



DRAFT

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BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

MINUTES

November 7, 2016

City Hall Conference Room A, 716 SW Evergreen Avenue, Redmond, Oregon

Commissioners Present: Chair David Swift, Vice-Chair Katie Hammer, Bill Braly, Fred Bray, Shirlee Evans, Andrea Green (*absent: Mike Ricketts; 4 vacancies*)

Youth Ex Officio: Vacant

City Staff: Scott Woodford, *Senior Planner*; Mike Caccavano, *City Engineer*; Keith Witcosky, *City Manager*; Cameron Prow, *TYPE-Write II*

Visitors: Don and Susan Pope, Brian Pouillon

Media: Dave Morgan, *RedmondNewsToday.com*

(The 3 digits after a motion title show the number of members voting in favor/opposed/abstaining.)

CALL TO ORDER

Chair Swift opened the Bicycle and Pedestrian Advisory Committee (BPAC) meeting at 4:07 p.m. with a quorum of members (6 of 7) present.

ACTION ITEMS

None.

APPROVAL OF MINUTES

None.

DISCUSSION ITEMS

A. Subcommittee Updates

1. **Safe Routes Draft Action Plans:**

Sage Elementary School: Mr. Swift reported meeting with the principal and other staff to discuss their concerns about parking lot congestion during morning drop-off and afternoon pickup of students by parents. He presented (PowerPoint) slides and outlined changes suggested by school staff (Note: numbers in parentheses refer to map reference points):

- Allow parking on school side of Wickiup Avenue
- Include crosswalk (1) within the school zone and add a pedestrian-activated beacon.
- Construct an off-street bike path – school has agreed to pay for the part of the path that crosses school property
- Add new crosswalks at (4) and (5)
- Eliminate parental parking in fire lanes.

Mr. Caccavano said the City could conduct vehicle counts of motorists to develop objective data about parents' driving behavior during morning and afternoon peak-use periods. He

Exhibit 1

suggested constructing a wider multi-use path, instead of a bike-only path, and extending the end of the multi-use trail along Xero Avenue. He said encouragement and education were needed at Sage in addition to engineering solutions.

BPAC concerns included student traffic patterns, changing parents' travel routes, changing the 35 mile-per-hour sign to 25 miles per hour, pedestrian island on 27th Street, included student use of surrounding streets and sidewalks in the count survey, and educating parents about how their driving routines are contributing to the congestion. Following discussion, BPAC members agreed by consensus Chair Swift should move forward with the school on the plan as proposed.

- John Tuck Elementary: Mr. Woodford said Commute Options did four Walking School Busses/Bike Trains and will do more in spring 2017. The route started from the fire department and the Fire Marshal provided hot chocolate to the students.
- Vern Patrick Elementary: Mr. Woodford said this school decided to do their own program and give students incentives (prizes) for riding bikes or walking to school.
- Tom McCall Elementary: Mr. Bray said the bike train he led on October 5 (Bike to School Day), was well attended (53 students, 4 teachers). He outlined the route which started at Quince Park. The weather was a misty but everyone had a good time. The parents, teachers, and principal were happy with the level of participation. He is planning to do another bike train in spring 2017. He will work with school staff and the Parent Teacher Association to encourage their taking responsibility for continuing this program without BPAC involvement.

Mr. Woodford requested photos of the next bike train event.

2. **Downtown Bike Corral**: Mr. Woodford said there was little change since the last BPAC meeting. DURAC (Downtown Urban Renewal Advisory Committee) requested an update (Mr. Caccavano or Chair Swift) as the bike corral will be funded by urban renewal dollars.

BPAC requested an updated list of surrounding businesses and suggested using City-owned public parking to offset the loss of an on-street vehicle parking space converted to bike use.

Mr. Caccavano said he would talk to Chuck Arnold, Economic Development/Urban Renewal Project Coordinator, about public parking inventory near the proposed bike corral.

