

Kittelson Maps

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Comments for “Bend Bicycle and Walking Priorities”

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1.

Added September 02 2014

No stop sign on West Hills at Saginaw intersection and a downhill grade mean drivers come down around this corner FAST. There are many families on this street playing and walking to and from their school bus stop, and there are no sidewalks. Some sort of speed abatement and/ or sidewalks would be much appreciated. (Overall, Quincy Avenue would be improved by sidewalks and narrowing the street-- it is so wide that it feels like a highway.) Thank you!



2.

Added August 28 2014

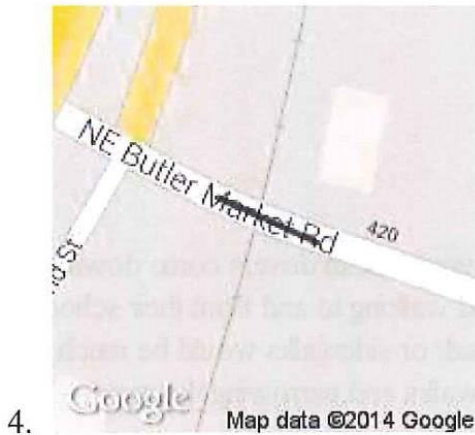
Down hill is extremely dangerous!! Downhill speed leads to Gigantic holes that gape down to the water drainage system. The gap from road to metal grate is 6" plus in some spots. Biker is forced to very quickly take evasive action and merge into traffic. This happens too quick to make a reasonable merge, the bikers priority is to not fly over the handle bars from hitting a pot hole. One day a merge is going to

happen when a vehicle is beside a biker and run them over.



Added August 28 2014

Railroad crossing is atrocious! I have popped tires twice here. I now have to get off and walk across then get back on. Many more RR crossing like this!



Added August 28 2014

Railroad crossing is atrocious! I have popped tires twice here. I now have to get off and walk across then get back on. Many more RR crossing like this!



Added August 28 2014

Missing bike lane. This route is heavily used to access SW bend from the east. SW bend has lost of recreation opportunities so many people cross here. With the only major crossing missing a bike lane, this kills bike traffic by making the crossing more difficult and dangerous.



6.

Added August 28 2014

I like the idea of an alternative crossing E/W crossing fro 97. This would off an alternative to greenwood.



7.

Added August 28 2014

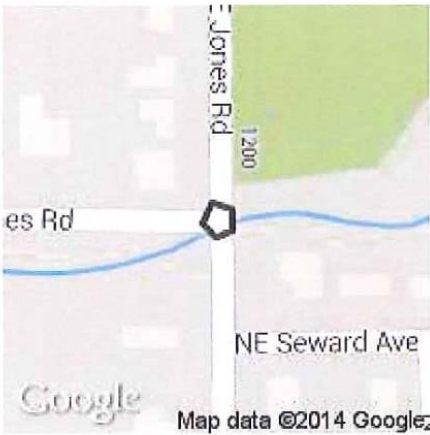
Traffic is very fast along here and I never feel safe when riding this corridor. I would feel better if the bike lanes had some extra safety features like raised bike lane bumps/rib. Furthermore crossing greenwood going N/S at anytime during the day is almost impossible.



8.

Added August 28 2014

Bike lane ends when heading west forcing cyclist onto sidewalk or merge with traffic. Congested and dangerous intersection on 3rd and greenwood.



9.

Added August 20 2014

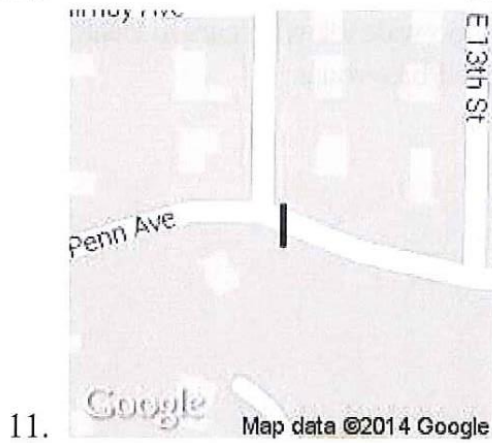
Great place for a traffic calming roundabout (much needed for traffic speeding down 12th St.) with artwork (enter Art in Public Places) that calls attention to the history of the Hollinshead Park and the Orchard District.



10.

Added August 20 2014

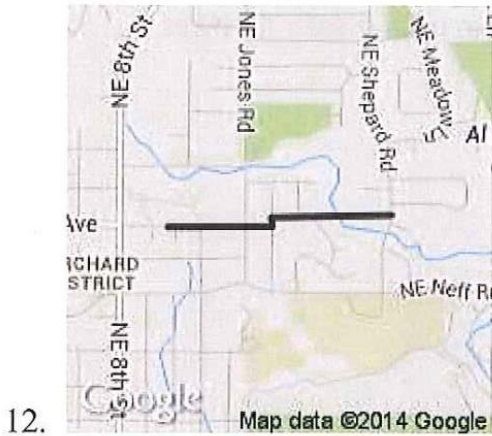
Pedestrian crossing for school children coming from the neighborhood. Safe routes to school on foot or on bike for children should be high priority.



11.

Added August 20 2014

Needs to be a pedestrian crossing here for school children going to Pilot Butte and Juniper from the Hollinshead neighborhood.



12.

Added August 20 2014

Revere is a busy internal street that lacks any sidewalks with the exception of the beautiful section along Village Wiestoria. Several neighbors use this route to walk to Albertsons.



13.

Added August 20 2014

Jones Rd/NE 12th Street is a prolific route for bikers and walkers. Neighbors coming and going to/from

the park and children riding and walking to school. NE12th is much too wide allowing cars to easily speed down the hill. Please consider traffic calming measures for this high ped/bike route.



14.

Added August 14 2014

Don't know why cars speed here but they do. Need traffic calming to make it safer for bikes.



15.

Added August 14 2014

Customers to these businesses park in the bike lane.



16.

Added August 07 2014

Bike lane needed. I bike all over town and this is the worst place by far. This section should be the city's #1 priority for bike lanes.



17.

Added July 30 2014

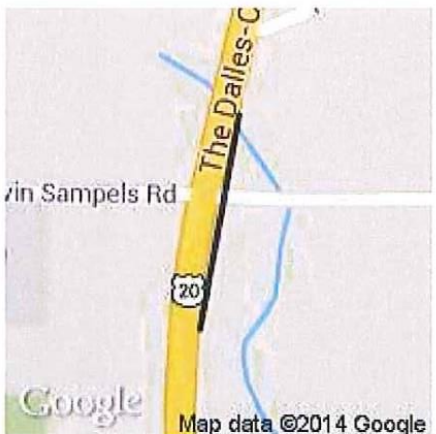
The crossing of Newport ave is difficult where the current trail ends



18.

Added July 30 2014

it would be great if the trail connected thru this neighborhood to avoid the steep hill. The current route is not eady for kids.



19.

Added July 30 2014

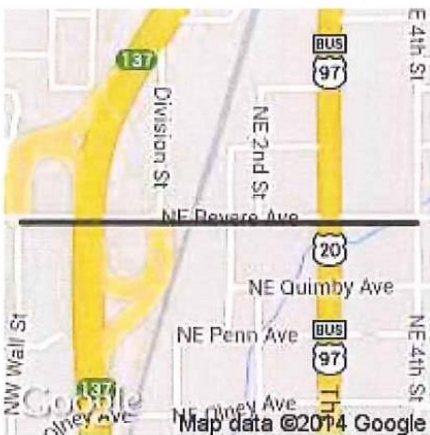
Missing sidewalks



20.

Added July 30 2014

The sewer grates in the bike lane on Mt Washington are the worst in town. They are very deep and are located on downhill sections making it impossible to ride in the bike lane. THis is tru for the entire roadway from Century Drive to 3rd St.



21.

Added July 30 2014

This would be a great section for a road diet.



22.

Added July 30 2014

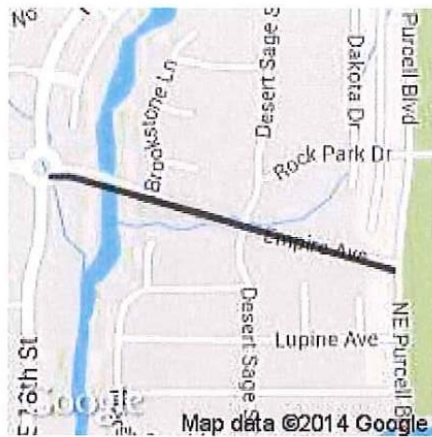
The bike lane ends at the west side of Empire Ave intersection with 3 rd St n both sides of the street. There seems to be adequate room to re-stripe.



23.

Added July 30 2014

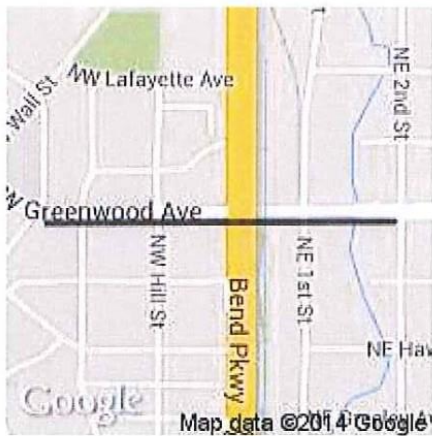
This is the only segment of sidewalk missing connecting Lava Ridges to the School and park



24.

Added July 30 2014

There is no sidewalk from the new roundabout at 18th to Purcell Blvd. This segment should be a high priority connecting residences to the Ponderosa School and Pine Nursery Park



25.

Added July 25 2014

Bike lane needed on Greenwood between Wall and 3rd St. There is no safe east-west corridor for bikes in this part of town. This section is particularly bad because of the heavy and fast (35mph) traffic that goes thru here, parked cars forcing riders into traffic, and downtown walk zone prohibiting cycling on sidewalks.

The suggestion for a way for cyclists to cross the parkway at Hawthorne is a interesting alternative here.

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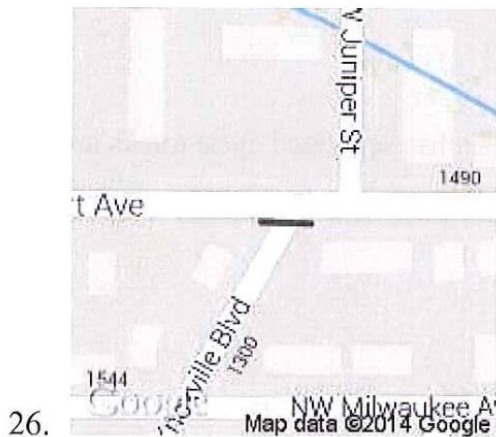
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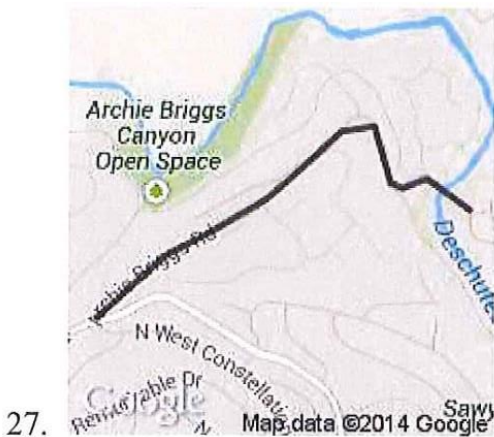
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Added July 11 2014

This intersection of Knoxville and Newport is a huge expanse of pavement that can be scary and difficult to cross for pedestrians. Adding some curb bumpouts here would slow traffic turning off of Newport and make it much easier to cross for people using the sidewalk.



