



CITY OF REDMOND
Community Development Department

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Bicycle & Pedestrian Advisory Committee Agenda
Redmond City Hall Conf. Room 207 - 411 SW 9th Street
Monday, November 4, 2019
4:00-6:00 PM

Agenda

BPAC MEMBERS

Fred Bray,
Chair

Bill
Braly,
Vice Chair

Kevin
Briggs

William
Dilg

Katie
Hammer

Donald
Hundt

Shaun
Larson

Hayes
McCoy

Justin
Peterson

Ken
Piarulli

Emily Pedrazzi,
Ex Officio

TIME	ITEM
4:00 PM	CALL TO ORDER / INTRODUCTIONS
4:05 PM	APPROVAL OF MINUTES a. October 7, 2019 Minutes (Exhibit 1)
4:10 PM	ACTION ITEMS a. None
	DISCUSSION ITEMS
4:15 PM	a. Discussion with Chris Cheng, ODOT Interim Active Transportation Liaison: Pedestrian Crossing Options – North US 97, Bike/Ped Improvements for the South US 97 Corridor, and Future Hwy 126 Improvements
4:45 PM	b. Quiet Streets – Discuss Next Phase of Quiet Street Installation (Exhibit 2)
5:15 PM	c. Discuss Idea of a Regional Trail along the COID Canal from Smith Rock to Redmond
5:45 PM	CITIZEN COMMENTS
5:50 PM	COMMITTEE COMMENTS
5:55 PM	STAFF COMMENTS
6:00 PM	ADJOURN

Next Meeting: December 2, 2019

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**DRAFT**

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BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE
MINUTES

October 7, 2019

Redmond City Hall – Room 207, 411 SW 9th Street, Redmond, Oregon

Committee Members Present: Chair Fred Bray, Kevin Briggs, Katie Hammer, Shaun Larson, Hayes McCoy (*absent: Vice-Chair Bill Braly, William “Huck” Dilg, Donald Hundt, Justin Peterson, Ken Piarulli; 1 vacancy*)

Youth Ex Officio: Emily Pedrazzi

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

Visitors: Keith Wetzel

Media: None

(Agenda items appear in discussion order. The 3 digits after a motion title show the number of committee members voting in favor/opposed/abstaining.)

CALL TO ORDER – INTRODUCTIONS

Chair Bray called the regular meeting of the Redmond Bicycle and Pedestrian Advisory Committee (BPAC) to order at 4 p.m., Monday, October 7, 2019, without a quorum present (5 of 10 members).

APPROVAL OF MINUTES

None.

ACTION ITEMS

None.

DISCUSSION ITEMS

A. Safe Routes to School Grant Application – Discuss Safe Route Priorities

Mr. Caccavano reported no grant was received for 2019. He will reapply in 2020 for funding to improve student safety on 10th Street between SW Canyon Drive and SW Pumice Avenue and on Antler Avenue between 23rd and 25th Streets.

B. Upcoming Street Projects – Discuss Recommended Bicycle and Pedestrian Improvements to NW Hemlock and SW Reservoir

Mr. Caccavano outlined (PowerPoint) topographic challenges to proposed bicycle and pedestrian improvements on NW Hemlock Avenue and SW Reservoir Drive. Both projects will be bid out in winter 2020 with paving scheduled for spring 2020. He identified projects planned for fiscal year 2020-2021 and added he wanted to improve pedestrian and bicycle connections to the Dry Canyon.

BPAC concerns included protecting vulnerable users (students) first, homeowner feedback, pavement updates, multi-use path widths, and improving safety for pedestrians and cyclists trying to cross the US 97 bypass.

C. 2019 Bicycle and Pedestrian Count Summary

Mr. Woodford presented (PowerPoint) statistics from the 2019 counts (Thursday, September 12, 3:30-5:30 p.m., and Saturday, September 14, 12 noon-2 p.m.) and comparison statistics for annual counts (2014 through 2019). He thanked volunteers for their assistance.

BPAC members discussed the impact of street widths on street speeds.

D. Review 2019-20 Work Plan and Prioritize Next Steps

Mr. Woodford provided updates on actions in the 2019-20 work plan intended to increase walking and bicycle ridership in Redmond with a focus on the basic cyclist. He introduced Mr. Denney as a new program assistant for the Community Development Department. Mr. Denney summarized his educational background and planning interests.

BPAC discussion points included updating Action 4 of the Infrastructure Improvements strategy to correct "2019" to "2020"; updating the February 11, 2016, BPAC Marketing Plan; reviewing work done by University of Oregon planning students during the Sustainable Cities Initiative; how Deschutes Avenue works as a "quiet street"; and creating a map of "quiet streets" for cyclists and pedestrians (residents and tourists).

CITIZEN COMMENTS

None.

COMMITTEE COMMENTS

Ms. Hammer congratulated Mr. Woodford on the "Employee Spotlight" award he received recently at the August 13, 2019, City Council meeting.

Mr. Larson praised the water bottle filling station in the Dry Canyon by the Maple Avenue Bridge as "cool."

