



**FY 2012-2013  
PEDESTRIAN OR BICYCLE IMPROVEMENT  
GRANT APPLICATION**

**Applicant information**

ORGANIZATION NAME City of Bend		DATE June 23, 2010	
CITY OR COUNTY OF PROJECT City of Bend, Deschutes County, Oregon		ODOT REGION 4	ODOT DISTRICT 10
CONTACT PERSON NAME Robin Lewis		TITLE Transportation Engineer/Project Manager	
ADDRESS 575 NE 15th Street		PHONE (541) 330-4025	FAX (541) 389-2245
CITY, STATE, ZIP Bend, OR 97701		E-MAIL rlewis@ci.bend.or.us	

**Project information**

PROJECT NAME Riverside/Franklin Pedestrian and Bicycling Infrastructure			
1.	TYPE OF PROJECT (CHECK ALL THAT APPLY. IF INTERSECTION OR PEDESTRIAN CROSSING IMPROVEMENT, OR OTHER, DESCRIBE) <input checked="" type="checkbox"/> Sidewalks <input checked="" type="checkbox"/> Bike-lane striping <input type="checkbox"/> Shoulder widening <input checked="" type="checkbox"/> Streetscape <input checked="" type="checkbox"/> Pedestrian crossing improvement <input type="checkbox"/> Other/describe:		
2.	NAME OF STREET, ROAD, OR HIGHWAY ON WHICH PROJECT IS LOCATED Riverside Boulevard and Franklin Avenue		CHECK IF APPLICABLE <input type="checkbox"/> State highway
	CROSS STREET OR OTHER REFERENCE POINT (STATE HWY MILEPOST BEGIN/END IF APPLICABLE) Riverside-Franklin betw. Galveston/Tumalo all-way stop & Lava Road	LENGTH IN FEET 3632	SIDE(S) OF ST (BOTH, N, S, E, W, ETC.) BOTH
	a. Estimated project cost, including engineering and local match .....	\$ 999,993.39	
	b. State's share (grant amount you are seeking).....	\$ 649,993.39	
	c. Local share (match 10% minimum) .....	\$ 350,000.00	
	IF SOFT MATCH, DESCRIBE Hard match (\$232,353.72); Soft match (\$98,038.57 = staff PM, community outreach work, & legal review)=\$350,000		
	d. Other funding source .....	\$ future possible	
	DESCRIBE OTHER FUNDING SOURCE During community outreach we will look for value added contributions (Bend Parks, Transit, ADA & Neighbors)		
4.	Can the project be divided into two phases? ..... <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, describe the two sections, costs, and your priority for completing each. This may affect project selection if there is insufficient funding for your project as submitted.		
	DESCRIBE A. Riverside Boulevard Buffered Bike Lanes & Enhanced Pedestrian Crossings + Franklin Avenue Shared Bike Lanes (\$ 891,611.63)   B. Riverside/Tumalo Intersection Realignment ( \$ 108,381.76)		
5.	Briefly describe the problem and the proposed solution. Describe the need, the current conditions, and how the project would improve the situation. Describe how the project would fill gaps or provide connectivity to other facilities. (See instructions for drawing and map requirements.)		
	DESCRIBE Multi-modal integration (bike/ped/transit) in the heart of Bend filling gaps in bike facilities on east-west corridor. Install buffered bike lanes on Riverside Blvd along Drake Park. Install sharrows downtown on Franklin Ave. Mitigate long pedestrian crossings w/curb extensions. Connect transit to biking w/transit-stop bike corrals. Reconstruct Riverside/Tumalo intersection to shift cut-through traffic to arterial & re-establishing residential local street character.		

Continued...

