



CITY OF BEND

# **Midtown Crossings**

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# Objectives

Seeking Council direction on which project(s) to initiate design and construction and provide direction to help inform development of Core Area Capital Improvement Program (CIP)

- Feasibility Study Overview
- Cost Estimates & Funding Sources
- TBOC/CAAB Recommendations
- Staff Recommendation

Greenwood



Hawthorne



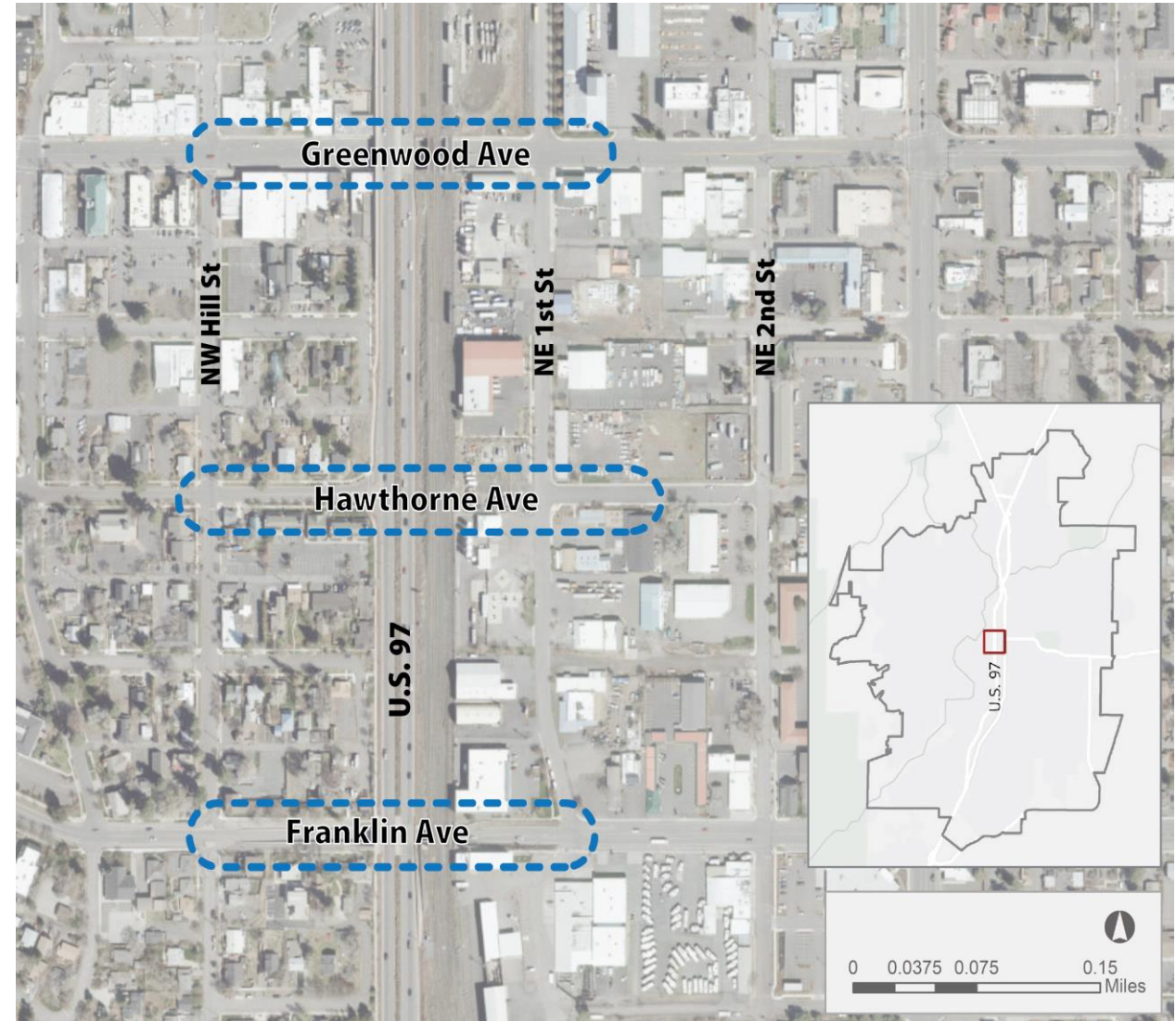
Franklin



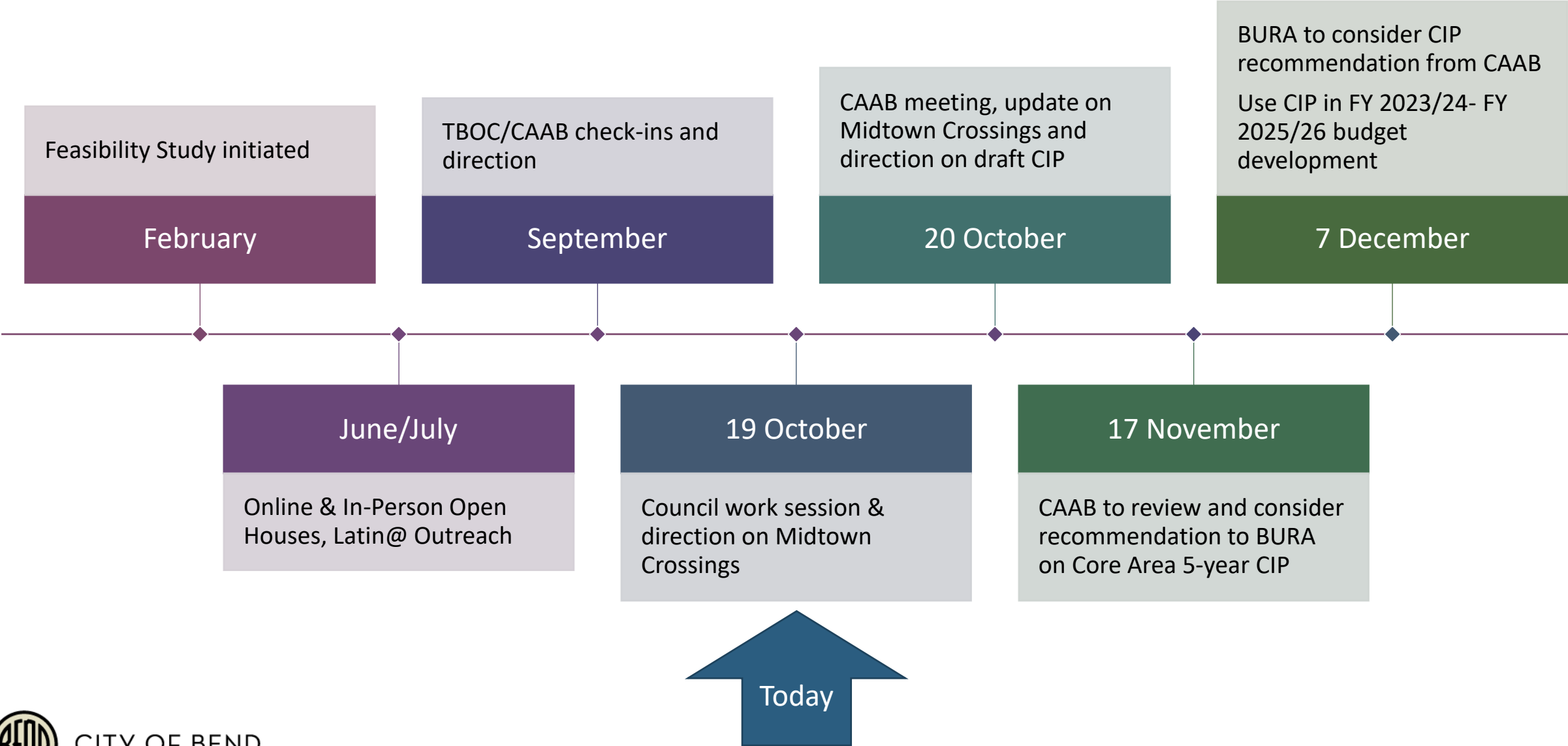
# Feasibility Study Scope

**Study Goal:** *Identify the timing, feasibility, and needs for walking and biking improvements at each location (Greenwood, Franklin, and Hawthorne).*

- Alternatives analysis
  - Cost
  - Constructability
  - Design features
  - Property/street impacts
- Public engagement
- State Highway and Rail coordination
- Implementation recommendations



