



CITY OF REDMOND
Community Development Department

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Redmond, OR 97756

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www.ci.redmond.or.us

REDMOND URBAN AREA PLANNING COMMISSION

City Hall Conference Room A
716 SW Evergreen Avenue

Tuesday, April 3, 2012,
6:30 PM

Agenda

UAPC
Members
Eric Porter,
Chair

Will
Van Vactor,
Vice Chair

Tory
Allman

Bob
Bleile

Stan
Clark

Anne
Graham

Katie
McDonald

- I. CALL TO ORDER**
- II. CITIZEN COMMENTS**
- III. ACTION/DISCUSSION ITEMS**
 - A. Review Draft Transit Master Plan – (Exhibit 1)**
 - B. Review Draft Bicycle Refinement Plan – (Exhibit 2)**
- IV. COUNCIL LIASON COMMENTS (if present)**
- V. Approval of Minutes (Exhibit 3)**
 - a. February 7, 2012**
 - b. February 21, 2012**
 - c. March 6, 2012**
- VI. STAFF COMMENTS**
- VII. COMMISSIONER COMMENTS**
- VIII. ADJOURN**

*Please note that these documents are also available on the City's website www.ci.redmond.or.us; click on City Government, hover on Commissions and Committees, click on Urban Area Planning Commission. You may also request a copy from City Records Office 923-7751 or email KellyM@ci.redmond.or.us

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EXHIBIT 1

DATE: April 3, 2012
TO: Redmond Urban Area Planning Commission
FROM: Heather Richards, Community Development Director
SUBJECT: Discussion – Transit Master Plan

Report in Brief:

Presentation and discussion of the draft Transit Master Plan to be considered as part of a Transportation System Plan Amendment.

Background:

The City of Redmond's draft Transit Master Plan was drafted in 2009 in collaboration with the Central Oregon Intergovernmental Council with the expressed goals of (1) exploring the feasibility of developing a fixed-route transit system within Redmond, and (2) providing a conceptual service plan to outline implementation steps. This plan was prompted, in part, by the City of Redmond's achievement of reaching a population of 25,000 which triggers the requirement, pursuant to the Oregon Transportation Plan, to conduct such a feasibility study. Although drafted in 2009, the Transit Master Plan has never been formally adopted by the City of Redmond.

Discussion:

The draft Transit Master Plan should be adopted as an amendment to the City of Redmond's Transportation System Plan.

The Transit Master Plan can be accessed at the following link:

http://www.ci.redmond.or.us/internet/index.php?option=com_content&task=view&id=588&Itemid=264

Heather Richards,
Community Development Director

8. Transit Master Plan

Overview

This chapter summarizes existing and future transit needs in the City of Redmond, presents improvement strategies and outlines the recommended transit plan.

Transit System Needs

The population estimates for the City of Redmond reach approximately 59,000 residents by the year 2030. As a City of over 50,000 residents, a transit system (likely including a fixed-route component) will become a requirement for adequately balancing transportation infrastructure with user needs. To begin planning for this system, the City of Redmond has received a grant from ODOT to undertake a Transit Feasibility Study, which will assess the viability of transit service in Redmond and make recommendations for locations of transit routes, the frequency of service, and user amenities that should be considered at transit stop locations. Prior to the completion of this study, this TSP should consider the needs for future transit service and identify placeholder strategies that could be implemented to address them.

Several improvement strategies were developed to meet transit needs in Redmond. These strategies were ranked as part of this TSP⁶⁸. The strategies, which rely on coordination with the City of Redmond as well as other regional transit service providers, include (listed in order of importance):

- Provide park-and-ride lots and support van pools/car pools
- Establish a Transportation Management Agency (TMA) to support transit and travel demand management efforts (e.g. carpools)
- Construct transit stop amenities (shelters, schedules, lights, benches, etc)
- Provide commuter service to Bend
- Update roadway design standards to support fixed-route transit service
- Improve the dial-a-ride program (frequency and scheduling)
- Expand regional transit services to surrounding communities
- Provide shuttle service to key destinations
- Explore the feasibility of local fixed-route transit service
- Improve rail facilities to support recreational/commuter rail services

⁶⁸ Technical Advisory Committee Meeting, September 26, 2007.

Transit Master Plan

To meet transportation performance standards and serve future growth, the future transportation system needs multi-modal improvements to manage the forecasted travel demand. Placeholder transit master plan projects were ranked based on feedback for transit strategies. A high, medium, and low designation was given to each project to indicate a general priority that the projects should be implemented. Transit master plan projects are summarized in Table 8-1.

Table 8-1: Transit Master Plan

Priority	Project	Description	Cost (\$1,000s)
High	Park-and-ride lots	Implement park-and-ride lot to serve transit and carpool users. Specific location to be determined.	\$500
High	Transit stop amenities	Construct or plan for future transit stop amenities such as shelters, schedules, lights, and benches	\$250
High	Commuter service	Provide commuter service to Bend	\$100/Year
Medium	Dial-a-ride services	Enhance dial-a-ride services, including ease of scheduling and hours of operation	\$50/Year
Low	Regional transit service	Expand regional transit service to surrounding communities	\$100/Year
Low	Shuttle service	Provide a shuttle service to key destinations in and around Redmond	\$50/Year
Low	Local fixed route feasibility study	Explore the feasibility of local fixed-route transit service	\$75
Transit Master Plan Total (for 23 years)			\$7,725

Transit Action Plan

A transit action plan project list was created to identify transit projects that are reasonably expected to be funded by the year 2030, meeting the requirements of the updated Transportation Planning Rule⁶⁹. Table 8-2 lists the full action plan identified in the TSP update analysis.

Table 8-2: Transit Action Plan

Priority	Project	Description	Cost (\$1,000s)
High	Park-and-ride lots	Implement park-and-ride lot to serve transit and carpool users. Specific location to be determined.	\$500
High	Transit stop amenities	Construct or plan for future transit stop amenities such as shelters, schedules, lights, and benches	\$250
High	Commuter service	Provide commuter service to Bend	\$100/Year
Transit Project Total (for 23 years)			\$3,050

⁶⁹ OAR Chapter 660, Department of Land Conservation and Development, Division 012, Transportation Planning, adopted on March 15, 2005, effective April 2005.



