PLAN

WHEREAS, the City of Coos Bay adopted a Strategic Plan that includes goals to enhance downtown vitality, support sustainable development, and promote economic growth through effective land use planning and transportation integration; and

WHEREAS, the City of Coos Bay's Transportation System Plan (TSP) includes goals to "Provide a transportation system that supports all users" and "Ensure that land use and transportation planning are coordinated to enhance mobility and economic development;" and

WHEREAS, the Transportation Growth Management (TGM) Code Assistance Program helps local governments identify and update regulations to promote efficient land use, economic vitality, and multi-modal transportation options; and

WHEREAS, the mission of TGM is to support community efforts to expand transportation choices and create vibrant, livable communities. By linking land use and transportation planning, TGM works in partnership with local governments to foster places where people can walk, bike, take transit, or drive where they want to go; and


WHEREAS, the City of Coos Bay seeks to develop its first comprehensive Bicycle and Pedestrian Plan to identify infrastructure needs, enhance safety and mobility, reduce vehicle reliance, and expand opportunities for walking and biking; and

WHEREAS, the City of Coos Bay understands and supports the mission, goals, and objectives of the TGM Program as attached hereto;

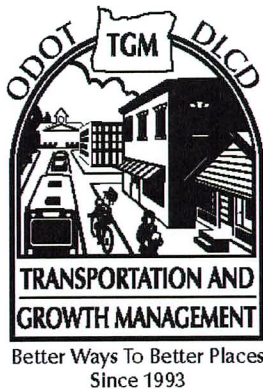
NOW, THEREFORE, BE IT RESOLVED THAT, the City of Coos Bay, Coos County Oregon hereby authorizes and supports the City's application to the TGM Code Assistance Program to pursue technical assistance for the development of the "Coos Bay Walk, Bike, Connect" Comprehensive Bicycle and Pedestrian Plan.

The foregoing resolution was duly adopted by the City Council of the City of Coos Bay, Coos County, Oregon 17th day of June 2025.

ATTEST:


Christine Sylvester, City Recorder


Joe Benetti, Mayor



Transportation & Growth Management Program

TGM Mission

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

TGM Objectives

The TGM Program works in partnership with local governments and other stakeholders to accomplish the following interrelated goals and objectives:

- 1 Provide transportation choices** to support communities with the balanced and interconnected transportation networks necessary for mobility, equity, and economic growth.
 - 1.1 A balanced, interconnected, and safe transportation system that provides a variety of transportation options and supports land uses.
 - 1.2 Appropriately sited, designed, and managed local, regional, and state transportation facilities and services that support the movement of goods and provide for services.
 - 1.3 Mobility choices for underserved communities and those with limited options.
 - 1.4 Safe and convenient walking, biking, and public transportation opportunities to support a healthy, active lifestyle.
- 2 Create communities** composed of vibrant neighborhoods and lively centers linked by accessible transportation.
 - 2.1 Livable towns and cities with a mix of housing types, work places, shops, schools, and parks for people of all ages, incomes and abilities.
 - 2.2 Well-located activity centers, including schools and other government services, which are accessible to pedestrians, bicyclists, and transit users.
 - 2.3 A safe and appealing physical environment supportive of the social, cultural, and health needs of all the community residents.

- 3 Support economic vitality and growth** by planning for land uses and the movement of people and goods.
 - 3.1 Thriving existing neighborhoods and centers and well-planned new growth that accommodate existing and future residents, businesses, and services.
 - 3.2 Well-located and accessible industrial and employment centers.
 - 3.3 Housing with access to education, jobs, and services.
- 4 Save public and private costs** with compact land uses and well-connected transportation patterns.
 - 4.1 Urban growth accommodated within existing communities, thus minimizing, delaying, or providing an alternative to an urban growth boundary expansion.
 - 4.2 Future transportation needs accommodated within the existing or improved system, thus minimizing, delaying, or providing an alternative to constructing additional major infrastructure projects.
- 5 Promote environmental stewardship** through sustainable land use and transportation planning.
 - 5.1 Transportation systems and land use patterns that protect valuable natural resources, promote energy efficiency, and reduce emissions of air pollution and greenhouse gases.

