

# A VISION FOR GALVESTON AVENUE



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## **Introduction**

The idea for a Galveston Avenue Corridor Vision originated through a series of informal discussions between Galveston Avenue Corridor property and business owners, neighbors, volunteers and other stakeholders. This grass roots effort resulted in the formation of the Galveston Avenue Corridor Task Force and a more formal working relationship with City of Bend representatives. This process is the catalyst for a formal City of Bend planning, design and construction process to improve the Galveston Avenue Corridor. The project will focus on creating a pedestrian and bike-friendly corridor that creates an environment that is good for the neighborhood, businesses, visitors to the corridor and those passing through the corridor. The project will reflect the small town character Bend, scale of the adjacent neighborhood and provide a model of how multi-modal transportation mixed use corridors, can provide the foundation for a richer quality of life for the corridor users, adjacent neighborhoods and the environment.

This remainder of this report has three sections: the first section describes the vision planning process and includes the project background and the Task Force Charter; the second section describes the vision diagram; and the third section lists the next steps.

## **Vision Planning Process**

### **Project Background**

Galveston Avenue, from 14th Street to the Deschutes River, has long been a priority arterial for improvement as identified by the Traffic Safety Advisory Committee (TSAC). In 2008, in response to TSAC interests, the City prepared a design for completing and modifying corridor sidewalks, coupled with the addition of providing new on-street parking. That effort resulted in the development of preliminary (10%) design level documents. The 2008 work focused on providing design documents that identified needed project elements and developed a very rough cost estimate of Galveston Avenue improvements. The documents also provided the City with needed information for positioning the City for potential grant funding. The project was placed on hold pending funding and business and property owner involvement and support.

In January of 2011, a Task Force composed of various interested citizens, corridor business and property owners and City staff was created to begin a dialogue focusing on a Galveston Avenue Corridor Improvement Vision. Initial meetings focused on sharing enhancement ideas and implementation strategies. Later discussions focused on strategies to engage and receive ideas and comments from the broader Galveston Avenue corridor population of residents, and other property and business owners. The intent of the engagement strategies was to create a corridor vision and implementation strategy supported by individuals and businesses within the affected area.

### **Task Force Members**

The Task Force has worked closely with City of Bend representatives and other stakeholders in developing this vision for the Galveston Avenue Corridor. The Task Force members are:

- Jason Adams – Creative Real Estate Solutions
- Joanne Richter – Upper Deschutes Watershed Council
- Stacey Stemach – Ambient Architecture, LLC and River West Neighborhood Association representative
- Al Tozer – Tozer Design LLC

- Sally Russell – Galveston Avenue Land Owner
- Rick Root (also City of Bend staff member)

### Task Force Charter

The Task Force created a project charter that included a mission statement, goals, vision, and responsibilities which are noted below.

#### Mission Statement

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

#### Charter Background

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

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

- Completing other improvements that would positively affect business vitality and residential livability
- Making the corridor a friendlier environment for walking and bicycling
- Making the corridor a “greener” and a more environmentally sensitive street

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

#### Project Goals

The project has two sets of over-arching goals:

- One set represents the City of Bend’s interests: the project should strive to contribute to enhancing roadway safety and encouraging non-motorized vehicle travel. At the same time, the project should meet environmental quality goals of the community and, as much as practical, minimize any resultant maintenance costs of any new public improvements.
- The second set represents the interests of the general public and businesses that are located along the corridor: the project should make the corridor a more attractive place to live and travel, be environmentally sensitive and create a setting that is prosperous for business while striving to minimize any resultant neighborhood impacts.

**Project Vision**

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

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

- Completing the street adjacent sidewalk system (there are several remaining property frontages with no walkway and there are existing sections that have severely cracked or damaged surfaces),
- Following Americans with Disabilities Act (ADA) standards for sidewalk and ramp construction, specifically related to grades, widths and cross-slopes
- Improving the street surface run-off collection system by following best storm water management practices, such as, introducing roadway swales, rain gardens, and/or incorporating other designs that may include porous pavement materials with the goal of reducing untreated and unrestricted roadway originating run-off directly into the river
- Introducing new landscaping treatments that will improve the walking and built environment – trees for shade and ornamental plants for color, plus vegetation that will add buffer from the street, contribute to enhancing storm water treatment and/or otherwise improve the aesthetics of the corridor
- Lighting improvements to enhance night visibility and user safety
- Street crossing enhancements, including the construction of medians and/or curb extensions
- Any number of improvements that would add to the identity of the area, including art work or other themed design elements
- Possibly land use or Development Code changes that would encourage land uses that support the desired corridor design elements; including the mix or types of uses, and provide incentives for development of complementary on-site amenities
- Parking revisions or changes that would enhance the supply and potentially reduce the on street vehicle parking impact on adjacent neighborhoods

**Project Element Responsibilities**

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

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

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

**Project Limits**

The project limits are the east-west corridor of Galveston Avenue, between NW 14th Street and the Deschutes River (see: Vicinity Map). The north-south limits of the corridor are: a one block depth, in

each direction, from Galveston Avenue to Hartford Avenue, on the north, and to Fresno Avenue, on the south.

### **Project Budget / Funding**

The City has some limited funding that could be contributed toward the project in its Capital Improvement Program (CIP) for design; there are no funds at this time for construction.

The scope and design of the project is set up for a collaborative public/private partnership during the design, construction, and on-going maintenance stages of the improvements. At this time there are no formal agreements between the City and private interests. The bike, pedestrian, and storm water elements of the project are suited for state grants.

Possible Schedule (Schedule created at time of Charter, Phase 1 is completed)

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

### **Phase II**

Over approximately the next six months, the Task Force would identify the steps necessary to make the vision a reality. This work might include the evaluation of existing and/or alternative funding mechanisms or strategies. This phase requires an engineering preliminary design that evaluates the vision concept elements for cost feasibility and constructability.

### **Phase III**

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

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

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

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

## **Project Representation**

### **Stakeholders (one block north and one block south of Galveston Avenue)**

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

### **Task Force Members**

The membership of the Task Force shall be comprised of the individuals that represent corridor property / business owners and neighborhood representatives. It shall be up to the Task Force to decide whether new members are added to the list. The city of Bend may invite other staff members (not on the list) to Task Force meetings or other discussions, as appropriate, to address special subject areas.

### **Roles and Responsibilities**

- Task Force Members - Participate in all scheduled meetings, attend any special meetings or town hall events, as much as possible; Provide timely review and comments of submittals or reports; Be proactive and supportive of the process; Work constructively together toward the end product; Provide communication and coordination, as necessary, with respective constituencies or other related interested parties.
- City of Bend Staff - Participate in all scheduled meetings, attend any special meetings or town hall events, as much as possible; Provide timely review and comments of submittals or reports; Be supportive toward the development of the end product; Serve as a liaison to respective City Departments; Communicate with city decision makers, as appropriate; Provide meeting summaries, agenda preparation, other project materials and provide any necessary mailings.

## **Galveston Avenue Corridor Vision Description**

### **Introduction: Vision Diagram**

The ideas developed during the planning process are captured on the Preferred Vision Diagram (Figure 1), which has been presented and discussed with property and business owners, neighbors, and other stakeholders. The Task Force developed the vision diagram to frame discussion, capture stakeholder ideas, and gather comments through the planning process. The Preferred Vision Diagram is not a plan. It is a point of departure for future discussions, planning and design. The information, vision and public comments generated and relationships built during this process form a foundation for future City of Bend projects in the Galveston Avenue Corridor.

