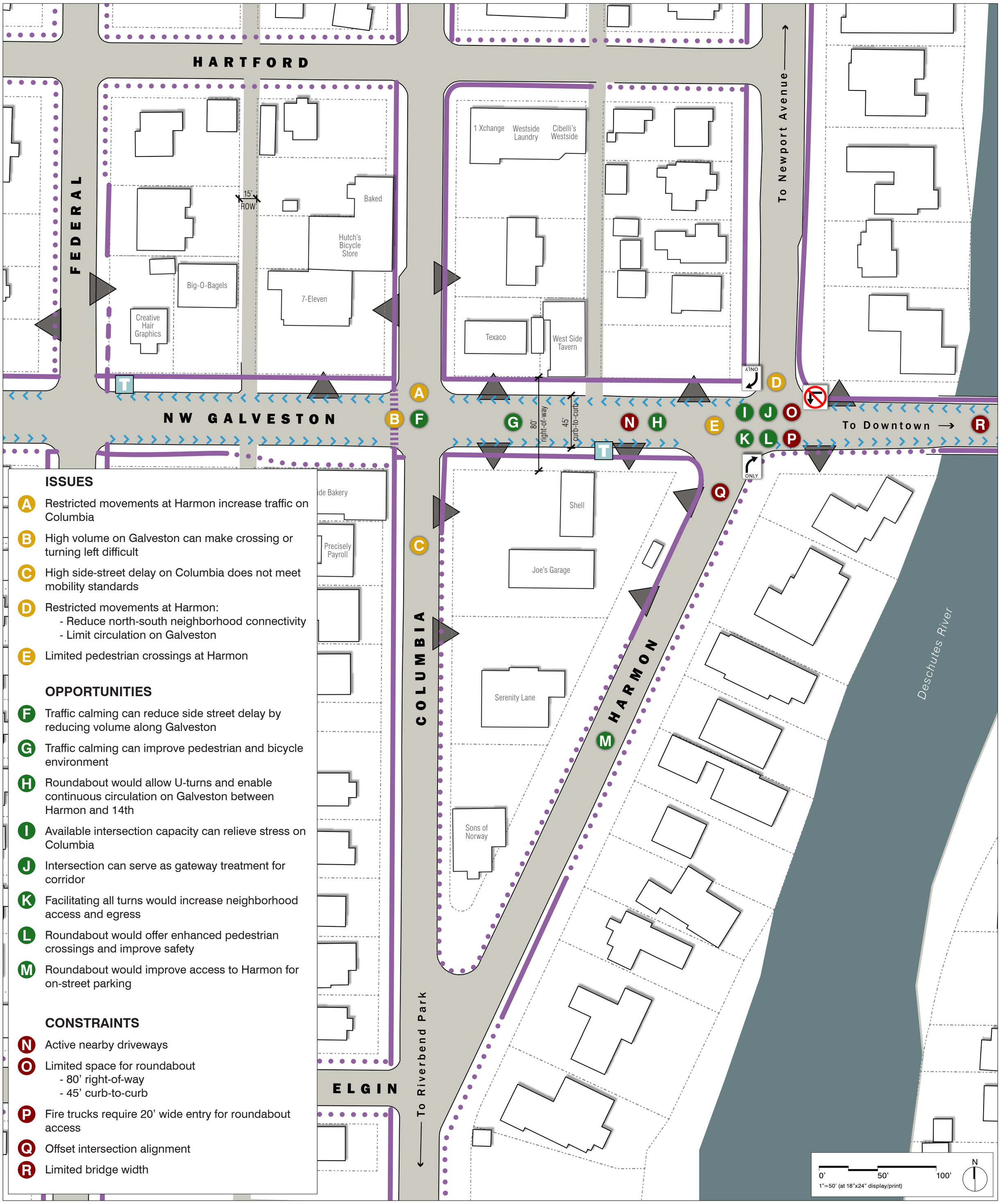

ISSUES

- **A** Restricted movements at Harmon increase traffic on Columbia
- **B** High volume on Galveston can make crossing or turning left difficult
- **C** High side-street delay on Columbia does not meet mobility standards
- **D** Restricted movements at Harmon:
  - Reduce north-south neighborhood connectivity
  - Limit circulation on Galveston
- **E** Limited pedestrian crossings at Harmon

OPPORTUNITIES

- **F** Traffic calming can reduce side street delay by reducing volume along Galveston
- **G** Traffic calming can improve pedestrian and bicycle environment
- **H** Roundabout would allow U-turns and enable continuous circulation on Galveston between Harmon and 14th
- **I** Available intersection capacity can relieve stress on Columbia
- **J** Intersection can serve as gateway treatment for corridor
- **K** Facilitating all turns would increase neighborhood access and egress
- **L** Roundabout would offer enhanced pedestrian crossings and improve safety
- **M** Roundabout would improve access to Harmon for on-street parking

CONSTRAINTS

- **N** Active nearby driveways
- **O** Limited space for roundabout
  - 80' right-of-way
  - 45' curb-to-curb
- **P** Fire trucks require 20' wide entry for roundabout access
- **Q** Offset intersection alignment
- **R** Limited bridge width

BOUNDARIES
- Parcel

BUILDINGS
- Area Businesses

CONNECTIVITY
- Pedestrian Crossing
- Complete Sidewalk
- Substandard Sidewalk
- Incomplete Sidewalk
- Bike Facility
- Bus Stop
- Driveway
- Opportunities, Contraints and Issues Locations

DKS SERA

Galveston/Harmon/Columbia Triangle Issues, Opportunities & Constraints (DRAFT)

NW GALVESTON AVENUE STREETSCAPE - BEND, OR

28 APRIL 2014