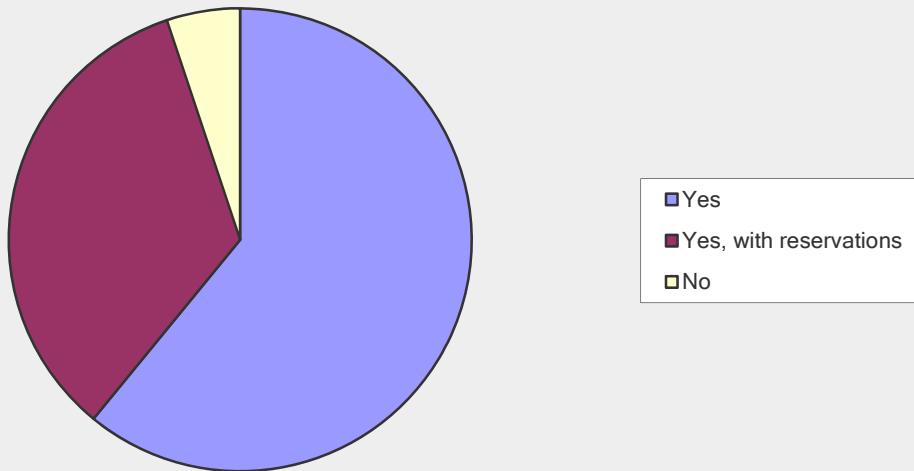


Galveston Avenue - Streetscape Concept Design

1. Do you support the vision of the project?

| Answer Options | Response Percent | Response Count |
|------------------------|--------------------------|----------------|
| Yes | 60.9% | 226 |
| Yes, with reservations | 34.0% | 126 |
| No | 5.1% | 19 |
| | <i>answered question</i> | 371 |
| | <i>skipped question</i> | 1 |

Do you support the vision of the project?



1 hard copy response

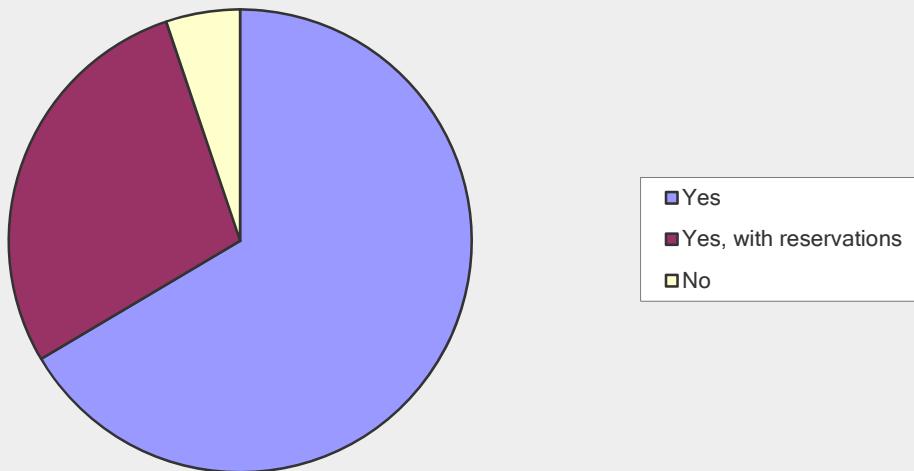
Only option 1 without mini roundabout. This should be a beautification project

Galveston Avenue - Streetscape Concept Design

2. Do you support the goals of the project?

| Answer Options | Response Percent | Response Count |
|------------------------|--------------------------|----------------|
| Yes | 66.5% | 244 |
| Yes, with reservations | 28.3% | 104 |
| No | 5.2% | 19 |
| | <i>answered question</i> | 367 |
| | <i>skipped question</i> | 5 |

Do you support the goals of the project?



1 hard copy response

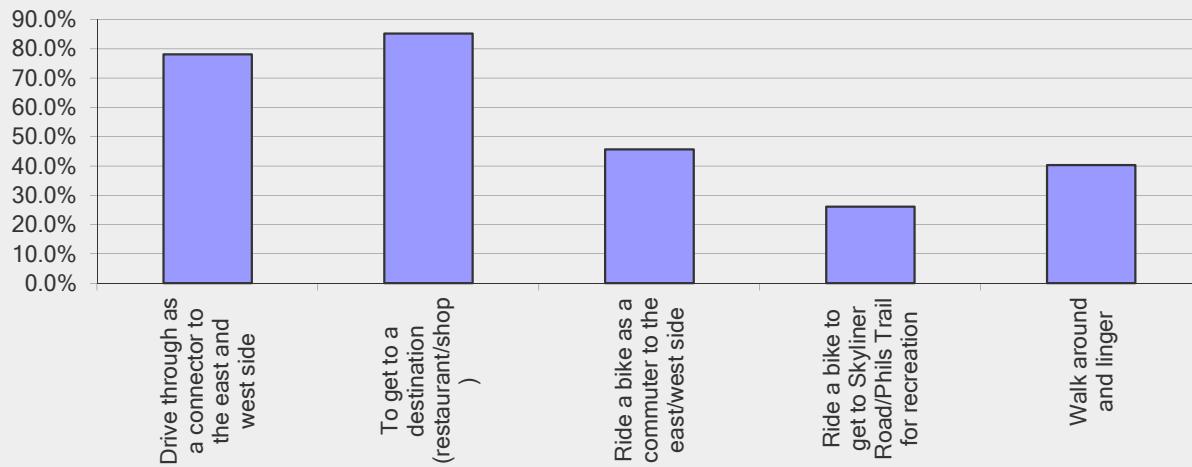
no comment/goal to maintain/enhance the residential neighborhood on the "triangle"

Galveston Avenue - Streetscape Concept Design

3. How do you use Galveston Avenue? (check all that apply)

| Answer Options | Response Percent | Response Count |
|--|--------------------------|----------------|
| Drive through as a connector to the east and west side | 78.1% | 275 |
| To get to a destination (restaurant/shop) | 85.2% | 300 |
| Ride a bike as a commuter to the east/west side | 45.7% | 161 |
| Ride a bike to get to Skyliner Road/Phils Trail for recreation | 26.1% | 92 |
| Walk around and linger | 40.3% | 142 |
| Other (please specify) | | 54 |
| | <i>answered question</i> | 352 |
| | <i>skipped question</i> | 20 |

How do you use Galveston Avenue? (check all that apply)



- 1 Own a commercial building on galveston
- 2 Navigate area in wheelchair
- 3 I live at NW12th and Hartford so I use Galveston to get home.
- 4 Live near by
- 5 Live near, so use the businesses.
- 6 daily commute to work (cocc)
- 7 I live 1 block south of Galveston on Federal, so it is my home turf.
- 8 I live 2 blocks from Galveston. I use it every day in all aspects of life
- 9 usually by bike
- 10 I live on columbia so I walk everywhere
- 11 to get home as i live on 13th street
- 12 to get to a destination (my home)- EVERY day x4
- 13 walk as a commuter to the east side
- 14 Walk to restaurants and pubs
- 15 live just off Galveston
- 16 to get home
- 17 Cross over Galveston on bicycle to get to locations north/south of the corridor.
- 18 Living on Federal it's our access to all local arteries heading southwest.
- 19 I work on Galveston Ave
- 20 Bike to school

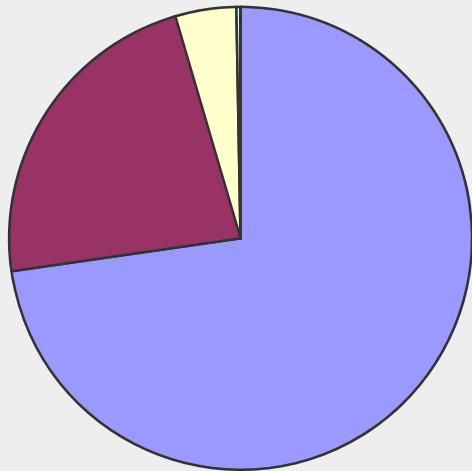
- 21 live on Cumberland
- 22 I live on Kingston and 12th.....I drive it most days
- 23 Also ride bike to Galveston currently with no problems
- 24 This is my neighborhood. I use it as a travel corridor to & from my home.
- 25 I ride my bike from 17th to downtown daily
- 26 all of the above
- 27 Walk my children to school at Westside Village
- 28 ride bike for pleasure.
- 29 Crossing daily to get to work
- 30 Also bike around the neighborhood not trying to get anywhere listed.
- 31 ride bike to get to destination
- 32 Drive to work on Galveston
- 33 pub, meat market, running shoes, knitting stuff, and cupcakes
- 34 business, drive vehicle
- 35 My kids and I commute to school too.
- 36 School
- 37 Get my kids to and from school.
- 38 To and from home
- 39 I live just over a block away on 14th street.
- 40 I live right off of galveston.
- 41 Use it daily since I live right near it. To go to school.
- 42 Come from one of the side streets - often Federal - to get to downtown
- 43 I live off upper galeston so it's my neighborhood but I rarely walk around and linger.
- 44 Shop or eat
- 45 we live next to Galveston on Harmon
- 46 Walk and bike through from west side to downtown
- 47 Resident of the corridor
- 48 live in the area
- 49 work on Galveston
- 50 live in the area
- 51 live at 12th and Hartford - use Galveston to home and out.
- 52 cross
- 53 Crossing it from Newport area to Old Mill area
- 54 work

Galveston Avenue - Streetscape Concept Design

4. How often do you use Galveston Avenue?

| Answer Options | Response Percent | Response Count |
|----------------------------------|------------------|----------------|
| Very often, almost daily | 72.7% | 256 |
| Often, typically once a week | 22.7% | 80 |
| Occasionally, once a month | 4.3% | 15 |
| Infrequently, a few times a year | 0.3% | 1 |
| Rarely or never | 0.0% | 0 |
| <i>answered question</i> | | 352 |
| <i>skipped question</i> | | 20 |

How often do you use Galveston Avenue?