6.	Is the proposed project included in an adopted local transportation system or capital-improvement plan?..... <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	IF YES, IDENTIFY Minor Arterials are required to provide bike facilities. Neither Riverside nor Franklin currently have bike facilities.
	If no, has the need been identified elsewhere? ..... <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	IF YES, WHERE? Safety/Traffic Calming for Tumalo Road is identified on the City's Local Street Traffic Safety Program needs list.
	Is this a Scenic Bikeway/Oregon Coast Bike Route or Historic Columbia Gorge Highway? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
7.	Have local elected officials formally expressed support for this project? * ..... <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	IF YES, HOW? City Council provided a vote of support at their July 7, 2010 council meeting.
8.	Are there currently accesses, driveways or on-street parking within project limits? ..... <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	a. If yes, have local elected officials expressed support to any proposed changes? * ..... <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
9.	Are you prepared to hold public hearings if required? * ..... <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
10.	Does the proposed facility lie within road or street rights-of-way?..... <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (Projects in parks or abandoned railway lines are not eligible.)
	a. Will extra right-of-way need to be purchased?..... <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
11.	Does an agency other than the applicant have jurisdiction over the right-of-way? ..... <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	IF YES, WHO?
	a. Does the right-of-way holder concur with your project request? * ..... <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	b. Who will maintain the improvements, including landscaping? *
	NAME OF AGENCY City of Bend will maintain roadway & transit infrastructure. Abutting property owners will maintain parkstrips.
12.	Is the proposed project to be included in a larger project? ..... <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No (Projects that add sidewalks or bikeways as part of new road construction or reconstruction are not eligible. Projects that tie into other work such as repaving, utility, or drainage work, are eligible and encouraged.)
	IF YES, LARGER PROJECT DESCRIPTION, TIMELINE AND OTHER FUNDING SOURCES
13.	Does the proposed facility provide a link to transit or park-and-ride facilities? ..... <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	IF YES, DESCRIBE Bus stops will be redesigned to better incorporate pedestrian crossings of Riverside, add ADA pad & bike parking.
14.	Does the project include a railroad crossing, or is it within 500 feet of one? ..... <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	a. If yes, do the railroad company and the ODOT Rail Crossing Safety Unit concur with the project request? * ..... <input type="checkbox"/> Yes <input type="checkbox"/> No
15.	The project accommodates:..... <input checked="" type="checkbox"/> Both pedestrians and bicyclists <input type="checkbox"/> Pedestrians only <input type="checkbox"/> Bicyclists only

Continued...

\* Please fill in appropriate box on signature page.

16.	Are any bridges, tunnels, retaining walls, or other structures required? ..... <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No IF YES, DESCRIBE
17.	Describe project elements and design that enhance the bicycling and/or walking experience, or that create a sense of place. (See Question 7 of grant criteria for elements to consider.) DESCRIBE This project provides "sharrows" downtown on Franklin Avenue; a buffered bike lane system on Riverside Blvd; re-organizes the Riverside/Tumalo intersection to remove the stop signs on the arterial; incorporates covered bike corral parking by creating a signature bus stop serving downtown Bend (at Riverside/Broadway) to integrate bike commuting with transit as well as provide group bike parking to serve downtown businesses, park activities and the farmer's market. For pedestrians, this project creates a strong sense of place by expanding the effect of Drake Park upon the arterial; bridging the divide the arterial has between the park and the residential properties. The pedestrian crossings at four intersections will be reconstructed to minimize conflicting vehicle movements and reduce the pedestrian crossing distance by use of curb extensions. This style of pedestrian crossing treatment was successful at the Riverside/Louisiana/Congress intersection (reconstructed in 2005). These four pedestrian crossings serve Bend's downtown civic plaza ("Mirror Pond Plaza") as well as the Deschutes River pedestrian footbridge and Drake Park, and provide access to the corridor's transit stops. The curb extensions and matching landscaping draw the two sides of the arterial together; drivers perceive driving through the park rather than along it. Matching pedestrian scale lighting of the crossing on both sides further enhances the perception of driving through a park and promotes the idea that pedestrians are expected and welcomed. At Broadway and at Kansas the transit stops will also be redesigned to better integrate the pedestrian crossings to the transit stop and eliminate bus dwell time blockage of the pedestrian crosswalk. For bikes, the Galveston-Riverside-Franklin corridor is one of only four complete east-west routes and cuts through the heart of Bend. The corridor has several key features making it unique in its ability to serve increased bike traffic: under-crossings of both the railroad and the US97 Parkway; attractive biking destinations; and connects housing to jobs. Community surveys show strong demand to bike east-west across town, but the Riverside & downtown Franklin portions of this corridor currently do not have bike lane accommodations. This project also implements the vision of the community's proposed "Three Sisters" Scenic Bikeway designation.
18.	What else should we know about your project and grant application? DESCRIBE **Re-organizing the Riverside/Tumalo intersection enables a bike boulevard to be created on Tumalo Road to further facilitate families with younger/older riders in reaching downtown & the Deschutes Public Library. The proposed intersection design de-emphasizes the local street connections & provides priority movement to the arterial (emulating the same concept used successfully at Riverside/Louisiana/Congress in 2005). This removes a stop sign for arterial bike traffic and discourages arterial traffic on the local street. **A buffered bike lane system is proposed rather than a traditional bike lane on Riverside to broaden the user demographics, increasing bicyclist comfort when traveling between parked cars and a moving motor vehicle lane. **Kansas Ave. connects across Riverside Blvd to the Deschutes River footbridge. The project facilitates a safe and inviting arterial crossing for the school children attending Amity Creek, Westside Village and Highland magnet schools which share a common attendance boundary split by the Riverside Blvd corridor. These schools all promote walking + biking to school. **The Riverside project will necessitate the design & construction of a storm water drainage system. City will investigate a porous pavement system in the Riverside bike lanes and parking bays as an environmentally sensitive manner to handle roadway storm drainage this close to the Deschutes River. ***"Before & After Studies" will demonstrate multi-modal facilities can increase biking and walking mode splits and enhance the livability of a community. The proposed metrics for the "Before & After Studies" are speeds, volumes, percent yielding to pedestrians, bicyclist and pedestrian counts as well as crash data.



