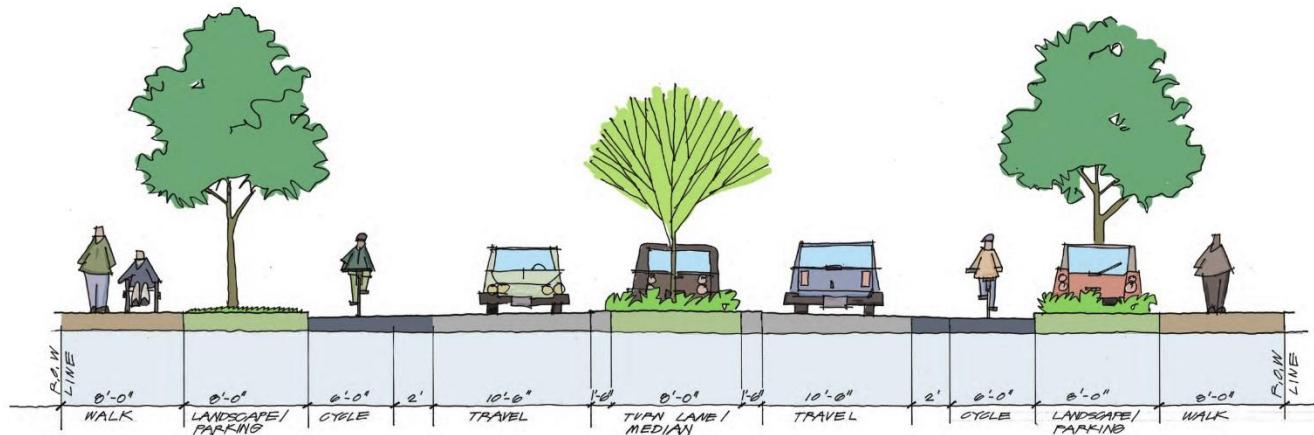


GROWTH MANAGEMENT

Galveston Corridor Report and Staff Recommendation

July 15, 2015



Staff recommended three lane concept cross section

TASK FORCE

Jason Adams
Marshall Greene
David Gurule
John Kelly
Brian Potwin
Joanne Richter
Stacey Stemach
Al Tozer
Garrett Wales
Nicole Weathers

CITY COUNCIL

Jim Clinton, Mayor
Sally Russel, Mayor Pro Tem
Victor Chudowsky
Doug Knight
Nathan Boddie
Barb Campbell
Casey Roats

STAFF

Nick Arnis, Growth Management Director
Robin Lewis, Transportation Engineer
Hardy Hanson, Street Division Manager
Karin Morris, Accessibility Manager
Rick Root, Retired Transportation Planner
Cassie Walling, Senior Administrative Specialist

EXECUTIVE SUMMARY

Over the last two years, the City of Bend has been working with a community Task Force, businesses and residents along Galveston Avenue, neighborhood associations, the general public and City Technical Advisory Committee to develop a concept design for Galveston Avenue.

Based on Task Force and public input and project comments to date, city staff recommends the following approach to the Galveston Corridor. The project recommendations meet or exceed the project vision, goals and evaluation criteria:

- **Recommend the 3 lane hybrid option** with all the features and elements in that concept such as drainage swales, raised pedestrian crossings , small section of raised median that does not impact existing driveways, enhanced and buffered bikes, on street parking. The task force was split 5-5 between the three lane and two lane options. *(the corridor concept below is divided into two parts)*

Cost Estimate (Class 5 estimate):

Linear foot construction estimate \$975/lf 1,850 foot corridor

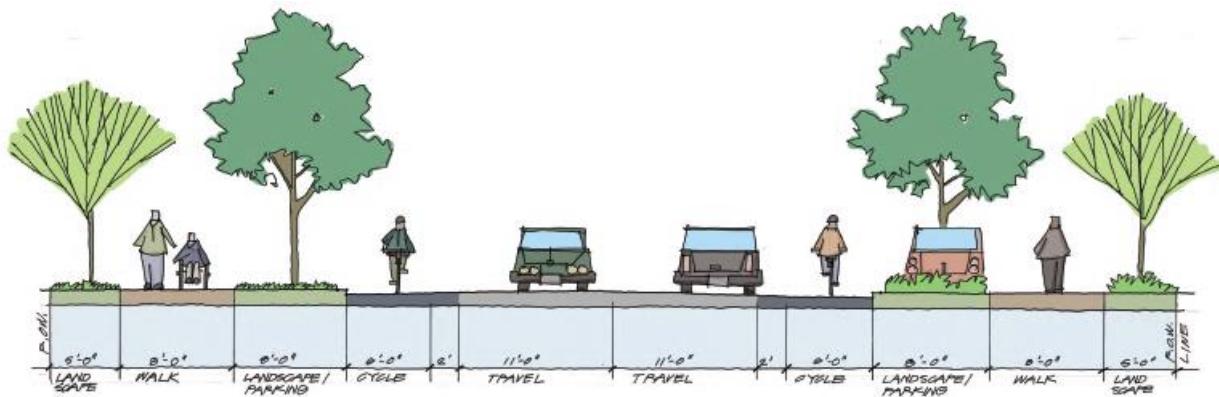
Construction Estimate \$1,140,000	
Mobilization, traffic control, const. survey, erosion control	\$250,400
Demolition	\$103,300
Drainage	\$164,500
Galveston Ave. Improvements	\$919,800
Contingency (50%)	\$719,000
Construction sub-total	\$2,157,000
Right of Way (\$98 lf)	\$180,000
Design (\$195 lf)	\$360,000
TOTAL	\$2,697,000



Three members of the Task Forces that voted against the three lane option indicated they would be more likely to support it if the following was reflected in the concept:

- Include striped pedestrian crossings at every intersection and on every leg of the intersection.
- Preserve as many mature trees as possible along the corridor. Do not remove mature trees to plant new/younger trees.
- Add more landscaping to the medians and corridor.
- Add landscaped medians west of 13th Street but not if it means closing or restricting accesses.

Half the Task Force (five members) voted for the two lane concept. The two lane concept creates positive walking advantages such as much shorter crossing distances on Galveston intersections, and the lane width that is removed is distributed to the outer sidewalk to create about a ten to sixteen foot sidewalk and landscape area. With a narrower street, the two lane concept, over time, would allow the new building frontages to be located closer to the street that creates, again over time, a street and building form that appeals to a walking environment.



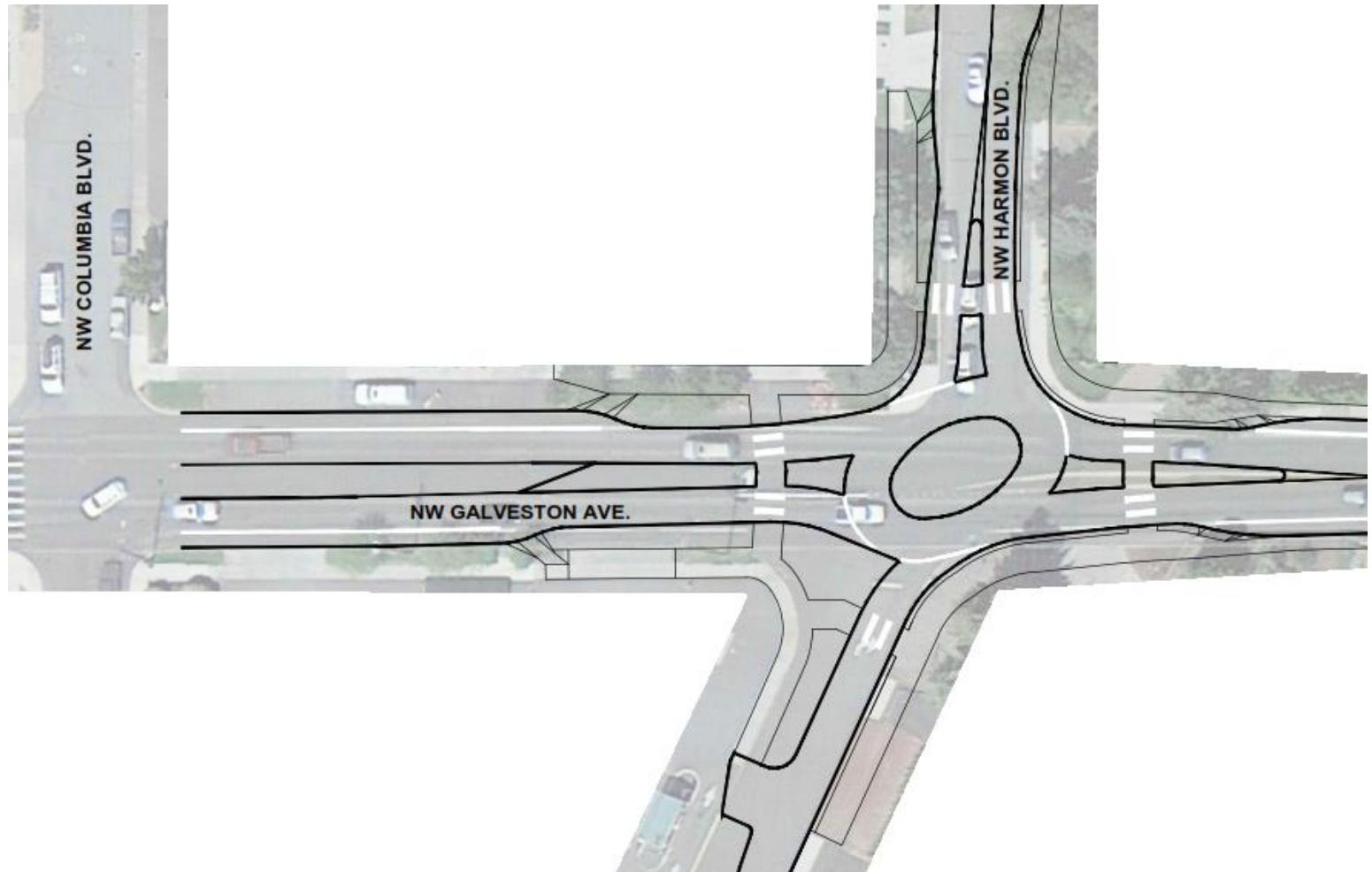
STREET SECTION



PLAN DIAGRAM



- **Recommend the mini roundabout at Harmon and Galveston** but will forward that concept to the Central Westside Plan process. One outcome of the Westside Plan is a list of prioritized transportation projects on the west side of Bend and the mini roundabout project will be included in on that list. The task force voted in favor for the mini-roundabout. However one member voted no, and four members voted a “yes but” vote with the following considerations: two members wanted more information about right of way and construction impacts.