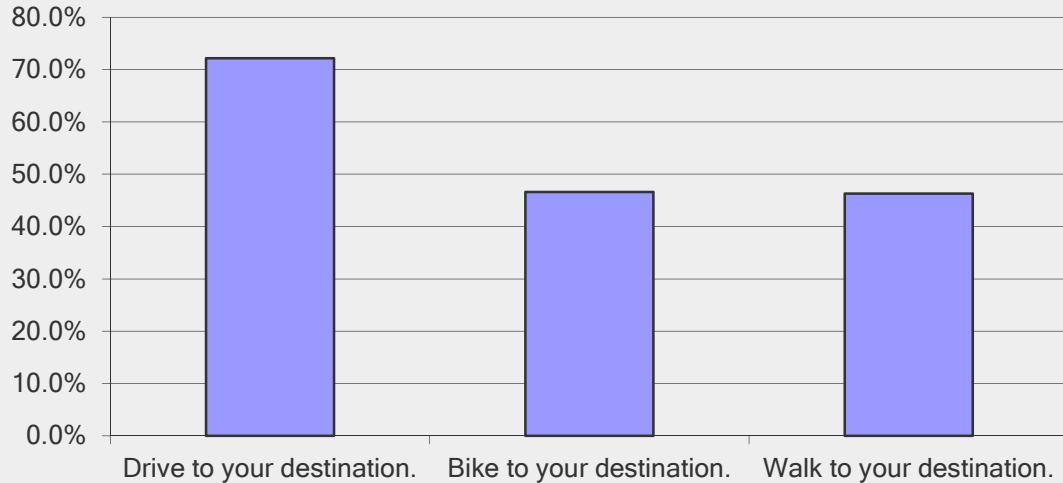
- Very often, almost daily
- Often, typically once a week
- Occasionally, once a month
- Infrequently, a few times a year
- Rarely or never

Galveston Avenue - Streetscape Concept Design

5. How do you typically access businesses along Galveston Avenue? (check all that apply)

| Answer Options | Response Percent | Response Count |
|----------------------------|------------------|----------------|
| Drive to your destination. | 72.2% | 254 |
| Bike to your destination. | 46.6% | 164 |
| Walk to your destination. | 46.3% | 163 |
| <i>answered question</i> | | 352 |
| <i>skipped question</i> | | 20 |

How do you typically access businesses along Galveston Avenue? (check all that apply)



Galveston Avenue - Streetscape Concept Design

6. What are your concerns currently with Galveston Avenue? (check all that apply)

| Answer Options | Response Percent | Response Count |
|---------------------------------------|------------------|----------------|
| Congestion | 52.7% | 185 |
| Lack of continuous sidewalks | 60.4% | 212 |
| Lack of safe pedestrian crossings | 59.8% | 210 |
| Lack of parking | 46.7% | 164 |
| Speed of vehicles | 44.2% | 155 |
| Unsafe for people with disabilities | 23.1% | 81 |
| I don't have concerns about Galveston | 7.1% | 25 |
| Other (please specify) | | 88 |
| <i>answered question</i> | | 351 |
| <i>skipped question</i> | | 21 |

- 1 Biggest problem is lack of parking
- 2 How it effects the residential area
- 3 Bike lanes are not adequate
- 4 Dangerous left turns, low lighting makes seeing people crossing street challenging
- 5 difficult crossing Galveston in a car
- 6 lack of bike safety
- 7 NOISE of businesses with liquor licenses.
- 8 Need 4-way stop sign at Columbia and Galveston (or small roundabout)
- 9 intersection at tumalo was very poorly redesigned. I don't trust the city with large scale projects...
- 10 The City having no real plan for increase traffic from OSU Cascades,

entirely too many liquor licenses, already density is a concern & we don't yet have the influence of the Cascades Campus. Galveston is already too traffic congested so the increase in my neighborhood on Federal & 12th & Columbia Streets is excessive. Additionally, the commercial traffic with Ride the River buses & the CycloPub with routes through our neighborhoods is creating a less than liveable combination all without any consideration for residents &

- 11 neighborhoods by the city planners.

- 12 Future major congestion with West Side build out (NW Crossing /Mt B /Pronghorn etc.

- 13 It seems like there should be a stp sign or round about at the columbia intersection

Visibility around parked cars at bakery building is a serious safety issue for bikes, peds and drivers. As traffic has increased so has speed and drivers anxious

- 14 to get take any opening to turn onto Galveston

- 15 Too many liquor-centric businesses

- 16 vehicles coming out of roundabout heading West on Galveston starting as drag race.

- 17 Noise from 10 Barrel Brewery

- 18 Cars not understanding cyclists' right of way at roundabouts

- 19 Bike lanes past Westside Cafe

- 20 Poor road quality and unsafe for cyclists

- 21 Bike lanes are terrible. To close to traffic and to many vehicles making right turns and unaware of your presence.

Bike paths don't feel safe b/c of varying widths, cars backing into the bike lane (west side bakery area) and run off drains directly in the middle of the bike paths

- 22 (safer to ride around them than to risk losing control while riding over them)

- 23 Safer for bikers. I.e., separated bike lanes.

- 24 driveway conflicts are scary for family bike riding

- 25 limit light pollution at night

how it impacts my living environment. My concerns is that this remain a quiet residential area, not to be mass marketed to business interests, tourists, landlords. I want it to be a reflection and complement to the neighborhood that it travels through. Galveston is a corridor thru a residential area and that is what it needs to look like. Not a parking lot for businesses, not a place to party, not a place to be loud, drunk and crude. A dull through street with neighborhood-sized small businesses that are a convenience to our residents.

- 26 Sufficient off-street parking other than sidestreets

bike safety. Medians do not allow vehicles to move to the center line to give room to cyclists, even if they are in the bike lane. I know this from Mt Washington dr.. Trucks, buses etc. are almost on the white line which is very close for such large vehicles. especially when avoiding storm drains which there are several

- 28 on Galveston. Do not put Medians!

- 29 noise; residential property values

- 30 left turns are hazardous - eliminate left turns

- 31 # of vehicles in the summer

- 32 Lack of bike lanes

- 33 too many commercial bussnesses

- 34 older residents driven out

- 35 Better lighting at crossings. Cars stop if they can see peds.

- 36 it is just ugly to look at

- 37 The intersection with Tumalo is incredibly dangerous and poorly designed. It's dangerous for pedestrians trying to cross, it's dangerous for vehicles turning left

- 38 i've been hit by cars 2 times in the past 4 months riding my bike on Galveston

- 39 needs to be improved to look like a dining a shopping area like downtown

- 40 Lighting at night is poor

- 41 Bike lanes are too narrow with sewer grates in them

- 42 construction could put small business owners out of business

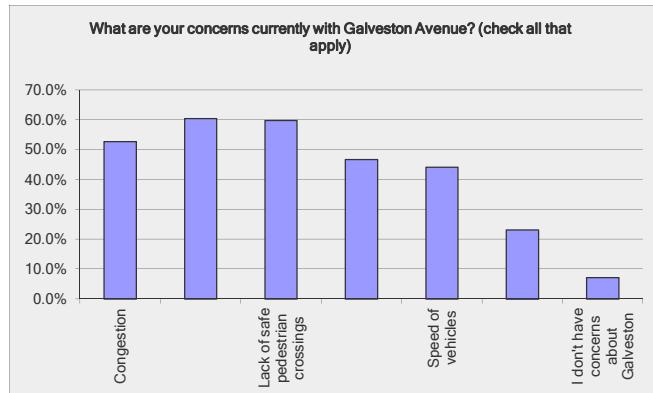
- 43 hard to turn onto or off of Galveston

- 44 I have kids ... need sidewalks and safe pedestrian crossings

- 45 Galveston currently work with the exception of continuous sidewalks and lack of lighting at crosswalks

- 46 Poor Street Lighting. Very difficult to see pedestrians at night.

- 47 inadequate bike safety



48 Too many access points from 7-11 to the river. The large number of accesses makes it feel unsafe for auto drivers and pedestrians trying to cross the road.
difficult to turn onto when approaching from the north, wanting to turn east. the continuous flow from last years project by drake park/tumalo st leaves little
49 openings from a traffic flow perspective

Difficulty driving through or being able to turn into the right street or business to get where I'm going without causing backup and dive-bombing small infrequent
50 breaks in traffic.

51 Too many businesses have been allowed

52 Poor capability to handle traffic flow as an east-west connector.

53 Continuous flow of traffic makes it difficult/dangerous to cross Galveston on a bike.

The parking at Westside Bakery/Versante is stupid and dangerous for multi-modal. Also to make a left turn from Galveston onto Columbia (heading west and
54 south) is very tight, not bike friendly at all.

55 Drainage grates in bike lanes

56 Ability to turn left from a side street onto Galveston.

57 The crazy driving that happens there, with people pulling out because there is no break in traffic and some left turns are impossible.