Added June 29 2014

Road condition needs improvement. Better uphill shoulder for bike traffic



28.

Added June 17 2014

Good place for a roundabout. Plenty of space here to design one that has separated cycle tracks around the outside of the roundabout for safe cycling.



29.

Added June 17 2014

Needs a sidewalk, it disappears here.

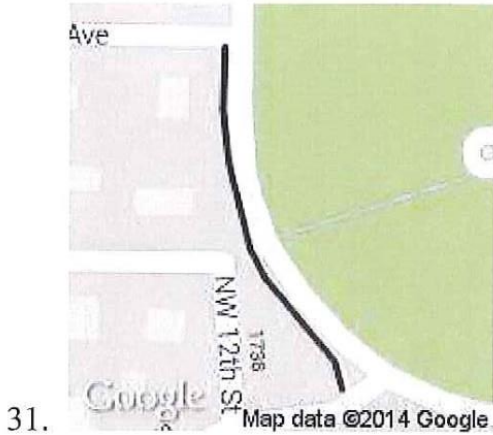


30.

Added June 08 2014

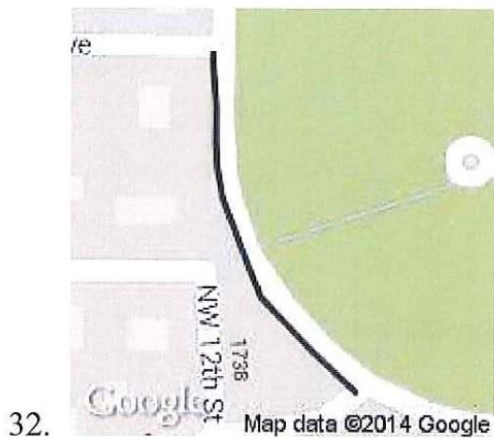
A sidewalk is desperately needed along the west side of NW 12th Street from Trenton Ave up to Iowa Ave to allow safe access to the crosswalk over to Hillside Park. Currently there is no safe way to even get

to the crosswalk from below Iowa. Lots of parents risking a sketchy crossing of a busy street (speed limit of 35 mph, with many cars going much faster than that around curves) to get small children and dogs over to the playground and off-leash dog park. Someone is going to get hurt here.



Added June 07 2014

We need a sidewalk connecting NW Trenton Ave with NW Iowa Ave on the west side of 12th street for access to the crosswalk. I live at 12th and Vicksburg (a funnel for foot traffic from Vicksburg, Trenton and the 12th st trail from below. We see people crossing on the blind curve on foot (walking dogs, kids w/out supervision, etc.) all day, every day. Traffic drives 45-50mph down the hill.



Added June 07 2014

I will put in another vote for the Trenton to Iowa sidewalk so I can get to the park with my children safely.



33.

Added June 07 2014

We need a sidewalk from the entrance to West Hills neighborhood up to Iowa to the crosswalk to Hillside Park, to cross safely.



34.

Added June 06 2014

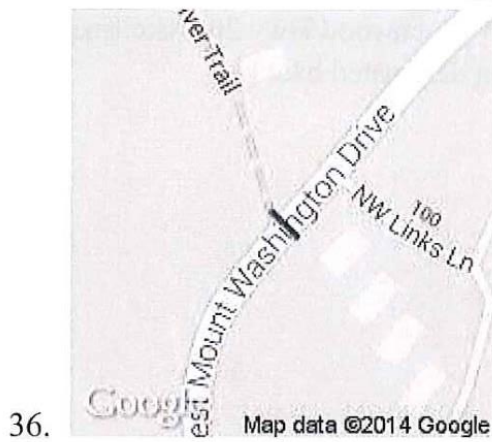
Needs sidewalks! Very well traveled pedestrian corridor to Newport Market.



35.

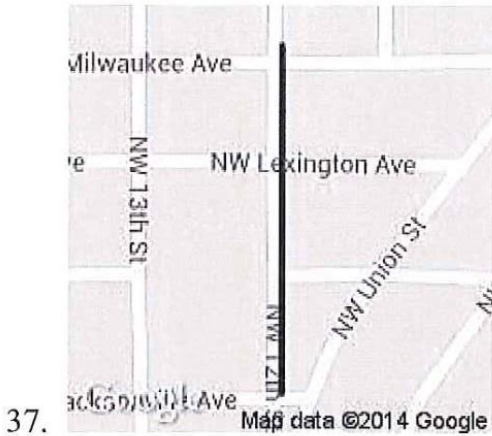
Added May 09 2014

Need sidewalk on east side of Mt. Washington here.



Added April 25 2014

This spot needs a proper crosswalk, many people cross Mt. Washington here on the River Trail, cars often do not stop and are going fast coming down the hill. Something to slow down traffic and make it easier for peds and bikes to cross is needed here.



Added April 08 2014

Needs Sidewalks on east side of 12th! Lots of foot traffic with Newport Market and the school in close proximity. Also needs something to slow car traffic, drivers frequently speed on this street.



Added April 06 2014

Incomplete sidewalks on both sides of 27th from Reed Market and Greenwood/Hwy 20. Bike lanes are also needed. It appears bikes are riding on the shoulder and not in a designated bike lane.



39.

Added March 25 2014

Pretty good candidate for centralized bike boulevard from the eastside to downtown. Pedestrian/Bike bridges would be ideal for crossing third and the parkway.



40.

Added March 08 2014

We would like to walk around our neighborhood, but we can't because there no banqueta (i dont' know how to say that word)



41.

Added March 07 2014

Another heavily-used corridor that would benefit greatly from protected bike lanes.



42.

Added March 05 2014

A bridge would be ideal. This would make it faster for bikes to travel then cars, which would give people incentive to ride instead of drive.



43.

Added March 05 2014

A way to cross third street safely, and quickly would be great!



44.

Added March 05 2014

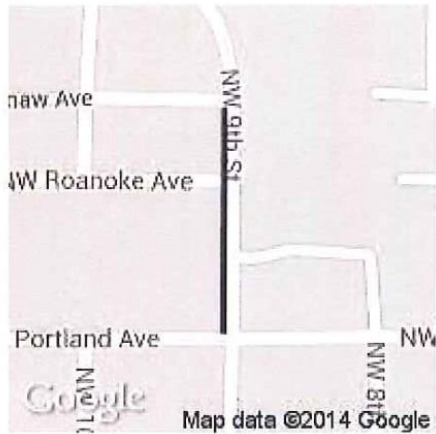
A safe route to get to Costco and the major shopping in that area would be nice.



45.

Added March 03 2014

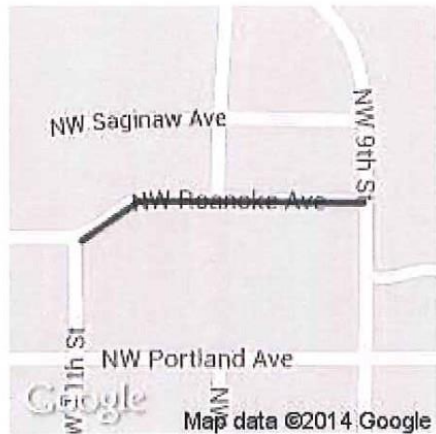
Needs Sidewalks on north side of street.



46.

Added March 03 2014

Needs Sidewalks on west side of street!



47.

Added February 27 2014

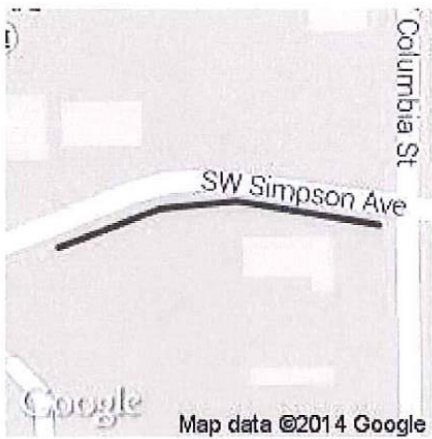
No Sidewalks!



48.

Added February 14 2014

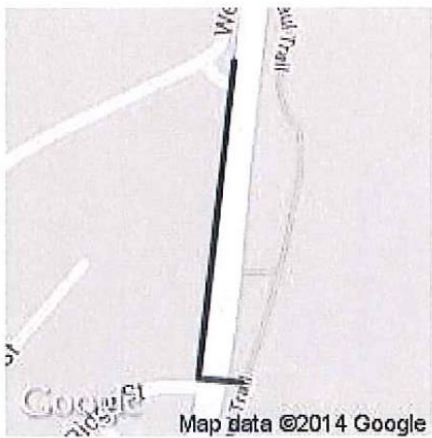
Pedestrianize downtown! Close it down to cars and open up the streets for outdoor cafes, seating, walking, riding. People are marginalized in our city to make room for motor vehicles. Let's create a cleaner, more liveable downtown.



49.

Added February 14 2014

Needs a sidewalk! Many people walk this way to and from Safeway and there will be additional traffic once Simpson rec center is completed.



50.

Added February 11 2014

sidewalk and crosswalk (safe crossing) of Century Drive needed for neighborhood access to ACB.

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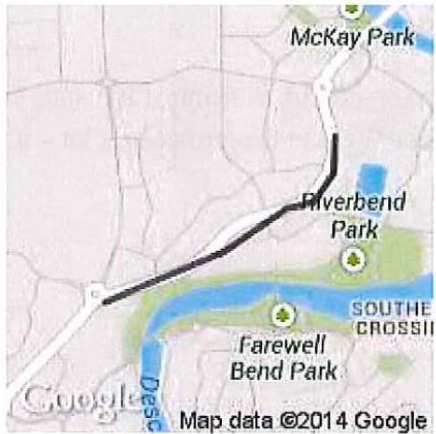
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51.

Added February 11 2014

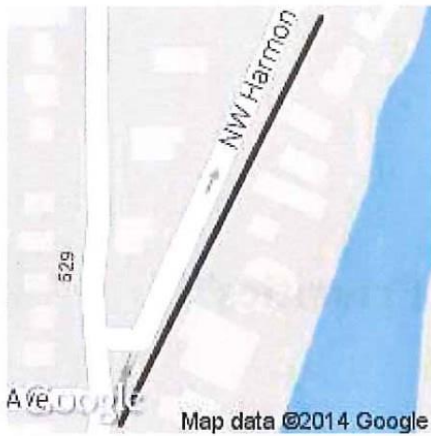
These neighborhoods west of the Deschutes River are in need of through East-West sidewalk options on at least some of the streets. The option on most of these streets is to walk in the street.



52.

Added February 11 2014

Crosswalks and center street pads needed for safe crossing at non roundabout intersections on Colorado Street.



