



CITY OF REDMOND
Community Development Department

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Bicycle & Pedestrian Advisory Committee Agenda
716 SW Evergreen Ave Conference Room A
Monday, February 2, 2015
4:00 PM
Agenda

BPAC MEMBERS
William Hilton, Chair

MEETING OBJECTIVES

- Swear in new members
- Discuss next year's work plan
- Subcommittee updates
- Safe routes to school project

Bill Braly, Vice Chair

PROPOSED AGENDA

TIME	ITEM
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4:00 PM	CALL TO ORDER/INTRODUCTIONS
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4:00 PM	SWEARING IN OF NEW MEMBERS
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Fred Bray

4:05 PM	COUNCIL LIASION COMMENTS
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4:10 PM	CITIZEN COMMENTS
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Sharon Carrell

4:15 PM	DISCUSSION ITEMS
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A. 2015/16 Proposed Work Plan (Exhibit 1)

B. Sub-Committee Reports

- Trails Amenities Plan

- Branding: Media Campaign

- Infrastructure: Bike/Pedestrian Network Plan

C. Safe Routes to School Project Update

D. Approval of Minutes

- November 24, 2014 (Exhibit 2)

Shirlee Evans

5:40 PM	COMMITTEE COMMENTS
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Katie Hammer

5:50 PM	STAFF COMMENTS
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Karen Hermanek

6:00 PM	ADJOURN
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Mike Ricketts

David Swift

Patrick Tinsley

Vacant Ex Officio

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EXHIBIT 1

DATE: February 2, 2015
TO: Redmond Bicycle and Pedestrian Advisory Committee (BPAC)
FROM: Scott Woodford, Associate Planner
SUBJECT: 2015/16 Work Plan

Report in Brief:

This report outlines the process and methodology for adopting the BPAC Work Plan for the upcoming 2015/16 fiscal year.

Discussion:

The 2015/16 fiscal year for the City of Redmond extends from July 1, 2015 to June 30, 2016. The BPAC Work Plan will guide the work of the BPAC during that timeframe. Last meeting, we reviewed the status of the 2014/15 Work Plan and made some corresponding adjustments to timelines. The City Council will adopt the budget for next fiscal year this spring and so the City needs to know the tasks and budget needs of each department and committee prior to that time. BPAC will discuss proposed items for the 2015/16 Work Plan at this meeting and will follow up at the March BPAC meeting to consider adopting the Work Plan.

The basis for the Work Plan is the City Council adopted Bicycle Refinement Plan, which contains the recommended action items for implementing the Plan (See Attachment A). BPAC also needs to consider the 2014/15 Work Plan to determine if any items need to be carried over to next year (see Attachment B).



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Attachment A

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Bicycle Refinement Plan Recommendations:

- 1. Continue with Bicycle Master Plan** Redmond's current Bicycle Master Plan (part of the adopted Transportation System Plan) focuses on implementing bike lanes on major arterials & collectors as they are improved. According to the TSP, "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" (Redmond Transportation System Plan, 7-3). In addition, the current plan includes pursuit of all available bicycle and pedestrian grants and select bicycle and pedestrian projects constructed through the City's capital improvement program.

This strategy is important both as a "baseline alternative" and for the value of increasing the connectivity of on-street bicycle lanes. Standard bicycle lane improvements are an important amenity to confident cyclists. These lanes provide necessary visibility to cyclists on roads with moderate traffic. However, standard bicycle lanes may not attract significant numbers of new users who are averse to riding in traffic.

- 2. Measure and Monitor Ridership** Conducting regular bicycle and pedestrian counts will help track progress of implementation activities and provide justification for future investments. Semi-annual automated counts (using pneumatic tube collectors) can help gauge overall bicycle ridership. Annual human-conducted counts (utilizing volunteers) can help gather demographic information such as gender, age group and helmet usage of the riding population.