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EXHIBIT 2

DATE: April 3, 2012
TO: Redmond Urban Area Planning Commission
FROM: Heather Richards, Community Development Director
SUBJECT: Discussion – Bicycle Refinement Plan

Report in Brief:

Review of amendments to the Redmond Transportation System Plan to support the adoption of the Bicycle Refinement Plan and review of amendments to the Bicycle Refinement Plan based upon the concerns expressed by the Planning Commission at their work session on March 20, 2012. This action item is currently scheduled for consideration at a public hearing on Tuesday, April 17, 2012.

Background:

The Bicycle Refinement Plan was drafted in 2011 to build upon the Bicycle Master Plan in the City of Redmond's Transportation System Plan (TSP) with a primary goal of increasing ridership in the City of Redmond. The Bicycle Refinement Plan is not intended to replace the Bicycle Master Plan but rather to enhance the efforts of the Bicycle Master Plan through strategic network development, educational programs, signage and promotion.

Discussion:

A local Technical Advisory Committee (TAC) met for several weeks in 2012 to review the proposed Bicycle Refinement Plan and to recommend a process for adoption to the City of Redmond. The TAC was comprised of representatives from the City of Redmond Public Works Department, Redmond School District, Deschutes County Bicycle Pedestrian Advisory Committee, Redmond Area Park and Recreation District, and Trinity Bikes, a local business specializing in bicycles. The TAC recommended adopting the Bicycle Refinement Plan as a reference document in the TSP Bicycle Master Plan. This action would entail an amendment to the Transportation System Plan.

Transportation System Plan Amendment: The suggested amendment to the Transportation System Plan is as follows:

Add Page 7 -8:

Reinventing the Wheel: Bicycle Refinement Plan

In 2011, the City of Redmond worked with a team of graduate students to develop a Bicycle Refinement Plan that would build upon the efforts of the Bicycle Action Plan and Bicycle Master Plan with a goal towards increasing ridership in the City of Redmond.

The Bicycle Refinement Plan (Appendix 7) focuses on increasing ridership in the City of Redmond through a comprehensive approach that targets specific user groups, identifies program development opportunities, establishes metrics for success, and ultimately recommends a set of strategic actions that are not included in the Bicycle Action Plan and Bicycle Master Plan that will increase bicycling as a local alternative mode of transportation. Strategic actions include but are not limited to pathway connections, educational programming, wayfinding, marketing and promotion, and exploration of alternative facility types other than off-road multi-use paths and bicycle lanes.

Bicycle Refinement Plan Amendments: Based on Planning Commission direction, the following amendments are recommended to the Bicycle Refinement Plan:

On page 29, Amend Key Actions as follows:

- Develop distinctive informational signage with destinations, mileage, and time.
- **Identify strategic signage locations that are appropriate for the context of the environment and are minimal in impact.**
- Implement signs to highlight key access points and route changes.

On Page 39, Amend Table 4 as Follows:

Table 4. Final Recommendations	
Immediate Strategies	Continue with the current Bicycle master Plan
	Increase Redmond's Presence on the Deschutes County Bicycle Pedestrian Action Committee
	Foster a local user network.
	Implement a branding program identifying the system to users and non-users alike.
	Develop community-supportive bicycling events.
	Adopt policies that implement a Complete Streets policy (preferred) or a bike maintenance plan.
	Adopt a pro-bike maintenance plan.
Near-Term Strategies	Identify a bike route system on low-traffic streets, prioritize investments along this route.
	Establish baseline ridership counts and make improvement targets
	Adopt a pro-bike maintenance plan.
Long-Term Strategies	Improve key crossings
	Implement separated facilities if demand for such facilities increases.

Heather Richards,
Community Development Director

7. Bicycle Master Plan

Overview

The following chapter summarizes the existing and future bicycle facility needs in the City of Redmond, identify improvement strategies, and recommends bikeway projects for the City.

It is important to note the distinction between the project lists that are used throughout this chapter:

Master Plan: This list includes projects to meet the long-term transportation needs that have been identified but are not necessarily funded (unless the project is also included in the Action Plan list, and thus has funding). As such, these projects cannot be assumed for land use actions under OAR 660-012-0060. The Master Plan includes the US 97 Reroute Phase II.

Action Plan: These are projects that are reasonably expected to be funded to meet the transportation needs of the City identified in this TSP. Many of the projects included in the Master Plan are also included, and funded, under the Action Plan. However, the Action Plan does not include US 97 Reroute Phase II.

Bicycle System Needs

Bicycle goals and policies for the area aim to provide safe, continuous, and accessible facilities. Bicycle facilities that are utilized by the City of Redmond include:

- **Bicycle lanes** - a portion of the roadway designated by striping, signing and/or pavement markings for preferential or exclusive use by bicycles and other nonmotorized vehicles
- **Shoulders** - a paved portion of the roadway to the right of the traveled way designed to serve bicyclists, pedestrians and as a safety strip for motorized vehicles
- **Multiuse paths** – a facility that is physically separated from the roadway and intended for use by bicyclists, pedestrians and others.

Shoulders are generally present on US 97 (except through the downtown 5th/6th Street couplet), Airport Way, and Helmholtz Way. Striped bicycle lanes are present on OR 126 west of US 97 and intermittent locations on other recently constructed collectors and arterials in the City. S Canal Boulevard has bicycle lanes from Highland Avenue to Salmon Avenue on the west, a narrow shoulder to the east, and south of Salmon Avenue the facility degenerates to a narrow separated path on the west only. The design of this path is not optimal due to the width and number of unmarked access point crossings. The Dry Canyon Trail is a popular multiuse trail facility for recreational pedestrian and bicycle use. Connectivity between these bicycle facilities is limited.

