



Meeting Summary

Project: US 97: South Redmond Corridor Facility Plan

Subject: Steering Committee #4

Date: Wednesday, November 14, 2018

Time: 3:00 pm – 5:00 pm

Location: City of Redmond, City Hall Room 134

Attendees:

ODOT:

Rick Williams
Gary Farnsworth
Bob Townsend

Stakeholder Representative:

Jon Stark

City of Redmond:

Scott Woodford
Keith Witcosky
George Endicott
Mike Caccavano

Consultant Team:

Andy Johnson (HDR)
Camille Alexander (HDR)
Joe Kirkland (HDR)
Doug Zenn (HDR)
Matt Arnold (SERA)
Ben Weber (SERA)
Dan Jenkins (SERA)
Chris Zahas (Leland)

Meeting Objectives

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

Overview

- Stakeholder Advisory Committee #4 was held on November 13, 2018, the team received good feedback at that meeting. We need to update individuals who were not able to attend.
- Additionally, ODOT and the City have participated in outreach with some stakeholders and groups.

Recommended Alternative

Section 1

- If a signal is installed at Wickiup Avenue, we need to prevent the weave from Airport Way heading NB to turn left at Wickiup on US 97. A signal could be a good solution, but only if the weave movement is resolved.
- Outbound traffic south of Coastal Farm & Ranch lot. The gate in this area is used to go northbound. Coastal Farm is interested in having a connection back to Canal Boulevard, this would help circulate the traffic. Currently, there is a porkchop island in this area allowing right turns.

Section 4

- SAC meeting attendees discussed access in/out of McDonalds. The owners of Madaline's and McDonalds have talked about combining driveways.
 - Will the design include a left-turn out of McDonalds or will there be a right turn that would then require a U-turn at the next light? The left-turn out of McDonalds going southbound might exceed what the U-turn capacity could afford.
 - Some TAC meeting attendees were concerned about the safety of drivers turning left out of McDonalds. HDR will look into this more – specifically look at the distances, the two-staged left turn and possibility for U-turns and update the design.
 - Could there be an option to weave through the parking lot to get to the next light? HDR will look at this option and provide more details.
 - How does Arby's feel about McDonalds having the median opening and not Arby's?
 - Will Dairy Queen accommodate the McDonalds traffic cutting across their parking lot to get to the signal at Wickiup? ODOT to reach out to Dairy Queen to verify?
- HDR, ODOT and the City are going back to property by property where there are driveways to discuss what movements are needed.
- Discussed rerouting traffic back to Canal Boulevard. HDR to model the connection to make sure Canal Boulevard can handle the traffic volume.

Veterans Way Signal

- Analysis shows Veterans Way is the pinch point on the corridor, especially travelling east/west. The volume at this signal is the same as a freeway lane. It is going to get worse in the future. Pulling movements out of the interchange would be one solution to the pressure at this signal. Another option would be eliminating the left-turns. Volume could be reduced east and westbound by not allowing lefts-turns, however another crossing over the rail line is needed elsewhere.

Rail crossings

- Options to go over, under or at grade at one of several crossing locations, namely Quartz or Odem Medo.
- Is grade separation at Airport Way an option? It might be more feasible at Airport Way than Quartz Avenue due to the spacing and grade.
- Gary Farnsworth will talk to Taylor Smith about a rail crossing.
- There is an existing plan for an overcrossing at Veterans Way. The Central Oregon Rail Plan details the overcrossing plan, HDR to research and provide more information.

Pedestrian Crossing

- A pedestrian crossing at Kalama Avenue would provide a better connection to the school to the north. Users might also be using bikes to cross US 97 and this would provide a connection.
- Group agreed an overcrossing could be very expensive and it was decided not to proceed with this option.

U-Turns

- Allowing U-turns at every location did not make sense.
- Might be better to connect back at Safeway with a drive isle vs. a U-turn that way U-turns will not be needed at every single intersection.
- For delivery trucks, there will need to be slight bump outs to allow the trucks to make U-turns.
- Does adding U-turns to all the signals decrease throughput? Joe Kirkland responded it does a little. However, the corridor as a whole still works well.

Other considerations

- Previous estimates did not include costs for all the canal crossings.
- Need to refine access management issues and methodology.
- The group likes recommended corridor concept but need to fine tune some details.

Phasability

- Phasability is an important consideration not only for this project but the entire Redmond roadway network.
- Need to identify highest priority improvements that would provide biggest benefit to the network.

Curb gutter sidewalk

- We have designed parameters for cross sections but will tweak them slightly.

Bike / Pedestrian

- The additional crossings will help with bicycle connections too.

High tech

- What might we be able to do along the corridor regarding autonomous vehicles? HDR will look into future proofing designs.

Follow up items

- HDR will cost out improvements as they are drawn up.
- HDR, City and ODOT plans to contact businesses owners they have not met with yet.
- HDR to arrange next meeting set in February 2019 with sequencing and phasing options.
- HDR will look at the safety history, if there is a location where the left turns are causing deaths, etc. From a traffic perspective which options would be more effective short-term.
- HDR will break these four sections of the corridor down and provide more detail for each of the sections (see below).
- Review best practices for high tech or future proofing along this corridor.
- Find design solution for the intersection and weave area at Wikiup Avenue signal.
- Need clear rationale for median at McDonalds, HDR will look into driveway counts.
- HDR to work on a 10 percent design layout for next meeting set.
- Provide costs for how much the recommended may cost and phasability.
- Identify criteria for access management along the corridor.

Next Steps

- Goals for next meeting set in February 2019 would be getting approvals then adoption process would follow.