

**Deschutes County
Bicycle Pedestrian
Advisory Committee
BPAC**



**Report to the Board of County Commissioners
January 2022 – December 2022**

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BPAC Activities Report February 2023

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.

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. Its recently updated goals include:

- Engage in ongoing conversations about e-bike rules and use
- Participate in planning transportation infrastructure projects
- Community outreach
- Support any efforts to develop bike share programs in the county or any of the county's cities

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BPAC Membership & Meetings

BPAC is comprised of 13 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 concerns with in-person meetings, BPAC held January through March meetings via Zoom and alternated every other meeting between in person and Zoom for the rest of the 2022 meetings.

BPAC held regional meetings throughout the county as it usually did pre-COVID. The purpose of these meetings is to highlight bicycle and pedestrian triumphs and challenges for each area and share any plans for improvements or enhancements. Regional meetings were held in Redmond (virtually) and Sisters.

The officers for 2022-2023 were selected by the committee in September as follows:

- Chair: Dave Thomson
- Vice Chair: David Green
- Secretary: Rachel Zakem

Starting in May of 2020, all BPAC meetings went virtual. Meeting remained virtual through March of 2022, when BPAC voted to switch to alternating between meetings in person one month and virtual the next.

Central Oregon Bicycle and Pedestrian Summit

For the first time since before the onset of COVID19, BPAC was able to present its 9th annual, yearly 'Central Oregon Bicycle and Pedestrian Summit.' The summit is held in Crook, Deschutes and Jefferson counties on a rotating basis to ensure wider Central Oregon region involvement, input and participation in bicycling and walking issues. This year's Summit was held in Redmond. The summit was held in conjunction with the Oregon Bicycle and Pedestrian Advisory Committee's annual Central Oregon meeting enabling OBPAC members to hear from Central Oregon residents about our bicycle and pedestrian successes, challenges, and aspirations.

BPAC Activities

Summary Period: January 2022 thru December 2022

BPAC Subcommittees

BPAC had an ad hoc subcommittees to provide community recognition, support and input for more focused discussion on bike and pedestrian (B/P) issues.

- Transportation System Plan (TSP):
 - Purpose: To provide the project consultants with information and messaging regarding bicycle and pedestrian access 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
- The Subcommittee consisted of Mason Lacy, David Green, Chris Cassard, and Wendy Holzman.
- The subcommittee met with Kittelson and Chris Doty after reviewing and providing feedback of the project list that was distributed.
- BPAC received the draft final TSP project list. It provides a list of community connections. The near term largest projects are Hunnell Rd (not really a bike-ped project) and Lower Bridge Way. There is lots of work proposed on Cascade Lakes Hwy via federal lands grants. Public input on the project list was solicited during the first part of November.

BPAC External Committees

BPAC members participate in many external committees across the county in order to provide relevant information to the committees in regards to bicycle and pedestrian access. There are also several transportation related standing Advisory Committees that have BPAC representation, including the Central Oregon Area Commission on Transportation (ODOT), Cascades East Transit (CET), and the Bend Metropolitan Planning Organization. BPAC members have volunteered for duty on these supplementary subcommittees, as well:

- Baker Road Interchange:
 - The project is moving toward Alternative 1, with potential phasing towards parts of Alternative 3.
 - BPAC committee members were Dave Roth and Rachel Zakem.
- Bend Metropolitan Planning Organization (MPO) Technical Advisory Committee (TAC):
 - Developed policies regarding what to do with awarded but unused funds.
 - ❖ Final decisions will be made by Policy Board.
 - BPAC committee members were Dave Thomson and Wendy Holzman.
 - Voted on how to allocate additional money coming to the MPO for the 2021-24 period. Currently 60% of funds go to Bend for street preservation; the remainder goes to MPO for planning activities and grants for small projects. There was a strong feeling in the committee that the city's amount of funding should be reduced. The next round is 2024-2027. The recommendation is to continue to freeze the city's funding proportion and give more funding to the MPO.