Key Actions: • Establish baseline ridership levels and improvements targets

- 3. Brand the System** Informational signage highlights to new users, existing users, and motorists that bicyclists are using the system. Official signage validates cycling as a transportation mode in Redmond. Wayfinding makes existing facilities and connections more visible and usable.

The Redmond TSP calls for "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" (Redmond Transportation System Plan, 7-3).

Key Actions:

- Develop distinctive informational signage with destinations, mileage, and time
- Implement signs to highlight key access points and route changes
- Develop an information campaign (e.g. "Bike Redmond!")
- Implement a bike network map, including a digital version optimized for mobile devices
- Make on- & off-street trail information available in formats for use in Google Maps
- Ensure that Redmond bike events and facilities are easily searchable and accessible in an online format.

4. **Events** Cycling can be a tool to promote community engagement. Cycling-specific events help create an advocacy network. Integrating cycling into broader community activities increases access and outreach for these events. Programming should include education about the system, bicycle safety, and access to supportive networks. These events are described in greater detail in Appendix E: Outreach Models on page 91.

Sample Broad Outreach Events:

- Park 2 Park: Similar to Portland's Sunday Parkways series, this event should include open access of bicyclists and pedestrians to temporarily closed roads, and activities that support streets as places for community (e.g. bike fix-it stations, bike demonstrations)
- Nighttime riding event to promote nighttime safety
- Provide additional temporary bike parking at larger city events

Sample Business Events:

- Shop by Bike: Offer promotions or discounts to customers who arrive to downtown on bicycle (bring in your helmet to prove it!)
- Bike Scavenger Hunt: Incorporate bicycles into Downtown Redmond's existing business outreach game
- Provide avenues for community to attract participants in near-term (Fall 2011 and 2012) events for Road Cycling and Mountain Bike National Championships being hosted in the region

Sample Youth Engagement Events:

- Bike rodeo
- Kidical Mass/Bike trains
- Safe Routes to School
- Promoting youth in school

5. **Implement Dry Canyon-based On-street Loop Routes** This strategy builds off the popularity of the Dry Canyon as a facility for recreational riders and "interested but concerned" riders who use the network for short trips. A series of routes that start in the Dry Canyon could increase recreational trips by providing better access to destinations in and along the canyon itself.

According to the Redmond 2020 Comprehensive Plan, "the City shall work to acquire and develop a trail system along the entire length of the Dry Canyon" (Redmond 2020 Comprehensive Plan 2008 Update, 37). In addition, the City of Redmond's Trails Master Plan calls for "development of collector and arterial surface bike paths to provide critical east-west connection to the identified trail components" (City of Redmond 2030 Parks Master Plan Update, 48).

Key Actions:

- Increase bicycle parking in parks along the Canyon trail
- Develop unique branding and signage of the system
- Implement signage at existing access points into the Canyon
- Improve the connection between the Canyon and the high schools (better surfacing)
- Prioritize new projects that feed off the Dry Canyon to build a route network. For example, prioritize loops to downtown, key parks away from the canyon, and schools
- Identification of a loop route in map form based on connecting major destination points
- Identify and implement additional access points to canyon with ramps or low-grade stairwells

6. **Implement a "Bike Boulevard" System** Bicycle boulevards are low-traffic, shared-use roadways on which motorists are allowed, but are enhanced to provide priority to bicyclists and pedestrians.

Continuous bike boulevards help encourage "interested but concerned" cyclists on Redmond's

low traffic residential streets as both a recreational and transportation mode. These users generally fall within the basic cyclist category defined by the TSP, and are generally people who “prefer the most comfortable (although sometimes circuitous) access to destinations, using low speed, low volume streets or separate, multiuse paths” (Redmond Transportation System Plan, 7-2).

These facilities can link neighborhoods, business districts and recreation opportunities. Bike boulevards can be implemented citywide. The planning process engages residents in making their own streets safer for vulnerable users and their streets centers of neighborhood activity. For specific bicycle boulevard design details, see Appendix C: Best Practices on page 67.