From: [Andrea Pellicani](#)
To: [grants](#)
Subject: Bike/walk
Date: Friday, June 27, 2025 2:22:15 PM

You don't often get email from artspace@sonic.net. [Learn why this is important](#)

6/27/25

City of Coos Bay
Attn: Grant Coordinator
500 Central Avenue
Coos Bay, OR 97420

RE: Letter of Support – Coos Bay Walk, Bike, Connect Comprehensive Plan

To Whom It May Concern:

I am writing to express our enthusiastic support for the City of Coos Bay's application to the Oregon Transportation and Growth Management (TGM) Code Assistance Program to fund the development of a citywide Bicycle and Pedestrian Plan, *Walk, Bike, Connect*.

This planning effort is critical to improving safety, accessibility, and connectivity throughout Coos Bay. As a **resident**, I recognize the importance of creating a community where people of all ages and abilities can safely walk or bike to school, work, parks, and local businesses. This plan will help guide investments, prioritize improvements, and ensure that future development supports a healthier, more livable city.

We are particularly encouraged by the City's commitment to community engagement and equity in this planning effort, as well as the alignment with the City's Strategic Plan, Transportation System Plan, and Safe Routes to School goals.

We urge you to fully support the City of Coos Bay's application for this vital planning grant. Thank you for your consideration.

Sincerely,

Andrea Pellicani

541 538 0167

The Green Jeweler
Andrea Pellicani
artspace@sonic.net
<https://thegreenjewelershop.com>

June 26, 2025

City of Coos Bay
Attn: Grant Coordinator
500 Central Avenue
Coos Bay, OR 97420

RE: Letter of Support – Coos Bay Walk, Bike, Connect Comprehensive Plan

To Whom It May Concern:

I am writing to express my enthusiastic support for the City of Coos Bay's application to the Oregon Transportation and Growth Management (TGM) Code Assistance Program to fund the development of a citywide Bicycle and Pedestrian Plan, *Walk, Bike, Connect*.

This planning effort is critical to improving safety, accessibility, and connectivity throughout Coos Bay. As a resident, I recognize the importance of creating a community where people of all ages and abilities can safely walk or bike to school, work, parks, and local businesses. This plan will help guide investments, prioritize improvements, and ensure that future development supports a healthier, more livable city.

I am particularly encouraged by the City's commitment to community engagement and equity in this planning effort, as well as the alignment with the City's Strategic Plan, Transportation System Plan, and Safe Routes to School goals.

I urge you to fully support the City of Coos Bay's application for this vital planning grant. Thank you for your consideration.

Sincerely,

Brenda Curtner
curtnerb@hotmail.com
541.297.3813



CHAPLAINS OF INDUSTRY

Hope, a Harbor for Life

July 1, 2025

City of Coos Bay
Attn: Grant Coordinator
500 Central Avenue
Coos Bay, OR 97420

RE: Letter of Support – Coos Bay Walk, Bike, Connect Comprehensive Plan

To Whom It May Concern:

Chaplains of Industry (CoI), a non-profit corporation which hosts a variety of spiritual outreach and tangible support programs to area businesses, governments, Indian tribes and educational institutions, in the area around Coos Bay (Bay Area) wishes to express enthusiastic support for the application to the Oregon Transportation and Growth Management Code Assistance Program by the City of Coos Bay to fund the development of a citywide Bicycle and Pedestrian Plan, *Walk, Bike, Connect*.

Incorporating provisions for safe, city-wide, bicycle riding in the transportation planning effort in this vicinity is critical to improving safety, accessibility, and connectivity throughout the Bay Area. As a community-support organization, we recognize the importance of creating a community where people of all ages and abilities can safely walk or bike to school, work, parks, and local businesses. This plan will help guide investments, prioritize improvements, and ensure that future development supports a healthier, more livable city.

