



CITY OF BEND

Core Area Advisory Board

August 15, 2024

Meeting Agenda

- Approve July Minutes

- Incentives
- Midtown Crossings
- Performance Metrics

CAAB 2024 Schedule

Incentives Update

Midtown Crossings Update

Approve 2023 Performance Metrics

People Streets (Low-Car District) Study update

15 Aug.

7 Nov.

Core Area Budget Update

Business & Development Assistance

Business Assistance Program Changes



Midtown Crossings Update



CITY OF BEND

CAAB Midtown Update

Garrett Sabourin, City of Bend, Principal Engineer

August 14, 2024

Scope

City Midtown Project (Current Design Contract)

- Current design efforts
- Franklin Corridor – Alternatives Analysis
- Construction Amendments - GMP
- Hawthorne Concept to ODOT
- Synergy opportunities: Water and Stormwater

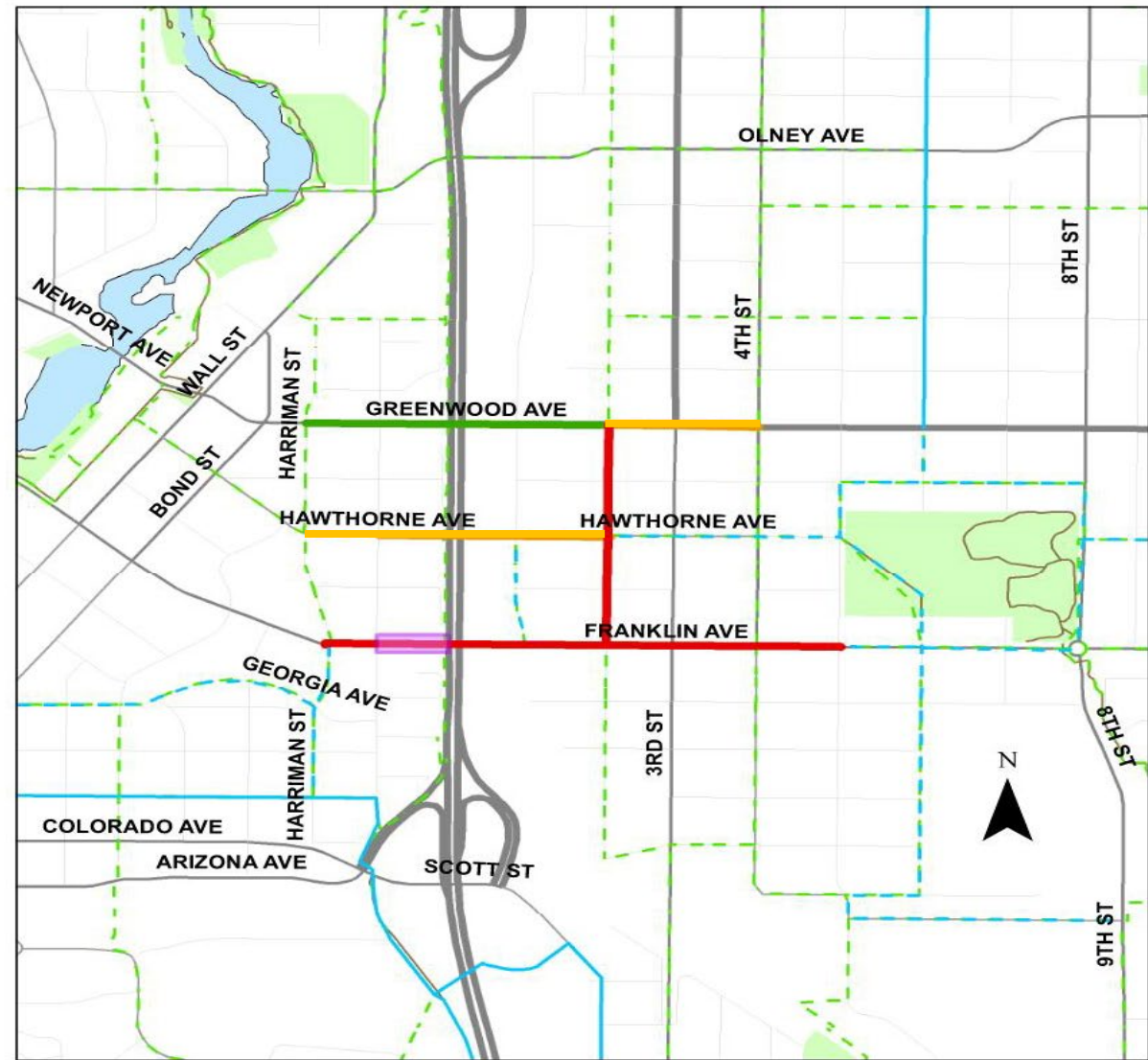
State Administered Midtown Projects

- Hawthorne Overcrossing: Harriman St to Second Street
- Greenwood Ave: 2nd to 4th (All Roads Transportation Safety (ARTS) funds)

Future Council Reviews (PDB)

- Future amendments: Construction packages (GMPs) and Franklin Corridor Design Services

GMP = Guaranteed Maximum Price



Legend

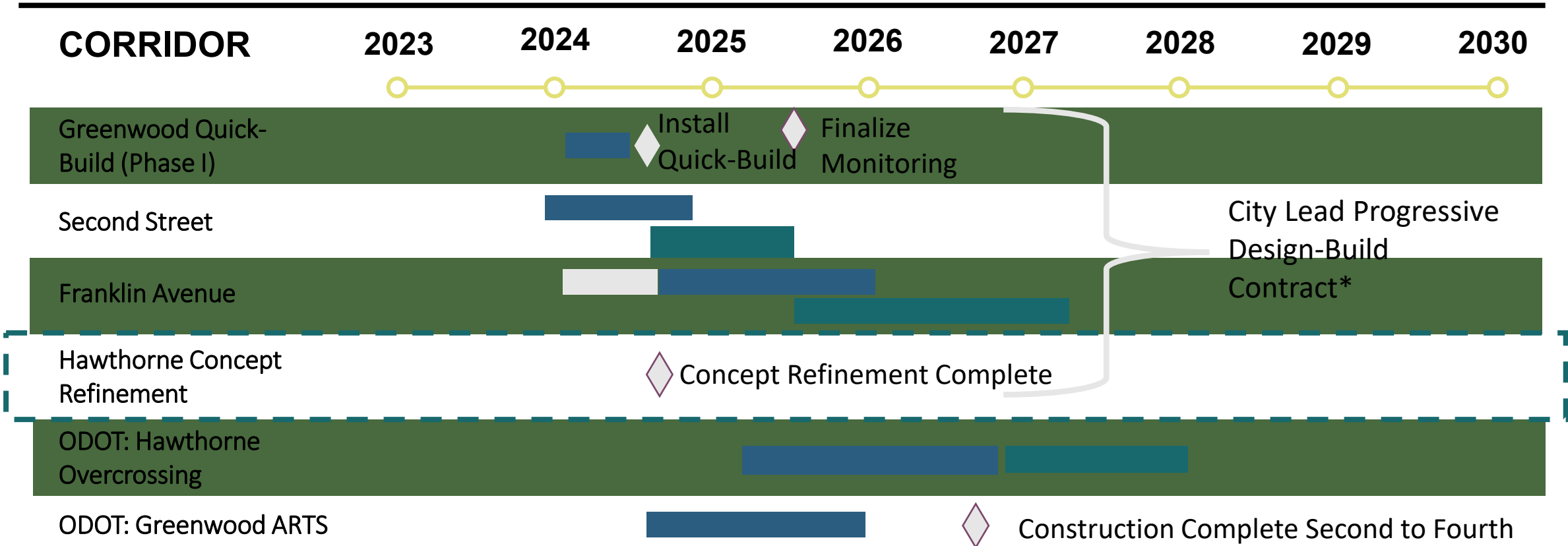
Add Bike Facilities	Neighborhood Greenways	Parks
Design and Construction	Not Built (Phase IV)	Deschutes River
Quick Build	Built	
ODOT Administered	Planned Low Stress Network	
	Existing Paths/Trails	