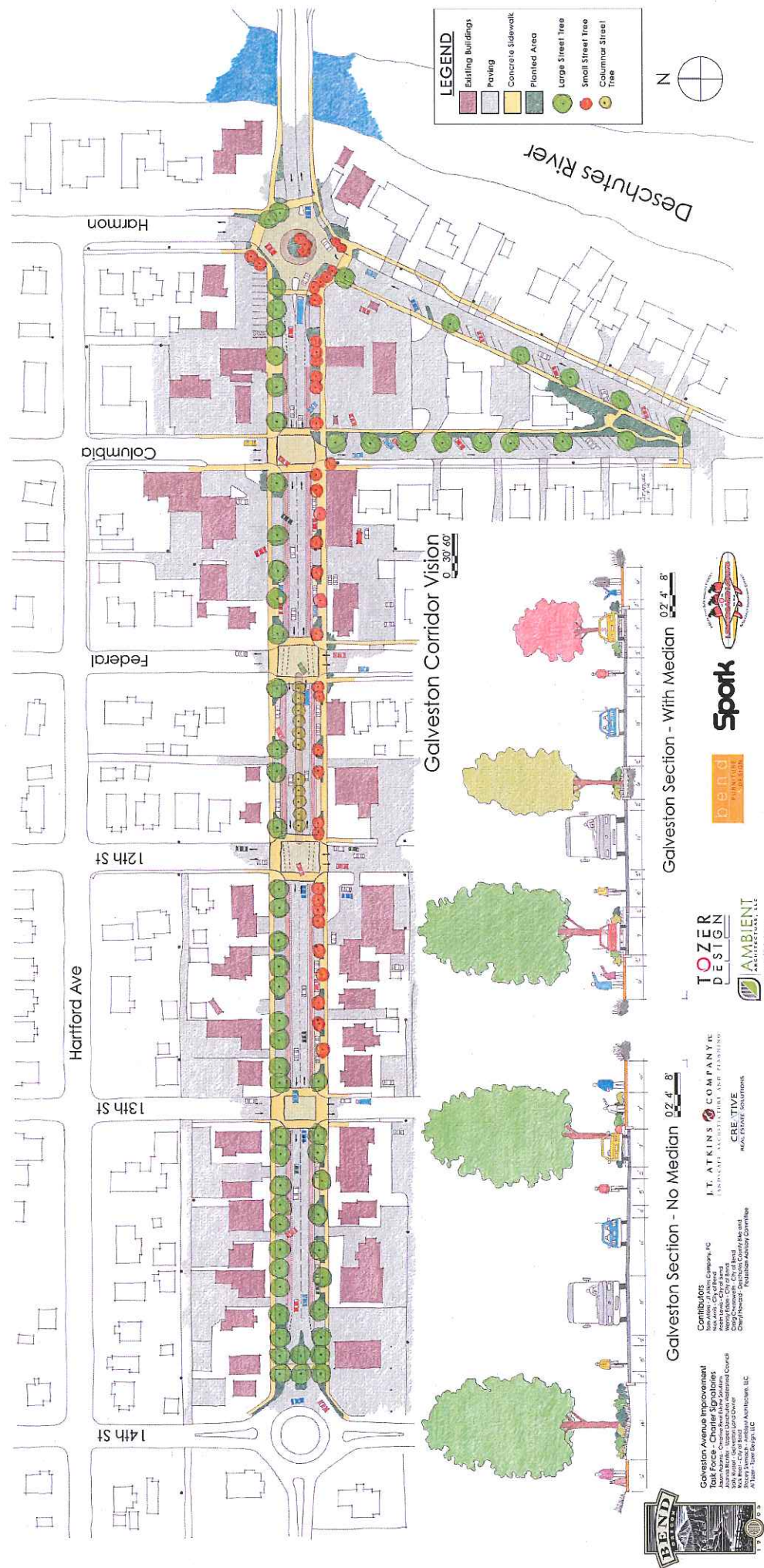
### **Guiding Principles**

During the planning process Task Force members, meeting guests and the consultant developed a set of guiding principles that provided a basis for discussion and decision making throughout the vision planning process. The guiding principles also form a foundation for the City of Bend Request for Qualifications (RFQ) and Request of Proposals (RFP) for the future Galveston Avenue Corridor planning and design services.

### **Planning, Design and Construction Process**

- Engage the adjacent neighborhoods and the rest of the community in the design process
- Coordinate design and construction with business and property owners and neighborhoods





### Figure 1. Preferred Vision Diagram

## **A Distinctive Street Scape and Place to Do Business**

- A vibrant “people place” that is a destination point
- An environment that encourages people to walk and cycle to Galveston Avenue to shop, meet friends and enjoy the street scape.
- A distinctive, memorable identity that respects the adjacent neighborhood scale and character
- Protect the adjacent neighborhood
- Balance competing needs of circulation, land uses, surrounding neighborhoods and the environment
- Economical and easy to maintain
- Reinforce the surrounding circulation and land use patterns

## **Sustainable Streetscape Environment**

- Sidewalk enrichment – places to sit, rest and eat
- Hardscape, landscape, street furniture, art, and lighting that create a distinctive personality and a sense of public space
- Strong connections (or opportunities for strong connections) with adjacent land uses
- Low impact development for treatment of surface water
- Rain gardens
- Permeable paving for sidewalks, parking, and plazas
- Landscape compatible with scale of street and land uses
- Landscape that provides shade in summer and sun in winter
- Low-maintenance, water conserving landscape and irrigation systems
- Street scape elements, including lighting at a pedestrian scale
- Together with business and property owners, create appropriate visibility and access to businesses

## **Enhanced Vehicle, Pedestrian and Cyclist Circulation**

- Pedestrian and cyclist focus
- Traffic calming devices
- An environment that helps promote reduced motor vehicle speeds
- Flexibility in left-turn movements
- Additional on-street parking
- Enhanced pedestrian crossings
- Distinctive bike lanes buffered from parking and vehicle lanes
- Public transit stops an integral part of the overall streetscape
- In agreement with business and property owners, reduce the number of driveways where appropriate

## **Protected Adjacent Neighborhoods**

- Streetscape design respects and enriches the surrounding neighborhoods

## **Galveston Avenue Streetscape Management**

- In partnership with the City of Bend, an active group manages the corridor streetscape elements

## **Alleys as Opportunities**

- Could be an important circulation, business access, “alleyscape” and parking element

**Galveston Avenue Corridor Preferred Vision Diagram**

The Galveston Avenue Corridor Preferred Vision Diagram (Figure 1) presents a concept reflecting the corridor concepts and design principles discussed during the planning process. The proposed improvements currently occur within the public right-of way; however more refined engineering of street elements such as storm water may require additional right of way. The Preferred Vision Diagram identifies planning and design elements to be incorporated into the scope for the City of Bend's RFQ and RFP process.

**The Vision**

Galveston Avenue Corridor improvements can result in a memorable streetscape environment creating a neighborhood commercial district that is a neighborhood focal point, a distinctive place for the community to visit, shop, dine, stroll, sit and meet.

The corridor's streetscape includes several plant layers that define the character of the corridor improvements. The street trees (at a scale that matches the scale of the street) while calming traffic, provide shade for pedestrians, parked vehicles and adjacent properties and define pedestrian ways, and sitting areas. Smaller flowering trees are on the south side of the corridor where overhead power lines occur. On the block between 12<sup>th</sup> and Federal a median has been shown. This streetscape element provides a central landmark and provides an opportunity for additional landscape area "water gardens" that can filter street runoff.

Pedestrian scale landscape areas buffer the sidewalks from the vehicle travel lanes, define parking bays and provide opportunities to create "water gardens" that will filter street runoff before it reaches the Deschutes River. The landscape will consist of low-maintenance-requiring, native-water-conserving plants. Irrigation will be provided by water conserving irrigation systems.

Other streetscape elements including benches, information kiosks, art, small plazas and "outdoor rooms" that connect with adjacent businesses (as appropriate) will provide additional amenity elements to the area.

Pedestrians will experience the avenue's amenities as they walk along the sidewalks (6' wide - minimum) or cross the street at corner pedestrian crossing areas. Cyclists will pass through the area on the avenue bike lanes (5' wide with 2' wide buffers on each side of the bicycle lane) or when they park their bikes at bike parking areas provided along the corridor. Vehicles will travel along the avenue on 11' wide travel ways in each direction. Motorists will park in parking bays that parallel the avenue. Existing drive ways providing connections to the avenue are maintained where business and property owners have requested. Parking bays will be constructed of permeable paving materials to manage street runoff. Additional parking (back-in diagonal parking) has been added to the Columbia/Harmon triangle area.

The travel ways for different modes of circulation will be constructed of either different materials, colors or other means of distinguishing each surface. Streetscape "gateways" at the east and west ends of the project area will announce entry into the corridor.

Two vision diagrams were developed and reviewed during the Galveston Avenue Corridor Vision planning process. The Preliminary Vision Diagram (see Appendix A) was created and reviewed at the November 17, 2011 Community Open House. The Preferred Vision Diagram (Figure 1) reflects comments and ideas discussed at the November 17, 2011 meeting and subsequent meetings with business / property owners and neighborhood representatives. It shows the preferred vision direction for the project as it proceeds to more refined engineering phases.

## **Next Steps**

### **RFQ/RFP Elements**

- City of Bend to develop a RFQ/RFP and consultant selection process. The proposal process should include the vision concept and Task Force Charter.

**Appendix A. Draft Mission Statement(s) – Galveston Avenue Revitalization Project**

The following were the first draft for the Mission Statement that was refined and noted below.

