



Meeting Summary

Project: US 97: South Redmond Corridor Facility Plan

Subject: Technical Advisory Committee #3

Date: Thursday, June 14, 2018

Time: 9:00 am – 11:00 am

Location: ODOT R4 (Bend) – ODOT Region 4, 63055 N Hwy 97, Bend - Deschutes Conference Room

Attendees:	Mike Caccavano, City of Redmond Scott Woodford, City of Redmond David Pilling, City of Redmond Bill Duerden, City of Redmond Cari Charlton, ODOT Caleb Stephens, ODOT Aaron Smith, ODOT David Amiton, ODOT David Hirsh, ODOT	Scott Edelman, Oregon State DLCD David Knitowski, ODOT Joel McCarroll, ODOT Camille Alexander, HDR Andrew Johnson, HDR Doug Zenn, HDR John Bosket, DKS Matt Arnold, SERA Ben Weber, SERA
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Meeting Objectives:

- Introduce gateway treatment concepts
- Review evaluation criteria
- Review and solicit feedback on scorecard
- Review alternatives A and B

Meeting Summary:

1. Design alternatives A and B

- Meeting began with discussions about stakeholder meeting from previous day. Approximately fifteen business owners attended site sessions and stakeholder meeting and comments were as follows:
 - i. Generally, we are seeing more interest in Alternative B, it includes medians and has less impact on business parking.
 - ii. Many business owners selected the alternative based on how it will likely affect their business.

- iii. There were concerns from the stakeholders about how freight would be delivered, garbage would be picked up and mailboxes/mail would be delivered.
 - iv. ODOT mentioned, as more serious crashes occur along the corridor, median would be needed to reduce crashes. New alternative would prevent chopped up medians from being installed. Plan is to install in phases and will be less expensive to implement.
 - v. Speeding and safety are a huge concern for stakeholders.
 - vi. Consider extending the map beyond Airport interchange to have the gateway begin further south, to encourage vehicles to slow down before they enter the city limits.
 - vii. Concerns about where signs would be moved to and if people driving along US 97 would be able to view them.
 - viii. Concerns if U-turns are only at signals. If U-turns are not accessible to all typical vehicles then Alternative B is far less attractive.
 - ix. How long would it take to make a U-turn? Currently, there are high volumes of traffic and it can take considerable time for a clearing in traffic to make a U-turn.
 - x. When we present to the SAC in October they would like to see the projected cost of each alternative.
 - xi. Proposed future signal at Quartz Avenue will help with local connectivity, especially with freight deliveries.
- Updates requested for Alternative B are:
 - i. Enable vehicles to be able to make U-turns at northern intersection.
 - ii. Verification on how signs will be affected. Research ODOT's monument laws.
 - iii. Continue the median through Xero Avenue connection.
 - iv. Run traffic models to verify the volumes do not overwhelm the storage lanes.
 - v. Check in with City of Redmond on their sign code and right-of-way (ROW) requirements/limitations.
 - A new alternative was introduced (Alternative C) which includes coordinated signals and is described in detail below:
 - i. Alternative C came out of the TAC meeting after concerns were raised by ODOT about the maintenance issues of clearing snow from the multiple left-hand turn lanes and the fact that there were still many turning conflicts with the medians that could create safety issues.
 - ii. If we added full signals or partial signals at T intersections, this would provide more areas for vehicles to make U-turns throughout the corridor. This would also provide additional areas for bikes and pedestrians to cross US 97 at a dedicated signalized crossing.
 - iii. Allowing full U-turn capability at stoplight intersections will allow less breaks in the median.
 - iv. Dave Hirsh suggested that we verify this idea and see what the modeling showed with future volumes.
 - v. If the project team took the frontage road off the table, this would significantly reduce the cost of the project.
 - vi. An added benefit of partial signals would be it could potentially slow speeds through the corridor.

- vii. Consider looking at a roundabout at the south end of the project instead of a signal due to the close proximity of the interchange.
- viii. Alternative C will be presented to the Steering Committee for approval. If the committee agrees with some of the changes discussed above. The consultant team will move forward and assess the feasibility of this concept.
- Alternative B would allow for better functionality and equity throughout the corridor.
- Alternative A is still on the table but will not be refined at this time.
- The Steering Committee meeting is rescheduled for June 29th, 2018, we will verify at that time if we should remove Alternative A (frontage road).
- We will need to verify with ODOT's code on how many feet are needed to make a U-turn at a mid-block and at an intersection.
- An additional way to increase available ROW would be to narrow the travel lane to 11-feet. Project team will check in with the freight committee to verify the width and the hole in the air code.
- When revising Alternative B, driveway consolidations will still be considered.

2. Review Gateway Treatment Concepts

- Ben Weber presented on the topic of gateways and how they can help anchor parts of the city and enhance specific locations. Gateways provide placemaking, public amenities and traffic calming measures. They also help break down corridors into manageable sections.
- One location to consider for a gateway would be at the Yew Avenue Intersection. There is space and it would be a good location as it is located at the southern entrance to the city.
- Ben mentioned the gateway concepts we are showing are meant to solicit creative ideas. We are sticking with the gateway concepts that have been discussed in the past.
- Consider using local artists for designs under the overpass.
- Coordination with Redmond Committee on Art in Public Places (RCAPP) will occur with public art treatments.
- Ideas for making use of areas on the north and south end of the corridor include a mountain bike course. These types of facilities are generally maintained by other groups however ODOT would retain ownership.
- There is a natural hill as you enter the City of Redmond, this may be a good place to add a sign for the gateway or begin gateway treatments.

3. PI Updates

- Public Involvement will focus on the groups most affected first, followed by others indirectly impacted. Stakeholder interviews have been conducted, although the project team intends to conduct more one-on-one site visits with interested parties.

4. Next Steps

- A site visit is an option if stakeholders have any questions to address. The next meeting set is planned for late August/early September. We will have cost differentials prepared for both options at our next meetings. Detailed drawings



will be sent before the October meeting so stakeholders have a week to review the materials.

- Next committee meeting will be in early October, the project team will be sending out an invite closer to the date.