

**Deschutes County  
Bicycle Pedestrian  
Advisory Committee  
BPAC**



**Report to the Board of County Commissioners  
January 2021 – March 2022**

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## **BPAC Activities Report March 2022**

### **BPAC Mission**

The mission of Deschutes County Bicycle and Pedestrian Committee (BPAC) is to promote and encourage safe bicycling and walking as a significant means of transportation in Deschutes County. Its goals include:

- The development of a coordinated system of safe and convenient bikeways and walkways
- The stimulation of public awareness
- The examination of current and future financing options and budget strategies for bicycle and pedestrian projects

The Committee serves to advise Deschutes County, the Cities of Bend, Redmond and Sisters, and ODOT in bicycle and pedestrian transportation, and matters pertaining to existing and proposed road construction and signing. The Committee is a source of current information relating to the use of bicycle and walking as a means of transportation and strives to support them as a viable means of transportation in Deschutes County.

### **BPAC Membership & Meetings**

BPAC is comprised of 12 volunteer county resident voting members (appointed by the BOCC) with regional representation from all parts of Deschutes County. BPAC holds monthly meetings to discuss and provide input and advise local agencies concerning bicycling and walking interests and priorities. BPAC meetings are open to the public and include government agency representatives as non-voting participants. Generally, most meetings are held in person in Bend although effort is made to also schedule at least three BPAC meetings in other county cities (on a rotating basis). However, due to the ongoing COVID-19 pandemic, all of the 2021 BPAC meetings took place via Zoom meetings.

Pre-COVID, BPAC also presented a yearly 'Central Oregon Bicycle and Pedestrian Summit.' The summit is held in Crook, Deschutes and Jefferson county on a rotating basis to ensure wider Central Oregon region involvement, input and participation in bicycling and walking issues. Unfortunately, the Summit has been canceled the last two years due to COVID-19 precautions.

In May 2021 BPAC solicited applications for two open positions, one for the City of Bend and one at-large. We received 6 applications, with one withdrawn before interviews. A subcommittee interviewed all five of the remaining applicants and recommended two for

the open appointments. The full BPAC voted on those and both were accepted and then confirmed by the Board of County Commissioners.

The new Bend member is Neil Baunsgard and the new at-large representative is Emily Boynton. The new members will serve three year terms expiring in 2024.

The officers for the 2021/2022 were selected by the committee in September as follows:

- Chair: Dave Thomson
- Vice Chair: Chris Cassard
- Secretary: Rachel Zakem

### **COVID-19 Impacts**

In March of 2020 the global pandemic of COVID-19 made its way to Oregon. As a result social distancing was enforced whenever possible. Starting in May of 2020, all BPAC meetings went virtual and still remain virtual.

Due to the fact that meetings were virtual, BPAC was not able to hold regional meetings throughout the county as it usually does. The committee decided that it would still hold regional meetings virtually, and that the discussion topics would focus on that region. BPAC holds several regional meetings throughout the year.

### **BPAC Activities**

Summary Period: January 2021 thru December 2021

### **BPAC Representation on Transportation Planning Advisory Committees**

BPAC provides representatives to many ongoing and project-specific advisory committees across the county in order to provide relevant information on bicycle and pedestrian topics.

Standing Committees:

- Bend Metropolitan Planning Organization (MPO) Technical Advisory Committee (TAC):
  - MPO TAC project funding recommendations were approved except for the proposed relaunch of the bike share program.
  - Put together summary of bike-ped counts in cities.
  - Bend Traffic Count Updates – Each week the weekly traffic report will be updated from 5 permanent locations in city for counts (vehicles, bikes, peds).
  - The City provided an overview of data types. An example: Portland Ave north side. Daily average, peak day, daily average, user type, hourly traffic, and raw counts are all available

- For now, the reports do not necessarily provide 100% of all trips, nor is it both sides of the sidewalk and bike lanes, but they're working to refine it. Nevertheless, these reports provide a helpful snapshot and comparison tool for all modes over time.
  - BPRD will be doing Haul Road trail upgrades this summer and paving the trail to where it joins the Forest Service piece.
  - The MPO received more CDBG funds (over \$500k total). The balance of the total after this year will be decided by the Bend MPO Policy Board each year.
  - Will be building roundabout at Ward-Hamby.
  - The MPO was looking into its own demographics and attempting to address their shortcomings.
  - In a meeting with the MPO meeting, BPAC brought up the good response to the safety study and noted that because of the way our government is structured, these conversations are often all about education, but contain nothing about enforcement. We need a better link between traffic enforcement and transportation planning.
  - The MPO discussed the process of allocating funding and the issue around how to reallocate extra funding that was not needed for the railroad undercrossing on Brosterhaus. There is the potential to reallocate to a railroad undercrossing feasibility study in the North Corridor project.
  - The TAC discussed funds that may be left over and how to go about reallocating that funding. They also took votes on changing the language about how those priorities will be outlined.
- Central Oregon Area Commission on Transportation (COACT):
    - COACT made recommendations to the state regarding decisions on Statewide Transportation Improvement Fund (STIF) awards.
    - There was a general ACT meeting to discuss relationships and collaboration; more funding will be available in the future.
    - There was a "modal deep dive" on transportation options. Did deeper dives on various modes, with Commute Options presenting.
    - Meetings focused on aviation and trucking. The mode discussion included all modes, not just bike/ped.
    - The MPO presented idea of COACT being the home for the Oregon Safe Travels program.
      - ❖ There was discussion of the makeup of subcommittee (for instance, should it include elected officials or not)? This subcommittee would meet 3 to 4 times a year, set goals, refine the communications plan, look at crash data, and determine how to get those safety messages rolled out to the region. BPAC should have some representation on this committee once it is established.
    - ODOT presented on upcoming funding. There are many potential opportunities that might be relatively fast to obtain. One of the

stated concerns for these funds is for active transportation, so some funding will be allocated for that, as well as the Community Pathways program.

