



# MIDTOWN PEDESTRIAN AND BICYCLE CROSSINGS FEASIBILITY STUDY



- Meeting Objectives
- Schedule
- Overview of concepts and public survey
- Evaluation Criteria and Scoring Results
- Class 5 Estimates (Crossings and Corridors)
- Corridor limits & estimates
- Funding sources & opportunities
  - Programmed Funding
  - Current Federal Grant Opportunities
- Project Complexities and Delivery
- CIP Strategy Scenarios & EOR Recommendation

1. Presentation

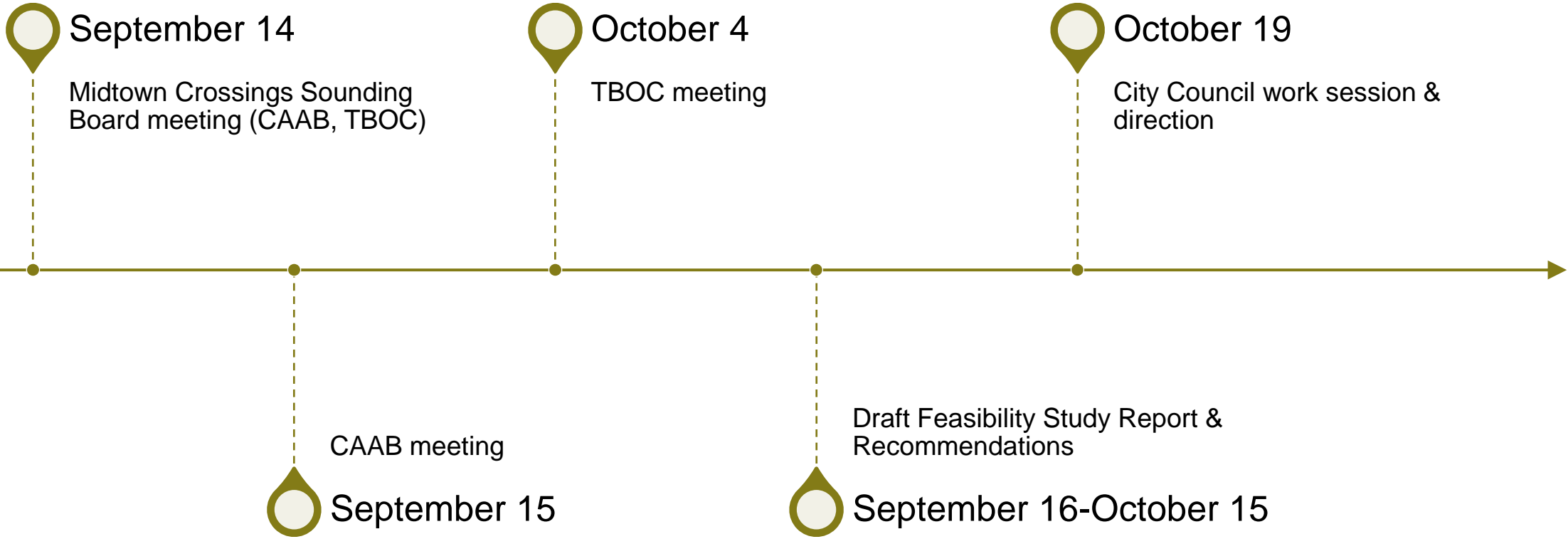
2. Public Comment

3. Discussion



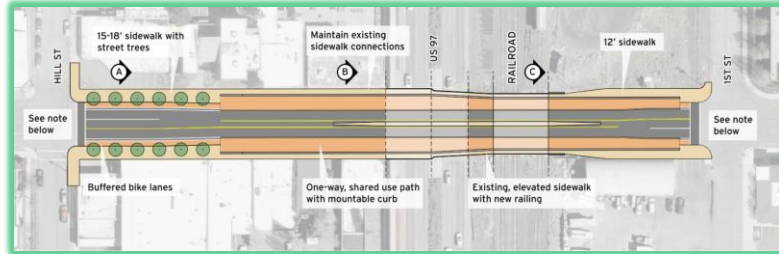
- Midtown Crossing Feasibility Updates
- Ensure coordination among both TBOC and CAAB who advise Council/BURA on two different funding sources that are expected to be used for the Midtown Crossings Project
- Gather feedback prior to recommendations moving forward to Council