- "Our mission is to create a collective effort of business owners, property owners, and neighboring residences to enhance the economy vitality, pedestrian and bike safety, and storm water treatment along Galveston Avenue corridor. The result will be a model for similar improvements along Newport Ave. and NW 14th St. in Bend along with other commercial corridors throughout the country."
- "To develop a comprehensive improvement plan for the Galveston Avenue Corridor that addresses traffic, pedestrians, cyclists, business uses, residential uses, storm water quality and management and landscaping enhancement."
- "To foster community, heal riparian habitat and encourage neighborhood commercial development via citizen-initiated, strategic streetscape improvements within the Galveston Avenue public right-of-way."
- "Working in a collaborative, inclusive manner that involves neighborhood residents, landowners, and business owners, the Galveston Revitalization Working Group will develop corridor improvement recommendations that could serve to improve the safety, aesthetics, and environmental impact of the Galveston Street corridor; promote increased non-motorized traffic along the corridor; and help increase the economic vitality of Galveston Street businesses."
- "Galvanize the community and provide leadership to create a comprehensive vision for the Galveston Corridor, creating a defined City sector, enhancing the corridor's economic vitality and livability while solving waste water runoff issues. Specific areas of focus will include upgrading the aesthetic impact of the corridor and human safety and comfort."
  - (...the accepted Task Force modified composite version :)
  - Our mission is to develop a model community vision, plan and strategy for the Galveston Avenue corridor, from 14th Street to the Deschutes River, that will foster corridor livability, economic vitality, multimodal user safety, improved aesthetics and a reduction in roadway caused environmental impacts.



[illegible]

## Appendix B

**Appendix C. Public Outreach**

On November 17, 2011 the Task Force held a public open house at the Sons of Norway Hall. At that meeting the presentations and discussions focused on the vision planning process, schedule (shown in the milestones chart in this appendix), next steps and a preliminary diagram of the corridor vision (also included in this appendix). That diagram was subsequently revised to reflect the November 17, 2011 Open house comments and comments made at Task Force and stakeholder meeting held on February 14, 2012.

The Galveston Avenue Corridor Vision is the result of a series of interactive meetings and work sessions with Task Group members, corridor business and property owners, neighbors and the general public. During the initial Task Force work sessions meeting participants identified a range of issues and opportunities to be addressed during the Galveston Avenue Corridor Vision planning process. Those issues and opportunities are presented on the Task Force Identified Issues and Opportunities Summary.

Early on in the planning process a Preliminary Vision Diagram was created. That diagram was based on Task Force and consultant ideas, stakeholder input and addressed the Task Force defined issues and opportunities.

On November 17, 2011 the Task Force held a public open house at the Sons of Norway Hall with over 70 attendees. At that meeting the presentations and discussions focused on the vision planning process, schedule, next steps and a Preliminary Corridor Vision Diagram. The comments and information gathered during the November 17, 2011 meeting and subsequent comments gathered on the City of Bend's web site were summarized in the December 2011 Questionnaire Summary.

The Preferred Galveston Avenue Corridor Vision Diagram (Figure 1) reflects the November 17, 2011 open house comments, questionnaire information, and comments gathered during the January 18, 2012 and February 14, 2012 Task Force and stakeholder meetings.

# Galveston Corridor : 14th Street to the Deschutes River

## CONCEPT PLAN to address Task Force Identified Issues:

### ■ ISSUES:

- **High Parking Demand**
  - Shortage of parking supply on Galveston Avenue
  - Resultant parking impacts on adjacent neighborhoods
- **Bike & Pedestrian "Unfriendly" Corridor**

#### For pedestrians:

- Many sidewalk gaps on Galveston (including "the wall" @ the bridge)
- Street crossing difficulties and user discomfort
- Accessibility issues

#### For bicycles:

- Bike lane "infringement" along the West Side Bakery street frontage
- Bike parking supply is limited
- Storm grates within bike lanes

#### ● Surface Water Run-off (Quantity & Quality)

- All street stormwater run-off flows directly to the river
- Most stormwater flows untreated to the river
- Gas stations - spill possibility & possible stormwater contamination

#### ● Street Illumination

- Poor night-time visibility at some locations

#### ● Aesthetics

- Streetscape lacks cohesive character
  - Sidewalk areas need more shade

- Overhead utilities - unsightly, also potential tree conflict
- Wide expanses of asphalt on the existing street

#### ● Other

- Cut-through traffic on adjacent streets
- Street corridor lacks identity
- Street corridor - traffic volume and speed impacts
- Truck delivery issues: blocking vehicle, bike & ped. movements
- Business vitality
- Landscaping/irrigation operation and maintenance

### ■ OPPORTUNITIES

- Develop parking bays along Galveston Avenue (e.g., Newport Avenue)
- Increase parking supply on Columbia & Harmon streets - south of Galveston & north of Elgin
- Construct sidewalks-where gaps exist (move "wall" that is west of bridge - back to the property line)
- Shorten street crossing distance by constructing medians and curb extensions (where possible)
- Remove any accessibility barriers
- Convert existing 90-degree parking stalls along the building front to parking bays
- Add bike parking corrals and individual racks at targeted locations, where feasible
- Use curb-inlets (where possible) and position any at-grade catch basins out of the bike lane
- Improve collection, detention, retention and other treatment of stormwater
- Implement water treatment features such as "rain gardens", swales, use of porous pavement, etc.
- Seek *Pollution Prevention and Spill Response Plans* for both service stations
- Add street luminaires at problem locations to improve intersection crossing visibility and safety
- Creation of special street lighting districts
- Develop a landscaping theme for corridor
- Add street trees within parking strips and the new median (if possible)
- Add colorful, native and drought-resistant plantings (where possible)
- Encourage adjacent lot/business owners to enhance landscaping
- Seek overhead utility relocation alternatives, work toward "undergrounding" utilities (if feasible)
- Break-up street width by constructing medians with pavers along edges, pavers within turn lanes, etc.
- Develop concepts that discourage cut-thru traffic
- Develop destination signing, other signing themes/styles
- Develop concepts that help to "calm" traffic
- Designate select side street locations for truck loading zones
- Concepts to promote the Galveston Corridor as an attractive, safe and desirable destination
- (*Longer-Term*) Work with the city of Bend to address current land use regulation issues(?)
- Irrigation and/or maintenance responsibilities for any public rights-of-way landscaping improvements?

**NOTE: Any roadway rights-of-way improvements will be subject to public improvement standards, design review and approval by the City of Bend.**

## Appendix C Identified Issues and Opportunities Summary



[illegible][illegible]



## Forward

The following information represents a summary of public opinions of citizens, and Galveston Avenue business and property owners that participated in the Galveston Task Force sponsored Open House (held on November 17, 2011, at the Sons of Norway Hall) and that completed a questionnaire (filled-out at the Open House (32), completed on-line (27) or later submitted back to the city (12)). There were 71 questionnaires completed. All non-online questionnaires were entered into the *Survey Monkey*™ database by city staff (so the entry dates for 44 of the entries - see questions # 9 – 11) represent when staff entered the responses not when citizens completed the questionnaire.

The survey was not intended to represent scientific survey results. Its purpose was to gather public reaction to the Galveston Corridor Concept Plan that was presented at the open house and should be treated solely with that intent.

Some of the questions were limited to ONE response. If a handwritten questionnaire entered more than one response on those questions, staff had to interpret the appropriate response from other answers on the survey. [Example: Question #4 asked for *mode of choice*. If more than one entry was provided on the hand-written copy, staff checked 'for all modes'.]

The lists of answers to questions – 9 through 11 are random and represent no priority of response. Each answer is a unique response and does not represent duplication. Also, completion of these questions was optional so not all questionnaires included comments to these last questions.




## Cover: Word Cloud

The "word cloud" that was used on the cover of this summary represents the magnitude of responses to question number 9 on the questionnaire (the larger the font, the more frequent the use of the word or phrase). This illustration is included purely for entertainment purposes and has no further intended meaning.




## GALVESTON AVENUE CONCEPT PLAN QUESTIONNAIRE

December 2011

1. Please tell us where you live relative to the Galveston Avenue corridor (14th Street to the river)  
- [Choose ONE]:




		Response Percent	Response Count
I live in a neighborhood that is close (within a couple of blocks) to that section of Galveston.		50.7%	35
I live in that part of town but greater than a few blocks from Galveston.		36.2%	25
I don't live near Galveston I live in another part of town.		13.0%	9
answered question			69
skipped question			2

2. Please tell us if you have property ownership and/or a business on Galveston Avenue (between 14th Street and the river) - [Check all that are applicable]:





		Response Percent	Response Count
I OWN PROPERTY on Galveston.		17.1%	12
I HAVE A BUSINESS on that section of Galveston.		18.6%	13
NONE of the above.		72.9%	51
answered question			70
skipped question			1







3. Please tell us the frequency of your travel along Galveston Avenue (14th St. to the river) -  
[Choose the one that best describes you]:

		Response Percent	Response Count
I travel the Galveston corridor DAILY.		80.0%	56
I travel the Galveston corridor A FEW TIMES A WEEK.		18.6%	13
I RARELY TRAVEL the Galveston corridor.		1.4%	1
answered question			70
skipped question			1



4. Please tell us what your travel 'mode of choice' is when you are traveling THROUGH the  
Galveston street corridor - [Choose the one that best describes you]:

