



Stakeholder Advisory Committee Meeting #2 Summary

Project: US 97: South Redmond Corridor Project

Subject: Stakeholder Advisory Committee – Meeting 2
Thursday, February 8, 2108, 5:30 pm. -7:30 p.m.

Date: Monday, February 19, 2018

Location: City of Redmond City Hall

Attendees: ODOT: Michael Duncan City of Redmond: Scott Woodford

Stakeholder Attendees: James Westcoat, McDonalds; Charlie Miller, Miller Lumber; Ed Fitch, EDC; Mark Malott, Central Oregon Ranch Supply; Gill and Eric Platt; Laura Garcia, Mazatlan Restaurant; Frank Bowen, Napa Auto Parts; Jon Stark, Economic Development for Central Oregon; Bill Hilton, Redmond Urban Area Planning Commission

Consultant Team: Andy Johnson, HDR; Tom Shook, HDR; Doug Zenn, HDR; Chris Zahas, Leland Consulting Group; John Bosket, DKS Associates

Introductions

The US 97: South Redmond Corridor Project Stakeholder Advisory Committee met for its second meeting February 8 from 5:30-7:30 p.m. at the Redmond City Hall.

Participants introduced themselves and Doug Zenn from the project team provided an agenda overview. The meeting included two main segments: 1) review and discussion of project updates – schedule, existing conditions and economic case studies and 2) development and discussion of evaluation criteria. The second segment included a hands-on work session at a corridor map where committee members discussed criteria as it related to specific-corridor locations.

Schedule Update

Andy Johnson of HDR provided an overview of the project schedule. The project remains on time for a February 2019 completion. The next series of activities are scheduled for late June 2018, when the groups will be discussing specific corridor alternatives in more detail.

Existing Conditions Overview

Tom Shook explained the corridor’s existing conditions, including 2011-2015 corridor crashes (by severity) and five safety focus areas. The group asked about conditions relative to other highway areas in the state. Tom explained that the traffic conditions are generally not good and likely to worsen in the upcoming years if nothing is done. He explained that the crash data was only through 2015 and did not include 2016’s winter-weather events.

One of the committee members brought up a concern about not keeping a bigger picture in mind, namely whether what we are developing is enough to solve the long-term issues for Redmond. The member also stated that doing an interim project could hurt the chances of accomplishing the by-pass. The project team was encouraged to consider whether a short- or mid-term solution would be useful in the context of a longer-term future improvement. The Bend North Corridor Project, which made the old US 97 roadway an extension of 3rd Street, was discussed as a comparable, local similar situation.

Economic Development Case Studies

Chris Zahas from Leland Consulting provided a brief overview of economic development case studies provided. He said the case studies looked at corridors in Madras, Bothell, Washington, Shoreline, Washington, and Buena Vista, Colorado.

The studies generally show positive development impacts resulting in a greater tax base. Concern areas within these corridors included safety, aesthetics, parking and access.

The group inquired about modified medians with turn lanes shown as part of the Shoreline case study. The group noted the ability to make U turns as a positive attribute. Several group members expressed interest in considering how this approach might work on Highway 97.



Review Draft Evaluation Criteria

Andy Johnson kicked off the conversation about draft preliminary evaluation criteria for the corridor. He said the criteria would be used in formulating two alternatives for the corridor that consider the evaluation areas of: 1) Community Character, 2) Process, 3) Safety and Operations and 4) Access and Connectivity. The components for developing alternatives include access road alignments, access on US 97, access road operations, connectivity, sidewalks and access road parking.

He asked the group if they would like to see two very different alternatives—perhaps based on cost and amenities—from which to have further discussions at the next meeting. The group opened a discussion about how long a selected alternative would last and whether criteria might



be developed to take into consideration a long-term eastern bypass. The group expressed concerns about how corridor improvements might perform if a bypass were eventually built.

The group moved to the corridor map to discuss treatments. In addition to some unique site-specific concerns, group members expressed interest in:

- How and where sidewalks and landscaping could be placed
- The possibilities of working with several or groups of property owners about shared parking options
- Operations on Canal Street and its intersections
- Parking impacts and circulation on the frontage/backage roads
- Numbers of access points
- The need to consider truck lengths and turn radiuses.

Andy asked the group to email additional thoughts about the criteria to the project team in the upcoming weeks.

Public Involvement Updates

Doug Zenn and the rest of the project team provided updates about the Open House held for this project and the Redmond Transportation System Plan on Wednesday, February 7, at City Hall. Zenn estimated that between 60 and 70 people attended. Johnson noted that he spoke with a number of community members who were fairly new to the community and simply interested in broader transportation issues. Several other issues that came up frequently were traffic on Canal Boulevard and the fact that local community members avoid US 97 during busy times when possible and have alternative routes to get to their destinations. Most of those in attendance reinforced concerns about safety and traffic congestion delays.

Next Steps

Andy Johnson thanked the group for its input and told the group that the meeting materials would be placed on the webpage -- <http://southredmond97.org/> -- in the upcoming weeks.