Bicycle trips are different from pedestrian and motor vehicle trips. Common bicycle trips are longer than walking trips and generally shorter than motor vehicle trips. Where walking trips are attractive at

lengths of a quarter mile (generally not more than a mile), bicycle trips are attractive up to three miles. Bicycle trips can generally fall into three groups: commuting, activity-based and recreational. Commuter trips are typically home/work/home (sometimes linking to transit) and are made on direct, major connecting roadways and/or local streets. Bicycle lanes provide good accommodations for these trips. Activity-based trips can be home-to-school, home-to-park, home-to-neighborhood commercial or home-to-home. Many of these trips are made on local streets with some connections to arterials and collectors. Their needs are for lower volume/speed traffic streets, safety and connectivity. Recreational trips share many of the needs of both the commuter and activity-based trips, but create greater needs for off-street routes, connections to rural routes and safety.

Bicyclists generally can be categorized into three groups: advanced cyclists, basic cyclists, and children. Advanced bicyclists are the experienced riders who make up the majority of the current users of collector and arterials streets. These advanced cyclists wish to operate at maximum speed with minimum delays and require sufficient space on the roadway shoulder to be treated as vehicles. Basic cyclists and children generally prefer the most comfortable (although sometimes circuitous) access to destinations, using low speed, low volume streets or separate, multiuse paths.

System continuity and connectivity, and safety are key issues for bicyclists. The lack of safe facilities and gaps in the system cause the most significant problems for bicyclists traveling to and from downtown Redmond. The following needs have been identified for bicycle access and circulation within the City of Redmond.

Local/Regional Connectivity- The existing bicycle network in Redmond includes a combination of road shoulders, striped bicycle lanes, and unmarked shared facilities. Dedicated bicycle facilities in the downtown area are limited. Local connectivity can be improved with the dedication of bicycle lanes on new and existing facilities as well as the construction of off-street trails.

By removing parking on both sides of Black Butte Avenue so that six-foot bicycle lanes can be striped and signed, the City will have three well-spaced east-west bicycle lanes (the others being Maple Avenue and Highland Avenue). Another location to consider parking removal in order to add a bicycle lane may be along one side of 5th and 6th Streets since bicycle facilities currently do not exist in the downtown couplet. While motor vehicle volumes will decrease on Business 97 with the opening of the US 97 Reroute, it is likely the volumes through the downtown couplet would continue to exceed safe levels for shared lane use between motor vehicles and bicycles.

North of the couplet on Business 97, motor vehicle volumes will also shift to the US 97 Reroute. While increasing the shoulder would improve bicyclist safety, the existing motor vehicle travel lanes are only twelve feet wide.

Traffic using South Canal Boulevard is expected to continue to increase with the connection to 5th and 6th Streets and congestion along the parallel facility US 97. Bicycle facilities along South Canal Boulevard are composed of a series of shoulders, stenciled bicycle lanes, and a separated path on the west side (of inadequate width and design) that have limited connectivity. If bicycle lanes and shoulders along this street are improved, the facility can serve as a parallel facility to US 97. The highway is a seldom-utilized bicycle route due to high traffic volume, high vehicle speed, numerous vehicle turning movements, and minimal shoulder width.

By addressing these local connectivity needs, the bicycle system will provide a connecting grid that serves most commuter and activity-based riders to access the area between US 97 Reroute and Dry Canyon. Education of both vehicle drivers and bicycle users is essential, as shared roadways require that both user groups respect the other and follow the rules.

Interest was also noted for bicycle facilities connecting to neighboring communities. Due to the limited level of interest expressed, projects for such regional facilities are not included on the list of recommended projects. However, the City should consider a joint regional effort to improve bicycle connections to the surrounding communities of Sisters, Madras, Bend, and Prineville.

Bicycle Parking- The existing bicycle parking (along with connectivity) is limited in downtown Redmond. While providing additional bicycle parking at key destinations was the top bicycle priority based on input from the TAC, connectivity to these destinations needs to be addressed and provided so that the parking can be utilized. Once connectivity is provided, bicycle parking should also be provided with short-term and long-term spaces around key destinations such as schools, the library, retail areas and other activity centers to facilitate trips to these locations.

Short-term spaces should be located within 50 feet of entrances of buildings, with care taken to not conflict with pedestrian access or circulation. Long-term parking (dependent upon commuter demand) should be provided with bicycle lockers or dedicated parking rooms or cages with signage from the street directing cyclists where to access these facilities. To the extent possible, bike parking should be visible, inviting and integrated with building, street front and landscape design. Key destinations that already have bicycle parking include the Jessie Hill Library, Redmond High School, shopping locations (Fred Meyer and Wal-Mart), the Fairgrounds, and the playing fields at Sam Johnson Park. While bicycle access is not provided to 6th Street in downtown, bicycle parking in the vicinity is utilized.

Strategies

Bikeway improvements are aimed at closing the gaps in the bicycle network along arterial and collector roadways, in addition to providing multi-modal links to improve livability. Several strategies were identified to address bicycle system needs and to guide project prioritization. This prioritization process helps to focus community investment on those projects that are most effective at meeting critical needs, while deferring other projects of lesser value. The strategies were ranked by the Technical Advisory Committee (TAC)⁶⁵ and citizen input⁶⁶ for use in this TSP.

The strategies for bicycle facilities (listed in order of importance) are:

- Provide bicycle parking at key destinations as needed when appropriate bicycle facilities exist to provide access
- Construct bicycle lanes on all arterials and collectors to meet City of Redmond, Deschutes County or ODOT standards
- Provide corridors that are separate from roadways (along canal ROWs, development, landscaping, etc)
- Connect key bicycle corridors to schools, parks, employment, and activity centers
- Provide state of the art signage and striping on all bicycle lanes to educate both motor vehicle and bicycle users about bicycle lane location, connection, and etiquette
- Fill in gaps in the network where some bikeways exist (arterials and collectors)
- Provide bicycle corridors that connect to major recreational facilities
- Develop a maintenance program to clean bicycle lanes
- Provide a regional pathway facility connecting to neighboring communities
- Provide arterial crossing enhancements
- Provide bicycle corridors that commuters might use

⁶⁵ Technical Advisory Committee Meeting, September 26, 2007.