The commitment to community engagement and equity in this planning effort being made by the City of Coos Bay, as well as its alignment with its Strategic Plan, its Transportation System Plan, and the Safe Routes to School goals is certainly commendable.

We urge you to fully support the application for this vital planning grant by City of Coos Bay. Thank you for your consideration.

Blessings and peace,

Rev. Deacon Peter Broussard
President & Executive Director

Crystal Shoji, AICP
1345 Myrtle Avenue
Coos Bay, OR 97420

City of Coos Bay
Attn: Grant Coordinator
500 Central Avenue
Coos Bay, OR 97420

RE: Letter of Support – Coos Bay Walk, Bike, Connect Comprehensive Plan

I am writing to express enthusiastic support for the City of Coos Bay's application to the Oregon Transportation and Growth Management (TGM) Code Assistance Program to fund the development of a Citywide Bicycle and Pedestrian Plan, *Walk, Bike, Connect*. As a city planning consultant with a national certification in urban planning, I have noted issues in Coos Bay for years. I hope to be involved in this effort as a volunteer.

This planning effort is critical to improving safety, accessibility, and connectivity throughout Coos Bay. Coos Bay has new areas that have been dedicated to business development just a few blocks from the downtown area. We cannot walk from downtown to these areas because crosswalks are lacking and when they exist, they are not noticeable to drivers speeding through on Highway 101. There are curves on Highway 101 that create unsafe surprises for pedestrians, etc. This is just one example.

There are also streets where students are not safe when walking to an elementary school, the high school, and the new and junior high school. People of all ages and abilities need the opportunity to walk safely in all districts of our city. Crosswalks need to be visible and designated along Highway 101 and other thoroughfares. Safety and issues such as, "you cannot get from here to there," discourage pedestrian activity throughout the town. I have had to jump out of the way several times to avoid getting hit by cars when I am accessing the Coos Bay post office on foot due to unsafe intersections, wide streets and lack of safe crosswalks. I try to catch people's eyes when crossing, but it is difficult to rely on this because the distances are expansive, and people are navigating 4-way traffic to complete their turns.

I am a past Chamber of Commerce Executive and Mayor of the City of Coos Bay. This has long been a concern for the City of Coos Bay for many reasons including safety issues, healthy citizens, business and water connections and more. I have walked to do errands throughout the City's downtown for many years. Many people marvel and tell me that they see me walking; it is unfortunate that this is unusual in our pleasant downtown vicinity. It is also no wonder that people avoid walking in the downtown Coos Bay vicinity. The pedestrian tentacles to commercial areas and parks involve risk and alert navigation skills.

I hope to hear that the grant is successful!



Crystal Shoji, AICP

Front Street Community Bike Works

6/23/2025

City of Coos Bay
Attn: Grant Coordinator
500 Central Avenue
Coos Bay, OR 97420

RE: Letter of Support – Coos Bay Walk, Bike, Connect Comprehensive Plan

To Whom It May Concern:

On behalf of **Front Street Community Bike Works**, I am writing to express our support for the City of Coos Bay's application to the Oregon Transportation and Growth Management (TGM) Code Assistance Program to fund the development of a citywide Bicycle and Pedestrian Plan, *Walk, Bike, Connect*.

As a community organization representing hundreds of cyclists we serve, we recognize the importance of creating a community where people of all ages and abilities can safely walk or bike to school, work, parks, and local businesses. This plan will help guide investments, prioritize improvements, and ensure that future development supports a healthier, more livable city.

The most common complaint we hear at FSCBW relating to biking in our area is this: WE DON'T FEEL SAFE RIDING OUR STREETS. We believe more trips by bike and fewer trips by car will build a safer, healthier community and help Oregon reach important carbon reduction goals. Safe streets for cycling also provide equitable access to local transportation. Coos Bay cyclists are underserved. Bicycle facilities in Coos Bay are way overdue.

