



Meeting Summary

Project: US 97: South Redmond Corridor Facility Plan

Subject: Stakeholder Advisory Committee – Meeting #4

Date: Tuesday, November 13, 2018

Time: 4:00 PM - 6:00 PM

Location: City of Redmond City Hall

<p>Attendees:</p> <p><u>ODOT:</u> Rick Williams Gary Farnsworth</p> <p><u>City of Redmond</u> Scott Woodford Mike Caccavano</p>	<p><u>Stakeholder Attendees:</u> James Westcoat, McDonalds Bill Hilton, Redmond Planning Commission Charlie Miller, Miller Lumber Ed Fitch, EDC Mark Malott, Central OR Ranch Supply Laura Garcia, Mazatlan Restaurant Bill Braly, Bike/Ped Representative Frank Bowen, Napa Auto Parts Lindsay Greco, Wilson's Furniture</p>	<p><u>Consultant Team:</u> Andy Johnson (HDR) Doug Zenn (HDR) Camille Alexander (HDR) Joe Kirkland (HDR) Matt Arnold (SERA) Ben Weber (SERA)</p>
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Meeting Objectives:

- Review alternatives developed based on input from the last meeting.
- Provide specific guidance on a preferred concept.
- Identify next steps for this project.

Meeting Summary:

New Concept Overview

Concept C

- We previously heard concerns about the number of property impacts from concepts A and B.
- Concept C would be more adaptable and allow more connections. It also allows for U-turn signals which allow U-turns therefore creating better connectivity throughout the network.

Concept D

- Heavily signalized and includes U-turns. The benefit of this is mobility while maximizing out of direction travel.
- Fewer median breaks, signalized and prioritized to get traffic through but the most out of direction travel.
- The community character would be harder to achieve in this type of treatment, also does not aid in connectivity.
- U-turns allowed in this concept would be similar to the Shoreline option.
- Oregon does not allow U-turns except at a signal which is a state statute. In Oregon it also is a requirement to have a sign that says U-turn permitted.
- There is a concern that adding more signals is going to slow down the traffic.
- Why is there a light at Safeway and a light at Veterans but not at Quartz? Did not like this option because of this.
- This option works best in a business environment that has larger parcels.
- Veterans will be the first signal to break down and needs to be addressed within the next 5 years.

Recommended

- Combined the best elements from A - D matches the scorecard and the ideas.
- There are three new signalized intersections on US 97. This allows for U turns and more connectivity to downtown. It would allow areas to the west to better connect through the neighborhoods.
- The proposed U-turn at Veterans Way would likely cause more problems.
- U-turns would be allowed at Quartz Avenue in both directions, this should improve the connectivity.
- Need to identify a solution to vehicles travelling on Airport Way and merging into traffic cutting across US 97 to make a left at a Wickiup Avenue. It could be some type of preventive measure from the left-hand turn lane or an additional auxiliary lane from Airport Way to Wickiup Avenue.
- Phasability was mentioned at the last set of meetings as a benefit of the recommended concept.
- Recommended concept minimizes delay system-wide, however Veterans Way will still be slow. HDR will look into different solutions for Veterans Way movements.
- The railroad will not allow another at grade crossing so Odem Medo might be the best option. Would the railroad allow another at grade crossing elsewhere?
- Mike Caccavano will meet with ODOT rail to ask if an at-grade crossing is an option.

Section 1

- The existing U-turn at Veterans southbound will be allowed.
- Concerns that Veterans Way delays are going to be a problem five years down the road, we need to consider limiting movements at this intersection.
- The three westbound movements are causing the most problems at Veterans Way.
- Look into connecting Safeway parcel to Mrs Beasley's via the parking lot.
- Voting results: 1 yellow, 6 green

Section 2

- Look into adding a backage road coming out of Coastal Farm & Ranch at Wickiup Avenue, this would be essential.
- 7 votes - All greens

Section 3

- US97 on east side would only serve a few businesses, would adding a signal slow down the traffic?
- Voting results: 1 yellow, 6 green

Section 4

- Joe Kirkland will look at how much storage McDonalds has in the median break and how many feet that would be needed?
- HDR will verify it is possible to make a left out of McDonalds
- Group agreed they would like the backage road added to the recommended concept.
- The group would like to see Section 4 in more detail at next meeting set.
- Rick Williams that the new connections are a little out of direction but are safer.
- Need more details for Reindeer intersection design.
- In a month the team will have a meeting to discuss Section 4, specifically to look at ODOT weaving standards.
- HDR will confirm in the design that a 50-foot truck can enter and exit.
- HDR will come to next meeting set with clarification for:
 - Weave at Wickiup Avenue
 - McDonalds left-turn exit.
 - Veterans Way options.
- 7 Votes – All yellow

General

- The mini-roundabouts on Canal will be designed to accommodate large trucks.
- There is a need for an additional roundabout at the Motel 8 connection.
- HDR will look into costs for the recommended concept and phasability.

Next Steps

- A site visit is an option if stakeholders have any questions that need to be addressed.
- The next meeting set is planned for late February 2019. HDR will have cost differentials prepared for these meetings.
- Stakeholders plan to reach out to their neighboring businesses so everyone has an opportunity to provide input on the alternatives. Stakeholders are driving this corridor every day and see the traffic circulation, and can help determine how this corridor best serves the growth and maintains economic vitality.

Each section was voted on and scores are listed below:

	Section 1	Section 2	Section 3	Section 4
Green	6	7	7	0
Yellow	1	0	0	7
Red	0	0	0	0

CONCEPT: RECOMMENDED

