



Meeting Summary

Project: US 97: South Redmond Corridor Facility Plan

Subject: Technical Advisory Committee #4

Date: Wednesday, November 14, 2018

Time: 10:00 am – 12:00 am

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

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| Attendees: | Rick Williams, ODOT | Mike Caccavano, City of Redmond |
| | David Amiton, ODOT | Scott Woodford, City of Redmond |
| | Caleb Stephens, ODOT | Doug Zenn, HDR |
| | Aaron Smith, ODOT | Camille Alexander, HDR |
| | Abbey Driscoll, ODOT | Andrew Johnson, HDR |
| | David Hirsh, ODOT | Joe Kirkland, HDR |
| | Jenny Kneece, ODOT | Chris Zahas, Leland Consulting |
| | David Knitowski, ODOT | John Bosket, DKS |
| | Martin Matejsek, ODOT | Matt Arnold, SERA |
| | Joel McCarroll, ODOT | Ben Weber, SERA |
| | Scott Edelman, Oregon State DLCD | Dan Jenkins, SERA |
| | David Pilling, City of Redmond | |
| | Bill Duerden, City of Redmond | |

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

Meeting Summary:

Overview

- Discussed outcomes from prior SAC meeting.
- Mike Caccavano asked if there would be a pedestrian bridge over US97 at Kalama. The group discussed that an at-grade crossing would be more cost effective and use of an overcrossing is likely to be low.

- Analysis shows Veterans Way is the pinch point on the corridor, especially delay associated with travelling east/west. Pulling movements out of the intersection would be one solution to the pressure at this signal. Another option would be developing grade separations. Volume could be reduced east and westbound by not allowing lefts-turns, however another crossing over the rail line is needed somewhere

Section 2

- If a signal is installed at Wickiup Avenue, we need to prevent the weave between the Airport Way NB ramp and the potential left turn at Wickiup. A signal could be a good solution, but only if the weave movement is resolved. ODOT believes it is too short for a weave in this section, HDR will look into this before our next meeting set.
- Rick Williams mentioned there was a discussion about speeds dropping as drivers enter the area. This should be a consideration as we move forward.
- ODOT and the City have talked to Coastal Farm & Ranch and they support a public roadway connection where the current driveway is. We would need to check with Coastal Farm & Ranch and find out if they would agree to connect to Canal Boulevard.
- Adjust recommended concept to show that the trail on the east side of the canal.
- HDR will mock up three different options for the McDonalds exit and meet with TAC members to discuss the designs, then come back to TAC with preferred alternatives.

Section 3

- A small group of the TAC members will get together to discuss Quartz connection to Pumice Avenue.
- Look into connecting Safeway parcel to Mrs Beasley's via the parking lot.
- We could add NB left at Veterans back in. since it was only a few parcels.

Section 4

- McDonalds and Madeline's have agreed to share accesses. This would eliminate half a driveway. How can we facilitate left turns in and out?
- One option is to exit McDonalds and make a right turn and U-turn at the signal at Reindeer. Another possibility would be to design a left turn out on southern end of property instead.
- What is realistic volume for queueing at Odem Medo? It is going to be tough to get across during the peak anyway. HDR will model this and provide feedback.
- We are going to have to take a look how much traffic gets moved to Canal. HDR and DKS will model and provide feedback.

General Comments

- The roundabouts will be designed to accommodate large trucks. In addition, to accommodate 40-foot trucks slight bump outs will be required at each intersection where U-turn movements are allowed.

Veterans

- Recommended concept minimizes delay system-wide, however Veterans Way will still be slow. HDR will look into different solutions for Veterans Way movements.
- The east leg is the main issue. If growth continues it will break down in 5 years.

- There were other things talked about such as grade separation or adding dual left turns.
- The plan really needs to address short and long term solutions.

Next Steps

- Mike Caccavano will meet with ODOT rail to ask if an at-grade crossing is an option.
- Quartz would be the most likely to connect over the railroad to effectively draw traffic away from Veterans Way.
- Two options for the railroad crossing are an at-grade crossing at the rail line (if permitted) or grade separated structure.
- A 3rd sub team meeting will be held to discuss cost and investigate best options for Veterans. HDR will model a few of these options.
- There will be a TAC meeting held in January to look at these options in more detail, prior to our February meeting sets.
- Need to discuss crossings at signalized intersections with David Amiton as well as bike and pedestrian circulation.
- SERA will follow up with discussions about landscaping and maintenance.
- Will plan on having a monthly check in with a smaller group to work through items discussed above.
- Send each business owner a graphic about outlining their site circulation and then follow up at site sessions.