

FRONT STREET BLUEPRINT MEMORANDUM #5 REVISED 3-29-2022

Purpose

With consideration to community, Front Street property and business owners, and the City’s vision, this memorandum describes the consultant recommended Preferred Facility Design (PFD) for future conditions of the Front Street corridor, between Market Avenue and Ivy Street, in Coos Bay, Oregon. The PFD advances concepts from prior tasks, incorporates stakeholder and public feedback, and represents high priority opportunities to achieve the Vision and Objectives for the Study Area.

Blueprint Vision

As described in the 2017 Front Street Action Plan (FSAP), the vision for the corridor is:

“Front Street will be a more bustling, vibrant, and inviting district with a mix of waterfront-related industrial employment, commercial, and limited residential uses. The area’s amenities and transportation facilities are more safely and easily accessible to pedestrians and cyclists, making connections to the rest of the City seamless. The continuation of the Coos Bay Boardwalk will serve as an attraction and provide for the enjoyment of the revitalized waterfront.”



South Gateway Montage: Using elements from the existing Coos Bay Boardwalk, the Front Street Blueprint recommends signage, monumentation, paving, and planting enhancements.

Design Objectives

Project design objectives, identified previously in the FSAP are noted below with current perspectives on Front Street's design underlined. These include:

Bicycle and Pedestrian Safety: Improve the existing network by accommodating bicyclists, pedestrians, and transit users. Provide additional connections and fill in gaps.

Access / Intersection Improvements: Increase safety, reduce congestion, and improve driver expectancy. Consider reducing the number of driveways, driveway consolidation for single parcels, and relocation of poorly placed driveways, traffic calming, and speed reduction in the corridor (tighter curb radii, curb extensions, truck aprons, speed cameras).

Wayfinding and Public Art: Provide guidance and direction to major attractions and significant historical locations that will enhance the user experience. Identify locations for public art reflective of Front Street aesthetics and history.

Pedestrian Pathways and Overlooks: Provide pedestrian access to the waterfront and public overlooks along portions of the east side of Front Street, with consideration to working waterfront businesses.

Circulation / Connectivity Improvements: Support a balanced and well-connected transportation network for all modes, including safe connections from downtown Coos Bay across Highway 101. Encourage transportation choices and reduce reliance on automobile travel within and through the Study Area.

Parking Management: Provide a range of parking with consideration of shared parking, increased capacity of publicly owned facilities, overflow parking, and other parking options for future consideration.

Summary of Online Open House Comments

Front Street Property and Business Owner Engagement.

An on-line open house survey was conducted with 149 responses and a completion rate of 81%. Front Street property and business owner engagement included meetings and one-on-one interviews and discussion. Priorities of each group are identified below; additional information can be found in the Appendix.

On-line open house priorities	Property and business owner priorities
<ol style="list-style-type: none"> 1. Access and Mobility 2. Corridor Safety 3. Minimizing Environmental Impact and Supporting Resiliency 4. On- and Off- Street Parking 5. Encouraging Private Investment 6. Minimizing Cost 7. Supporting Land Use, District Vibrancy, and Flexibility 	<ol style="list-style-type: none"> 1. Supporting Land Use, District Vibrancy, and Flexibility 2. Access and Mobility 3. On- and Off- Street Parking 4. Corridor Safety 5. Encouraging Private Investment 6. Minimizing Cost 7. Minimizing Environmental Impact and Supporting Resiliency

While differing in rank, corridor safety, access and mobility and on and off-street parking were common in the top four priorities of each group. Most on-line participants (66%) preferred a Multi-Use Path with parking on the east side of the entire corridor only with a 14’ multi use path and 8’ boardwalk north of Date and a 16-18’ multi-use path south of Date. However, concerns of property and business owners identified a need for parking on the east side of Front Street to support their business with maximum business access and mobility. A balance between citizen comments and Front Street property and business owners needs for successful business operation results in the following key Blueprint features:

- A boardwalk and combination of parallel and diagonal parking adjacent to Front Street between Date Avenue and the end of the project area. Ultimately this Boardwalk area can be connected to the public access way available at the Coos Bay History Museum.
- Striped parking on the east and west side of Front Street from Date Ave to Market Street similar to what is in place now.
- An overlook adjacent to the Front Street rear access to the Coos Bay History Museum over private property, subject to owner authorization for use of the property.
- Concurrent with a City specified time, development of an overlook of the Date Ave stub street.
- Development of City policies and programs related to the Blueprint to address visitor and property owner/business needs.

