



Meeting Summary

Project: US 97: South Redmond Corridor Facility Plan

Subject: Technical Advisory Committee #5

Date: Thursday, April 11, 2019

Time: 10:00 am – 12:00 am

Location: City of Redmond, City Hall – Civic Room 136

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

- Review recommended concept based on input from the last meeting
- Provide final guidance on a recommended concept
- Identify next steps for this project

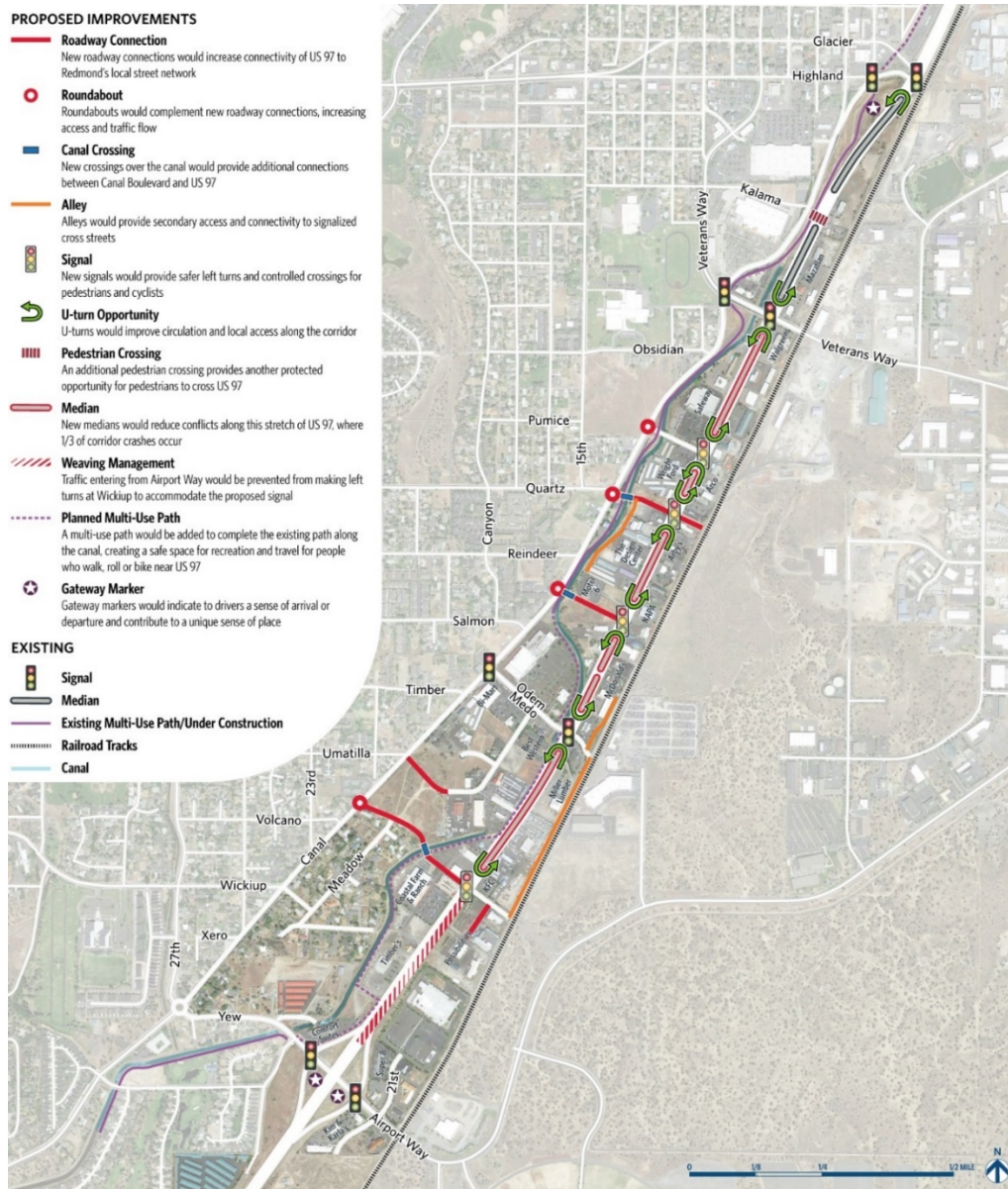
Meeting Summary:

Recommended Concept Overview

Recommended

- Review of what the recommended concept:
 - Three new signalized intersections along US 97 that allow protected U-turns
 - Three new roads connecting US 97 to Canal Boulevard to enhance access to businesses on US 97 from the community.

- Traffic separators between the northbound and southbound lanes on US 97 allowing protected left-hand turning movements and U-turns at signalized intersections
- Areas for safe pedestrian refuge halfway across US 97 to enhance pedestrian crossings
- New sidewalks and cycle track treatments (one direction) throughout the length of the corridor and along east/west connecting roads to provide a more well-connected active transportation network.
- These treatments will provide connections to the new, already planned shared-use path along Canal Boulevard and the canal.



- AI: A comment was made that prior to adoption we need to have engineer at ODOT look at additional signals and U-turns. We will have a 30 minute call with Mark Barrett and Dave Hirsh to approve and agree they are on board with turning movements and volumes. Have

methodology that ODOT engineer can review that explains why project decisions have been made from a systems perspective.

- AI: The STIP committee has been discussing fixed transit in the area for the transit master plan. Master plan should be cross checked with this plan. Rick Williams will reach out for clarification.