We urge you to fully support the City of Coos Bay's application for this vital planning grant. Thank you for your consideration.

Sincerely,

Eric Clough



Front Street Community Bike Works

(541)217-6912 fscbwinfo@gmail.com



FRONT STREET COMMUNITY BIKE WORKS

791 N Front Street
Coos Bay, OR 97420
541~217~6912
fscbwinfo@gmail.com

Joanna Goslin
2335 Lewis St.
North Bend, OR 97459

City of Coos Bay
Attn: Grant Coordinator
500 Central Avenue
Coos Bay, OR 97420

RE: Letter of Support – Coos Bay Walk, Bike, Connect Comprehensive Plan

To Whom It May Concern:

Although I live in Coos Bay's sister city of North Bend, I am writing to express my enthusiastic support for the City of Coos Bay's application to the Oregon Transportation and Growth Management (TGM) Code Assistance Program to fund the development of a citywide Bicycle and Pedestrian Plan, *Walk, Bike, Connect*.

I regularly ride my bike from my house in North Bend to my workplace in Coos Bay. The ride *to* work is pleasant – the route I take has little traffic in the morning. However, riding home is stressful. The only sidewalk that is available along Highway 101 faces oncoming traffic, which is harrowing to ride towards traffic that is going at highway speeds. I purchased a folding bike so that I can ride to work, and my husband can pick me up so that I don't have to ride home. Ideally, I'd like to be able to ride home as well, and this grant would help with prioritizing improvement projects to increase our community's bike-ability.

This planning effort is critical to improving safety, accessibility, and connectivity throughout the area. It's not only about me riding my bike to work but also creating a community where people of all ages and abilities can safely walk or bike to school, work, parks, and local businesses. This plan will help guide investments, prioritize improvements, and ensure that future development supports a healthier, more livable city.

I'm excited that the City is addressing this issue, I urge you to fully support the City of Coos Bay's application for this vital planning grant. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, reading "Joanna Goslin". The signature is fluid and cursive, with the first name "Joanna" being larger and more prominent than the last name "Goslin".

Joanna Goslin
(541) 217-5306
joannagoslin@hotmail.com

Joel E. Fox, Director, JF Housing Foundation

June 30, 2025

City of Coos Bay
Attn: Grant Coordinator
500 Central Avenue
Coos Bay, OR 97420

RE: Letter of Support – Coos Bay Walk, Bike, Connect Comprehensive Plan

To Whom It May Concern:

On behalf of **JF Housing Foundation**, I am writing to express our enthusiastic support for the City of Coos Bay's application to the Oregon Transportation and Growth Management (TGM) Code Assistance Program to fund the development of a citywide Bicycle and Pedestrian Plan, *Walk, Bike, Connect*.

This planning effort is critical to improving safety, accessibility, and connectivity throughout Coos Bay. As head of a community organization and resident of Coos Bay, we recognize the importance of creating a community where people of all ages and abilities can safely walk or bike to school, work, parks, and local businesses. This plan will help guide investments, prioritize improvements, and ensure that future development supports a healthier, more livable city.

We are particularly encouraged by the City's commitment to community engagement and equity in this planning effort, as well as the alignment with the City's Strategic Plan, Transportation System Plan, and Safe Routes to School goals.

We urge you to fully support the City of Coos Bay's application for this vital planning grant. Thank you for your consideration.

Sincerely,
Joel E. Fox, Director
JF Housing Foundation
CellPhone: 707-888-4494, Email: fox@pon.net

RECEIVED
JUN 30 2025
City of Coos Bay

City of Coos Bay
Attn: Grant Coordinator
500 Central Avenue
Coos Bay, OR 97420

RE: Letter of Support – Coos Bay Walk, Bike, Connect Comprehensive Plan

To Whom It May Concern:

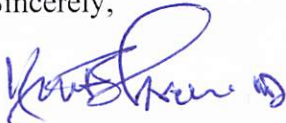
As a longtime resident and longstanding physician in the area, I am writing to express my enthusiastic support for the City of Coos Bay's application to the Oregon Transportation and Growth Management (TGM) Code Assistance Program to fund the development of a citywide Bicycle and Pedestrian Plan, *Walk, Bike, Connect*.