Schedule

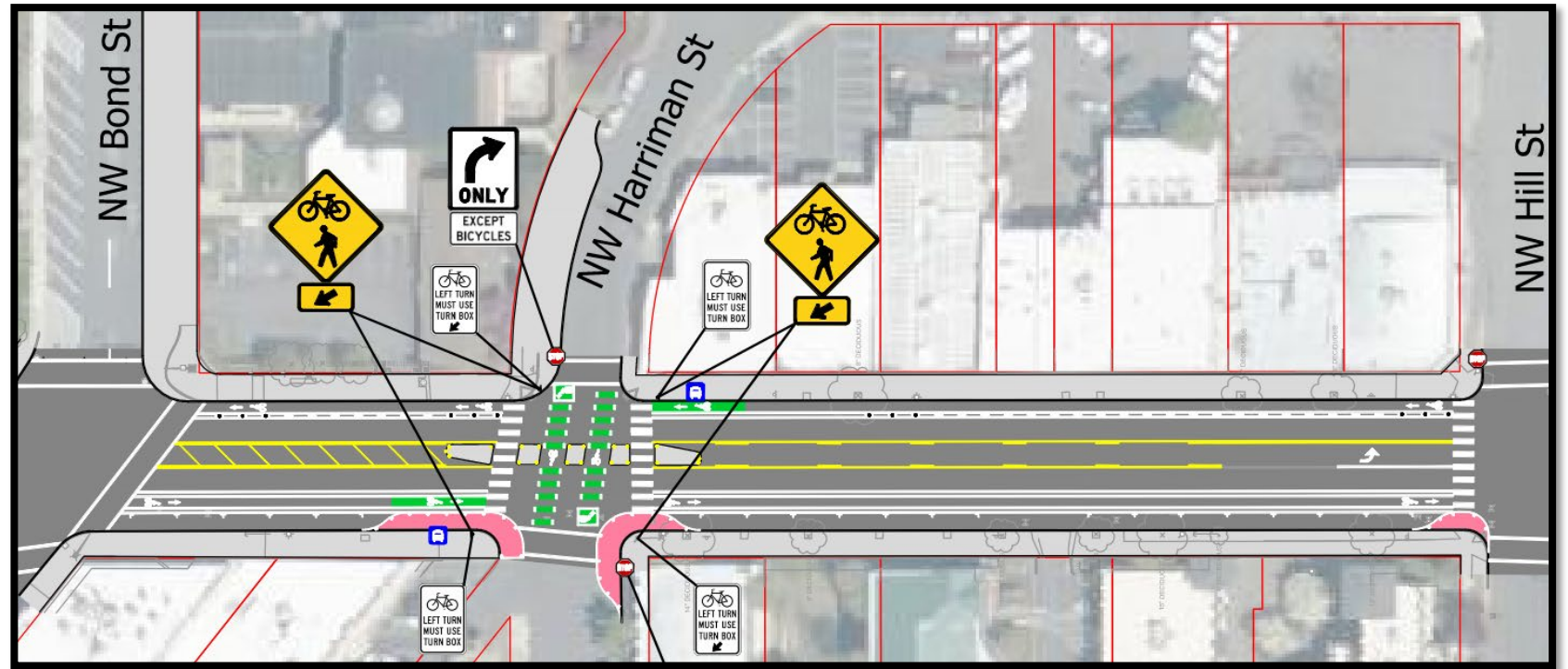
Alternatives Analysis

Design

Construction



Greenwood Quick-Build



Intersection & Undercrossings – vertical protection