- Recommend the on street diagonal parking along the Harmon and Columbia streets to be forwarded as an idea for the Galveston parking study. The task force voted 9-1 for the diagonal parking.



GALVESTON CORRIDOR VISION, GOALS, AND EVALUATION CRITERIA

I. Project Vision

NW Galveston Avenue will reflect the small-town character of Bend while providing a model for how mixed-use and multi-modal transportation corridors can provide the foundation for a richer quality of life for corridor users and adjacent neighborhoods. Galveston will be an attractive place to live and travel, will be environmentally-sensitive, and will be a prosperous setting for business.

II. Streetscape Users

Who do we envision as the users of NW Galveston Avenue and the proposed streetscape?

- Pedestrians	- Bicyclists	- Neighborhood residents
- Transit Riders	- Businesses	- Shoppers
- Community members with disabilities	- Kids	- Tourists
- Shoppers	- Delivery vehicles	- Restaurant goers
- Through traffic		- Seniors
- Emergency services		

These are the users for whom we are designing the Galveston Avenue streetscape. When evaluating streetscape designs in terms of the Goals and Criteria (below), we also should consider those designs in terms of these specific user groups.

III. Goals & Evaluation Criteria

Galveston Avenue should feel and be **safe** for all users.

- Are motor vehicle drivers encouraged or required to travel at speeds that are comfortable for pedestrians and bicyclists?
- Is there sufficient lighting at the right scale for both pedestrians and drivers?
- Are the crossings (of Galveston and side streets) safe for all users?

Galveston Avenue should be a **bicycle- and pedestrian-friendly** environment.

- Are the sidewalks sufficiently wide to be comfortable for a range of pedestrian volumes?
- Are there places for people to stop and rest?
- Are there small-scale, community gathering spaces?
- Are the sidewalks, crossings, and local businesses accessible to people of all physical abilities?
- Are the bicycle facilities comfortable for and attractive to cyclists of a wide range of ability levels? Are they family-friendly?
- Is there adequate, safe, and visible bike parking?

The Galveston Avenue streetscape should promote the **unique identity** of the commercial district, of the surrounding neighborhood, and of Bend as a whole.

- Does the streetscape contain unifying and cohesive elements?
- Can the streetscape help build a sense of community among businesses, and between businesses and area residents?
- Are there gateway treatments that signify entrances into the commercial district?

Galveston Avenue should be an **attractive environment** for residents, business owners, customers, tourists, and passersby.

- Does the streetscape have the right balance between clutter and starkness?
- Does the streetscape contain unique public art?
- Do the public amenities complement the area businesses and building forms?

The Galveston Avenue streetscape should support current and future **transit service**.

- Does the streetscape accommodate current levels of transit service and ridership levels?
- Will the streetscape accommodate future increases in transit service and ridership levels?
- Does the streetscape include (or can the streetscape accommodate in the future) transit-oriented amenities (such as benches and shelters)?

The Galveston Avenue streetscape should enhance the **viability and vitality of commercial businesses**.

- Does the streetscape allow for easy access for both customers and vendors?
- Will the streetscape help attract new businesses and customers?
- Does the streetscape design maintain and/or improve parking conditions?

The Galveston Avenue streetscape should be **durable** and **easy to maintain**.

- Are the streetscape materials / elements well-constructed from durable materials?
- Will the various elements of the streetscape be easy to maintain on a routine basis by both City agencies and individual property owners?

Galveston Avenue should meet the community's **high environmental quality** goals.

- Can the streetscape design improve stormwater drainage?
- Is stormwater visibly managed within the right-of-way?
- Do street trees and vegetation add to an overall "green" or "natural" presence along the street?
- Are plantings appropriate to Bend's high desert climate?

Galveston Avenue should appropriately balance **local, city-wide, and regional needs** for vehicles, pedestrians and bicycles.

- Does Galveston accommodate both local users and through movements?
- Does Galveston adequately recognize Galveston Avenue's role within the City's larger transportation system?
- Does Galveston reflect or integrate other current or adopted City plans?



Galveston Corridor Project Charter

June 12, 2014

Charter is assigned by: Nick Arnis, City of Bend (Growth Management Dept. Director)
To: Stephanie Serpico (Project Manager, HDR Engineering)

Project Goals

There are two sets of over-arching goals of the project:

- One set represents the city of Bend's interests; the project shall strive toward enhancing roadway safety and encouraging non-motorized vehicle travel. At the same time, meeting environmental quality goals of the community and as much as practical, minimizing any resultant maintenance costs of any new public improvements.
- And a second set, representing the interests of the general public and businesses that are located along the corridor; the project shall make the corridor a more attractive place to live and travel, be environmentally sensitive and create a setting that is prosperous for business while striving to minimize any resultant neighborhood impacts.

All or any expectations and outcomes of the Project:

- Project team will operate with openness and transparency
- Schedule and budget – be focused and cognizant of the budget – particularly with respect to managing the outreach component
- Communication will be critical – use a SharePoint site and keep website up to date and interesting
- Continue project momentum and strive to maintain public support
- Use Galveston as a street scape project example
- Build something
- Satisfied maintenance staff regarding maintainability and constructability of the design

Method by which the City, Consultant PM/Team and Task Force will communicate and support each other:

- Nick will be the point of contact for the City of Bend for the Project unless otherwise agreed to.
- Stephanie will be the point of contact for Consultant Project Team and Task Force unless otherwise agreed to.
- Al Tozer will be the point of contact and chair of the Task Force.

Task Force:

The Task Force is composed of residents and business owners along and adjacent to the Galveston corridor.

The Task Force will support the Project by providing the vision and desired outcome of project elements. The Task Force is an advisory committee providing best recommendations to City staff, Council, general public, and the design team. It is important for Task Force Members to support the process that was used to develop the final product.



Decision Making – it was agreed that the Task Force would use simple majority voting for periodic decisions throughout the design process. For Plan recommendations or key decisions, the Task Force can and will use a three-tiered voting system, with voting options as follows:

- a. “Yes” – agree with the concept / plan.
- b. “Yes, with reservations” – agree to the overall concept / plan but with recommendations for improving the plan to the point where a clear “Yes” vote would be possible.
- c. “No” – absolutely cannot support a concept, with reasons stated.

Should individual Task Force members wish to include minority positions with the Final Plan (about the overall Plan or its elements), they may do so.

The Task Force includes: Jason Adams, Marshall Greene, David Gurule, John Kelly, Brian Potwin, Joanne Richter, Stacey Stemach, Al Tozer, Garrett Wales, Nicole Weathers (Tom Atkins was a member but resigned).

Project Design Team comprised of Stephanie Serpico, HDR Engineering; Matt Arnold and Dan Jenkins, SERA Architects; Chris Maciejewski, DKS and Associates; and Mark Douglas, Hickman Williams will support the project by providing technical data and guidance to the Task Force and City TAC in effort of selecting a preferred alternative for the Galveston Corridor.

City Technical Advisory Committee (TAC) will support the Project by providing input on design and constructability elements of the project. When a deliverable needs technical review, the review period will typically be ten (10) days. Input and recommendations from the TAC will be discussed among the Task Force and Design Team and incorporated in the contract documents if agreed upon. Decisions will be made by consensus and if disagreements arise, the issue will be presented to EDIAM for final decision.

The Technical Advisory Committee will include: Hardy Hanson, Robin Lewis, Karin Morris, Wendy Robinson, David Buchanan, and Larry Medina

EDISM will be utilized to provide support to the Project by expediting and streamlining high level decision making and approval of changes to the Project scope, schedule and budget and major public impacts and issues. Presentations and meetings will occur as needed.

Perspectives and expectations on how to go about the work:

All meetings will have agendas and notes outlining action items and decisions.

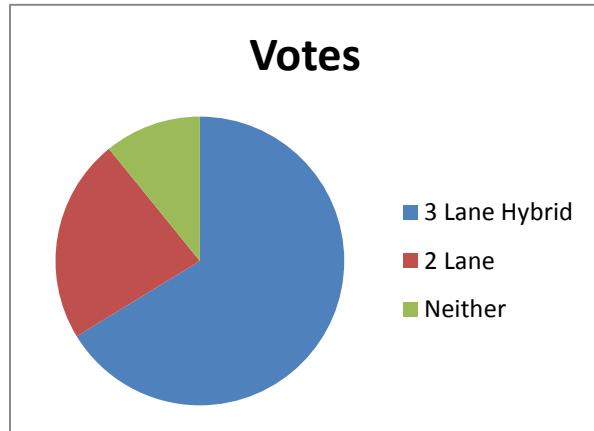
A Design Change Notice Form, along with a Program Change Request form, will be used to document any proposed and approved changes to the Program scope, schedule and/or budget. Each change will be recorded in the Program Change Management Log.