53.

Added February 11 2014

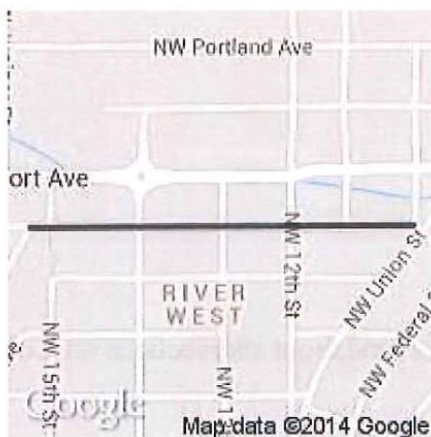
Need safe off street walking path (sidewalk?) between Columbia and Harmon Parks.



54.

Added February 11 2014

sidewalk ends on south side of Simpson, no safe place to cross at intersection, in front of fire station - direct route to Columbia, Miller Parks from SW Bend neighborhoods. We use this crossing a lot - it needs a solution.

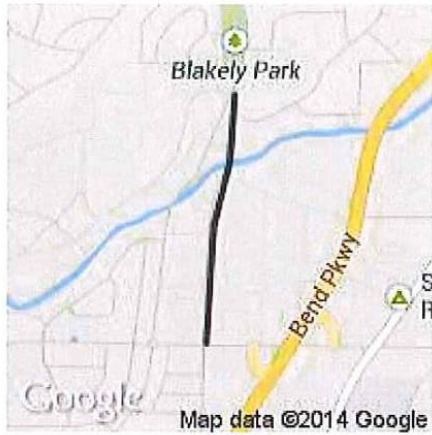


55.

Added February 11 2014

I use Milwaukee to get to and from Downtown & Newport Market. I've noticed many other bikers do

the same thing. Crossing 14th is difficult though.



56.

Added February 11 2014

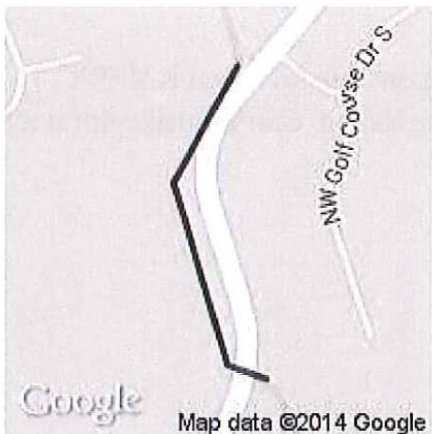
Connection from the trailhead, across the road and up a side road to the central canal trail and beyond to a popular side road with spotty sidewalks.



57.

Added February 11 2014

Finish the trail connection to allow a longer trail loop.



58.

Added February 11 2014

A proper crossing between the trails with a greater setback from the road with min. exposure to the golfers.



59.

Added February 06 2014

Crossing 3rd Street here is very difficult. Juniper is on one side and Marshall Alternative High School and Heart of Oregon Corps is on the other (lots of young adults walking and biking trying to cross here). Some cars stop, others don't, making it very dangerous. Bottom of the hill (east bound) means that cars speed.



60.

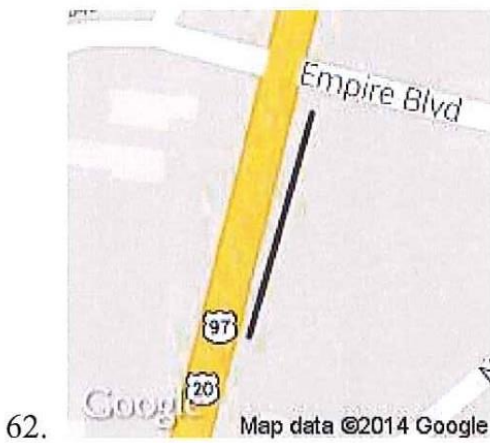
Added February 06 2014

Cyclists use 4th street to stay off 3rd. This block has street parking on both sides and is VERY DANGEROUS!!!! heavy traffic because of Juniper and Hawthorne station. Can we make 4th st a bike corridor or established N/S bike route?



Added January 23 2014

Needs bike lanes, no space for cycling on a road with frequent large vehicles.



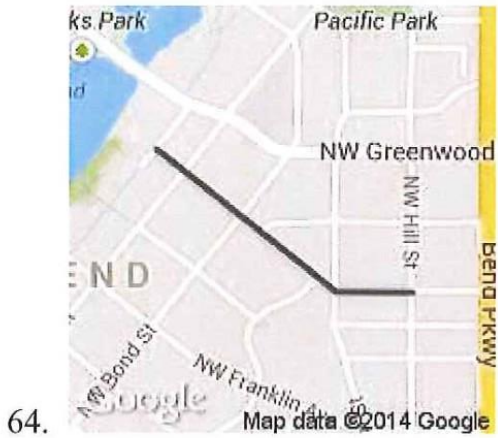
Added January 23 2014

Needs Sidewalks!



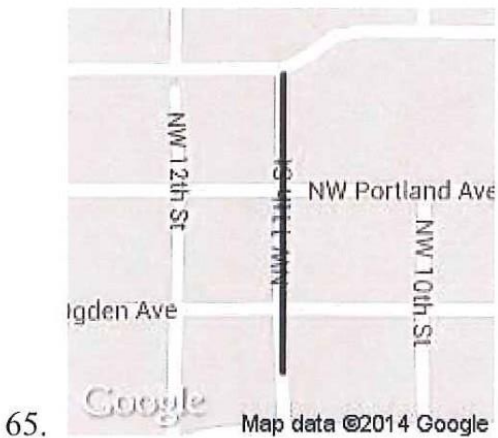
Added January 23 2014

Need Sidewalks!



64. Added January 15 2014

Needs bike lanes! No space for people cycling here.



65. Added January 15 2014

Needs sidewalks. Many people use this street to get to and from Newport Market



66. Added January 03 2014

If Franklin is really to become prioritized as the most bicycle-friendly east-west corridor through town, it needs protected bike lanes. Currently, it is not safe for people cycling, as they are forced to ride next to or in some cases in front of fast-moving cars and often between parked cars and moving traffic. The one

block of protected lane on Franklin between Wall and Broadway is a good start, but there needs to be a much more cohesive network of protected lanes to really increase the number of people riding bikes and make it safe and easy.



67.

Added December 30 2013

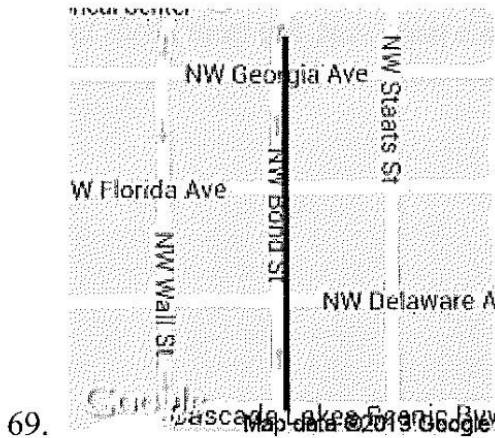
Good candidate for a bicycle boulevard. Many people on bikes use Milwaukee to get to and from Newport Market because it provides a nicer, quieter alternative to Newport Ave, but crossing 14th is often difficult. It's also a heavily-used bike/pedestrian route between the west side and Drake Park/Downtown. Something to encourage bikes while preventing cut-through traffic on Milwaukee would be good. Maybe some speed humps and traffic diverters with sharrows?



68.

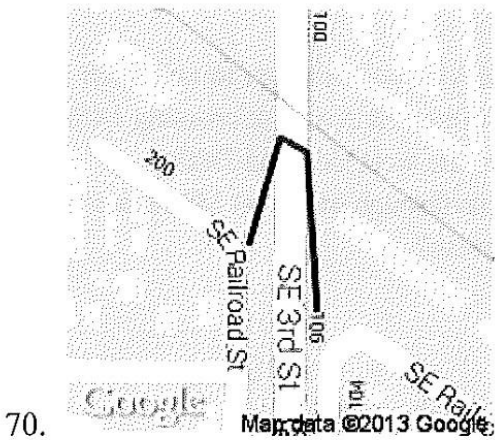
Added December 30 2013

More separation between people cycling and cars is needed here, this is a well-traveled link between downtown and the Old Mill. Buffered or protected lanes would make cycling safer and more pleasant.



Added December 30 2013

More separation between bikes and cars is needed here, traffic moves relatively fast. There are also garbage/recycling containers frequently in the bike lane, forcing people cycling to swerve into traffic.



Added December 25 2013

A pedestrian/cyclist bridge across 3rd St. would be very useful in this area and some raised infrastructure already exists where the railroad tracks cross 3rd St.

I cross 3rd St. by bike between SE Miller and SE Davis Ave. every day and it can be hair-raising. It is very difficult to cross 3rd St. on foot or by bike safely, as there are 5 lanes of traffic to get across, high speeds, many people turning onto 3rd St. from businesses and side roads, and limited sight lines near the underpass. There are several bus stops in the area, a high school, and this part of 3rd St. is heavily used by families and individuals both on foot and by bike. The closest crossings at lights are almost a mile away at Franklin or Wilson Ave. A pedestrian/bike bridge would make crossing 3rd St. much safer and could encourage more people to walk or bike across town.

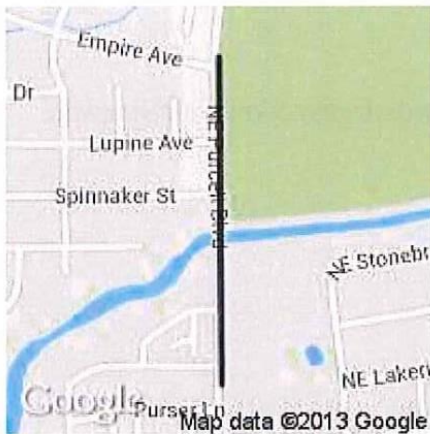
A bridge in this location would allow students, pedestrians and cyclists coming from the east side of town the opportunity to get downtown or to the Old Mill on low traffic roads without having to utilize the dangerous mess that is riding along 3rd St.



71.

Added December 23 2013

A roundabout would sure make this intersection feel safer. Cars come whipping off of Butler Mkt onto Wells Acres without looking for cross traffic.



72.

Added December 23 2013

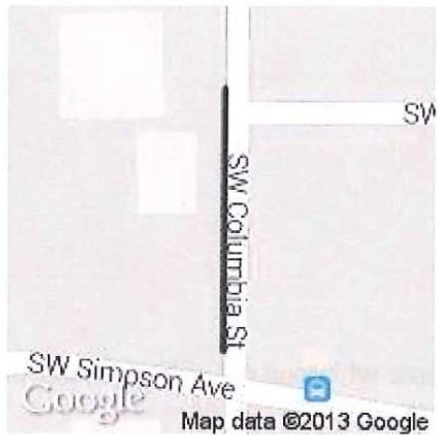
Here is a spot where the bike lane narrows and nearly disappears on a rider. The bike lane south and north of this point is very nice. This spot is an important one because it is on the way to Pine Nursery Park and an elementary school, and links a safe crossing of Butler Mkt Rd to a large area of territory north of that street (empire, 18th, etc.).



