

# **Galveston Avenue Improvement**

## **PROJECT CHARTER**

**May 11, 2011**

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## **Galveston Avenue Improvement *14<sup>th</sup> Street to the Deschutes River***

### **Mission Statement**

Our mission is to develop a model community vision, plan and strategy for the Galveston corridor, from 14<sup>th</sup> Street to the Deschutes River, that will foster corridor livability, economic vitality, multimodal user safety, improved aesthetics and a reduction in roadway caused environmental impacts.

### **Background**

Galveston Avenue, from 14<sup>th</sup> to the Deschutes River, has long been a priority arterial for improvement that has been identified by the Traffic Safety Advisory Committee (TSAC). In 2008, in response to TSAC interests, the City prepared a design for completing and modifying corridor sidewalks, coupled with the addition of providing new on-street parking supply and developed a design to a preliminary (10%) design level. This work was done largely to have a sufficient design in place to determine needed project elements and a reliable cost estimate of improvements. Equipped with this information was also deemed a good strategy of positioning the City for potential grant funding.

In 2010, area business and property owners also contacted the City asking for improvements to this corridor, as well. Given this broader range of project interest, this project has evolved into blending the varied interests into a more formal partnership between businesses and property owners located along the corridor and the city of Bend. Common project objectives are:

- completing other improvements that would positively affect business vitality and residential livability,
- making the corridor a friendlier environment for walking and bicycling, and
- making the corridor a "greener" and a more environmentally sensitive street.

In January of 2011, a Task Force was organized that combined various interested citizens and City staff to begin a dialogue as to how these diverse interests could be united to form a common corridor improvement vision. Initial meetings focused on sharing improvement ideas of how to effect enhancements to the corridor. Later discussions made it an objective to find ways to engage the opinion of the broader corridor population of residents, property and business owners with the intent to develop a coordinated action and implementation plan that would gain the support of the affected area.

## 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.

## Project Vision

The project vision of the Task Force is to develop a project (or a series of projects) that will improve corridor user safety, comfort and address any identified environmental concerns. Key desired results are improvements along the corridor that will generate economic vitality and encourage land development consistent with this vision. The Task Force seeks strategies that will ensure existing funding resources and/or grants which contribute to any combination of the suggested improvements.

Corridor improvements might include (but are not necessarily limited to):

- completing the street adjacent ***sidewalk system*** (there are several remaining property frontages with no walkway and there are existing sections that have severely cracked or damaged surfaces),
- following Americans with Disabilities Act (***ADA***) standards for sidewalk and ramp construction, specifically related to grades, widths and cross-slopes,
- improving the street ***surface run-off collection system*** by following best stormwater management practices, such as, introducing roadway swales, rain gardens, and/or incorporating other designs that may include porous pavement materials with the goal of reducing untreated and unrestricted roadway originating run-off directly into the river,
- introducing ***new landscaping treatments*** that will improve the walking and built environment – trees for shade and ornamental plants for color, plus vegetation that will add buffer from passing motor vehicle traffic, contribute to enhancing stormwater treatment and/or otherwise improve the aesthetics of the corridor,
- ***Lighting improvements*** to enhance night visibility and user safety,
- ***Street crossing enhancements***, including the construction of medians and/or curb extensions,

- Any number of improvements that would ***add to the identity of the area***, including art work or other themed design elements,
- Possibly ***land use or Development Code changes*** that would encourage land uses that support the desired corridor design elements; including the mix or types of uses, and provide incentives for development of complementary on-site amenities, and
- ***Parking revisions or changes*** that would enhance the supply and potentially reduce the on street vehicle parking impact on adjacent neighborhoods.

### **Project Element Responsibilities**

There are two sets of improvement elements from the above list; those *within the public right-of-way (ROW)* and those *beyond* (i.e., "on-site"):

- Typical **within ROW elements** would include anything related to the public street system, including; sidewalks, bike lanes, on street parking, intersections, medians, planter strips, signing, striping, curbing and the stormwater collection system.
- Improvements **beyond the ROW** would typically be most of the non street-oriented type of improvements that are specifically located on various private properties.

The responsibility for the installation and maintenance of ROW oriented improvements would typically be up to the City (there may be some exceptions) and other non ROW improvements would be up to underlying property owners.

### **Project Limits**

The project limits are the east-west corridor of Galveston Avenue, between NW 14<sup>th</sup> Street and the Deschutes River (see: ***Vicinity Map***). The north-south limits of the corridor are: a one block depth, in each direction, from Galveston Avenue to Hartford Avenue, on the north, and to Fresno Avenue, on the south.

### **Project Budget / Funding**

The City has some limited funding that could be contributed toward the project. Also a limited amount of City staff time could be dedicated to the project to assist in project documentation, public notice, some limited design work and other general guidance related to right-of-way improvements and/or land use interpretation. Appropriate City staff and/or other resources would be called upon, as required.