- Had a presentation on mobility hubs. The city has been involved in a mobility hub feasibility study with CET.
- Finalized recommendations to the MPO Executive Committee on STBG grants and the Bend Transportation Bond Oversight Committee.
- City gave the bond committee a progress update on the initial bond-funded projects (Wilson Corridor etc.)
- Presented a public-facing dashboard for information such as miles of bike lanes versus money spent.
- There may be some upcoming open positions on the committee.
- Presentations for grant proposals for 2023-2025 STIF grant cycle were presented.
 - ❖ One project idea: Columbia Park pedestrian bridge, which would coincide with embankment restoration.
 - ❖ The City presented 4-5 other proposals generally focused on the expansion of existing projects or expansion of the reach of low-stress networks (Wilson corridor N-S intersections for example).
 - ❖ Other proposals include adding funds to the Neighborhood Greenways project, which is in Phase 4, to combat price escalation; grade separated DRT crossing at Archie Briggs; and modernizing downtown traffic signals.
- Bend Transportation Bond Oversight Committee:
 - TBOC had a presentation from LCDC on their rulemaking for Climate-Friendly and Equitable Communities. It focused on compact development and reducing greenhouse gases.
 - The BPAC committee member was Mason Lacy.
 - Butler Market and Boyd Acres RFP for design was released. This is one of the largest key route projects stemming from this bond.
 - The roundabout at 9th and Wilson was completed. Construction is continuing eastward on Wilson.
 - Construction began on the first round of small projects in the Neighborhood Street Safety Program.
 - The Olney undercrossing project is moving forward; issued RFP for design.
 - Preparing recommendations to Council on midtown crossings. All members were supportive of all three crossings but the question is how to prioritize them; TBOC recommends prioritizing Greenwood undercrossing first; then Franklin, and use leftover funds (if any) for Hawthorne. Hopefully there could be additional federal money available for the remaining projects. CAAB prioritizes the Franklin corridor. There is lots of potential for larger development there compared with Greenwood. Franklin is currently the most utilized so if it is closed for construction, Greenwood isn't a great place for

a detour in its current condition. Both options could utilize a road diet—one travel lane in each direction with one center turning lane.

- Central Oregon Area Commission on Transportation (COACT):
 - BPAC committee member was Dave Thompson
- Sisters Rural Trail Stakeholders:
 - BPAC committee member was Anne Marland
 - Put out a survey regarding what trails people would like to see.
 - A trail from Sisters to Black Butte Ranch was emphasized as a priority as well as discussions on potential trail surfaces.
 - A draft plan was made available to the public.
- Tumalo Community Plan Active Transportation stakeholders
 - The BPAC committee members were Dave Thomson and Rachel Zakem
 - Held walking tour of Tumalo. At the next meeting the group reviewed issues brought up in the walking tour and discussed priorities. There was an online survey for community members to also contribute their opinions.
 - An open house was held on August 22; approximately 50 people were in attendance.
 - In the dot exercise, the concept of making Tumalo a destination for cycling was voted against by many people. Having a transit stop there was also down voted. This is presumably about desires for the community to remain small/quiet.

Local Updates

BPAC is a county-wide organization with committee members representing all areas of Deschutes County. Members provide updates on Bend, Redmond, Sisters, South County, and Sunriver as well as Deschutes County at every meeting:

- City of Bend
 - MPO kicked off the mobility hub feasibility study, the MPO is serving as project manager.
 - Council approved \$500,000 feasibility study for Midtown Crossings.
 - Tobi Marx provided an update on the Bend Bird Bike Share program which began operating in June:
 - ❖ 140-170 bikes in daily operation
 - ❖ 18-year-old minimum age (but this can't really be enforced)
 - ❖ \$1 to unlock; 45 cents per minute
 - ❖ 13,000 rides from June 3-July 14
 - ❖ About 5000 unique riders
 - ❖ Approximately 4500 car trips avoided