73.

Added December 19 2013

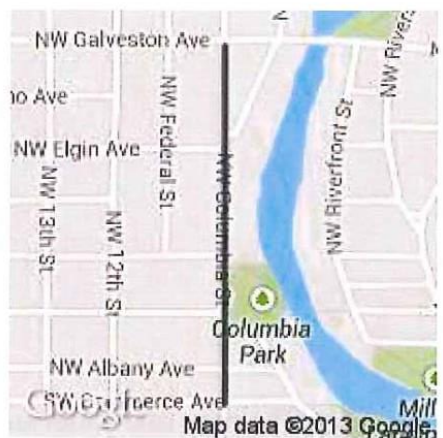
Bike pedestrian priority streets connecting all areas of town. Focus on connecting the COCC, the new OSU campus, downtown, Juniper, Pilot Butte area. Also connect downtown to the Old Mill District. Then work on North/ South ped and bike connections. This not only reduces car traffic issues, it makes people healthier and creates a better community. People on bike and on foot actually talk to each other.



74.

Added December 18 2013

Bike lane on west side of Columbia disappears heading south towards intersection with Simpson.



75.

Added December 16 2013

Adding bike lanes along this stretch of Columbia would make this a safer corridor for cycling. Many pedestrians and people cycling use it to get to and from the Bachelor Park and Ride. And with the construction of the new Recreation facility at Simpson and Columbia, this corridor is likely to see increased use in the near future.

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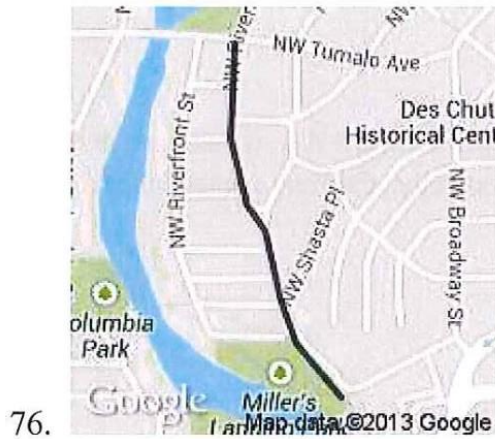
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Added December 16 2013

Would be nice to have a better connection of the River Trail through this corridor on either Riverside or Riverfront.



Added December 16 2013

Paving this portion of the River Trail in conjunction with a bike/ped tunnel under Colorado Ave would create a great north-south off-street corridor.



78.

Added December 16 2013

Eventually installing protected bike lanes or separated cycle tracks on Newport Ave would give people a much safer, more pleasant place to ride bikes along this very busy corridor. Current painted lanes are inadequate for all but fearless, hardcore cyclists.



79.

Added December 12 2013

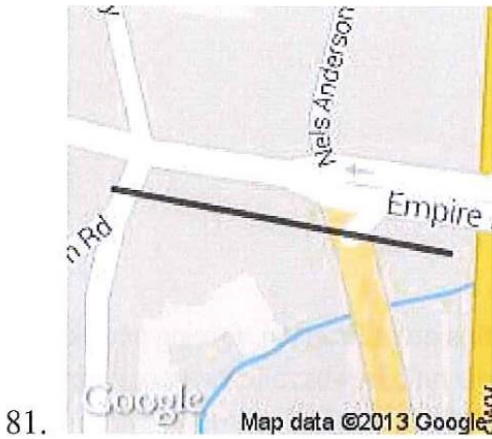
With OSU-Cascades going in in the next few years, there needs to be improved bicycle facilities along this corridor to help facilitate active transportation options for students. The existing multi-use path on the west side of Century is in very poor condition, the pavement is very rough and the path is often full of debris. Protected bike lanes here would be nice, or at least just improving and extending the off-street path.



80.

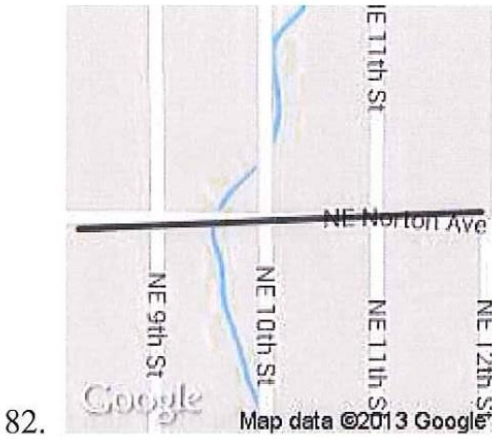
Added December 12 2013

Would be great to have protected bike lanes here, separated with a curb or something similar. Lots of car traffic and only a narrow, painted bike lane is not very comfortable for cycling on 14th. No on-street parking that would need to be removed here to make a better bike lane.



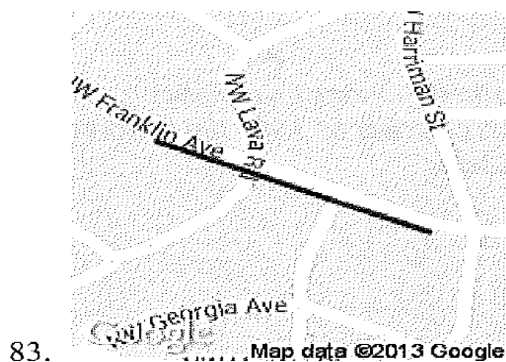
Added December 10 2013

High conflict for bike and peds proceeding along Empire on right and left hooks with traffic entering/exiting at Sherman, and the parkway on and off ramps, both directions.



Added December 10 2013

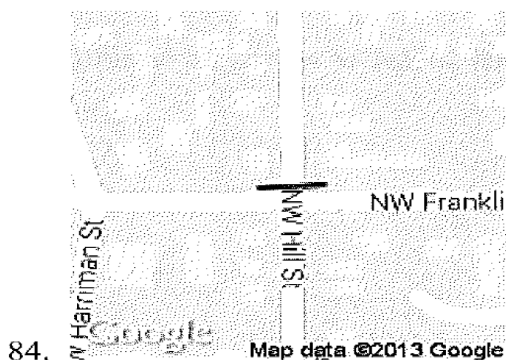
No sidewalks on the north side of Norton street to school. Sidewalks on south side shaded by big trees in winter and are very icy.



83.

Added December 09 2013

Parked cars frequently encroach into the bike lane here on the south side of Franklin, forcing people cycling to ride further towards traffic. It's very uncomfortable, people on bikes have to be very careful of car doors opening and drivers pulling in and out of parking spaces. A protected bike lane similar to the one on Riverside would be great here.



84.

Added December 09 2013

This crossing is dangerous for cycling and people walking, cars coming west on Franklin often turn right onto Hill without slowing down or looking for people crossing.



85.

Added December 09 2013

Crossing Franklin from Hill is very difficult/dangerous for pedestrians, cars have limited sightlines coming from the tunnel and there is no crosswalk. This is a fairly heavily used pedestrian/bike corridor.



86.

Added December 09 2013

Pedestrian tunnels are narrow and dark, with poor sightlines and surface, dangerous and unpleasant for pedestrians and people on bikes.



87.

Added December 06 2013

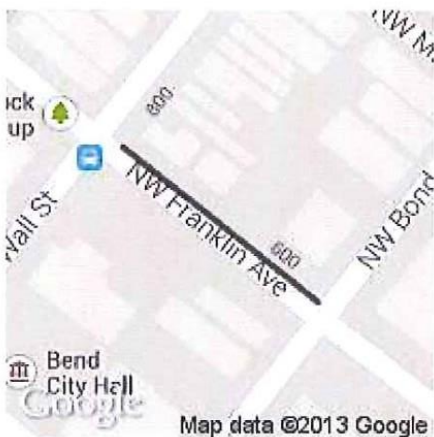
Would be great to see the same green hashmark treatment used where Riverside intersects with Tumalo and with Wall applied to this intersection as well. Broadway is a fairly busy intersection with cars turning to and from Wall, so it would be nice if there were some green markings here as you cross to the protected lane going eastbound that let drivers know that they are crossing a bike lane.



88.

Added December 06 2013

Would be great to see this painted Dutch "thumb" or whatever it's called become an actual raised curb. Most drivers and cyclists alike don't know what it's for and ignore it. It would provide more safety if it was more than just paint. Additionally, most people cycling east on Franklin/Riverside from the protected lane do not know to wait next to the "thumb" in front of the crosswalk at a red light, it would be good to have "bikes wait here" painted on the pavement there or some sort of other signage to make it more obvious to people on bikes, as well as pedestrians and cars.



89.

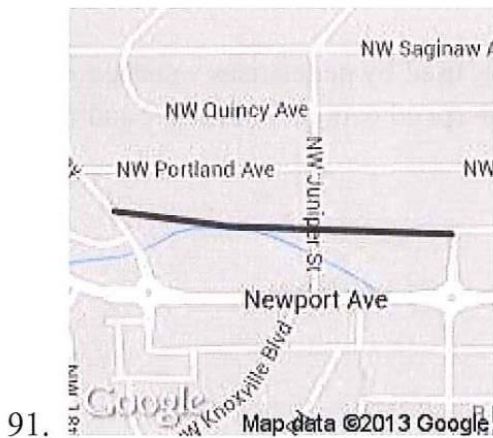
Added December 06 2013

Need an actual bike lane on this stretch on the north side of Franklin. Sharrows force people cycling to ride uncomfortably close to moving traffic and parked cars, there needs to be dedicated space for bikes here!



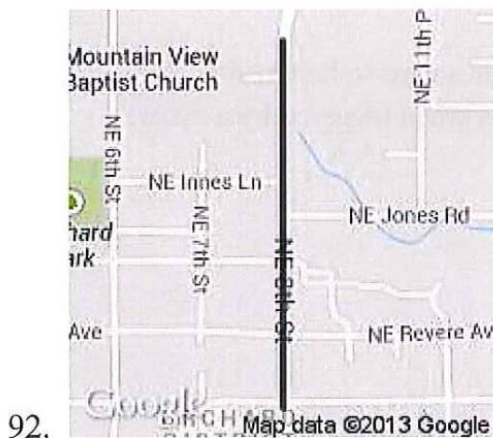
Added December 06 2013

Bridge is narrow and very bumpy for cycling.



Added December 06 2013

A direct route to College Way that allows one to avoid the congestion on Newport would sure be nice. In my dreams it would include some safe way to turn left when heading SE down College Way, to gain access to the trail/street. Roundabout, perhaps?



Added December 06 2013

There is no easy way to cross 8th street from W-->E or E--W along this stretch. This effectively blocks

any but the most intrepid cyclists from walking and cycling access to commercial centers along 4th street. Traffic speeds are too high and drivers are not looking for other road users.



93.