The scope and design of the project would be a collaboration of City staff and public financial resources, as well as, other private contributions and/or Task Force performed work. Some services may be contracted, if budget permits. City Council authorization would be required for any cash expenditures that might be committed to the project. (Due to the limited amount of City funding, public funding contributions *may* be limited to providing required grant "matches", if pursued.)

## **Possible Schedule**

**Phase I** Over approximately the **first six months**, develop a common vision/and concept for a future "inner" Galveston (east of 14<sup>th</sup> Street) corridor set of improvements. The ultimate vision for the corridor shall represent a collaboration of area residents, businesses and property owners. The Task Force shall provide the Bend City Council and the River West Neighborhood Association a presentation at the completion of this phase.

**Phase II** Over approximately the **next six months**, the Task Force will identify the steps necessary to make the vision a reality. This work might include the evaluation of existing and/or alternative funding mechanisms or strategies.

**Phase III Beyond one year:** The final phase of the project (which could actually be many sub phases) would be implementation of improvements through any number or combination of funding or construction options; not limited to the City Capital Improvement Program, formation of a local improvement district (LID), grants and/or other project donations.

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Note: At any phase of the project, evaluate opportunities to consider (the timing for) suitable grant applications and/or enlist the aid of supplemental financial or manpower donations/partnerships.

Phases I and II shall generally include monthly Task Force meetings, or as otherwise required, to complete each topic of discussion. Open houses or special presentations shall be scheduled, as required.

Open house visuals or other web-based exhibits and documents should be developed and made available for public review to keep the community up-to-date on the project, as deemed appropriate by the Task Force.

## **Project Representation**

**Stakeholders** (one block north and one block south of Galveston):

- Property and Business Owners
- Residents of the corridor
- The Bend Traffic Safety Advisory Committee
- The Deschutes County Bike and Pedestrian Advisory Committee
- The city of Bend
- The Upper Deschutes Watershed Council

***Task Force Members:***

The membership of the Task Force shall be comprised of the individuals listed on Appendix A. It shall be up to the Task Force to decide whether new members are added to the list. The city of Bend may invite other staff members (not on the list) to Task Force meetings or other discussions, as appropriate, to address special subject areas.

**Roles and Responsibilities*****Task Force Members:***

Participate in all scheduled meetings, attend any special meetings or town hall events, as much as possible; Provide timely review and comments of submittals or reports; Be proactive and supportive of the process; Work constructively together toward the end product; Provide communication and coordination, as necessary, with respective constituencies or other related interested parties.

***City of Bend Staff:***

Participate in all scheduled meetings, attend any special meetings or town hall events, as much as possible; Provide timely review and comments of submittals or reports; Be supportive toward the development of the end product; Serve as a liaison to respective City Departments; Communicate with city decision makers, as appropriate; Provide meeting summaries, agenda preparation, other project materials and provide any necessary mailings.

## Acceptance of the Project Charter

*I have reviewed the project charter and I acknowledge that I have read, understand and accept the information contained within and responsibilities as they pertain to me and the interests that I represent.*

  
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Jason Adams

5/11/11  
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Date

  
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Joanne Richter

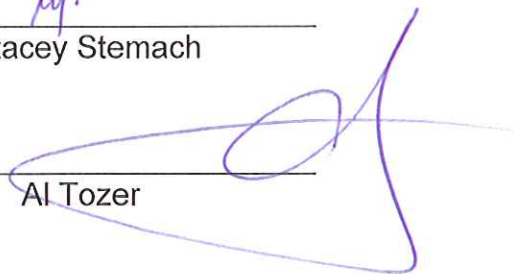
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Sally Russell

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Al Tozer

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(Business Representative)

\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Rick Root, City of Bend

5-11-11  
\_\_\_\_\_  
Date

## Appendix A

### Galveston Corridor Improvement Task Force

Name	Company	Email address	Phone number
Jason Adams	Mill Town Investments, LLC	<a href="mailto:jadams@cresbend.com">jadams@cresbend.com</a>	541-388-7876
Joanne Richter	Richter Environmental Consulting	<a href="mailto:jrichter@bendbroadband.com">jrichter@bendbroadband.com</a>	541-388-5616
Sally Russell	(former Bend Urban Area Planning Commissioner)	<a href="mailto:sallyrussell@me.com">sallyrussell@me.com</a>	
Stacey Stemach	Ambient Architecture, LLC	<a href="mailto:sstemach@ambientarch.com">sstemach@ambientarch.com</a>	541-647-5675
Al Tozer	Tozer Design, LLC, and Task Force Chairperson	<a href="mailto:at@tozerdesign.com">at@tozerdesign.com</a>	541-383-9015
Rick Root	City of Bend	<a href="mailto:rroot@ci.bend.or.us">rroot@ci.bend.or.us</a>	541-388-5576

# Vicinity Map