Short-term Actions:

- Identify a low-traffic corridor for a demonstration project

Medium-term Actions:

- Implement the system with signage and sharrows markings
- Slow traffic along the boulevard with traffic calming devices like speed bumps and traffic circles
- Identify a public outreach strategy for introducing bike routes/boulevards to Redmond residents

Long-term Actions:

- Reduce traffic volumes with diverters

- 7. Focus on the Key Crossings** This strategy emphasizes improving the most difficult connections in the current set of facilities. The TSP already indicates a need to “provide arterial crossing enhancements”(Redmond Transportation System Plan, 7-3). Many key intersection require vulnerable users to use very wide streets.

Enhancements should improve user visibility and increase the chances users can cross safely. Signalization enhancements could include increasing crossing time for pedestrian activated signals. Physical enhancements could include completing sidewalks and crosswalks, improving lighting, and exploring the use of painted bike boxes and bike lanes.

Top Priority Improvement Sites (in no particular order):

- Veterans Way & US 97
- Veterans Way & S Canal Blvd
- Highland & Rimrock/19th
- Add pedestrian signals at more access points on 5th & 6th

- 8. Implement Separated Bike Facilities** Many groups of users are highly averse to traffic. For example, persons with long commutes, young riders, elder riders, and recreational users are inhibited by high traffic speeds and traffic volumes. This strategy encourages the traffic-averse rider by focusing on expanding Redmond’s separated transportation and recreational trail facilities.

Primarily, this strategy seeks to expand the trails network by focusing on implementing the Trails Master Plan to complete the Dry Canyon Trail, develop a neighborhood trail system on top of and along Central Oregon Irrigation District canals, and a trails system along BPA power line easements (City of Redmond 2030 Parks Master Plan Update, 48).

Near & Medium-term Implementation Actions:

- Implement asymmetrical off-street multi-use paths, similar to what is now implemented on Rimrock
- Add raised or buffered bike lanes to on-street facilities

- Pave existing cinder gravel off-street facilities

Long-term Implementation Actions:

- Explore separated crossings for US 97, for example, a bike/ped tunnel or bridge for US 97 just north or south of Veterans Way

- 9. Adopt a Complete Streets Policy** A Complete Streets policy would be a formal policy statement that encourages all agencies to consider all users in new and retrofitted transportation projects. Implementation would include adopting a policy that establishes approved design guidelines, establishes performance criteria, and provides for clear exceptions where the policy is not applicable.

The 2020 Comprehensive Plan indicates that “all Master Plans shall observe and incorporate the Great Neighborhood Principles . . . Connect people and places through a complete street network and trail system that invites walking and bicycling” (Redmond 2020 Comprehensive Plan 2008 Update, 37).

- 10. Adopt a Pro-Bicycling Maintenance & Repair Policy** Although the TSP calls for “a maintenance program to clean bicycle lanes” (Redmond Transportation System Plan, 7-2), users of the current system cite that obstructions (e.g. winter debris, flags) in the bicycle lanes inhibit safety. Including bicycle facilities in a maintenance & repair schedule helps get the most out of the existing network.

Key Actions:

- Keep bike lanes open during scheduled road repairs
- Survey for and remove obstructions from bike lanes
- Schedule seasonal street cleaning for bike lanes
- Establish an “Adopt a Bike Lane” program

- 11. Establish a Redmond Bicycle/Pedestrian Action Committee** A Bicycle/Pedestrian Action Committee can help advocate for all vulnerable transportation user groups. A Redmond BPAC should be established to ensure review of transportation projects in the development phase from the viewpoint of bicycle and pedestrian users. Additionally, a BPAC can be empowered to spearhead encouragement and education activities.