Study Area Project Design

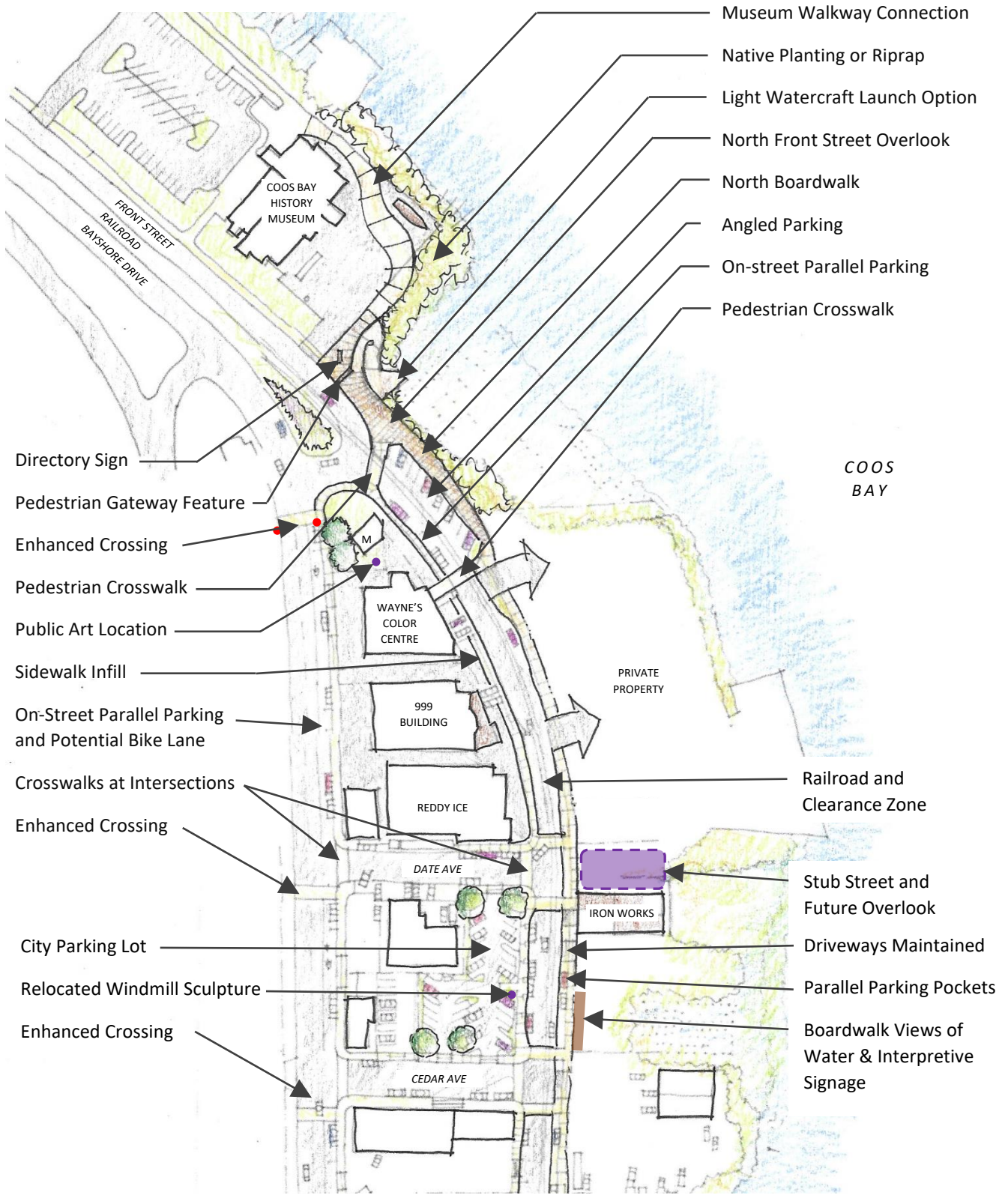
Community and Front Street business/property priorities are reflected in a proposed Schematic Plan (North and South) and Street Sections. The sections illustrate changes in configuration of streetscape, landscaping, pedestrian improvements, wayfinding, travel lanes, transit facilities, bicycle facilities and other elements, addressing:

- How the design is accommodated within the right-of-way and at street intersections
- Rail safety improvement opportunities
- Locations for wayfinding and public art
- Locations of pedestrian pathways and overlooks
- Alteration of existing public and private approaches (driveways) and
- Parking locations.