SharePoint will be used to manage communications between the City and the Task Force. At a minimum, the SharePoint site will contain action items, decisions, stakeholder lists and shared documents.

PUBLIC OUTREACH RESULTS

A public meeting was held April 23, 2015 at the Bend Parks and Recreation Building to present the general public two corridor concepts – a three lane and a two lane concept, listen to concerns and comments, and provide an opportunity to vote on what concept they would prefer.

3 Lane Hybrid Concept: 55 votes
2 Lane Concept: 19 votes
Neither Concept: 9 votes



What other outreach has been performed to date?

The City has attended numerous public events to ask the question "How would you like to see Galveston Avenue improved?" In addition to meetings referenced below, an online questionnaire was posted on the website in the Fall 2014.

The City has received 371 responses to the questionnaire and over 150 attendees to the various meetings during October to December 2014. The comments and results received support that improvements along the corridor are desired by the community and that the vision and goals of the project are supported.

Groups/Committees:

- Sept 25 - City of Bend Accessibility Advisory Committee (COBACC)
- Oct 13 – COB Planning Commission Meeting
- Oct 14 – Central Oregon Coalition for Access (COCA)
- Oct 30 – Cascade East Transit (CET)

Businesses:

- Oct 7 – BEDAB presentation (City Business committee)
 - Continue working with business owners. Access to their businesses is important.
 - A center turn lane supports businesses.
- Nov 18 – Galveston Business Group
 - Median would limit business access and could cut business as much as 50%
 - Median would hinder delivery trucks (approx. 20/week). How would they access? How would they unload? Provide loading zones?
 - Concept 1 was preferred with some tweaking
 - Upgrade alleys if you force people to use them.
 - Beautification project only – add sidewalks and landscaping only as an option.
 - Issues with construction staging and construction season.
 - Maybe take off parking on the street.

- Work with individual businesses on the road in front of their business; be flexible with landscaping and parking.
- Concept 1 with phasing median in the future should be considered. If the medians are ever needed.

Community/Neighbors:

- Oct 8 – Century West NA General Meeting
- Oct 21 – RWNA General Meeting – easels with Galveston concepts
- Dec 4 – RWNA and OBNA public meeting
 - Consider a multi-use path on Harmon
 - Unfair to push commercial parking into the residential area.
 - Need to slow traffic to make bikes/pedestrians feel safer.
 - The one way could reduce the amount of traffic on Columbia but increase the traffic on Harmon.
 - Zoning needs to be analyzed better along the corridor.
 - Galveston is a major east/west corridor and need to keep traffic moving.
 - Angled parking – maybe alternate sides along Galveston and have parallel parking on Columbia/Harmon
 - Like concept 2 with angled parking
 - Maybe back-in angled parking
 - Should consider bikeway or greenway on parallel streets for bikes/pedestrians.
- Dec 11 – Galveston property owners and NA public meeting
 - Switch bike lane and parking. Move parking adjacent to the travel lane and the bike lane to the curb.

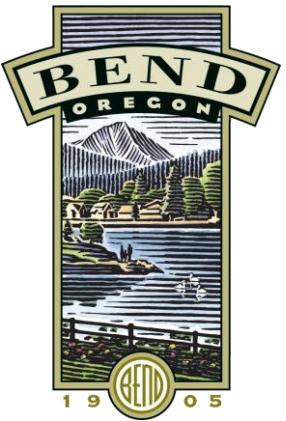
11-03-2014 On-Line Questionnaire summary with key results:

2. Do you support the goals of the project?

Answer Options	Response Percent	Response Count
Yes	66.5%	244
Yes, with reservations	28.3%	104
No	5.2%	19
	<i>answered question</i>	367
	<i>skipped question</i>	5

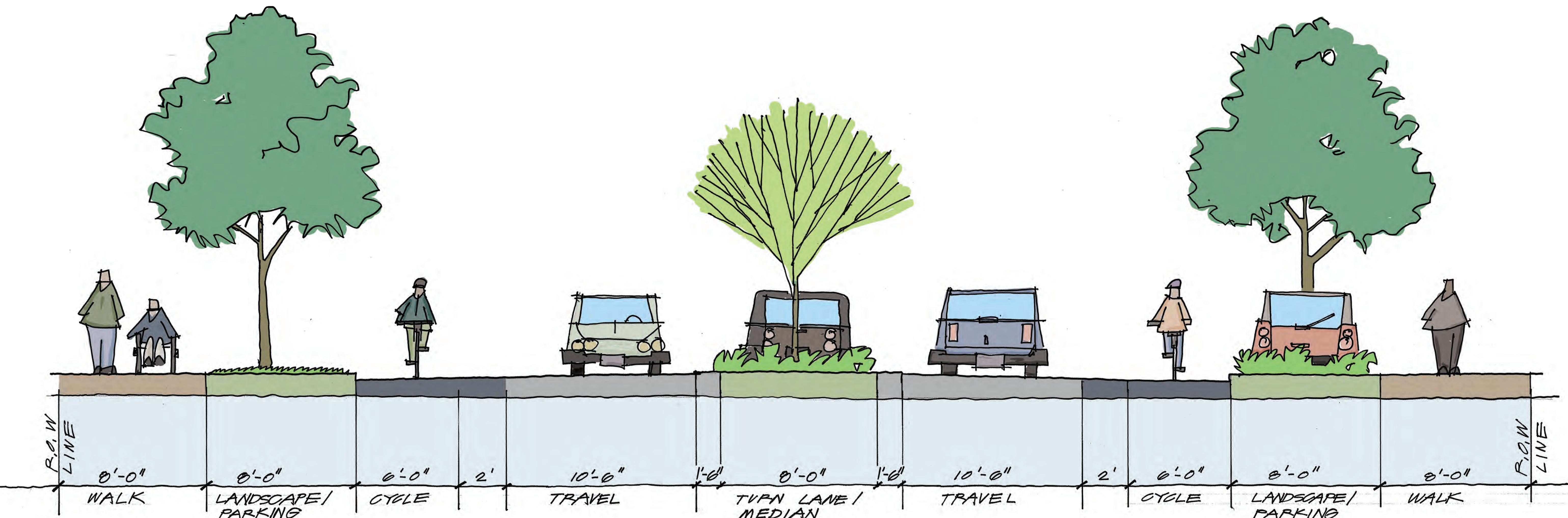
6. What are your concerns currently with Galveston Avenue? (check all that apply)

Answer Options	Response Percent	Response Count
Congestion	52.7%	185
Lack of continuous sidewalks	60.4%	212
Lack of safe pedestrian crossings	59.8%	210
Lack of parking	46.7%	164
Speed of vehicles	44.2%	155
Unsafe for people with disabilities	23.1%	81
I don't have concerns about Galveston	7.1%	25
Other (please specify)		88
	<i>answered question</i>	351
	<i>skipped question</i>	21



GROWTH MANAGEMENT

Staff Recommended Three Lane (hybrid)
Concept



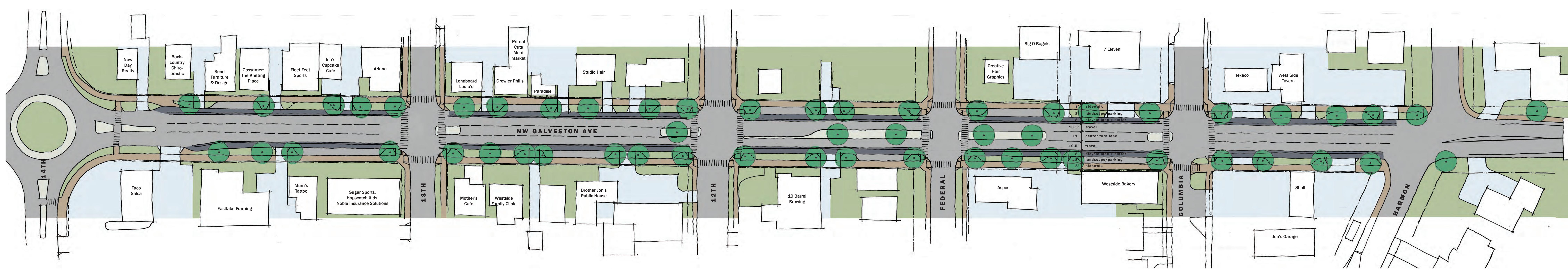
STREET SECTION

CONFIGURATION

Pedestrian Crossing Distance:	48' - 0" (with center pedestrian refuge)
Existing/Proposed Right-of-Way:	80' - 0"
Travel Lane:	10' - 6"
Turn Lane / Median:	11' - 0"
Bike Accommodations:	6' - 0" w/ 2' - 0" buffer
Walkway:	8' - 0"

NOTES:

- Provides least amount of landscape
- Provides direct access to all existing driveways
- Potential for pedestrian refuges at some intersections
- Sidewalk abuts property line
- ~109,120 SF impervious surface in roadway and sidewalk along Galveston
- On-street parking spaces:
 - As-shown: ~24
 - Maximum: ~49