- Oregon BPAC is working with the local bike/ped representatives to all of the ACT's to help improve the ACT process as it relates to pedestrian and bicycle projects.

#### Project-specific committees:

- Deschutes County Transportation System Plan (TSP) Update:
  - BPAC was asked to represent pedestrian and bicycle modes on the project advisory committee. Given the scope of the project BPAC formed a subcommittee to gather and present information and recommendations regarding bicycle and pedestrian system futures in unincorporated Deschutes County. Specifically:
    - ❖ Bicycle-pedestrian goals
    - ❖ A Matrix of desired routes
    - ❖ A detailed description of those routes
    - ❖ Reasons for utilizing shared use separated paths, not just shoulders
    - ❖ Advocacy for bicycling as a legitimate transportation mode, not just a recreational hobby
    - ❖ Examples of how bicycle and pedestrian facilities help with respect to overall resiliency
  - Chris Doty, Director of County Roads Department, wanted to take a proactive role in getting input from BPAC.
  - BPAC provided the County with a big picture vision document which emphasized bike/ped as a transportation mode, as well as connections for the two modes.
  - The TSP subcommittee reached out to numerous participants for input on the overall routes document that was shared with the County.
  - The committee met with the County to discuss the TSP and BPAC's role. They discussed how the bike/ped portion of the TSP could be a visionary document rather than fully defined projects and that this is an opportunity to get these projects into a plan, even if they are conceptual in nature and funding sources are currently not known.
  - This is a starting point to begin discussion with the County and consultant. This list will be helpful generally for BPAC, both in and out of the TSP process.
  - Vision: A connected, low-stress network is critical; emphasizing non-motorized transportation as transportation, not just recreation. In the future, better facilities will get more people making bike trips and will reduce traffic; it is a big lift but the possibility exists. In addition, we wanted to remind the county that many county roads

are difficult to ride on, and small improvements can make a huge difference, making things safer along existing corridors as well as providing new ones.

- Implementation: 3 major types: separation of motorized from non-motorized; safe crossings at major roads; and direct routes for non-motorized traffic between major destinations.
  - Recommendations for opportunities, including: reconstruction of existing roads, irrigation canals, widening shoulders during repaving; connecting new developments; and state and federal grants.
  - The TSP subcommittee representatives met with the TSP project team regarding the BPAC document and it was decided that the document would become an appendix and some parts of it would be incorporated into main document.
  - One of the things BPAC has asked during this process is for BPAC to continue to be involved, and the county supports this. BPAC coordinated with Kittleson on this matter.
  - For bike-ped issues, the TSP team really took to heart the idea of connecting communities, as did ODOT.
  - The BPAC subcommittee met with Matt Kittelson (TSP consultant) and Chris Doty to preview the bicycle project component of the TSP, which nicely summarized the input BPAC has provided thus far. The subcommittee subsequently provided some edits, which the agency partners reviewed in November.
  - BPAC will stay engaged through the final approval of the TSP update by the Deschutes County Board of County Commissioners.
- Baker Road Interchange Area Management Plan (ODOT):
    - This ODOT project is to develop a long range improvement plan for the Knott-Baker Road US97 interchange. BPAC represented pedestrian/bicycle modes on the citizen advisory committee.
    - The committee was broken into two groups, a Technical Committee and interested parties.
    - This is a large project area with multiple issues, including bike-ped
    - Issues to consider: How to deal with railroad? Filling station? DRW development?
    - Future potential changes include:
      - ❖ China Hat connection to 97 will close at some point.
      - ❖ Potential roundabout at Knott Road and China Hat.
    - At some point the Arnold irrigation canal will be piped and Parks will create path over it.
    - There was a technical meeting, in which the participants evaluated all possible plans for the intersection and narrowed it down based on various criteria. Those ideas were then tweaked to develop more detailed plans.

- The group of interested parties reviewed three alternatives for the interchange. Big constraints: railroad, Country Store/school.
- The plan that got best support (and most expensive) is the flyover option, which puts everything into a roundabout on the east side of U.S. 97, thereby solving the issue of the tracks and traffic backups.
- This alternative takes into consideration how to get pedestrians and bikes in and around the interchange—the flyover will keep the existing bridge and add a standalone bike-ped overpass as well as tunnels to avoid at-grade crossings.
- Funding for first two options are \$18m, flyover is \$34m
- This project will integrate the east side Lava Butte/museum trail and take into account the opportunities for when Arnold Canal is piped.
- Virtual open house was held from November 1st through November 14th.

## Local Updates

BPAC is a county-wide organization with committee members representing all areas of Deschutes County. Members, agency representatives, and others provide updates on Bend, Redmond, Sisters, South County, and Sunriver as well as Deschutes County at every meeting. The examples below represent status at the point in time they were presented.