3. **Marketing – Bike, Walk, and Roll Implementation**: Mr. Woodford reported posting a video of Commute Options' Brian Potwin leading a walking school bus and 15th Street improvements on Facebook. He invited members to join the subcommittee he shares with Vice-Chair Hammer. One of the subcommittee's tasks is to create and implement an event and activity calendar to assure in-time postings on Facebook and other social media.
4. **Wayfinding/Bike Map**: Chair Swift accepted Mr. Woodford's recommendation to skip this topic due to Agenda Items B and C below which addressed map concerns.

B. Bicycle and Pedestrian Network Plan

Mr. Woodford presented his staff report, PowerPoint, and the draft plan including a June 7, 2013, map of Redmond Bicycle Network Improvements. Finalizing this network plan is included in BPAC's 2016-2017 work plan. He reviewed recommendations for immediate, near-term, and long-term strategies to increase active bicycle transportation. Related planning tools included the

Exhibit 1

Bicycle Master Plan and the adopted Bicycle Refinement Plan. Key findings to date indicated Redmond is a good place to ride a bike, most people ride bikes for recreation, women feel less safe riding on roads, and most parents do not feel safe letting their children ride bikes on streets. Input on the existing infrastructure provided by stakeholders including BPAC members, has suggested the City use a design vehicle (“Isabella”) that targets a 13-year-old girl, multiple facilities, and signage. The subcommittee (Chair Swift, Mr. Braly, Mr. Bray, Mr. Caccavano) recommended the draft plan presented here. He outlined the City’s review process. Next steps included adding the map to the Parks and Open Space Master Plan and soliciting public feedback on the draft Bicycle and Pedestrian Network Plan.

Mr. Caccavano said he and Mr. Woodford will present the map at a City Council work session prior to the next BPAC meeting.

Following discussion, BPAC members agreed by consensus to support the subcommittee-proposed map concept and recommended staff present the concept for a formal vote at the next BPAC meeting following the Council work session.

C. Bicycle Comfort Map

Mr. Woodford presented the staff report, PowerPoint, and a June 7, 2013, map of Redmond Bicycle Network Improvements for the Bike Comfort Map). This task is also on BPAC’s 2016-2017 work plan. The industry is moving away from rating trails by the facility type and toward rating routes based on how comfortable they are for the basic user to ride. The proposed color scheme was based on mountain bike trail colors: green (easy), blue (medium), and yellow (less comfortable). He asked who to contact about how to make the “comfort map” more user-friendly and requested BPAC members field-test the “comfort” trails and report back at the next meeting.

BPAC concerns included proposed trail colors (brighter colors for easy, dashed lines for less comfortable) and suggested ratings of some trail segments, wayfinding signage, rider education, and designating a separated multi-use path behind Home Depot as “easy.”

D. Integration of Bicycle Infrastructure with Larger Area

Mr. Woodford provided a “Cycling in Vancouver” map from Washington State.

Chair Swift presented a list of his ideas entitled Wider Area Connectivity which included recommendations for connecting with scenic bikeways, populated areas and destinations, mountain bike trails, and the ditchrider/North Unit Canal trail. He suggested the North Unit Canal ditchrider trail be made ADA (Americans with Disabilities Act)-compatible and said the Redmond Hot Shots were willing to build this trail.

BPAC reviewed the map and list and recommended updating the Redmond map on the RideOregonRide website (<http://rideoregonride.com/rides/scenic-bikeways>).

Mr. Caccavano agreed to provide updates to the RideOregonRide website to show connections between scenic bikeways and Redmond trails.

CITIZEN COMMENTS

Mr. Morgan invited BPAC members to e-mail photos of recreational trail moments to him for posting on news@redmondnewstoday.com.

COMMITTEE COMMENTS

Mr. Bray requested a status report on the 15th Street improvements. Mr. Caccavano said the improvements were done and counts will be done to record how residents are responding to them.

Exhibit 1

Mr. Woodford noted the new crosswalk was not aligned with the stop sign. BPAC members expressed concern about public safety due to some motorists not obeying the stop sign.

BPAC members reviewed photos of the multi-use path constructed in the Obsidian Trails Subdivision. Concerns included connections to other areas and when a traffic signal might be installed at 35th Street/Highland Avenue. Mr. Caccavano said the City was finishing plans for left-turn lanes but nothing had triggered the signal.