Suggested Bicycle/Pedestrian Action Committee Support:

- Empower the group to coordinate events, branding and programming
- Provide staff support to get started
- Seek funding/budget for activities
- Establish a “community match” program that encourages community members to provide in-kind & volunteer matches to money spent by the BPAC on facility development and programming. This recognizes the community as a key actor in creating safe streets and expands the budget by tapping into broader resources
- Develop a small grants program
- Can be used to initiate bike education, parking, or support tenets of the refinement plan
- Support youth in schools leading other youth
- Encourage new riders through peer and community relationships
- Seek youth involvement on the committee
- Youths do better in small groups, thus a small youth caucus is preferred over a single youth delegate
- Schedule meeting such that youths, and other user groups, may attend

Redmond Bicycle Pedestrian Advisory Committee–Approved 2014/15 Work Plan (Amended 1-15)



BICYCLE GOAL: INCREASE RIDERSHIP IN THE CITY OF REDMOND WITH A FOCUS ON THE BASIC CYCLIST

STRATEGY	Action	Priority	Time-frame	Responsibility	Status (as of Jan '15)
INFRASTRUCTURE IMPROVEMENTS	Develop a Bicycle and Pedestrian Infrastructure Map identifying routes and types of infrastructure to deploy.	High	Adoption by Council 6/30/15	BPAC Recommendation to Planning Commission (PC). PC recommendation to City Council.	Draft Map identified; U of O Planning program to review the work and recommend
	Develop an Infrastructure Standards Methodology – Type of infrastructure and when to use it.	High	Present to City Council by 6/30/15	BPAC recommends to PC who recommends to City Council. Adopted through TSP	Infrastructure standards identified; U of O Planning program to review
	Install Bike Corrals strategically at destination points, such as schools, commercial centers, parks, etc.	Medium	6/30/15	City (COR), Redmond School District (RSD), Urban Renewal Authority (URA), RAPRD, C.O.	Have some money to use for corrals; need to see if we can cost share
	Develop strategies for key bike and ped crossings: Highland & Rimrock/19 th	Medium	6/30/15	Staff, BPAC, U of O support;	Will add this to the scope of work for the U of O
BRAND THE SYSTEM	Develop and install distinctive bicycle and pedestrian wayfinding signage	High	6/30/15	COR head nod, BPAC Recommendation	Defer until we finalize the network
	Develop Information Campaign – Bike Redmond! with a website and Redmond Bicycle Map	High	6/30/15	BPAC, Chamber of Commerce, RAPRD	Website established; BPAC branding sub-committee working on it
	Develop at least two events, such as Park 2 Park, Bike Scavenger Hunt, Bike Rodeo, Kidical Mass, Bike Fest	High	6/30/15	BPAC, COR, RAPRD, Commute Options	Held 1 event (Bike Fest); Bike Fest in May; Historic Tours/ Scavenger Hunt in May
EDUCATIONAL PROGRAMMING	Work with RAPRD, RSD and Commute Options to develop educational programming for youth	High	6/30/15	BPAC, RAPRD, RSD and Commute Options.	Ongoing (at 4 elementary schools)
MEASURE AND MONITOR RIDERSHIP	Conduct Bicycle/Pedestrian Count – Summer, School and Winter	High	6/30/15	BPAC	Held September counts; will hold late June (after school's out)
	Establish Improvement Targets	High	6/30/15	BPAC	Will add this to U of O scope





DRAFT

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BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

Minutes

Monday, November 24, 2014

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

Committee Members Present: Bill Braly, Fred Bray, Sharon Carrell, Bill Groesz, Katie Hammer, Bill Hilton, Mike Ricketts (absent: *David Alward, Shirlee Evans, Eric Heile, David Swift*)

City Staff: Heather Richards, *Community Development Director*; Scott Woodford, *Associate Planner*; Annie McVay, *Parks and Administration Division Manager*; Mike Caccavano, *City Engineer*; Cameron Prow, *TYPE-Write II*

Visitors: Hank Therien, *Visit Bend*

(scribe CP's note: The minutes were created from an audio record and notes taken at the meeting.)