- ❖ 2 fleet managers
 - ❖ 479 daily commuters – exact same trip at same time every day (and this number has increased)
 - ❖ 56 low income accounts
 - ❖ Bird monitors each bike via GPS (separate from main battery so it won't lose charge).
 - ❖ This is a dockless system, but they're exploring geofencing to direct users to preferred parking; will be working with Google to use Street View to help verify.
- The city applied for a grant for lower income children to receive funding to buy electric bikes.
 - A feasibility study for new north Bend US97 alignment and railroad underpass/Overpass is underway. The city had hoped it would be simple to put an undercrossing culvert under highway, but it's actually much more complicated, resulting in a very long bending tunnel. Therefore, the study is looking at underpasses and overpasses. The cost is between \$12-20 million, and that funding isn't available at this time. The overcrossing would have to be 23.5 feet above the tracks. The railroad has a wide right of way for future tracks, so crossing would have to be very wide in anticipation of that. The city would have to acquire ROW east of crossing; they have not begun these conversations yet, and the railroad is difficult to communicate with. The city's conclusion was that this was an unfeasible extension of the project.
 - Wilson Ave east of 9th should be completed soon. It is currently at 75% design for the portion between 2nd and 9th Streets. The City anticipates bidding in the spring.
 - The Design team is on board for Butler and Boyd Acres key route implementation.
 - The City is working on getting a designer on board for Olney from Wall St to 2nd (shared use path/separated bike lane); they anticipate the design team will be on board within the near future with open houses occurring in the spring.
 - The City is considering applying for the Bloomberg Initiative for Cycling Infrastructure. Similar to the Innovative Mobility Program in that they want to encourage innovative solutions; 10 cities across the world would be awarded this.
 - Several Old Mill/Deschutes River overflow parking lots are going away in the future; there is a possible chance for opportunity to rethink some sort of shuttle/cargo bike situation—possibility for innovative grant (ODOT)
 - Robin Lewis and Chris Cheng organized an event about roundabout design, including a tour. There was a survey and Chris will provide further details on those results.

- City of Redmond
 - City of Redmond hired a new engineer.
 - The City began restarting some events post-COVID. The Open Streets event occurred on June 18.
 - The city also returned to conducting its annual bike-ped count in September. It was done two times:
 - ❖ First to capture children going to school
 - ❖ Second to capture weekend traffic
 - Applying for Community Paths grant: connecting Wickiup Ave to Ridgeview High School via a 10-ft multi-use path (about \$500k).

- City of Sisters
 - TSP is complete, with a robust bike-ped component
 - Pine Street will have a multi-use trail, from the south part of Sisters to connect with some of the Sisters trails
 - Designing a trail from the Village Green to the end of Pine St. to connect to the Peterson Ridge trailhead.
 - For BPAC's annual Sisters-focused meeting, Paul Bertagna provided an overview of Sisters-area bike-ped projects, including a bike master plan and a pedestrian master plan. Projects include the following:
 - ❖ North Pine Street multi-use path: this path travels from W. Cascade Ave to approximately W. Lundgren Mill Drive.
 - ❖ W. Barclay Drive multi-use path from roundabout at Hwy 20 to N. Pine Street.
 - ❖ S. Elm Street multi-use path from E. Jefferson Ave to E. Tyee Dr., which will include a bridge.
 - Adams Ave streetscape project – 100% design
 - The team is also looking at north-south connection to Sisters Trail Alliance trails in county.
 - The city is close to purchasing the east portal property on west side of downtown. The goal for the property has always been a mobility hub; currently working on RFP for design.
 - The City is launching a new destination management organization (previously the Chamber of Commerce). The organization could take on bigger picture issues, including sustainable tourism. They will hire an executive director and then will eventually launch as its own entity.
 - The City is working on safety issues, building a multi-use path from Hwy 242 along Brooks Camp Rd to Railway.
 - The Sisters Folk Festival has many people riding bikes between venues and the festival has lots of bike parking to accommodate that.
 - The roundabout at Locust and 20 has been funded.
 - Working on connections from downtown; will put multi-use path from Hwy 242 to Railway Ave.

- Deschutes County
 - The County requested BPAC representatives for both components of the TGM grant (Sisters Trails and Tumalo Community Plan). Annie Marland will be the representative for Sisters Trails and Dave Thomson will be the representative for the Tumalo Community Plan.
 - The Road Department is moving forward with Hunnell Road extension north to Tumalo Road, which will be a good route for cyclists/pedestrians to utilize to avoid Highway 97 when going to/from the mall and rural residential neighborhoods in the Deschutes Junction area. The project has been in the TSP since 1998.
 - The Board of County Commissioners feels there are a lot of bike/ped issues happening and would like to coordinate more often with BPAC on these matters.
 - KAI/County staff hosted a walking tour of Tumalo as part of the TGM grant.
 - Recap of Tumalo Community Plan Open House #2, lots of feedback about draft goals and policies. Those that pertain to bike/ped/transit showed a mixed response to making/keeping Tumalo a biking destination. In discussions at Transportation table, it appears this was more of an anti-tourism response than anti-bike. Tweaking the policy to make it more inclusive of bike/ped traffic both internal (Tumalo only) and external (riders passing through on Twin Bridges State Scenic Bikeway).
 - Throughout the month of December, the Deschutes County Road Department invited the public to review and provide feedback on their draft Transportation System Plan project list containing planned projects scheduled through the year 2040.
 - Upon receipt and incorporation of public feedback, the project list will be finalized and presented for adoption within the Transportation System Plan Update to the Planning Commission and Board of County Commissioners in 2023.
 - North Corridor construction began and US 20 will start in 2023 after Old Bend Redmond and Cook Ave roundabouts are completed.
 - Consultants prepared a draft version of the TSP and is disseminated a public review draft that was accessible online.
 - Peter Russell delivered a TSP recap to a joint Board/La Pine City Council session in Oct. that featured several bike/ped aspects in the La Pine area. These were improvements to County roads that included wider shoulders and/or paving. They met to review how various parties scored grant applications to the Deschutes Trail Coalition, which received about \$500,000 from the County to fund projects. DTC received 10 grant applications totaling around \$840,000.