- City of Bend
  - Hwy 97 North infrastructure grant: Considerable amount of bike/ped needs will be worked through in a design/build process. Planning took place over the summer with a release to the design build team in September.
  - Additional project in the works include the 3rd street jurisdictional transfer, and access to ODOT's Cooley-Empire trail.
  - The plan at the proposed roundabout in Tumalo is for push button light signals at crossings.
  - The City is working with ODOT on North 97 as well as 3rd Street's conversion to a city route.
  - North Highway 97 Project:
    - ❖ The project runs from Empire and is a reroute of existing highway close to the railroad, up to past Cooley.
    - ❖ A consultant should be on board within the next year and some work could begin quickly thereafter.
    - ❖ FEIS document shows updated project scope.
    - ❖ Part of the task at hand is trying to determine what's in this project and what might get pushed to a future project (i.e. Empire)



- ❖ Looking at several connections/intersections (for instance, Cooley)
- ❖ On 3rd Street, there is opportunity to urbanize that area/ street with a chance of wider buffered bike lanes and access to some of the commercial areas.
- ❖ The City is talking with ODOT about a buffered bike lane on 3rd Street, but it ends on the ramp at 3rd Street to Empire
- ❖ The City requested the assistance of a BPAC member to dive in and look at the map with them and ODOT.
- City Council worked on biennial goals and finalized them at a Council meeting.
- Of note is one specific goal about completing bike routes—1 east-west and 1 north-south (from the current TSP) to complete within 2-year biennial budget cycle.
- The City inquired about various elements of types of bike lanes (raised, buffers, etc.) and committee members' thoughts about them. The consensus was that raised ones do not in fact feel safe.
- Bend MPO was awarded \$1.5M of COVID relief funds for transportation. The MPO went to the Board to discuss the allocation (for instance, do they roll into other projects, use sooner, etc).
- The Wilson Ave protected bike lane is moving ahead.
- The City now has more public education going on—for instance, crosswalk safety. A total of 15 messages went out.
- Of note with regards to Wilson bike facilities, winter maintenance will be an issue. There is a need to push the community to support funding in TSP for this—including sidewalks and pedestrian refuges.
- The City applied for FLAP grant for Century Drive, including a crossing near Mammoth and a 30% plan for grade-separated crossing to connect Skyline Ranch Rd and Haul Rd. trail.
- The MPO is planning how they will use COVID Relief Act funds (\$1.5m) in the future. They don't need to spend it all for a few years but have been meeting with various jurisdictions to help frame up some direction for bike-ped projects.
- Councilor Campbell is emphasizing railroad undercrossing in North Corridor as much as possible; at the very least she wants to ensure that what's built now doesn't interfere with a possible undercrossing in the future.
- The Oregon MPO meeting took place, which included an agenda item about the railroads (largely consisted of consoling each other about how difficult it is to coordinate such projects).
- City of Bend has some money (\$1.7M) for tourism promotion or tourism facilities. The City decided that they do not want to turn it over to Visit Bend and instead would like to determine the allocation themselves. A few options:
  - 1: Bike-ped bridge through Drake Park needs to be rebuilt

2: Bike parking downtown

3: Restrooms downtown

- The Community building subcommittee first took up the subject, and will put out the RFP (either general or specific).
  - The City kicked off a couple of projects: North Corridor and the proof of concept for the undercrossing for Robal Lane.
  - Solicitation went out for midtown crossings (Greenwood/Hawthorne/Franklin corridors in downtown Bend). The City has already been working on the Greenwood corridor; this new proposal would be to look at all three at once.
  - ODOT presented at the MPO Policy Board meeting in December regarding how they establish speed zones along with an update on US 97 Baker Road IAMP.
- City of La Pine:
    - The City is constructing a path from Burgess to 1st St with leftover funds. Construction begins in two years.
  - City of Redmond
    - NW Hemlock reconstruction: this area connects newer development with older formerly County roads (with different conditions between 19th and 27th). The city was able to squeeze a multi-use path (8-foot paved) to connect to a newer development. They also offset the road a bit and added a sidewalk on the south side of the road.
    - Pavement marking improvements: as they do pavement maintenance, the city tries to make minor improvements. The City has been putting in a double stripe crossing and has received good feedback. The City is also adding bike boxes and sharrows on the Quiet Streets; utilizing thermoplastic has proven much better than paint.
    - Planned Quiet Street connections: Redmond is trying to increase the Quiet Street network to connect Homestead-Canal to Dry Canyon. Two connections have been identified; Quince St. (part of which is a collector with bike lanes, part of which will be a Quiet Street), and Dogwood which was recently constructed.
    - Redmond Bike Map: City staffing plus COVID slowed the update process. The goal is for digital and print versions to showcase multi-use trails and Quiet Street networks aimed at the novice cyclist. The project is in a holding pattern with respect to a physical map. Thus far, Community Development will fund it.
    - Maple Ave-Dry Canyon Staircase: The city received a grant for design, and the reconfigured parks SDCs has provided funding for construction (\$0.3M). The project is out to bid now. It will include a trough for bikes to get up the stairs.

- South Redmond Corridor: The pavement is deteriorating on 97, warranting more immediate attention. A lot more traffic signals will be added, and more access will be provided to Canal Boulevard; it will allow for U-turns. A 5' cycle track will be added at the same elevation as 6' sidewalk with a median.
  - The city is in process of updating its bike-walk-roll website.
- City of Sisters
  - Starting traffic safety audit for bikes, pedestrians, and cars
  - Working with Forest Service connecting the city with some of the Sisters Trail Alliance trails.
  - A piece of FS property will be sold for a large development, and they will be working on a paved, lit multi-use path that goes from that site to town.
  - A new trailhead with a restroom leading up Three Creeks was constructed by Trails Alliance
  - Resumed talks with the Forest Service and ODOT regarding trails from Sisters to Black Butte Ranch and from Sisters to Bend. The City would prefer an overpass across HWY 20 into Camp Sherman, which would enable people to ride from Sisters to Camp Sherman and on to Suttle Lake
  - The city put in a bike Fix It station at the village green.
  - Implementation of Maps that use a QR code to access trail maps. This projects was funded in Sisters via sponsors from around the city, and there are paid ads on the maps. The trails utilize trail counters and can make that data available for advertisers.
  - Working on implementation of the city's visioning work.
  - The City held talks with ODOT regarding routes between Sisters and Bend and then to Black Butte.
  - Scott Woodford, Community Development Director, City of Sisters provided updates on several projects and developments occurring in Sisters.
  - An update to the Comprehensive Plan is currently underway. As part of this, the city is looking at population projections for 2041 (community will nearly double in size) and how to accommodate them in terms of housing, within the UGB hopefully. The project is utilizing lots of community outreach. The desire is to grow in a way that's sensitive to the character of Sisters.
  - In addition to connectivity with Sisters, there is also a desire among residents to be able to connect outside of the community (Black Butte, larger subdivisions in Sisters Country).
  - Transportation-wise, the biggest issue is traffic going through downtown. For a while, the City has been looking for an alternative route to go around downtown via Locust and Barclay.
  - Until the Locust roundabout is complete, however, the diversion will not work. The city has been working with ODOT and the County

regarding the roundabout at Locust; they are currently \$3 million short but do have some funds for Locust. The city has been working with the school district to obtain the right of way.