58 Bicycle safety

59 ugly. need trees/vegetation in median

60 Aggressive drivers buzzing cyclists

61 Noise from concerts at 10 Barrel Brewing

62 lack of onstreet parking on Galveston

63 No separation of people on bikes from traffic.

64 The volume of vehicle traffic makes it difficult to be on foot/bike and safely merge or make left turns (across multiple lanes of traffic).

65 Traffic load on feeder streets, Columbia, Federal, etc. Speeding cars going to Galveston on residential street

66 Efficient traffic flow with turns to side streets

67 It would be nice if we got rid of the chicken and rabbit cages on the sidewalk

68 It's a tough balance. I want businesses to thrive, but summer tourism congestion makes it unappealing for the rest of us.

69 Hard to make left hand turns off of side streets onto Galveston

70 poor quality of the pavement

71 access to business's

Traffic along Galveston makes is very congested and dangerous to enter Galveston from the streets to the North and South. Left hand turns off of these
72 streets onto Galveston are dangerous and create back-ups into residential neighborhoods

73 Difficult to notice pedestrians wanting to cross road with all of the activity/distractions.

74 No protected bike lanes. Very easy to have people make right turns in front of you

75 poor car crossing opportunities (such as at Columbia) causes unsafe car maneuvers. Cars need a safer way to access Galveston.

76 Unsafe for cyclists

77 The Cycle Pub creating congestion

78 Need to ensure that visitors do not park in nearby residential streets.

79 Parking rule enforcement doesn't exist. Handicap exits off of sidewalks are frequently blocked even though they are painted yellow.

80 Lack of protected bike lanes, and too much stinky vehicle traffic. Promote electric vehicles and alternate commute options. Maybe install a charging station?

81 Bike lanes are unsafe

82 speed of bicycles

83 Unsafe for beginning biker

84 Lack of turn lanes without congestion

85 Lack of adequate bike lanes, bicycle safety around the parking in front of West Side Bakery/Versante Pizza, deep drainage grates in the bike lanes
even the crossing at 7-11 is unsafe - my son was hit as a pedestrian in the crosswalk as another fast truck barreled toward the driveway of 7-11; why don't the
86 businesses have to provide parking?

87 storm drains in bike lanes

88 bikes all over the place

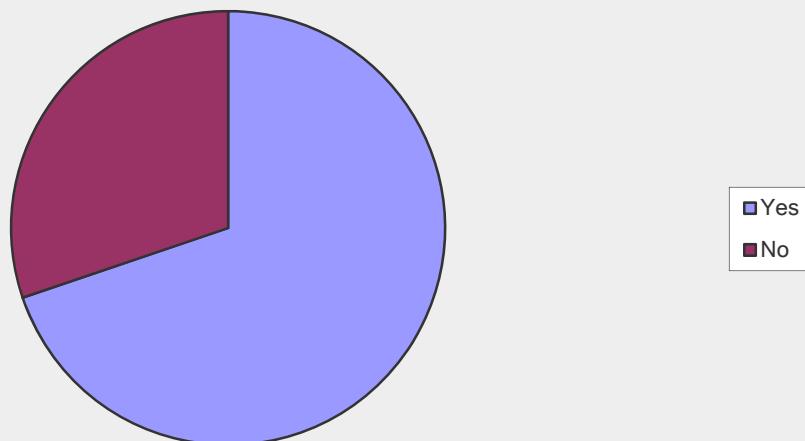
89 As a cross street, it would be great to have Harmon again.

Galveston Avenue - Streetscape Concept Design

7. Would you be willing to park on the Columbia/Harmon triangle and walk to your destination on Galveston?

| Answer Options | Response Percent | Response Count |
|--------------------------|------------------|----------------|
| Yes | 69.8% | 245 |
| No | 30.2% | 106 |
| <i>answered question</i> | | 351 |
| <i>skipped question</i> | | 21 |

Would you be willing to park on the Columbia/Harmon triangle and walk to your destination on Galveston?



1 hard copy response

this is where I live! I don't want my neighborhood to become a parking lot. I live one block off Galveston - I support the extra parking for others.

2 hard copy response

if nothing else. It's kind of far from my daily destination.

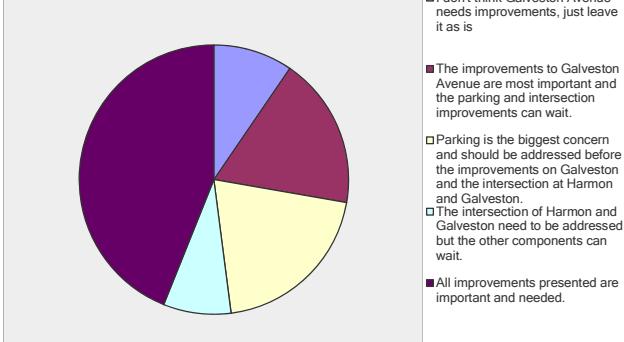
3 hard copy response

Galveston Avenue - Streetscape Concept Design

8. Please choose one of the following options that best fits your opinion of the project need.

| Answer Options | Response Percent | Response Count |
|---|------------------|----------------|
| I don't think Galveston Avenue needs improvements, just leave it as is | 9.4% | 33 |
| The improvements to Galveston Avenue are most important and the parking and intersection improvements can wait. | 17.9% | 63 |
| Parking is the biggest concern and should be addressed before the improvements on Galveston and the intersection at Harmon and Galveston. | 19.9% | 70 |
| The intersection of Harmon and Galveston need to be addressed but the other components can wait. | 8.0% | 28 |
| All improvements presented are important and needed | 43.2% | 152 |
| Other (please specify) | | 56 |
| answered question | | 352 |
| skipped question | | 20 |

Please choose one of the following options that best fits your opinion of the project need.



Comments

- 1 Parking and sidewalks , Offsite would work but the sidewalks need to be fixed and bike lanes could upgraded
- 2 but the plan could be implemented in phases. It will be very expensive and it may not be practical to do the entire project at one time.
- 3 Parking at specific prerties on Galveston should have a smaller parking requirement
- 4 Disability accessibility of prime importance!
- 5 need 4-way stop sign at Columbia and Galveston, to allow cars to cross Galveston, and also slow traffic on Galveston overall
- 6 ...but please take the time to consider impact on local residents FIRST. tourism\ my bachelor access is secondary to needs of the community.
- I Agree it needs improvement, but not sure about any of these options. As with all things Bend these days it will loose its character and be gentrified and 7 sterilized by the time the city gets done with it but the tourists will probably have a made in China bench to sit on..
- 8 but not without the courtesy of considering what impact the improvements will have on the surrounding neighborhoods.
- 9 First do a Future "Demand Volumn study" 15 year min. --
- 10 Protect residential neighborhoods around Galveston Ave.
- 11 stop with your parking concerns!! park and ride/walk
- 12 Need for specific crossing locations not at evry corner, can't drive through galveston safely without immediate pedestrian crossings
- 13 sidewalks and bike lanes most important
- 14 The allowance of high traffic businesses like pubs and dining without planning for parking is egregious. How did this happen, what about codes? Please fix!
- 15 Needs to be beautified, and make most appealing to bike/walk traffic.
- 16 Although Phasing could be utilized if costs are issue
- 17 a mini roundabout is an insane idea for Galveston and Harmon. Whoever thought of that idea is a moron.
- Ultimately I believe all improvements are much needed but the priority would be to make columbia one-way as described and put in a roundabout at Harmon.
- 18 Turning left from any of the streets entering Galveston from the south is a nightmare.
- 19 The street is unsightly; need trees, medians with attractive plantings, wide sidewalks, etc.
- Parking has become a problem as a result of the growth of businesses on galveston. If improvements are desired, I would limit them to providing sidewalks, improving the existing stormwater street treatments, making sure that sidewalks are free of ice and snow in the winter. Parking is a big concern but 10 Barrel should be responsible for providing its customers a place to park, not the community, not the city, not other businesses. If the street is going to be renovated for commercial use, then, of course, all these plans would be necessary as Galveston would then become something very different than what it's been. And none of that is in accord to what neighbors desire, which is a nice place to live in peace, harmony and quiet with one another. Introducing and emphasizing business only interests does not serve our immediate neighborhood continuity. It only furthers a very few select number of people - businesses, landowners, at the expense and benefit of the collective common good. The few benefit, the rest of us have to put up with the consequences: traffic, noise, drunks, loud people, constant motion and commotion, loss of peaceful environs. The people proposing such changes DO NOT reside in the neighborhood. The inconvenience is not 20 anything they have to live with.
- 21 My biggest concern is finding a way to make the avenue pedestrian friendly without sacrificing the east-west access
- 22 I think the highest priority is improving the sidewalk system.
- 23 NO ROUND-A-BOUT ON HARMON/GALVESTON!!
- 24 Sidewalks are my biggest concern.
- 25 Sidewalks, lighting, move storm drain grates out of bike lane
- I think we need to update/improve Galveston and that should includes intersection improvements. I actually think Columbia needs to be improved before 26 Harmon.
- 27 Why not consider a parking garage managed by a parking company
- 28 I never have trouble parking
- 29 If these are the options. Leave it, fix the sidewalks and stop wasting our money.
- 30 Parking & Harmon/Galveston should be done together.
- 31 no roundabout at Harmon and Galveston, what is so bad about the Harmon Galveston intersection?
- 32 The overall set of intersection improvements should be the priority. The other improvements can wait.
- 33 I don't understand the decisions behind limiting turning onto the most commonly used streets and most used turns. ADDRESS the traffic, don't make it worse.
- The project needs to deal with the poor planning allowed with all the businesses that have been allowed to clutter the street. Lack of planning on the city's part 34 has caused a huge traffic problem
- 35 Any Improvement should be focused on moving traffic as expeditiously as possible through the area, and NOT to slow traffic down.
- 36 Maintaining traffic flow and the ability to turn are most important.
- 37 safer bike lanes
- 38 wider buffered bike lanes
- 39 Don't mess with it.
- 40 Improvements to Galveston Ave and intersection improvements are most important, car parking can wait.
- 41 Pedestrian and bicycle safety are most important to me and should be addressed first
- 42 My reservation for parking and walking a long distance is I'd be doing so with a small child in tow most of the time.
- 43 Allow turns to side streets and improve pedestrian safety
- 44 Turning left onto Galveston from either side is hard!
- 45 It needs continuous sidewalks, otherwise leave it alone.