# COORDINATION AND NEXT STEPS

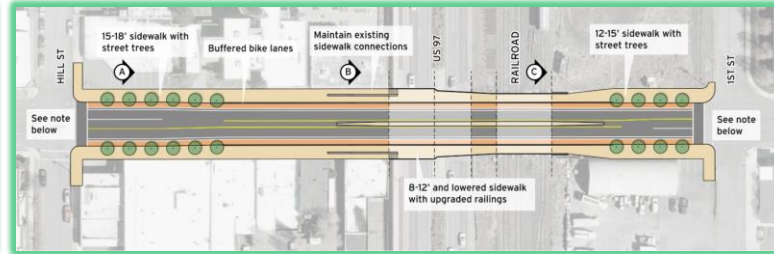




## Greenwood Avenue Undercrossing

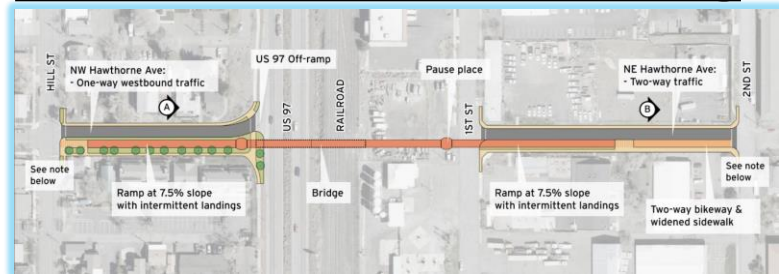


Concept 1: Shared Use Path / 3 Lanes

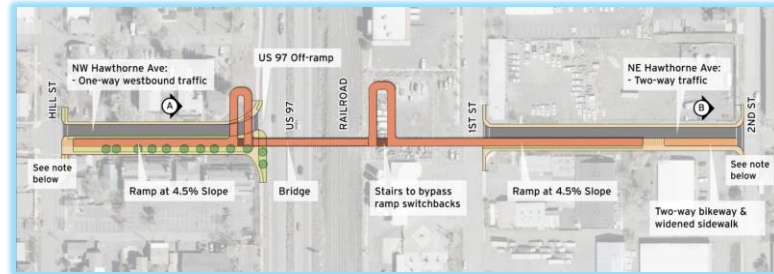


Concept 2: Lower & Widen Sidewalks / 3 Lanes

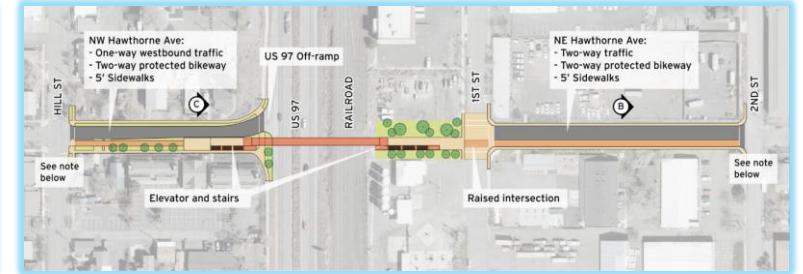
## Hawthorne Avenue Crossing



Concept 1: Straight Approach

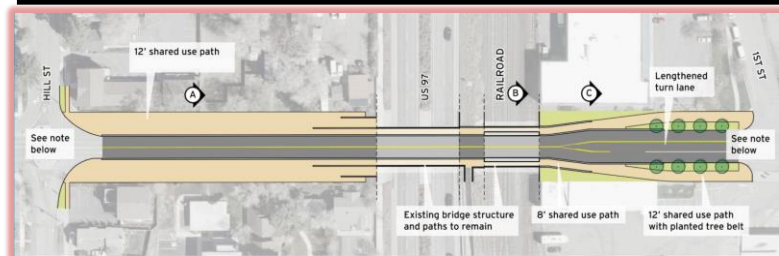


Concept 2: Switchback Ramps / Maintain 4.5% Slope

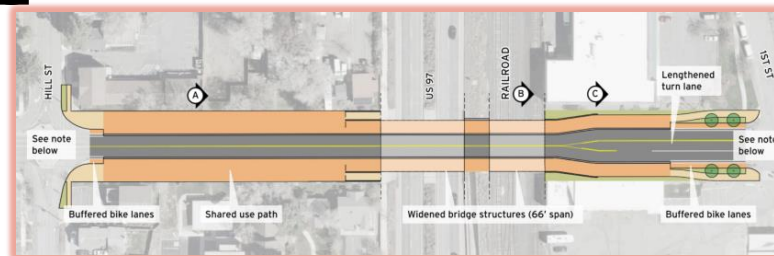


Concept 3: Stair & Elevator Bridge Access / No Ramps

## Franklin Avenue Undercrossing



Concept 1: Widen and Level East Access - Plaza



Concept 2: Full Rebuild / Widen Undercrossing Opening

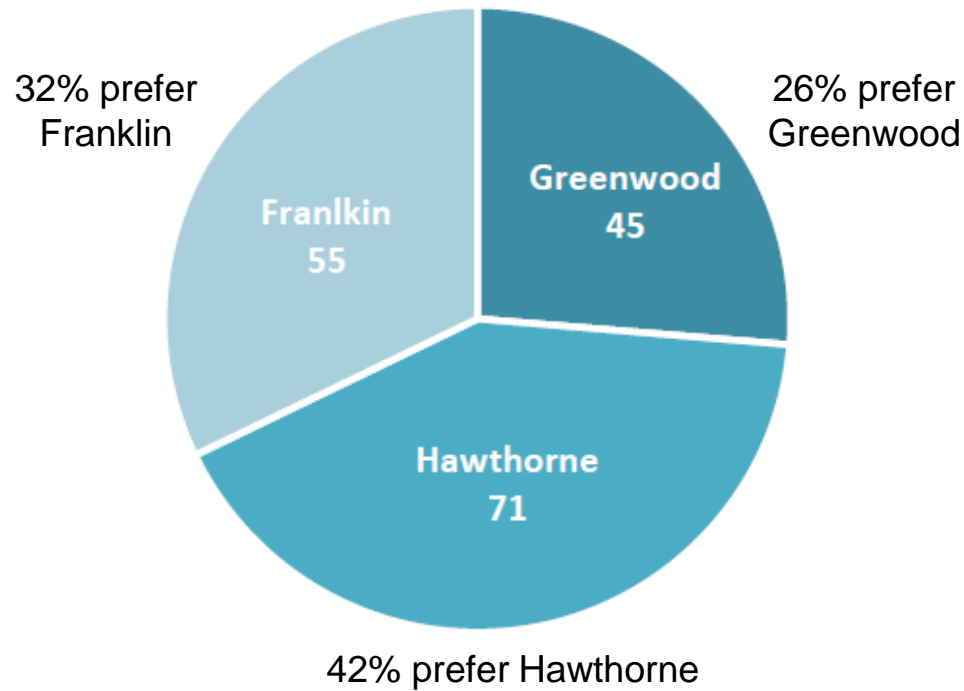
# Total Responses: 223 people participated

- 203 English speaking
- 20 Spanish speaking

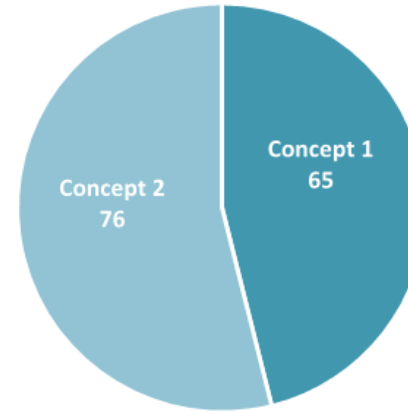
## PUBLIC SURVEY



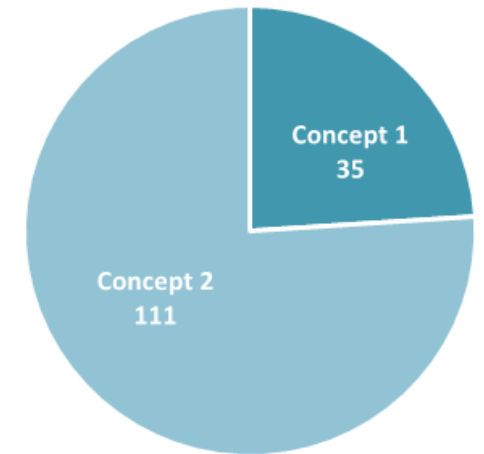
### What corridor should we work on first?



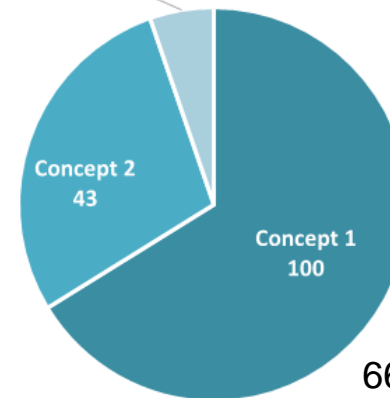
Greenwood Avenue  
54% prefer Concept 1



Franklin Avenue  
76% prefer Concept 2



Hawthorne Avenue  
Concept 3: 8



66% prefer Concept 1



## □ Key Themes and Takeaways

- Overall participant feedback & preference
  - Minor preference to **Construct new Hawthorne Avenue Crossing (42%)**
  - Improve existing Franklin Avenue undercrossing (32%)
  - Improve existing Greenwood Avenue Undercrossing (26%)
- Greenwood Avenue
  - Most in-person participants preferred **Concept 2 (81%) - Lower and Widen Sidewalk**
  - No clear preference when combining online and in-person responses
- Hawthorne Avenue
  - Overall excitement with the new crossing/bridge
  - Elevate Bend to a “new level as a sustainable, healthy, and people-forward city”
  - Most participants preferred **Concept 1 (66%) – Straight Approach**
  - Strong concern with elevators (Concept 3) and ramp slope (Concept 1)
  - Ramp slope to be further evaluated during design phase, following survey collection



## Greenwood Avenue

- ❑ Both Concepts
  - **Future Consideration:** Explore vertical separation for bicyclists, requires coordination with Emergency Services (EMS):
    - Collapsible bollards instead of the rolled curb.
    - Retaining wall to elevate shared use path.