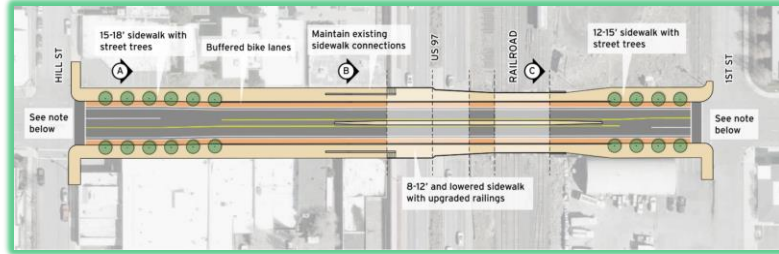
# Project Milestones



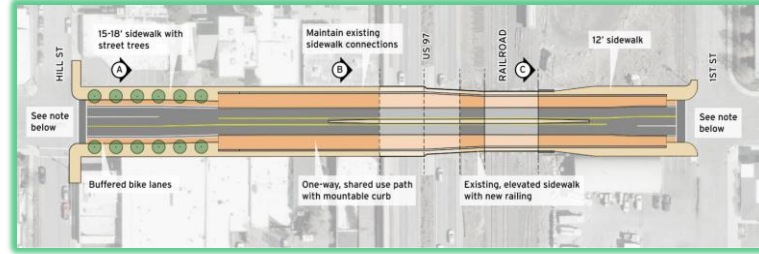


# Feasible Alternatives

## Greenwood Avenue Undercrossing

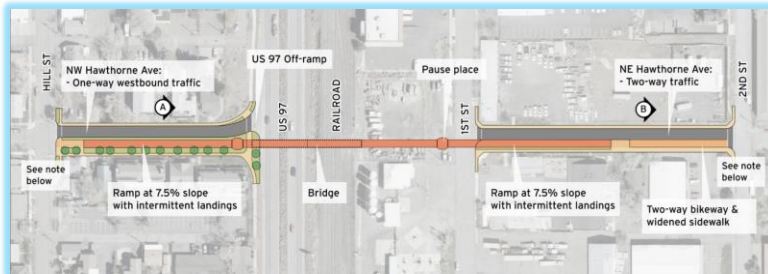


Concept 1: Shared Use Path / 3 Lanes

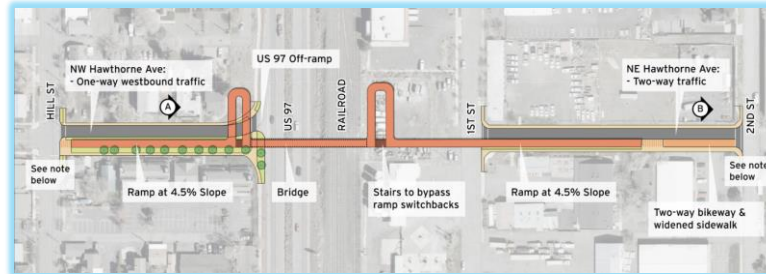


Concept 2: Lower & Widen Sidewalks / 3 Lanes

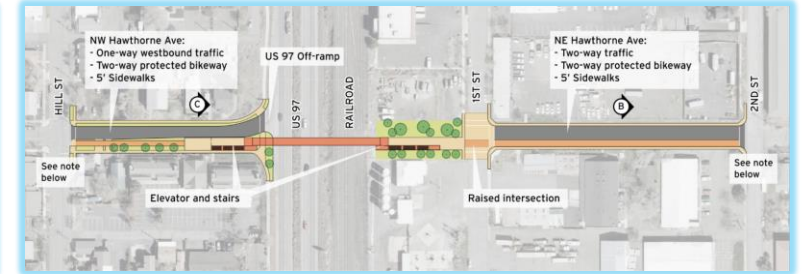
## Hawthorne Avenue Crossing



Concept 1: Straight Approach

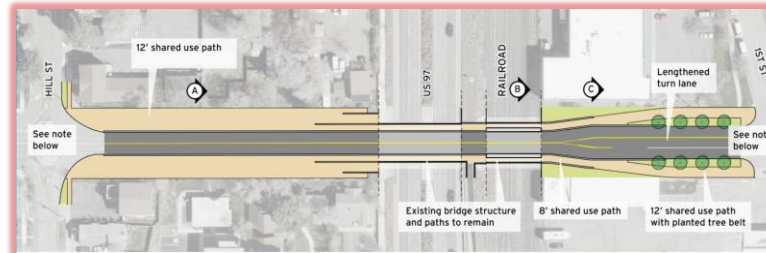


Concept 2: Switchback Ramps / Maintain 4.5% Slope

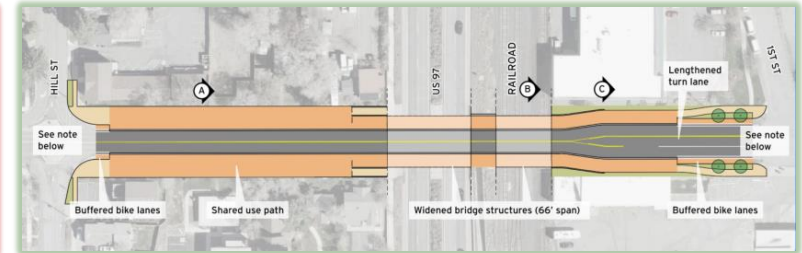


Concept 3: Stair & Elevator Bridge Access / No Ramps

## Franklin Avenue Undercrossing



Concept 1: Widen and Level East Access - Plaza