- The city is also updating its TSP, which includes a traffic safety audit.
- Traffic safety: the majority of accidents happen along Cascade in the summer. Luckily, there are not many high speed streets in Sisters so no fatal accidents have occurred within the community recently, and only two serious accidents. Only a few minor bike/ped/car incidents—most were non-injury. The majority of accidents on Cascade are rear-ending; this is due to significant stop-and-go traffic with all of the pedestrian crossings.
- As the city looks at updating street cross sections, their goal is to make sure bike ped features are integrated.
- Projects: Forest Service parcels: some of these have come into private ownership. One part will be a 14-lot light industrial subdivision construction to begin soon, including a multi-use path along Barclay. There will also be some workforce housing, which could drive the need for connectivity.
- The city was awarded an ODOT Grant (Small City Allotment) for a multi-use path along Pine Street. As part of this, the city will try and pursue low-scale lighting along major routes.
- A BPAC member asked if Sisters had ever explored making Hood and Cascade each one way (a couplet). Another member thought that the TSP at one point examined this, but that the option was not preferable. Another member from Sisters noted that this issue has had years of controversy and the community hated the idea at the time of discussion.
- MacKenzie Meadows has lots of connectivity improvements.
- There have been discussions of potential wayfinding signage to direct people to trailheads.
- The City has received a grant for a multipurpose path on Pine Street north and south to two large new developments. Construction of the path was completed. Pine Street can be quite busy so this will be very helpful. There was some difficulty with the Hwy 20 crossing and they are looking to develop a possible treatment.
- The City's safety project is moving along; they will execute significant signage changes, including on Cascade.
- The City continues to build multi use paths, especially around new subdivisions.
- Sisters Trails Alliance now has 122 miles of trails they maintain.
- With 350 homes being built on Forest Service property, the City has constructed a path from Hwy 20 to Locust. Locust will be turned into a future roundabout, thereby bypassing downtown.

- Elm Street will have multi-use path that will connect with the trailhead at Three Creeks.
  - The City is going through TSAP process.
  - The City has placed lots of counters on trails and a report will be forthcoming.
  - High school students did some artwork in the area between Tollgate and the high school.
  - ODOT has put some scenic bikeway signage on Lower Bridge Way.
- City of Sunriver
    - At the Sunriver yearly Update, presented by The Sunriver BPAC representative, Mark, and Tom Headley of Century West, Tom provided an overview of the Sunriver pathway system and its master planning process. Sunriver started its path system in the 1960s/early 1970s. The goal then wasn't necessarily bike or foot access, but rather to use golf carts. Then that changed once people established homes there.
      - ❖ Currently, Sunriver has about 34 miles of paved pathways. Every year or two, the community evaluates amenities (golf, river, pool, etc.). "Hands down," the pathways are ranked the number one amenity in Sunriver with 99% of people ranking it #1.
      - ❖ About ten years ago Sunriver began rebuilding all of the pathways; now they are starting on the tunnels. For the paths, a glass grid was incorporated into the most recent paths to deal with cracking (from roots and freeze/thaw cycles). It was expensive, but the tests were so successful that Sunriver did this treatment to all the pathways. This sealed all the cracks per usual and there have been many fewer cracks in the glass grid areas.
      - ❖ Sunriver is 98% built out, so there isn't a great deal of new development that can change the traffic patterns. Sunriver has created a few master plans done by community members with relevant professional expertise; now they are looking at an update of these plans.
      - ❖ Sunriver Owners Association (4200 homes) owns and maintains the pathway system. They plow 30 of 34 miles of the path, which helps keep people off the roadways during winter.
      - ❖ Maintenance: 10-12 years ago, the SROA opted to add a fee of \$34/home on top of regular HOA dues. Every element of maintenance is currently in the reserve fund.
      - ❖ Tunnels: Century West has been working with SROA for several years, and recently began looking at a more comprehensive plan for the tunnels. The large metal tubes have been there for awhile and are quite narrow which can

lead to bike/ped conflicts. The team recognized the opportunity to improve function and aesthetics of the tunnels.