## Hawthorne Avenue

- ❑ All 3 Concepts
  - Eliminate bridge support between US 97 and railroad.
  - Eliminate parking on the north side of Hawthorne between US 97 and Hill Street.
- ❑ Concept 2: Switchback Ramps / Maintain 4.5% Slope
  - Provide rounded corners on the switchbacks
- ❑ Concept 1: Straight Approach / Maintain 7.5% Slope
  - Reduce approach slope.

## Franklin Avenue

- ❑ Both Concepts
  - Widen walkway at western plaza area to maintain emergency access to adjacent properties.
- ❑ Concept 2: Full Rebuild / Widen Undercrossing Opening
  - Raise the shared use path to be vertically separated from travel lanes and reduce slope for users.





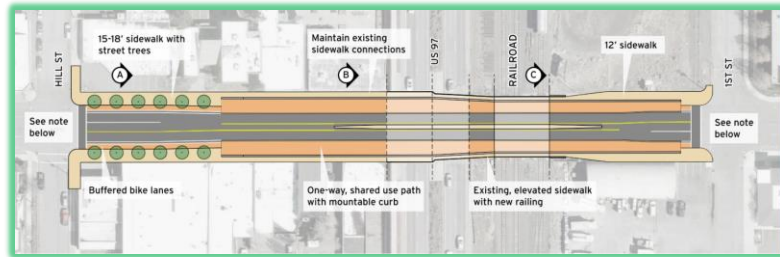
## Criteria

- Alignment with Community Goals
- Safety, Security, and User Comfort
- Equitable Outcomes
- Urban Design
- Community Support
- Design Feasibility
- Cost
- Temporary Construction Impacts
- Environmental and Cultural Resource Constraints
- ROW Acquisition Needs
- Maintenance Requirements
- Feasibility with Respect to BNSF & ODOT Facilities