Concept 2: Full Rebuild / Widen Undercrossing Opening



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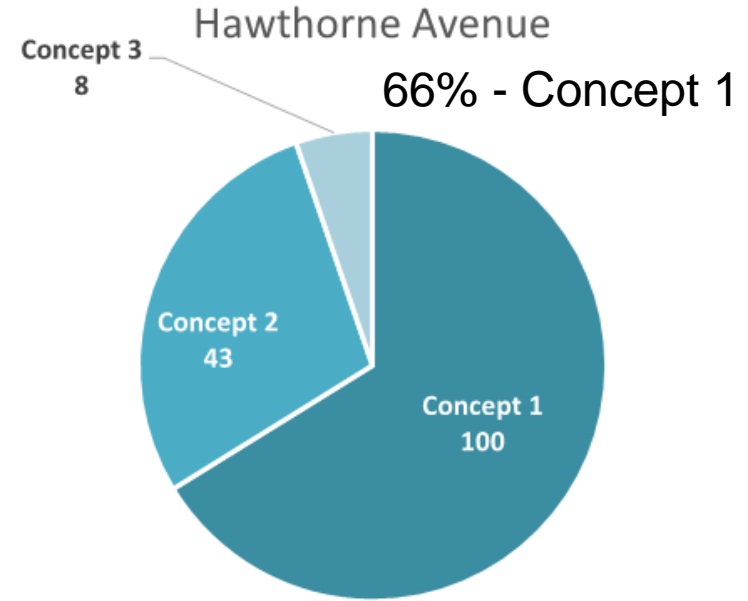
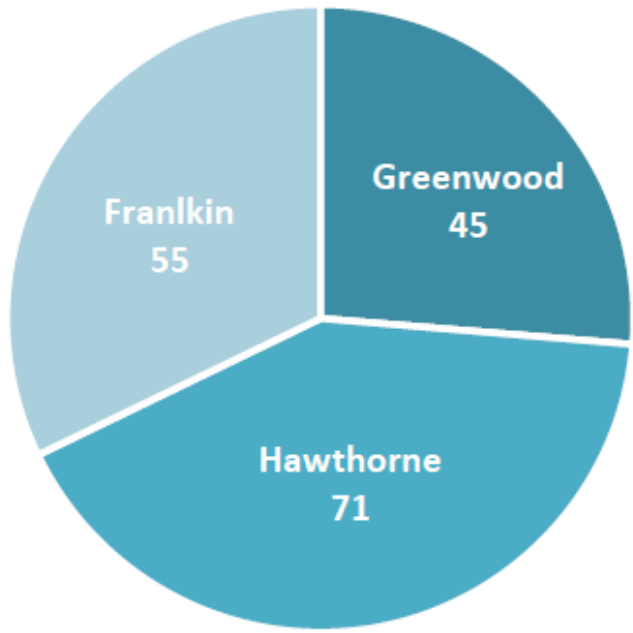
# Public Survey

Total Responses: 223 people participated

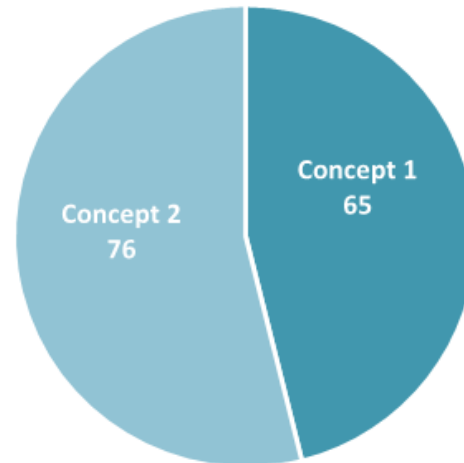
- 203 English speaking
- 20 Spanish speaking
- Surveyed concepts, no costs included

What corridor should we work on first?

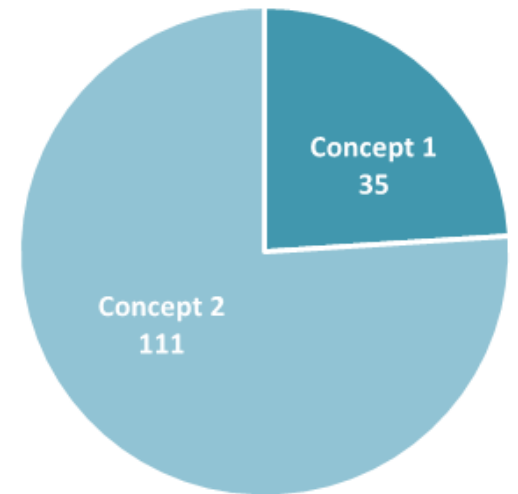
42% - Hawthorne



Greenwood Avenue  
54% - Concept 2



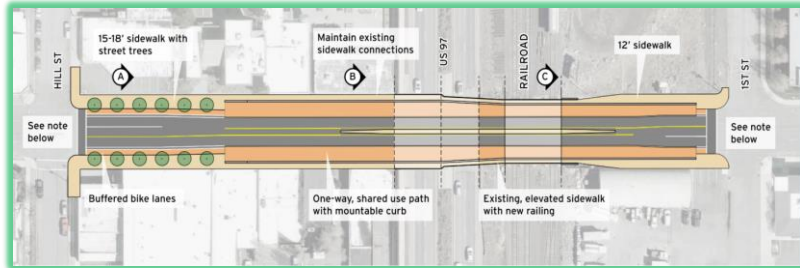
Franklin Avenue  
76% - Concept 2



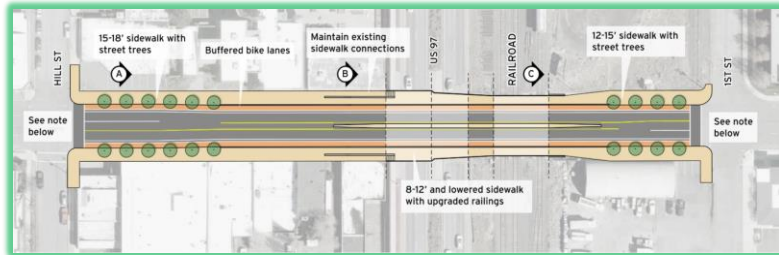
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# Evaluation Results Per Crossing