**FY 2012-2013  
PEDESTRIAN OR BICYCLE IMPROVEMENT  
GRANT APPLICATION  
SIGNATURE PAGE**

PROJECT NAME Riverside/Franklin Pedestrian and Bicycling Infrastructure	
ORGANIZATION NAME City of Bend	CONTACT PERSON NAME Robin Lewis

**Signatures**

**Applicant** — This section must be completed by all applicants.

NAME Eric King	TITLE City Manager
APPLICANT SIGNATURE X <i>[Signature]</i>	DATE 7/8/10

**Lines 7 and 8: Elected official support** — This section to be completed by applicants checking Yes on Line 7 or Line 8.

NAME Kathy Eckman	TITLE Mayor
SIGNATURE X <i>[Signature]</i>	DATE

**Lines 11 and 11a: Support of right-of-way owner** — This section to be completed by applicants checking Yes on Lines 11 and 11a.

NAME Paul Rheault	TITLE Public Works Director
SIGNATURE X <i>[Signature]</i>	DATE 7.8.10

**Line 11b: Agreement from agency to maintain facility** — This section to be completed by all applicants.

NAME Paul Rheault	TITLE Public Works Director
SIGNATURE X <i>[Signature]</i>	DATE 7.8.10

**Line 14: Support from railroad company and ODOT Rail Crossing Safety Unit** — This section to be completed by applicants checking Yes on Line 14.