PLAN DIAGRAM

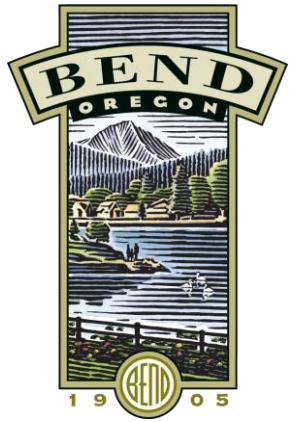
THREE-LANE CONCEPT

WITH BUFFERED BIKE LANES AND PARTIAL CENTER TURN LANE

NW GALVESTON AVENUE

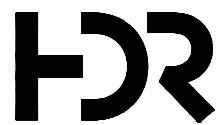
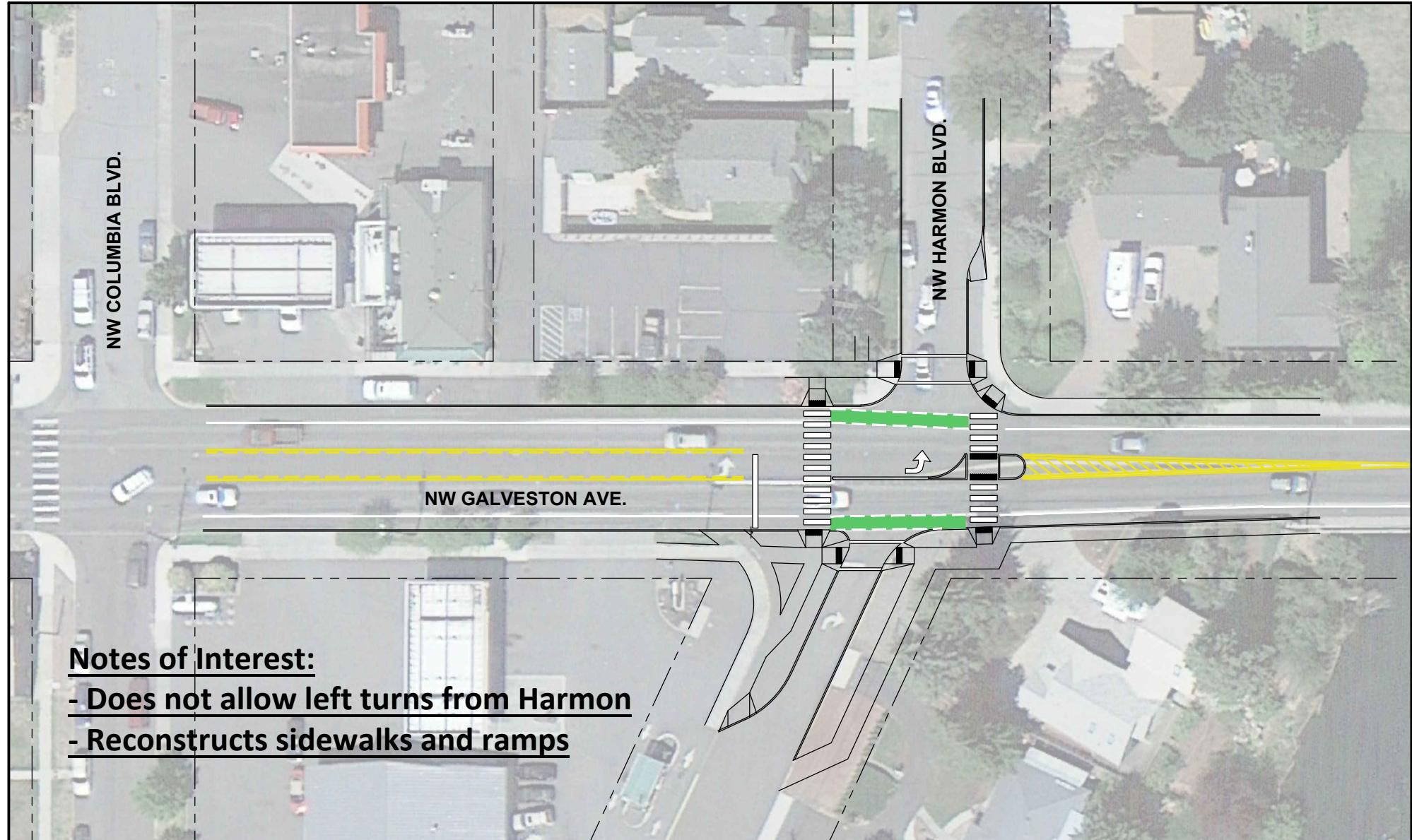
BEND, OREGON

16 JUNE 2015



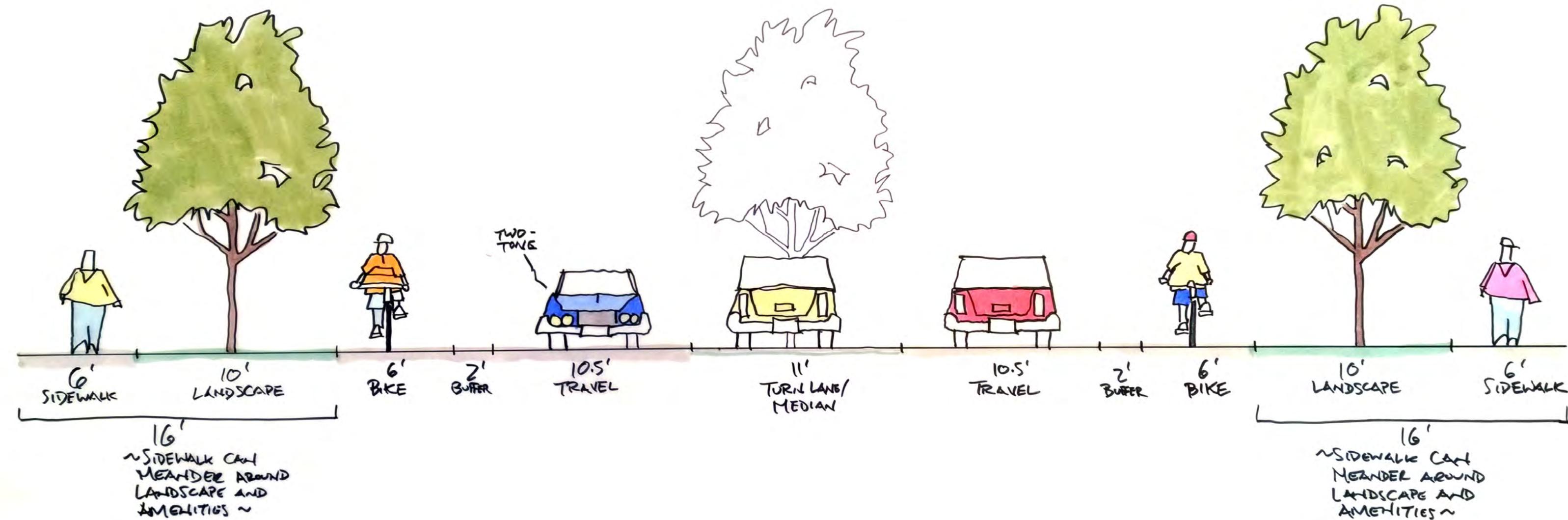
GROWTH MANAGEMENT

Galveston Corridor Concepts considered by
the Task Force but not advanced.



**GALVESTON/HARMON INTERSECTION
DESIGN OPTION 1**

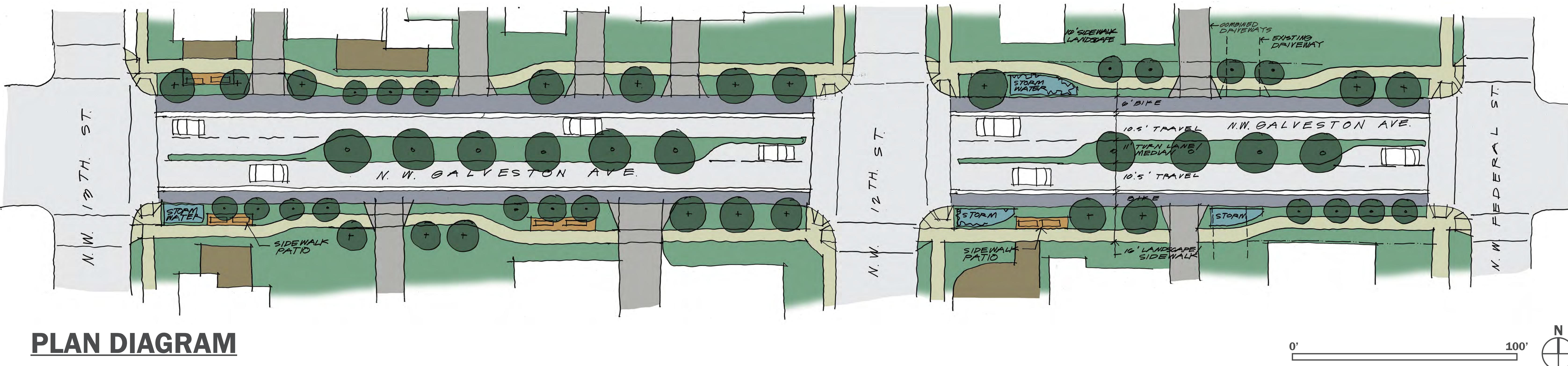
DATE
JULY 2014
FIGURE
EX-1



Travel Lane:	10.5' wide
Center Lane:	11' wide median with left-turn pockets
On-Street Parking:	None
Bike Accommodations:	6' lane with 2' buffer
Existing Driveways:	Most remain; 2 combined as single access
Sidewalk / Landscape:	6' wide sidewalk that meanders within a 10' landscape parkstrip
Stormwater Planters:	Yes
Amenity Spaces:	Potential for sidewalk patios