## Greenwood Avenue Undercrossing



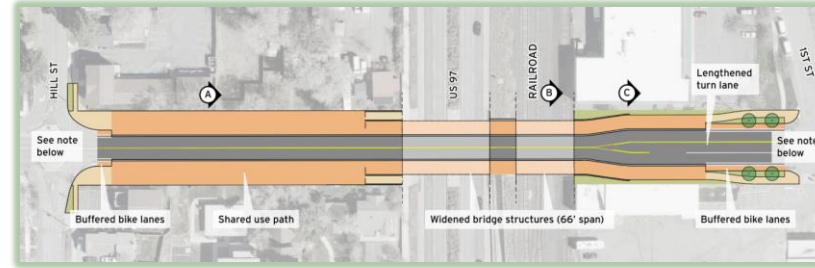
Concept 1: Shared Use Path / 3 Lanes



Concept 2: Lower & Widen Sidewalks / 3 Lanes

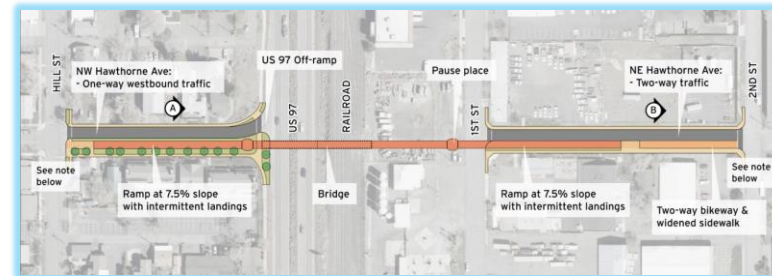
*\*Concept 2 scored slightly higher.*

## Franklin Avenue Undercrossing



Concept 2: Full Rebuild / Widen Undercrossing Opening

## Hawthorne Avenue Crossing



Concept 1: Straight Approach





# Hawthorne Overcrossing Direct Approach



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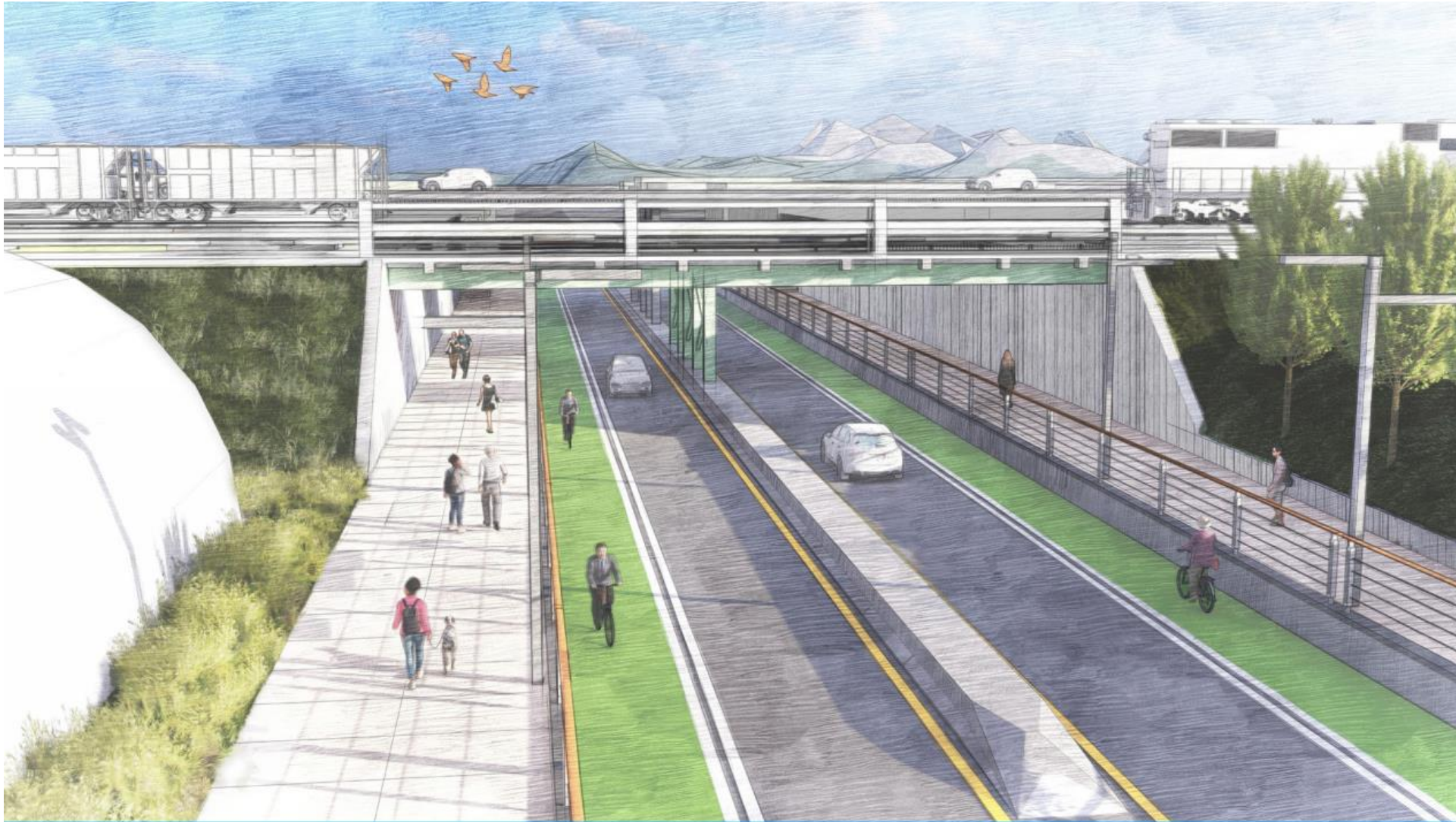
# Hawthorne Overcrossing Direct Approach (C1)