		Response Percent	Response Count
I prefer to use my MOTOR VEHICLE for the most of my travel THROUGH the corridor.		40.0%	28
I prefer to use my BIKE for most of my travel THROUGH the corridor.		7.1%	5
I prefer to WALK for most of my travel THROUGH the corridor.		4.3%	3
I typically use ALL three travel modes for my travel THROUGH the corridor.		48.6%	34
answered question			70
skipped question			1

5. Please tell us what your travel 'mode of choice' is when traveling TO a destination along the Galveston street corridor - [Choose the one that best describes you]:

		Response Percent	Response Count
I prefer to use my MOTOR VEHICLE for the most of my travel TO a destination within that corridor.		35.7%	25
I prefer to use my BIKE for most of my travel TO a destination within that corridor.		10.0%	7
I prefer to WALK for most of my travel TO a destination within that corridor.		35.7%	25
I typically use ALL three travel modes for my travel TO a destination within that corridor.		18.6%	13
answered question			70
skipped question			1

6. Please tell us how often the Galveston corridor is a destination for you - [Choose the one that best describes you]:

		Response Percent	Response Count
I REGULARLY go to the Galveston corridor for shopping, dining or other purposes.		66.7%	44
I SOMETIMES go to the Galveston corridor for shopping, dining or other purposes.		33.3%	22
I RARELY go to a destination on the Galveston corridor for shopping, dining or other purposes.		0.0%	0
answered question			66
skipped question			5

7. Please indicate which BEST DESCRIBES YOUR OPINION whether the following are IMPORTANT ISSUES to be resolved on the Galveston corridor between 14th Street and the river. [Scale: 1= Strongly Disagree, 2= Disagree, 3= Neutral or No Opinion, 4= Agree, 5= Strongly Agree]:

	1	2	3	4	5	Response Count
(a) I think that the current parking situation in front of my house is a serious issue that needs attention.	10.5% (6)	14.0% (8)	42.1% (24)	14.0% (8)	19.3% (11)	57
(b) I think more on-street parking should be provided ON Galveston.	10.8% (7)	4.6% (3)	7.7% (5)	35.4% (23)	41.5% (27)	65
(c) I think that the current speed of traffic on Galveston detracts from my desire to walk or bicycle there.	6.2% (4)	9.2% (6)	18.5% (12)	29.2% (19)	36.9% (24)	65
(d) I think crossing Galveston as a pedestrian or as a bicyclist is a problem.	4.5% (3)	10.6% (7)	6.1% (4)	37.9% (25)	40.9% (27)	66
(e) I don't feel safe riding my bicycle along the corridor and I think the corridor could use some improvement.	6.7% (4)	10.0% (6)	18.3% (11)	43.3% (26)	21.7% (13)	60
(f) I think additional street illumination would increase my feeling of safety and willingness to use the corridor after dark.	9.1% (6)	1.5% (1)	15.2% (10)	39.4% (26)	34.8% (23)	66
(g) I think more should be done to address the stormwater run-off from the street and not permit it to flow directly into the river untreated.	3.1% (2)	4.6% (3)	10.8% (7)	32.3% (21)	49.2% (32)	65
(h) I am a strong advocate of improving the impact on the natural environment as it relates to preserving air and water quality.	4.5% (3)	1.5% (1)	4.5% (3)	28.8% (19)	60.6% (40)	66
(i) I think the corridor lacks, and needs, a unique identity that defines it as a destination.	12.1% (8)	7.6% (5)	21.2% (14)	22.7% (15)	36.4% (24)	66



7. Please indicate which BEST DESCRIBES YOUR OPINION whether the following are IMPORTANT ISSUES to be resolved on the Galveston corridor between 14th Street and the river. [Scale: 1= Strongly Disagree, 2= Disagree, 3= Neutral or No Opinion, 4= Agree, 5= Strongly Agree]:

	1	2	3	4	5	Response Count
(j) I think more trees and improved street landscaping would improve the look and feel of the street.	3.2% (2)	4.8% (3)	12.7% (8)	28.6% (18)	50.8% (32)	63
(k) I think removing/ relocating the overhead utilities from the Galveston Corridor is important to improve the aesthetics of the corridor.	1.6% (1)	11.1% (7)	20.6% (13)	33.3% (21)	33.3% (21)	63
(l) I think delivery trucks unloading within the street or in parking lots that result in blocked travel should be addressed.	1.6% (1)	6.5% (4)	37.1% (23)	35.5% (22)	19.4% (12)	62
(m) I support the suggested changes to attract/improve business vitality along the corridor.	19.0% (12)	3.2% (2)	11.1% (7)	25.4% (16)	41.3% (26)	63
(n) When considering the intersection options for Galveston at Harmon, I like the ROUNDABOUT OPTION best.	9.7% (6)	9.7% (6)	4.8% (3)	22.6% (14)	53.2% (33)	62
(o) When considering the intersection options for Galveston at Harmon, I like the RAISED MEDIAN OPTION best.	33.9% (20)	22.0% (13)	25.4% (15)	15.3% (9)	3.4% (2)	59
(p) When considering the intersection options for Galveston at Harmon, I would prefer to see it REMAIN THE WAY IT IS now.	54.8% (34)	17.7% (11)	9.7% (6)	12.9% (8)	4.8% (3)	62
				answered question		68
				skipped question		3



8. Please indicate which BEST DESCRIBES YOUR OPINION about the following IDEAS. [Scale: 1= Strongly Disagree, 2= Disagree, 3 = Neutral or No Opinion, 4 = Agree, 5 = Strongly Agree:]

	1	2	3	4	5	Response Count
(a) I like the idea of developing the suggested "parking bays" ON Galveston.	3.1% (2)	9.2% (6)	12.3% (8)	36.9% (24)	38.5% (25)	65
(b) I like the idea of providing diagonal parking on Harmon and Columbia between Galveston and Elgin.	7.8% (5)	6.3% (4)	18.8% (12)	34.4% (22)	32.8% (21)	64
(c) I like the idea of adding raised, landscaped medians in the middle of the street.	15.4% (10)	15.4% (10)	16.9% (11)	16.9% (11)	35.4% (23)	65
(d) I like the idea of adding more street trees - both in the median and also next to the sidewalk.	4.5% (3)	9.1% (6)	15.2% (10)	27.3% (18)	43.9% (29)	66
(e) I like the idea of completing the sidewalk system on both sides of Galveston.	1.5% (1)	1.5% (1)	1.5% (1)	27.3% (18)	68.2% (45)	66
(f) As a pedestrian, I like the idea of permitting parking on-street to further buffer the walking environment from passing cars.	6.3% (4)	4.7% (3)	26.6% (17)	34.4% (22)	28.1% (18)	64
(g) As a pedestrian trying to cross Galveston, I like the idea of "curb extensions" that minimize the distance of the street crossing and improve sight distance.	3.1% (2)	1.6% (1)	12.5% (8)	37.5% (24)	45.3% (29)	64
(h) I support the design of permitting on-street parking next to a bike lane.	7.9% (5)	12.7% (8)	25.4% (16)	33.3% (21)	20.6% (13)	63
(i) I like the idea of adding more BIKE parking at popular destinations.	1.6% (1)	1.6% (1)	17.2% (11)	32.8% (21)	46.9% (30)	64
(j) I support the installation of facilities that will help divert and/or treat stormwater run-off that would otherwise flow directly to the river.	0.0% (0)	4.6% (3)	9.2% (6)	24.6% (16)	61.5% (40)	65

8. Please indicate which BEST DESCRIBES YOUR OPINION about the following IDEAS. [Scale: 1= Strongly Disagree, 2= Disagree, 3 = Neutral or No Opinion, 4 = Agree, 5 = Strongly Agree]:]

	1	2	3	4	5	Response Count
(k) I like the idea of making any streetscape improvements that will promote additional businesses or otherwise support business vitality along the corridor.	6.3% (4)	7.9% (5)	12.7% (8)	23.8% (15)	49.2% (31)	63
(l) I like the idea of adding street lighting that would improve night-time illumination.	6.2% (4)	7.7% (5)	12.3% (8)	21.5% (14)	52.3% (34)	65
(m) I like the entire proposed concept plan.	14.3% (9)	12.7% (8)	12.7% (8)	30.2% (19)	30.2% (19)	63
				answered question		67
				skipped question		4

9. Please add any supplemental comments that might help us understand better your feelings about any of the proposed ideas.