Added December 06 2013

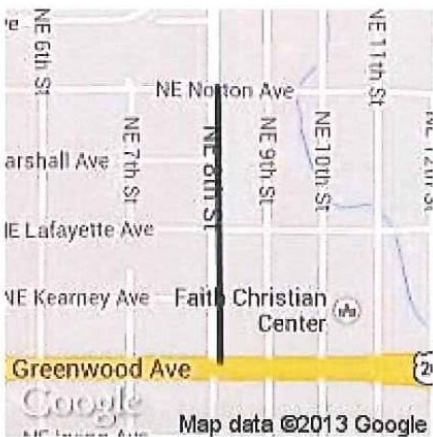
I like to ride Larkspur trail to Coyner, and I imagine it is also heavily used by pedestrians wanting to gain access to the park. The crossing onto the Coyner trail is scary. High speed cars on 15th street and no easy way to get from the SE to NW corner of this intersection.



94.

Added December 06 2013

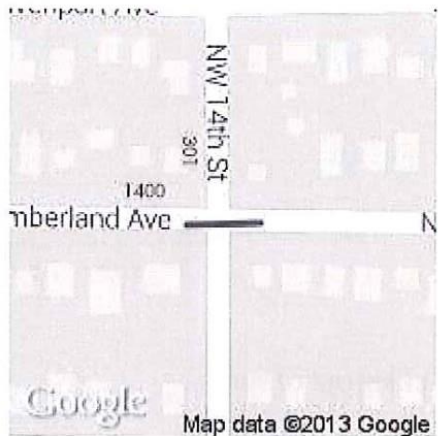
Lengthen time for cyclists to cross 3rd street on the light. Traffic light seems to be timed to allow cars to crest the hill E-->W, but the green light is far too short to get across when triggered by a cyclist.



95.

Added December 06 2013

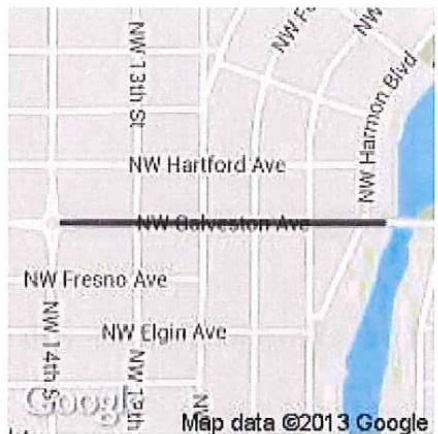
Complete sidewalks for improve pedestrian safety along this busy street. Traffic calming? Speeds can get high.



96.

Added December 05 2013

Difficult to cross 14th here for pedestrians and bikes, lots of car traffic. Could use a crosswalk at Cumberland. Albany or Elgin are other good options for crosswalks on 14th.



97.

Added December 05 2013

Please include separated cycle tracks or protected bike lanes in new re-design of Galveston, this is one of the most used bike/pedestrian corridors in the city. Routing bicycles between moving traffic and parked cars is not safe or pleasant, even with a painted buffer. Consistent sidewalks and better crosswalks are also needed in this corridor, particularly for those crossing Galveston at 12th or Columbia St.



98.

Added December 05 2013

Coming from Bond, this can be a dangerous street with vehicles backing out of spots.



99.

Added December 05 2013

Clean up the alley. Cannot walk through here any more. Alleys are a nice alternative to streets without sidewalks.



100.

Added December 05 2013

This is a very dangerous stretch of road for bikes. No bike lanes an only gravel shoulders. With no center lane, it makes it very dangerous for drivers to pass a bike. It is also very dark.

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101.

Added December 05 2013

Pavement is not being maintained.



102.

Added December 05 2013

Pavement is not being maintained.

103.



Added December 05 2013

It would be nice to have some sort of bike/ped connections and certain points through all of this ... some day.

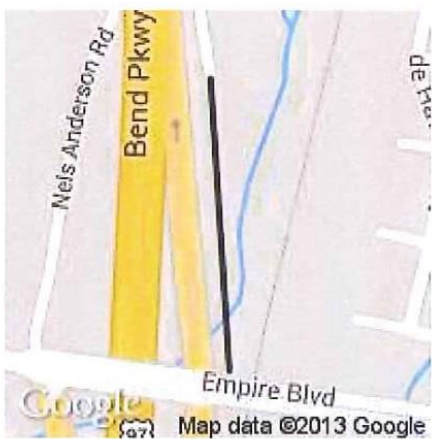
104.



Added December 05 2013

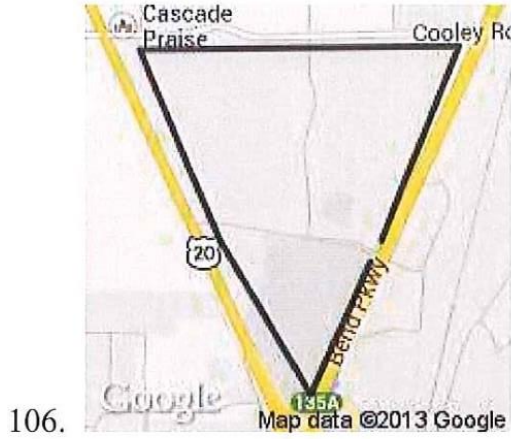
Some bicycle facilities on Broadway would be nice, this is a pretty heavily-used cycling corridor.

105.



Added December 05 2013

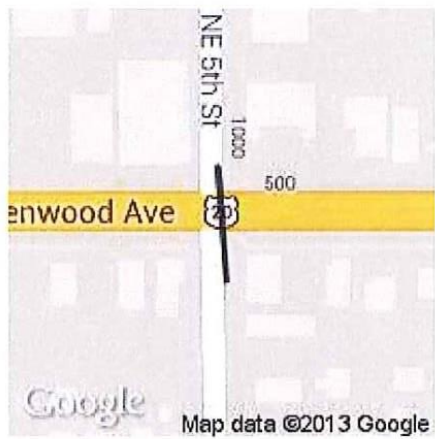
Could some kind of connection here create an alternative bike route via Nels Anderson Road to reach the Golden Triangle (mall area north of Highway 20 interchange)



106.

Added December 05 2013

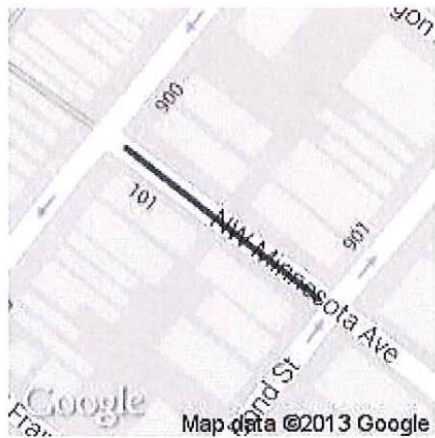
How does one get here comfortably on bike or walking?



107.

Added December 05 2013

Another possible connection for improved ped crossing. Would serve the senior center, Marshal School, and Juniper Pool. The hill on Greenwood makes this a scary crossing. Speed limits are not obeyed on Greenwood.



108.

Added December 05 2013

Maybe eventually this part of Minnesota could be closed off to cars to make a nice pedestrian/bike

corridor, outdoor seating area/plaza?



109.

Added December 05 2013

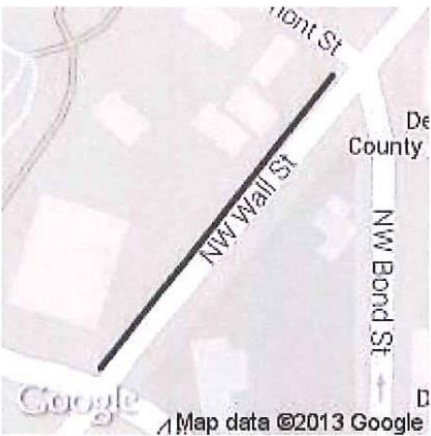
Lanes are crummy along here. A few drains a a bit treacherous.



110.

Added December 05 2013

This is a nice ped/bike connection between cul de sac and Neff Road. It is hard to cross Neff Road on Bike at this location to get on the proper side of the road.



111.

Added December 05 2013

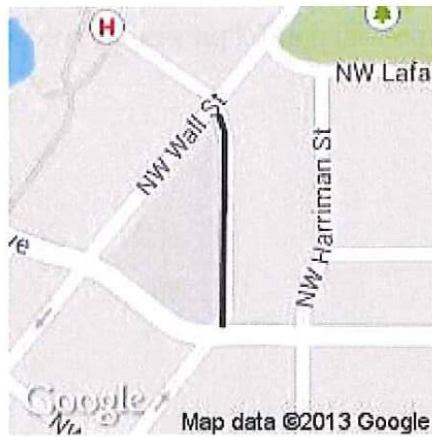
Bike lane disappears here on west side of Wall! Another good place for a road diet and a buffered bike lane maybe?



112.

Added December 05 2013

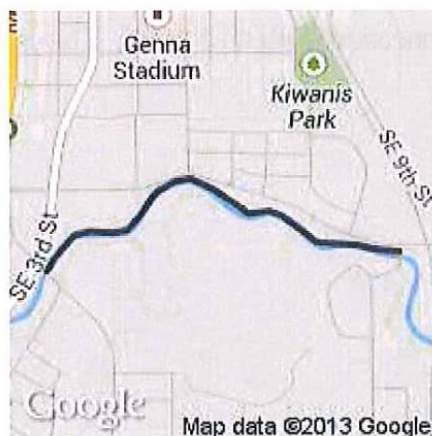
Use this land to extend the Larkspur trail to connect with Canal Trail.



113.

Added December 05 2013

Needs a bike lane. Very dangerous conditions here for cycling, many cars pulling in and out of parking spots on right side of street, with no space for bicycles.



114.

Added December 05 2013

Create bike/ped path here. Connect to Larkspur Trail. Perhaps all of canal should be bike/ped path. Currently, too many rocks and obstacles.

115.



Added December 05 2013

Protected bike lanes needed here! No space for cycling, very uninviting and unsafe for families with children or anyone not comfortable riding in heavy traffic. No easy way to do this, but perhaps eventually a travel lane can be removed to make room for a protected bike lane with parallel parking between bike lane and travel lane so fewer parking spots will be removed.

116.



Added December 05 2013

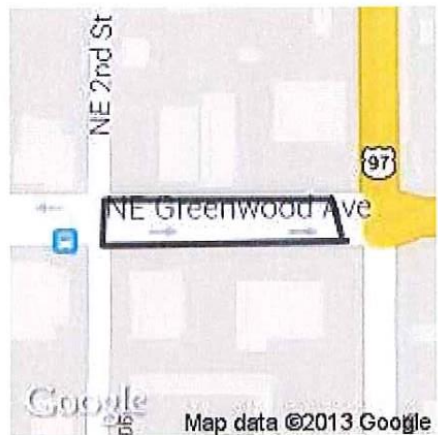
Clarify the Larkspur trail in this area. Would be good to have a connection to Reed Market, This is awkward on bike at 15th when heading towards OMD.



117.

Added December 05 2013

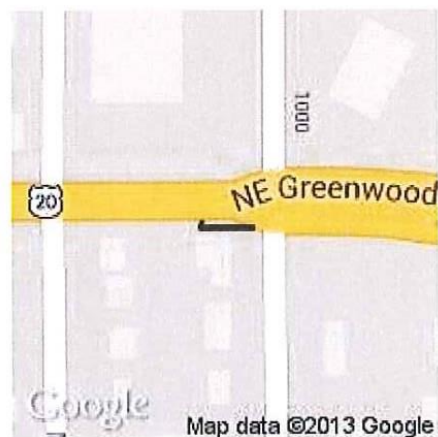
Some kind of bike/ped connection to Franklin would be nice. Not sure if this is the best place, but somewhere in here, perhaps Hawthorne, would be good.



