



CITY OF REDMOND
Community Development Department

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Bicycle & Pedestrian Advisory Committee Agenda
May 4, 2020 - 4:30pm – 6:00pm

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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. None
4:10 PM	ACTION ITEMS 1. Approval of Minutes a. March 2, 2020 (Exhibit 1)
4:15 PM	2. 2020/2021 BPAC Work Plan Discussion Adoption (Exhibit 2)
	DISCUSSION ITEMS
4:30 PM	a. Bike Map Update b. 2020 Open Streets Event Update c. 4 th Street Quiet Street Signage Update d. Transportation System Plan Update e. Safe Routes to School Grant – Review of Projects
5:45 PM	CITIZEN COMMENTS
5:50 PM	COMMITTEE COMMENTS
5:55 PM	STAFF COMMENTS
6:00 PM	ADJOURN

Next Meeting: June 1, 2020

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DRAFT

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BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE
MINUTES

March 2, 2020

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

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

Youth Ex Officio: *Emily Pedrazzi absent*

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

Visitors: Greg Bryant

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 4:05 p.m., Monday, March 2, 2020, without a quorum present (3 of 10 members). Mr. McCoy arrived at 4:13 p.m. and Mr. Dilg at 4:15 p.m., still without achieving a quorum (5 of 10).

APPROVAL OF MINUTES

None.

ACTION ITEMS

A. 2020-2021 BPAC Work Plan Discussion Adoption

Mr. Woodford presented final recommendations from the Bicycle Refinement Plan and reviewed the proposed BPAC Work Plan for fiscal year 2020-2021.

DURAC discussion covered funding the Bicycle Refinement Plan update (ask Portland State University for assistance before applying for a grant), potential bike rack locations (businesses with parking lots, post office, Wild Ride), checking City right-of-way on 6th Street near post office, promoting availability of parking, encouraging (requiring) bike parking in new commercial developments in Redmond Development Code proportionate to project size, incentivizing businesses to support bike parking, correcting all 6/30/20 timeframes to 6/30/21, changing the timeframe on Infrastructure Improvements Action 5 to ongoing, identifying potential projects and locations that would benefit from grant funding, and proactive promotion.

Mr. Caccavano suggested installing a temporary bike corral which could be removed if not used.

Due to lack of a quorum, Chair Bray postponed 2020-2021 work plan approval to the next meeting.

DISCUSSION ITEMS

A. Bike Map Discussion

Mr. Woodford presented examples of pocket maps.

Mr. Caccavano provided a progress report on the digital map. Only current bike lanes are shown. He’s waiting on warmer weather before mapping new routes.

Mr. Bryant suggested BPAC ask Cascades East Transit for funding assistance.

B. 2020 Open Streets Planning

Mr. Woodford presented content for signs along the 4th Street “quiet street,” directing pedestrians and bicyclists to the Dry Canyon and Homestead Canal trails.

Mr. Caccavano said he would meet with the transportation committee about sign locations.

BPAC discussion covered wayfinding signage (locations, text, directional arrows), cyclists and pedestrians sharing sidewalks, and the need for “You Are Here” signs.

Mr. Larson volunteered to serve on the 2020 Open Streets planning subcommittee. Mr. Woodford agreed to schedule subcommittee meetings.

CITIZEN COMMENTS

None.

COMMITTEE COMMENTS

None.

STAFF COMMENTS

None.

ADJOURN

Next BPAC meeting: April 6, 2020, 4 p.m. (1st Monday)

With no further business, Chair Bray adjourned the meeting at 5:20 p.m.

APPROVED by the Redmond Bicycle and Pedestrian Advisory Committee and SIGNED by me this _____ day of _____, 2020.

ATTEST:

Fred Bray
Chair

Scott Woodford
Senior Planner



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EXHIBIT 2

DATE: May 4, 2020
TO: Redmond Historic Landmarks Commission (HLC)
THROUGH: Deborah McMahon, Planning Manager
FROM: Scott Woodford, Senior Planner
SUBJECT: 2020/21 BPAC Work Plan Adoption

Report in Brief:

This report outlines the process for discussing and adopting the BPAC Work Plan for the upcoming 2020/21 fiscal year and includes work plan items for consideration of adoption by the BPAC.

Discussion:

The 2020/21 fiscal year for the City of Redmond extends from July 1, 2020 to June 30, 2021 and the BPAC Work Plan will guide the work of the BPAC during that timeframe. The BPAC discussed the work plan at the February meeting and it is the intention to approve it at this meeting. Staff has attached the proposed 2019/20 Work Plan for consideration (Attachment A), based on the recommendations of BPAC from the February meeting.

We will devote time in the meeting to discussing and deliberating the proposed work plan and there is still time to add/delete or modify and of the action items. If BPAC is ready to adopt it, a recommended motion is included below.