1.	Great plan, love the back-in diagonal parking.	Tue, Dec 13, 2011 3:41 PM
2.	By not allowing a left turn into the 7-11 and Big-O Bagels parking lot you would severely diminish our business.	Tue, Dec 13, 2011 3:34 PM
3.	Using a bike lane between parked cars and moving cars can be a bit uncomfortable (opening doors, wide trailers, etc.) but having a bike lane is a lot better than a many places in town, where the bike lane disappears when parking starts. I'd rather see a bike lane that's not between cars.	Tue, Dec 13, 2011 3:31 PM
4.	I like most of the concepts. The median, landscaping, lighting, sidewalks and stormwater treatments will greatly improve the corridor for everyone.	Tue, Dec 13, 2011 3:13 PM
5.	Different kind of street lighting to lower impact of light at night	Tue, Dec 13, 2011 1:46 PM
6.	There is presently a bus stop in front of the Westside Shell. It would be useful to have a street turnout for the bus there.  I would like to see sidewalks on both sides of Harmon between Galveston and Columbia. They should be set in from the curb so they are passable when snow is plowed.	Tue, Dec 13, 2011 1:41 PM
7.	We live directly across from the coffee shop on Harmon. Often our driveway is blocked or people use our driveway for a turn around and we are blocked from entering or exiting. But, to put diagonal parking in would also block our vision up & down Harmon & difficult to get our trailer in and out.	Tue, Dec 13, 2011 1:35 PM
8.	As a homeowner our homes have decreased in value from some new businesses, (dirty streets, broken bottles, beer cans, streets not being cleaned, no places to park, noise at night) & higher taxes for home owners.	Tue, Dec 13, 2011 1:28 PM

9.	<ul style="list-style-type: none"> <li>- Who maintains the landscaping in the middle of street?</li> <li>- What type of lighting is proposed?</li> <li>- Where in the state has back in parking been used.</li> </ul>	Fri, Dec 9, 2011 12:59 PM
10.	I support the roundabout. It will improve traffic flow. The current inability to turn across Galveston just pushes traffic into the neighborhood. I really don't have any problems with any other aspect of the plan.	Fri, Dec 9, 2011 12:55 PM
11.	How will snow be removed from the new parking bays on Columbia and Harmon?	Fri, Dec 9, 2011 12:43 PM
12.	Make sure trees are small going in middle of road.	Fri, Dec 9, 2011 12:38 PM
13.	Need to highlight historic structures - i.e. Westside Tavern, Westside Bakery and Small Mill - Houses that are left on Galveston.	Fri, Dec 9, 2011 12:32 PM
14.	We have a major issue with the midblock median. As proposed it would block access to our business and would force our customers to drive around a block and through an alley to reach our business. This would really hurt our business and our property value.	Fri, Dec 9, 2011 12:10 PM
15.	I do not like the trees in the middle and do not think making everything harder is in our best interest.	Fri, Dec 9, 2011 11:42 AM
16.	Improved natural riparian zones to improve storm water mitigation without needing an artificial treatment method. Native vegetation and street plants that will not require irrigation.	Thu, Dec 8, 2011 10:28 PM
17.	If Galveston wants to be commercial the median is a bad idea. Need to be able to SEE business on other side of street.	Thu, Dec 8, 2011 3:45 PM

18.	Night time lighting should not create "light pollution".	Thu, Dec 8, 2011 3:41 PM
19.	I very much agree with the majority of suggestions. As a property & business owner I strongly, strongly disagree with a center median. This would prevent all eastbound traffic from entering my driveway. Using the alley is a ridiculous alternative as it is too narrow & not made for commercial use. I would protest against that vehemently. I love increased sidewalks, bike lanes, and increased lighting to the area as well as making Galveston more of a shopping destination.	Thu, Dec 8, 2011 3:36 PM
20.	I think the center median & clutter would cause too many problems for entering & leaving business's on street parking ridiculous total waste of money.	Thu, Dec 8, 2011 3:24 PM
21.	Not sure trees on median make sense. May create tunnel for drivers which may not lower speed and breaks the visual unity of corridor/ distract.	Thu, Dec 8, 2011 3:10 PM
22.	What about doing depressed landscaped medians to help control & treat stormwater? (Instead of raised landscaped medians...)	Thu, Dec 8, 2011 3:01 PM
23.	If on street parking makes it less safe to bike I oppose it (Ex: if parked cars will be opening their doors while people are biking by.)	Thu, Dec 8, 2011 11:25 AM
24.	I support the ideas of making safer crosswalks, complete sidewalks, & improved bike lanes, as well as slowing down traffic. If the idea of medians gets put into action, it could put me out of business. I need cars to have access to my parking lot from BOTH directions. They also need to be able to pull out going left when leaving my business to go to Mt. Bachelor.	Wed, Dec 7, 2011 11:52 AM
25.	I support the idea of making the street more esthetically pleasing, but as a business owner the addition of the medians would devastate our business! We need east & west access for continued success. I support bike lanes and better sidewalks, and more pedestrian crosswalks.	

**10. Please add to the list of issues that need to be addressed by improved STREET DESIGN.**

1.	Need to slow traffic on all neighborhood streets.	Tue, Dec 13, 2011 3:41 PM
2.	Though not thrilled with angle parking on Harmon and Columbia streets, it could work. We strongly are against removing the traffic calming island on Columbia and Harmon. Before installing the island, many drivers would "game" the slight right turn heading north on Columbia to Harmon. Resulting in speeding drivers on Harmon headed to Galveston.	Tue, Dec 13, 2011 3:31 PM
3.	Comment only - trees that shade parked cars & pedestrians are tops on my list in this climate.  Trees would be the cheapest, fastest improvement to. The street - winners in all categories. DO THIS FIRST. RWNA could oversee personal donations to buy trees.	Tue, Dec 13, 2011 3:19 PM
4.	Change in zoning so that businesses with a high parking impact like 10 Barrel are required to build parking into their building (basement parking?).	Tue, Dec 13, 2011 1:46 PM
5.	I think most issues were all covered very well & I appreciate the efforts.	Tue, Dec 13, 2011 1:35 PM
6.	Allow for larger parking lots on Galveston & away from side streets & people's homes.	Tue, Dec 13, 2011 1:28 PM
7.	-Lighting - Parking - Access, who gets a driveway & who does not - How about another circle at 12th to slow traffic and aid cross traffic.	Fri, Dec 9, 2011 12:59 PM
8.	A few businesses need to do more to address their frontage to Galveston (Big-O Bagels, 7-eleven, & Westside Bakery) with car parking between the entrance & the street. NOT inviting to those on foot.	Fri, Dec 9, 2011 12:32 PM

9.	Slower traffic flow with improved pedestrian and bicycle areas are primary needs.	Thu, Dec 8, 2011 10:28 PM
10.	On street parking; lower travel speeds. If travel speeds can be lowered enough.	Thu, Dec 8, 2011 3:45 PM
11.	I believe that speeds have not been controlled on Galveston west of 14th; especially east bound that project failed to help those residents.	Thu, Dec 8, 2011 3:41 PM
12.	Pedestrian safety.	Thu, Dec 8, 2011 3:10 PM
13.	These ideas need to take into consideration all businesses that exist on Galveston. We cannot survive on walk in traffic. We have to have the driving access that we currently have. Please do not add to the troubles of a bad economy by cutting my business further.	Wed, Dec 7, 2011 11:52 AM
14.	No Street Medians!	Wed, Dec 7, 2011 11:32 AM
15.	More effort to slow traffic on all West side arterials. Our side streets don't allow parking near corners. Example - On north side of Galveston on Columbia don't allow parking on south side of 7/11 driveway (on Columbia). It's too close to corner. Same issue by gas station. Don't allow huge trucks to park where their auto sticks out into bike lane or street. You can't see around them.	Wed, Dec 7, 2011 11:25 AM
16.	Turning left is difficult onto Galveston because you have to watch for cars, bikes, and pedestrians for 360 degrees. Stop sign at 12th and Galveston to slow traffic and provide another pedestrian safe crossing.	Tue, Dec 6, 2011 3:11 PM

17.	A 4 way stop at 12th and Galveston would be a cheap way to slow traffic and provide a good pedestrian crossing between 14th & Harmon.	Tue, Dec 6, 2011 2:39 PM
18.	Better, safer bike riding is top priority. That would get cars off corridor.	Tue, Dec 6, 2011 2:03 PM
19.	Need to slow traffic on all neighborhood streets	Mon, Dec 5, 2011 2:45 PM
20.	As a bike rider, I am weary of riding next to cars parked on the street. Often, cars pull into traffic without looking for bike riders or open doors into bike lanes - scary and dangerous.	Sat, Dec 3, 2011 6:14 PM
21.	No median! Thanks	Fri, Dec 2, 2011 12:36 PM
22.	You got the big one: no continuous sidewalks going over the river! The design is lovely, and the trees would be wonderful. I'm just "businesssed out" after 10 Barrel's inelegant arrival!  Thanks for the efforts, and for taking comments.	Wed, Nov 30, 2011 10:31 PM
23.	If the city chooses to remove the beautiful old rock wall on the Galveston side, we request that they replace it with a similar, nice looking wall and be sensitive to the beautiful landscaping there. A sloped hill is not a good answer because it would encourage the many pedestrians and bicycles to cut across our property and cut too far into the nice landscaping along the wall.	Tue, Nov 29, 2011 1:50 PM
24.	The survey did not ask whether I supported getting the darn storm drains off the bike lane - I DO!	Mon, Nov 28, 2011 11:04 AM