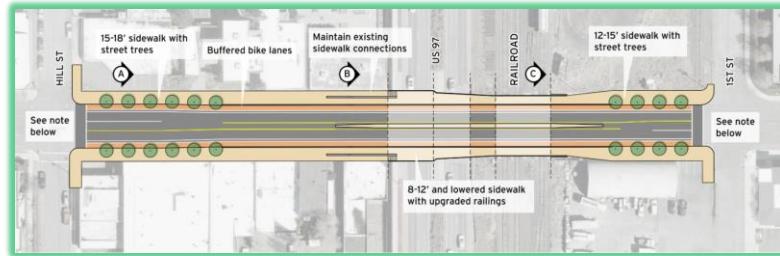


# EVALUATION RESULTS PER CROSSING

## Greenwood Avenue Undercrossing



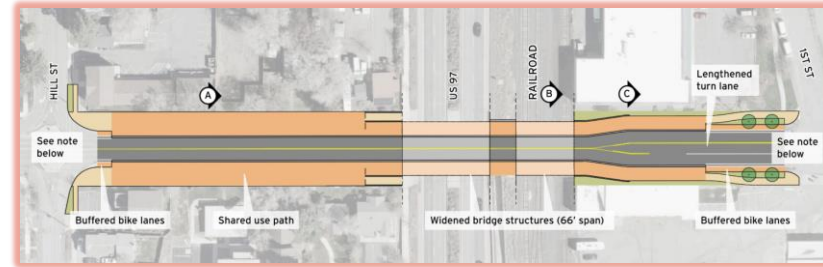
Concept 1: Shared Use Path / 3 Lanes



Concept 2: Lower & Widen Sidewalks / 3 Lanes

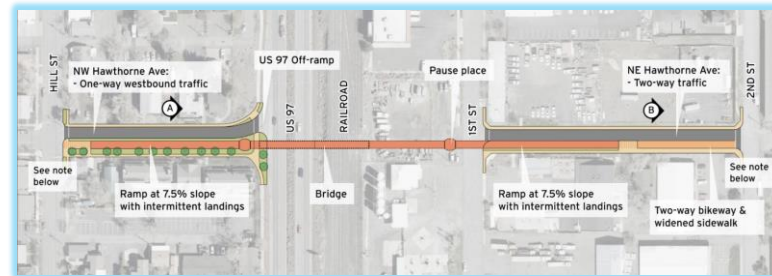
*\*Concept 2 scored slightly higher.*

## Franklin Avenue Undercrossing



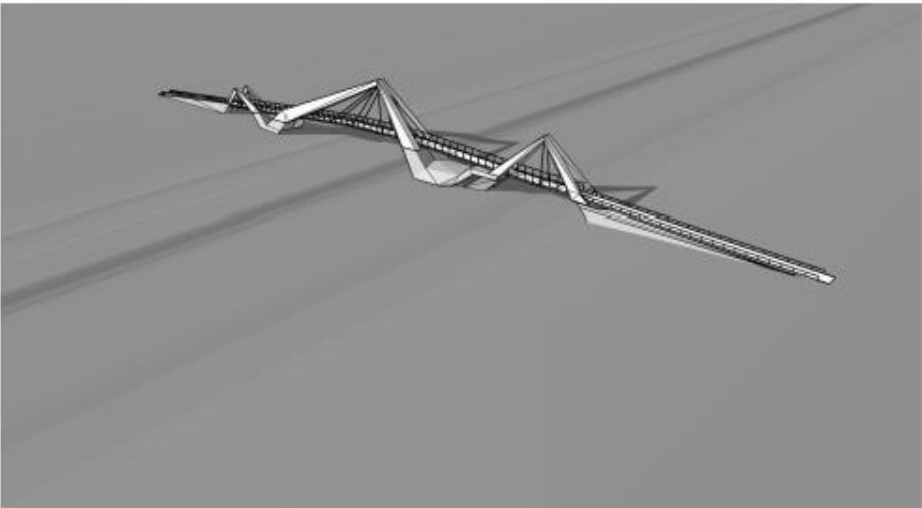
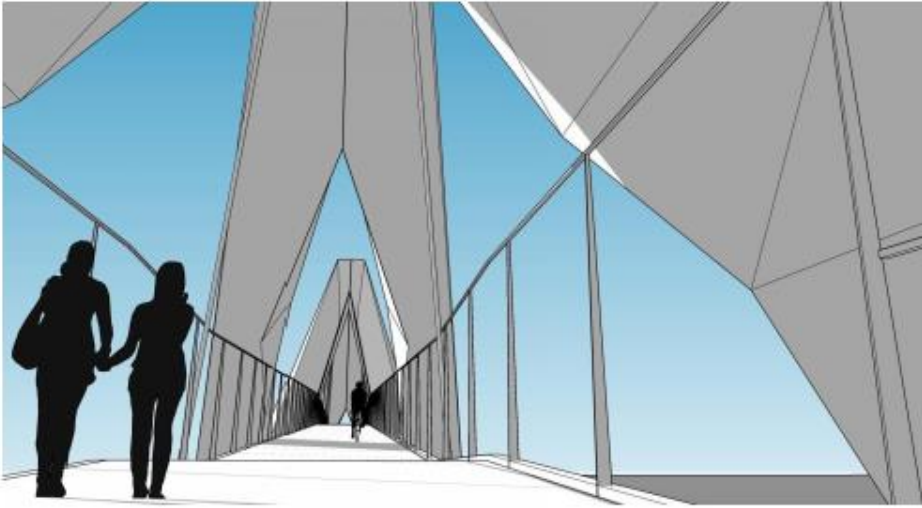
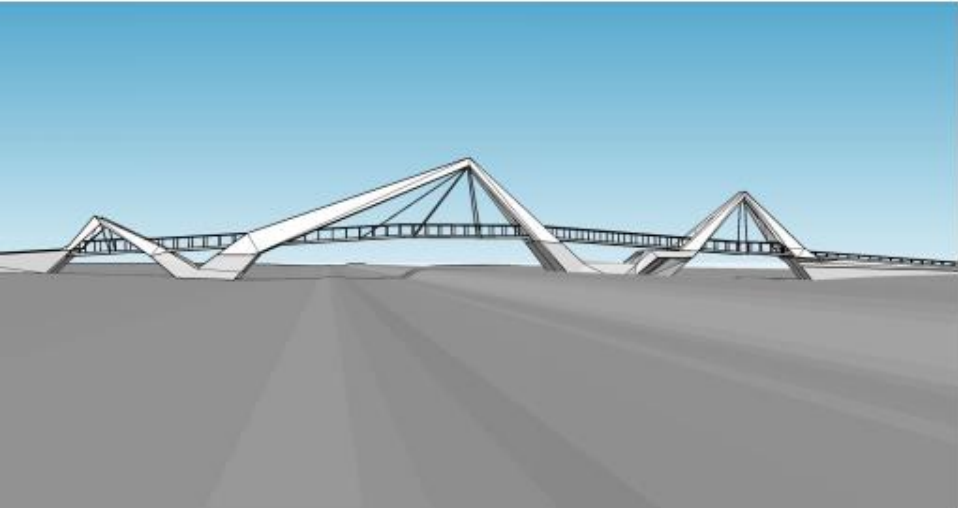
Concept 2: Full Rebuild / Widen Undercrossing Opening

## Hawthorne Avenue Crossing



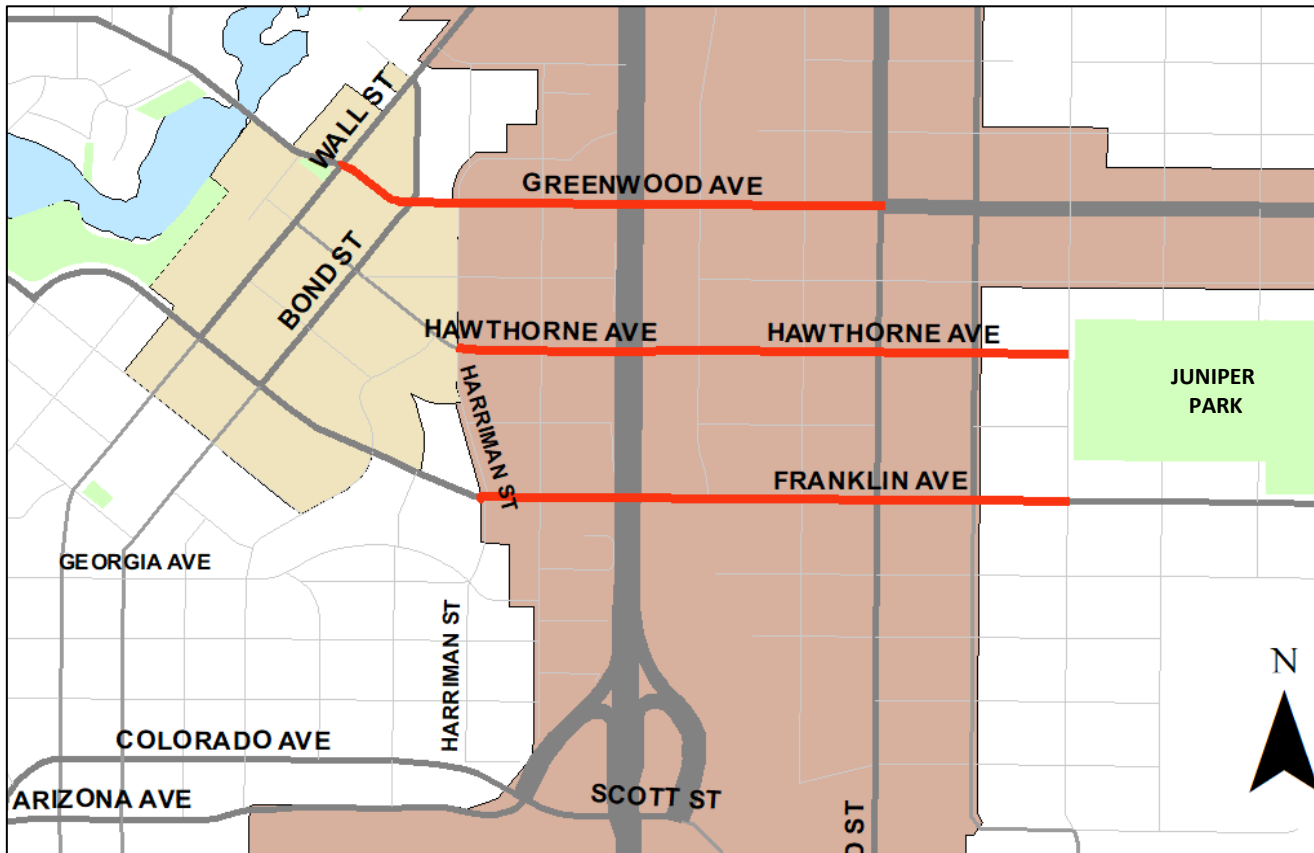
Concept 1: Straight Approach

# HAWTHORNE CONCEPT 1 RENDERINGS





# CORRIDOR OVERVIEW MAP



**Legend**

- Parks
- Downtown
- Core Area Tax Increment Finance (TIF) Boundary
- Deschutes River
- Corridor Extents

MIDTOWN CORRIDOR	ENGINEER'S ESTIMATE
Greenwood – C1	<b>\$8.7M*</b>
Greenwood – C2	<b>\$13.5M*</b>
Hawthorne – C1	<b>\$24.7M (+\$3.3M – 20 FT)</b>
Hawthorne – C2	<b>\$26M (+\$3M – 20 FT)</b>
Hawthorne – C3	<b>\$24M (+\$3M – 20 FT)</b>
Franklin – C1	<b>\$11M**</b>
Franklin – C2	<b>\$51.5M**</b>