- ❖ Tunnel evaluation: With the help of SROA and Markham & Sons, the team worked on a Tunnel Evaluation Report, which evaluated a number of categories, including storm water, geotechnical, utilities, bike/ped, emergency detour availability during construction, and bike/ped general volume. The evaluation summary took all criteria together, it is not a ranking, just an evaluation. It noted potential for wider tunnels (rather than adding a second tunnel) in some places at a cost of about \$500-700k each tunnel. The original plan was to replace one every other year but residents wanted more frequent replacement.
  - ❖ The Pathway Master Plan Draft: Tunnel evaluation report gave rise to this document. A lot of the content was from previous reports, so this is essentially a master plan update. It prioritizes all pathways that need to be improved or added and they are prioritized by need for safety, access, and recreation. The report is divided into regions, and includes summaries of existing conditions, concerns, and maps. Tom illustrated several loops in the plan, which are illustrated in red, which would be proposed infill parallel to roads that don't currently have pathways. He noted in particular the need for access between circles 2 and 3, which is a high priority. There was an added recommendation for two new tunnels as well, one by Cottonwood and the other by SHARC. Overall, the plan is a great way to capture existing conditions and guide projects going forward.
- Deschutes County
    - The County received comments back from ODOT on the scope of work outline for the TGM Grant for Tumalo Community Plan/Sisters Country Rural Trails and is incorporating them into the scope of work.
    - TSP Agency Coordination team refined the methodology on how to assess future traffic volumes on the County network; incorporate crash data and mitigations identified in the County's Traffic Safety Action Plan; and examine bike/ped issues.
    - Peter Russell composed a memo to ODOT summarizing all the land use issues related to the proposed paved path on the east side of the US 97 right of way between the Baker Road interchange and the High Desert Museum. Essentially, the memo discussed the applicable County code, a previous Board decision pertaining to topic of zone boundaries going to centerline of a highway, ORS 215.283, ORS 215.296, whether a Goal 4 Exception (Forest) is

needed, and the proposed next steps. The County will continue to update BPAC on any developments.

- The County met with Deschutes National Forest staff on the rural trails portion of the upcoming TGM grant to talk about the County's process (three rounds of public outreach, stakeholders and the technical advisory committee meetings, TCP and TSP amendment process with PC and BOCC) and how the DNF will be involved with the rural trails plan.
  - Concerning the issue with gates being placed on USFS #4606, the U.S. Forest Service is taking the lead.
  - The County Senior Transportation Planner had conversations with ODOT about land use aspects of putting a bike/ped undercrossing in Tumalo at 4th/US 20, as one leg would be on EFU land.
  - The scope of work for the TGM grant for Tumalo Community Plan Update and implementing rural trails portion of Sisters Country Vision was accepted. The agency and its selected consultant worked on the budget and then the whole thing went through legal review.
  - The TSP Update reviewed Existing Conditions and Future Needs memo and Public Involvement Plan.
  - Deschutes County staff provided a May 13 update to the Planning Commission. The County held its first online open house from April 27 to May 14 to gather public comments; draft documents were also made available. The online open house also provided contact information for people interested in serving on the Public Advisory Committee.
  - The Senior Transportation Planner went to the BOCC on 6/7 for a work session on the TSP process so far (tech memos, input from public online open house, building advisory committee members, reviewing latest draft of BPAC recommendations).
  - The Board of County Commissioners approved having the Planning Commission act as the public advisory committee for TSP, in light of low interest from the public search.
  - Senior Transportation Planner Peter Russell and consultant Matt Kittelson met with the Planning Commission on Oct. 14 to talk about the TSP. General discussion related to alternate modes as well as BPAC's document about potential new routes and connectors. Kittelson will hold a second online open house on the TSP from Nov. 1-14 to seek public comments. The open house will include a story map and an interactive map, a list of potential solutions based on previous research on existing conditions, and will have comments boxes.
- South County
    - MTB trail "Big Red," which is sponsored by Dirty Free Hub: DFH recently rerouted this trail so that it is further away from private

property, which has presented conflicts in the past. DFH promised to provide some signage.

- Worked with an engineering firm to evaluate pathways and systems with a focus on the tunnel system. These ideas were added into the South County TSP project.
- There is potential for statewide rural ADU legislation (allowing ADUs in rural residential areas). If this occurs, a lot of this development could happen in South County, and it will be important to consider with respect to traffic and safety.

## Agency Updates

BPAC meetings are regularly attended by representatives of transportation-related agencies and organizations from around Deschutes County. Below are some of the updates BPAC received.

- Bend Parks and Recreation District
  - Henry Stroud, Planner with BPRD, provided an overview of BPRD's current initiatives. Henry's role is focused on trail planning, trail design and construction project management, and is one of three planners for the Park district.
  - Haul Road resurfacing and intersection upgrade:
    - ❖ Haul Road is a multi-use trail from McKay Park, which meets with an asphalt trail that eventually goes to the visitor's center. Currently it is a mix of trail types (asphalt, gravel, etc.). Compacted gravel is not very uniform.
    - ❖ Scope: repave existing 2.1 miles of asphalt; convert 1.1 miles of gravel to asphalt; improve accessibility; standardize the width; and upgrade signage and pavement markings (14 crossings).
    - ❖ Since the project is funded with Federal Lands Access Program (FLAP) dollars, the improvements are designed to improve trail accessibility. The project is not addressing crossings at Century or Colorado.
    - ❖ Funding: total budget: \$2.67m; \$2m from FLAP, \$662k from BPRD.
  - BPRD's Existing "urban trail system" includes 108 miles total (primary: 89 miles; BPRD: 67 miles). BPRD is currently working on an intergovernmental agreement with the City of Bend to more clearly delineate maintenance responsibilities.
  - In general, work is guided by the BPRD Comprehensive Plan and City of Bend TSP. The City TSP has adopted the BPRD trail plan map by reference. Another layer was added for the low-stress network within city rights of way.
  - Higher priority projects:



- ❖ Deschutes River Trail North: this project will extend the Deschutes River Trail north to Riley Ranch via bridge. This project was delayed due to difficulty in getting easements through Shevlin Sand & Gravel property. BPRD has an easement for additional parking at a future trailhead plus some at Sawyer Park. The project potentially also includes parking and trail upgrades around River's Edge, depending on its new development plans. The project also may include upgrades to the crossing at Archie Briggs Road.
  - ❖ Manzanita-Outback Trail Loop: This trail loops between two access points in Shevlin Park and Discovery Park. BPRD recently opened Outback Trail (temporary for now, along existing gravel road; will eventually be asphalt). BPRD will control 30 acres around the trail plus 4-acres of neighborhood park.
- BPRD completed a new singletrack trail in Westgate, connecting to Shevlin Park and will also connect to a new neighborhood park to the north.
- The area around Discovery Park: BPRD is securing final easements. They built a trail from Discovery Park that will eventually connect to Shevlin Park.
- Longer-term projects:
  - ❖ North Unit Canal Trail: The priority is to complete the trail between Canal Row Park and Yeoman Rd. BPRD is working on a new trail connection to connect sidewalk system along Butler Market into Canal Row Park. There will also be a new crossing at Deschutes Market Road near Petrosa.
  - ❖ CO Historic Canal West (aka COID trail): The priority is to improve conditions between Deschutes Market Rd and Reed Market, and other existing sections (surface plus safety at crossings).
  - ❖ CO Historic Canal East: The priority is to extend the trail to Hansen Park; however, there are issues with obtaining easements, with possible alternatives. BPRD recently installed a new bridge over canal that provides connection over 15th Street. BPRD will continue coordination with DSL and with other developments in the area.
  - ❖ Arnold Canal Trail (in preliminary stages): this is currently a feasibility study exploring a link between Caldera HS and the Baker Knott Rd interchange, with potential links to planned Lava Butte Trail
- Cascades East Transit
  - The Redmond fixed route feasibility study is nearing its end, which will help shape two future flex routes. The routes will provide access to the Quiet Street Network (within one block); as well as a

stop by the skate park which will provide access to Dry Canyon Trail.

- A new Sisters to Bend shopper shuttle service began, which is an expansion of the previously existing Dial-a-ride service. On Thursdays from 8:45-9:15, it circulates in Sisters to bring passengers to other locations in Sisters, or to go to Bend with stops at Cascades Village Mall, Wal-mart, and Costco areas. The shuttle picks people up and drop them off with curbside service at these designated service areas.
- Submitted projects for STIF 2021-2023 biennium. Not yet approved. Looking for \$11M worth: mobility hub, purchasing and matched funds; revenue recovery funds to allow them to be fare-free from COVID; communications and outreach; Pacific Crest bus line for Bend-Klamath Falls. Others include continued service operations, plus admin support and marketing.
- CET had to run on snow schedule for a few days in the winter of 2020-2021, they cleared stops based on recent ridership from November – January of 2020.
- CET worked to finalize stop locations for NE and SE locations in Bend; they worked with city to do so. As part of this effort, they noted the lack of pedestrian connections throughout the city. Sidewalk connectivity was identified as a major issue. CET conducted two surveys regarding the two routes. The routes and surveys were heavily advertised via a guest appearance on a radio show as well as appearances or information provided to the relevant neighborhood associations.
- CET is working with ODOT on the multi-use path between Bend and Lava Butte and on transit infrastructure in Bend off Knott Rd.
- Saturday service returned for the first time in over a year to CET's Community Connector services between La Pine, Bend, Redmond, Sisters, Prineville, Madras, and Warm Springs.
- Ridership is still down overall due to the effects of the pandemic.
- Summer Recreational Services (all with COVID restrictions) were able to operate this summer:
  - ❖ Route 31 (La Pine - Sunriver) May – September
    - Ridership was almost double the previous year
    - New graphics were installed on buses that were unveiled at an event at the SHARC.
  - ❖ Lava Butte June - September
  - ❖ Ride the River June - September
- CET is working with an architecture and design firm for bus stop work.
- CET looked into types of service for Deschutes River Woods via a survey that was advertised in Deschutes River Woods.
- CET enacted a fare increase on Lava Butte service from \$2/roundtrip to \$3 and on Ride the River from \$3/day to \$4/day.

- Bend Fixed Routes went to Saturday schedules in July. They went back to regular schedules in September but were forced to return to Saturday schedules after two weeks due to driver shortages.
- MTB Summer Service Plan –potential new Mt. Bachelor service plan:
  - ❖ Project is funded by FLAP (Federal Lands Access Program); it piggybacked off a 2018 feasibility study, which looked at a series of potential corridors between public lands. The route is proposed to go from Bend to Bachelor and then on to Elk Lake. The proposed service would start at Hawthorne Station to Mt. Bachelor Park and Ride in Bend, then multiple stops along Cascade Lakes Highway.
  - ❖ Service on the first leg will be provided by a large bus with a mountain bike trailer; this leg would charge a fare (TBD)
  - ❖ The second leg would use a smaller shuttle bus to transport people between Mt. Bachelor and Elk Lake.
  - ❖ Goals: relieve parking and traffic congestion at trailheads, increase tourism opportunities for Mt. Bachelor (potential opportunities for ADA access).
  - ❖ Proposed stops: Hawthorne Station; Park and Ride; Welcome Station, Wanoga, Swampy Lakes, Mt. Bachelor, Green Lakes, Devil’s Lake, Elk Lake, and Dutchman Flat.
  - ❖ CET envisions the relationship with the new permit system will be good—it could be educational opportunity about the system as well.
  - ❖ CET conducted stakeholders discussions, partner engagement, and public involvement.
- Hawthorne station interior renovation were completed and the Station was fully reopened. There was a grand reopening of Hawthorne Station on September 15, with tours and informational tables.
- CET developed a new service between Warm Springs to Government Camp. The intention of this service was to provide access to employment at Mt. Hood. Unfortunately, due to driver shortages, this route did not run.
- Mt. Bachelor service began in December. One way tickets are \$6 (\$1 more than pre-COVID but far less than during COVID). Bus
- The Mobility Hub feasibility study is kicking off in January.
- A new Inter-Governmental Agreement (IGA) with the City of Bend updated some right-of-way responsibility that allows CET to update stops more easily. Because of this change, CET installed 16 new benches at various bus stops.
- Upgrades to 10 stops across the region for community connectors (ramps, railings, shelters, etc.) were accomplished including one stop in Bend, two stops in Redmond, and two stops in Sisters.