⁶⁶ Email from Shirlee Evans, March 28, 2008.

- Provide bicycle corridors that connect neighborhoods
- Provide bicycle corridors that access retail areas

Bicycle Master Plan

A list of bicycle projects to meet the identified needs and achieve these outlined strategies was developed and is shown in Figure 7-1 and summarized in Table 7-1. The list is an overall plan and summarizes the ‘wish list’ of bicycle related projects in Redmond, providing a long-term map for planning bicycle facilities.

Each bicycle project was ranked based on how well it met the improvement strategies that were identified. A high, medium, and low designation was given to each project to indicate a general priority for implementation. Each of these projects will need further refinement to detail right-of-way requirements and costs associated with special design details as projects are pursued.

Table 7-1: Bicycle Master Plan Projects and Cost Estimates

Priority	Project Facility	From	To	Cost (\$1,000s)
<i>Bicycle Lanes on New Arterials and Collectors</i>				
High	NW Quince Ave	NW 10th St	NW Canal Blvd	*
Med	SW Quartz Ave	SW Helmholtz Way	SW 35th St	*
Med	SW Quartz Ave	SW Canal Blvd	SE 1st St	*
Med	SW 27th St	SW Glacier	OR 126	*
Med	NW Maple Ave	NW Helmholtz Way	NW 35 th St	*
Med	NW Maple Ave	NW 35 th St	NW 27 th St	*
Med	SE 9th St extension	OR 126	SE Veterans Way	*
Low	Northwest Way/27th St	NW Maple Ave	NW Greenwood Ave	*
Low	NW Pershall Way	Northwest Way	US 97	*
Low	OR 126	SW Canal Blvd	East UGB	*
Low	NE 15 th St	North UGB	OR 126	*
Low	SW Elkhorn Ave	Existing alignment	SW 19th St	*
<i>Bicycle Lanes on Existing Arterials and Collectors</i>				
High	W Antler Ave	Helmholtz Way	23rd St	*
High	SW Evergreen Ave	SW Canyon Dr	SW Canal Blvd	\$495
High	SW Yew Ave	SW Canal Blvd	SW 19th St	\$465
High	NW 19th St	NW Fir Ave	NW Cedar Ave	\$130
High	SW Obsidian Ave	SW 23rd St	SW Canal Blvd	\$185***
High	SW Black Butte Ave	SW Canyon Dr	SW 2 nd St	\$460
High	SW 7th St	SW Dogwood Ave	SW Indian Ave	\$10
High	SW Odem Medo Rd	SW Salmon Ave	US 97	*
Medium	SW 15th St	SW Evergreen Ave	SW Quartz Ave	\$775
Medium	NW/SW 9th St	NW Negus Pl	SW Highland Ave	\$1,240
Medium	NW/SW 6th St	NW Hemlock Ave	SW Highland Ave	\$30
Medium	NW/SW 5th St	NW Hemlock Ave	SW Highland Ave	\$30
Medium	SW Obsidian Ave	SW Helmholtz Way	SW Canal Blvd	*
Medium	SW Quartz Ave	SW 35th Way	SW Canal Blvd	\$1,050
Medium	SW Wickiup Ave	SW Helmholtz Way	SW 31st St	\$1,170
Medium	SE Quartz Ave	SE 1 st St	SE Airport Way	\$15
Medium	NW Kingwood Ave	NW 23rd St	NW Rimrock Dr	\$420
Medium	NE/SE 9th St	NE Hemlock Ave	OR 126	*
Medium	SW Wickiup Ave	SW 27th St	SW Canal Blvd	\$160
Medium	NW 27 th St	NW Evergreen Ave	NW Glacier Ave	*

Priority	Project Facility	From	To	Cost (\$1,000s)
Medium	NW/NE Maple Ave	NW 27 th St	NW 19th St	*
Medium	NW Kingwood Ave	US 97	NW Canal Blvd	\$90***
Medium	NE Hemlock Ave	NW Canal Blvd	NE 9th St	\$405
Medium	Antler Ave	W 5th St	East UGB	*
Low	Spruce Ave	west UGB	19th St	\$495
Low	NE King Way	NW Canal Blvd	NE 5th St	\$145
Low	NW Hemlock Ave	NW Helmholtz Way	NW Rimrock Dr	\$1,435
Low	NE Hemlock Ave	NE 13th	East UGB	\$195
Low	SW Salmon Ave	SW 31st St	SW 27th St	\$205
Low	NW Upas Ave	west UGB	Dry Canyon Trail	\$355
Low	NW Spruce Ave	NW Canyon Dr	US 97	\$540
Low	NW Quince Ave	west UGB	NW 19th St	\$600
Low	SW Salmon Ave	SW Helmholtz Way	SW 35th St	\$490
Low	NW/SW 35th St	North UGB	SW Salmon Ave	\$2,775
Low	Northwest Way/27th St	NW Pershall Way	NW Maple Ave	\$795
Low	SW 27th St	SW Obsidian Ave	SW Canal Blvd	\$985
Low	SW 23rd St	W Antler Ave	SW Rimrock Way	\$585
Low	SW 23rd St	SW Salmon Ave	SW Canal Blvd	\$430
Low	NW 19th St	NW Spruce Ave	NW Quince Ave	\$225
Low	SW Badger Ave	SW 43rd St	SW Canal Blvd	\$300
Low	SW Elkhorn Ave	SW Helmholtz Way	existing alignment	\$595
Low	NW Rimrock Dr	NW Maple Ave	NW Hemlock Ave	\$400
Low	SW 43rd St	SW Wickiup Ave	SW Badger Ave	\$535
Low	NW Canal Blvd	NW Upas Ave	NW Spruce Ave	\$355
Low	NW 10th St	NW Pershall Way	NW Upas Ave	\$295
			Subtotal	\$19,865
Off-street Bicycle Pathways				
High	Pilot Buttte Canal Trail	Existing Trail (S of Antler)	SW Evergreen Ave	**
High	C Lateral Trail	North UGB	Existing Trail (S of Hemlock)	**
High	NS Canal Trail	North UGB	Existing Trail (S of Hemlock)	**
High	Pilot Butte Canal Trail	SW Highland Ave	Existing Trail (Yew)	**
High	Dry Canyon Trail	SW Highland Ave	SW Quartz Ave	**
High	EW Canal Trail	NE 5th St	East UGB	**
Medium	NS BPA Trail	NW Maple Ave/N UGB	SW Elkhorn Ave	**
Medium	C Lateral Trail	SW Salmon Ave	SW Canal Blvd (near Greens Blvd)	**
Low	Dry Canyon Trail	NW Pershall Way	NW Upas Ave	**
Low	EW Canal Trail	NE Canal Blvd (Quince)	NE 5th St	**
Low	EW Canal Trail	US 97	NW Pershall Way	**
Low	B Lateral Trail	SW Helmholtz Way	SW Canal Blvd	**
Low	E Lateral Trail	NE Maple Ave	Fireman's Pond Park	**
Other Projects				
Bicycle parking		Downtown locations, key destinations, and activity centers		\$10