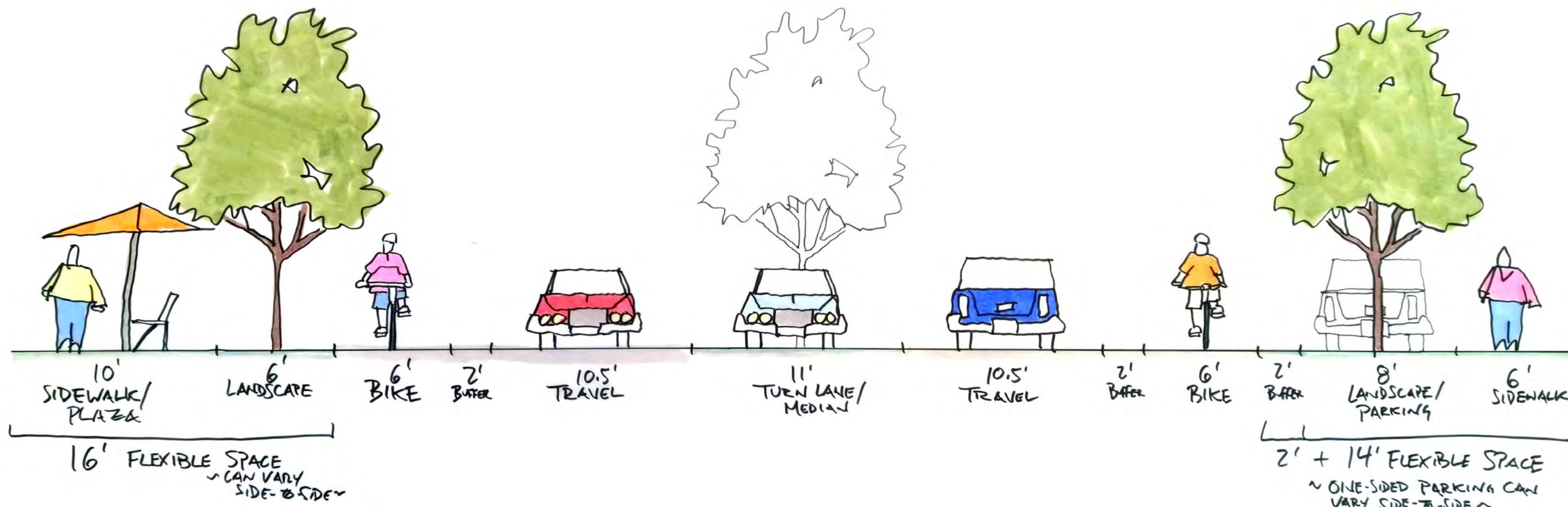
STREET SECTION

CHARACTERISTICS



PLAN DIAGRAM

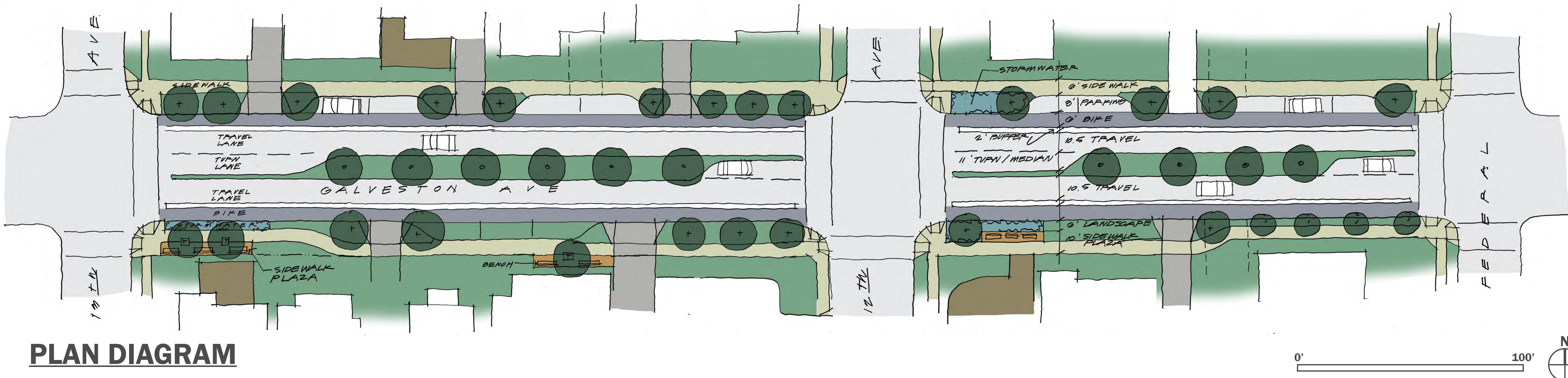
CONCEPT A
NW GALVESTON AVENUE
BEND, OREGON
12 JUNE 2014



STREET SECTION

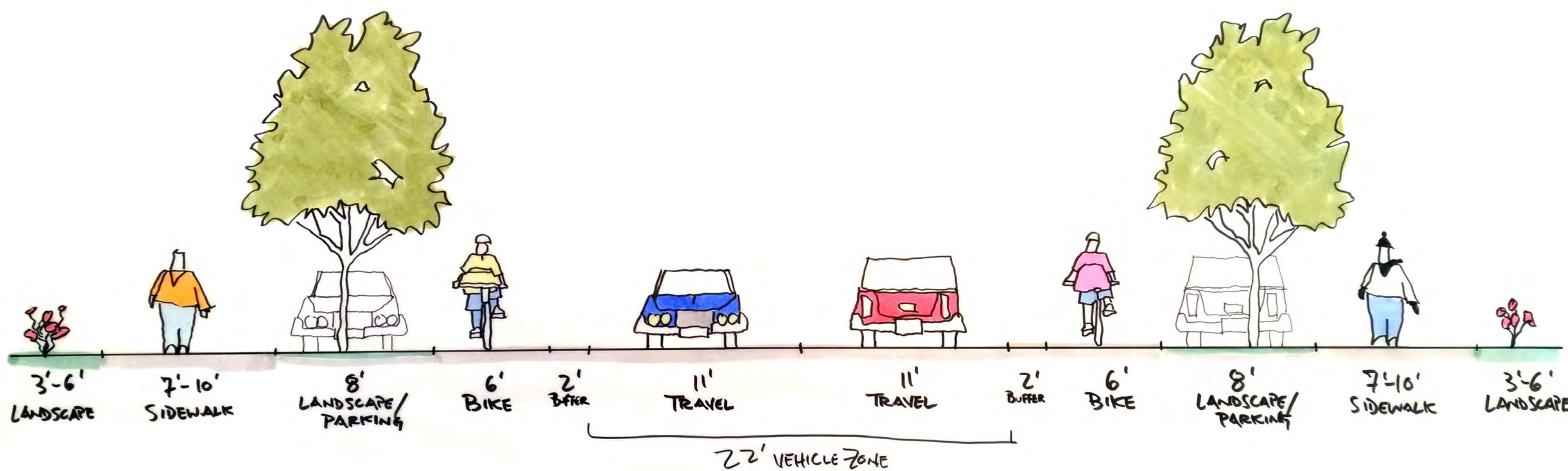
Travel Lane:	10.5' wide
Center Lane:	11' wide median with left-turn pockets
On-Street Parking:	Partial, between driveways (~12 spaces)
Bike Accommodations:	6' lane with 2' buffer
Existing Driveways:	Some removed to accommodate parking
Sidewalk / Landscape:	14' wide flexible zone that accommodates parking, sidewalk, plazas, and landscaping
Stormwater Planters:	Yes
Amenity Spaces:	Potential for sidewalk patios

CHARACTERISTICS



PLAN DIAGRAM

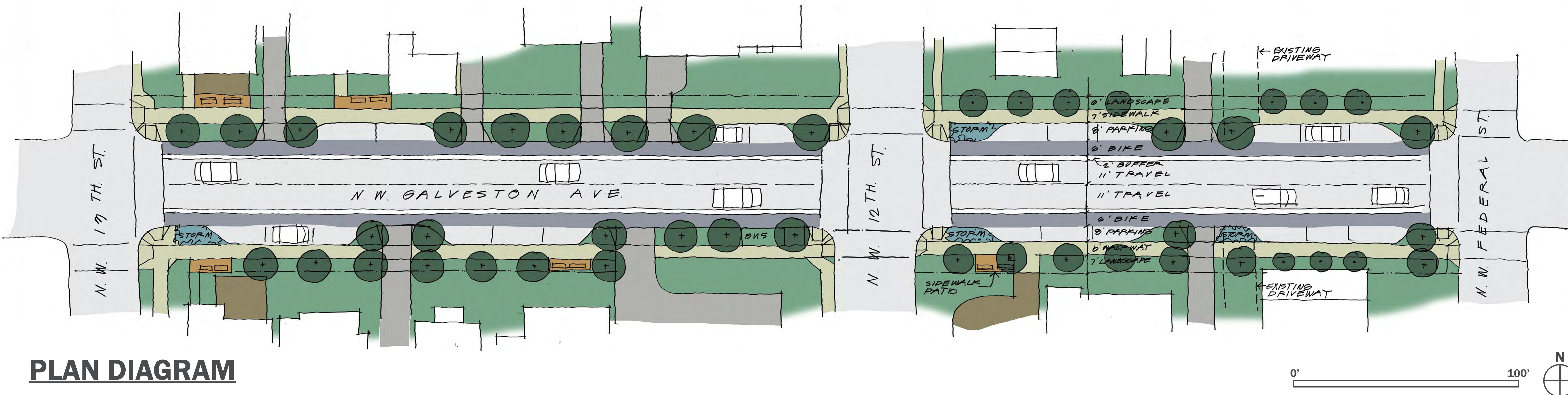
CONCEPT B
NW GALVESTON AVENUE
BEND, OREGON
12 JUNE 2014



Travel Lane:	11' wide
Center Lane:	None
On-Street Parking:	Partial, between driveways (~22 spaces)
Bike Accommodations:	6' lane with 2' buffer
Existing Driveways:	Some removed to accommodate parking
Sidewalk / Landscape:	21' wide flexible zone that accommodates parking, sidewalk, plazas, and landscaping
Stormwater Planters:	Yes
Amenity Spaces:	Potential for sidewalk patios