STAFF COMMENTS

Next meeting: Monday, December 5, 2016, 4 p.m.

ADJOURN

Motion 1 (6/0/0): Ms. Evans moved to adjourn. Ms. Hammer seconded the motion which passed unanimously.

With no further business, Chair Swift adjourned the meeting at 6 p.m.

APPROVED by the Redmond Bicycle and Pedestrian Advisory Committee and SIGNED by me this _____ day of _____, 2016.

ATTEST:

David Swift
Chair

Deborah McMahon
Planning Manager



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BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

MINUTES

December 5, 2016

716 SW Evergreen Avenue, City Hall Conference Room A, Redmond, Oregon

Commissioners Present: Chair David Swift, Vice-Chair Hammer, Bill Braly, Fred Bray, Shirlee Evans, Andrea Green, Mike Ricketts (*4 vacancies*)

Youth Ex Officio: Vacant

City Staff: Scott Woodford, *Senior Planner*; Mike Caccavano, *City Engineer*; Cameron Prow, *TYPE-Write II*

Visitors: Brian Potwin, *Commute Options*; J. Jantzen; Neil Ware

Media: None

(The 3 digits after a motion title show the number of members voting in favor/opposed/abstaining.)

CALL TO ORDER

Chair Swift opened the regular meeting of the Redmond Bicycle and Pedestrian Advisory Committee (BPAC) at 4:05 p.m. with a quorum of members (7 of 7) present.

ACTION ITEMS

None.

APPROVAL OF MINUTES

A. October 3, 2016

Motion 1 (7/0/0): Ms. Hammer moved to approve the minutes of October 3, 2016. Mr. Braly seconded the motion which passed unanimously.

DISCUSSION ITEMS

A. 2017 Event – Play Streets – Discussion with Brian Potwin, Commute Options

Mr. Potwin reported Commute Options (CO) just signed a contract with the City of Redmond to work on the possibility of hosting a Play Streets and/or Open Streets event. He outlined (PowerPoint) CO's work with its Safe Routes to Schools program at John Tuck Elementary and Vern Patrick Elementary. CO hosted a "Walk and Bike to School Day," helped both schools start a weekly activity of kids biking and walking to school together, and provided bicycle and pedestrian education. He provided additional details about what these two schools were doing, noting that Commute Options will organize more events for the 2017 school year.

Mr. Potwin presented a PowerPoint and a movie, *The Rise of Open Streets*. He outlined what CO learned from the inaugural Bend Open Streets event on September 18, 2016: planning, outreach, attendance (2,500), route (2.5 miles), benefits to businesses along the route, related activities, clean-up, and feedback. This international movement started in Bogotá, Colombia. He showed slides of similar events held in other areas; there are 133 different initiatives across the United States. He discussed the difference between Open Streets and Play Streets, the importance of

sufficient planning time and advance education to stakeholders, what a Play Streets event might look like in Redmond, and potential goals for a Redmond event. He recommended starting small to build something sustainable. Next steps, if interested: build a steering committee, develop a proposal (budget, goals, timeline, core objectives), establish political support, and final a lead organizing entity.

Mr. Woodford reported what he observed about the Bend Open Streets event and summarized the background of the Play Streets program.

BPAC concerns included the impact of street closures on businesses, time of year/weather, starting point (new city hall), potential routes, showcasing City achievements (bike boulevard, Homestead Canal trail), connections to downtown businesses, safe highway crossings, education (Council and community), target audience, planning time, funding (grants), and potential stakeholders/partners (St. Charles Medical Center, City, Redmond Area Park and Recreation District, Downtown Urban Renewal Advisory Committee [DURAC], downtown merchants). Following discussion, BPAC members agreed to the value of a brainstorming session on the Play Streets idea. Mr. Potwin said he would e-mail an invitation to a Doodle poll to schedule a date and time.