* Project cost is included in the motor vehicle plan

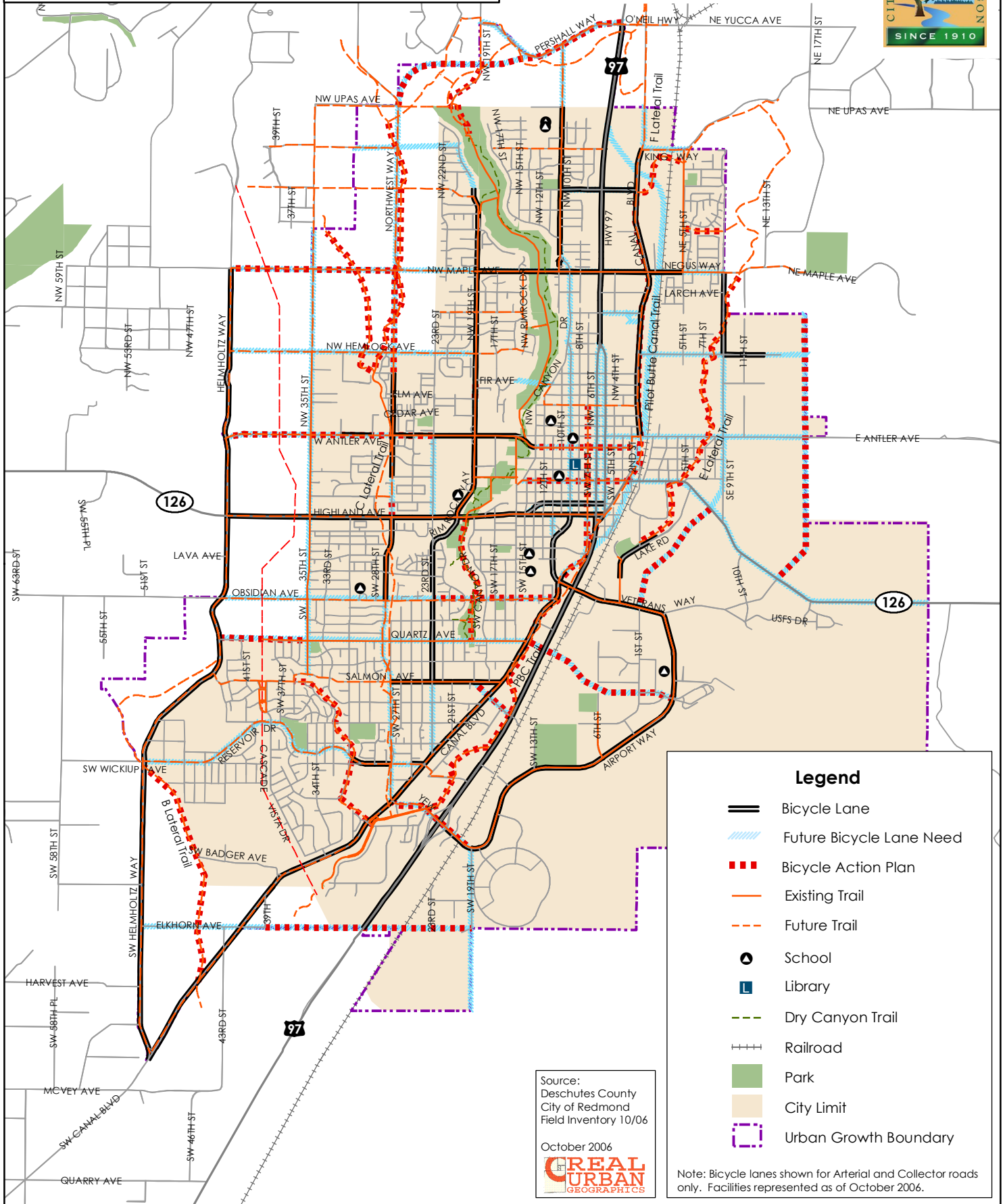
**Project cost is included in the pedestrian plan.

***Project cost is from 2004 CIP cost and is factored 8% annually

**Figure 7-1
BICYCLE MASTER PLAN**



**City of Redmond
Transportation System Plan**



Source:
Deschutes County
City of Redmond
Field Inventory 10/06

October 2006

**CREAL
URBAN**
GEOGRAPHICS

Bicycle Action Plan

A bicycle action plan project list was created to identify bicycle projects that are reasonably expected to be funded by the year 2030, meeting the requirements of the updated Transportation Planning Rule⁶⁷. Table 7-2 lists the full action plan identified in the TSP update analysis.

