

# 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**