This planning effort is critical to improving safety, accessibility, and connectivity throughout Coos Bay. As a longtime resident and supporter of the Coos Bay, I recognize the importance of creating a community where people of all ages and abilities can safely walk or bike to school, work, parks, and local businesses. This plan will help guide investments, prioritize improvements, and ensure that future development supports a healthier, more livable city.

I am encouraged by and support the City's commitment to community engagement and equity in this planning effort, as well as the alignment with the City's Strategic Plan, Transportation System Plan, and Safe Routes to School goals.

I urge you to fully support the City of Coos Bay's application for this vital planning grant. Thank you for your consideration.

Sincerely,



Kent Sharman, MD

07/01/2025

City of Coos Bay

ATTN: Grant Coordinator

500 Central Ave

Coos Bay, OR 97420

RE: Letter of Support – Coos Bay Walk, Bike, Connect Comprehensive Plan

To Whom it May Concern,

I am writing to express my enthusiastic support for the City of Coos Bay's application to the Oregon Transportation and Growth Management (TGM) Code Assistance Program to fund the development of a citywide Bicycle and Pedestrian Plan, *Walk, Bike, Connect*.

This planning effort is critical to improving safety, accessibility, and connectivity throughout Coos Bay. As a resident, I recognize the importance of creating a community where people of all ages and abilities can walk or bike safely. This plan will help guide investments, prioritize improvements, and ensure that future development supports a healthier, more livable city.

We are particularly encouraged by the City's commitment to community engagement and equity in this planning efforts, as well as the alignment with the City's Strategic Plan, Transportation System Plan, and Safe Routes to School goals.

I urge you to fully support the City of Coos Bay's application for this vital planning grant. Thank you for your consideration.

Sincerely,

Lark Blocher

(541) 294-6211

Schadelark19@gmail.com

From: [Mandy Mock](#)
To: [grants](#)
Subject: Letter of Support
Date: Friday, June 20, 2025 10:27:33 AM

You don't often get email from mandy.j.mock@gmail.com. [Learn why this is important](#)

City of Coos Bay
Attn: Grant Coordinator
500 Central Avenue
Coos Bay, OR 97420

RE: Letter of Support – Coos Bay Walk, Bike, Connect Comprehensive Plan

To Whom It May Concern:

I am writing to express our enthusiastic support for the City of Coos Bay's application to the Oregon Transportation and Growth Management (TGM) Code Assistance Program to fund the development of a citywide Bicycle and Pedestrian Plan, *Walk, Bike, Connect*.

This planning effort is critical to improving safety, accessibility, and connectivity throughout Coos Bay. As a home owner, we recognize the importance of creating a community where people of all ages and abilities can safely walk or bike to school, work, parks, and local businesses. This plan will help guide investments, prioritize improvements, and ensure that future development supports a healthier, more livable city.

We are particularly encouraged by the City's commitment to community engagement and equity in this planning effort, as well as the alignment with the City's Strategic Plan, Transportation System Plan, and Safe Routes to School goals.

We would especially like to see the plan incorporate connections to existing public walking and biking trails, such as the trail between Roosevelt St and the airport. To most encourage use, bike and pedestrian plans need to focus on recreational use, vs adding bike lanes to busy streets, for example.

We urge you to fully support the City of Coos Bay's application for this vital planning grant. Thank you for your consideration.