Table 7-2: Bicycle Action Plan Projects and Cost Estimates

Phase	Project Facility	From	To	Cost (\$1,000s)
<i>Bicycle Lanes on New Arterials and Collectors</i>				
1 (2008-2015)	SW 27th St	SW Glacier	OR 126	*
1 (2008-2015)	NW Maple Ave	NW 35 th St	NW 27 th St	*
1 (2008-2015)	SE 9th St extension	OR 126	SE Veterans Way	*
1 (2008-2015)	Northwest Way/27th St	NW Maple Ave	NW Greenwood Ave	*
2 (2016-2020)	SW Quartz Ave	SW Canal Blvd	SE 1st St	*
2 (2016-2020)	NW Maple Ave	NW Helmholtz Way	NW 35 th St	*
3 (2021-2025)	SW Quartz Ave	SW Helmholtz Way	SW 35th St	*
3 (2021-2025)	NW Pershall Way	Northwest Way	US 97	*
4 (2026-2030)	NE 17 th St	North UGB	OR 126	*
4 (2026-2030)	SW Elkhorn Ave	Existing alignment	SW 19th St	*
<i>Bicycle Lanes on Existing Arterials and Collectors</i>				
1 (2008-2015)	W Antler Ave	Helmholtz Way	23rd St	*
1 (2008-2015)	SW Black Butte Ave	SW Canyon Dr	SW 2 nd St	\$460
1 (2008-2015)	SW 7th St	SW Dogwood Ave	SW Indian Ave	\$10
1 (2008-2015)	SW Odem Medo Rd	SW Salmon Ave	US 97	*
1 (2008-2015)	NW 19th St	NW Fir Ave	NW Cedar Ave	\$130
2 (2016-2020)	SW Evergreen Ave	SW Canyon Dr	SW Canal Blvd	\$495
2 (2016-2020)	SW Yew Ave	SW Canal Blvd	SW 19th St	\$465
2 (2016-2020)	SW Obsidian Ave	SW 23rd St	SW Canal Blvd	\$185***
<i>Existing Facilities Subtotal</i>				\$1,745
<i>Off-street Bicycle Pathways</i>				
1 (2008-2015)	Dry Canyon Trail	SW Highland Ave	SW Quartz Ave	\$320
1 (2008-2015)	Pilot Butte Canal Trail	Quince Ave	SW Evergreen Ave	\$960
1 (2008-2015)	Pilot Butte Canal Trail	SW Highland Ave	Existing Trail (Yew)	\$625
2 (2016-2020)	NS Canal Trail	North UGB (Oak)	Existing Trail (S of Hem.)	\$445
2 (2016-2020)	NS Canal Trail	North UGB (Upas)	Existing Trail (S of Hem.)	\$835
2 (2016-2020)	C Lateral Trail	SW Salmon Ave	SW Canal (near Greens)	\$435
3 (2021-2025)	NS Canal Trail	NE Maple Ave	Fireman's Pond Park	\$835
3 (2021-2025)	Dry Canyon Trail	NW Pershall Way	NW Upas Ave	\$250
3 (2021-2025)	EW Canal Trail	NE Canal (@Quince)	NE 5th St	\$225
4 (2026-2030)	EW Canal Trail	NE 5th St	East UGB	\$100
4 (2026-2030)	B Lateral Trail	SW Helmholtz Way	SW Canal Blvd	\$1,050
<i>Off-Street Facilities Subtotal</i>				\$6,080
<i>Other Projects</i>				
1 (2008-2015)	Bicycle parking	Downtown locations, destinations & activity centers		\$10
<i>BICYCLE ACTION PLAN TOTAL</i>				\$7,835

* Project cost is included in the motor vehicle plan

⁶⁷ OAR Chapter 660, Department of Land Conservation and Development, Division 012, Transportation Planning, adopted on March 15, 2005, effective April 2005.



CITY OF REDMOND

Engineering Division

243 E. Antler Avenue
Redmond, OR 97756-0100

A: Website – Cost by others

B: Distinctive Redmond Bicycle Signage and Wayfinding

Assumptions:

- Bike Blvd signage, 8 per mile of on-street bicycle lanes
- Wayfinding signage, 2 per mile of on-street bicycle lanes

Cost:

- \$800 per Bike Blvd Sign
- \$1000 per Wayfinding signage
- \$8,400 per Mile, installed bike signage

C: Enhanced Crossing for Multi-Use Path and Bike Route (striping)

Assumptions:

1. Striping of 2 lane bicycle path, 3 – 8” Stripe 2 coat paint
2. Sharrow and crosswalks, thermoplastic
3. Buffer Strip, 2 coats paint

Cost:

- \$2000 CrossWalks per intersection,
- \$550 per Sharrow,
- \$3500 per mile white striping
- \$15,500 per mile buffer strip

D: Bike Corral – Cost by others

E: Separated Bicycle Path (COID Canal System)

Assumptions:

1. 10' wide Asphalt path, 2" A.C. over 6" Baserock
2. 8" Stripe, two-way lanes

Cost:

- \$200,000 per mile 10' separated path

F: Key Crossings

Assumptions:

1. Green or Blue Bike path Striping
2. 1600 SF of 2 coat paint per intersection
3. 6 hours traffic control

Cost:

- \$2400 per major intersection



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REDMOND URBAN AREA PLANNING COMMISSION

Minutes

Tuesday, February 7, 2012

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

Commissioners Present: Chair Eric Porter, Vice Chair Will Van Vactor, Anne Graham, Bob Bleile, Katie McDonald, Stan Clark, Tory Allman

City Staff: Heather Richards, *Community Development Director*; James Lewis, *Long-Range Planner*; Cameron Prow, *TYPE-Write II*

Visitors: None

(scribe CP's note: The minutes were created from an audio record and notes taken at the meeting. The three digits after the motion title shows the number of members voting in favor/against/abstaining.)

I. CALL TO ORDER

Chair Porter opened the meeting at 6:30 p.m. with all members present.

Chair Porter requested a moment of silence for the two children who were killed on February 6.