1. *Engineer's Estimate includes estimate for crossing, corridor, and programmed stormwater (outlined below).*
2. *Hawthorne estimate includes (+\$3M) for 20-foot wide option. Base estimate includes costs of 14-foot wide option.*

*\*Includes \$2.25M Programmed in the Stormwater CIP to address the undercrossing flooding (FY 22-26)*

*\*\*Includes \$1.5M Programmed in the Stormwater CIP to address the undercrossing flooding (FY 22-26)*

QUESTIONS



PAUSE FOR COMMITTEE QUESTIONS

# COST ESTIMATES AND FUNDING



## Engineer's Estimates:

Infrastructure	Greenwood		Hawthorne (+20FT Option)			Franklin	
	C1	C2	C1	C2	C3	C1	C2
<b>Crossing Costs</b>	\$3.0M	\$7.8M	\$19.7M (+\$3.3M)	\$21 (+\$3M)	\$19 (+\$3M)	\$6.8 M	\$46.9M
<b>Corridor Costs</b>	\$3.4 M		\$5.0 M+ (ie. increase for linear park idea)			\$3.1 M	
<b>Stormwater Costs</b>	\$2.3 M		N/A			\$1.5 M	
<b>Total Costs</b>	<b>\$8.7M</b>	<b>\$13.5M</b>	<b>\$24.7M (+\$3.3M)</b>	<b>\$26M (+\$3M)</b>	<b>\$24M (+\$3M)</b>	<b>\$11M</b>	<b>\$51.5M</b>

## Available Funds:

CIP Funding Source	FY22/23	FY23/24	FY24/25	FY25/26	TOTAL
Transportation Fund	\$1,298,800	\$850,000			\$2,148,800
GO Construction Bond	\$1,100,000	\$1,270,000	\$6,600,000	\$4,000,000	\$12,970,000
Stormwater Fund	\$500,000	\$750,000	\$1,500,000	\$1,500,000	\$4,250,000
<b>Additional Funding Sources</b>			<b>Amount</b>	<b>SUBTOTAL</b>	<b>\$19,368,800</b>
Core Area Tax Increment Fund (TIF)			\$6,000,000	Add'l Funds	\$6,688,800
All Roads Transportation Grants (Franklin & Greenwood only)			\$688,800	<b>TOTAL</b>	<b>\$26,057,600</b>

# FUNDING SOURCES



Funding Sources	Description	Greenwood	Hawthorne	Franklin
Bond - Midtown Crossings	Eligible for crossing improvement(s) at either Greenwood, Hawthorne, or Franklin. Currently Programmed in 2023-2026. (*\$24.5M identified in TSP near term projects; plus \$12M in long-term; \$36.5M Total)	← \$12,000,000* →		
Bond - Key Intersections	Funding for enhanced crossings at 2nd/Greenwood, 2nd/Franklin, and 4th/Franklin	\$210,000	n/a	\$420,000
Bond - Key Routes	Funding to complete low stress network for Routes 2 (Franklin) and Route 6 (Hawthorne)	n/a	← \$340,000 →	
Core Area Tax Increment Financing (TIF)	Only eligible projects, or proportion share of project, within Core TIF Area. \$6 Million earmarked for Midtown Crossings between FY2023-2028 however not all funding will be available in initial years. Additional TIF could be available after FY 2027/28.	← \$6,000,000 →		
Transportation - Greenways Phase IV	Complete low stress network connections between Downtown and Juniper Park. Only a small portion of these funds can be used for Franklin (3rd to 5th Street).	n/a	\$748,800 (\$30,000)	
Storm - Franklin and Greenwood	Funds to address stormwater flooding concerns at Franklin and Greenwood undercrossings. Programmed in CIP for 2022-2026	\$2,250,000	n/a	\$1,500,000
All Roads Transportation Safety (ARTS) Grants	State grants to improve safety at Greenwood corridor and Franklin lighting improvements. Requires coordination with ODOT to administer grant funds.	\$562,800	n/a	\$126,000 (lighting)
Transportation - Midtown	City received \$2 Million state grant. \$517,220 encumbered with current feasibility study contract.	← \$1,500,000 →		
Other Grants	The City of Bend is pursuing additional funding opportunities discussed in further detail on the next slide.	Not secured at this time		





Grant Program	Due Date	Funding Source	Overview	Award / Match, if Awarded	Project
<b>Oregon Community Paths</b>	Pre-application: September 15, Application: January 31	ODOT program, both state and federal \$ available	Investments in multi-use paths <u>not part of a roadway</u> that serve a transportation purpose. 30% match for state, 10.27% for federal.	<ul style="list-style-type: none"> <li>\$1.4M (\$1M state request; \$400K match)</li> <li>\$1M (\$900K federal request; \$100K match)</li> </ul>	Midtown Crossings
<b>Reconnecting Communities Pilot Program</b>	October 13	New federal grant under IIJA (USDOT)	Planning and capital construction to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities	<ul style="list-style-type: none"> <li>\$24M (\$12M federal request, \$12M match)*</li> <li>Max request is \$100M</li> </ul>	Hawthorne Overcrossing

*\*minimum 50% match (20% local/state, other 30% match could be federal grants if secured)*