Curb Extensions – safer crossings



Buffered Bike Lane – both sides

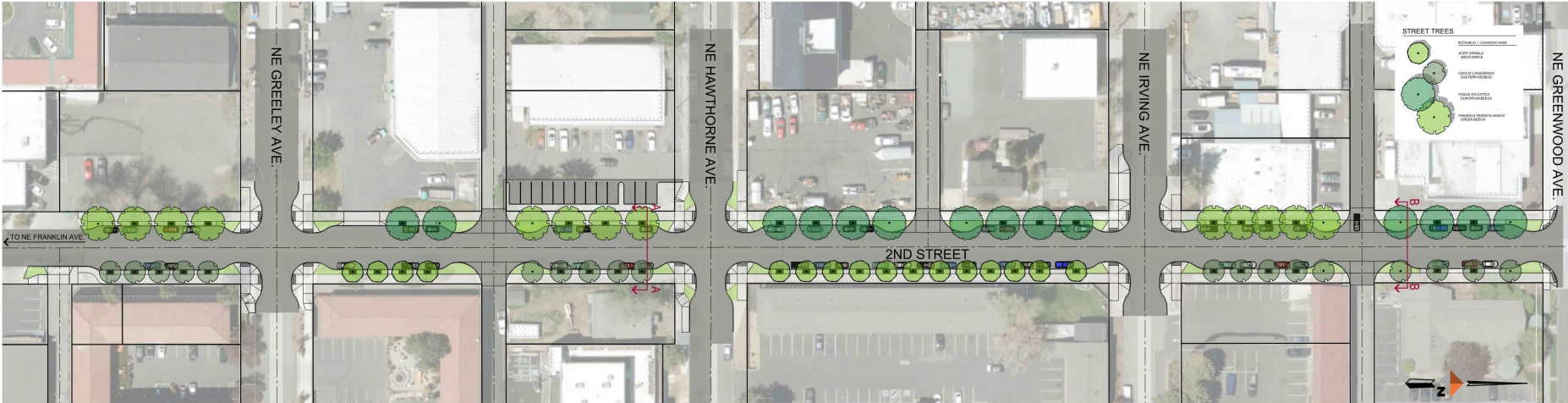
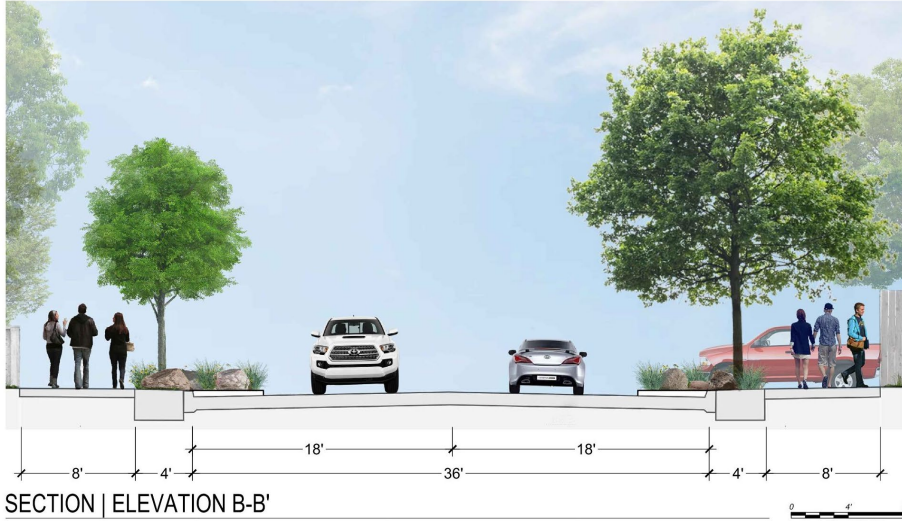
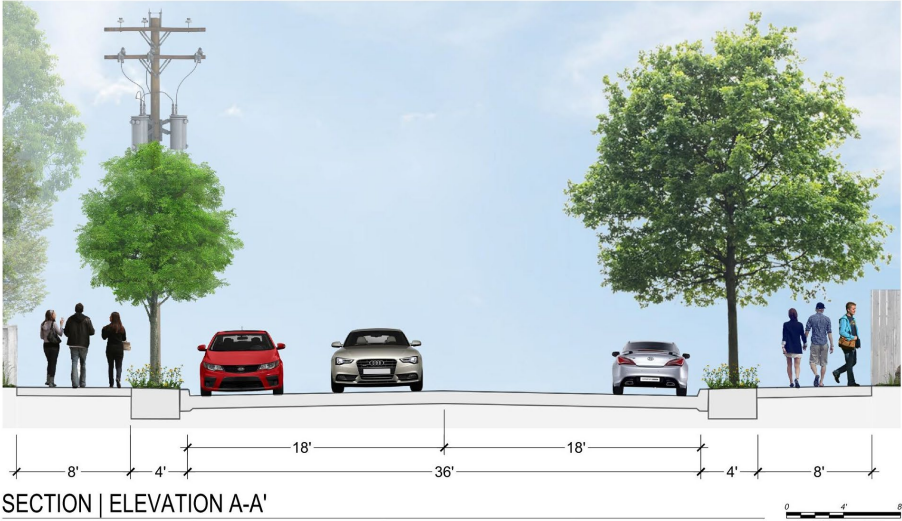


