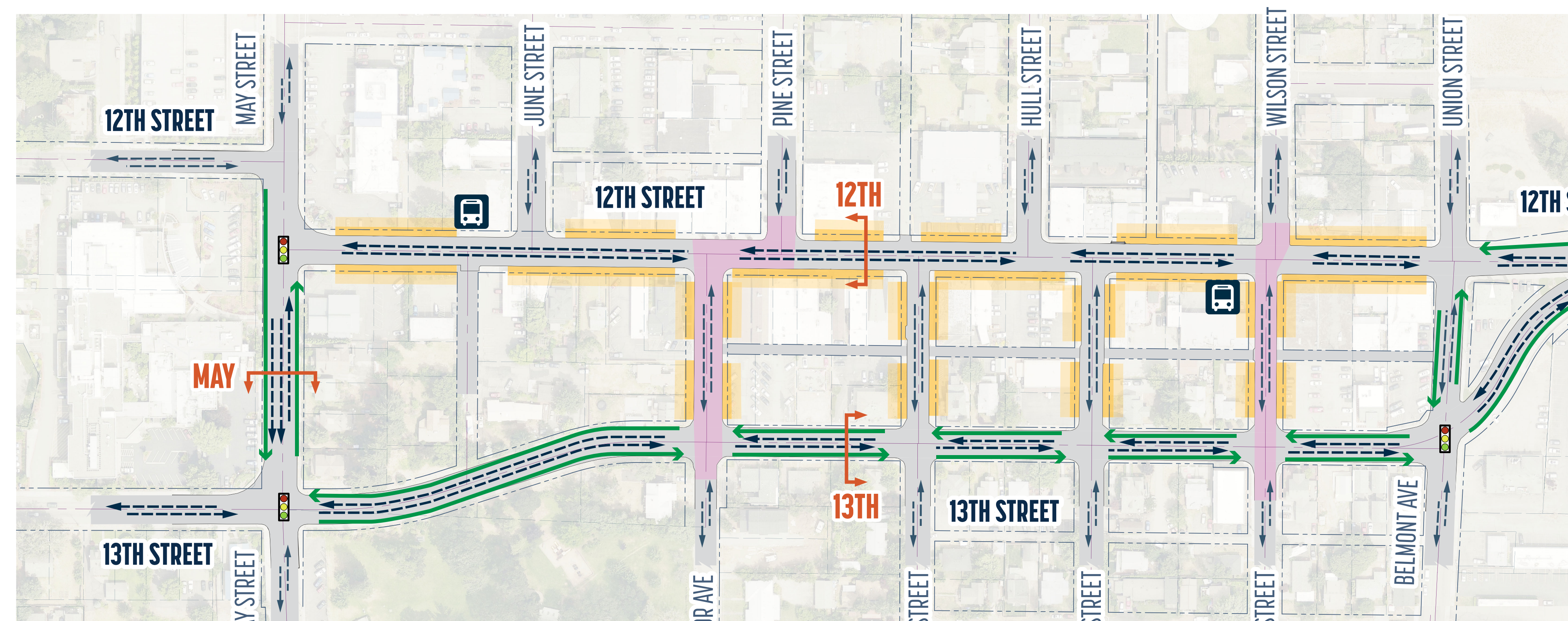
THEHEIGHTS
STREETSCAPE PLAN

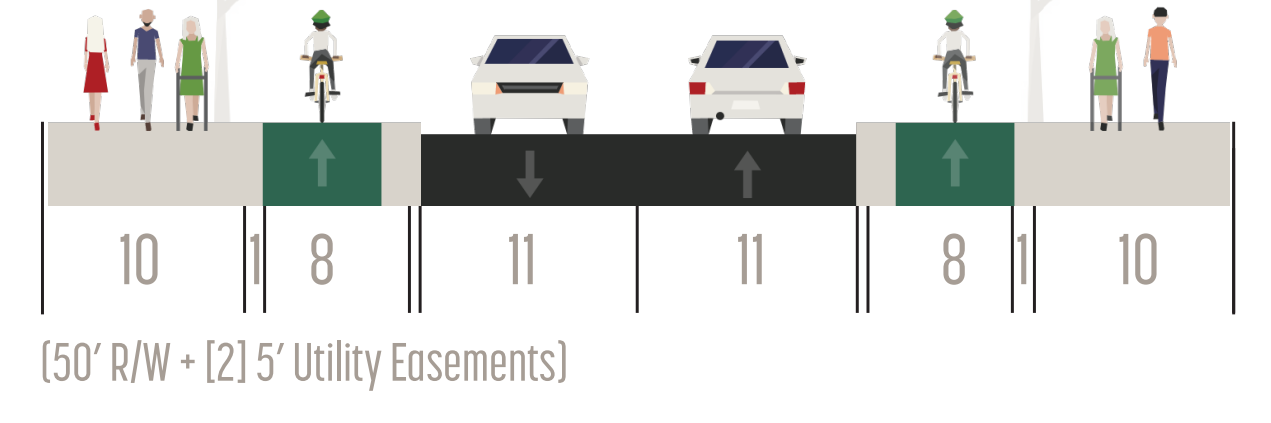
DESIGN CONCEPT 1- TWO LANE, TWO-WAY CIRCULATION + STREET SECTIONS



LEGEND

⬚ Right of Way	⇠ Travel Lane - City Street	← Bike Lane	🚦 Traffic Signal	Possible Future Bus Stop