Recommendation/Suggested Motion:

"I move that the Bicycle and Pedestrian Advisory Committee approve the 2020/21 Bicycle and Pedestrian Advisory Committee Work Plan."

Redmond Bicycle Pedestrian Advisory Committee– Adopted 2020-21 Work Plan – Adoption Draft



GOAL: INCREASE WALKING AND BIYCLE RIDERSHIP IN REDMOND WITH A FOCUS ON THE BASIC CYCLIST

STRATEGY	Action	Priority	Timeframe	Responsibility:
INFRASTRUCTURE IMPROVEMENTS	Update Bicycle+ Refinement Plan	Medium	6/30/20	City of Redmond (COR), BPAC
	Install Additional Bicycle and Pedestrian Wayfinding Signage	High	6/30/20	COR, BPAC, Leadership Redmond
	Install Bicycle Parking/Corrals as Demo Projects and Bicycle Repair Stations	Medium	6/30/20	COR, Redmond School District (RSD), Urban Renewal Authority (URA), RAPRD
	Apply for Safe Routes to School Grant, Revisit the SRTS Priorities (use BPAC to help decide 2020 SRTS Grant fundees)	High	6/30/20	COR, RSD, BPAC
	Implement the Bicycle and Pedestrian Network Plan, including expanding Quiet Streets network, and US 97 Bypass crossing alternatives	High	6/30/20	COR, BPAC, Planning Commission, City Council
BRAND THE SYSTEM	Implement the BPAC Marketing Plan	High	6/30/20	BPAC, Chamber of Commerce, RAPRD
	Bike Map (Paper and Digital Version)			
	Plan and conduct June Open Streets event and Fun Walk/History Walk or other walking event	High	6/30/20	BPAC, COR, RAPRD, Commute Options, Central Oregon Irrigation District, HLC
EDUCATIONAL PROGRAMMING	Continue support for educational programming for youth; consider Vision Zero policy;	High	6/30/20	RAPRD, RSD, BPAC and Commute Options
	Work with Parks Dept. on Trail User Education			
	Educate public on Bicycle and Pedestrian Network, including trails, bike lanes and Quiet Streets (newsletters, signage, website)	Medium	6/30/20	BPAC, COR
MEASURE AND MONITOR USERSHIP	Conduct Annual September Bicycle/Pedestrian Counts	High	6/30/20	BPAC, Community Volunteers
	Monitor Quiet Street usage - user surveys, pre- and post-user counts, etc.) and make improvements where necessary (stop sign switches, more signage, etc.)	Medium	6/30/20	BPAC





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EXHIBIT 3

DATE: May 4, 2020
TO: Redmond Historic Landmarks Commission (HLC)
THROUGH: Deborah McMahon, Planning Manager
FROM: Scott Woodford, Senior Planner
SUBJECT: Safe Routes to School Grants

Report in Brief:

The Safe Routes to School Grants (SRTS) program, administered by ODOT, provides funds for pedestrian and bicycle route improvements near schools. The City of Redmond is seeking BPAC input on target projects for the grant application to be submitted this summer.

Discussion:

In 2017, the Oregon Legislature dedicated funding to SRTS construction projects. SRTS refers to efforts that improve, educate, or encourage children safely walking (by foot or mobility device) or biking to school. The 2021-2022 grant cycle will distribute approximately \$26 million. A letter of Intent is due by June 15, 2020 and the application is due August 31, 2020. In 2018, the City applied for a grant for the 15th Street improvements but was not selected.

In order to submit for a SRTS grant, we need to BPAC to help identify specific projects needed to improve pedestrian and bicycle routes used by students to access school. Once identified, we will include them in the application. To better understand the potential projects, it is important to understand the different types of SRTS programs:

- **Construction Grants:** this focus is on making sure safe walking and biking routes exist through investments in crossings, sidewalks and bike lanes, refuge islands, rapid flashing beacons, and the like. Eligible Projects are those that positively affect the ability of children to walk and bicycle to school. Projects must be within a public road right-of-way, consistent with jurisdictional plans, supported by the school or school district, within a one-mile radius of a school, and be able to be constructed within 5 years of the application. The minimum funding request is \$60,000 and the maximum funding is \$2 million.
- **Non-infrastructure Grants:** this program focuses on education and outreach to assure awareness and safe use of walking and biking routes. Investments include developing SRTS Action Plans, educating students on walking and biking options and how to do use them safely (laws, rules, and guidelines), among other efforts.
- **Project Identification Program:** The PIP program provides a service to communities to identify infrastructure projects that address barriers to students walking and biking to school in a newly created local plan. Consultant services will assist the community (school representatives, school community, and local road authority representative) identify infrastructure needs near one school or a cluster of up to three schools feeding into the same middle or high school, focusing on all streets within a quarter-mile of the school, as well as critical issues within a mile of the school. The outcome of each PIP process will be a SRTS Infrastructure Plan for each school or

cluster of schools that outlines general infrastructure needs to apply for the ODOT SRTS Competitive or Rapid Response Infrastructure Grants.