- South County
 - The Sunriver pathway Master Plan was officially presented and approved by the Board.
 - A parks master plan in Sunriver is underway.
 - Sunriver completed a new tunnel and have one or two slated for next year.
- **Agency Coordination**
 - Bend Parks and Recreation Department
 - Completed two safety improvements to crossing along COID canal at Blakely and Brosterhaus.
 - Repaved Haul Road Trail.
 - Teamed with ODOT to apply for a FLAP grant for a new trailhead adjacent to Baker/Knott interchange, which would access the Bend Lava trail.
 - BPRD reached an agreement with the North Unit Canal District to build a path on Canal Row Park out to Deschutes Market Road. This has been informally used but the agreement will formalize the allowable use.
 - Began final phase of Drake Park trail improvements project, including the underpass at Newport.
 - Progress was made at Big Sky on the pump track and bike skills areas plus a gravel path. The work will be completed by early spring.
 - Also making progress on design/permit for the trail along North Unit Canal, along Butler Mkt. The first phase from Canal Row Park past Pine Nursery, will connect into Petrosa.
 - CET/COIC
 - Collaborated with the City to update the inclement weather plan.
 - CET had to cut their Community Connector Routes Saturday service due to the ongoing driver shortage.
 - Moved the Deschutes Riverwoods bus stop from Riverwoods Outreach Church to the Riverwoods Country Store. This move allows the stop to have posted signage, a maintained parking lot and road, as well as lighting. Any Baker Road improvements from the Baker Road IAMP will improve the bus route too.
 - CET increased driver wages twice in one year.
 - Route 31 between La Pine and Sunriver was cancelled after two weeks of service due to low ridership and the driver shortage.
 - On August 1, CET moved to new schedules again with the main goal being to improve on-time performance. The new schedule brought all 45-minute routes back out to 45-minute routes (from 30 minutes) due to weekday traffic.

- CET staff participated in many outreach efforts for the Bend Mobility Hub Feasibility Study. Events were held in both English and Spanish.
 - Started a new route between Crooked River Ranch and Redmond. Part of the route is a call-ahead service for medical appointments (3x/day). CET held an informational event at one of the bus stops in Crooked River Ranch with 25-30 people in attendance. The first 19 days of service had 72 rides. Riders are primarily from the senior population who likely should not be driving to medical appointments.
 - Finalizing switchover to new CAD/AVL platform for scheduling, ridership, and on board tech.
 - CET has hired a new Strategy and Program Manager as well as a RARE service member to assist in transportation funding and projects.
 - STF/STIF committees were integrated into one committee.
- Commute Options
 - Held their May Walk and Roll Anywhere event, through Safe Routes to School and the Get There Challenge. There were over 115 adult participants and 3,000 miles logged.
 - Commute Options was awarded ODOT Safe Routes to School Innovation Grant which will fund an education program for walking school buses in areas identified as not very safe currently.
 - CO Hired a new vanpool coordinator and started a new vanpool with Nosler.
 - New vanpools were established from Redmond to Sisters as well as Brasada Ranch.
 - CO is working on a few regional programs; School Pool (closed shared ride network on the Get There site); and paid walking school bus leader.
 - CO received some funding to assist with construction/detours during the Neff-Purcell project.
- ODOT
 - The US 20 Mervin Sampels-Greenwood project is underway, but the timeline is being extended to mid-2024, due to many complications. Included in the delay is the crossing at 6th and Greenwood.
 - McKenzie Pass construction will be bumped to 2024, largely due to the need for matching funds.
 - The research project conducted by Chris Cheng regarding small sections of auxiliary bike lanes was accepted and will likely be integrated into the McKenzie Pass project.