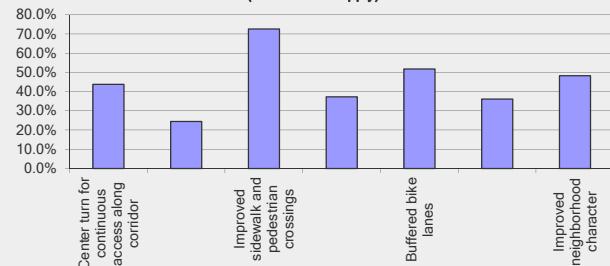
- 46 Who is leading this project, and what is their perspective? Why is there no statement about the goals and priorities from the City?
- 47 G.A. is charming and inviting just the way it is. Please don't make it look all suburban mall-ish! Leave it eclectic and quaint.
- 48 Increased bike transit should be incentivized over more car parking.
- 49 the triangle should not be an option for parking
- 50 All fixes are important - Galveston needs to be easier for biking and walking
- 51 Beautification only; streetlight, sidewalks, etc
- 52 Sidewalks and crosswalks
- 53 Finish the sidewalks, better lighting at crosswalks
- 54 No continuous sidewalks
- 55 Restricted turns at Harmon and Galveston has helped the intersection
- 56 Crossing Galveston using Harmon would improve flow
- 57 better crosswalks

Galveston Avenue - Streetscape Concept Design

9. After reviewing the three concepts presented on the website, what components most likely meet your vision and use for the Galveston Corridor? (check all that apply)

| Answer Options | Response Percent | Response Count |
|--|------------------|----------------|
| Center turn for continuous access along corridor | 43.9% | 154 |
| Continuous median for additional landscape | 24.5% | 86 |
| Improved sidewalk and pedestrian crossings | 72.6% | 255 |
| Additional on street parking | 37.3% | 131 |
| Buffered bike lanes | 51.9% | 182 |
| Improved landscape and storm water planters | 36.2% | 127 |
| Improved neighborhood character | 48.4% | 170 |
| Other (please specify) | | 51 |
| <i>answered question</i> 351 | | |
| <i>skipped question</i> 21 | | |

After reviewing the three concepts presented on the website, what components most likely meet your vision and use for the Galveston Corridor? (check all that apply)



- 1 sorry nothing
- 2 Bike lanes and buffer should be swapped so bikes arent adjacent to traffic
- 3 Small landscaped medians and maintain turn lanes,
- 4 Alcohol based business is already negatively impacting folks living nearby.
- 5 I like left hand turn options East and West at 13th, 12th, Federal, Columbia and
- 6 need more off-site parking near Galveston and 14th
- 7 I liked both concept 2 (Landscaped median with directed turn lanes , small
- 8 Control speed! I was rear ended 4 yrs ago by a speeding jerk
- 9 Regular bike lanes

10 bike lanes would be nice, but may be difficult given the limited space. Bikes can always detour to a side street if they don't want to go down Galveston for those 4-5 blocks

Permitting a trial Paint the Pavement @ 12th & Elgin & Elgin & Federal Streets would be an addendum to these improvements. We need some way to slow traffic in our

11 neighborhoods to buffer the increased traffic, parking, Cascades Campus influx of people, bikes, cars, runners, etc.

12 More traffic lanes likely will be needed.

13 Protect neighbors from parking

14 harmon intersection

15 bike lane protected with physical barrier

16 Edible Landscaping in Continuous Median and elsewhere. Can contact me for assistance.

17 Euro-style bike lanes above the curb

18 none

19 bike lane only on one side of the street

20 NO ROUND-A-BOUT ON HARMON/GALVESTON!!

21 The Center lane is critical.

22 be honest with the reason for the project. you are trying to over commercialize

23 Use Exeriscaping (sp)

24 Please don't get rid of the center turn lane! Traffic will clog up when cars turn left

25 Finish the sidewalks, side street crossings being marked should be priority over lots

26 i liked option 2- median with some turns

27 On-street parking doesn't seem realistic, but parking is a continual challenge. Doesn't a center turn lane already exist on Galveston?

28 what do you mean by buffered bike lines? how will they be buffered.

29 Concept 2!

30 It is fine the way it is, but I had to check one to make the survey register

31 This question makes no sense with these answers

But the proposals so far then cut off the ability to turn left when you need to. I most commonly turn left onto 12th and Columbia heading east, daily, multiple times a day.

32 So now I am forced into other neighborhood streets to angrily circle blocks to get the kids too and from school? It isn't logical to me.

33 less businesses

Assuming OSU materializes on the west side location as proposed, the future of Galveston, as well as both 14th and Reed Market should be moving toward 4 lanes of traffic...2 lanes each direction.

35 Buffered bike lanes make it even more difficult to merge with traffic to make any sort of turn.

36 Please, please do not put in a median. Traffic will become backed up for blocks and blocks when anyone wants to turn. I'll never be able to get to and from my house.

37 Would prefer a physical barrier between bikes and cars rather than just paint.

38 As long as traffic is forced to slow/stop for safe crossing of non-vehicular traffic, I'd

39 Reduce vehicle congestion with improved intersections

40 Center median with breaks at a few key streets to allow left turns

41 There are ready are sidewalks, bike lanes, and a center turn lane. Nothing else is needed. If a business opens there they need to provide for parking for their customers 42 should have link back to website, or survey in new window.

43 Improved sidewalk only. Otherwise leave it alone.

44 All concepts fall short and reflect advocacy rather than problem solving.

45 Close it to all motorized traffic

46 See comments at #8

47 Please no median!

48 Again, promote bike and walk commuting, as well as public transit. Vehicles take up too much unnecessary space, and cause too much pollution and waste.

49 Important to not devastate neighborhood streets with more traffic

50 Keeping the turn lane is the most important.

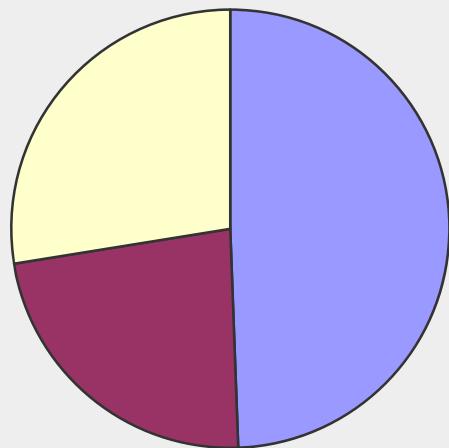
51 maintain and finish sidewalks

Galveston Avenue - Streetscape Concept Design

10. Do you support a mini-roundabout at the intersection of Galveston Avenue and Harmon?

| Answer Options | Response Percent | Response Count |
|---|------------------|----------------|
| Yes | 49.4% | 174 |
| No | 23.0% | 81 |
| Need more information before making a selection | 27.6% | 97 |
| <i>answered question</i> | | 352 |
| <i>skipped question</i> | | 20 |

Do you support a mini-roundabout at the intersection of Galveston Avenue and Harmon?



- Yes
- No
- Need more information before making a selection

1 hard copy response

limited turns are working

2 hard copy response

this is ridiculous, as is the removal of the stop signs at the intersection of Galveston and Tumalo/Riverfront/Riverside. Maybe a mini-roundabout would work better here.