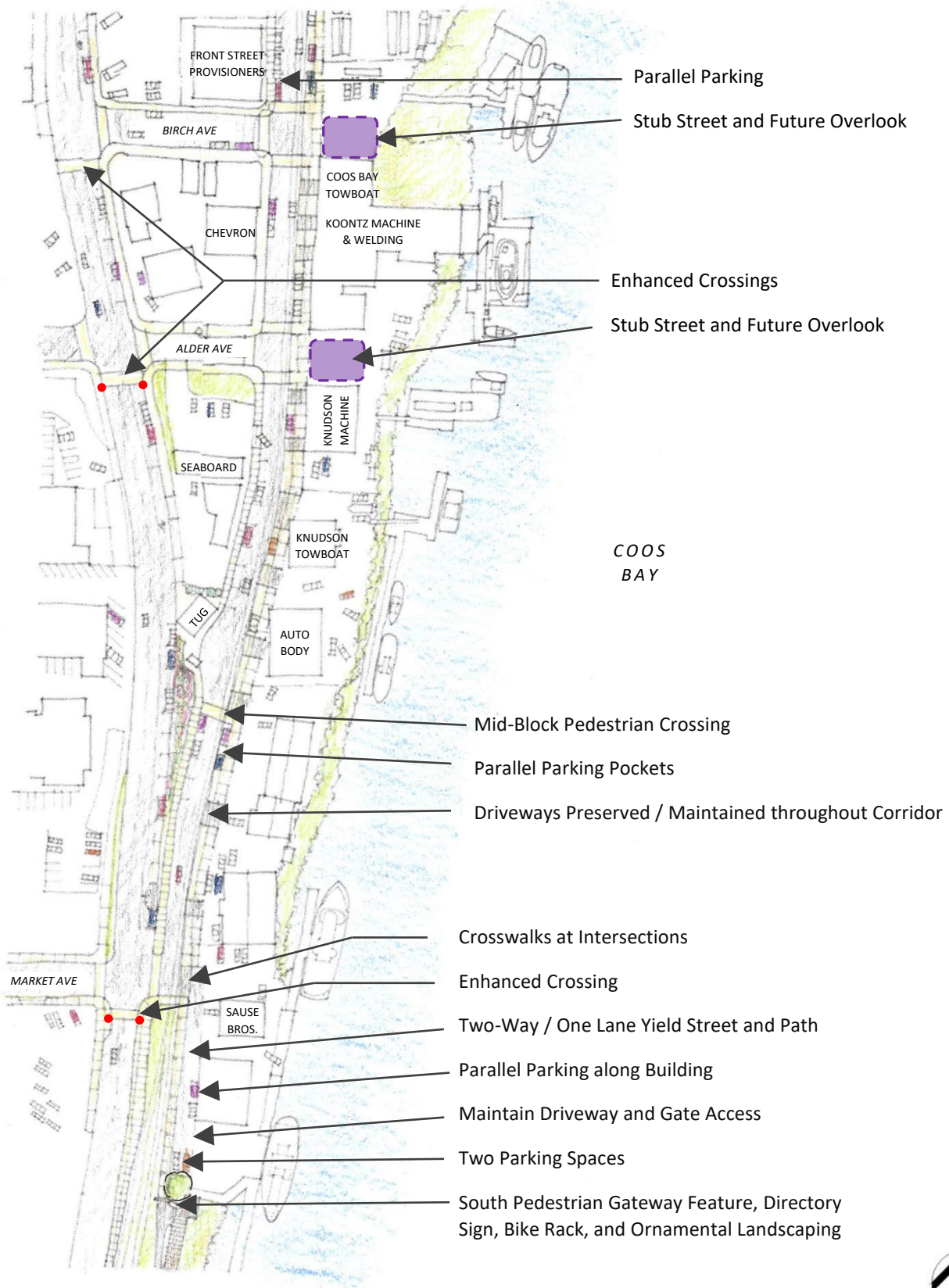


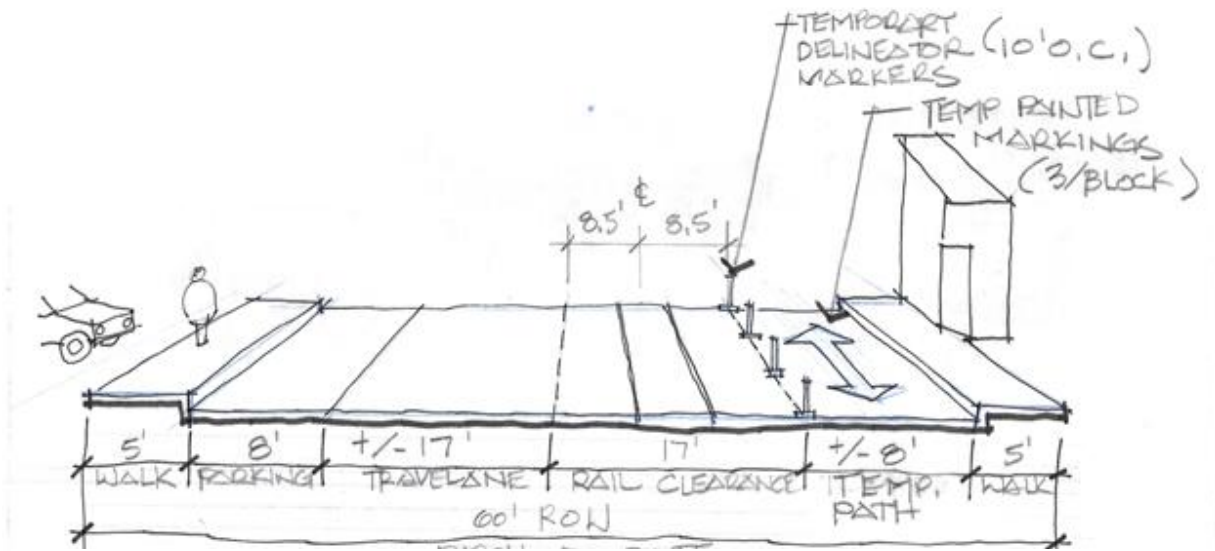
Birch Ave Public Overlook Concept: Business and pedestrian access need not be mutually exclusive and can be achieved with simple materials, human-scale detailing, and stakeholder partnership. Existing and new infrastructure can be part of public art and wayfinding programs.