- |       |  |                                    |
|-------|--|------------------------------------|
| 25.   | A cycle track separated from the car lanes would greatly decrease VMTs by creating a more comfortable biking environment. Alternatively, if a truly separated cycle track isn't feasible and on street parking helps secure business support for the project, can marked 2 foot delineators be used to separate the bike lane from car parking on one side and car traffic on the other? | Sun, Nov<br>27, 2011<br>4:31 PM    |
| <hr/> |  |                                    |
| 26.   | As a business owner on Galveston, I would strongly object to a median that would block my business. Please reconsider.   | Wed,<br>Nov 23,<br>2011<br>7:25 AM |
| <hr/> |  |                                    |
| 27.   | I think that the plan should address land use issues and parking needs to promote additional retail and mixed-use development.   | Fri, Nov<br>18, 2011<br>3:32 PM    |
| <hr/> |  |                                    |
| 28.   | Pedestrian crossings - by removing the median make them a lot easier. Crossing only two lanes not three.   | Fri, Nov<br>18, 2011<br>9:21 AM    |

**11. Please add any additional ideas that you have to address STREET DESIGN issues.**

1.	<p>We live on Harmon Blvd. In the 14 years that we have lived here, the surface storm water has increased dramatically. Especially after Overturf Butte was developed. During a rainstorm the water running down Harmon will overtop the curb and pour down our driveway to the house, pooling in the crawl space. This is a recent development as impermeable surfaces increased.</p> <p>Drainage problem.</p>	<p>Tue, Dec 13, 2011 3:31 PM</p>
2.	<p>There are a lot of pedestrian crossings along the entire corridor. Lighting at each intersection is needed - especially to allow motorists to better see pedestrians. The corridor is very dark and it is extremely difficult to pedestrians and unlit bicyclists.</p>	<p>Tue, Dec 13, 2011 3:13 PM</p>
3.	<p>Comments, next meeting. :-) Thanks!</p>	<p>Fri, Dec 9, 2011 1:11 PM</p>
4.	<p>Alternate design @ Harmon &amp; Galveston. The median down the middle with no left turns @ Harmon is ridiculous. The roundabout looks more favorable if it's big enough to get trucks around it.</p>	<p>Fri, Dec 9, 2011 12:51 PM</p>
5.	<p>Need more pedestrian crosswalks especially near the Harmon / Galveston intersection.</p>	<p>Fri, Dec 9, 2011 12:46 PM</p>
6.	<p>I strongly believe that a one way grid system should be considered for all side streets as a way to increase parking opportunities (diagonal on side streets) close to businesses.</p>	<p>Fri, Dec 9, 2011 12:43 PM</p>
7.	<p>Love the bike back-in parking on this location.</p>	<p>Fri, Dec 9, 2011 12:38 PM</p>

8.	Until this design is implemented, City of Bend needs to step up Police Patrol for motorists' refusal to yield to Pedestrians in crosswalks. It is BAD... night or day. Enforcement will truly improve quality of living along this corridor.	Fri, Dec 9, 2011 12:32 PM
9.	If you eliminate the mid-block median we love the design. I hope that you will consider an alternate design without the plan so that this design does not hurt our business and property.	Fri, Dec 9, 2011 12:10 PM
10.	More trees along sidewalk!	Thu, Dec 8, 2011 3:45 PM
11.	I think most of the ideas are great & increased bike lanes and "bumpers" would be great.	Thu, Dec 8, 2011 3:36 PM
12.	Roundabout great.	Thu, Dec 8, 2011 3:19 PM
13.	I am concerned that street trees in the median will create a linear affect that would make the street feel as if it was designed primarily for auto travel and secondarily for pedestrian travel.	Thu, Dec 8, 2011 2:47 PM
14.	Use the median area to treat storm water runoff?	Thu, Dec 8, 2011 11:25 AM
15.	I strongly oppose the median. At least between Federal & Columbia. I and my neighbors on this block need vehicle access from the East & West. Feel free to put medians on the rest of the street if those business owners won't be affected, but I would guess that they would.	Wed, Dec 7, 2011 11:52 AM
16.	No Street Medians!	Wed, Dec 7, 2011 11:32 AM

17.	Thank you for all the thought put into it. Don't allow large vehicles to park in front of West Side Bakery.	Wed, Dec 7, 2011 11:25 AM
18.	I would like to see a 4 way stop sign at 12th street. And redo all the sidewalks to make them safe at night.	Tue, Dec 6, 2011 2:07 PM
19.	Parking pockets, native landscaping, additional trees, etc. good ideas	Tue, Dec 6, 2011 2:03 PM
20.	I like the idea of providing parking near Harmon, and I very much like the idea of a median with trees. I would love to see a bike lane that affords some kind of protection from cars (slightly raised bump in pavement or something).	Sat, Dec 3, 2011 6:14 PM
	Decorative street lamps	
21.	Perhaps rather than too many trees, which may block storefronts and present a challenge to upkeep; incorporate hanging baskets, neighborhood flags (as used at the Old Mill), benches, sculpture.	Thu, Dec 1, 2011 8:49 AM
	Way finding signage to businesses and attractions.	
22.	Please do everything practical to help cyclists avoid being "doored" by parked cars when trapped between parked cars and street traffic.	Mon, Nov 28, 2011 11:04 AM
23.	As a business owner on Galveston, I would strongly object to a median that would block my business. Please reconsider.	Wed, Nov 23, 2011 7:25 AM
24.	I think the plan generally rocks and would be a huge upgrade to this breakout sub district!	Fri, Nov 18, 2011 3:32 PM

25. The roundabout at Harmon is integral to the corridor circulation and neighborhood circulation. Needs traffic calming on Harmon and perhaps a chance to add on-street parking to the Harmon Corridor.

Fri, Nov  
18, 2011  
9:21 AM

**Galveston Avenue Task Force and Stakeholder Meeting Comments****January 18, 2012 Galveston Avenue Task Force and Stakeholder Meeting Comments**

The following is a summary of the open discussion with the audience concerning the revised Galveston Avenue Concept Plan that was presented Task Force meeting. The list is not presented in any priority order rather it represents a running list of questions, issues and responses made during the meeting.

- 1) Who will maintain the landscaped areas?  
Typically the landscape strip, between the curb and sidewalk, is the responsibility of the adjacent property owner. Median and Roundabout landscaping is typically a City responsibility. Idea: The Downtowners Association may be able to help or may have additional suggestions on how to maintain landscaping in common public areas.
- 2) There was concern about the trees blocking the signage (@ 7/11 Store and Aspect)...  
Branches should be trimmed to meet City Code sight visibility requirements and any new tree locations would be evaluated during the next design stage to account for sign visibility.
- 3) Where do pedestrians cross and why are the crosswalks not included on the on the newer drawing (it is more critical with additional trees)?  
Technically, all intersections constitute crosswalks whether they are marked, or not. The city marks crosswalks where pedestrian volumes best justify the supplemental markings. There needs to be more feedback from Robin Lewis, city project engineer, regarding the use of marked crosswalks and the material to be used to identify them.
- 4) There needs to be left-turn movements  
Removal of both the center raised medians (with a one-block exception) and the turn-lane was illustrated in the newer design concept. More traffic analysis will be required during the design phase to evaluate the long-term impact of the loss of the dedicated left-turn pocket.
- 5) Can you explain the trade-off for eliminating the medians?  
The landscaping that was illustrated in raised medians in the last Concept Plan was moved to the sides of the road (between the curb and sidewalk). This change also permitted no loss in existing driveway access for businesses on both sides of the street.
- 6) Was embedded parking (i.e., parking bays that accommodate parallel parking on Galveston Avenue) removed because of bike access?  
No. There is still embedded parking plus bike lanes with a buffer zone although most of the new parking is on the south side of the street.  
(Observation:) Most everyone seemed to like the new concept plan with the center median located only within the middle (i.e., the one block section between 12th and Federal streets) section of the project.\*
- 7) What happens to the bike lane at the roundabout?  
The bike lane would follow typical roundabout design; the bicyclist either "takes the lane" or exits the street and uses the sidewalk (acting as a pedestrian). More design details will be provided in the formal design (e.g., the standard roundabout design that includes bike on- and off-ramps at the roundabout).
- 8) What (pavement) material will be used for the buffer in the bike lanes?  
Normally, bike lanes are separated from the travel lane with a solid white painted line. The next level of design would evaluate possible colored pavement or alternative surface treatment materials to identify the buffer zones (on both sides of each bike lane).
- 9) Any comments on the constraints at Harmon intersection for a roundabout?

Some voiced concern that if additional rights-of-way are required – what this impact this may have on the adjacent properties? This impact should be minimal but this is a detail that will be determined during more detailed design.

- 10) Will we lose part of the property in front, along our street frontage that is right-of-way; also, will the City pay to relocate the existing landscaping and irrigation that is in the right of way?