**Railroad company**

NAME	REPRESENTATIVE TITLE AND NAME OF COMPANY
SIGNATURE X	DATE

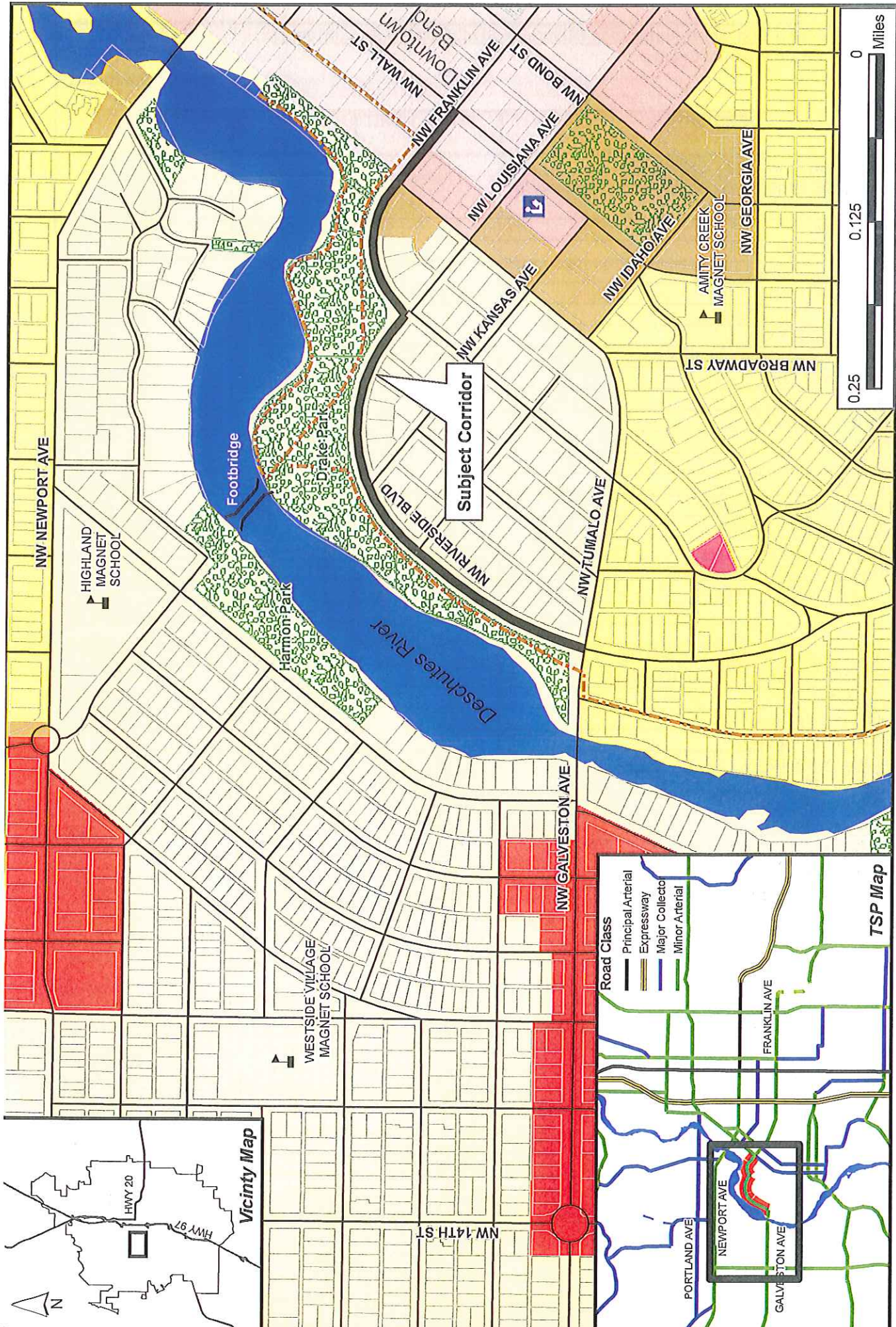
**ODOT Rail Crossing Safety Unit**

NAME	TITLE
SIGNATURE X	DATE

**City of Bend - ODOT Bike & Ped Grant Application (Riverside Blvd./Franklin Av. Corridor)**

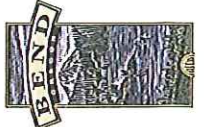
**Cost Estimate based on Conceptual Design**