Galveston Avenue - Streetscape Concept Design

| | |
|--|----------------|
| 11. Do you have additional ideas, comments or concerns regarding the project and its components? | Response Count |
| Answer Options | 168 |
| answered question | 203 |
| skipped question | |

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|--|----|
| Galveston Corridor, In ranked order, my personal preference is Concept 2, then 3, then 1. I understand that Concept 1 is probably the most cost effective of the three and frankly all the concepts are a vast improvement to the current state. Concept 2 has the most traffic calming attributes and gives bikers and walkers much needed space and comfortable buffers from car traffic. Here is what I see.1. Center median landscaping: Alerts drivers that they are entering a new district where there will be pedestrians and bikers of all ages coming and going. The landscape medians narrow the lanes and the trees create some visual chaos. Driver's reaction to this is to slow down and be more alert. 2. Narrow traffic lanes: One of the best way to slow cars. At 10'6", it is implied by intentional design to slow down. (A Ford Excursion is 6'6" wide for reference. 10'6" is more than ample. 10' lanes in a 25 mph zone would also be fine.) 3. Plenty of room for bikers: If this corridor is to heal from the growth spurt of the last 20 years, it will need to convince Westside residents and passers through that biking (and/or walking) is the most efficient way to get around. To do this, it must "feel" like an extremely safe option. With 2' buffers on both sides of a 5+ bike lane, this concept does just that. 4. Left turn lane cutouts: They keep traffic efficiently moving through the zone. This seems like a good compromise rather than going to the strictly two-lane system (Concept 3). As appealing as an 8' sidewalk might be, I think this is option is a wiser choice. Galveston/Harmon Intersection-Option 1 clearly protects bikers and pedestrians while the Option 2 roundabout is a better option for moving car traffic through the zone. If the priority of this project is to make this area truly multimodal, then the design options that corral cars and limit some access in preference to safe bike and ped routes should be chosen. The non-roundabout option does just this. Not allowing a left turn will keep people from constantly circling looking for parking on the new Columbia/Harmon solution and make them better consider their route or better yet, their method of transportation. It may frustrate at first, but only because drivers in Bend have had free-reign to every square inch of town for so long. I'm sorry to see in the notes that Galveston Corridor, Concept 2 works best with the roundabout option. Crossing the street as a pedestrian through the roundabout crosswalks doesn't feel safe at all. If you are seen and can cross, it feels like you are about to cause a multiple-car pileup. Part of the problem is the nature in which drivers accelerate out of the turn and onto a straightaway. The other problems is that drivers expect that traffic will stay in motion through the roundabout and a stopped car is an unexpected surprise. I think the roundabouts have been a positive addition overall, but in this situation, bikers and walkers need to feel acknowledged and safe if they are to proliferate. This neighborhood, with its pre-automobile design, short blocks and narrow streets is begging for increased pedestrian and bike use as a solution to traffic congestion. In order to get people out of their cars, they must feel extremely safe in their new form of transport. Drivers may not love the solutions, but residents and tourists will love the ease and freedom of walking or biking to nearby attractions. Columbia/Harmon Parking TriangleThis seems like a well-thought out solution to this awkward area. It corrals cars while keeping them close enough to nearby businesses, eliminates congestion along the corridor and encourages walkability. Making these one way streets is a great idea. Was back-in angled parking ever discussed? If it is determined that the learning curve isn't too great, it might allow for better visibility upon exit of bikers and add another level of traffic calming. | 1 |
| Road improvements and enhancements will bring even more traffic that will create further congestion (similar to downtown Bend). Without more parking - possibly away from Galveston - the enhancement project is pointless. | 2 |
| It is hard to promote a project to REDO something that is done when you have so many other projects UNDONE. The landscaping along the the multimillion dollar project of Reed Market looks so bad that the city should be ashamed of the outcome. Please use the Galveston money to improve Reed Market. PLEASE! | 3 |
| Really doesn't seem to be needed. There is a roundabout just down the road at 14th for people to access Galveston and redirect if necessary. | 4 |
| I think this could be done on a smaller scale than what you envision. Minimal impact to the businesses, finish the sidewalks, improve bike lanes and have business like 10 Barrel have more off street parking | 5 |
| The speed of traffic will need to be lowered if you really want a safer environment for pedestrians. Effects on surrounding residential area must be part of any responsible plan. Permitted residential parking is necessary now! | 6 |
| First, every driveway access from existing lot to Galveston should be keep in place. I favor options 1 and 3. I strongly oppose option 2 for the following reasons. The design favors moving people through the area but does not allow them to easily stop and conduct business or access the residential areas adjacent to Galveston. It does not provide a left turn lane traveling from the West at 12th, Federal or Columbia. This is awkward. For example, traveling from the West, imagine stopping for an apple at Paradise Produce. What are the options if you miss the left at 13th? This will happen frequently, by the way, because the business is located between 13th and 12th. You can turn right, turn around, and then access Galveston's West bound lane from the side street or alternatively travel all the way to the round-a-bout at Harmon and proceed back up to Paradise. Even if you know exactly where you are going and take the 13th street turn off, travel around the block in the residential area or through the alley will be necessary to get to the business. I don't think people want to negotiate an impenetrable maze just to access each business. This option would produce many frustrated people driving around and around, through the alleys and side streets, trying to arrive at their final destination. It doesn't make sense. Generally I think the present configuration of Galveston has evolved from need and practical experience. Completely changing the structure of the area is a foolish gamble and unnecessary experiment. | 7 |
| need to allow neighboring properties at Galveston and 14th use cross collateralize their collective parking on an As Needed basis rather than require more on-site parking as it limits mixed use such as live work buildings which are badly needed on the westside. | 8 |
| I am very worried about a center median. As a business/building owner on Galveston, I feel this would hurt businesses very much and would make the city liable for a reduction in the property values of commercial properties on Galveston. I'd love to see more parking but I would rather see no changes in Galveston than limit access to our building/business. I believe a center median would hurt Galveston businesses immeasurably and I would never support a project that had a center median included or that limited access to business driveways. | 9 |
| Make sure that the new parking areas have accessible parking spaces, and more than the ADA minimum, please | 10 |
| Please tell us, the residents near Galveston, how extremely high use destination businesses like 10 Barrel and The Lot are "Convenient" Commercial. Convenient for whom when the City does not require that these businesses provide parking?? | 11 |
| I think increased safety and improved neighborhood character should be the top concerns. Especially as that are is likely to get busier with a OSU cascades. | 12 |
| YES...from Galveston to Simpson on 14th street, the speed limit should continue to be 25mph, as it is prior to the roundabout. This area has become dangerous due to ^ # of businesses | 13 |
| With the added growth on the west side of Bend NW ect. Galveston Ave is a key route to Westside traffic. It is the main link from the central part of west Bend into downtown. It is important that this project place high importance on making sure traffic can move thorough this area so that both pass through drivers and drivers coming to this area do not have to battle traffic. Parking is also a huge issue in this area and must be addressed before this area grows more. Functionality before look but we can still make functionality look nice! | 14 |
| As mentioned above, I have always had problems crossing Galveston when I am on Columbia. The traffic does not let up. A small roundabout or 4-way stop sign would alleviate this, and would slow traffic overall on Galveston. | 15 |
| Why was a round about not placed at the intersection at tumalo/ riverside? That intersection is the most poorly planned, rushed project I have seen in the past few years. | 16 |
| I hope the project you choose requires you to buy as little of peoples land as possible, especially residential. I am most concerned with protecting the residents as they are the making some thing pretty does not fix the problem that the City has no real plan for growth in the west side of bend. OSU Cascades, continuously pushing out the UGB to the west and as many tourists as Visit Bend can get here with no plan for the increased people. At some point everyone who lives on the West side will be forced out for 100% vacation rentals and it will become a big black hole of tourists where all locals will avoid putting even more strain on the other east/west bridges. | 17 |
| what makes the most sense in to make Galveston and Newport one way streets in opposite directions | 18 |
| Consider Paint the Pavement projects to slow speeding traffic, change out the meager raised road divider @ the intersection of NW Harmon, Elgin & Columbia Streets. It does little, people drive over it & it is an eyesore. Limit alcohol permits along Galveston corridor. Allow community members to vote for Galveston corridor choice online for those of us who cannot attend the public meetings. Question # 7, I wouldn't be parking as I live here. A mandatory yes or no answer is not conclusive. | 19 |
| Presently 4 lanes at each end of this major corridor narrow down to two lanes it must be designed to handle major future growth | 20 |
| Protect neighbors from noise, parking and traffic. | 21 |

