



Steering Committee Meeting #2 Summary

Project: US 97: South Redmond Corridor Facility Plan

Subject: Steering Committee – Meeting 2
Monday, February 11, 2018, 3:30 p.m. – 5 p.m.

Date: Monday, February 19, 2018

Location: City of Redmond City Hall

Attendees: Keith Witcosky, City of Redmond; Michael Duncan, ODOT; Gary Farnsworth, ODOT; Cari Charlton, ODOT; Bob Bryant, ODOT; Scott Woodford, City of Redmond; Jon Stark, Economic Development for Central Oregon; George Endicott, City of Redmond; Andy Johnson, HDR; Doug Zenn, HDR

Phone Participants: Tom Shook, HDR; John Bosket, DKS Associates

Introductions

The US 97 South Redmond Corridor Plan Steering Committee met for its second meeting Monday, February 11, 2018 from 3:30 – 5 p.m. at the Redmond City Hall.

Participants introduced themselves, and Doug Zenn from the project team provided an agenda overview. The meeting agenda included:

- Updates on schedule, existing conditions and economic development case studies.
- A review of the open house, steering committee and stakeholder advisory committee meetings and discussions.
- Review and discussion about evaluation criteria.

Public Input and Meetings Report

Andy Johnson opened the discussion, briefly covering the project schedule before moving on to updates on the Open House, Technical Advisory Committee and Stakeholder Advisory Committee meetings held late in the previous week. The committee discussed a letter received from Ed Fitch expressing interest in the Shoreline, Washington, design as a good concept to consider for the project area along with a possible bypass in the future.

The committee discussed the merits and concerns about this concept including whether such turn lanes would accommodate current speeds. The committee also discussed one rationale behind a more “minimal” solution: the longer-term possibility of an eastern bypass.

The committee discussed whether it would be included in the existing TSP. It is not currently anticipated, but the committee discussed that it could be a consideration if current corridor plans would not be able to fully address continued regional growth.

The committee discussed the long-term timeframe in which the bypass would be considered. The group concluded that future compatibility is worth considering, even if a bypass may be beyond the typical planning horizon. Given the complexity and cost, it would take a long time to find the funding.

Also, the committee suggested that as the project team considers future compatibility, it should consider what this means for redevelopment and what best serves traffic in the mid-to-long term. Which one is best served to implement in phases? The City would look for alternatives to serve Redmond both in the short term and long term.



Existing Conditions and Draft Evaluation Criteria

The committee asked about existing and projected volumes. The project team will find this data and get back to the committee.

Jon Stark expressed the need to maintain reasonable speeds on the corridor. The committee also discussed time reliability as equally important and how to reduce conflict points to help obtain it. Jon also indicated that maintaining mobility is critical to maintaining economic growth.

Andy briefly covered crash data. The committee expressed that reduction of conflict points would be a good measurement in the criteria.

The committee also discussed the need for reliability for drivers in the alternatives recommendations. This should be captured in some way in the evaluations of the alternatives.



The team will examine whether the HERS model maintained by ODOT might be helpful to support a reliability measure.

The Steering Committee also suggest that the table with evaluation criteria be updated to include performance measures.



Next Steps

Andy closed the meeting by referring back to scheduled upcoming meetings and tasks. He said this committee would meet again in May or June and that smaller teams would continue to meet to further develop the alternatives. He thanked the committee for its input.