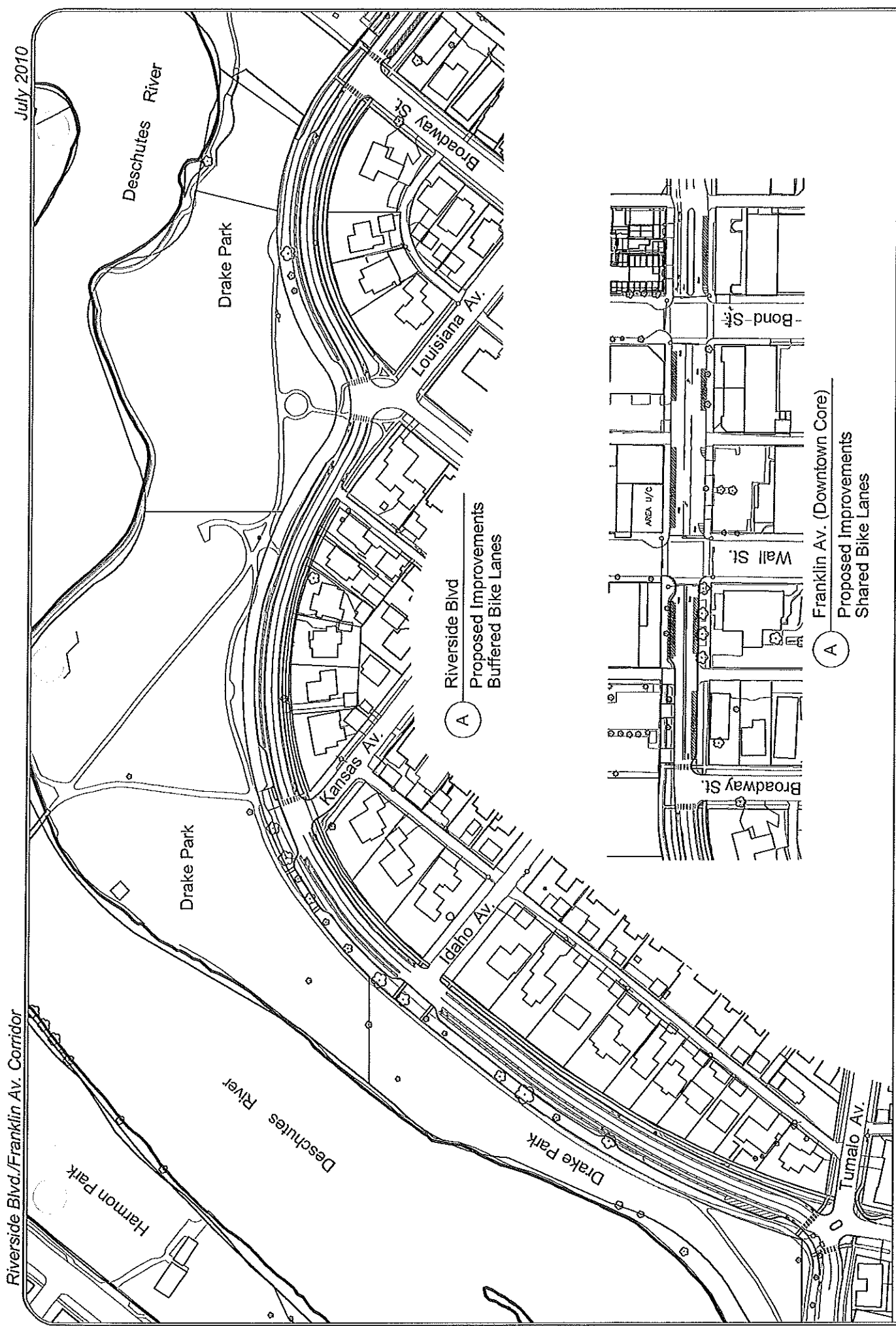
NO.	DESCRIPTION	QTY	UNIT	Unit Cost	TOTAL
<b>A</b>	<b>CONSTRUCTION COST ESTIMATE</b>				
	<b>RIVERSIDE BUFFERED BIKE LANES (Tumalo to Wall)</b>				
	Mobilization	1	LS	\$53,000.00	\$53,000.00
	Temporary Traffic Control	1	LS	\$10,000.00	\$10,000.00
	Construction Staking	1	LS	\$7,000.00	\$7,000.00
	Excavation/Demo	3455	SY	\$8.00	\$27,640.00
	4" AC on 10" Agg. Patch	797	SY	\$20.00	\$15,940.00
	1.5" Asphalt Overlay	11700	SY	\$6.00	\$70,200.00
	Porous Asphalt (Storm Water Control)	11000	SF	\$8.00	\$88,000.00
	16" Concrete Curb	4706	LF	\$12.00	\$56,472.00
	Concrete Sidewalk	16648	SF	\$4.00	\$66,592.00
	Concrete Driveway	2165	SF	\$7.00	\$15,155.00
	Striping	1	LS	\$41,065.70	\$41,065.70
	Top Soil	1450	CY	\$13.00	\$18,850.00
	Street Trees	27	EA	\$225.00	\$6,075.00
	Landscape/Irrigation Repair	47788	SF	\$1.00	\$47,788.00
	Misc. Utility Adjustments	1	LS	\$10,000.00	\$10,000.00
	Lighting & Signing	1	LS	\$29,975.00	\$29,975.00
	Covered Bus Stop & Bike Corral	1	LS	\$15,000.00	\$15,000.00
	Concrete Bus Stop Pads	4	EA	\$1,000.00	\$4,000.00
				Subtotal =	\$582,752.70
<b>B</b>	<b>CONSTRUCTION COST ESTIMATE</b>				
	<b>RIVERSIDE/TUMALO RE-ALIGNMENT</b>				
	Mobilization	1	LS	\$7,200.00	\$7,200.00
	Temporary Traffic Control	1	LS	\$3,000.00	\$3,000.00
	Construction Staking	1	LS	\$2,000.00	\$2,000.00
	Excavation/Demo	1586	SY	\$10.00	\$15,860.00
	4" AC on 10" Agg.	1100	SY	\$20.00	\$22,000.00
	16" Concrete Curb	512	LF	\$12.00	\$6,144.00
	Concrete Sidewalk	1062	SF	\$4.00	\$4,248.00
	8-inch Wide White Paint (Bike Lane Striping)	199	LF	\$0.50	\$99.50
	Thermoplastic White Bike Lane Stencil	2	EA	\$250.00	\$500.00
	12-inch Wide Thermoplastic White Cross Walk	216	LF	\$6.00	\$1,296.00
	Top Soil	98	CY	\$13.00	\$1,274.00
	Landscape/Irrigation Repair	1773	SF	\$1.25	\$2,216.25
	Misc. Utility Adjustments	1	LS	\$5,000.00	\$5,000.00
				Subtotal =	\$70,837.75
	<b>SUBTOTAL</b>				\$ 653,590.45
	<b>CONTINGENCY =</b>	20%			\$ 130,718.09
	<b>SUBTOTAL</b>				\$ 784,308.54
	<b>ENGINEERING</b>	15%			\$ 117,646.28
	<b>COB INTERNAL CHARGES</b>	10%			\$ 78,430.85
	<b>COB ADMIN/LEGAL</b>	3%			\$ 19,607.71
	<b>Total Estimated Project Cost</b>				\$ 999,993.39