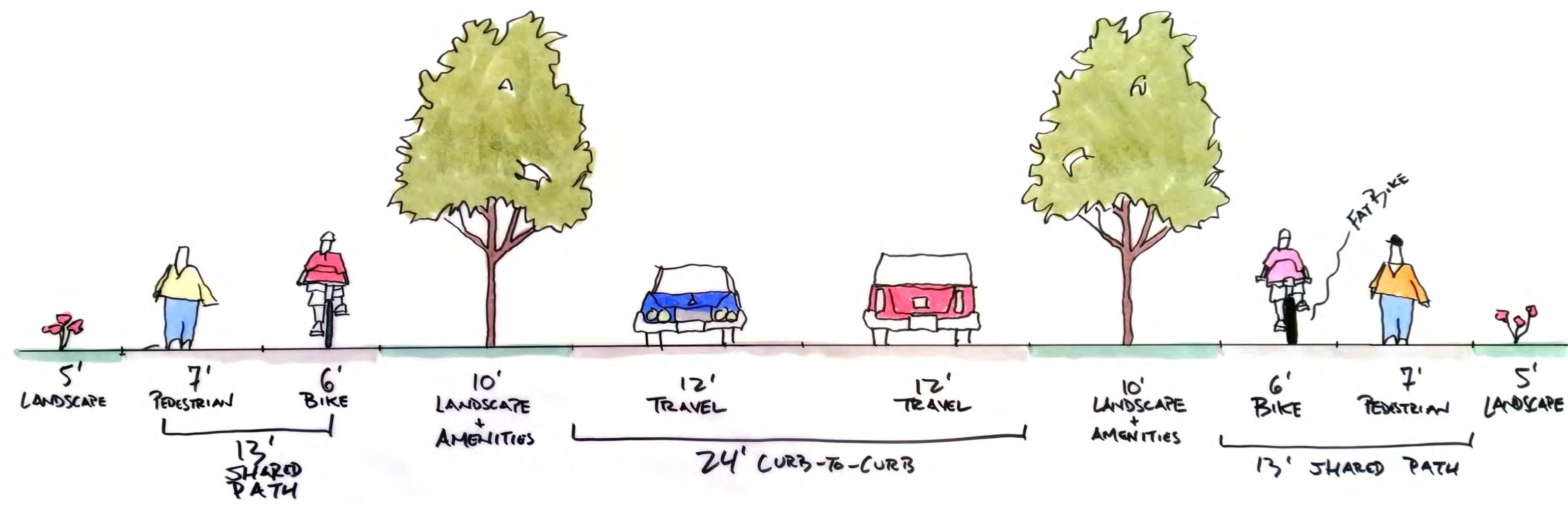
STREET SECTION

CHARACTERISTICS



PLAN DIAGRAM

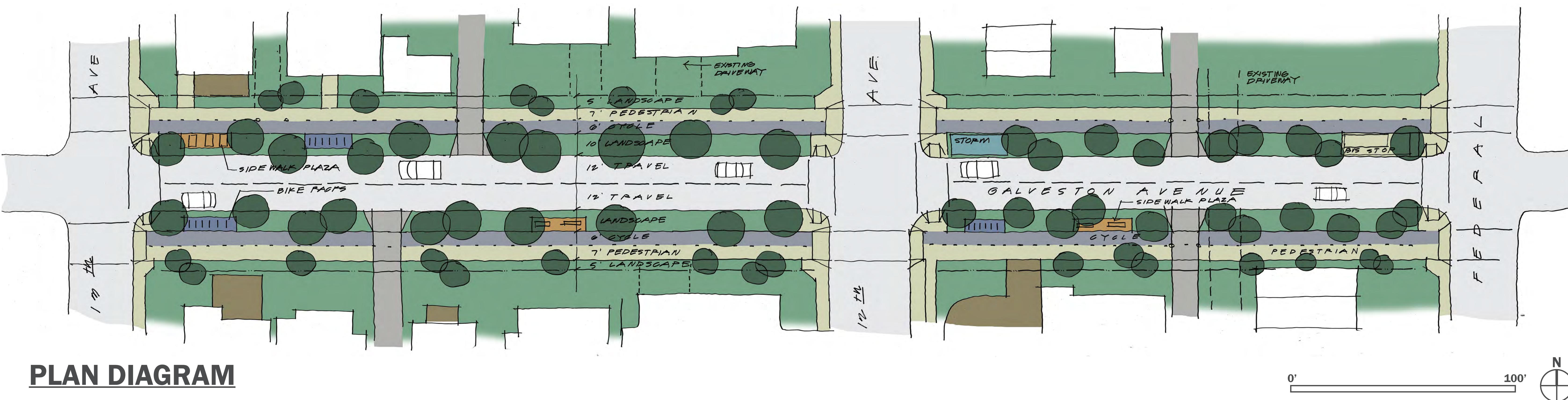
CONCEPT C
NW GALVESTON AVENUE
BEND, OREGON
12 JUNE 2014



STREET SECTION

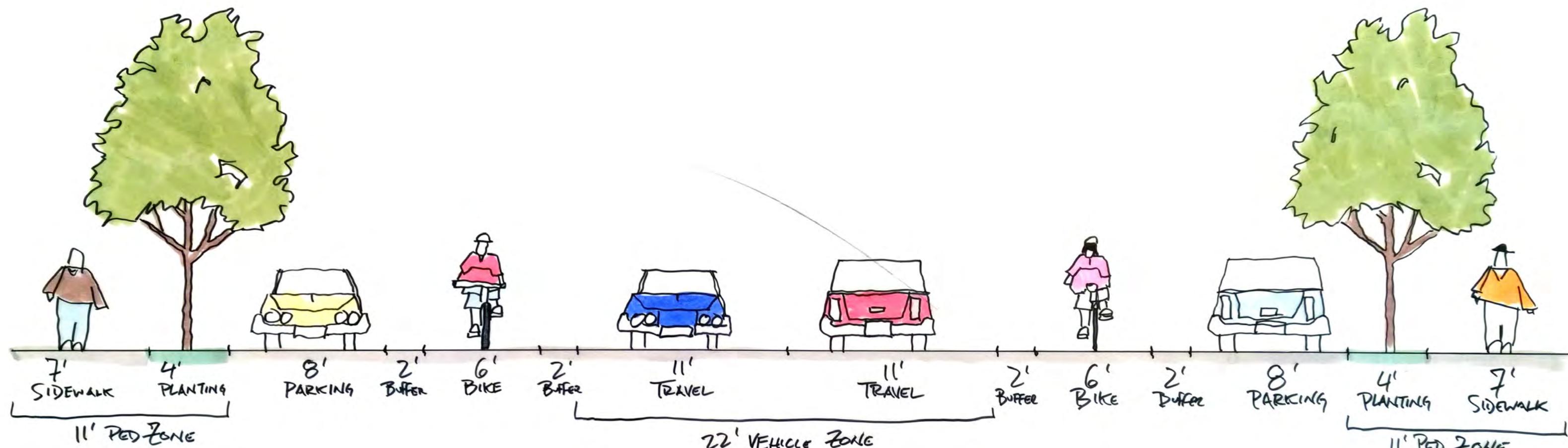
Travel Lane:	12' wide
Center Lane:	None
On-Street Parking:	None - to accommodate wide parkstrip
Bike Accommodations:	6' wide off-street path adjacent to sidewalk
Existing Driveways:	Mid-block driveways/alleys remain; others removed to prevent bike/car conflicts
Sidewalk / Landscape:	10' wide continuous parkstrip creates boulevard feel; 7' sidewalk adj. to bikeway
Stormwater Planters:	Yes
Amenity Spaces:	Potential for sidewalk patios