⬚ Parcels	⇠ Travel Lane - ODOT	▬ Parallel Street Parking	▬ Enhancement to Improve East/West Connections	

13th STREET "MOBILITY STREET"

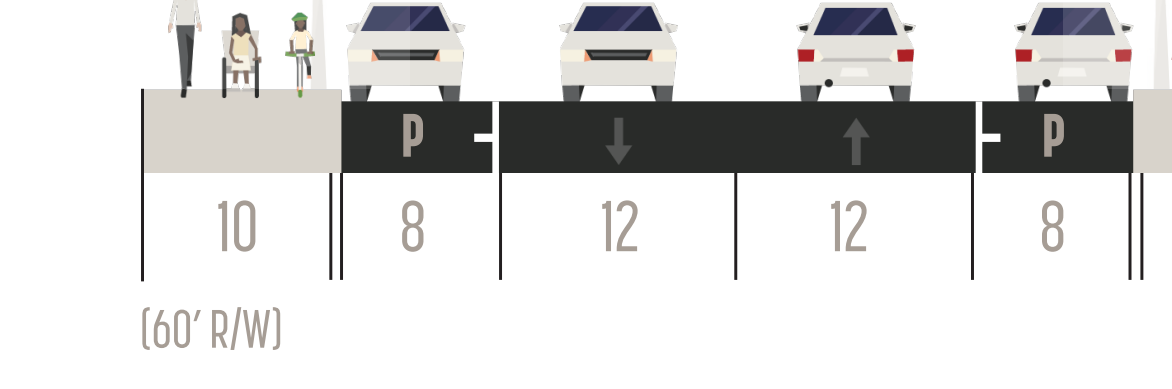


(50' R/W + (2) 5' Utility Easements)