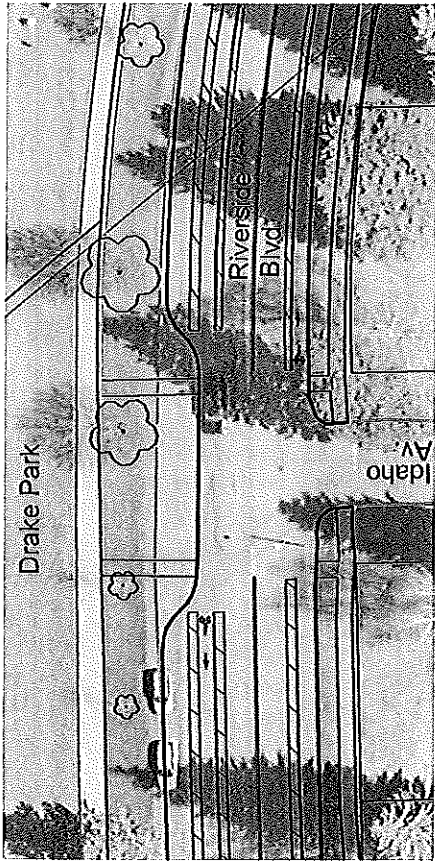
**FIGURE 1** Vicinity/Zoning Map  
 Riverside Blvd/Franklin Ave Corridor July 2010

	Subject Corridor		Schools
	Deschutes River Trail		Library
	River		Parks
	CN - Commercial Neighborhood		CB - Central Business District
	RH - Residential High Density		CC - Commercial Convenience
	RM - Residential Medium Density		CL - Commercial Limited
	RS - Residential Standard Density		

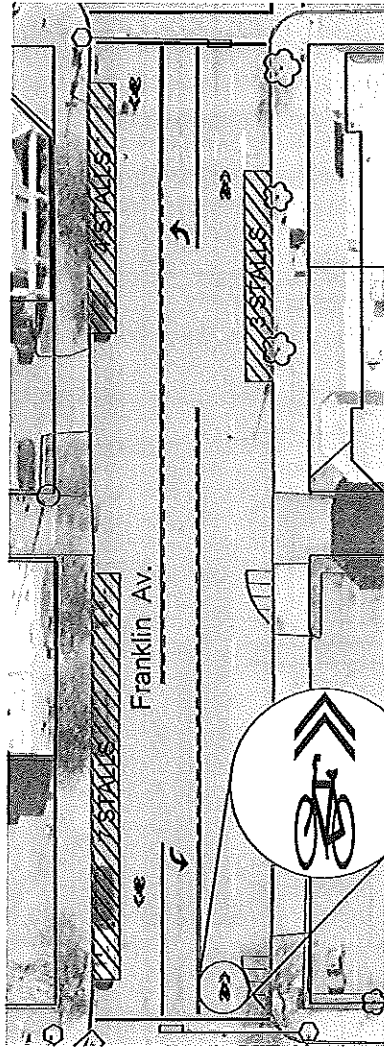
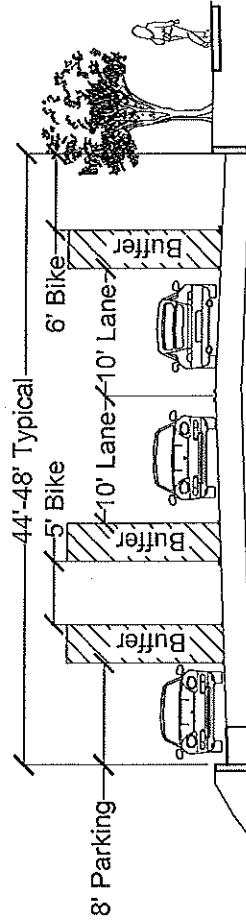
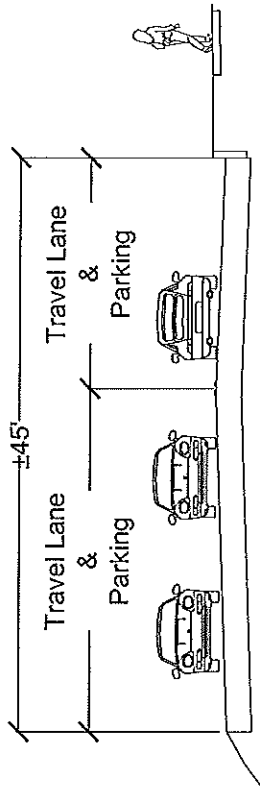