Concrete Median – Low Stress Crossing



Second Street

- June 2024 Budget Update - \$3.3M
- GMP (water/roadway)
- Construction Timeline
- Future Considerations
 - Lighting/power crossings
 - Hawthorne crossings
- Franklin & Greenwood Coordination
 - ODOT (Greenwood)
 - 2025 (Franklin)



Option 2 – Single Tower Cable Stay



Consideration	Cable Stayed-1 Tower
Project Cost	\$29M-\$36M
Maintenance	High
Aesthetics	High
Constructability	Difficult
Land-use compatibility	Good
US97 Southbound Access at Hawthorne oversized vehicle restrictions	No

Scoring Overview and Budget

	Cable Stayed Two Tower	Cable Stayed Single Tower	Extradosed Two Towers ¹	Truss
Class 5 Estimate	\$31M - \$38M	\$29M - \$36M	\$30M - \$42M	\$27M - \$33M
Life Cycle Maintenance	High (7x)	High (5x)	Medium (3x)	Low (1x)
Aesthetics	High	High	High	Medium
Constructability	Difficult	Difficult	Moderate	Easy
Land-use compatibility	Fair	Good	Fair	Good
US97 SB Access at Hawthorne oversized vehicle restrictions	Yes	No	Yes	No

Project Funding Breakdown	AMOUNT
State Programmed Funds – ODOT STIP	\$32.1M
2026-2028 Hawthorne Urban Renewal Funds	\$3.0M
Midtown Contingency Funds	\$6.1M
TOTAL	\$41.2M



Franklin Concept



- Stormwater Study
- Private Development Coordination
- Open House
- Design Amendment
- Construction Schedule and phasing
- Bend Bikeway Coordination
- Coordination with Olney Project (2025)



Funding

PROJECT BUDGET BY FUND ²	AMOUNT
2020 GO Bond	\$12,970,000
BURA CORE ¹	\$8,500,000
Water	\$1,332,000
Transportation (CSFRF)	\$1,425,000
Stormwater	\$6,250,000
Total Project Budget^{2,3}	\$30,477,000

¹ Total amount reflects funding identified in the 5-year CIP for 2nd Street, Franklin Corridor, and Hawthorne Overcrossing contributions

² The following project numbers from the 5-year CIP are included as part of the overall project budget: 1GFAI, 1GGAU, 1GHAO, 1BCA2, 1RFGU

³Total amount reflects \$10M of funding identified in the 5-year CIP for the Hawthorne Overcrossing. Funding amounts will be updated following project cost estimate refinement.



Performance Metrics

Affordability Metrics Update

- Staff have recently acquired CoStar/Apartments.com licenses and will be able to provide additional metrics in future to monitor Core Area "affordability"
- Recommend providing an update to CAAB at future meeting when metrics are available and including in future year reporting

CAAB Work Plan

Subcommittee Updates

- Business Assistance Subcommittee
 - Staff has drafted proposed changes to program
 - New meetings currently on pause until funding capacity for program confirmed in October
- Development Code Subcommittee
 - 1st meeting: Monday August 19 1-3pm