EXAMPLE OF RAISED SEPARATED BIKE LANE - 13TH STREET

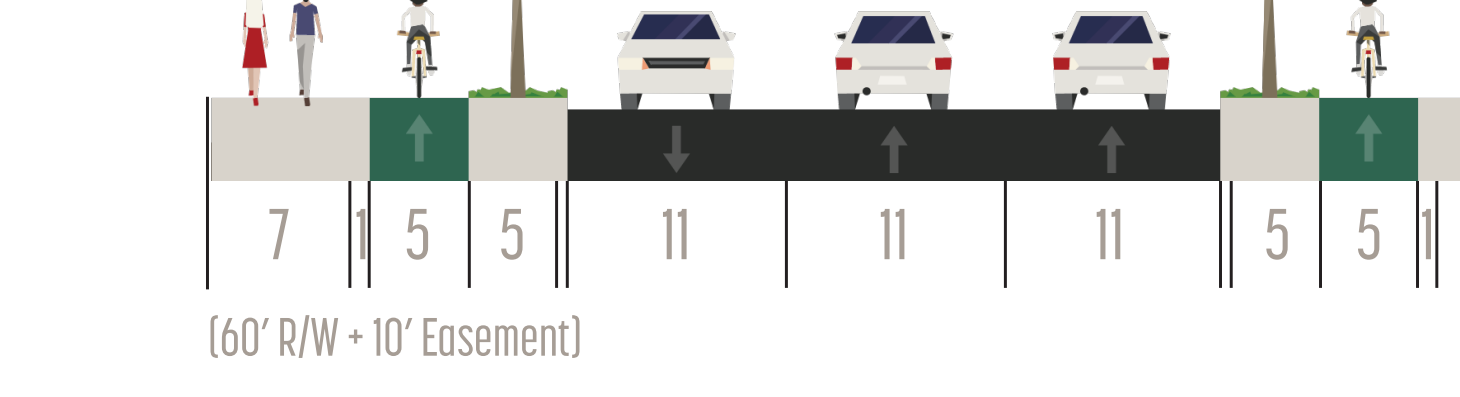
Source: MIG

12th STREET "MAIN STREET WITH PARKING"



(60' R/W)

MAY STREET



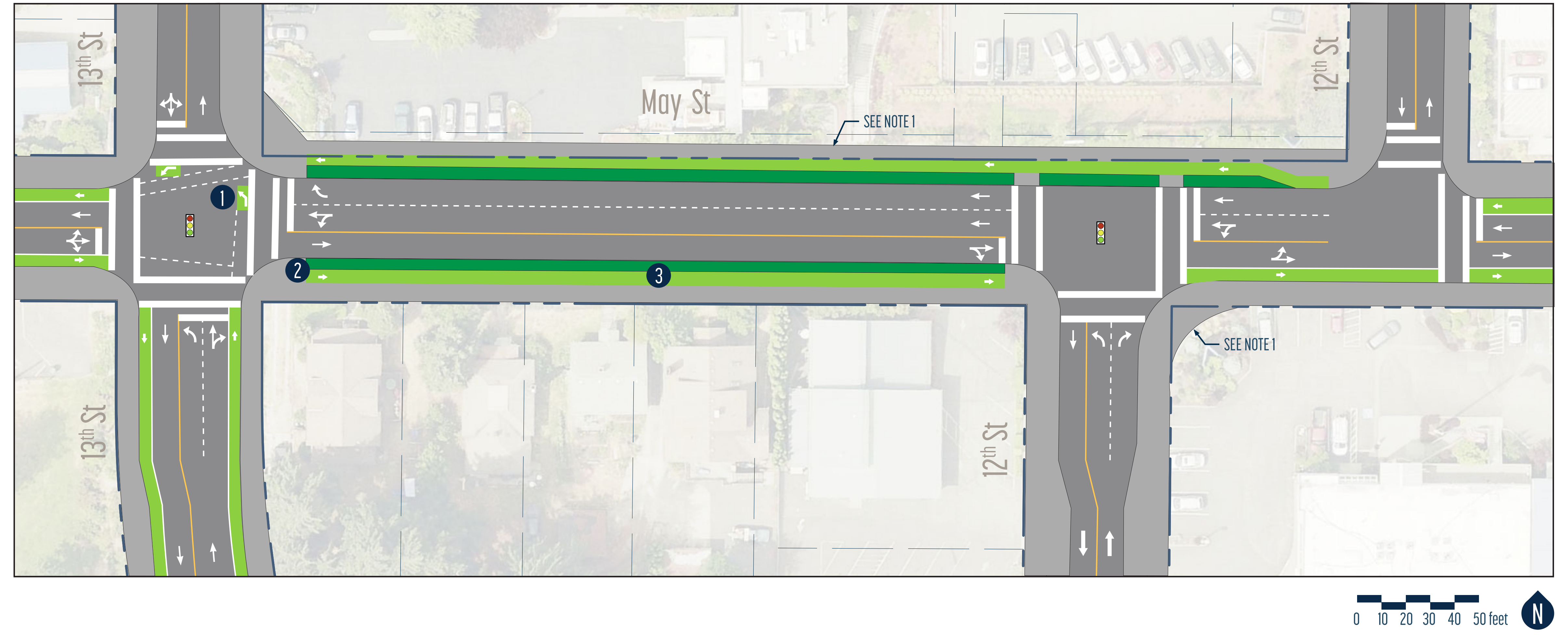
(60' R/W + 10' Easement)