NORTH AREA SCHEMATIC PLAN

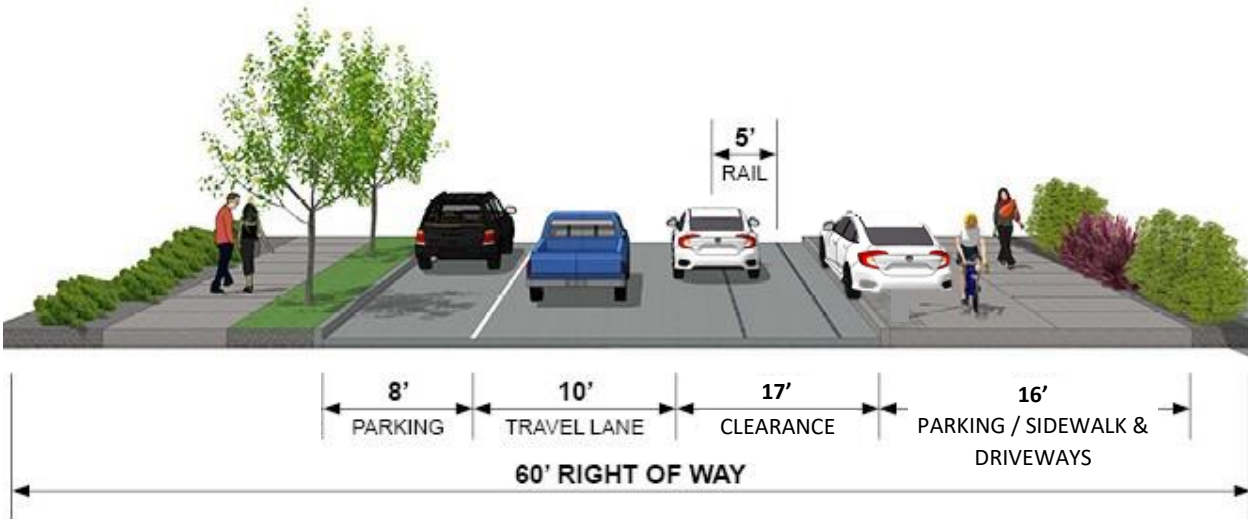
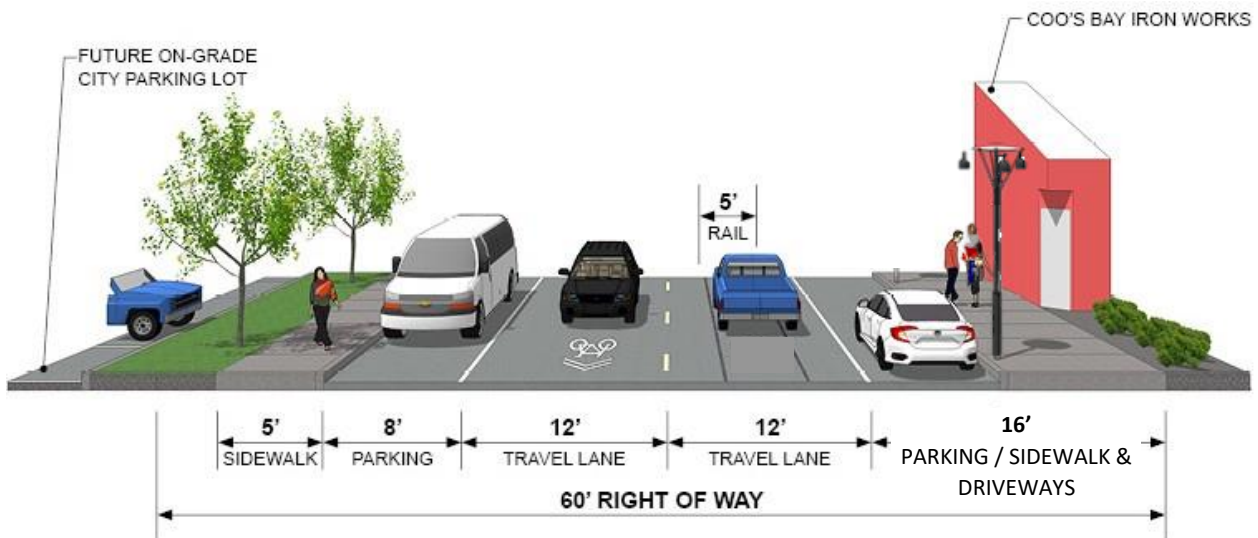


SOUTH AREA SCHEMATIC PLAN





Temporary Demonstration Project ('Sunday Parkway') Street Section



Typical One-Way Street Section (Northbound between Market Avenue and Alder Avenue)

Rail Safety Opportunities

The Preferred Facility Design will help improve rail operation safety by removing on-street parking along the eastern edge of Front Street, reducing the level of rail-vehicle and rail-pedestrian conflicts and improving motorist and pedestrian sight lines of center-running railroad operations at crossings. This design includes the following rail crossing safety measures:



- (1) Posting of new intersection and rail crossing signs (stop sign and cross-buck signs) on the east legs of Alder and Birch Streets, that mirror existing signs on the west leg of each intersection; and
- (2) Resurfacing the intersections and rail crossing on Front Street at Alder and Birch Streets, to include high-contrast pavement markings to enhance motorist and pedestrian presence and visibility.

US 101 (Northbound) Pedestrian Crossings

The south leg of the US 101/Market Street intersection (and other US 101 intersections, such as at Alder Ave.) should be re-fitted with new features to encourage more direct and safer pedestrian crossings, and a more direct connection between Front Street and downtown Coos Bay. The following measures will help improve pedestrian circulation and safety at the crossing:



- If feasible, extensions (or “bulb-outs”) could extend curbing outward from the existing US 101 curb lines to narrow the pedestrian crossing width.
- A Front Street gateway entrance treatment (at both the south and north end of the corridor), along with other physical and textural changes within the US 101 streetscape, will help increase motorist awareness of the pedestrian crossings and provide identity to the connecting Front Street area.
- High-contrast crosswalks can also improve the safety of the pedestrian crossings. Use of Continental markings to demarcate crosswalks will alert motorists that they are entering pedestrian-friendly intersection areas.
- Enhanced Crossings may include the addition of Rectangular Rapid Flashing Beacons (RRFBs). RRFBs are signs with pedestrian-actuated lights (often solar-powered). RRFBs can result in greater motorist yield rates to pedestrian crossing activity, and directly compliment curb extensions and texturized crosswalk features.

Public Art

A variety of corridor opportunities exist to visually enhance and incorporate public art within the study area. These features are described below and labelled on the Enlargement Plans. Art would be installed so that it does not distract drivers, impair drivers' view, or interfere with road signs.



Colorful Crosswalks: Streetbond and paint offer low-cost ways to brighten up pavement.



Enhance Existing Chain-link Fences: A low-cost way to brighten up utilitarian barriers with potential for public/private collaboration.



Murals: Blank walls may provide visual interest and historic references.



Public art program: Potential teaming with Coos Art Museum.