COMMENCE MEETING

Mr. Woodford opened the meeting at 4:08 p.m. without a quorum as only 5 of 11 members were present. Mr. Hilton arrived at 4:18 p.m., establishing a quorum. Mr. Ricketts arrived at 4:28 p.m.

DISCUSSION ITEMS

Scenic Bikeway

Mr. Woodford said this topic was part of an earlier discussion about how to incorporate Redmond into the regional bikeway network. He recommended posting Redmond bike routes on the Bike Walk Roll Redmond website.

Mr. Therien presented a handout on the Three Sisters Scenic Bikeway and summarized its background, including Senator Wyden's support, for developing recreational assets. He discussed cycle tourism demographics, revenue impact on local communities, value of state designation, how/what to map, strategic signage, maps, economic driver (family bike tours), and marketing (Facebook, Flickr, word-of-mouth). Visit Bend has eight bike routes on its website, four of which are state-designated (Camp Sherman loops, McKenzie River Pass, Sisters to Smith Rock, Twin Bridges out of Bend). Routes not state-designated include one in Madras. Friends of the Three Sisters Scenic Bikeway Committee meets every other month and is working to connect all Central Oregon communities with bike routes. He suggested that BPAC set its goals for Redmond bike routes and recommend routes to achieve those goals. He indicated interest in providing a link on the Visit Bend website to the Bike Walk Roll Redmond website.

Mr. Caccavano said Dan at the Redmond Chamber of Commerce has mapped some bike routes.

BPAC concerns included the state's obligation to designated routes (signage, marketing), public safety, potential of state or federal dollars to improve roads, interconnectedness of Central Oregon (adding Redmond-originated bike routes to Visit Bend website), multimodal access to U.S. Forest Service trails, target rider demographics (new, intermediate, advanced), and membership criteria for Friends of Three

Sisters Scenic Bikeway. Following discussion, members agreed to begin collecting route ideas.

BPAC Subcommittee Reports

a. Media Campaign

Members: Ms. Carrell, Ms. Hammer, Ms. Richards, Mr. Woodford, Mr. Caccavano

Work Plan Strategy: Brand the System

Action: Develop information campaign with a website and bicycle map.

Ms. Hammer reported the subcommittee discussed media outreach, developing a marketing plan, launching the Bike Walk Roll Redmond event, engaging middle and high school students (possibly through a Facebook scavenger hunt), and a proposed timeline (spring 2015).

Mr. Caccavano said it was important to engage and get feedback from people of all ages.

Mr. Woodford said the City is encouraging public feedback on safe biking and walking routes to school and work via online (interactive map on the Bike Walk Roll Redmond website) and print media (brochures, flyers, wrist bands) but has experienced a minimal response. Bike riding by students goes up when this activity is supported by school administration. He emphasized the importance of engaging the community in BPAC efforts.

BPAC ideas about improving feedback included having a consistent meeting schedule for this subcommittee and using social media with simple messages.

b. Bike and Pedestrian Infrastructure

Members: Mr. Alward, Ms. Evans, Mr. Swift, Ms. Richards, Mr. Woodford, Mr. Caccavano

Work Plan Strategy: Infrastructure Improvements

Action: Develop a bike and pedestrian infrastructure map identifying routes and types of infrastructure to deploy.

Mr. Woodford said this subcommittee has met a couple of times and discussed standards for existing bike lanes, bike boulevards, multi-use paths, and protected bike lanes. Starting in January 2015, the City plans to engage consultants from Portland, Oregon, and/or the University of Oregon to help move this project forward. He recommended aligning BPAC efforts with the Redmond Bicycle Refinement Plan. All BPAC members will review these standards before they move forward in the process.