STAFF COMMENTS

None.

ADJOURN

Next BPAC meeting: November 4, 2019, 4 p.m. (1st Monday)

With no further business, Chair Bray adjourned the meeting at 5:38 p.m.

APPROVED by the Redmond Bicycle and Pedestrian Advisory Committee and SIGNED by me this _____ day of _____, 2019.

ATTEST:

Fred Bray
Chair

Scott Woodford
Senior Planner



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EXHIBIT 2

DATE: November 4, 2019
TO: Bicycle and Pedestrian Advisory Committee (BPAC)
THROUGH: Deborah McMahon, Planning Manager
FROM: Scott Woodford, Senior Planner
SUBJECT: Next Quiet Street Project

Report in Brief:

The City is interested in expanding its Quiet Street Network in the upcoming year and are seeking feedback from BPAC on the appropriate target street(s) for the next expansion of the network.

2019/20 BPAC Work Plan Goal Addressed:

Infrastructure Improvements: "Implement the Bicycle and Pedestrian Network Plan, including expanding Quiet Streets network, and US 97 bypass crossing alternatives."

Discussion:

In 2018, the Deschutes Avenue Quiet Street was installed as the first Quiet Street in Redmond. Proposed to commence in late 2019 or early 2020, the 4th Street Quiet Street - from Dogwood to Forest Avenue - will be improved as the second leg of the Quiet Street Network, with signage (both on-street and post signs) and bike boxes at Antler and Evergreen Avenues.

In preparation of expanding the network again, the City would like BPAC's recommendation on the next street to target as a Quiet Street, as we build on the improvements already made to the Bike and Pedestrian Network Plan (see Attachment A). In considering the next location, thought should be given to making needed connections between existing Quiet Streets and/or paths, such as the Dry Canyon or Homestead Canal Trails and how we can create loops for recreation that connect paths.

Budget/Timing: Funds for making improvements should be available from System Development Charges (SDC's) from the soon to be adopted Transportation System Plan (TSP) for signage, painted sharrows and bike boxes. Timing for installation is estimated to be in late summer 2020.

The following are possible Quiet Street connections to consider (note: this is not an exhaustive list and any other connections are on the table):

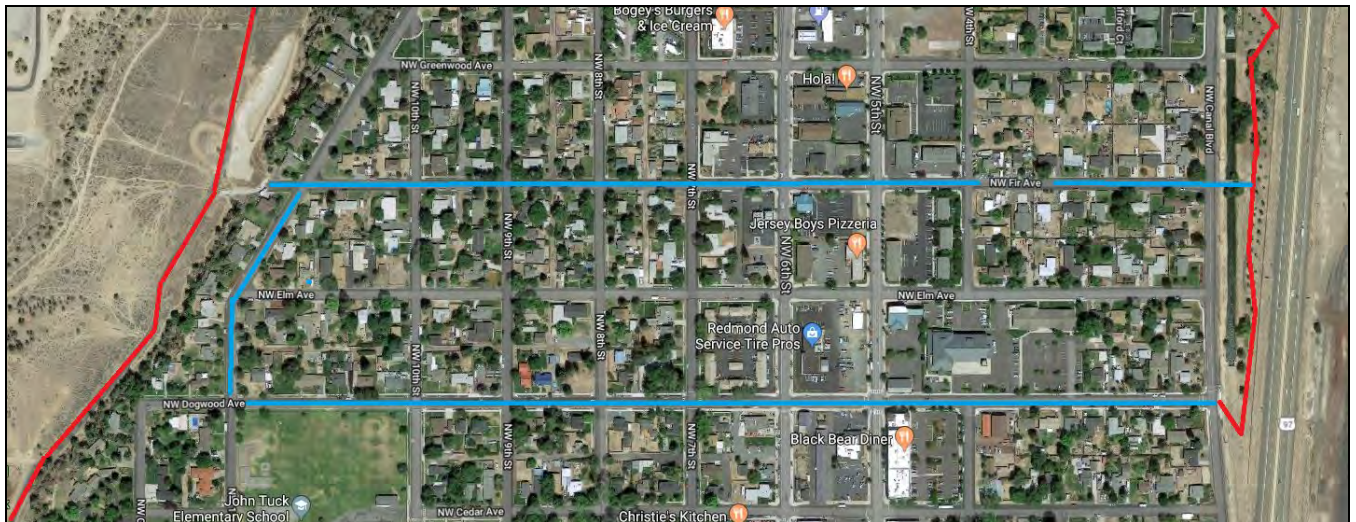
1. **NW Quince Avenue:** Connects the north end of the Homestead Canal Trail (HCT) with the Dry Canyon Trail (DCT) via NW Quince Avenue then via NW Canyon Dr. (or another cross street) to the Spruce Avenue stairs.
 - a. Plusses: provides the most direct connection between the trails; Quince west of 10th is a very quiet street already; bike lanes recently installed between 7th and 10th (sharrows from 6th to 7th)

- b. **Minuses:** Quince east of 10th is busier and will include truck traffic accessing the new truck facility across from Home Depot; the Spruce Avenue stairs



2. SW Fir Avenue: Connects the south end of the HCT to the Fir Avenue stairs and the DCT in the Dry Canyon via SW Fir Avenue.