Sculpture: New and/or relocated art can reflect local culture and history, such as the preserved windmill proposed to be located adjacent to the new city public parking lot and steelwork or nautical art.

Wayfinding

A variety of features are proposed to assist users in their ability to navigate the study area. These features are described below and labelled on the Enlargement Plans.



Gateway Monuments: An architectural way to define and welcome users to the corridor. The Blueprint recommends anchoring both the north and south ends with a gateway.



Directory Signs: Combined with Gateway Monuments, these signs provide an area introduction and overview. The Blueprint recommends anchoring both the north and south ends of the corridor with a Directory Sign.



Directional Signs: Connecting with Directory Sign guidance, intermediate Directional Signs allow users to complete their journey to their destination.



Interpretive Signs: Continuation of Coos Bay Boardwalk interpretive signs will attract tourists and promote awareness of the local environment, culture, and history.

Parking

A cursory analysis of parking within the study area was performed to quantify the potential change between existing and future conditions and is summarized below.

EXISTING ON-STREET (2021)

- Eastside Front Street 56 spaces
- Westside Front Street 30 spaces
- Side Streets 32 spaces
- Eastside Bayshore Drive 36 spaces
- **TOTAL 154 spaces**

PREFERRED FACILITY DESIGN

- North Angled Parking 13 spaces
- Eastside Front Street 0 - 20 spaces
- Westside Front Street 30 spaces
- Side Streets 32 spaces
- Eastside Bayshore Drive 30 spaces
- City Parking Lot (2022) 40 spaces
- **TOTAL 145 - 171 spaces**

Implementation Strategy and Investment Framework

What – Investment Vision

The Front Street Blueprint envisions the development of a cohesive, multi-modal connection along Front Street, which will enhance the economic development potential and safety of the area. Six investment categories are in alignment with the design objectives and, along with potential project components, are summarized and described in Table 1, below.

Table 1. Investment Categories and Potential Project Components Summary

#	Investment Category	Potential Project Components
1	North / South Bicycle and Pedestrian Improvements	Improvements to the transportation network for bicyclists and pedestrians by filling in multimodal gaps in the network and providing additional connections, including safe connections from downtown Coos Bay across Highway 101.
2	Circulation, Connectivity, and Intersection Improvements	Improvements that increase safety, reduce congestion (making Front Street one-way from Market to Alder, filling in missing gaps in the sidewalk network, and adding a bike path), and improve driver expectancy including rethinking driveway locations and speed reductions in the corridor.
3	Public Overlooks and Amenities	Public overlooks along the east side of Front Street and other human scale amenities.
4	Wayfinding and Public Art	A wayfinding system to major attractions and significant historical locations throughout the Study Area. Public art locations to enhance aesthetics and the user experience.
5	Development and Business Continuity	Programs / projects that remove barriers to development, improve overall business continuity, and enhance visitor experience throughout the study area.
6	Parking	Signing and striping on-street spaces plus the potential use of vacant parcels as temporary (gravel) parking lots for automobiles and/or RVs.

Who – Funding Partners

Successful implementation will require time and energy from a variety of partners, but the City of Coos Bay must lead by pursuing funding, providing coordination, and carrying out most of the required actions. Since some projects can be completed by others, the City must coordinate and work with key partners and track progress toward the goals identified in this plan. The following list (taken from the Front Street Action Plan) provides an initial listing of relevant partners.

PRIVATE PARTNERS

- **Front Street Property Owners:** Work with City to assess environmental conditions and coordinate necessary infrastructure (stormwater, transportation) improvements. The City could work with the proprietors to work out a lease agreement or easement for the boardwalk continuation.
- **Local brokers and Development Financers:** Promote Front Street opportunities to potential developers and tenants.

COMMUNITY PARTNERS

- **Bay Area Chamber of Commerce:** Help City coordinate with local businesses on economic development projects.
- **Coos Art Museum and Supporters** (e.g., Oregon Arts Commission, Oregon Cultural Trust): Provide funding or in-kind labor for waterfront public art.
- **Coos Waterfront Walkway:** Continue to generate support.
- **South Coast Development Council:** Work with City to develop brand and approach to wayfinding signage.
- **Coos History Museum:** Participate in efforts to build programming along boardwalk in effort to attract anchor restaurant or brewery to Front Street.
- **Marshfield Sun Printing Museum:** Historical building used for producing and printing a weekly newspaper, *The Marshfield Sun*.
- **Coos Bay Downtown Association:** Front Street is a part of the Coos Bay Main Street program, signature events should be considered by the Association in this area in collaboration with property owners and the Coos History museum to find ways to attract new visitors to the waterfront.
- **Coos Bay-North Bend Visitor and Convention Bureau:** Work with City to help develop a brand and approach to wayfinding signage.
- **Coquille and The Confederated Tribes of Coos, Lower Umpqua & Siuslaw Indians:** Work with the City to identify and implement historical reference opportunities in the corridor.

PUBLIC SECTOR PARTNERS: LOCAL

- **City Public Works Department.** Coordinate the alignment and construction of the new pedestrian pathway, along with restriping and eventual repaving of Front Street.
- **Oregon International Port of Coos Bay and Rail Link.** Work with the City to provide the requirements for utilities within the rail rights-of-way. Work with City to understand what measures are required to design for pedestrian safety, given that the boardwalk will be directly adjacent to 18' railroad clearance area.
- **Coos Bay-North Bend Water Board.** Confirm the improvements are in accordance with planning and construction guidelines.
- **Urban Renewal Agency.** Work with other partners to appropriate funding for needed infrastructure improvements.