II. CITIZEN COMMENTS (None)

III. WORK SESSION

A. Proposed Development Code Amendments, Section 8.3035(4)(E) – Site and Design Review Standards for Multi-Family Dwellings and Complexes

Mr. Lewis presented the February 7, 2012, staff report including Commissioner changes from the last meeting. He summarized staff and developer concerns. Recent proposals for multi-family developments indicate that building separation, upper floor setbacks, and floor size requirements do not allow efficient use of land. The overall mass and scale of individual buildings may be reduced, but the resulting development is not always architecturally interesting or attractive and many projects are not economically feasible. Variances granted to help projects move forward are contributing to an unpredictable development pattern for the City, residents, and property owners. Staff need to have clear, objective standards that are easy to administer.

Commissioner concerns included *fence height along streets; breaking up building masses; alleys; developer feedback; minimum lot size, space requirements for extra bedrooms; interrelationship of lot size, parking, recreational amenities, and open space; penalty for double-frontage lots; and impact of offsets on functional open space.*

Commissioners agreed **by consensus** to add intent statements where appropriate, rewrite Table A/Minimum Standards to specify open-space requirements and delete minimum sizes for additional units, and change Building Orientation and Building Form per discussion.

For the next meeting, Commissioners asked Mr. Lewis to provide visual examples of two-foot horizontal extensions and photos of Glacier Apartments and other apartment complexes in town. Ms. Richards said she would review Hillsboro's building code for multi-family complexes.

Commissioner Graham said she would bring photos of attractive Hillsboro complexes.

B. Discussion of 2012 Work Plan

Chair Porter reported that he, Vice Chair Van Vactor, and Commissioner Bleile had a productive meeting with Ms. Richards and Mr. Lewis regarding projects and priorities for 2012.

Ms. Richards presented her staff report (February 7, 2012, memo) which summarized Development Code Amendments, Long-Range Plan Initiatives, and Current Planning Efforts underway or proposed for 2012. She provided a status report on the Redmond Development Plan (RDP), Bicycle Refinement Plan, Professional Business and Medical District Master Plan, City Center Housing Density Study, City Center Circulation Study, and South US 97 Highway Corridor Plan and outlined the Planning Commission's role in reviewing these plans.

Discussion covered *timing of Planning Commission review, amount of time required for each project, and how to resolve conflicts between the RDP and Redmond's comprehensive plan.*

Commissioners **by consensus** agreed with the list of projects and priorities presented in the staff report for 2012 and requested that staff prepare a calendar of Planning Commission projects for March through June 2012.

IV. CITY COUNCIL LIAISON COMMENTS (None)

V. STAFF COMMENTS (None)

VI. COMMISSIONER COMMENTS

Commissioner Clark declared his intent to retire this year.

Commissioner McDonald asked about the type of trash containers to be installed in the canyon.

Chair Porter agreed to meet with staff to prepare for Planning Commission's annual update to the Mayor and City Council. Following discussion, Commissioners agreed **by consensus** that the topics presented should include 2011 achievements and the work plan for 2012.

Commissioner Allman said that, as chair of the Downtown Urban Renewal Advisory Committee, he would be making a similar presentation to Council.

VIII. ADJOURN

With no further business, Chair Porter adjourned the meeting at 8:41 p.m.

APPROVED by the Redmond Urban Area Planning Commission and SIGNED by me this _____ day of _____, 2012.

ATTEST:

Eric Porter, Chair



DRAFT

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REDMOND URBAN AREA PLANNING COMMISSION

Minutes

Tuesday, February 21, 2012

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

Commissioners Present: Chair Eric Porter, Vice Chair Will Van Vactor, Anne Graham, Stan Clark, Tory Allman (*absent:* Bob Bleile, Katie McDonald)

City Staff: Heather Richards, *Community Development Director*; James Lewis, *Long-Range Planner*; Cameron Prow, *TYPE-Write II*

Visitors: Ron Shearer, *High Country Disposal*

(scribe CP's note: The minutes were created from an audio record and notes taken at the meeting. The three digits after the motion title shows the number of Commissioners voting in favor/against/abstaining.)

I. CALL TO ORDER

Chair Porter opened the meeting at 6:32 p.m. with a quorum present.

II. CITIZEN COMMENTS (None)

III. WORK SESSION

A. Proposed Development Code Amendments, Section 8.3035(4)(E) – Site and Design Review Standards for Multi-Family Dwellings/Complexes

Chair Porter said he asked Mr. Shearer to review the proposed changes to this code because his company provides garbage and recycling services to multi-family complexes.

Mr. Shearer presented a handout on recommended garbage service levels, truck clearance requirements, and front-load container sizes. He also discussed construction specifications, types of trash receptacles to avoid, and how lack of oversight impacts the type of materials which are discarded. The Hayden Square-type of trash receptacles made it difficult to determine ownership. The individual receptacles were eventually converted to a commercial-style enclosure which has alleviated the aesthetic and billing problems of the prior system. At Commissioners' request, Mr. Shearer agreed to provide graphics to Mr. Lewis.

Mr. Lewis presented the staff report (February 21, 2012, memo) including draft code amendments, comparisons between existing and proposed code standards, and photos of complexes to illustrate what the proposed code would/would not allow. A public hearing is tentatively scheduled for March 20 meeting.

Commissioner discussion covered *minimum volume needed for trash and recycling materials based on the number of dwelling units, consistency in formatting tables in the code, Table Key F, adding "architectural theme" to the Definition section, eliminating solar setbacks between*

buildings in multi-family complexes, achieving higher density, and adding more street trees to improve community aesthetics.

Commissioners agreed **by consensus** to the following:

- * **Building Orientation:** Change Paragraph 1, Sentence 2, under Section E to read – “The intent is: to promote compatible development; to foster the attractiveness and functional utility of multi-family development; to protect public and private investments in the area; and to raise the level of community expectations for the quality of its environment.” Also, exempt solar setback requirements between multi-family structures but not where multi-family developments adjoin single-family structures.
- * **Building Form:** Change Paragraph 1, Line 6, to read – “surfaces, each floor of the building shall include at least three of the” and delete the paragraph following Items a, b, c, and d.
- * **Detailed Architectural Features:** Change Line 6 to read – “a minimum of every 30 lineal feet of horizontal wall.” Change Item 5.c to read – “Additional entries.” Add requirements for “dramatic change of paint schemes” and “change in siding materials.”
- * **Exterior Finish:** Change Line 5 to read – “permitted. Textured cinder blocks are permitted on side and rear.”
- * **Building Mass and Scale:** Delete.
- * **Trash Receptacles:** Add reference to minimum standards (trash volume per dwelling unit) that must be met unless the trash pickup service provides written documentation supporting different standards.
- * **Mechanical Equipment:** Change Line 3 to read – “the ground or on the roof of buildings, must be entirely screened at ground level from.” Change Sentence 3 to read – “Screening shall be compliant with all applicable codes.”