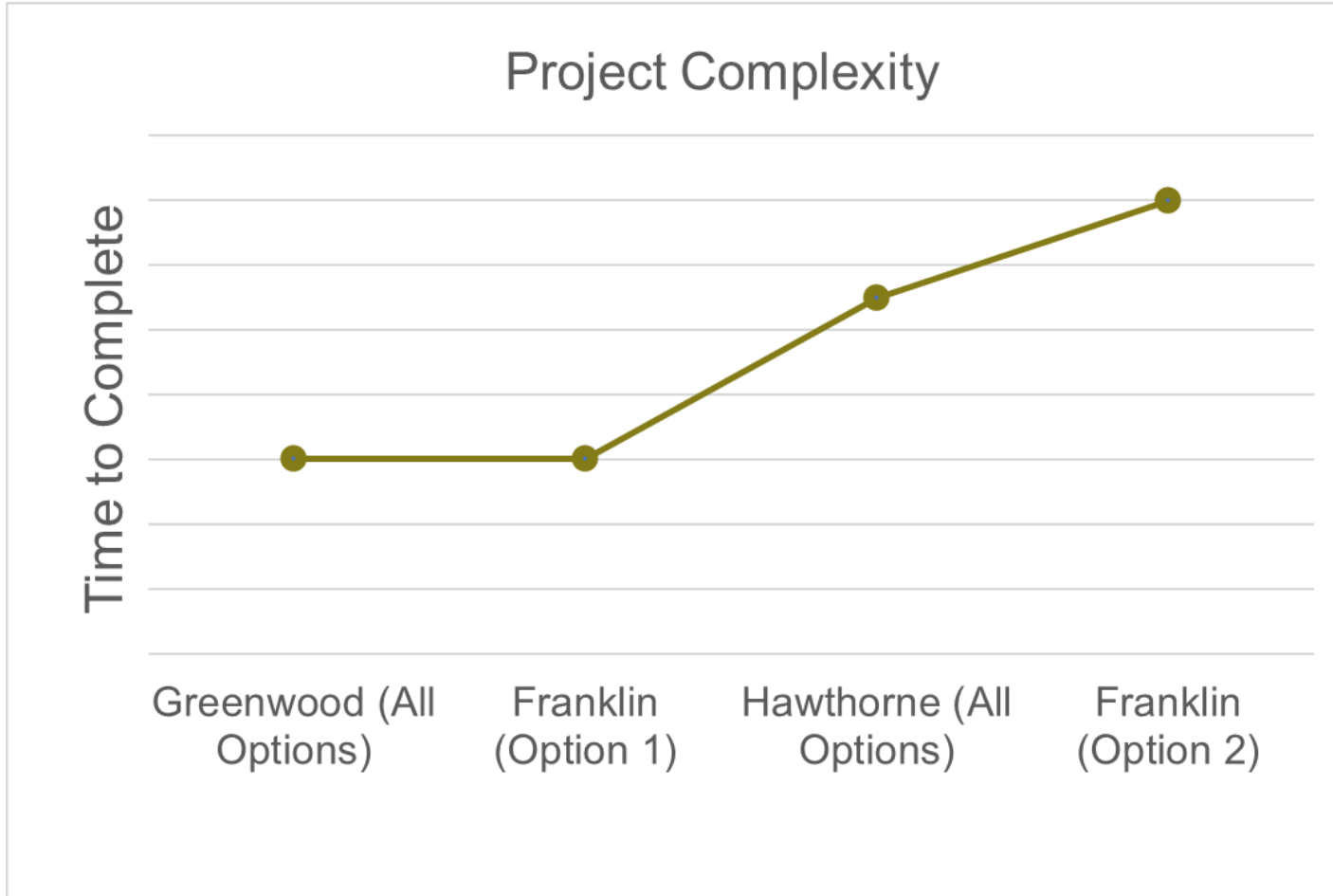


QUESTIONS



PAUSE FOR COMMITTEE QUESTIONS

# PROJECT COMPLEXITY AND SCHEDULE



### Example Project Delivery Considerations

- Develop Preferred Alternative
- Agency Coordination (BNSF & ODOT)
- Federal Funding Requirements
- Contracting Method
- Traffic Impact Mitigation
- Project Phasing (Limit E-W Impacts)
- Programmed Funding Limitations
- Project Stakeholder Coordination
- Construction fatigue w/ phased approach

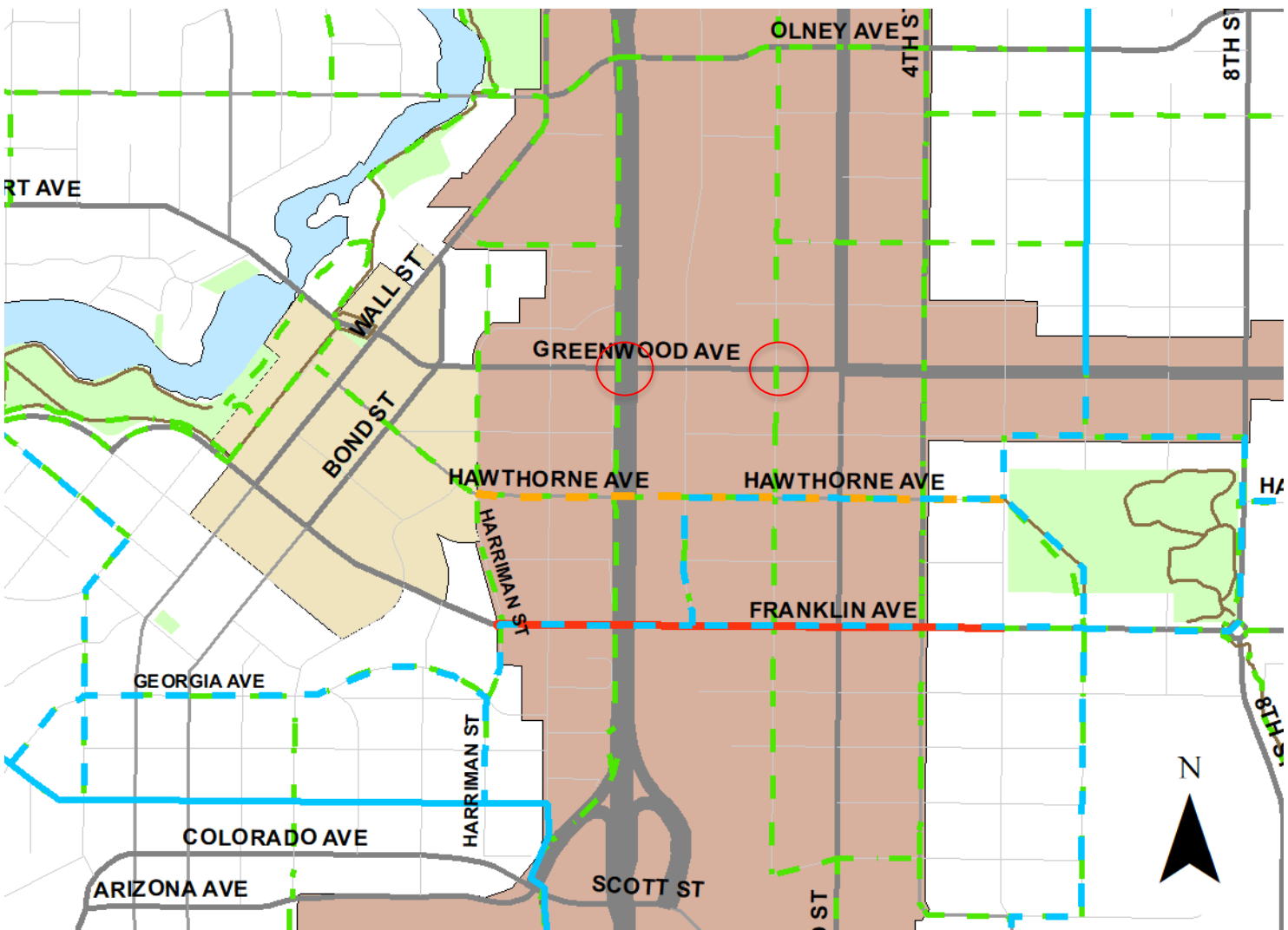
# CIP SCENARIO 1- PRIORITIZE FRANKLIN (C1)



Funding Sources	Greenwood (C1)	Hawthorne (+20FT)	Franklin (C1)
<b>Total Costs (Crossing, Corridor, Stormwater)</b>	<b>\$8.7M</b>	<b>\$24.7M (+\$3.3M)</b>	<b>\$11M</b>
ARTS (corridor)	\$562,800		\$126,000
Stormwater	\$2,250,000		\$1,500,000
Bond Intersections (corridor)	\$210,000		\$420,000
Bond Key Routes (corridor)			\$340,000
Bond Midtown Crossings (crossing)		\$7,750,000	\$4,250,000
TIF (crossing/corridor)		\$3,000,000	\$3,000,000
State Grant – Transportation Fund			\$1,500,000
<b>Total</b>	<b>\$3,022,800</b>	<b>\$10,750,000</b>	<b>\$11,136,000</b>
<b>Funding Gap</b>	<b>(\$5.7M)</b>	<b>(\$13.9M, +\$3.3M)</b>	<b>\$0</b>