Use of rights-of-way: The details of evaluating what happens to the property frontage on any given parcel will be an element of the next level of design.

Landscaping impact: City projects typically fund the moving/altering of any existing irrigation systems that might be in the right-of-way, but as far as existing landscaping, this may or may not be relocated as part of the project cost.

- 11) What is the total width of the street?

At the Shell Station, the Concept Plan calls for a street width of about +/- 38' – 40'.

Development of a plan is important to provide predictable planning for future needs – business owners will need to check with the City for progress reports on the final design.

- 12) Is there a good time to start this project?

The time-frame for construction of this project may affect the businesses that depend on both summer and winter tourist business for their revenue is a concern. The timing and staging of construction will be determined later.

- 13) Will construction be block to block, half the street at a time, how will you interact with the businesses?

This will be determined as a part of a construction phasing plan.

- 14) Should we consider turn lanes at 12<sup>th</sup> to help funnel traffic?

The need for left-turn pockets would be determined during the next phase of design.

- 15) Has traffic engineering analysis been done on this plan?

No, this will be a part of the next stage of the design study.

- 16) Is there an option of a two-way bike lane on one side of the road?

No, the concern was that this type of design would create conflicts at the many driveways due to unexpected contraflow bicycle movement.

- 17) What is the feedback on back-in parking at Columbia and Harmon?

One property owner, on Harmon, expressed concern (in the questionnaire) about any new parking impeding his ability to back his trailer into his driveway.

- 18) Comment: Think of parking requirements as a whole during Galveston re-do...

- 19) Provide different textures/colors of pavement at the crosswalks...They are popular in Sisters.

This idea will have to be reviewed in the next design phase.

- 20) Who will take on the task of maintenance – especially when you are a franchise owner and do not own the property?

This was addressed early on in the meeting and one idea was to check with the Downtowners Association about potential options used there.

- 21) What is the consensus of the group to the new design?

\* About 2/3 (or more) of the group indicated supported for the new design with a show of hands.

## **February 14, 2012 Galveston Avenue Task Force and Stakeholder Meeting Comments**

The Task Force held an additional meeting with Galveston Avenue corridor business and property owners.

### **1. Introductions**

Task Force chair, Al Tozer called the meeting to order and welcomed everyone. He provided a brief introduction and summary of the Task Force's activity over the last few months. He asked for a round of introductions:

#### **Visitors:**

- Tim Jewsbury & Dennis Snyder – representing the 7-Eleven Store
- Jeff Monson – representing Commute Options for Central Oregon
- John Kelly – from the Old Bend Neighborhood Association
- Jerry Mitchell & David Ditz – representing True Adams Co.
- Brian Harrington – area resident
- Aaron Henson – area resident
- Cheryl Howard – representing the Deschutes County – Bike & Pedestrian Advisory Committee (BPAC)
- Erik Huffman – representing the Bend Traffic Safety Advisory Committee (TSAC)

#### **Galveston Avenue Task Force:**

- Jason Adams
- Joanne Richter
- Stacey Stemach
- Al Tozer
- Sally Russell
- Rick Root (also City of Bend staff member)

#### **Staff:**

- Nick Arnis, Transportation Engineering Manager
- Robin Lewis, Project Engineer

#### **Consultant:**

Tom Atkins, J.T. Atkins & Company PC

#### **Discussion and Comments**

Revised Concept Plan – (i.e., the current Concept Plan)

Last meeting feedback and discussion of the Concept Plan revisions:

Volunteer meeting facilitator and planning consultant Tom Atkins led the discussion and guided the audience and Task Force through a verbal summary of the changes that had been made to the original plan (both the old and new plans were mounted side-by-side on the wall to help to easily illustrate the modifications). Rick Root also noted that the questions and issues that were made at the last meeting (January 18<sup>th</sup>) had been included in the meeting handout materials.

Tom highlighted the revised plan design that now includes: Two 11-foot wide travel lanes (one in each direction), buffered bike lanes (i.e., a 2-foot buffer on the travel lane side, a 5-foot bike lane, then another 2-foot buffer on the parking/curb side) to be located on each side of the street, a planter/landscape strip and or parallel parking bays and 6-foot wide sidewalks on each



side of the street. The entire described street section would fall within Galveston Avenue's existing 80-foot wide rights-of-way.

He also pointed out that the landscaped strip could be used for variable design elements, including; storm water treatment areas (e.g., "rain gardens"), café seating, bike parking, new street luminaires, street trees, etc. The landscape zone of the street section would also continue to be the location of traffic control signs, utility poles, fire hydrants, transit stops, etc. Some limited parking bays might also be introduced on the north side, if businesses were willing to close existing driveways.

Tom noted the three varieties of street trees in the street section; two different varieties within the landscape strip – one shorter, to not conflict with the overhead utility lines (on the south side of the street), and a third, medium height variety to be located possibly within the proposed one-block median. (The overhead utilities could be relocated but typically this has a high cost associated with it so the presumption is the existing utilities would remain in place.) The tree varieties could also be a source of different seasonal colors and textures.

It is also envisioned that the new parking bays could be constructed with *permeable pavement* to support supplemental storm water run-off collection and provide added water treatment and retention.

The revised plan still includes the proposed new mini-urban-roundabout, at Harmon Street and the one-way street system on Columbia (southbound) and Harmon (northbound) streets located to the south of Galveston Avenue. Diagonal, back-in parking is also still proposed on the inside curb section (i.e., the business side) of the "triangle" block created by the described streets on both Columbia and Harmon. No parking is proposed on that section of the south side of Galveston Avenue (i.e., there are conflicting gas station driveways and a bus stop on that block).

The revised plan reflects a number of changes that have been made in response to concerns that had been raised at the Galveston Avenue Open House (that was held on November 17, 2011) and concerns that were raised in the feedback questionnaire.\* The biggest concern, voiced by many Galveston Avenue business owners with respect to the original Concept Plan, was focused on the raised median that prevented all left turns (except at street intersections). There was general audience preference for the revised plan (the same plan was presented today as it was at the January Task Force meeting).

\* <http://www.bendoregon.gov/Modules/ShowDocument.aspx?documentID=7204>

Tom facilitated input from the audience. Tom, staff and the Task Force provided answers to questions or provided further clarification on design elements including the rationale behind many features of the plan.

Questions and issues raised by the audience:

- Provide clarity on the parking changes. Response: Tom identified the locations of the proposed parking of the Concept Plan.

- Are the 11-foot travel lanes a sufficient width for truck traffic? Response: The bike lanes have an additional two-foot wide 'buffer' strip between the bike lane and travel lane. This buffer is planned to be marked either with paint or (preferably) different colored pavement. So effectively, they are 13-foot motor vehicle travel lanes that, by virtue of their design, encourage motorists to drive in the center of the 11-foot delineated travel lane.
- Concern about wrong-way drivers on the new one-way streets (the example of Union Street at Jacksonville was cited where this is a common problem). Response: This likely can be addressed by new curb design and adequate traffic control signing. The Union Street intersection at Newport Avenue was also cited as an example of how wrong-way traffic can be managed with restrictive curb design.
- Will a mid-block crossing be facilitated through the one-block section with the median? Response: No – pedestrians would be encouraged to walk a half block to cross Galveston Avenue at the nearest intersection.
- Will new street lighting be provided? If new lighting was provided that is similar to the Old Mill area fixtures, then the poles could also hold event banners and/or planter boxes. Response: Yes – that is the vision. But the issue of maintenance and monthly cost could limit the current availability of approved pole/fixture styles (City experience was cited with the recent Metolius project). Supplemental lighting is a project element proposed in the Riverside Boulevard (grant funded) Project – at pedestrian intersection crossings that access Drake Park. It would be strategic for any Galveston Avenue Lighting improvements to match the same fixture style so that there is lighting uniformity along the corridor. *Comment from the Task Force*: This is a great example of an opportunity to form partnerships with businesses that may have a financial role in supporting special lighting costs, event banner placement, flower basket installation and maintenance, etc., to help identify this unique business area.
- Have land use issues been considered? Response: This has been an on-going topic of discussion. It has always been considered a follow-up issue to discuss as it relates to possibly establishing a zoning overlay district to address parking requirements, other possible special land use provisions, etc. The desire has always been to promote business vitality while at the same time protecting neighborhoods.
- The observation was made that they like everything in the Concept Plan – but would like to see marked crosswalks (one key difference between the previous and current plan was the former design had illustrated full (4-side) crosswalks at each intersection while the new plan doesn't show any). Response: The desire is to make the corridor more pedestrian-friendly while judiciously placing any special markings where they provide the most safety value to pedestrians. This is a difficult issue; it is expected that the eventual design team would figure-out this issue. *Audience suggestion*: At least retain any of the existing crosswalks.
- What about crosswalks on only one side of an intersection vs. both sides (at intersecting streets with Galveston Avenue)? Response: The problem with that type of design is that (i.e., with only one marked crosswalk) – in roughly half of the desired crossings - it forces

pedestrians out of direction across three quadrants of the intersection just to get to their desired destination.