- a. **Plusses:** Direct connection from the HCT (across the bridge near the south end of the trail) to the DCT without need for turns; easy to access the DCT from the Fir stairs; Fir is already quiet with low vehicular trips
- b. **Minuses:** Multiple stop signs along the route forcing bicyclists to stop and start many times; sidewalks are spotty; crossing of 5th and 6th is required



3. Dogwood Avenue: Connects the south end of the HCT to the Fir Avenue stairs and the DCT in the Dry Canyon via SW Dogwood Avenue.

- a. **Plusses:** Provides a fairly direct connection from the HCT to the DCT; a portion of Dogwood Avenue is already planned as a Quiet Street, so this would just be an extension; sidewalks are continuous (at least on one side) the whole distance (except for the segment of NW 12th between Dogwood and Fir); very few stop signs along the

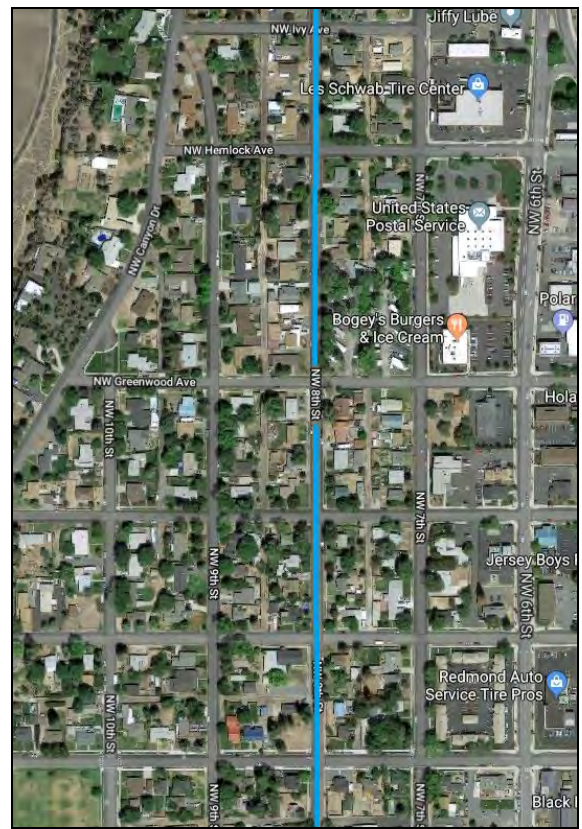
route (good for bikes, does this mean more vehicle traffic?); could use NW 10th Street instead of 12th as it is quieter.

- b. Minuses: Travels in front of the fire station; must cross 5th and 6th Streets; NW 12th Street has no sidewalks, is curved and is busier; route requires a change of direction, as it is not direct.

4. 8th Street: Connects the library, City Hall, Centennial Park, downtown with residential areas, businesses and Stack Park to the north; provides a parallel to 7th Street that is much safer.

- a. Pluses: Already is a very quiet street due to dead end on the south (near the library) and at Kingwood on the north, so no traffic calming is necessary; Is an aesthetically pleasing route with historic homes and good shade during the summer; Provides a quiet and safe north/south alternative to 5th, 6th and even 7th Streets with easy access to businesses and the post office along the way; Few stop signs along the way.

- b. Minuses: It is a little challenging to connect to the Deschutes Avenue Quiet Street near the library due to the 5' wide, meandering trail adjacent to the library parking lot (might need to be widened)



South Connection of HCT and DCT: A connection is desired between the southern ends of the HCT and DCT for commuting and to help create a recreational loop. Exactly where that occurs is an open discussion between the following streets.

5. SW Quartz Avenue

- a. Pluses: This is technically the end of the DCT; there is an existing crosswalk at Quartz and Canal Boulevard.

- b. Minuses: Quartz is a fairly busy street, has on-street parking forcing the riders into the street; there is a landscaping business and no curb cut on the east side of Canal Blvd where it intersects with Quartz and an embankment to get up the HCT.

6. **SW Reindeer Avenue**

- a. Plusses: The DCT extends to Reindeer Avenue for easy access; Reindeer is a pretty quiet street already and pleasant to ride on.
- b. Minuses: No cross walk existing at Reindeer/Canal; there is no curb cut on the east side of Canal Blvd and an embankment to get up the HCT

7. **SW Salmon Avenue**: Connects the current south end of HCT to south end of Dry Canyon Trail (via SW 19th Street).

- a. Plusses: Is closer to the current southern terminus of the HCT
- b. Minuses: Salmon Avenue is a busy street and the intersection with Canal is busy; the intersection is beyond the end of the HCT and therefore requires people to bike on the sidewalks in the opposite direction to connect with the trail (if going south)