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| 23 | TWICE!! you have issued building permits for the property that BLOCKS the south sidewalk across the river. TWICE!! git MY sidewalk back please. |
| 24 | What are the costs to the property taxes? |
| 25 | I disagree that the commercial interests should rank so high in vision and goal. Galveston is a narrow commercial corridor through a residential neighborhood. By focusing so much on commercial interests short changes the residential character, and rights (if not legal then at least community values) of the neighborhood. If the OSU campus goes in as planned the Galveston corridor will be an even more heavily trafficked commercial corridor. While I applaud this forward thinking planning effort I think it should be focused on protecting the safety of the residents that invested so much in making this neighborhood such a desirable place and the character of the place we have built. This character is ironically now causing painful growth and unintended consequences. |
| 26 | The addition of business to residential areas does not mix well and causes noise and congestion. The two should be separate zoning. |
| 27 | Landscaping may be attractive, however, center median landscaping is only going to shade the street in the wintertime and cause the snow to take longer to melt. There is no need for that. Shade belongs along the edges of the street where cars are going to be parking, not in the center where they drive. A center turn lane is vital with all the intersections along that stretch. I have never had much trouble as a pedestrian because there is such great visibility at every corner, it gives you plenty of time to stop for them. It is also one of the streets I feel safest as a cyclist on, except for the section in front of Westside bakery. It is also already quite walkable, requiring just a few sidewalk sections to connect the existing sidewalks to each other. |
| 28 | If a large capacity restaurant/bar goes in, parking needs to be addressed first. |
| 29 | Front in angle parking would be the least safe option for a shared road environment (e.g cyclists). Why not back in angle parking? |
| 30 | The roundabouts in Bend are becoming increasingly dangerous for cyclists. We need signage as we have so many visitors who do not know how to drive in these |
| 31 | Plans look well thought out for residents, businesses, and those living outside the area. Living in the area I think thought should be entertained for additional parking on 12th or 13th similar to the Harmon/Columbia plan with one-way traffic. |
| 32 | businesses. |
| 33 | The only place that seems to need more parking is 10 barrel. I'm not confident that parking on Harmen/Columbia will address that. most people are too lazy and will still park in Galveston will only get much busier in the future. Safety for bikes, pedestrians, and cars turning left is more important than landscaping. Parking is already bad. |
| 34 | The city needs to make sure that when contractors repair the roads after underground work (such as for electrical or broadband , etc) that the road quality is replaced to a certain standard rather than super cheap patch jobs as has been done on Galveston over the past two years |
| 35 | Please find a way to relieve parking overflow into the surrounding neighborhoods. |
| 36 | I strongly support adding edible, low maintenance landscaping, as well as native/low-water plantings along this corridor. This would increase sustainability and make this corridor very unique. This is my area of study. Many, many edibles grow well here. This would be an incredible addition to the project! |
| 37 | No median landscape! |
| 38 | I'd like to cross Galveston at Harmon safely, but I don't know if the mini-roundabout is the most comfortable for a person on a bike on the corridor. It might just need enhanced |
| 39 | There needs to be improved lighting and signaling for pedestrian crossing. Driving through the area at night, even with the street lighting, makes it nearly impossible to see the pedestrians walk into traffic.A mini roundabout is an absurd idea for the intersection of Galveston and Harmon. |
| 40 | Consider placing speed humps on 12th street, similar to what is on Harmon, to slow traffic down. |
| 41 | as a homeowner in the improvement area and a business owner who leases space on Galveston, I believe Harmon roundabout and Columbia one-way south should be two TOP |
| 42 | Do it right!!! |
| 43 | Parking is the the biggest issue in the areas adjacent to Galveston. The parking plan proposed for Columbia and Harmon located at the East end of the corridor of which I am in favor does little to relieve the parking further west on 12th and 13th street off Galveston. This area is very congested with on street parking for both employees and customers, The same design concepts proposed for Harmon & Columbia would benefit this area also. Current Parallel parking on both sides of 12th & 13th leaves only a very narrow lane for traffic and is very dangerous for pedestrians and bike riders. |
| 44 | Please replace the buffered bike lanes with Euro-style bike lanes between the curb and sidewalk. Google "berlin bike lanes" and click images to see what I'm talking about. They're way safer and used LOTS more because of it. (The Century Ave re-do could use the same approach.) |
| 45 | Wherever "other" comments are requested, you do not give an expandable box, so writing becomes challenging. It appears that you do not really want other notions besides what you're asking for. Your questionnaire provides little more than a means of gaining support for your ideas as a self-appointed task force and that focus is already narrowed to your personal and financial interest. I wonder if the money interest was taken out of this equation and all task force members were to live 24/7 within 3 houses of Galveston just how enthusiastic you might be about enlarging the existing problems when our neighborhood is already under siege and fed-up with economic forces/bad behaviors that are tearing up the very soul of our immediate community. The most self-serving addtl idea such a resident might have is "leave me alone and go away," go make your profits elsewhere but not at my livability expense. That's why there are zoned business districts that do settle within residential areas. Perhaps, the City ought to reconsider CC zoning for Residential only and not the other way 'round.Furthermore, since you don't accept "other" as an answer and say I must answer your questions, please disregard all of my answers except comments. The answers provided are simply to have you be able to access my comments. |
| 46 | I would like the area "to come together" as a place to walk and shop. Make it more appealing. |
| 47 | I thought I preferred the continuous median but access to businesses is important. I would support the median if uturns were allowed and safe to make. If u turns are not allowed, I prefer a center turn lane with pedestrian refuges. If u turns are not allowed I feel neighborhood traffic would increase. All these plans seem to provide the same parking benefits. |
| 48 | Thanks. |
| 49 | Improved sidewalks on the south side of the street is all that is needed now |
| 50 | Yes, medians will make it less safe for cyclists. Cars cannot give a buffer. |
| 51 | As a daily bike/hike commuter on Galveston, I strongly support the improvements; especially it's plan to "calm" traffic. I would also add/expand a plan for education of all commuters (car/bike/hike) as to the rights and responsibilities of each. |
| 52 | Downtown density should have been maximized before Galveston was allowed to develop as it has. I would encourage continued density along Galveston (without encroaching into the residential area) and cap growth, re-focusing future growth on downtown area. |
| 53 | Don't let myopic-local-old Bend thinking rule the day. The corridor is in desperate need of a redo. Small streetscape changes will dramatically improve the corridor for those traveling thru' it as well as improve business for those invested in it. |
| 54 | Improved mass transit with higher frequency through area. Perhaps transit connections between Downtown and Old Mill. Also late night service between the three. |
| 55 | None |
| 56 | NO ROUND-A-BOUT ON HARMON/GALVESTON!!!!!! |
| 57 | Maintaining a continuous center turn Lane is crucial. Removing the center lane would only exacerbate the traffic issue. Also it would limit access to businesses. Removing the |
| 58 | Tumalo /Riverside intersection does not work |
| 59 | Why not improve the street condition, keep center turn lane and current bike lanes, and create better crossing options, perhaps adding brick crossing areas similar to downtown |
| 60 | IF we put in a mini roundabout, our largest piece of fire equipment will have to be able to negotiate it with ease. |
| 61 | while I understand the desire to make Galveston as attractive as possible I do not believe it should come at the expense to small business owners that make Galveston what it is not should it place further burden and congestion on residence. Placing a center median on Galveston is the most ridiculous idea and will certainly change the look and feel of Galveston but NOT for the better. Residence and businesses alike will eventually leave Galveston due to lack of access. PLEASE don't make this mistake...A very concerned Galveston user. |
| 62 | Stop putting through liquor licenses and realize that people LIVE off of Galveston. It's a neighborhood not a business zone |
| 63 | Fix the sidewalks. |
| 64 | My opinion would be option 2, but add designated painted left turn lanes at each street, 12th, 13th, Federal, Columbia & Harmon. OR take present condition and add designated painted left turn lanes and a painted bike lane buffers. |
| 65 | Will this project be completed without taking any more private property? |