- The Concept Plan needs a legend to provide better clarity of the project elements. Response: Yes – agree. Also, adding either specific plan “call-outs” or other supplemental labeling would improve the understanding of the plan. Additional plan changes may need to be limited as this entire Concept Plan was generated by volunteer labor.
- Sign visibility due to impact of trees. Response: New trees would be sufficient size to be trimmed to City Code ground clearance requirements and be located such that they do not obscure sight-vision areas. The observation was also made, that by encouraging slower speed traffic on Galveston Avenue, it should also improve driver reaction time to businesses so the presence of additional trees may, in that respect, be more beneficial to businesses.

### Recommendation of the Task Force – “Guiding Principles”:

*[City staff editorial comment: It was understood that the Concept Plan, as detailed as it might appear, still falls short of a finished, construction bid-ready plan. The intent of the Task Force’s one-page plan is to illustrate the concept in as much detail as citizen resources permit. While much more detail could be added by the citizen’s group, it was deemed beyond the time and, in some cases, beyond the technical expertise of the committee.]*

*Therefore, it is the objective of the Task Force to provide the City with important Guiding Principles that might help inform the next level of design effort. The City would, in turn, prepare a Request for Qualifications (RFQ) to enlist the aid of a capable multi-disciplined consultant team. The principles, in this respect, would then help provide City staff with details needed to help craft a RFQ that has a clearly defined project scope that is consistent with the Task Force’s recommendations, as much as practical.*

*The City would further engage the Task Force, as necessary, to clarify, support or provide other assistance that would help advance the Concept Plan toward a more substantial end-product. The objective is to have a final plan that is capable of being used to guide Capital Improvement Program (CIP) planning/ construction, coordination of other maintenance activities/resources, provide support of grant applications, or act as a guide to private development and/or redevelopment activity and any other process that would help advance the Task Force’s vision forward to becoming a reality.]*

*General statement of the Task Force:* The proposed Concept Plan: The biggest concern voiced by many Galveston Avenue Street business owners concerned the raised median that prevented all mid-block left turns (i.e., lefts turns only being permitted at street intersections). The revised plan honors that concern with a new proposed street section that has eliminated all but a one-block section (between 12<sup>th</sup> & Federal streets) of the raised median. For the remaining blocks, between 14<sup>th</sup> Street and the Deschutes River (except at the roundabouts at each end) there is an absence of a dedicated left-turn pocket.

The Task Force desires that the next level of design review should account for the following important concepts and/or resolution of issues:

- Crosswalks at Intersections:

*Discussion:* Pedestrian movement on, along and across Galveston Avenue was a key part of the issues that were identified as important issues at the beginning of this Task Force concept planning effort. The project should honor that vision (intent). Crosswalks should be identified by either painted parallel lines, or more preferably, different pavement color should be used in the design. There was some mixed opinion (between staff and the Task Force) about whether it is better to mark both sides of all of the street crossings or limit the markings to only higher crossing demand intersections. Also, the general consensus was; that all intersections ought to be treated the same. In this respect, another idea was to delineate entire intersections in a different material and/or color. The next level of design consideration should take a careful look at the pedestrian crossing component design - particularly the north-south crossings of Galveston Avenue.

*Recommendation (Motion):* "Take pedestrian crossings that were marked on the old plan and transfer them to the new plan" (motion passed unanimously 6-0\*). The next level of design would consider elements of the crosswalk discussion.

[\* Note: Due to the lack of remaining meeting time, only the first item had a formal vote by the Task Force and the subsequent items represented a consensus agreement by the Task Force with no vote taken.]

- Storm Water Run-off Management:

*Discussion:* Consider possible coordination with the Mirror Pond Project

*Recommendation:* Storm water run-off management was also one of the key issues of the Task Force. It is imperative that the next design phase fully evaluate how to incorporate storm water treatment in the design. A full-range of options is anticipated from rain gardens to permeable pavement. Consider effective low-impact options.

- Power Line Removal/Relocation:

*Recommendation:* Explore options of relocating the existing overhead utility lines, if financially feasible.

- (Galveston Avenue) Driveway Removal:

*Recommendation:* Clearly communicate to business owners the value and benefit to their business of driveway removal (and replacement with curb-side parking).

- Alleys:

*Discussion:* The River West Neighborhood Association (RWNA) has tried to raise awareness of the alleys with a specific emphasis on recognizing pride of ownership to clean them up and maintain them in an attractive fashion (with Association sponsored awards given to deserving property owners). Some property owners have taken this to heart others have been less interested. As the alleys are typically only 15-feet wide (some alleys appear wider due to

adjacent property paving along the edges), probably the biggest issue with the narrow alley condition is maintaining an unobstructed passageway, as much as possible. Specifically, the desire is to prevent encroachment of this area with parked vehicles, trash receptacles, or other misc. obstacles. If there are fewer driveways on Galveston, alleys become increasingly important to help support business circulation needs. Thus, unobstructed alleys, if paved, can better serve some business functions, such as access to/from rear parking areas, trash collection, or in some cases, can accommodate some delivery activity (an excellent example is the alley between 14<sup>th</sup> and 12<sup>th</sup> streets, south of Galveston Avenue – that seems to serve these purposes well).

*Recommendation:* Recommend providing delineation (survey) of the alleys to define and mark the rights-of-way so it is evident to all what area to keep clear. Alleys should be as functional as possible for all modes of travel.

- Traffic Analysis

*Discussion:* Another one of the biggest concerns is traffic analysis of the proposed Concept Plan; both the existing conditions and future forecast Traffic. By far, one of the biggest concerns with the Concept Plan is the loss of the dedicated left-turn pocket on Galveston Avenue and the resultant impact on traffic. Will turning traffic unreasonably delay through traffic? Will frustrated drivers then pull around the turning vehicle into the buffered bike lane and endanger bicyclists? Where will any potentially diverted traffic go and what other negative impacts might it cause (e.g., any additional traffic diverted onto other local streets some that don't have complete sidewalk systems might contribute to the erosion of safety within the adjacent neighborhood or simply be detrimental to the quality of life)?

*Recommendation:* The traffic analysis needs to maintain a balance for all modes of travel – not simply recommend motor-vehicle improvements that just cancel-out any benefits of the Concept Plan. Consider possibly special criteria for arterial streets that support similar design efforts – this may require Transportation System Plan (TSP) amendments [*Staff comments: However, there is currently some TSP language that gets at these specific concerns. See: the Bend TSP\*\*, Chapter 6, Section 6.5.1.4: Central City – Minor Arterial Street Widening Limitation, pages 125 -126, and Section 6.9.6, Policy 21, pages 165 – 166.*]

\*\* <http://www.ci.bend.or.us/modules/showdocument.aspx?documentid=4091>

- Traffic-Calming

*Recommendation:* The final design should place a priority on calming-traffic, not necessarily on improvements that move traffic as fast and as free-flow as possible.

- Build Community and Promote Energy Conservation

*Recommendation:* A fundamental theme of the concept plan was to help make the Galveston Avenue business area a “people place” with improvements that set a standard of quality that will ensure it is a pedestrian- and bicycle-friendly destination. With this design parameter in mind, any improvements should promote energy conservation to the extent possible.

- Revisit development codes

*Recommendation:* Reconvene the Task Force - if it is useful - but a next step in completing a plan for Galveston Avenue is to reevaluate the City Code or plans to determine if changes could be made to this area that would improve the economic potential of this narrow strip of

commercially zoned properties along Galveston Avenue. Examples might include: adding flexibility for parking requirement calculation, permitting expanded parking into other properties, mixing of uses, modest changes in building heights/setbacks or even limited changes in land use designations. Foremost, this should not be done in a vacuum but again provide an open process - that ALL that want to - can have a say in any final recommendations to the decision bodies. As stated before, it is the desire to create measures that are both positive for businesses and the affected neighborhoods.

- Define a timeline

*Recommendation:* Develop a timeline for an implementation strategy, as much as possible.

### 3. Other Task Force business/announcements

Visitor Brian Harrington invited the Task Force to attend a "Walking Tour" that is being planned as a part of the American Planning Association (APA) – Oregon Chapter Conference to be held on May 10, 2012, that is anticipated to showcase this 'grassroots' planning effort. The Concept Plan is also consistent with the conference theme: *Planning for Real Sustainability*. Brian encouraged Task Force members to attend and help provide feedback on the process to better inform interested tour participants.

Conference information: <http://www.oregonapa.org/BendConference>

#### Adjournment:

The final Task Force meeting ended with chair, Al Tozer, providing some closing remarks including thanking everyone; the Task Force, staff and the audience for dedicating their time and support in helping to develop this Galveston Avenue Concept Plan. The meeting adjourned with a Valentine's Day "cupcake" toast to I-Heart-"G" (Galveston Avenue).