CITIZEN COMMENTS

Mr. Jantzen said the Bicycle and Pedestrian Network Plan was exciting. He commended the bike-friendliness of 19th Street and Northwest Way. Ideas for improving bike-friendliness of streets included using smaller rocks when chip-sealing bike lanes, removing detritus, raising sewer drains to street level, reorienting sewer grates so slots don't align with bike wheels, and preventing extra exhaust from being discharged by diesel trucks. He asked if citizens could volunteer to drive the City's sweeping equipment on streets such as South Canal Boulevard and 27th Street.

Mr. Ware suggested painting circles around the sunken drains so cyclists could see them in advance and said Highway 126 was not safe to bike on since the last chip-sealing process was done. He identified 23rd Street as one needing improvement for bike friendliness.

Mr. Caccavano responded to citizen concerns about maintenance of City streets. He discussed bike lanes and other improvements planned for South Canal Boulevard between Obsidian and Yew Avenues.

Ms. Evans left at 5:23 p.m., reducing the number of members present to six.

B. Subcommittee Updates

- 1. Safe Routes Draft Action Plans:** Mr. Woodford reported nothing new.

Tom McCall Elementary: Mr. Bray said he was waiting for the new PE (Physical Education) teacher to arrive before trying to set up more activities for spring 2017. He thanked Mr. Potwin for pencils and stickers he sent which were popular with the 52 student riders. Mr. Potwin said the materials he supplied came from the Bicycle Transportation Alliance.

Sage Elementary: Mr. Caccavano and Mr. Woodford requested a copy of the latest plan for Sage. Mr. Caccavano said he would meet with the Transportation Division to identify what the City could do right away.

- 2. Downtown Bike Corral:** Mr. Woodford reported nothing new. He recapped BPAC's recommendation to postpone installing a bike corral on 6th Street and look at the Deschutes Avenue/6th Street intersection instead. He said DURAC was willing to fund the portion of the proposed bike boulevard along Deschutes Avenue within DURAC's boundary.

Exhibit 2

3. **Marketing – Bike, Walk, and Roll Implementation** (Ms. Hammer, Mr. Woodford): Mr. Woodford said this subcommittee has been promoting activities as they come up but needed to start meeting again on a more regular basis. Ms. Green volunteered to join. Ms. Hammer said she would work on setting up an event calendar.
4. **Wayfinding/Bike Map:** Mr. Woodford said staff were still working on color schemes, but will pursue making this map more user-friendly based on discussion at the last BPAC meeting. Mr. Caccavano said he had an Engineering intern working on this project: first, at the motorist level; second, at the pedestrian/bicycle level.

BPAC concerns included map technology (paper, digital), map locations, and not allowing the motorist sign system to dictate bike/ped signage design.

ACTION ITEMS

A. Bicycle and Pedestrian Network Plan Adoption

BPAC members reviewed the October 31, 2016, map and identified gaps in bike improvements proposed for new developments. Chair Swift pointed out a lack of bike connections in the Wickiup/Helmholtz neighborhood. Mr. Braly said he wanted this plan to be a living document, subject to modification as new information becomes available.

Mr. Woodford responded to members' concern about the flexibility of the plan, noting bike facilities might be slightly different and a different alignment might be drawn to fit conditions on the ground.

Motion 2 (6/0/0): Mr. Braly moved that the Bicycle and Pedestrian Advisory Committee recommend that City Council approve the Bicycle and Pedestrian Network Plan. Mr. Bray seconded the motion which passed unanimously.

COMMITTEE COMMENTS

Chair Swift asked if the 3-way stop sign coming from the north at 15th Street/Canyon could be moved as it was too far back, not placed where people expected to see a stop sign. Mr. Caccavano said he would research why this sign was not sited closer to the sidewalk.

STAFF COMMENTS

Mr. Caccavano said liability issues for the City would prevent citizens from operating City equipment to help maintain bike lanes on streets.

Next meeting: To be determined.

ADJOURN

With no further business, Chair Swift adjourned the meeting at 5:56 p.m.

APPROVED by the Redmond Bicycle and Pedestrian Advisory Committee and SIGNED by me this _____ day of _____, 2016.

ATTEST:

David Swift
Chair

Deborah McMahon
Planning Manager