The following are a few examples of potential projects to include. They are just examples – not a complete list – and the City welcomes any and all BPAC’s recommendations.

- Safe Crossings of OR 126 for students – This first came out of a desire to make it safer for RPA students to cross from the school to Fred Meyer’s, the transit center and other facilities safely at 7th Street. When discussing this with ODOT Region 4, they said they are interested in helping the City investigate not just this crossing, but the entire couplet section for the bike/ped connectivity. This would benefit many students, such as those crossing at 15th Street, Rimrock/19th Street, the crossing at 23rd St, but also conduct a speed zone investigation along 126, the multi-use path along 126, and any other issues we might identify. This may be a good candidate for a Project Identification Program.
- Assistance for the Bicycle Safety Education program that RAPRD.
- Funds to hire Commute Options to run Walking School Bus and other safety programs.
- Completion of the SRTS Action Plans
- John Tuck Elementary Improvements (based on research BPAC did five years ago):
 - Consider UO student recommendations for revised student drop off, walking school bus, etc.
 - Improve pedestrian crossing at 5th and 6th for students living east of the couplet to make it safer and more inviting.
 - Maintain the Fir Avenue stairs and bike trough to remove puncture vines.
 - Add bike/pedestrian facilities on Canyon Drive from Fir Ave. to the 4-way stop on Dogwood Ave. and sidewalk on all sides of the large block that John Tuck School occupies.
 - Teach safe bike and pedestrian safety
 - Crosswalks needed
 - Examine solutions to nearby intersections that have been identified as challenges (Birch at 10th and 12th)
 - Add additional bike racks in visible locations
- Sage Elementary (based on research BPAC did five years ago):
 - Infrastructure:
 - Cover portion of canal ditch that is unsafe for pedestrians, especially at the intersection of Wickiup/31st to make it safer to walk to/from school to 31st St.
 - Need continuous sidewalk up Xero Lane
 - Add additional crosswalks on Wickiup and 31st and in front of the school on Wickiup, as kids have to walk out of their way now to cross
 - Improve visibility of ‘Slow Down’ signs coming down Reservoir Drive
 - Investigate methods to make ped crossing of 27th Street & Wickiup safer (curb extensions, flags for peds, etc.)
 - Investigate ways to slow traffic through the school zone, such as a flashing beacon/sign work to slow drivers down through school zone
 - Improve ped access directly from school to Parkland neighborhood through fire truck access
 - Encouragement/Education:
 - Introduce Walking School Bus and Bike Trains to encourage kids & parents to bike and walk and to teach safe biking and walking skills

- Bike Rodeos to encourage kids to bike more
 - Bike and Walk to School Day promotion
 - Bike Education in the schools (RAPRD training of PE Teachers)
- Changes to School Practices:
 - Investigate having crossing guards on site earlier so kids not crossing by themselves
 - Congestion in the drop off/pick up area in front of the school
- Investigate parent recommendations:
 - Recommend adding sidewalk connection to/ from school through grass directly to sidewalk along SW Wickiup (to avoid walking circuitously around the vehicle entrance and then up the hill) and add mid-block cross walk at this point across Wickiup.
 - Add more bike parking out front to increase visibility of biking and more storage capacity
 - Widen existing sidewalk to 8'
 - Add picnic tables/seating
 - Afternoon volunteer parking near front of school to free up parking spaces
 - Add ability to have on-street parking on north side of Wickiup during afternoon pick up
 - Remove stop sign or add "right turn permitted" sign without stopping. Add dividing line to help facilitate PM traffic.
- Tom McCall Elementary (based on research BPAC did five years ago):
 - Infrastructure:
 - Add curb extensions and crosswalk at 13th and Spruce Avenue for safer ped crossing (according to parents, this crossing is busier than the one at 12th and Spruce Avenue)
 - Install Pedestrian Crossing warning signs along NW Upas Avenue where it intersects with the pedestrian connection at the end of NW Teak Avenue cul de sac.
 - Investigate methods to slow vehicle speeds along 10th Street in the area of the school, such as speed cushions.
 - Add sidewalks along the west side of 10th Street from Quince Avenue north to Canyon Boulevard and Maple Avenue.
 - Add bike lanes to 10th Street (consider physically protected lanes)
 - Add more bicycle (and scooter) racks in convenient and visible locations.
 - Encouragement/Education:
 - Introduce Walking School Bus/Bike Trains to encourage biking and walking to school in a safe environment (consider Quince Park as a staging ground)
 - Consider bike rodeos hosted on school grounds to teach bike safety, agility, and bike maintenance

BPAC is encouraged to think about other projects that meet the eligibility guidelines and offer them up at the meeting for discussion.