Sincerely,
Mandy Mock
mandy.j.mock@gmail.com

Mark Denning
810 N 2nd St.
Coos Bay, OR 97420

6/20/25

City of Coos Bay
Attn: Grant Coordinator
500 Central Avenue
Coos Bay, OR 97420

RE: Letter of Support – Coos Bay Walk, Bike, Connect Comprehensive Plan

To Whom It May Concern:

I am writing to express my enthusiastic support for the City of Coos Bay's application to the Oregon Transportation and Growth Management (TGM) Code Assistance Program to fund the development of a citywide Bicycle and Pedestrian Plan, *Walk, Bike, Connect*.

This planning effort is critical to improving safety, accessibility, and connectivity throughout Coos Bay. As a resident of Coos Bay and the Public Works Director of a neighboring city, I recognize the importance of creating a community where people of all ages and abilities can safely walk or bike to school, work, parks, and local businesses. This plan will help guide investments, prioritize improvements, and ensure that future development supports a healthier, more livable city.

I am particularly encouraged by the City's commitment to community engagement and equity in this planning effort, as well as the alignment with the City's Strategic Plan, Transportation System Plan, and Safe Routes to School goals.

I urge you to fully support the City of Coos Bay's application for this vital planning grant. Thank you for your consideration.

Sincerely,
Mark Denning

mdenning@cityofcoquille.org

Tedi Loring
6/20/25

City of Coos Bay
Attn: Grant Coordinator
500 Central Avenue
Coos Bay, OR 97420

RE: Letter of Support – Coos Bay Walk, Bike, Connect Comprehensive Plan

To Whom It May Concern:

On behalf of myself I am writing to express my enthusiastic support for the City of Coos Bay's application to the Oregon Transportation and Growth Management (TGM) Code Assistance Program to fund the development of a citywide Bicycle and Pedestrian Plan, *Walk, Bike, Connect*.

This planning effort is critical to improving safety, accessibility, and connectivity throughout Coos Bay. As a resident, I recognize the importance of creating a community where people of all ages and abilities can safely walk or bike to school, work, parks, and local businesses. This plan will help guide investments, prioritize improvements, and ensure that future development supports a healthier, more livable city.

I am particularly encouraged by the City's commitment to community engagement and equity in this planning effort, as well as the alignment with the City's Strategic Plan, Transportation System Plan, and Safe Routes to School goals.

I urge you to fully support the City of Coos Bay's application for this vital planning grant. Thank you for your consideration.

Sincerely,
Tedi Loring

Tediloring@gmail.com

June 30, 2025

RECEIVED

Rick and Kelley Jones

JUL 07 2025

425 N. Wall Street

City of Coos Bay

Coos Bay, OR 97420

City of Coos Bay
Attn: Grant Coordinator
500 Central Avenue
Coos Bay, OR 97420

RE: Letter of Support – Coos Bay Walk, Bike, Connect Comprehensive Plan

To Whom It May Concern:

We are writing to express our enthusiastic support for the City of Coos Bay's application to the Oregon Transportation and Growth Management (TGM) Code Assistance Program to fund the development of a citywide Bicycle and Pedestrian Plan, *Walk, Bike, Connect*.

This planning effort is critical to improving safety, accessibility, and connectivity throughout Coos Bay. As a community resident, we recognize the importance of creating a community where people of all ages and abilities can safely walk or bike to school, work, parks, and local businesses. This plan will help guide investments, prioritize improvements, and ensure that future development supports a healthier, more livable city.

We are particularly encouraged by the City's commitment to community engagement and equity in this planning effort, as well as the alignment with the City's Strategic Plan, Transportation System Plan, and Safe Routes to School goals.

We urge you to fully support the City of Coos Bay's application for this vital planning grant. Thank you for your consideration.

Thank you and have a wonderful Day!

Sincerely,

Rick and Kelley Jones

rick-kelleyjones@charter.net

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

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

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, please provide below 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.

By checking this box, I hereby certify the information contained on this form is true, complete, and accurate to the best of my knowledge.

Dated:

Printed Name:

Title:

Agency Name:

¹ “Minority person” 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.