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# Greenwood Lower/Widen Walks (C2)



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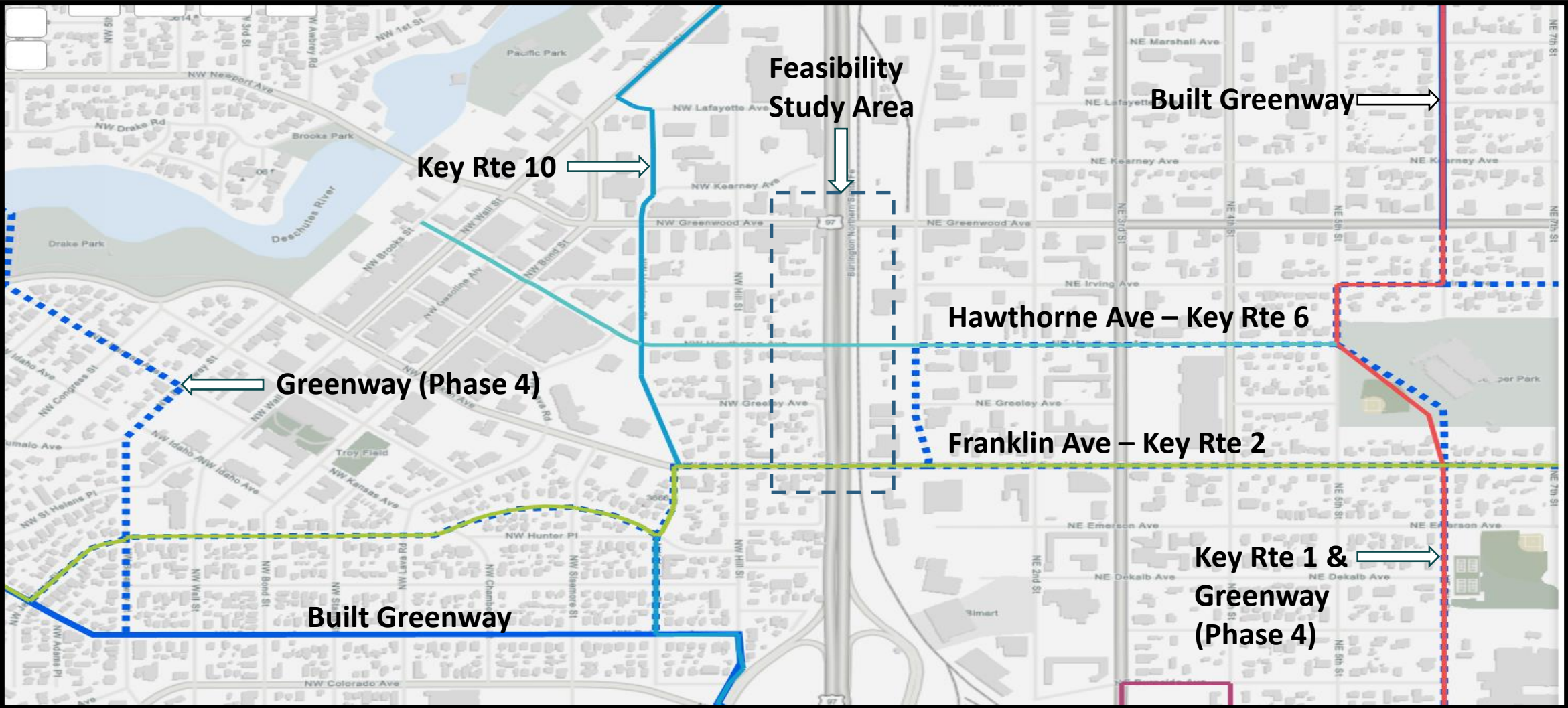
# Franklin East Side Widening (C1)



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# Key Walking and Biking Routes

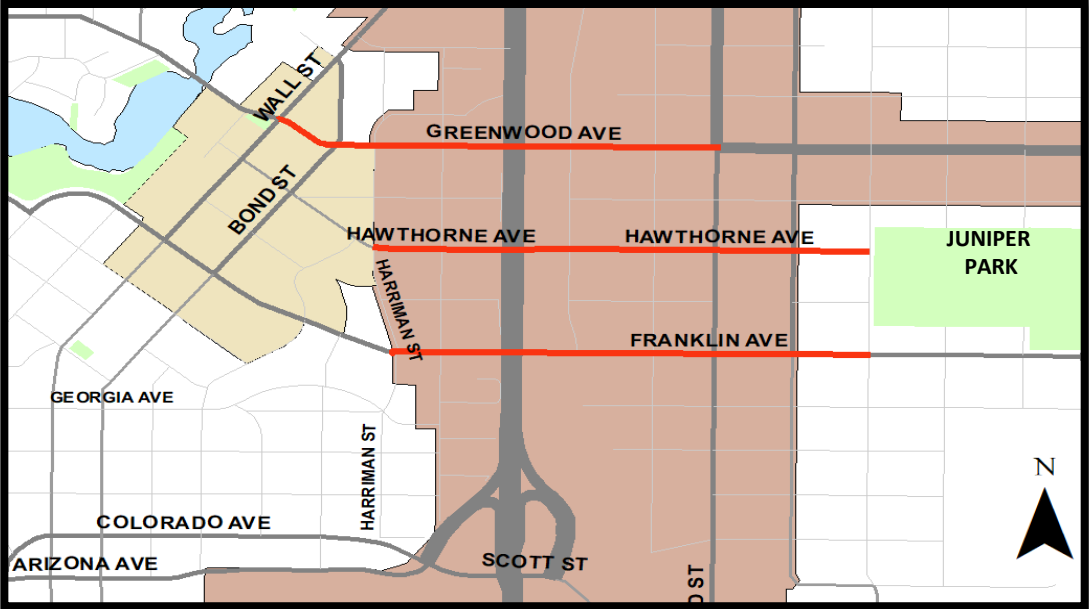


# Corridor Costs

MIDTOWN CORRIDOR	ENGINEER’S CLASS V ESTIMATE
Greenwood – C1 (Shared Use)	<b>\$8.9M<sup>2</sup></b>
Greenwood – C2 (Lower Walk)	<b>\$13.8M<sup>2</sup></b>
Hawthorne – C1 (Straight)	<b>\$28.0M</b>
Hawthorne – C2 (Switchback)	<b>\$29.0M</b>
Hawthorne – C3 (Stairs/Elevator)	<b>\$27.0M</b>
Franklin – C1 (East Plaza)	<b>\$11.4M<sup>2</sup></b>
Franklin – C2 (Full Rebuild)	<b>\$51.5M<sup>2</sup></b>