EXAMPLE OF RAISED SEPARATED BIKE LANE - MAY STREET

Source: pedbikeimages.com, Carl Sundstrom

DESIGN CONCEPT 1 - TWO LANE, TWO-WAY INTERSECTION CONCEPT

12TH AND 13TH STREETS AT MAY STREET



LEGEND

- ⬚ Right of Way
- ▭ Parcel Lines
- ▬ Roadway
- ▬ Sidewalk
- ▬ Planting
- ▬ Bike Lane

NOTES

1. Limits of sidewalk extend to R/W or existing back of walk, whichever is further.
2. Trees to be located in a later design phase.
3. Existing driveway locations are not shown and will be incorporated in a later design phase.

① Two Stage Bicycle Turn Box

Source: Flicker

② Separated Bike Lane at Intersection

Source: Google Maps

③ Raised, Vegetated Separated Bike Lane

Source: Rural Design Guide

DESIGN CONCEPT 1 - TWO LANE, TWO-WAY INTERSECTION CONCEPT

12TH AND 13TH STREETS AT BELMONT AVENUE

① Raised, Vegetated Separated Bike Lane

Source: MIG

② Bike Box

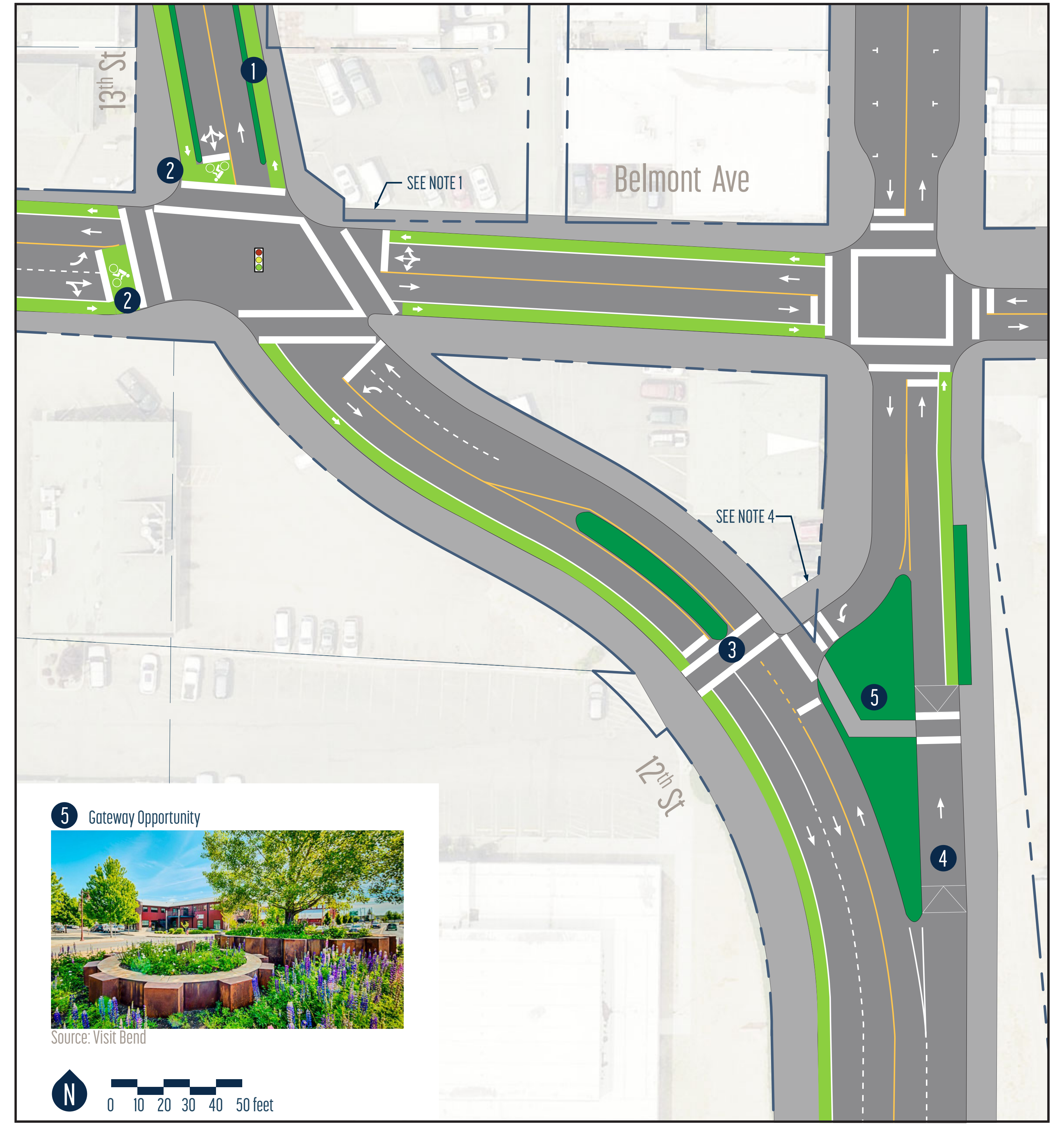
Source: bikepedimages.org, Toole Group

③ Enhanced Crosswalk

Source: MIG

④ Traffic Calming Opportunity

Source: Cycling Embassy of Denmark



⑤ Gateway Opportunity

Source: Visit Bend

LEGEND

- ⬚ Right of Way
- ▭ Parcel Lines
- ▬ Roadway
- ▬ Sidewalk
- ▬ Planting
- ▬ Bike Lane

NOTES

1. Limits of sidewalk extend to R/W or existing back of walk, whichever is further.
2. Trees to be located in a later design phase.
3. Existing driveway locations are not shown and will be incorporated in a later design phase.
4. Property acquisition required. Extents of property acquisition to be determined during design.

DESIGN CONCEPT 1 SUMMARY

OVERVIEW

- converts 12th and 13th Streets to two-way traffic