CHARACTERISTICS



PLAN DIAGRAM

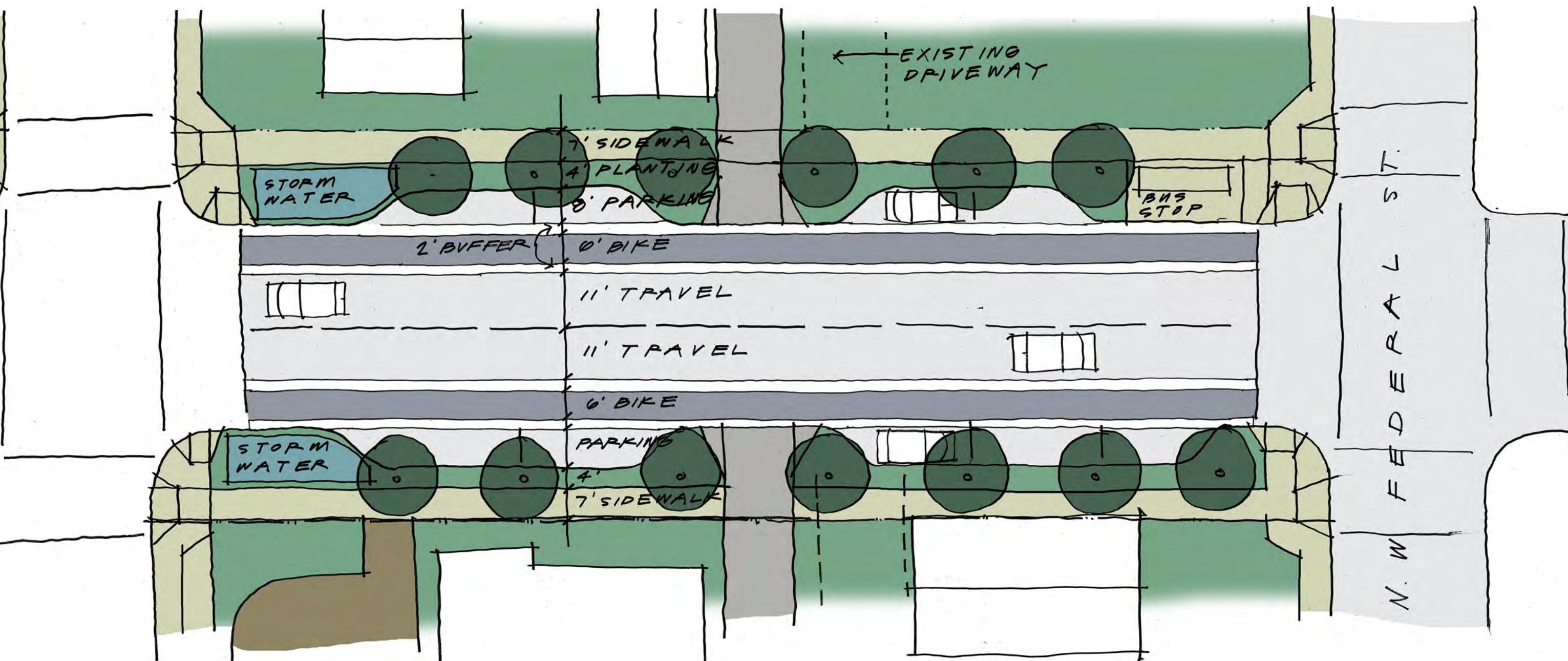
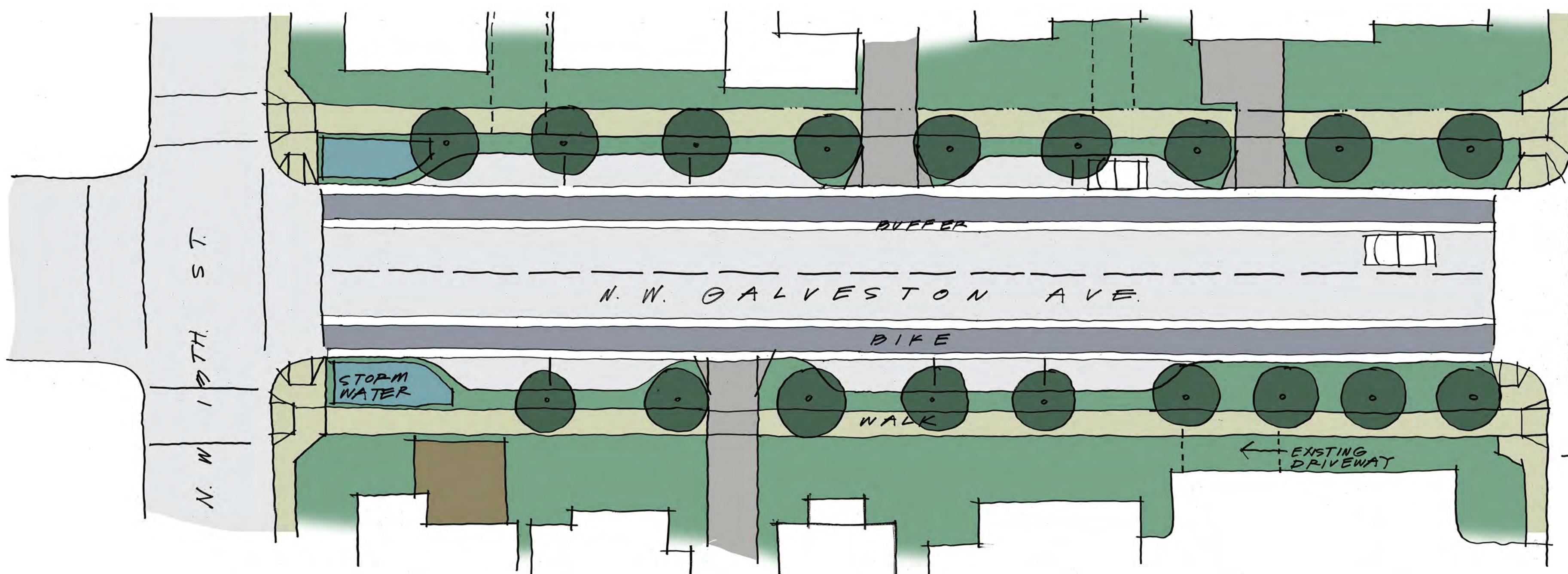
CONCEPT D
NW GALVESTON AVENUE
BEND, OREGON
12 JUNE 2014



STREET SECTION

CHARACTERISTICS

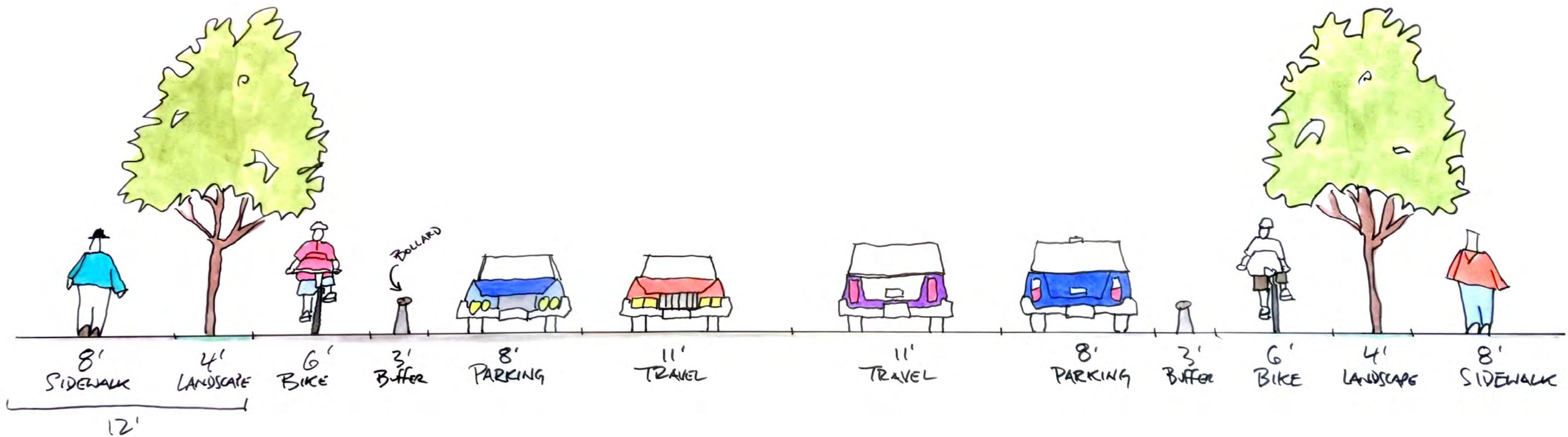
Travel Lane:	11' wide
Center Lane:	None
On-Street Parking:	Partial, between driveways (~20 spaces)
Bike Accommodations:	6' lane with 2' buffer on each side
Existing Driveways:	Mid-block driveways/alleys remain; others removed to prevent bike/car conflicts
Sidewalk / Landscape:	19' wide with parking, landscaping, and a 7' continuous sidewalk
Stormwater Planters:	Yes
Amenity Spaces:	Potential for sidewalk patios