- Able to complete Franklin Corridor and Crossing Concept 1
- \$10.75M reserved for grant matches for Hawthorne Crossing Concept 1 resulting in \$17M gap for 20ft crossing and corridor improvement
  - Future funding source considerations (Federal Grant Applications (50% match) and TIF)
  - Minimal improvements to Greenwood primarily for Stormwater and 2nd/Greenwood

# FRANKLIN C1 & HAWTHORNE MATCH



- Complete Franklin C1 and Franklin Corridor, initiate design starting in 2023
- Precede with design of Hawthorne only (orange dash line) and try to secure federal funding
  - Reserve \$12M for federal match
- Stormwater improvements for Greenwood and 2nd/Greenwood minor improvement
  - Additional TIF could be considered to support these improvements

### Legend

- Corridor Extents
- Existing Paths/Trails
- - - Planned Low Stress Network
- - - Neighborhood Greenways
- - - Not Built (Phase IV)
- Built
- Parks
- Downtown
- Core Area Tax Increment Finance (TIF) Boundary
- Deschutes River

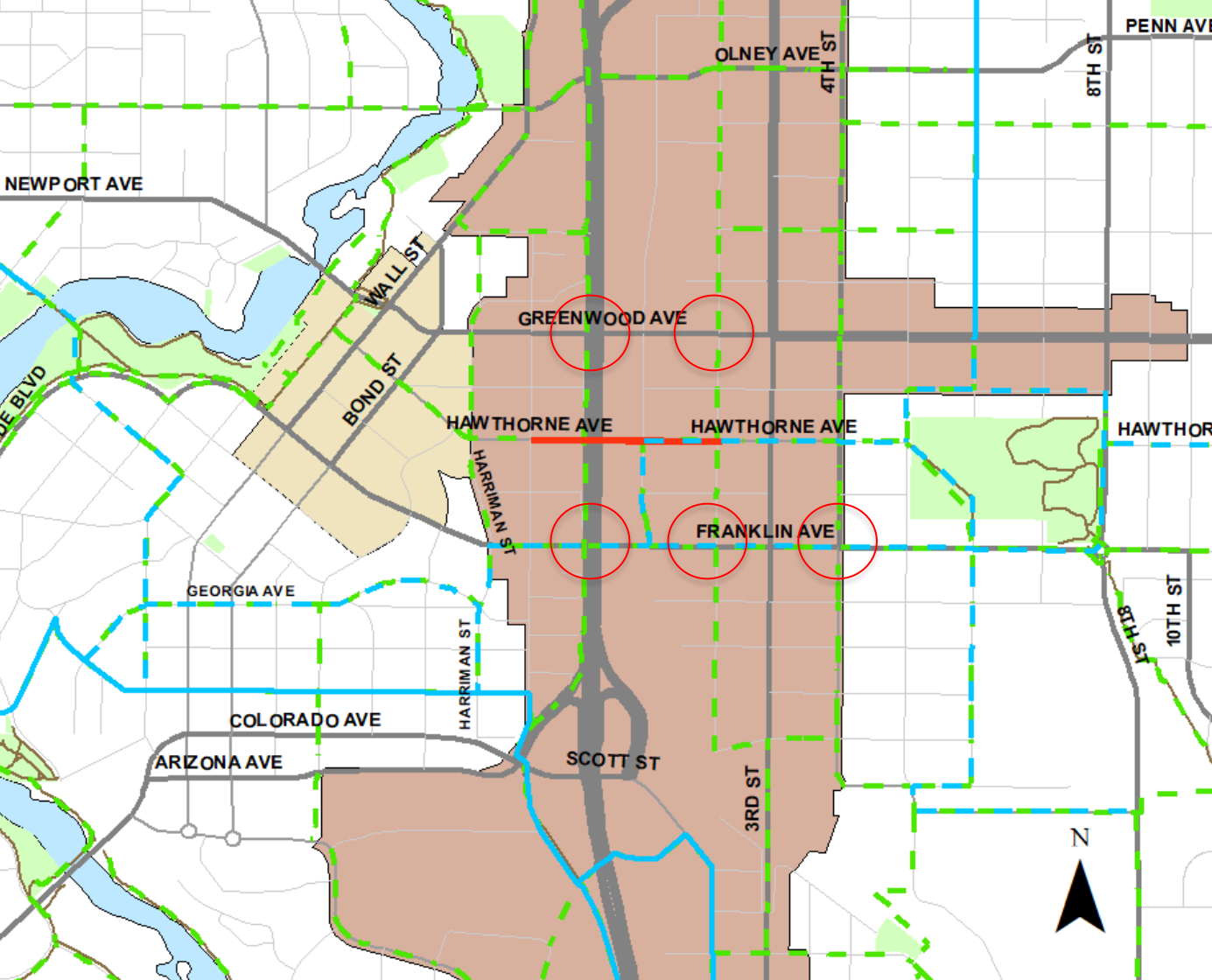
## CIP SCENARIO 2 - PRIORITIZE HAWTHORNE



Funding Sources	Greenwood (C1)	Hawthorne (C1) (+20FT)	Franklin (C1)
<b>Total Costs (Crossing, Corridor, Stormwater)</b>	<b>\$8.7M</b>	<b>\$24.7M (+\$3.3M)</b>	<b>\$11M</b>
ARTS (corridor)	\$562,800		\$126,000
Stormwater	\$2,250,000		\$1,500,000
Bond Intersections (corridor)	\$210,000		\$420,000
Bond Key Routes (corridor)			\$340,000
Bond Midtown Crossings (crossing)		\$12,000,000	
TIF (crossing/corridor)		\$6,000,000	
State Grant – Transportation Fund		\$1,500,000	\$-
<b>Total</b>	<b>\$3,272,800</b>	<b>\$19.5M</b>	<b>\$2,386,000</b>
<b>Funding Gap</b>	<b>(\$5.4M)</b>	<b>(\$5.2M, +\$3.3M)</b>	<b>(\$8.6M)</b>

- \$500K funding gap for 14ft Hawthorne Concept 1, \$3.5M gap for 20ft Concept 1 (solely overcrossing)
- No funds available for Hawthorne Corridor improvements without additional funding secured
- Franklin and Greenwood stormwater still moves forward with minimal improvements for pedestrian safety and crossings improvements.
- No complete corridor/connection is completed in near term, with exception of Phase IV Greenways (\$748k)

# PRIORITIZE HAWTHORNE



- Allocate all funds for Hawthorne Crossing
  - Adequate funding for 14ft crossing, Concept 1, not including corridor
  - Insufficient funds for 20ft crossing
  - 6-7 year project delivery
  - Pursue additional grant funds
- Franklin & Greenwood stormwater improvements and minor improvements to 2nd/Greenwood, 2nd/Franklin, and 4th/Franklin (2022-2026)
- Neighborhood Greenways Phase IV as independent project