- US 20 Ward-Hamby roundabout was completed and is very successful.
 - ODOT has results of the study examining the dynamic bike warning system on McKenzie Pass. In the study, speed was used as a proxy for “safety.” Very small reductions in speed were observed (43 mph vs 41 mph) in some cases.
 - The multiuse path on US 97 will keep the same cross section but will change land width to widen for bike/ped comfort/safety.
 - ODOT is enhancing the crossing by 97 and Cooley, although it is limited by right of way issues.
 - Crossings will be at all roundabouts plus certain locations on 97 between Cooley and Robal, with RFBs.
 - Roundabouts are designed a bit smaller than usual to address climate change goals and thus will not build to 2040 standards.
 - The 6th St. crossing on Greenwood was completed.
 - Construction on the Old Bend Redmond roundabout and the Tumalo roundabout began in December.
 - Lava Butte to La Pine trail planning will kick off soon.
 - ODOT has provided letters of support for a lot of federal funding opportunities for Bend.
 - The North Corridor project kicked off and the Roundabout at Old Bend Redmond Highway construction has begun.
 - Tumalo construction will begin soon.
 - The Bend-Lava Butte trail is moving forward but they are still trying to resolve issues, may go to LUBA.
 - Reed Market interchange planning is kicking off
 - A \$5,000 mini grant for Innovative Mobility Program is available: ODOT is looking for exciting new ideas about things like (but not limited to) equity, any interesting ideas for nonprofits, or other organizations.
- Redmond BPAC
 - BPAC has two new members.
 - Redmond BPAC looked at a specific crosswalk in Redmond that is used by students by elementary schools. The engineering department will do a count of user once weather improves and go from there.
 - City of Redmond is working on bicycle connectivity and utilizing Quiet Streets to make needed connections. Signage such as wayfinding, sharrows and crossbikes are a major part of this effort. Another project they completed was NW 10th Street sidewalk. This added a new sidewalk on the side of the street where it was lacking on this busy collector street.

- Redmond BPAC restarted Open Streets on June 18. Due to limited staff, it was part of the Redmond Street Fair but not as a separate event. They had a presence but it was mainly a booth.
- Dry Canyon trail signage went in, primarily on-trail.
- BPAC participated in National Night Out, put on by the Redmond Police Department to foster a good relationship between PD and the community and promote public safety.
- Redmond BPAC wants to improve education about shared path use in Dry Canyon. They plan to put down more pavement markings to share the trail.
- Robin Lewis was the featured speaker at the November meeting, presenting on protected bike lanes.
 - ❖ There is a lot of interest in providing a safer experience for cyclists
 - ❖ Discussed retrofitting options (metal versus rubber)
 - ❖ The City expressed interest in any feedback from BPAC

- **Other Updates**

- BPAC sent two letters of support: 1) On behalf of the City of Sisters to Oregon Parks and Rec Department for a grant to build a multi-use path connecting Village Green Park to the Peterson Ridge trailhead; and 2) On behalf of the City of Sisters to Oregon Department of Transportation for a federal grant to construct the new roundabout at HWY 20 and Locust Street.
- Sidewalk snow removal messaging was broadcast on social media channels as the first snowfall approached.
- Robin Lewis provided a Trip Report on her participation in the SCAN Design Professionals Trip to Denmark and the Netherlands. The overall research questions were how can you make your city a sustainable, livable, people-friendly place? And, how can walking and bicycling bring a community together?
- FLAP Needs Assessment Discussion: A Needs Assessment meeting was held in November. The FHWA Western Federal Lands Highway Division initiated a statewide planning effort to identify and prioritize unmet Federal lands transportation access needs in Oregon. The findings from this planning process will inform future funding decisions, with a focus on the Federal Lands Access Program (FLAP). Over the past few months, the project team has been busy gathering initial feedback from local, state, and federal partners on existing unmet access needs and mapping those needs across the state. The FHWA invited key stakeholders to the Regional Needs Identification Workshops to review what has been learned so far and solicit input on any access needs that were not identified during preliminary research. In the past, the process had each ODOT region submit proposals for grants to the FLAP program, and BPAC often wrote

letters of support. The new method is more of a coordinated statewide process with respect to prioritization.