Mr. Caccavano recommended using real-life examples to balance best practices with cost effectiveness. He requested BPAC feedback in January 2015 on the design process for three projects: 15th Street into Sam Johnson Park, 15th to Obsidian, and South Canal Boulevard between Obsidian and Salmon Avenues.

c. Trails Amenities Plan

Members: Mr. Braly, Ms. Evans, Mr. Hilton, Mr. Woodford, Mr. Caccavano

Work Plan Strategy: Infrastructure Improvements

Action: Develop an infrastructure standards methodology-type of infrastructure and determine when to deploy it.

Mr. Woodford presented his staff report and a written summary of the subcommittee's meetings on October 15 and November 19, 2014, noting that much of those discussions focused on trailheads. He recommended the subcommittee review where amenities should be located to accommodate public use of the trail network at points other than at trailheads. He suggested that the subcommittee meet again before the full BPAC reviews the draft trails amenities plan.

BPAC discussion covered appropriate sites for amenities and potential trailhead sites.

Work with Schools to Identify and Improve Safe Routes to School

Work Plan Strategy: Infrastructure Improvements

Action: Develop a bike and pedestrian infrastructure map identifying routes and types of infrastructure to deploy.

Mr. Caccavano reported meeting with the principal of Sage Elementary who identified several problem areas near the school. He recommended BPAC members personally observe students at individual schools to gather data about biking and walking routes, map the routes used, and identify improvements needed (crosswalks, multi-use paths, educating students about safer practices). Developing a plan based on personal observation would help build community support.

BPAC concerns included getting permission from individual schools; making sure school staff (principals, crossing guards, teachers, maintenance staff) know why BPAC members are at the school; interviewing students, parent teacher organizations, and parents waiting to pick up their children after school; differing needs at each school (grade levels, traffic patterns/congestion, time of day, crosswalk locations vs. student crossing habits, missing sidewalk segments); funding; educating students, parents, and school staff about new infrastructure; and how school contacts should be made (BPAC partnering with a City staff member). Following discussion, members volunteered to contact schools individually: Mr. Swift (Sage), Mr. Bray (Tom McCall), and Ms. Hammer (wherever needed).

Mr. Caccavano said he and Mr. Woodford would compile a list of schools with starting and ending times and identify key points for BPAC members to cover when communicating with the schools.

Ms. Richards commented that several school administrators have volunteered to coordinate student groups to help identify where students are going and how they are getting there.

Trail Surfacing Proposal

Work Plan Strategy: Infrastructure Improvements

Action: Develop a bike and pedestrian infrastructure map identifying routes and types of infrastructure to deploy.

Ms. McVay postponed discussion to the next meeting due to lack of time.

PUBLIC COMMENTS (None)

LIAISON COMMENTS (None)

STAFF COMMENTS

Mr. Woodford encouraged current members to apply for this committee and said he would e-mail an application form to anyone interested. Ms. Richards explained the appointment process. Applications are due December 5, 2014. A Chair and Vice-Chair will be elected at the January 5, 2015, meeting.

Ms. Richards reported that Matt Arnold/Portland BPAC, Jerry Norquist, Mark Schlossberg/University of Oregon, and others have volunteered to donate their time and energy to speak to BPAC. Mr. Woodford announced that the City will host a webinar by Mr. Schlossberg entitled "Rethinking Streets" on December 3, 2014.

BPAC COMMENTS

Mr. Groesz expressed disappointment about the Forest Service's lack of support for the Sisters trail. Ms. Richards noted that public engagement is vital to the success of this type of project. The group supporting this trail will try again when they have more community engagement.

ADJOURN

The next meeting is scheduled for 4 p.m., Monday, January 5, 2015.

With no further business, Mr. Woodford adjourned the meeting at 5:48 p.m.

APPROVED by the Bicycle and Pedestrian Advisory Committee and SIGNED by me this _____ day of _____, 2015.

ATTEST:

Heather Richards, Community Development Director