- Commute Options
  - Commute Options has some construction mitigation funding available to activate with respect to projects such as ensuring there is still bike-ped access, signage, etc. during construction.
  - With schools reopening in the Fall, Commute Options suggested messaging for safety. They promoted the Oregon Friendly Driver class.
  - The Joint Transportation Committee met on SB 395, Safe Routes for All (which provides an increase of state funds from 1 to 5 percent). Commute Options provided testimony in support. At the meeting time, there was still a 24-hour window for individuals to provide testimony.
  - Commute Options brought back the Walking School Bus program as schools reopened; schools had been asking for its return, and they hoped to implement this beyond just Bend.
  - May Walk & Roll Challenge was a big success. The challenge included Get There and Safe Routes to School. Overall, participants logged about 4,000 saved driving miles and 225,000 calories burned (total). Safe Routes had more participation than anticipated.
  - A new staff member was hired, Emily Dugan, Project Administrative Coordinator, who will attend some of the BPAC meetings on behalf of Commute Options.
  - The Get There Challenge occurred between October 4-17. This challenge gave prizes for commuting via walk and bike.
  - Challenges were added for walking/biking with students to school.
  - Planned in-person bike education and Safe Routes to School
  
- ODOT
  - STIF non-highway infrastructure funds, currently at \$158 million will be raised to \$265M per biennium.
  - ODOT is incorporating new roundabout elements into The Ward Hamby roundabout project with respect to the alignment of the bike/ped path and will look to BPAC members for input.
  - The US 97 multiuse path from Bend to Lava Butte is moving from conceptual design to construction.
  - The undercrossing at Tumalo roundabout is still on ODOT's radar, despite it being removed from the project scope; however, it was still a fruitful effort as now we know how much it costs.
  - FLAP (Federal Lands Access Program) may provide an opportunity to apply for funding for planning-level work on a multi-modal path between Bend and Sisters.

- There is no identified construction funding for the Sisters roundabout at Locust.
- Bend North Corridor (US 97)
  - ❖ Project is design-build: ODOT is at the conceptual stage with respect to images shared at the meeting.
  - ❖ Schedule: Slated to begin construction in Fall of 2022—though which part of the project area will be addressed first is TBD.
  - ❖ Highlights/project features: Flasher will be installed for emergency access for Jamison, just south of Robal; a new transit stop/enhanced route on Robal in front of Target; a quiet zone/multi-use path to be installed at Cooley Rd railroad crossing (trains use reduced horns). The project will install roundabouts on US 20 at Robal and Cooley, which will include multiuse paths with RFID crossings.
  - ❖ ADA improvements: Low-stress network from Empire up to northern project limits.
  - ❖ A BPAC member noted that many times the “construction ahead” sign is placed directly in the bike lanes.
  - ❖ Total available funding is \$133M (of \$150M project total) right now. ODOT has not broken this down by bike/ped however, as it’s not easily separated out, as often benefits come from various aspects of a project.
- Mervin Sampels project construction began in the fall.
- The US 20 to Mervin Sampels project went to bid.
- Repaving of the multiuse path along the parkway in selected areas (Revere, along River Mall Drive) occurred.
- Baker Rd: new interesting/great bike/ped improvements are going to take place here—they will be almost completely grade separated.
- McKenzie Pass Bike Pullouts Design and Location:
  - ❖ ODOT has a FLAP grant available; within it there is funding for two bike/car pullouts. ODOT noted an innovative design from CA for bike turnouts, which looks like a short segment of buffered bike lane around some curves. Would likely require some widening on outer edges.

- ❖ ODOT sought BPAC opinion on the concept in general and then later, location. This would be a significant departure for ODOT as there are no other similar treatments in the state. BPAC supported this and thinks it's a great idea.
- Century Drive Bicycle Needs:
  - ❖ ODOT is putting together a FLAP grant application for an ODOT paving project from Reed Market to Mt. Bachelor. Within that there are lots of opportunities for recreational improvements. Some preliminary ideas:
    - Connecting Haul Road with road at Loge
    - Connecting Haul Trail with road right after underpass
    - Connecting paved trail with road at Widgi Creek
    - Same at 7th Mountain
    - Same at Welcome Center, perhaps tying into underpass
    - Storm King crossing
- Twin Bridges Scenic Bikeway Reroute:
  - ❖ ODOT has funding for the undercrossing in Tumalo. They asked if BPAC was okay with rerouting the scenic bikeway to accommodate this.
- US 97 Lava Butte to Sunriver—planning process kicked off.
- FLAP grant process is was open and ODOT hoped to include:
- Bend to Lava Butte trail
- Bend to Sisters trail planning (not construction)
- Cascade Lakes Highway congestion management plan
- US20 Mervin Sampels – project will move forward, though the bid was higher than expected.
- US 97 multiuse path from Wickiup project is moving forward
- Wickiup Junction multiuse path from Wickiup to La Pine is moving along and ODOT is hoping for some amenities such as mile markers, etc.