NEW FACILITIES; OVERALL CORRIDOR BEND, OR



A Proposed Buffered Bike Lane & Tee Intersection Curb Extensions

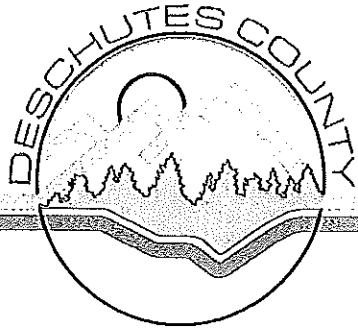


A Franklin Av. (Downtown Core)  
Proposed Shared Bike Lanes w/Markings



B Existing 4-Way Stop at Riverside Blvd/Tumalo Av.  
Proposed Re-Alignment





## Bicycle and Pedestrian Advisory Committee

117 NW Lafayette Avenue Bend Oregon 97701-1925  
(541)388-6575 FAX (541)385-1764  
<http://www.co.deschutes.or.us/cdd/>

June 25, 2010

Oregon Bicycle and Pedestrian Advisory Committee  
Oregon Department of Transportation Pedestrian and Bicycle Program

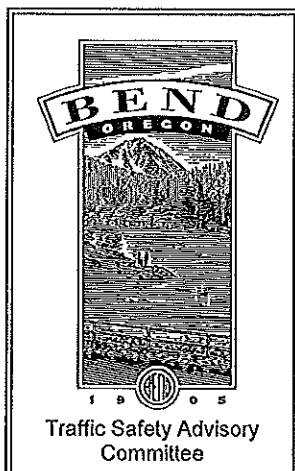
Re: FY 2012/2013 Pedestrian and Bicycle Improvement Grant Application:

Dear Committee members and staff:

We wish to express our support for the Riverside/Franklin corridor Pedestrian and Bicycling Infrastructure grant application by the City of Bend. This corridor is the highest ranking arterial on the City's Traffic Safety Advisory Committee's (TSAC) Arterial/Collector Safety Corridor needs list that does not have any bicycling accommodations. The proposed design is essential for transportation safety, effective in use of resources and integration of the surrounding urban landscape, and merits favorable consideration for funding.

The Deschutes County's Bicycle and Pedestrian Advisory Committee (BPAC) is comprised of volunteers appointed by the Board of County Commissioners with a mission to promote and encourage safe bicycling and walking as a significant means of transportation in Deschutes County. The committee has recently been instrumental in the request to the State of Oregon to designate the Three Sisters Scenic Bikeway and the work to improve cyclist/motorist relations on Skyliners Road with better communication and understanding of needs on all sides of the issue. Both projects are emblematic of the work of the BPAC. The BPAC supports the project proposed with this grant application because it is an excellent design that will effectively address shared use on a priority corridor, and because adding showcase bicycling infrastructure within the heart of the community will positively influence the presence of cycling and the inclusion of high quality bike parking facilities also genuinely welcomes bicyclist to downtown and Drake Park, all of which will improve livability and tourism in the area.

To further bicycling safety within the community the "Road Users Safety Task Force," a joint BPAC/TSAC Subcommittee, has developed a road user education and safety program targeting area motorists and cyclists. Their message of "Share the Road" resonates well with the goals of this corridor project, enabling cyclists to achieve a safe position on the roadway and reduce conflicts through enhanced design techniques such as buffered bike lanes and optimized cross-walk/transit stop locations.



Sincerely,

A handwritten signature in black ink, appearing to read "Nick Arnis".

Nick Arnis,  
Chairperson  
City of Bend  
TSAC

A handwritten signature in black ink, appearing to read "Cheryl Howard".

Cheryl Howard  
Chairperson  
Deschutes County  
BPAC

*Quality Services Performed with Pride*



Downtown Bend  
Business Association  
Post Office Box 731  
Bend, Oregon 97709  
(541) 788-3628  
DowntownBend.org

July 6, 2010

Oregon Bicycle and Pedestrian Advisory Committee  
Oregon Department of Transportation Pedestrian and Bicycle Program

2009-2010 Board

Re: FY 2012/2013 Pedestrian and Bicycle Improvement Grant Application:

CHUCK BAILEY  
869 Wall Street  
Director

Dear Committee members and staff:

KELLI BROOKS  
At The Beach  
Secretary

I am writing on behalf of the Downtown Bend Business Association in support of the City of Bend grant funding request for the Riverside/Franklin pedestrian and bicycle project.