118.

Added December 05 2013

Need more width for bikes in this area. 25 mph speed limit is not obeyed. Lots of bike activity in this area. Should be a priority.



119.

Added December 05 2013

Bike lane gets scary narrow here. Traffic is fast. Should widen bike lane to match bike lane width on east

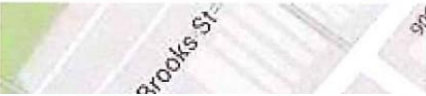
side of 11th street.



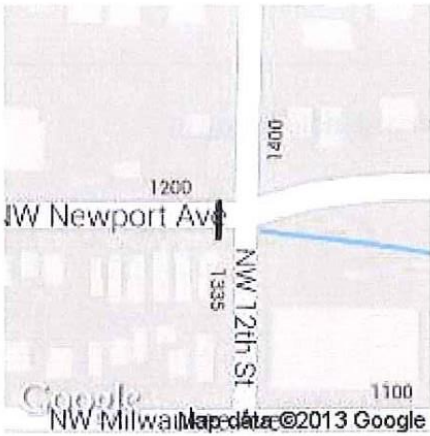
120.

Added December 05 2013

This section of road desperately needs bike lanes. It is used regularly by cyclists commuting from Northeast Bend to Downtown Bend. Tracks are dangerous, too.



Would be nice to have a raised crosswalk here. Vehicles would be forced to slow down and crossing would be easier/safer for pedestrians.



123.

Added December 04 2013

Need a better crosswalk here, lots of pedestrians crossing, but cars often do not stop.



a cross walk here would be nice. there's one only a block away, but many people cross here. it seems confusing to cars to know whether to stop for them or not, so a crosswalk would make it more clear.

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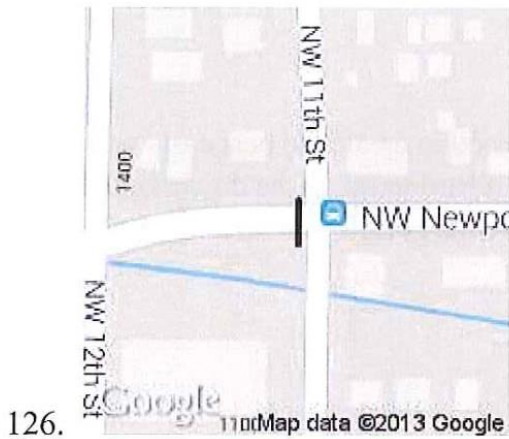
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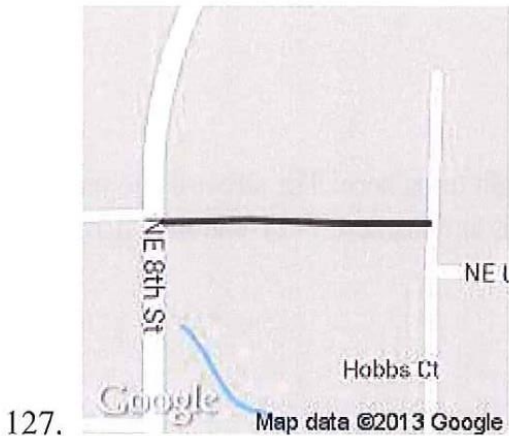
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126.

Added December 03 2013

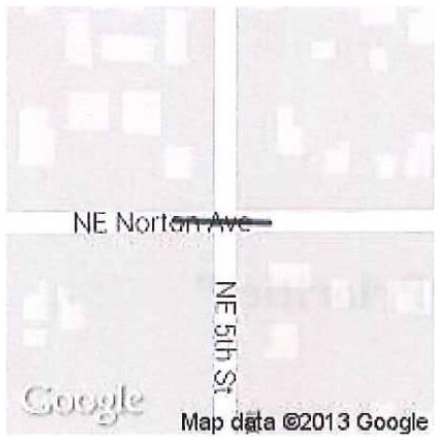
this crosswalk could use some flashing lights. ideally the cool ones that go in the ground. it is very difficult to see pedestrians at night. and all the other business around distracts cars from the crosswalk.



127.

Added December 03 2013

Aquire r/w to allow connectivity between neighborhoods. This would allow pedestrian/bike route from Hollinshead Park to Orchard Park and Wagner Mall.



128.

Added December 03 2013

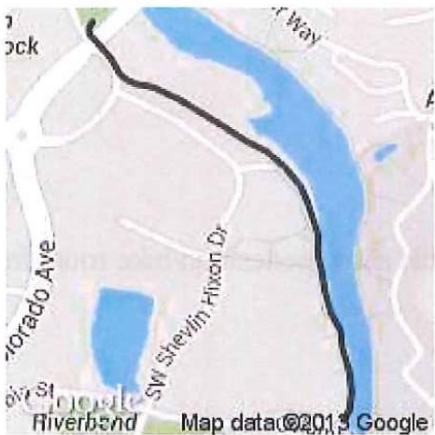
Removal of this stop sign and a "bikes on roadway" sign is all you need to create the best east-west route from second street to Pilot Butte school and park. Stopping at 5th is hard to do on the downslope and removal of the sign would allow bikes to gain speed enough to make the grade from 4th to 3rd.



129.

Added December 03 2013

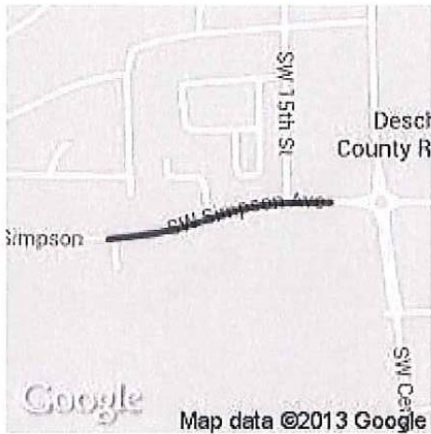
Horrible intersection, for some reason drivers don't like to signal right turns here. The street is too narrow and utilities jam the sidewalk. Lots of bikes and wheelchairs use this intersection. 7-11 entrance drive is also dangerous



130.

Added December 03 2013

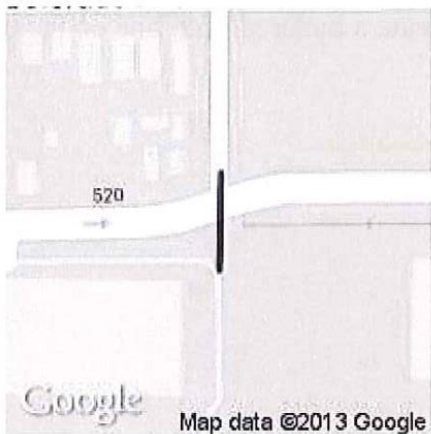
need a trail parallel to the Old Mill Trail so you can continue commuting during old mill events. They close the trail during events at the parking lot and during amphitheater events. Separated walking and bike trails would allow continued use while providing conflict reductions.



131.

Added December 03 2013

This section of Simpson needs bike lanes since it is the only gap between Mt. Washington and Colorado.



132.

Added December 03 2013

Frequent bike/pedestrian crossing where cars rarely stop. Many people cross here going between Old Mill and Downtown. It needs a crosswalk at least, a raised crosswalk or something else to slow traffic down on this stretch of Arizona would be better.



133.

Added December 02 2013

Would like a seperated multi-use path along Brookwood Blvd for safe travel for families with children - too scary to ride on bike path with kids. If it could go all the way to downtown, all the better, but to Old Mill would be great.



134.

Added December 02 2013

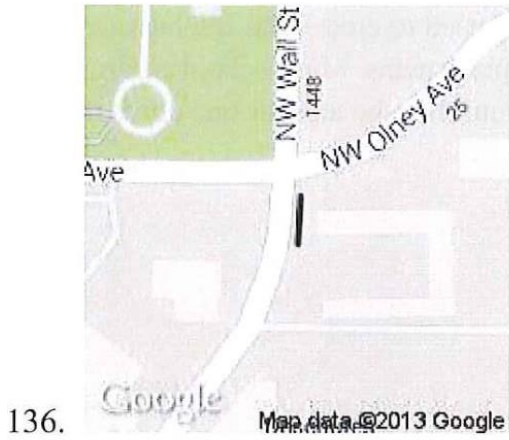
Would be nice to see these little-used parking spots removed to create a buffered bike lane on the east side of Wall here.



135.

Added December 02 2013

Bike lane disappears at intersection with Wall.



Added December 02 2013

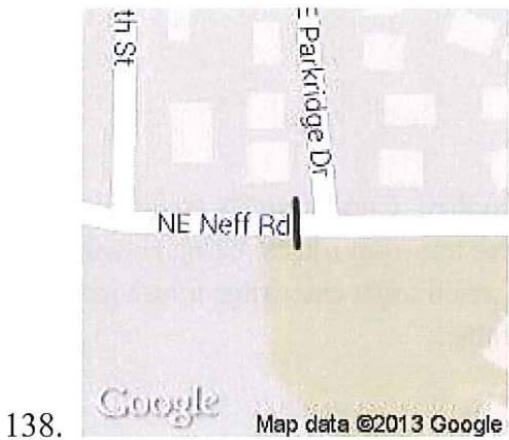
Bike lane disappears at intersection!



Added December 02 2013

Sidewalks are usually covered with litter and broken glass. There is graffiti on the walls. It smells like urine.

Bright lights and regular foot patrols by law enforcement might help.



Added December 01 2013

Cross walk needs to have a lighted flashing signal when pedestrians need to cross. This is a busy street with often no breaks in traffic and traffic does not always stop for pedestrians. Many school children need to cross Neff from the junior high and elementary schools. There could also be another one down the street towards Shepard St directly in front of the Junior High.



139.

Added November 28 2013

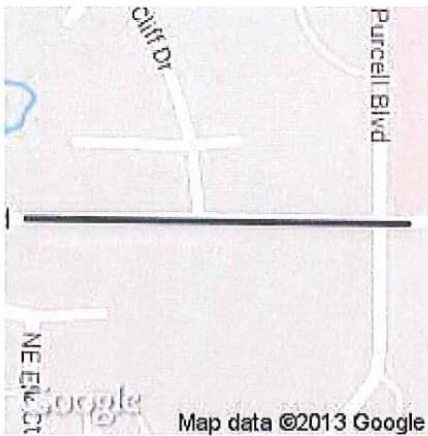
Would love to see NE 1st or 2nd used as the pleasant active transport alternative to 3rd with either as a bike boulevard or with large buffered bike lanes. This would allow for parallel access to the businesses of 3rd by bike while requiring little change of current infrastructure. The traffic and speed of 3rd means that even if large bike lanes were built on 3rd, it would never be a pleasant and safe "feeling" route, hence would be poorly utilized.



140.