PUBLIC SECTOR PARTNERS: STATE AND FEDERAL

- **Oregon Department of Transportation (ODOT).** Work with the City on the Front Street realignment and other transportation access and safety projects.
- **Oregon Department of Environmental Quality (DEQ).** Work with City to help facilitate any necessary remediation required as part of open space and/or boardwalk projects.
- **Travel Oregon.** May provide grants for historical wayfinding projects.
- **Oregon Department of State Lands.** Oversee permitting for storm drain improvements.
- **U.S. Environmental Protection Agency (EPA).** Provide grant funding for environmental assessment and remedial planning work.

When/Where – Phasing

Because limited public funds are available for capital projects and programs, it is necessary to prioritize investments with a phased approach to implementation. Key questions and phasing considerations are included below. This phasing approach will be refined as specific projects and project costs are identified and as City and community priorities are refined through discussions of the following key questions:

Phase 1: Early Wins (FY 2022/2023). Community members have called for “connecting the boardwalks” and increasing public access to the waterfront for over a decade. Even though funding for large-scale capital investments might not be available, the City can show its seriousness about fulfilling the project goals by making key investments in “tactical urbanism” in the area. These projects can provide public benefit for the low amount of effort for activating the waterfront, enhancing economic potential, and ensuring safety. Key projects include:

- ***Birch and Alder Overlooks:*** The City would provide either permanent or seasonal public access to the water at these key overlooks, using a low-cost approach that includes signage, gravel, and paint. The City would need to work with business owners to limit impacts to adjacent businesses and look for partnership opportunities.
- ***Signage / Maps:*** The City would add key wayfinding signage to show bicyclists and pedestrians how to move through the area. This could also include public art and historical interpretation approaches.
- ***Public Events:*** The CBDA could hold public events that show a commitment to activating the area.
- ***Façade Improvements:*** The URA would work with businesses to partner on façade improvements on Front Street.

Phase 2: North / South Pedestrian Connection and Supportive Amenities (2023-25).

Achieving a safe, pleasant connection through Front Street is the goal of this phase. In this phase, the City would actively identify local match funds and potential grant opportunities to support the full north/south multi-use connection. Key projects include:

- ***North / South Pathway.*** In addition to the pathway, the project would include amenities like lighting, street furniture, and trees.
- ***US 101 Crossing at Market and Alder.*** The project envisions two new bike/ped crossings to link Front Street with downtown.
- ***Light Watercraft Launch.*** With signage and trail connection to the water. Can also be considered for use as an overlook.
- ***Public Art and Wayfinding.*** Public art, historic interpretation, and wayfinding to be included in tandem with capital investments for the North / South connection.
- ***Front Street Parking lot installation.*** This project is grant funded and will near term parking for the Front Street corridor.

Phase 3: Permanent Amenity Investments. This phase includes enhanced versions of the tactical investments made in earlier phases, once funding is available. It also includes enhancements to railroad crossings in the area - which may take longer to negotiate, and fund, given the partnership that may be needed with the railroad.

Early Wins

To build excitement for the project, the City can invest in near-term investments that allow for better access to the waterfront and provide a more interesting experience for Front Street visitors. The City would consider these projects for funding in FY 2022/2023 (following Blueprint adoption).

Table 2 provides an overview of early win ideas generated to date. Cost estimates reflect a wide range and are meant to provide the City a menu of options to choose from given a varying budget. The minimum of \$50,000 was chosen to ensure that there is funding to complete at least a few improvements at the same time which will help generate excitement in this plan and demonstrate the City’s commitment to longer term improvements.

Table 2. Phase 1 Early Wins

INVESTMENT CATEGORY	EARLY WINS FY 2022/2023	COST ESTIMATE AND POTENTIAL SOURCES
North / South Bicycle and Pedestrian Improvements	Front St. bicycle racks	\$8,500 <i>URA, sponsors</i>
	Crosswalk striping South Front Street Ped/Bike connection (paint)	\$2,000 (\$1,000 ea.) \$2,500
Public Overlooks and Visitor Amenities	Interim public overlooks for seasonal use May-Sept. (gravel, fence removal, signage)	\$15,000 - 50,000 ea. <i>URA</i>
	Interim Light Watercraft Launch (gravel)	\$15,000
	Investigate option for private land availability to create diagonal parking and boardwalk space north of Date. If successful, -survey of area, -DSL permits for shoreline protection - design & other admin requirements	Staff time/TBD
	Begin funding search for boardwalk improvements	Staff time/TBD

Wayfinding and Public Art	Windmill Sculpture installation	\$10,000 <i>URA, sponsors, general fund</i>
	Wayfinding sign design	\$2,000 Staff time/TBD
	Begin discussion with interested art purveyors & with Art Museum for Front Street public art program	<i>Staff time/TBD</i>
	Gateways, design, and construction	\$10,000 – 50,000 <i>URA, sponsors</i>
Development Incentives and Programs to Support Front Street Businesses	URA commitment of specific dollars for Front Street building improvements through the Building Improvement program.	<i>URA</i> \$TBD, up to 500,000
	Public events on public ROW on the waterfront (Sunday Parkways, 5k run, birdwatching, etc.)	CBDA
Parking	Highway 101 On-Street Parking Striping.	\$1,500 <i>ODOT</i>
	Subject to outcome of private land availability discussions, investigation to create diagonal parking and boardwalk space north of Date, stripe diagonal parking west side of Front, Date and Fir. As needed, asphalt areas adjacent to Date on Front for additional parking.	\$15,000
	Front St parking lot installation	
TARGET EARLY WINS BUDGET		Up to \$500,000

Near-Term and Long-Term Projects

Table 3 provides an overview of near-term and long-term investment priorities to implement the project vision. Near-term projects are slated for FY 2023-2025 (pending funding) and later phase projects would occur thereafter.