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| | I'm not sure Galveston really needs all these "improvements". Especially if the same planners do something similar to what they did at the Tumalo/Riverside intersection. That is the WORST intersection to have to deal with in this town. Going from a decent three way stop to an intersection with a near impossible left turn from Tumalo and with the double stop signs. I think alot of us who live in the area behind Galveston go out of their way to avoid turning left on that intersection. I drive all the way to Greenwood, to go home during the summer months. My visiting brother drove over the curb to turn right onto Tumalo from Riverside and said it was bad for his tires and why did we have such a ridiculous intersection. All that money spent on the and no one in the neighborhood can stand it! and I am not the only person that feels this way. I know this is a spot for comments on the Galveston project, but I have been meaning to write to the city to complain about that horrible intersection ever since it was completed. |
| 65 | This plan should include the Galveston Street Bridge and some considerations should be made to the adjacent Tumalo, Riverfront and Riverside areas that will be directly connected. |
| 66 | 67 Do not remove the center turn lane! Complete the sidewalks! |
| 68 | Answer for #8 is: Sidewalks, lighting, move storm drain grates out of bike lane. Since we HAVE to pick one. No improvements. |
| 69 | I have a rental home at 1059 NW Columbia St. I support making Columbia one way from Nashville to Galveston too. |
| 70 | It's kind of amazing to me that this entire survey ignores where Galveston ends at Tumalo. I would STRONGLY support a round-about there to improve safety, traffic flow and usability. Making an intersection a massive pain won't reduce traffic, it will just lead to dangerous interactions between vehicles, cyclists and pedestrians. |
| 71 | Traffic flow is most important. Additional landscaping is least important. |
| 72 | Parking is always a hassle. I have often not frequented businesses because of lack of parking. Especially 10 Barrel and the Food Carts |
| 73 | Allowing businesses like 10 Barrel to operate in this area is an example of how bad urban planning works. 16 parking spaces for 2 businesses. Really....They are pushing 60-75 cars a night out into the surrounding neighborhoods each night. It has effectively blown that area apart for the residents who live there. Please donot make things worse w/ a multi-million dollar redo on Galveston. |
| 74 | It would be best not to inhibit the flow of vehicles. Keep the turning lane for access to all businesses. Trees in the median would make it less safe for bikes and pedestrians. |
| 75 | Get rid of the drainage grates in the bike lanes. Add more turning lanes to the median version of the plan. Having turning lanes every other block wont work. That street has a lot of people turning left. Add more turnouts. |
| 76 | Galveston will hopefully be the "downtown" of the westside with new shops and restaurants continuing to open. This area needs to look like a shopping and dining district to attract more people and drive sales to businesses. Downtown gets all the events and traffic. It is time to change Galveston to be able to offer the same unique experience as downtown and help bring tourists to Galveston. Having had a store downtown and now on Galveston. 80% of customers were tourists downtown and about 90% of my customers at more store on Galveston are local. I own a retail store and it is interesting to see the difference in customer base. |
| 77 | What is a mini roundabout? A true roundabout would be recommended. I have seen the city install obstructions on the middle of residential streets, presumably to slow down commuters, however they seem terribly unsafe. |
| 78 | This a street begging for trees, benches and chicanes, the latter similar to Galveston between 14th & 17th. |
| 79 | Concept 2 would best keep the neighborhood and Bend feel and best fits with our values. I am a very close neighbor to Galveston- I live on 12th and Baltimore. With the university coming, the wider bike lanes are especially important (buffers on both sides). |
| 80 | How would you compensate the business owners for the loss of revenue? |
| 81 | My concern with the continuous median + landscaping is that drivers will not be able to see pedestrians crossing. Some street lights might also be helpful for those walking at night (which given all the liquor licenses going in, I hope more people will walk or ride bikes), it's very hard to see walkers and bikers at night. |
| 82 | Do not decrease traffic through flow. With OSU coming, traffic will only increase. |
| 83 | Give the inevitability of the RIDICULOUS OSU campus construction, any reduction in traffic capacity on Galveston is VERY BAD IDEA and would just add to the terrible situation that the University will bring. |
| 84 | Funding .. how? |
| 85 | 1. I think there is a failure to demonstrate why the project is needed. 2. Why would the area which is 4 or 5 blocks need a unique identity? 3. Does someone get paid to put this questionnaire together? I would expect answers to match the questions. Example: Question 9 "Of the three, which one.." and then 7 check boxes and an other field? |
| 86 | More street lighting. |
| 87 | I'm just so glad that steps are being taken to address these issues. It's a wonderful street with a lot of character and I know it's presenting numerous challenges for visitors and nearby residents. |
| 88 | Slow traffic and make the commercial district more walkable |
| 89 | I think you really need to consider the businesses on Galveston and how some of these changes would effect them. Many of these businesses have been here for 20-40 years, have survived several economic turns and most importantly support families and make Galveston what it is today! |
| 90 | Be very careful about adding a mini roundabout at Harmon. This will reverse the traffic calming effect of the right only arrow that was added in 2004/05. Before this right only arrow was put in the cut through traffic from Newport to Galveston was intense, fast and very unsafe. Harmon is the one clear cut through for people trying to avoid traffic on Newport. It is a wide street and people travel very fast on it. If you add the mini roundabout this will once again be a cut through street and will make walking, living, parking very unsafe again as it was before the right only arrow. |
| 91 | I think making short segments of Columbia and Harmon into one-way streets is a bad idea. Drivers would not expect this; one-way streets make sense in a downtown grid whereas having two-short one-way segments in isolation do not. |
| 92 | It would be great to learn more about the potential funding for this project. It appears it will primarily benefit the businesses and landowners along the corridor. Assuming that's true, they should be significant funding partners. My only concern is regarding the through users of the corridor. Galveston is an arterial and it appears the vast majority of users pass through the corridor. How are those users being engaged? |
| 93 | The roundabout at Harmon is a good idea, as designed it appears to slow east/west traffic-which is good. My concern is as designed it is an obstacle to large trucks ie semi's, do not forget that trucks need to access those businesses and is a route to others on century. The design needs to be tweaked to accommodate large trucks. |
| 94 | I do not support the change of zoning that is tacked onto this project and that is not being communicated well to people weighing in. My understanding is that the new zoning will be more lenient on business requirements for parking, which will only make it worse for neighbors. There should be more requirements. I do not understand the philosophy of preventing left turns to the most common turning areas (12th, Columbia, Federal). Address the traffic, don't try to suppress it. People will then be dispersed into neighborhoods doing shortcuts and causing more problems instead of using the thoroughfare that is there and should be enhanced for the increased traffic needs. |
| 95 | You can't keep "cutie-fying" Bend. The town has grown tremendously yet you keep treating it as a small town. You let businesses open in small neighborhoods without thinking about the impact. Look at the street near the old Delaware Market and how narrow and dangerous it is? You don't think about emergency vehicles and their need for access in an emergency. I was born and raised in Bend and the lack of long term planning or even thinking of "what if" we allow this uncontrolled growth is appalling. Now you're going to let the University open on the westside without any thought to the horrible impact on traffic/pedestrians etc. it's going to cause. |
| 96 | Thank you for all the effort put into this! Option One would be my favorite. Limiting where people could turn into business means more people at every corner trying to turn and I don't think that will help the issue. |
| 97 | Landscaping and beauty of the area is secondary to improving the capability of Galveston to move more traffic through the area. The goal should not be to create obstacles to traffic flow or to slow traffic down, as I have read is the desire of businesses in the area. |
| 98 | Slow down traffic, get people out of their cars, add some stop signs. |
| 99 | Make it safe for bikers and pedestrians - make sure there are turn-outs so traffic doesn't stop when cars are turning left. |
| 100 | I strongly feel that a median is a bad idea. The turning lane has to be maintained or traffic will become ridiculously congested when a single car needs to turn left, traffic will be backed up for blocks and blocks. Yes, there are destinations on Galveston but it is also one of the only East/West roads to that side of town. Columbia is also another way to go North/South but it is impossible to cross Galveston. What about a roundabout there? Cars can't cross Galveston or turn left from a side street, so instead they dart out into traffic and do crazy dangerous things after waiting for too long. Give them a means to do this, whether it is a 4 way stop (super cheap and non-committal, right?) or another roundabout. |

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| 101 | Speed bumps on neighboring streets like elgin that will be used as bypass roads and change all streets to one way which would improve both parking and traffic flow.right bow there is no room for 2 opposing cars without one giving way.i be at 5414190213 |
| 102 | This plan looks great! When will a plan like this come along for 14th street? 14th is a bigger deal for my family than Galveston. |
| 103 | I would be strongly against a center median as that would affect businesses and property owners and would likely make the city susceptible to lawsuits because it would decrease commercial property values. |
| 104 | The parking issue around 10 Barrel needs to be addressed. Perhaps a permit system for residents. |
| 105 | A Mass Transit plan incorporating OSU, East/West, North/South with a transit hub on Galveston makes sense. There is already excessive traffic on Galveston and none of these plans address this issue. Making it pretty will ultimately bring more traffic, so I feel dealing with this fact is vital to the success of this project as well as others in our community. |
| 106 | Buffered bike lanes are an improvement over the current situation, but having the bike lane between parked cars and moving traffic is not comfortable or safe for people on bikes, even if there is a buffer. Moving the bike lane between the sidewalk and car parking would be much better. Also, putting in a bike corral like the one in front of Thump downtown instead of one of the car parking spots would encourage more people to use bikes in this corridor. Would support mini-roundabout, but with better integration of bicycle facilities, make it easier for people on bikes to ride around the roundabout without being in it. Going on to the sidewalk is convoluted and indirect and puts bikes in conflict with pedestrians. Make the bike access ramps smoother and add a bike crossing next to the crosswalk. |
| 107 | Safety of pedestrians and bicyclists is at utmost importance. Lower speed limit for cars is needed. More ped crossings are needed. Buffered / protected bike lanes are needed. |
| 108 | I don't ever drive on Galveston to get somewhere fast, so keeping traffic slow is fine with me. Making it more pedestrian friendly is important to me. |
| 109 | Galveston Avenue Roadway Cross Section Concepts in order from most liked to least liked: 2,3,1 |
| 110 | I would love for this to be a model for the rest of the city: create a cohesive pedestrian/biking infrastructure as it is seriously lacking throughout the greater westside/downtown area. From the Old Mill to Galveston to Drake Park/Downtown there needs to be safe access and travel for bikes and pedestrians instead of the hodgepodge linking of access currently available. Anyway we can make it cyclepub inaccessible? |
| 111 | I sad no to #7 because I don't usually drive there. Safe ped crossings are essential. People cross mid block , in the dark, all the time! Not safe! |
| 112 | I think the vision ought to have more focus on the economy/businesses. I would add the words "vibrant business districts" between the words "foundation for "and a" in the first sentence. This is a big part of why the changes on Galveston are needed--to create a more functional business district--and is how the changes fit into the City as a whole and serve needs that will come with future growth. While I support the center median idea, I think it has two problems as presented here. First, it does NOT have enough cut outs to turn left or right. I'd like to see more of these added at intersections. Second, I do not think the median should have trees in it. They will block the view across the street and will take away from the sense of being in a place with an identity because it will be harder for pedestrians and people shopping/dining to see what's happening on the other side of the street. Finally, if we keep the center turn lane for the entire length of the street then there should be more pedestrian "refuges". We want this area to be as pedestrian friendly as possible. Maybe some could be between intersections? |
| 113 | Galveston is an arterial street and needs efficient traffic flow as Bend's vehicle traffic increases in future years and decades. Eliminating the center lane will lead to increased congestion and cause other intersections to fail. The improved sidewalks, pedestrian crossings, islands , sidewalks and mini round-abouts are extremely beneficial. Safety will be increased, while traffic flow continues smoothly. Although improving the look of the neighborhood with more landscaping is a nice to have, it should not be an important priority for Bend taxpayers. |
| 114 | I live on 14th street about a block from Galveston Ave. I walk on the sidewalks, I ride my bike on the side of the road, and I drive it. Some times all three in the same day. It has NEVER felt unsafe by any means of travel. The last thing we need is a new round about. |
| 115 | Question 9 should have really been broken into 2 questions. One where you vote on a concept, and another where you pick the features that are most important to you. I really think we have grown past roundabouts and need street lights in the area. I think we need to create some neighborhood stickers and 2 hour parking for visitors for the streets around Galveston, to incentive using the proposed parking area on Columbia. |
| 116 | Roundabouts are overkill in this town. Tourists don't know how to navigate them making it frustrating to say the least. The "improvements" at the park have been terrible in my opinion and now Tumalo St. is so difficult and dangerous to turn onto Galveston at certain times of day that I avoid it all together if I can and take Newport Ave. That type of diversion is certainly not what business owners want! |
| 117 | The change to the Tumalo/Galveston & Riverside intersection was a disaster. It was safer for bicyclists before the change -- and now it is more dangerous. |
| 118 | Would love to see more street trees and nice lighting at crossings. |
| 119 | A "mini" roundabout is ridiculous at the beginning of a bridge and to place crosswalks in driveways is equally wrong. It would also lead to a "raceway" effect on Harmon Blvd. past the bottle neck narrowness of the Harmon/Galveston intersection, which already as fairly high speed traffic. Stick to continuous sidewalks. |
| 120 | Parking is needed other than at Harmon/Columbia for businesses further west. |
| 121 | 12th street and Galveston is very dangerous. I have seen many pedestrians almost get hit at this corner. Plus there is a school on 12th, and I'm worried that if Galveston becomes too congested for daily travel people will cut through 12th and speed through the school zone. I have seen cars do 40mph on 12th through that school zone. They cut through to get to Newport. |
| 122 | Old wall at Galveston bridge needs to be replaced and sidewalks on both sides of the street need to be installed. |
| 123 | Please put landscaping along the sidewalk as it is already and allow left turn lanes in a center median to access the residential streets. Do not put in a central median for additional landscaping at the expense of access to residential streets. |
| 124 | Concepts highlight backward priorities and advocacy rather than a good design to address actual issues on the corridor. The City does not have enough east to west roads that connect and it seems a shame to take up very limited street space with unusable bike buffer space. Solutions to parking issues should inform allocation of the streetfront - if the parking is solved there would be a lower need for street front parking. Instead of generic project goals and "feel-good" statements how about priorities that provide focus? What is the team solving with these concepts? Is the project really all about cyclist comfort? I am an avid cyclist and support bicycle lanes, but this doesn't seem to solve the driveway issues here. Why am I filling out a survey about mini-roundabouts when there has been no explanation of what this is or how this works here? Should we vote on the size of the sewer pipe too? |
| 125 | Bend has too many roundabouts.. guess they came from california.. people forget how to drive |
| 126 | These improvements sounds pretty good. I think while this may improve the character and safety on Galveston specifically it will create more issues and congestion on the side streets. Perhaps come up with a plan to address how you get from the side streets onto Galveston and making it right turn only. |
| 127 | If the center turn lane doesn't remain as is. It will be forcing Delivery trucks, and more vehicles into our residential streets that don't support two way traffic as it is. |
| 128 | As a driver, it would be nice to minimize the distractions of so much activity on the roadway. Between trying to make turns, pedestrians in all area, and speedy cars it currently is Russian roulette. Thanks for design effort to improve safety. |
| 129 | Close Galveston to all motor vehicle traffic |
| 130 | Do not support parking in triangle, as it would congest the parking for Sons of Norway as well Serenity lane and Joes Westside Shell. Provide a lot for parking more centrally located in business district. |
| 131 | Keep traffic flowing slowly with safe passage for other travelers |
| 132 | Thanks to city staff and volunteers for your work on this. I would like to see bike and pedestrian improvements take priority, especially making biking safer. Downtown is important to Bend's character; keeping it walkable and bike-able is critical to maintaining a welcoming and vibrant city center. |
| 133 | The bike lanes shouldn't be modeled after those by Drake Park. People still park in the bike lane and we do not feel safe. Have almost been hit by car doors opening while biking in bike lane. A protected bike lane would be much safer so cars and bikes are not likely to have collisions. I really like the idea of people having to walk to their destination on Galveston vs. driving a car. |
| 134 | For Harmon/Galveston improvements, Columbia/Galveston needs to be addressed at the same time. |
| 135 | I do not support parking on South Harmon, it is already too congested. It is also very difficult to turn south onto Columbia. I do appreciate that we can't turn left onto S. Harmon from Galveston, but many people ignore the signage. |
| 136 | The proposed improvements remind me of the refurbished areas of downtown Eugene - traffic is mellow, the landscaping is beautiful, and it feels safe for pedestrians and cyclists. As a resident of that neighborhood, I'm looking forward to the improvements. |