1. Class 5 Engineer's Estimate includes estimate for crossing, corridor, programmed stormwater, and 40% construction contingency.
2. Includes programmed funding for stormwater flooding issues at undercrossing (FY 22-26); Greenwood = \$2.5M, Franklin = \$1.75M

## Corridor Overview



## Franklin Avenue Flooding



# Engineers Estimate and Current Funding

## Engineer's Class 5 Estimates (40% Construction Contingency):

Infrastructure	Greenwood		Hawthorne (20ft)			Franklin	
	C1	C2	C1	C2	C3	C1	C2
Crossing Costs	\$3.0M	\$7.9M	\$23.0M	\$24.0M	\$22.0M	\$6.8 M	\$46.9M
Corridor Costs	\$3.4 M		\$5.0 M*			\$2.8 M	
Stormwater Costs	\$2.5 M		N/A			\$1.75 M	
Total Costs	\$8.9M	\$13.8M	\$28M	\$29M	\$27M	\$11.4M	\$51.5M

## Available Funds:

CIP Funding Source	FY22/23	FY23/24	FY24/25	FY25/26	TOTAL
Transportation Fund		\$1M	\$1M		\$2.0M
GO Construction Bond	\$1.1M	\$1.3M	\$6.6M	\$4M	\$13.0M
Stormwater Fund	\$500K	\$750K	\$1.5M	\$1.5M	\$4.3M

Additional Funding Sources	Amount	SUBTOTAL	\$19.3M
Core Area Tax Increment Fund (TIF)	\$6M	Add'l Funds	\$6.7M
All Roads Transportation Grants (Franklin & Greenwood only)	\$670K	TOTAL	\$26.0M

\* CAAB has expressed interest in linear park concept for Hawthorne Corridor which could increase costs.



# Current Grant Pursuits

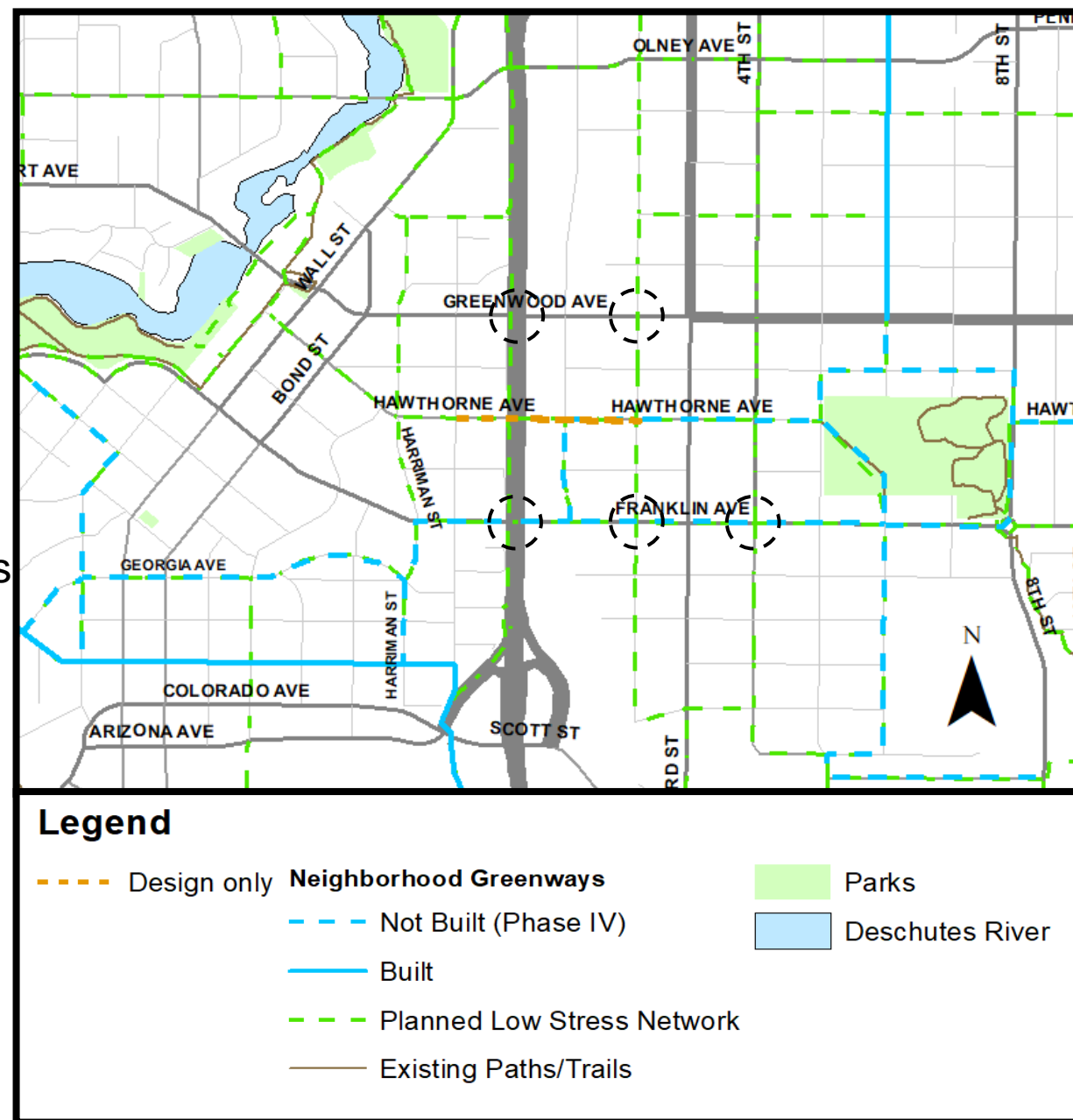
Grant Program	Due Date	Funding Source	Overview	Award / Match, if Awarded	Project
<b>Oregon Community Paths</b>	Pre-application: September 15, Application: January 31	ODOT program, both state and federal \$ available	Investments in multi-use paths <u>not part of a roadway</u> that serve a transportation 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>	Hawthorne Overcrossing
<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>\$24.5M (\$12.2M federal request, \$12.2M 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)*