Table 3. Near-Term and Long-Term Projects

Investment Category	Phase 1: Early Wins (FY 2022/2023)	Phase 2: Near Term FY 2022/2023 and FY 2024/2025	Phase 3: Later Phase 2025/2026 and onward
North/South Bicycle & Pedestrian Improvements	<ul style="list-style-type: none"> • Front St. bicycle racks 	<ul style="list-style-type: none"> • Pedestrian and cyclist north-south multiuse path and sidewalk infill along Front St. 	<ul style="list-style-type: none"> • Railroad crossing pedestrian improvements at Coos Bay boardwalk: a signal with reduced crosswalk distance
Circulation, Connectivity, & Intersection Improvements	<ul style="list-style-type: none"> • Crosswalk striping at Date and Fir • South Front Street ped /bike connection (paint) 	<ul style="list-style-type: none"> • Improved pedestrian/cyclist crossings across US 101 (<i>RRFB signal with narrowed crossing, textured crosswalk and gateway at Market Street and a crossing at Alder</i>) • <i>Completion of crosswalk striping</i> 	<ul style="list-style-type: none"> • Improved rail crossing safety measures at Alder Street and Birch Street
Public Overlooks and Visitor Amenities	<ul style="list-style-type: none"> • Potential for episodic and/or temporary Alder and Birch Overlooks. • Investigate option for private land availability to create diagonal parking and boardwalk space north of Date. If private land area is made available, survey of area, DSL permits for shoreline protection design, other admin requirements. • Begin funding search for boardwalk improvements 	<ul style="list-style-type: none"> • Interim Light Watercraft Launch (<i>tactical, improved pathway and sign</i>). 	<ul style="list-style-type: none"> • Alder and Birch Overlooks (enhanced) • North and South Plazas
Wayfinding & Public Art	<ul style="list-style-type: none"> • Begin discussion with interested art purveyors & with Art museum for Front Street public art program. • Install Windmill sculpture at city parking lot. 	<ul style="list-style-type: none"> • Remaining wayfinding elements. • Finalize Public Art Master Plan w/Coos Art Museum • Public art, gateways, and other installations. 	

Investment Category	Phase 1: Early Wins (FY 2022/2023)	Phase 2: Near Term FY 2022/2023 and FY 2024/2025	Phase 3: Later Phase 2025/2026 and onward
	<ul style="list-style-type: none"> Design and construct gateways. 		
Development Incentives and Programs to Support Front Street Businesses	<ul style="list-style-type: none"> URA commitment to specific dollars for the Front Street corridor area. Public events on public ROW on the waterfront. 	<ul style="list-style-type: none"> Downtown Association programs with key businesses. 	
Parking	<ul style="list-style-type: none"> Stripe Highway 101 on-street parking. Front St parking lot installation. Subject to private land availability, create diagonal parking and boardwalk space north of Date. 		

Why/How: Investment Criteria

The City should review the list of Blueprint projects noted in Table 2 against a set of criteria to determine potential phasing of those improvements, and the magnitude and timing of impact that the investment might have. The following evaluation criteria for project investments is a starting place that we can refine as we move through the implementation plan process.

Alignment with Project Objectives

The Project will address objectives for development of a cohesive, multi-modal loop through the Study Area that will enhance the economic development potential and safety of the corridor.

- Address the public's interest in parking, wayfinding, and waterfront improvements.
- Include strategies to implement access, circulation, and connectivity improvements within the Study Area.
- Create a safe, balanced, and efficient multimodal transportation system that offer transportation choices.
- Reflect the historic and cultural significance of the Study Area through public art and streetscape improvements.

Alignment with Design Objectives

- Enhance bicycle and pedestrian safety
- Advance access/intersection improvements
- Improves sense of place through wayfinding and Public Art
- Promotes/improves pedestrian Pathways and Overlooks
- Enhances/improves circulation/Connectivity
- Promotes parking management

Table 4. Planning-Level Opinion of Construction Cost (Total)

#	DESCRIPTION	QTY	UNIT	UNIT PRICE	COST
A Site Preparation					
1	Mobilization	1	LS	\$ 25,000	\$ 25,000
2	Construction Survey	1	LS	\$ 40,000	\$ 40,000
3	Erosion Control	1	LS	\$ 20,000	\$ 20,000
4	Demolition of existing pavement	79,000	SF	\$ 0.50	\$ 39,500
B Multiuse Path (16' Width)					
1	Concrete walk and base	39,440	SF	\$ 12	\$ 473,280
2	Curb and gutter	2,465	LF	\$ 20	\$ 49,300
C Concrete Sidewalk Infill					
1	Pedestrian rated	2,716	SF	\$ 12	\$ 32,589
2	Vehicular rated	905	SF	\$ 18	\$ 16,295
D Other Surfacing					
1	Boardwalk	6,526	SF	\$ 90	\$ 587,340
2	Curb Extension Treatments	16	EA	\$ 500	\$ 8,000
3	Enhanced Plaza Paving	15,609	SF	\$ 20	\$ 312,180
4	Light Watercraft Launch	1	EA	\$ 250,000	\$ 250,000
5	Asphalt repair	8,135	SF	\$ 70	\$ 569,415
E Lighting and Furnishings					
1	Ornamental Streetlight	46	EA	\$ 10,000	\$ 460,000
2	Switching, Conduit, and Wiring	3,700	LF	\$ 50	\$ 185,000
3	Seat wall	160	LF	\$ 110	\$ N/A ¹
4	Pedestrian Gateway Feature	2	EA	\$ 10,000	\$ 20,000
5	Interpretive signage	1	ALLOW	\$ 6,000	\$ 6,000
6	Art to enhance existing fence	1	ALLOW	\$ 5,000	\$ 5,000
7	Bike Rack	2	EA	\$ 2,500	\$ 5,000
8	Plaza Benches	4	EA	\$ 2,000	\$ 8,000
9	Railing (around north plaza)	238	LF	\$ 250	\$ 59,500
F Landscape					
1	Street Tree	21	EA	\$ 250	\$ 5,250
2	Gateway Ornamental Landscaping	3	EA	\$ 3,500	\$ 10,500
3	Native Planting Enhancement	1	EA	\$ 7,500	\$ 7,500