Added November 28 2013

I would love to see a bike/ped only path that connects downtown to third. Current routes are cramped, heavy with fast-moving traffic, and will never be "pleasant" alternative transport routes. Using Hawthorne also would allow for a bike boulevard/sharrows to continue to 4th which might encourage transit usage and then on to Juniper Fitness, a frequent destination of bike/ped traffic.



141.

Added November 27 2013

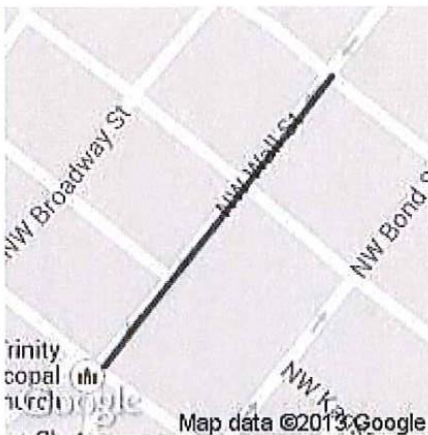
This is a death trap for cyclists eastbound on Neff. It is a setup for right hooks at Purcell and left cross collisions as cyclists come down the hill at a high rate of speed.



142.

Added November 27 2013

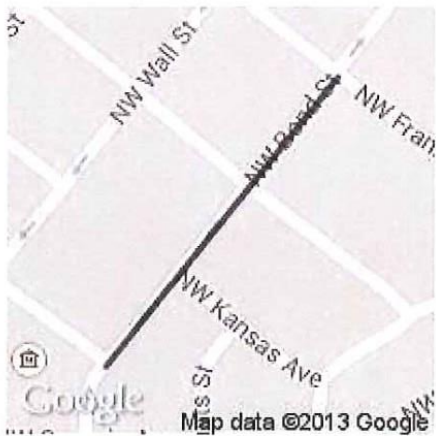
Bike lane disappears in area where auto traffic merging from 2 to 1 lane. Makes for very uncomfortable cycling.



143.

Added November 27 2013

Need bike lanes, people on bikes are forced to ride in traffic, not pleasant or safe!



144.

Added November 27 2013

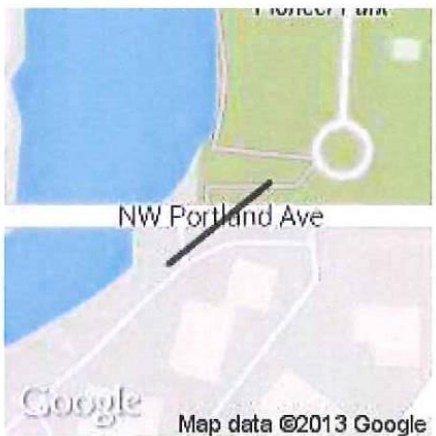
Needs bike lanes! No space for people cycling here.



145.

Added November 27 2013

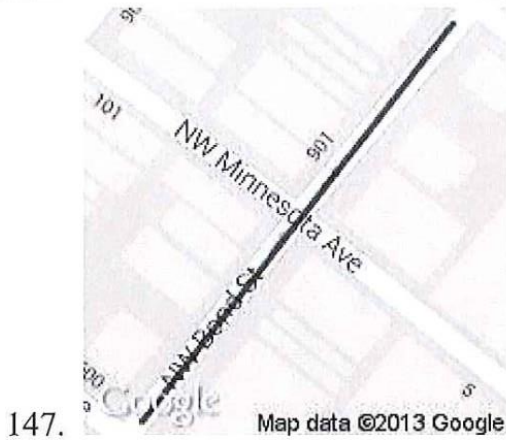
Would be nice to see a continuation of the River Trail all the way to Newport along with a bike/pedestrian tunnel under Newport. There is no easy, quick way to get from Drake park to the next section of River trail for pedestrians and people on bikes.



146.

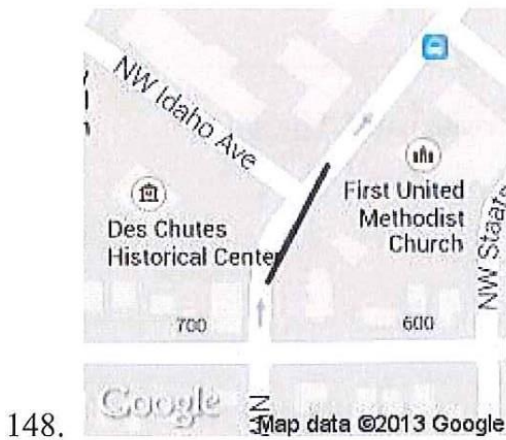
Added November 27 2013

Another great place for a bike/pedestrian tunnel to keep those on the River Trail away from auto traffic.



Added November 26 2013

Sharrows needed downtown



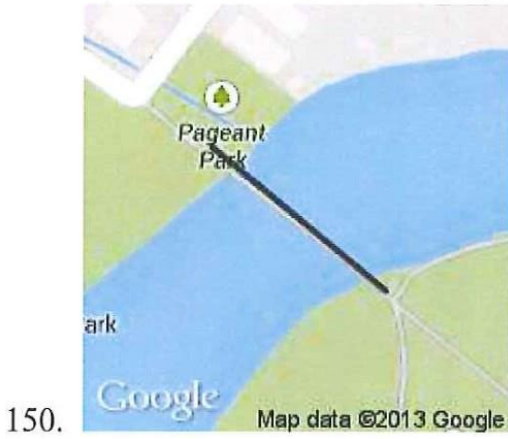
Added November 26 2013

Bike lane ends and pushes bike riders into the travel lane. Great place for sharrows.



Added November 26 2013

No safe or easy way for bikes and pedestrians to cross Colorado on the River Trail here. This would be a great place for a bike/pedestrian tunnel!



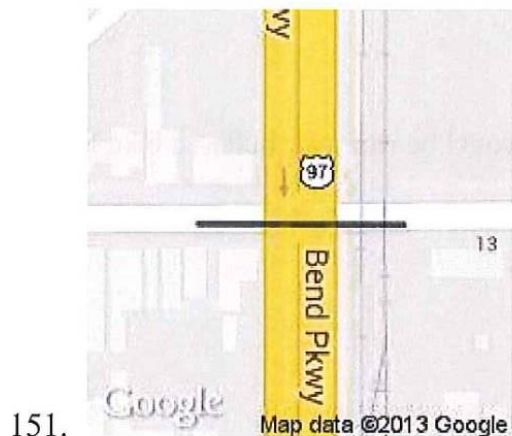
Added November 26 2013

Footbridge is narrow and very rough/bumpy for bikes.

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Added November 23 2013

Pedestrian tunnels/sidewalks are very narrow, very difficult for pedestrians and people on bikes to pass each other here.



Added November 23 2013

Need Bike Lanes! Protected bike lanes would be best here, lots of pretty fast-moving car traffic and no room for bikes!

153.



Added November 23 2013

Need sidewalks and more separation for bikes. Seems like there would be room for buffered bike lanes here.

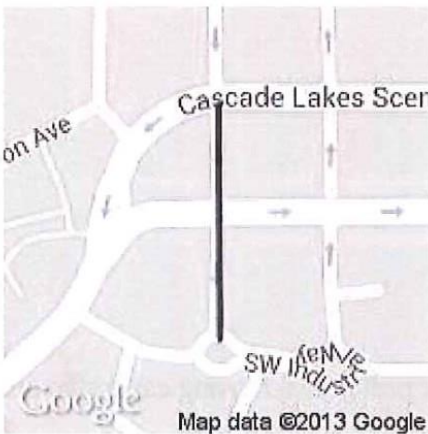
154.



Added November 22 2013

Great spot for a bike corral!

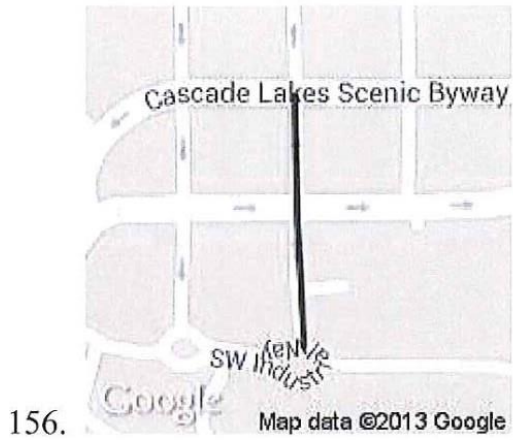
155.



Added November 22 2013

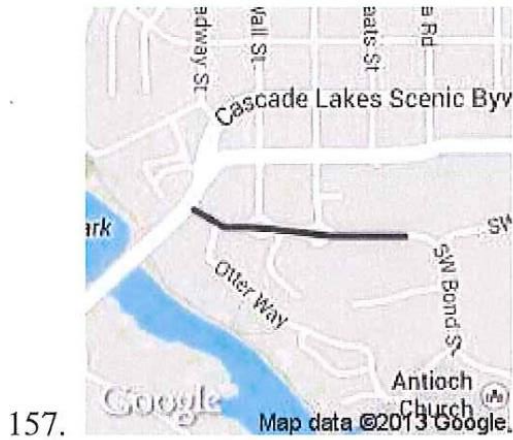
Missing bike lanes! Going through the Colorado intersection when traveling south on Wall is difficult for cyclists because of the curb extension on the southwest corner of the intersection. Cyclists have to come

from the far right side of street on the north side of the intersection and merge into traffic to get past the crosswalk on the south side of the intersection and continue straight on Wall.



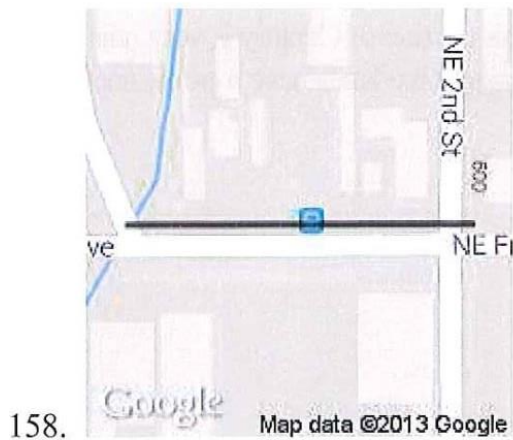
Added November 22 2013

Missing Bike Lanes.



Added November 22 2013

Bike Lanes are missing here!



Added November 21 2013

Please get rid of right turn lane here so the bike lane can continue all the way to NE 1st St. A good road diet opportunity here too, buffered or eventually protected bike lanes could be added by removing the right travel lane.



159.

Added November 21 2013

Bike lane disappears here on south side of Portland! Please stripe it all the way to the intersection with Wall.



160.

Added November 21 2013

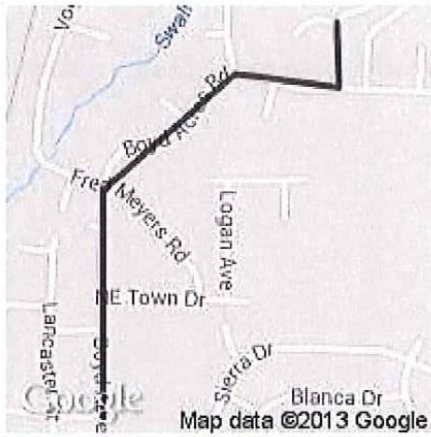
Great spot for a road diet and buffered or protected bike lanes! This portion of Century is very uninviting for cyclists and pedestrians, crossing the street is difficult. Also, existing bike lanes have a poor, uneven surface.



