



Staff Report

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Item #: 3.3d.

TO: Mayor and City Council
THROUGH: Keith Stahley, City Manager
FROM: Brian D. Martin, PE, Acting Public Works Director

SUBJECT:

Approval to submit two grant applications to the Oregon Community Paths Program to: (1) construct the Pringle Creek Path connection, and (2) develop a refinement plan for a pedestrian bridge over OR 22 east of Lancaster Drive SE.

Ward(s): 1, 2, and 3

Councilor(s): Stapleton, Nishioka, and Phillips

Neighborhood(s): CANDO and SEMCA

Result Area(s): Safe, Reliable, and Efficient Infrastructure

SUMMARY:

The Oregon Community Paths Program is accepting grant applications to support investments in multi-use paths that serve a transportation purpose and are not on a roadway. This report authorizes submittal of two applications, one to construct the Pringle Creek Path connection between Civic Center and Riverfront Park, and the other to develop a refinement plan for a pedestrian overcrossing of Oregon Highway 22 (OR 22) east of Lancaster Drive SE. If awarded, the projects would be included in future budgets and proceed to completion within three years of award.

ISSUE:

Shall City Council authorize the City Manager to submit the following two applications to the Oregon Community Paths Program and, if successful, enter into agreements with the Oregon Department of Transportation (ODOT) to accept the funds?

1. Construct the Pringle Creek Path connecting under Commercial Street SE to Riverfront Park;
and
2. Develop a refinement plan for a pedestrian bridge over OR 22 east of Lancaster Drive SE.

RECOMMENDATION:

Authorize the City Manager to submit the following two applications to the Oregon Community Paths Program and, if successful, enter into agreements with ODOT to accept the funds.

1. Construct the Pringle Creek Path connecting under Commercial Street SE to Riverfront Park; and
2. Develop a refinement plan for a pedestrian bridge over OR 22 east of Lancaster Drive SE.

FACTS AND FINDINGS:

ODOT is soliciting applications for the Oregon Community Paths Program. This program supports investments in multi-use paths that serve a transportation purpose and are not part of the roadway. Funds are available for both construction and project refinement. ODOT has an estimated \$36.9 million available for this round of funding; \$3 million of this amount is devoted to project refinement projects. The maximum award amount is \$6 million. The required match is 10.27 percent of the project total. If awarded, projects must be completed within three years of award.

Staff is recommending submitting two applications: one for construction and one for project refinement. Pre-applications were submitted for these projects in September 2022, and both were determined to be eligible to submit full applications.

Pringle Creek Path Construction

The Pringle Creek Path project would connect under Commercial Street SE and the railroad to connect the path network along Pringle Creek and Mill Race with the paths in Riverfront Park, Minto Island Park, and Wallace Marine Park. A conceptual design for this path connection is attached (Attachment 1). The estimated cost of this project is \$8,240,000. The 2022 Salem Safety and Livability Bond included partial funding for this project. Additional funds were planned from the South Waterfront Urban Renewal Area. Staff recommends requesting \$6 million from the Community Paths Program. Bond funds and/or funds from the South Waterfront Urban Renewal Area would be used for the required match and to fund elements not eligible for the Community Paths Program (including scenic overlooks and any public art elements). If the City is successful in receiving a grant, an equal amount of Bond funds and/or Urban Renewal funds would be available for other projects. The Salem Parks and Recreation Advisory Board supports this application.

Pedestrian Bridge over OR 22 - Project Refinement

OR 22 forms a barrier between the residential areas south of the highway and schools located north of the highway. Students living in this area south of the highway attend Miller Elementary School and Houck Middle School, both located north of the highway. The entire area is classified by the School District as a Hazard Walk Zone, meaning that students in this area require bussing to school. The

Salem Transportation System Plan identifies the need for a crossing, with the likely location connecting Bill Riegel Park to Miller Elementary School. The planned connection is also included in the Comprehensive Parks System Master Plan to provide residential areas north of OR 22 improved access to Bill Riegel Park.

To seek funds for construction, additional project refinement work is necessary to determine the alignment, design, and cost. This will require significant coordination with both ODOT and the School District to ensure that the interests of each organization are accounted for in design. ODOT, the School District, and the Salem Parks and Recreation Advisory Board have expressed support for developing a project refinement plan. The estimated project cost is \$300,000. This includes required match of 10.27 percent (\$30,810). If awarded, matching funds would be provided through the City's share of the State Gas Tax.

Robert D. Chandler, PhD, PE
Assistant Public Works Director

Attachments:

1. Pringle Creek Path Concept
2. OR 22 Pedestrian Overcrossing Vicinity Map