¹ Seat walls will be part of the construction costs for the parking lot.

G Signage and Striping					
1	Parallel and/or diagonal Parking Striping	3,135	LF	\$ 0.15	\$ 470
2	Rectangular Rapid Flashing Beacon	2	EA	\$ 35,000	\$ 70,000
3	Cross Buck Sign	2	EA	\$ 600	\$ 1,200
4	Concrete Crosswalks	9	EA	\$ 6,600	\$ 59,400
5	Crosswalk striping	9	EA	\$ 1,000	\$ 9,000
6	Other Striping / Pavement Markings	1	ALLOW	\$ 10,000	\$ 10,000
7	Pedestrian Rail Crossing	9	EA	\$ 50,000	\$ 450,000
8	Wayfinding Sign	4	EA	\$ 1,000	\$ 4,000
9	Traffic signs	1	ALLOW	\$ 3,000	\$ 3,000
H Utilities					
1	Catch Basin (adjust /relocate / add)	1	ALLOW	\$ 20,000	\$ 20,000
2	Adjusting meter / valve / vault lids	1	ALLOW	\$ 10,000	\$ 10,000
Subtotal					\$ 3,831,720
Contingency					25% \$ 957,30
Total					\$ 4,789,650

Potential Funding Sources

To build out a phased funding strategy, ECONorthwest is working on identifying a set of currently available revenue sources and potential future tools. The following is an initial list of funding sources that Coos Bay could explore to fund Front Street improvements. This initial list will be enhanced and then refined through additional research and conversations with staff to include only the most promising funding sources and tools which this project will rely on to implement projects.

Urban Renewal

TIF revenues are generated by the increase in total assessed value in an urban renewal district, from the time the district is first established. When investments in the district are made, property values increase in the district, and the increase in total property taxes are used to fund projects in the district or to pay off bonds (taken out to pay for specific projects in the area). The City’s existing Downtown Urban Renewal Area (adopted in 1988) could provide some funding for investments in the area. The project investments must adhere to the project categories that have already been identified in the urban renewal plan.

*** ECONorthwest will review updates from the urban renewal plan and note remaining maximum indebtedness and priorities for funding as they relate to Front Street. ***

Other Government Funds

- Local Improvement District
- Tourism/Lodging Tax Proceeds
- Oregon Watershed Enhancement Board
- EDA Funding
- AJP, ARP Funding

Bond/Levy

- GO Bond
- Block Chain Infrastructure Bonds

Grants

Because currently available funding sources are limited, grants are likely to play an important role in project implementation. Grant monies are not typically included in funding forecasts because they are too project-specific and uncertain to predict. However, if the City is successful in receiving grant money, the Downtown Urban Renewal Area can use its funds as matching funding to leverage additional grant dollars. ECONorthwest will research applicable regional, state, federal, and foundation-based grant programs that the City of Coos Bay could consider pursuing for eligible projects on the riverfront.

Potential grants include:

- ODOT grants
- Oregon Parks and Recreation grants
- Private/Nonprofit grants

Philanthropic Resources

Residents and organizations in Coos Bay may be passionate about investing in the community and have the financial means to do so. To gauge the community's willingness to support projects in the study area, the City could consider asking for financial support to implement key projects which resonate with the community.

Fundraising options include:

- Traditional capital fundraising campaign
- Crowdfunding campaign
- Business or corporate sponsorship program
- Naming rights and legacy gift program
- In-kind donations requests

Funding Packages

Table 5 provides an overview of potential funding tools, and whether we recommend additional analysis on them. and applicable projects. The Appendix provides a first look at potential funding tools and the basis for recommendation of additional analysis.

Table 5. Funding Tool Suitability for Front Street Blueprint Project Categories

	Applicability	N/S Bike & Pedestrian Improvements	Circulation, Connectivity, Intersection Improvements	Public Overlooks and Visitor Amenities	Wayfinding and Public Art	Development Incentives and Programs
Locally Controlled Public Sector Funding Sources						
Urban Renewal Funding (TIF)	YES	■	■	■	□	■
General Fund Allocation	YES	□	□	□	□	■
General Obligation Bond	YES	■	■	■	■	□
Transient Lodging Tax	YES	?	?	■	?	
Reimbursement District	NO	■	■	□		□
Special District	NO	■	■	■		
Revenue Bond	NO	■	■	■	■	□
Local Improvement District	NO	■	■	■	■	□
User Fees						
Parking Fees	YES			■	■	□
Development-Driven Sources						
Systems Development Charges	?	■	■	□	□	
Other Sources						
Advertising/ Naming Rights	YES	□		■	■	
Crowdfunding	YES	□		■	■	
State or other Grants/Loans	YES	■	■	■	■	■

- Most suitable
- Somewhat Suitable
- ? Need to discuss