161.

Added November 21 2013

Please remove these parking spots and continue the buffered bike lane. The sharrows are a real shortfall in this otherwise relatively bike-friendly corridor.



162.

Added November 21 2013

Would like to see wider shoulders for bicycling along this stretch of Boyd Acres Rd. Current shoulders are too narrow and get gravel on the corners too frequently for safe cycling. Consider Sharrows if widening and paving are too costly.



163.

Added November 21 2013

Would like to have improved bike access along the Parkway from Olney to Colorado for work bike commute. Currently riding on the sidewalk along the westside when traveling south and north from my home in NE Bend.



164.

Added November 21 2013

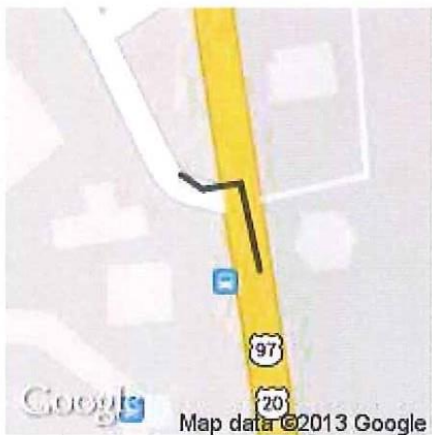
Bike lane is missing. So are sidewalks. There is lots of room here to add these to the road, so why not?



165.

Added November 21 2013

Left Turn Arrow does not turn for cyclists.



166.

Added November 21 2013

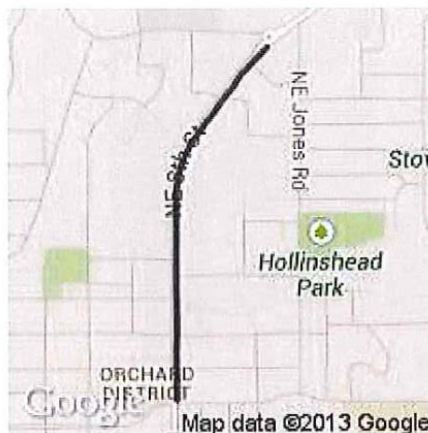
Left turn arrow does not change for cyclists.



167.

Added November 21 2013

Improvements on Hawthorne to enable pedestrian/cyclist access would give pedestrians/cyclists an alternative to Franklin/Greenwood.



168.

Added November 21 2013

Sidewalks needed on both sides of street. Lots of pedestrians use this stretch and have to walk in street.

Bike lane has several areas that are heaved up by tree roots.



169.

Added November 21 2013

Crosswalk needed. This is a commonly used route to Juniper Swim & Fitness.



170.

Added November 21 2013

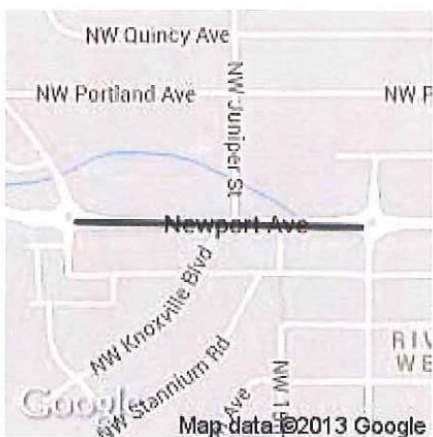
Needs bike lanes!



171.

Added November 21 2013

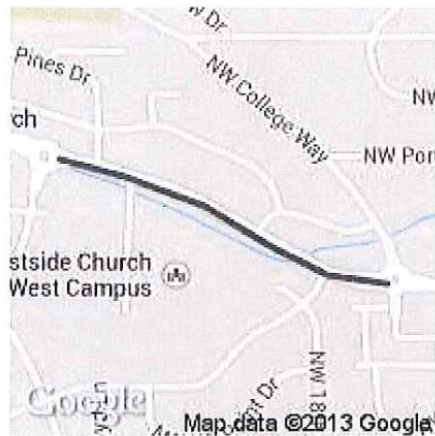
Need sidewalks on south side of Newport here!



172.

Added November 21 2013

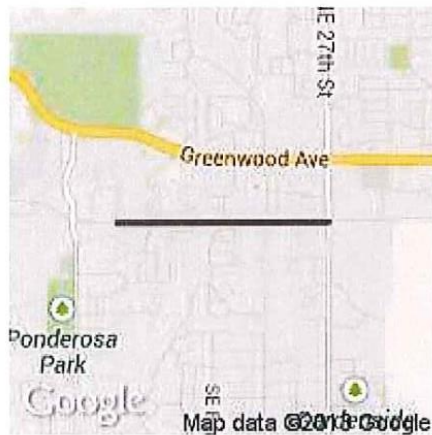
Need sidewalks! Unpleasant place to walk along Newport. Also better bike lanes are needed, removing or narrowing the center turn lane would provide room for buffered or protected bike lanes on this high traffic corridor.



173.

Added November 21 2013

High traffic speeds (35mph speed limit) and standard painted bike lanes make for uncomfortable/unsafe cycling conditions. Would be a great place for a road diet and installing some buffered or protected bike lanes!



174.

Added November 20 2013

This stretch needs major improvements for bikes and pedestrians. Need adequate and continuous bike lanes and sidewalks! Lots of traffic, high speeds, and bike and pedestrians (multi-family housing nearby) makes this area of high concern! Thanks!



Added November 20 2013

Need sidewalks!

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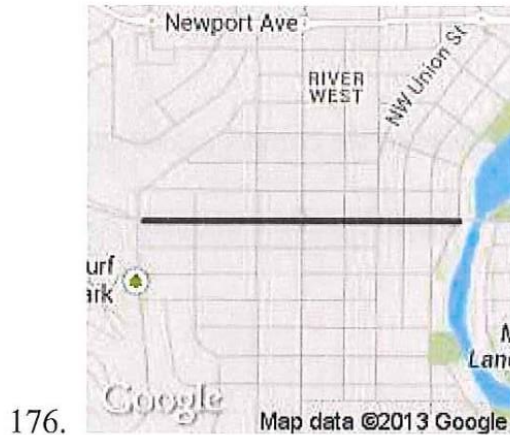
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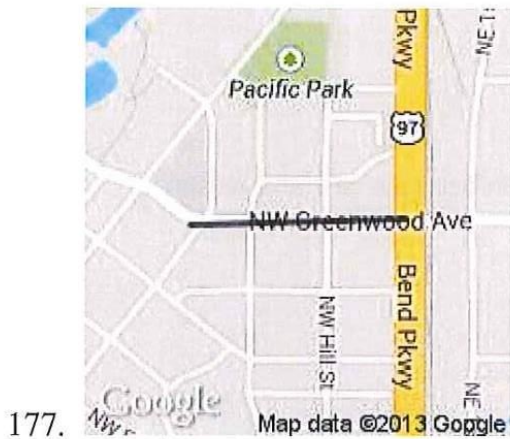
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Added November 20 2013

Need consistent sidewalks.



Added November 20 2013

This stretch is scary! Almost everyone in a car speeds here! Lots of pedestrians and bicycles make this dangerous. Slow traffic and build better facilities for traveling along Greenwood and also crossing it! Thanks!

178.



Added November 20 2013

This intersection is scary! Make more bike friendly. Areas of the sidewalk on the corners extend into the bike lane forcing bikes to drift outside of the bike lane.

179.



Added November 20 2013

Improvements along this corridor would be great! Major connection between east and westside.

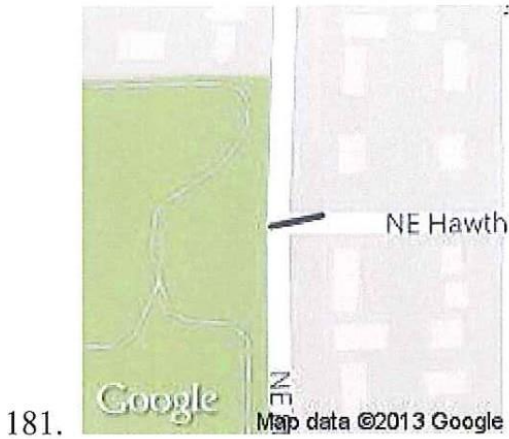
180.



Added November 20 2013

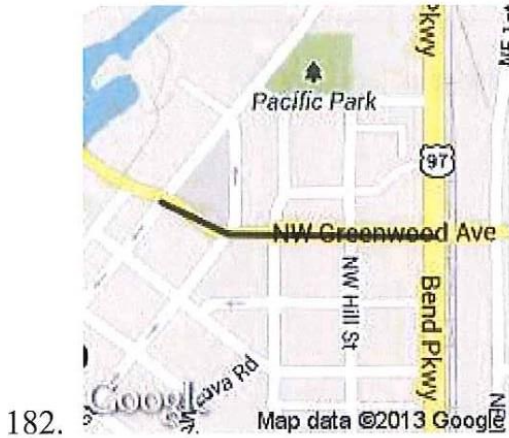
This section is too wide and cars travel too fast. 5 lanes seems like a good opportunity to create a safer space for walkers and bikers. Traveling eastbound on Franklin crossing 3rd St, the bike rider is forced

almost into the car lane due to a pedestrian sidewalk bulb out and a storm drain. grate.



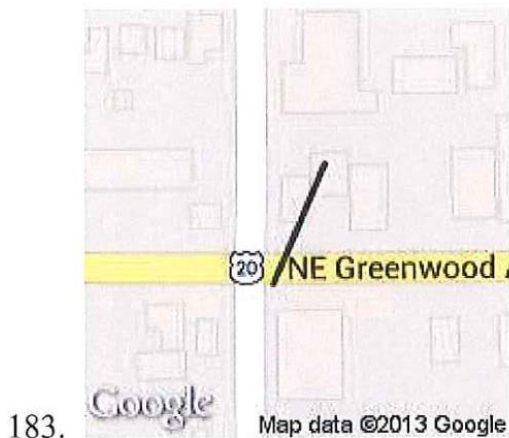
Added November 20 2013

Crossing NE 8th St at Hawthorne is very difficult and feels unsafe. This is a main connector for the neighborhood.



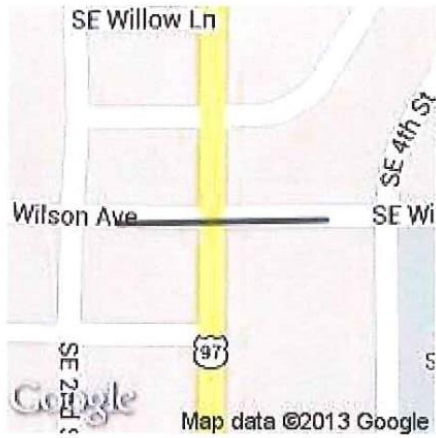
Added November 16 2013

What a great spot for a road diet that makes biking and walking safer.



Added November 15 2013

crossing is difficult



184.

Added October 17 2013

missing bike lane

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