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| | As a resident in the neighborhood 2 blocks walk from Galveston, we would like to have resident parking passes for the entire neighborhood from between River, 14th, Albany, and Newport. If you don't have a resident parking pass, then on residential street parking is limited to 1 hour. We want to encourage parking in the new own street Galveston parking, and provide relief to our neighborhoods that are taking an unfair amount of commercial impact. (Note, parking passes must not allow for vacation rental parking, not needed since they require off-street parking.) |
| 138 | Let it evolve naturally the way it has so far. Don't spoil the vibe. |
| 139 | SAFETY should be of utmost importance here. I couldn't care less about neighborhood character. People need to get over themselves and this westside "image" crap. Who cares?! Address congestion and parking issues and safety will improve as a result. |
| 140 | The city should not have allowed all the business open without adequate parking. People park wherever they wish. In yellow zones and no parking zones. It's out of control. |
| 141 | keep it as simple as possible. |
| 142 | Underground utilities, please. Get drainage grating out of the bike lanes! |
| 143 | From my experience, Mini Roundabouts are too small to work properly. Be sure to consult with specialists in Round-a-bout construction before designing this. |
| 144 | These ideas should be extended to more areas on the west side (Newport, 14th, Simpson, etc) and the rest of the city. |
| 145 | any proposal needs to address the safety of pedestrian traffic going in and out of the many business and services along this section of roadway |
| 146 | Bike lanes with a physical barrier protecting riders. |
| 147 | Traffic flow is highly important, which speaks for a center left turn lane. Yet it is also important to provide for the buffered bike lane, better pedestrian crossings, improved street landscaping, and better on street parking. Although Options 2 and 3 may better meet the later non-auto concerns, Option 1 seems to be the best option for all concerning criteria. |
| 148 | Additional left turn lanes at cross streets in Option 2 may improve it enough to become a favored option. |
| 149 | I wish I had some ideas for improvement, but I believe that some businesses/development should not be approved if there is not sufficient parking or access. It is unacceptable to ask all the neighbors to deal with the congestion-issues with drinkers etc.. I actually avoid businesses down in that area unless I bike or walk. I do not want to be part of the problem. It is awful! |
| 150 | What zoning changes are planned/hoped for by the city and the Galveston task Force? |
| 151 | Make it feel ski town-ish! |
| 152 | Galveston is not only a vibrant neighborhood street, it is also a major connector for biking and walking east to west in Bend. Please keep the entire city in mind when designing this street, it is more than just access to businesses. P.S. - why are there still two gas stations on Galveston. Seems like a waste of good real estate. |
| 153 | Consider impacts and improvements, particularly parking and secondary/cut-through traffic, adjacent to the Galveston corridor neighborhood blocks. |
| 154 | Keeping the turn lane is the most important. |
| 155 | Center turn lane is necessary to have access to all business on Galveston |
| 156 | Keeping the center turn lane is critical. Otherwise congestion will be worse with cars having to wait for people who want to turn left. Further, it will restrict access to businesses. |
| 157 | Keep the center lane as is. |
| 158 | Buffered bike lanes! |
| 159 | With option 2 or 3 you are forcing delivery trucks onto residential streets that already don't support two way traffic. |
| 160 | in order of priority - increase parking for Glaveston business on Galveston, maybe have bikelanes on a parallel street |
| 161 | Change the rules / laws regarding business and its parking permits. Currently its not even handled, older established businesses are parking lots for "new" businesses. |
| 162 | Parking study needed for 12th and 13th Streets like Harmon and Galveston and/or diagonal parking on Galveston |
| 163 | if we prefer a center turn lane, why would there be places we can't turn left? There are islands shown in the center turn lane option |
| 164 | Make 12th and 13th one way with parking as shown on Columbia/Harmon |
| 165 | Please explain how "convenient" commercial zoning as applied to businesses like 10 Barrel & The Lot is convenient for anyone other than the business owner. Shame on the City for not requiring parking and street improvements from businesses. |
| 166 | I am concerned about how long the project will take what the city plans to do in order to keep businesses down time to a minimum. When the gas line was installed it hurt our business a lot making it very difficult for customers to get to our business. |
| 167 | Get bikes off of Galveston, use Hartford or other parallel street; Galveston is a major arterial and needs to function as such; Central Bend will never be Disneyland; medians are a bad idea as are pedestrian islands; left turns from both directions are needed; back in parking on the triangle is a worthy idea. |
| 168 | I think all that is needed on Galveston is a center turn lane and better auto crossings (such as at Harmon). Galveston is an important artery, but crossing it is difficult. Columbia is not a good way. Bend is growing and smooth flow is important. Regarding improved flow, I wish the City would stop construction of unnecessary curves in our roadways...they are lousy speed control and dangerous for pedestrians. I know curves are not in this plan...but let's get this effort right. |
| 169 | I think the roundabout is a horrible idea. If you think another roundabout is needed, take out that mess of a stop at Tumalo/Riverfront/side and put it there. Nobody likes that stop. |
| 170 | I want to access businesses on the left or right - I want no hinderances and frankly, until bicyclists ride responsibly, I don't want to worry about their disregarding of the rules of the road. |
| 171 | A roundabout would be more effective at Tumalo and Riverside. People then could access the new park. The present intersection doesn't work (Tumalo and Riverside) |