KENT CHAPPLE  
Thump Coffee  
Director

Downtown Bend has been the beneficiary of many well thought projects performed by the City of Bend that have improved pedestrian and bicyclist mobility in our urban core. This project is consistent with those efforts.

MARGAUX-  
KELLENBERG  
HOUGHT  
North Soles Footwear  
Director

Our downtown is a very compact environment. There is a heightened sense of pedestrian scale here. The smaller, slower pace of all traffic contributes the value of the district. Much of the sense of place of Downtown Bend comes from this condition.

MATT NELTNER  
Deschutes Brewery  
President

BEN PERLE  
Oxford Hotel  
Vice-President

The private sector has embraced this energy. We are working to install on street bicycle parking as well as upgrading our sidewalk bike racks. Projects like these and the Riverside/Franklin proposed project go a long way to creating the essential encouragement for people to walk or bike.

SCOTT RATCLIFF  
Volcano Vineyards  
Treasurer

As a regular bicycle commuter, I greatly appreciate and understand the importance of these projects. We encourage you to fund the Riverside/Franklin pedestrian and bicycle project.

Ex-Officio

JEFF DATWYLER  
City of Bend

GEORGE THAYER  
Bend Park & Recreation

Sincerely,

Staff

CHUCK ARNOLD  
Executive Director

Chuck Arnold  
Downtown Bend Business Association

JODELL BORN  
Marketing Assistant



## Bend Park & Recreation DISTRICT

799 SW Columbia Street Bend, OR 97702

Oregon Bicycle and Pedestrian Advisory Committee  
Oregon Department of Transportation  
Pedestrian and Bicycle Program

June 29, 2010

**SUBJECT: FY 2012/2013 Pedestrian and Bicycle Improvement Grant Application:**

Dear Committee members and staff:

The district is supportive of the city of Bend's application for 2010 Pedestrian and Bicycle Program grant funding. We work closely with the city on the planning and development of the urban bike, pedestrian and trail opportunities within the Bend urban area. Given that the Three Sisters Scenic Bikeway designation proposal includes routes through Bend, including the proposed project along Franklin/Riverside/Galveston, we would hope that there will be better integration of these routes into the community (safer crossings/curb extensions and extended "park" boundaries).

The Deschutes River Trail shared-use path through Drake Park roughly parallels a portion of the proposed corridor and currently experiences conflicts with higher speed cyclists within Drake Park due in part to the current lack bike lanes on Riverside and issues with curb-side parking. We agree with the city's approach to calm traffic and provide a safer and more inviting space for cyclists of all ages and ability levels on Riverside.

Throughout the city we work to provide trail integration into the community including examples such as the Deschutes River Trail, West Bend Trail, Coyner Trail, and Larkspur Trail which all connect with, and in some way intersect the greater east-west Skyliners-Galveston-Riverside-Franklin-Bear Creek street corridor that is the subject of the city's proposal.

Sincerely,

Steve Jorgensen  
Planning Manager  
Bend Park and Recreation District



**River West**  
**Neighborhood Association**  
*Representing the Central West Side of Bend*  
70 SW Century Dr. Box 131, Bend, OR 97702



*RWNA@bendcable.com*

July 7, 2010

Oregon Bicycle and Pedestrian Advisory Committee  
Oregon Department of Transportation Pedestrian and Bicycle Program

Re: FY 2012/2013 Pedestrian and Bicycle Improvement Grant Application:

Dear Committee Members and Staff:

Board Members of the River West Neighborhood Association (RWNA) support the City of Bend's proposed Riverside/Franklin Pedestrian and Bicycling Infrastructure project. RWNA represents approximately 8% of Bend's population.

The context-sensitive design of the buffered bike lanes along Riverside, pedestrian crossing improvements, sidewalks and bicycle parking, among other elements, will be a welcome contribution to an environmentally sound use of public right of way and mode shifts around Drake Park for transportation through this scenic and historic corridor.

For River West neighborhood residents, the major arterial (Franklin) acts as a barrier to bicycle and pedestrian connectivity between popular destinations, such as, trips to the west of Drake Park and the Juniper Fitness Center. This has prompted unnecessary car trips. The association has surveyed our membership and the respondents would prefer bicycle or walking to and from these popular city destinations.

Traffic is a major concern in our neighborhood, and the livability and economic vibrancy of our community is very dependent on reducing automotive traffic volumes. This project would contribute to providing and encouraging options such as bike and pedestrian travel, which are highly valued in the River West Neighborhood.

Thank you in advance for prioritizing this project. RWNA believes the project will fill an important gap in our neighborhood bicycle and pedestrian network.

Sincerely,

Anne Goldner  
Chairperson Elect  
River West Neighborhood Association