PLAN DIAGRAM

CONCEPT E

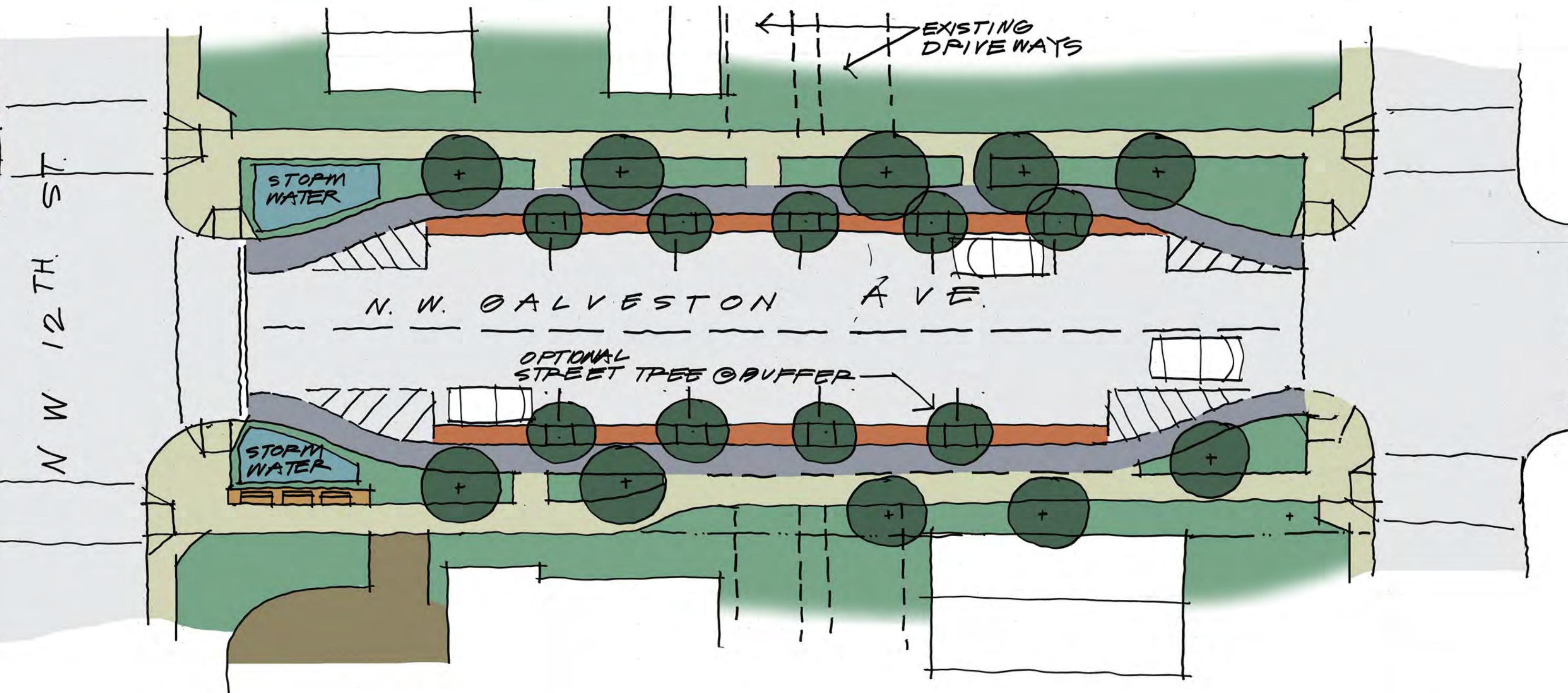
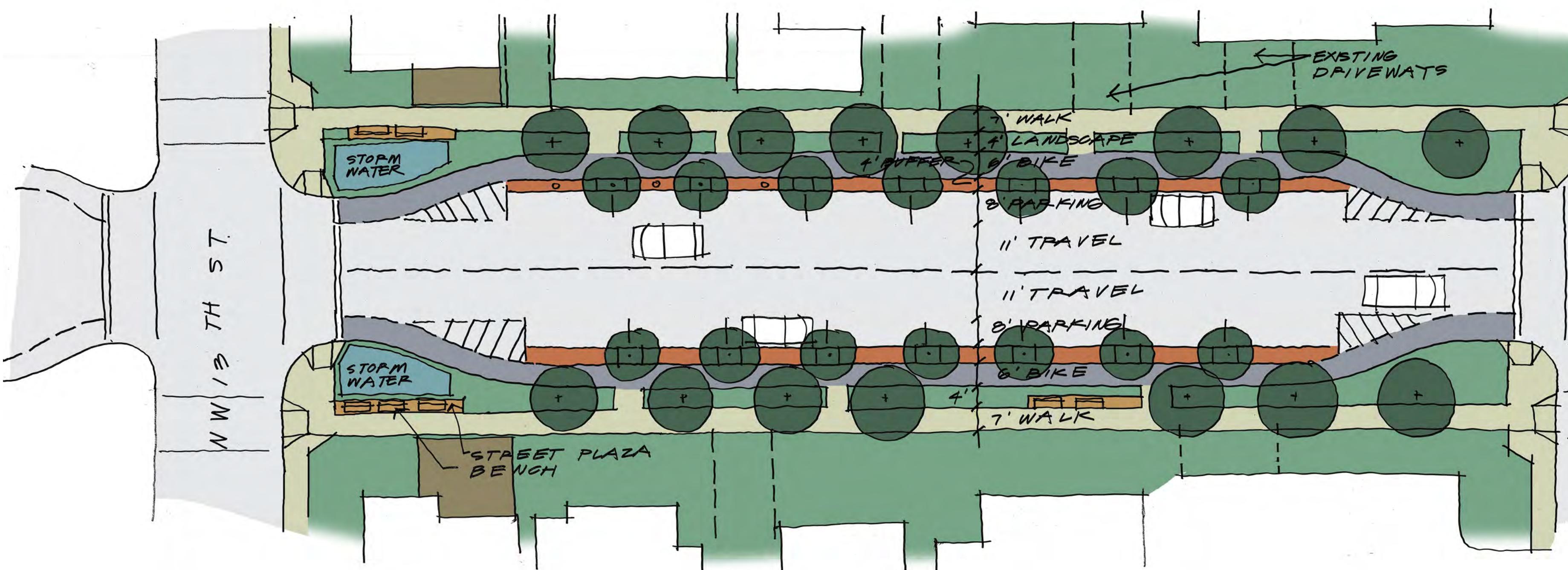
NW GALVESTON AVENUE BEND, OREGON 12 JUNE 2014



Travel Lane:	11' wide
Center Lane:	None
On-Street Parking:	Continuous (~26 spaces)
Bike Accommodations:	6' wide cycletrack with 3' buffer
Existing Driveways / Alleys:	All removed to accommodate bike safety
Sidewalk / Landscape:	12' wide to accommodate landscaping and 8' continuous sidewalk
Stormwater Planters:	Yes
Amenity Spaces:	Potential for sidewalk patios

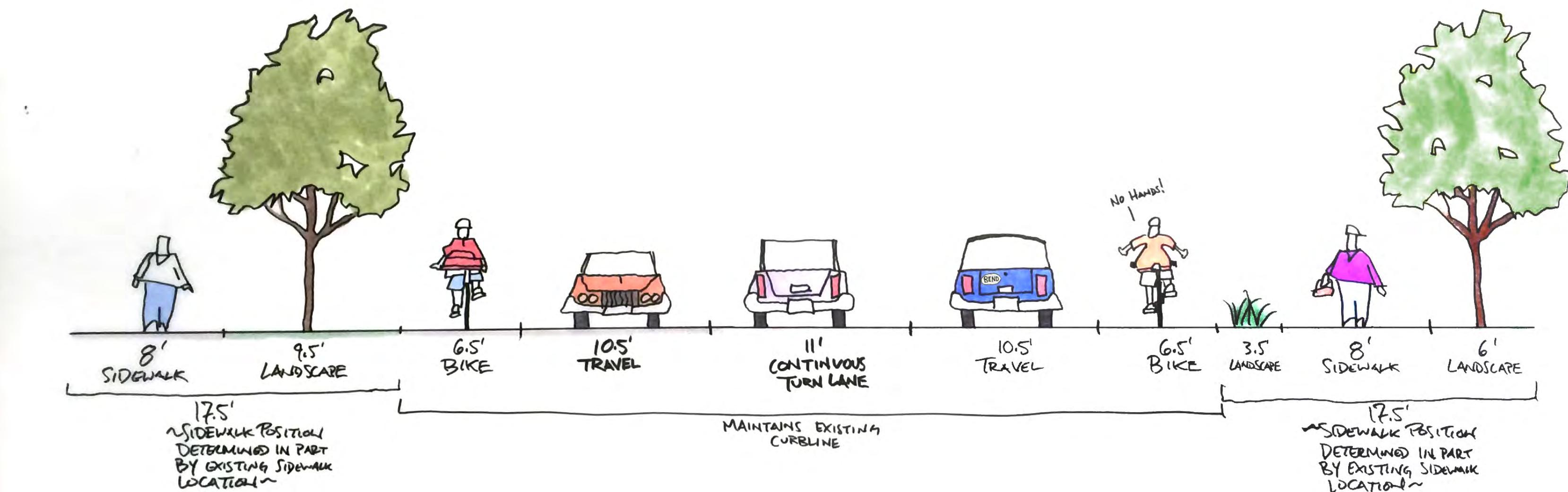
STREET SECTION

CHARACTERISTICS



PLAN DIAGRAM

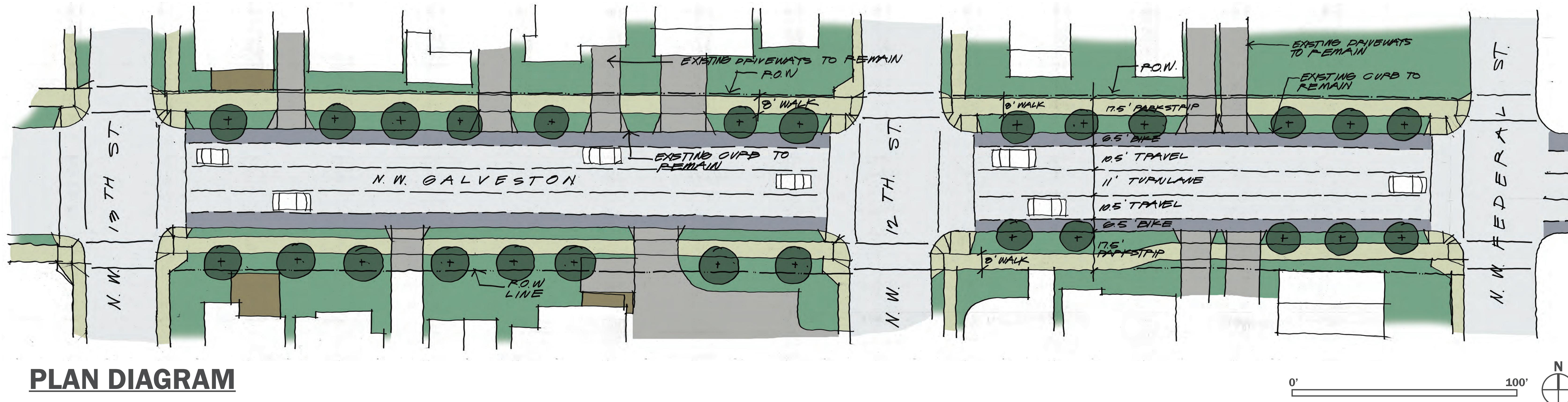
CONCEPT F
NW GALVESTON AVENUE
BEND, OREGON
12 JUNE 2014



Travel Lane:	10.5' wide
Center Lane:	Continuous
On-Street Parking:	None
Bike Accommodations:	6.5' lane on-street
Existing Driveways / Alleys:	All remain
Sidewalk / Landscape:	17.5' wide to accommodate landscaping and 8' sidewalk ~on current alignments
Stormwater Planters:	Potential for some in wider park strips
Amenity Spaces:	Potential for some in wider park strips

STREET SECTION

CHARACTERISTICS



PLAN DIAGRAM

CONCEPT G
NW GALVESTON AVENUE
BEND, OREGON
12 JUNE 2014