# Prioritize Hawthorne

- \$20M available for Hawthorne
  - \$3M deficit for 20ft crossing
  - \$8M deficit for crossing and corridor improvements
- 5 to 6-year project delivery
- Pursuing additional federal/state grants
- Some of Midtown project funds are restricted to Franklin(\$2.6M)/Greenwood(\$3.3M) improvements
  - Franklin & Greenwood stormwater improvements
  - Intersections of 2nd/Greenwood, 2nd/Franklin, and 4th/Franklin (2022-2026)
  - Neighborhood Greenways Phase IV as independent project
  - Key route improvements



# Prioritize Hawthorne – Funding Summary

Funding Sources	Greenwood (C1)	Hawthorne (C1)	Franklin (C1)
<b>Total Costs (Crossing, Corridor, Stormwater)</b>	<b>\$8.9M</b>	<b>\$28.0M</b>	<b>\$11.4M</b>
ARTS (corridor)	\$562,800		\$126,000
Stormwater	\$2,500,000		\$1,750,000
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		\$2,000,000	
<b>Total</b>	<b>\$3.3M</b>	<b>\$20.0M</b>	<b>\$2.6M</b>
<b>Funding Gap</b>	<b>(\$5.6M)</b>	<b>(\$8.0M)</b>	<b>(\$8.8M)</b>





# Committee Recommendations

## Core Area Advisory Board

- Prioritize Franklin Corridor improvements to maximize Tax Increment (TIF) & Housing development
  - Consider lower cost treatments to Franklin Crossing improvements
- CAAB members see benefit of completing near-term improvements (Franklin/Greenwood corridors) vs. longer term Hawthorne project
- CAAB members still want to continue to pursue additional funding sources for Hawthorne Overcrossing

## Transportation Bond Oversight Committee

- Unanimously recommends proceeding with all three projects through permitting and design with the following construction sequencing order:
  - 1<sup>st</sup>: Greenwood
  - 2<sup>nd</sup>: Franklin
  - 3<sup>rd</sup>: Hawthorne
- Maximize immediate high-quality improvements to east-west connectivity for people who walk, bike, and roll
- Consider construction detours for pedestrian/bicyclists in project prioritization
- Continue to pursue additional funding sources to build all crossings/corridors and preserve matching funds for Hawthorne

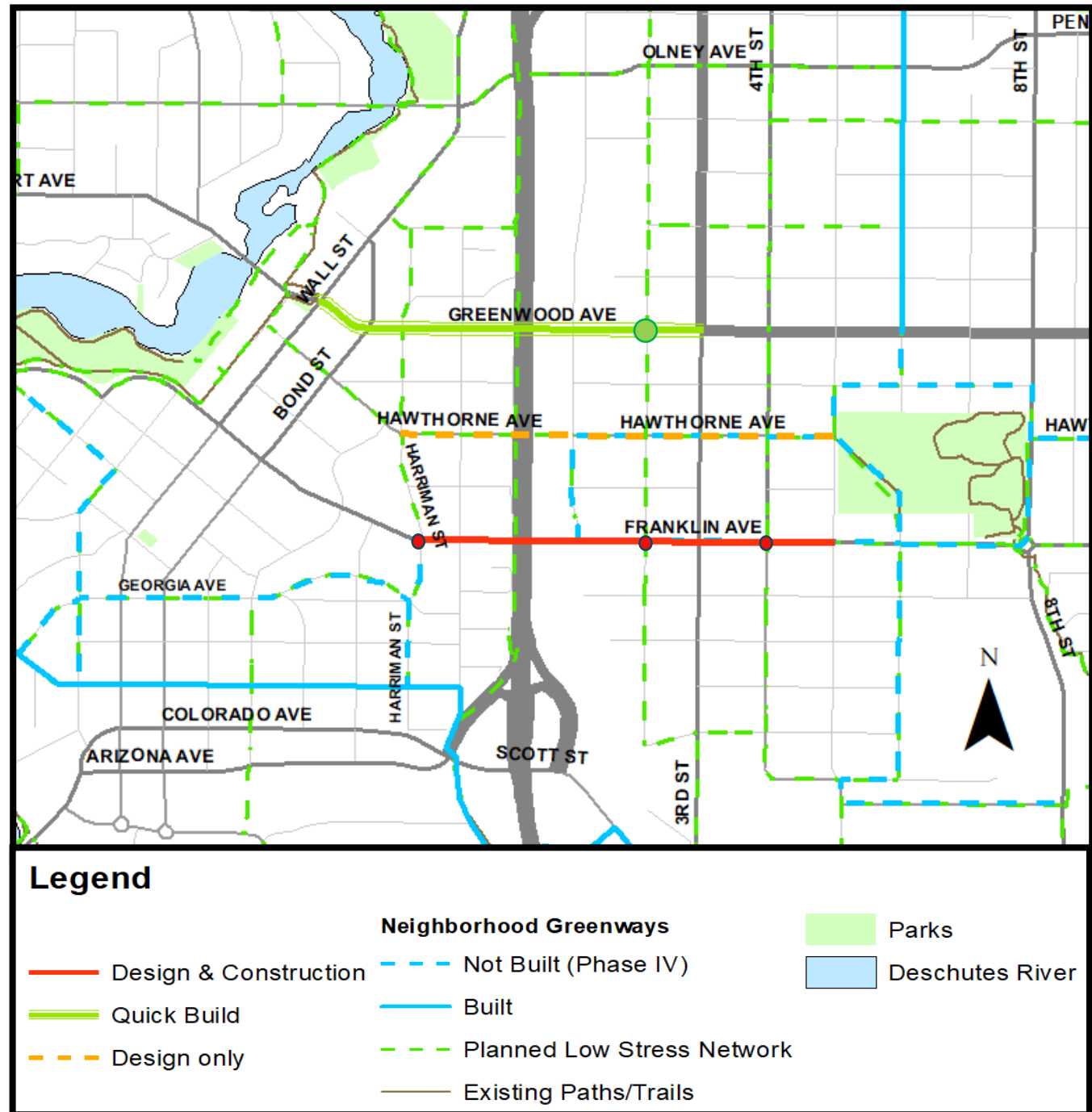


# Staff Recommendation Prioritize Franklin

- Near-term (23/24) quick-build pilot project on Greenwood to provide road diet trial period, Franklin detour route, and contiguous safe route between Downtown and Core area
  - Consider funding for phase II design/construction
- Complete Franklin Corridor improvements and priority elements of Franklin Concept 1 crossing improvements, initiate design starting in 2023, build in (24/25)
- Reserve remaining funds for Hawthorne and continue to pursue additional funding resources
  - Federal grant funding includes additional requirements – ODOT support, NEPA, etc.
  - Come back to Council in February 2023 with federal grant pursuit update