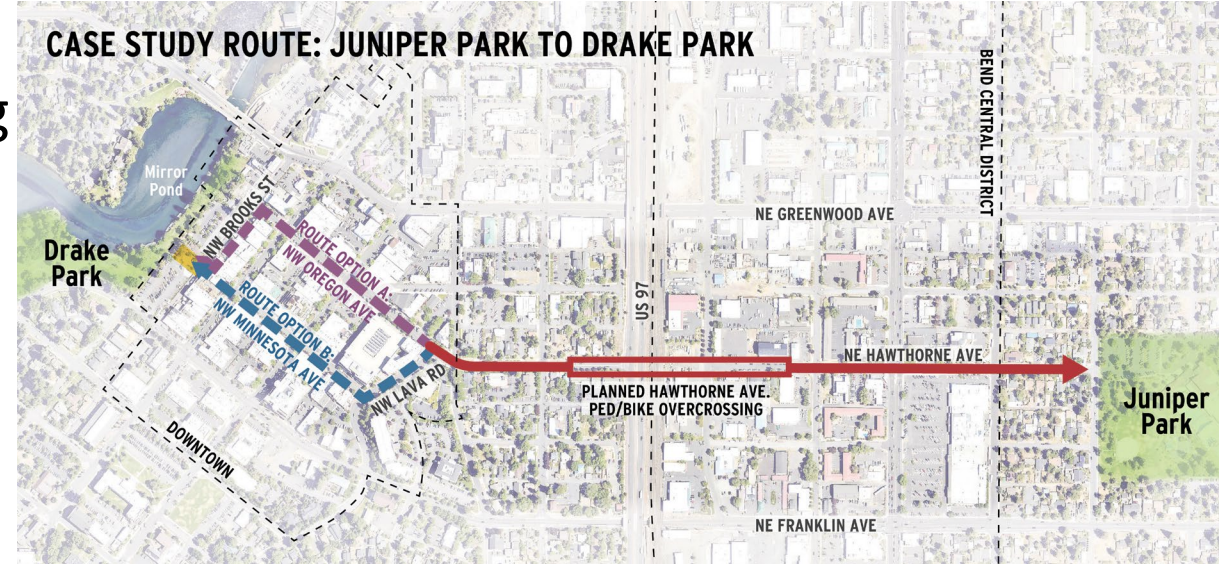
Planning for People Streets (Low-Car District) Study

- To create vibrant, people-first streets and spaces in Bend
 - To support people safely walking, biking, rolling, using transit, and driving.
 - To create public places that are inviting and activated.
 - To support climate goals by reducing vehicle miles travelled.
- To meet state land use and transportation planning requirements in upcoming planning efforts:
 - Climate Friendly Areas
 - Transportation System Plan update



Low-Car District Study Purpose

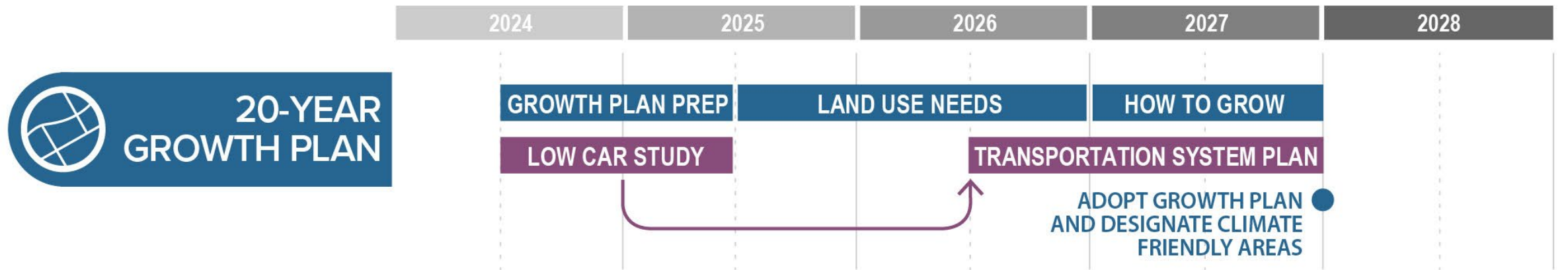
- **Define** what, how, and when "Low-Car" Districts will be allowed in Bend including **next steps, polices, and actions** (e.g., development code or street standard changes)
- Evaluate a **Low-Car/People Street Case Study** to understand how to implement people streets
 - People street route **between Juniper Park and Drake Park.**
- Low-Car District Implementation Plan



Low-Car District Study Engagement

- Project Steering Committee to advise staff
 - CAAB representation: Corie & Elisa
 - Membership focused on engaging historically under-engaged community members (stipends available)
- In person and Online Open House (Fall 2024)
- Future engagement in Growth Plan/Transportation System Plan update

GROWTH STRATEGY TIMELINES, DELIVERABLES



Approximate dates subject to change based on scope, budget, capacity

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

Accommodation Information for People with Disabilities



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