- US 97 Bend-Lava Butte moving forward; ODOT put in a FLAP application for an undercrossing for access to the Arnold Canal.
- ODOT worked on U.S. 20-Sisters FLAP application for planning a connection.
- Potential scoping for Bend-Redmond path along U.S. 97 but there could be zoning issues.
- The McKenzie Pass paving project is slated for 2023.
- North Corridor project update – Construction will likely begin Fall 2022; will likely proceed with U.S. 20 portion first.
- The end of 2024 should be the end of the roadway work Budget. The total is \$140-\$150 million, depending on a few scope items. Out of that total, \$53m is for right of way (twice as much as originally anticipated); \$7m is for engineering/design/utilities; and \$80-90 is for construction. The bulk of funding is from a federal infrastructure grant; the primary components are the realignment of Highway 97, removal of signals at Cooley and Robal and grade separation, and construction of a roundabout at US 20 and Cooley. These are the foundational aspects of the funding.
- The multi-use path is being written into the specification as a concept, but it is up to the design-build firm to determine the actual details.
- Undercrossing near Robal Road - the City of Bend is working on a feasibility study on this and related crossings. In this project, they could build a culvert now so it can be ready once funding is available for a culvert under the railroad. This was written into original FEIS but was not carried forward into latest FEIS approval due to lack of funds (this occurred with other elements as well).
- A BPAC member noted the lack of connections from the bike-ped infrastructure to Bend (i.e. Empire). He noted the ODOT Empire project, which theoretically will work on connections between 3rd Street and US 20, but has concerns about that planning trajectory and wants to make sure BPAC is in the loop. He also asked if there are standards on the percentage of funds that need to be spent on bike-ped facilities.
- ODOT noted in response to the above funding question that from the 1970 Bike Bill, 1 percent of each project is allocated to bike-ped. In addition, bike-ped infrastructure must be built when there is full reconstruction of roadways.

- BPAC and Commute Options are to brainstorm how BPAC can support walking and cycling education and encouragement in Deschutes County.
  - Tumalo roundabout construction is scheduled for late 2022-2023.
  - Mervin Sampels-Greenwood US 20: there was a delay in the process due to a bid contest issue, so it will begin later than originally planned.
  - Tumalo undercrossing is moving along and they are getting design going.
  - ODOT encouraged people to participate in Baker Road open house.
  - Safe Routes to School grants are opening for submissions next February. \$26.25M will be available for local agencies this time.
  - The North Corridor project is moving along, including the feasibility study for the undercrossing. There is also potential for alternatives built into the existing funding mechanism.
  - 2024-27 scoping is underway for the bulk of infrastructure spending.
  - US 20 Mervin Sampels to Greenwood kicked off after clearing a contractor hurdle.
  - The crossing of Greenwood at 6th is part of that project, but that portion likely won't start until next year.
  - •The Sisters roundabout at Locust is moving forward with scoping and may have some interesting bike-ped features.
  - The Infrastructure Investment & Jobs Act funding: No clarity yet on what it will be spent on but ODOT is creating lists of potential projects.
- Redmond BPAC
    - Dry Canyon was observed to have increased usage by e-bikes. The committee might be able to provide leadership regarding e-bikes to the agencies via a subcommittee.
    - Significant wayfinding signage has been added on Dry Canyon and Homestead trails plus the areas that connect to them.
    - Signage has been placed on street posts and other locations as well as bike boxes which have been added in places to direct



people through areas such as SW 4th St to connect different sections.

- Redmond BPAC did a ride-around of Homestead Canal Trail, and helped to ID any additional gaps. One of the biggest challenges was noted near Fred Meyers due to busy streets and complicated connections. Redmond BPAC continues to work with the City on that area to provide safe signage.
- Redmond BPAC worked with the City and Parks Department to provide signage on the Dry Canyon Trail. The highlight is the post that provides wayfinding, mileage, and an overview map all in one place. In addition, there are signs embedded right into trail, and ¼-mile mileage markers for those who want to measure their distance.
- Open Streets 2021: this event has been a significant effort with BPAC for several years, to promote safe biking and walking in the community, while building awareness of existing networks and Quiet Streets. Due to COVID it was cancelled in 2021. Redmond BPAC is hoping to come back bigger and better in 2022—possibly still in conjunction with the street festival.
- The City now has a City Council liaison on its BPAC, Shannon Wedding. Councilor Wedding is also a triathlete and hopefully can provide interesting bicycling perspective based on that experience.
- The committee discussed TSP routes document at a meeting.
- Redmond BPAC had a meeting that featured a presentation by Art in Public Places Committee. The willingness to coordinate between committees to share common goals and create awareness about Redmond BPAC was notable.
- Commute Options presented at a Redmond BPAC and stimulated lots of interest in taking on some projects and programs.
- The city is in process of updating its bike-walk-roll website.
- Redmond BPAC had a presentation from CET regarding a feasibility study for fixed route service.
- The committee had a presentation from e-scooter company Bird. Due to mixed levels of support, it is likely the conversation will not continue.
- E-bikes in Dry Canyon Trail: not a very wide trail and there have been recent concerns about the speed of e-bikes. Redmond BPAC felt they can't do enforcement (beyond its purview). E-bikes vary so much with respect to speeds, the main concern safety-wise is those that travel at more than 20 mph. BPAC's best approach is to provide some education (signage, publication, etc.)
- BPAC took a field trip on bikes to evaluate the two quiet street projects that are slated to be worked on next year. They visited the existing quiet street first, then rode to the other two. The goal was to get committee members' input on signage, road markings, and traffic safety devices and to make recommendations to the city and ODOT.

- Quiet streets can be implemented in short time frames (paint, signage, etc.), unlike other projects the committee often discusses. These quiet streets will improve connectivity with multi-use trails and other facilities.
- Redmond BPAC also looked at a potential bike signal at the crossing near Home Depot.
- The committee discussed expanding the Quiet Streets network with the goal of connecting the multi-use trails through the canyon, and the Homestead Trail. Quiet Streets will provide better connectivity and safety.

### **Other Updates**

- 2021 Central Oregon Bicycle and Pedestrian Summit was planned to take place in Redmond. However, due to COVID-19, this event did not take place.
- BPAC sent two letters of support: 1) Oregon Department of Transportation for a grant to replace the Drake Park footbridge; and 2) Oregon Department of Transportation for a federal grant to construct the new roundabout at HWY 20 and Locust Street.