IV. CITY COUNCIL LIAISON COMMENTS (None)

V. APPROVAL OF MINUTES

Motion 1 (4/0/1): Commissioner Graham moved to approve the January 17, 2012, minutes as written. Commissioner Allman seconded the motion which passed with Commissioners Allman, Graham, McDonald, Porter, and Van Vactor voting in favor and Commissioner Clark abstaining.

VI. STAFF COMMENTS (None)

VII. COMMISSIONER COMMENTS

Based on discussion during the work session, Commissioners recommended adding review of solar setbacks to their work plan.

VIII. ADJOURN

With no further business, Chair Porter adjourned the meeting at 8:50 p.m.

APPROVED by the Redmond Urban Area Planning Commission and SIGNED by me this _____ day of _____, 2012.

ATTEST:

Eric Porter, Chair



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REDMOND URBAN AREA PLANNING COMMISSION
Minutes

Tuesday, March 6, 2012

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

Commissioners Present: Chair Eric Porter, Anne Graham, Katie McDonald, Stan Clark, Tory Allman
(*absent:* Bob Bleile, Will Van Vactor)

City Staff: James Lewis, *Long-Range Planner*, Cameron Prow, *TYPE-Write II*

Visitors: Trish Pinkerton, *Redmond Spokesman*

*(scribe CP's note: The minutes were created from an audio record and notes taken at the meeting.
The three digits after the motion title shows the number of members voting in favor/against/abstaining.)*

I. CALL TO ORDER

Chair Porter opened the meeting at 6:30 p.m. with a quorum present.

II. CITIZEN COMMENTS (None)

III. WORK SESSION

A. Proposed Development Code Amendments, Section 8.3035(4)(E) – Site and Design Review Standards for Multi-Family Dwellings & Complexes

Mr. Lewis presented his March 6, 2012, staff report and the latest draft, which included all changes suggested by Commissioners to date.

During discussion, Commissioners agreed **by consensus** to the following changes:

- * **8.0370(3) – Exemptions and 8.3035 – Table A/Minimum Standards:** Revise Paragraph 3.E to read – “Multi-family dwellings and multi-family complexes are exempt from the solar setback requirements of this Section except when the property abutting the north property line is developed with a single-family dwelling.”
- * **8.3035 – Common Open Space:** Replace with new language on handout, then revise **Paragraph 1:** Reword Sentence 1 to read – “Common open space(s) shall be incorporated into the site plan of multi-family complexes as a primary design feature. Delete Sentence 2. **Paragraph 2:** Delete Item g/Trails.
- * **8.3035 – Special Yards:** Add a diagram to Item 12.a to illustrate double-row dwelling groups.
- * **8.3035 – Special Fencing/Landscaping:** Revise last line to read – “vicinity, and to provide security and privacy for occupants of the subject complex.”
- * **8.3035 –Storage:** Delete Sentence 1. Revise Sentence 3 to read: “Each dwelling unit shall have one assigned storage area, a minimum of 24 square feet, volumetrically sufficient to store a bicycle, and shall be securable.” Revise Sentence 5 to read: “Storage areas may also

be within outdoor structures such as within a separate storage building located on premises.”
Revise Sentence 6 to read: “The City may exempt or reduce the storage space requirement for ‘specialty housing’ such as senior housing or for housing for long-term infirm care.”

- * 8.3035 – Off-Street Parking: Revise Sentence 1 to read – “Off-street parking and access policy including the number of spaces required shall be governed by Sections 8.0500 through 8.0515 of the City of Redmond Code.” Revise Sentence 2 to read – “Multi-family dwellings and complexes shall comply with the City’s access policies in off-street parking areas regarding vehicle access and provide adequate pedestrian ways to safely navigate the parking areas and to connect to the public sidewalks.” Revise Sentence 3 to read – “Adequate internal vehicle access shall be designed to minimize or eliminate vehicle/vehicle or vehicle/pedestrian conflicts in off-street parking areas.” Revise Sentence 4 to read – “Off-street parking areas shall not be placed between the primary building elevations and adjacent public streets.” Revise Sentence 5 to read – “Parallel parking shall not be permitted on any common or shared driveways or private drives less than 28 feet in width for parking on one side and 36 feet in width for parking on both sides.” Add Sentence – “Off-street parking areas proposed between streets and buildings must be reviewed by the Planning Commission in a public hearing.” Prohibit tandem parking in common parking areas.

- * 8.3035 – Bicycle Parking: Delete.

At Commissioners’ request, Mr. Lewis agreed to e-mail the site plan application requirements list.

IV. CITY COUNCIL LIAISON COMMENTS (None)

V. STAFF COMMENTS

Mr. Lewis confirmed that the Planning Commission’s public hearing on the proposed Development Code amendments to Section 8.3035(4)(E) will be held on March 20, 2012. The next issue before the Planning Commission will be updating the Redmond Subdivision Code, starting the end of April 2012.

Commissioner Clark announced that he intended to retire from the Planning Commission effective on July 31, 2012.

VI. COMMISSIONER COMMENTS

Chair Porter said that he and Commissioner Allman attended the City Council work session on March 6. Chair Porter commended Ms. Richards for her presentation and Community Development staff generally for their support and clear, concise communication of Council’s direction and priorities.

VII. ADJOURN

With no further business, Chair Porter adjourned the meeting at 8:01 p.m.

APPROVED by the Redmond Urban Area Planning Commission and SIGNED by me this _____ day of _____, 2012.

ATTEST:

Eric Porter, Chair