## Legend

- |                               |  |
|-------------------------------|--|
| Corridor Extents              | Parks  |
| Existing Paths/Trails         | Downtown                                       |
| Planned Low Stress Network    | Core Area Tax Increment Finance (TIF) Boundary |
| <b>Neighborhood Greenways</b> | Deschutes River                                |
| Not Built (Phase IV)          |  |
| Built                         |  |

# CIP SCENARIO 3 - FRANKLIN (C1), GREENWOOD (C1 OR C2)



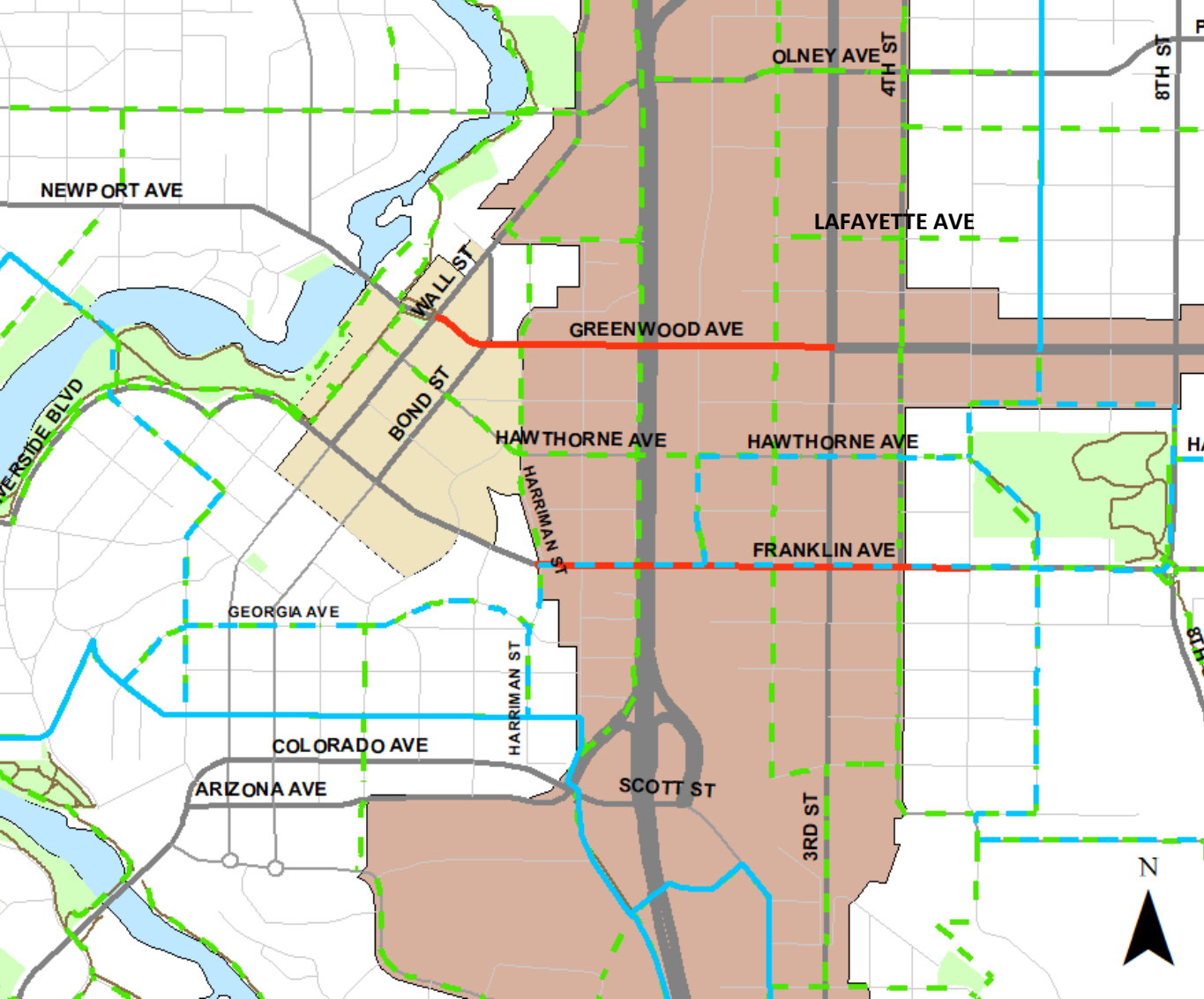
Funding Sources	Greenwood (C1)	Hawthorne (+20 FT)	Franklin (C1)
<b>Total Costs (Crossing, Corridor, Stormwater)</b>	<b>\$8.7M</b>	<b>\$24.7M (+\$3.3M)</b>	<b>\$11M</b>
ARTS (corridor)	\$562,800		\$126,000
Stormwater	\$2,250,000		\$1,500,000
Bond Intersections (corridor)	\$210,000		\$420,000
Bond Key Routes (corridor)			\$340,000
Bond Midtown Crossings (crossing)	\$4,000,000	\$3,000,000	\$5,000,000
TIF (crossing/corridor)	\$1,200,000	\$2,050,000	\$2,750,000
State Grant – Transportation Fund	\$500,000		\$1,000,000
<b>Total</b>	<b>\$8,722,800 (+4.9M, C2)</b>	<b>\$5,050,000 (-\$4.9M, C2)</b>	<b>\$11,136,000</b>
<b>Funding Gap</b>	<b>\$0</b>	<b>(\$16.9M, +\$3.3M)</b>	<b>\$0</b>

- Completes Greenwood Concept 1 and Greenwood Corridor (Road Diet)
  - Greenwood Concept 2 added costs would be deducted from Hawthorne budget
- Completes Franklin Concept 1 and Franklin Corridor improvements
- Minimal available for Hawthorne in next 7-10 years with existing funding sources
- Stormwater improvements completed in conjunction with corridor/crossing improvements



# FRANKLIN & GREENWOOD

- Completes Franklin Concept 1 and Franklin Corridor
- Completes Greenwood Concept 1 and Greenwood Corridor
- \$5.0M (-\$4.9M, Greenwood – C2) available for future Hawthorne Crossing project
- Greenwood crossing/corridor improvements would benefit from completion low stress routes to connect to 6th Street Greenway



## Legend

- |                               |  |
|-------------------------------|--|
| Corridor Extents              | Parks  |
| Existing Paths/Trails         | Downtown                                       |
| Planned Low Stress Network    | Core Area Tax Increment Finance (TIF) Boundary |
| <b>Neighborhood Greenways</b> |  |
| Not Built (Phase IV)          | Deschutes River                                |
| Built                         |  |



QUESTIONS



PAUSE FOR COMMITTEE QUESTIONS

# **PUBLIC COMMENT**

**Please use the raise hand function and you will be called on.**

**If you are on the phone:**

**\*9 to raise your hand**

**\*6 to mute/unmute**



- Greenwood- is there a strong preference between Concept 1 or Concept 2?
- Hawthorne- does everyone agree with recommendation for Concept 1?
- Franklin- Concept 2 is likely cost prohibitive without significant outside assistance, is there desire to move forward with either concept?
- Is there a strong preference or feedback on any of the proposed CIP scenarios?