- traffic signals manage vehicle flow at key intersections
- gathering spaces are located in curb extensions or in place of on-street parking
- widths of sidewalks are similar to today's sidewalks
- possible future bus stops align with crosswalks
- separated bike lanes replace parking on 13th Street

12TH STREET

- a "Main Street" with parking on both sides of the street
- supports the Heights as a local destination

13TH STREET

- a "Mobility Street", that supports people driving, walking and biking in and through the Heights
- One-way bike lanes separated from vehicle traffic by a curb

TRAFFIC CALMING

Two-way traffic and curb extensions at intersections help to slow vehicle traffic.

TRAFFIC CONGESTION

Performs the best between concepts and has the least delay to traffic on side streets

IMPROVES BUSINESS ACCESS AND VISIBILITY

Two-way traffic provides visibility in both directions, especially at intersections

PROVIDES COMFORTABLE PLACES FOR WALKING

Sidewalk widths are similar to today and curb extensions make crosswalks safer

PROVIDES COMFORTABLE PLACES FOR BIKING

One-way bike lanes on 13th are separated from traffic and simplify neighborhood connections

CREATES OPPORTUNITIES FOR PLACEMAKING

Gathering spaces are limited to curb extensions and places where parking is removed

ALIGNS WITH SRTS GOALS

Aligns well with Safe Route to School recommendations

PARKING*

May remove **50% of 141** existing on-street parking spaces on 12th and 13th

*the City's current Transportation System Plan would remove 60% of on-street parking spaces

COST TO IMPLEMENT

$ $ $ $ $