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# Prioritize Franklin – Funding Summary

Funding Sources	Greenwood (C1)	Hawthorne**	Franklin (C1)
<b>Total Costs (Crossing, Corridor, Stormwater)</b>	<b>\$8.9M</b>	<b>\$28.0M</b>	<b>\$11.6M</b>
ARTS (corridor)	\$562,800***		\$126,000
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Bond Midtown Crossings (crossing)	\$500,000***	\$7,750,000	\$3,750,000*
TIF (crossing/corridor)		\$3,000,000	\$3,000,000
State Grant – Transportation Fund			\$2,000,000
<b>Total</b>	<b>\$3.8M</b>	<b>\$10.8M**</b>	<b>\$11.4M</b>
<b>Funding Gap</b>	<b>(\$5.1M)</b>	<b>(\$18.3M)</b>	<b>\$0</b>

\*Value engineering opportunities will be evaluated during design to reduce crossing costs

\*\*Current grant opportunity results will be discussed with City Council in February 2023, at which time project priorities may be adjusted.

\*\*\*Quick build pilot project funding. Include future budget considerations for Greenwood buildout



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# NEXT STEPS

- Use Council direction to develop Core Area 5-year Capital Improvement Program (CIP)
- Initiate project(s) as directed by City Council (ie. Franklin, Greenwood, Hawthorne)
- 5-year CIP Update with biennial cycle
- Return in February 2023 to report grant pursuit outcomes



# Accommodation Information for People with Disabilities

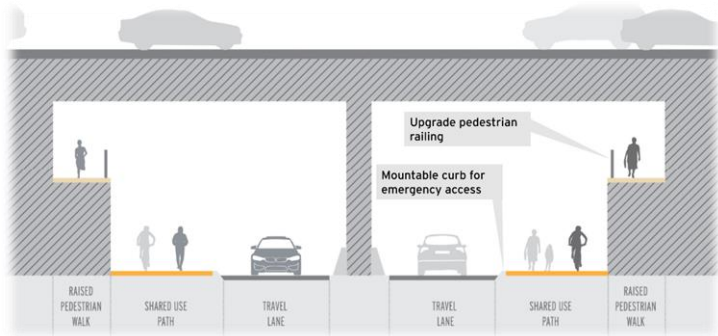
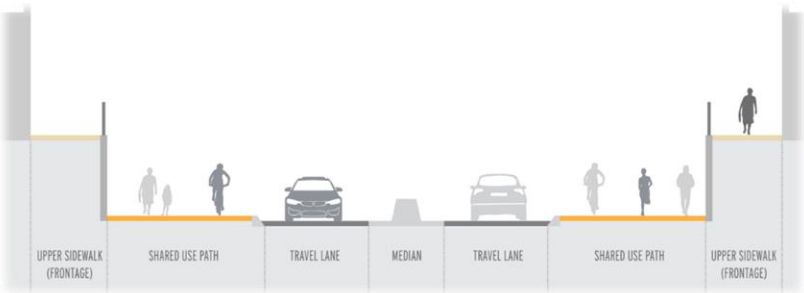
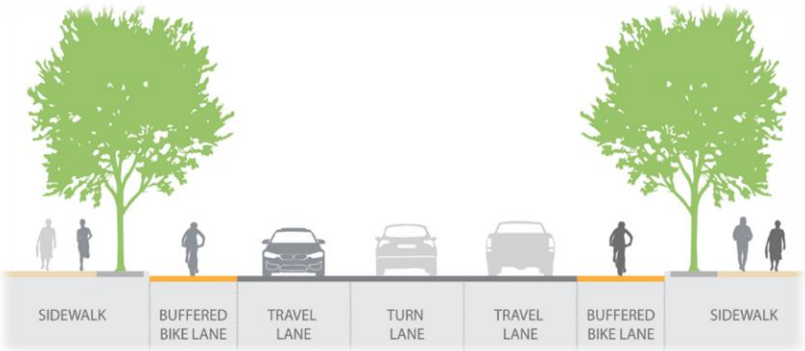
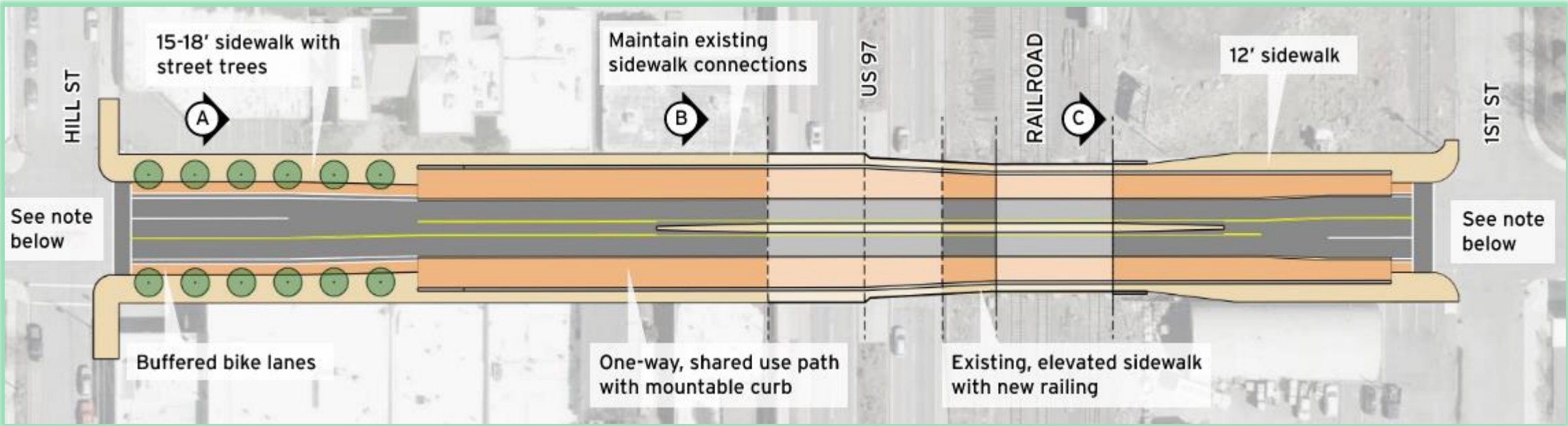


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# Greenwood Avenue

## Concept 1: Shared Use Path / 3 Lane Configuration



# Greenwood Avenue

## Concept 2: Lower & Widen Sidewalks / 3 Lane Configuration