Weave at Wickiup Ave

- In order to prevent the weave from Airport Way to the Wickiup Avenue signal the roadway will be double striped similar to how Minnesota Department of Transportation has done in the past. In the report, HDR will note that you can look at a few different strategies.

McDonalds Driveway

- We looked into a few different options which included a left out of the driveway and a backage road. The left out onto US 97 did not work due to volume in the Vissim model and proximity to the signal at Oden Medo. The best solution was to connect the backage road allowing drivers to utilize Oden Medo and use the signal.
- The left into McDonalds was included since it has the highest driveway counts on the corridor.

Veterans

- There are three potential ways to mitigate this intersection. This is the only intersection that doesn't meet the standards for the Oregon Highway Plan mobility standard. We are recommending moving ahead with the adoption of this plan.
- AI: The team will verify if the Salmon and 9th connection and the Salmon Road and Oden Medo connection in the modeling.
- Another option we can consider is pulling a movement out of the intersection that would improve the intersection level of service.
- Veterans Way is a critical intersection in this area and is the only intersection for which delays will not be improved in the future. One of the reasons it will not improve is due to the at grade rail crossing on the east side of the canal.
- There are many driveways along the corridor, so the cycletrack may dip at each driveway. Carrying the concrete across at each driveway and coloring the concrete a different color would help with the biker's safety and comfort.
- HDR refined the traffic analysis numbers which shows that travel times will improve through the corridor and incur less delays due to the shorter signal cycles.
- Travel times northbound will improve by 2.8 minutes and southbound by 1.0 minute compared to the no build model.
- The level of service improves at all intersections with the exception of Canal Boulevard and Quartz Way. Further analysis of the roundabout is needed to find improvements, additional right turn lanes could be considered.
- The recommended concept improves drive times within the area.

- The future design will incorporate a bulb out at the intersection to accommodate trucks making a U-turn.
- The far-left lane can be used as a left or U-turn lane. U-turns will not be permitted without a green arrow.
- There will be additional right of way purchases for the bulb out near the intersection.
- Since this concept is in the planning phase, exact number are not available. When the survey is completed in the next phase, right of way needs will be more specific.
- Large trucks will be restricted from making U-turns on US 97. Trucks will need to use Canal Boulevard to make a series of right turns onto US 97.
- An alley would be connected to Quartz Boulevard to be able to allow access to the back of the Design Center along with other businesses.
- There is a new public right of way that connects Odem Medo to connect to the rear parking lot of McDonalds.

Access Management Methodology

- John Bosket gave an overview of the access management process which can be found in the Oregon Administrative Rules:
 1. How access management rules are going to be made
 2. Make sure property owners are involved in the process
 3. Make sure we are appropriately balancing economic objectives of property owner with the project objectives such as safety for this project
- There will be an appeal process for 20 days where the business owners can request changes. The city managers will review request then approve or revise.
- During design stage/project delivery, the city will look at methodologies and allow another 20 days where the business owners can request changes.
- The process is collaborative, the city and ODOT will discuss with the property owners any issues that might arise.
- The access management process is the same when driveways are combined or shared.

Economic Overview

- The top four industries in the City of Redmond are: retail, health care, accommodations/lodging, and construction.
- Redmond is a cyclical economy and is one of the fastest growing regions in the country.
- Currently, businesses along the corridor are retail, restaurant, and auto repair.
- The City of Redmond is fast-growing especially on the south and west sides.

Development Conditions and Opportunities

- The northern half of the corridor is not anticipated to change as much in the future. However, in the southern section there are more vacant/underutilized lots that could be built on in the future over the next 20 years.
- Future retail would support surface parking with many mixed-use properties.
- The area could support two more hotels for lodging.
- Other growth areas include housing/apartment housing and light industrial.

Enterprise Zones

- The City of Redmond enterprise zone has property tax abatement for 3 to 5 years. Much of the corridor is in this enterprise zone.

Landscape and Streetscape Amenities

- Currently, many areas do not have sidewalks and cycling facilities along the corridor.
- The materials palette that is being considered for the study area includes: stamped concrete, split rail fence, gabion/stone crib, decomposed granite, crushed stone, pedestrian streetlights.
- Trees that are being considered are: ponderosa pine, greenspire littleleaf linden, northern red oak, and patriot elm.
- Redmond is hoping to add color to the corridor by using a colorful plants. This includes: bearberry, blue fescue, desert purple sage, dwarf Oregon grape, gray rabbit brush, Greenleaf manzanita, prairie junegrass, and sagebrush.
- The recommended concept would include formalized landscaping treatments. Perhaps a split rail fence with occasional street trees. Pedestrian and bike lanes would be different colored asphalt to separate the function.
- Having the cobra head is an ODOT standard lights and might be colored differently to match better with the design.
- Plants that were selected were evergreen species that would provide color year-round.
- Signage should be considered, and we are aware of selecting trees that will not block signs and will be placed to provide better viewing of signage.

North Gateway

- There could be ways to enhance the homestead trail as well as the existing flag monument.
- The idea with the North and South gateways is planting trees to provide height variation and verticality.
- Looking at the Homestead trail, we are proposing a rock rubble/gravel trail near the flag monument, to enable people to get closer to the flag monument.

South Gateway

- This has a lot of land and many grade changes and slopes in its current state.
- We are proposing bringing in native trees with low level planting to bring in height variation.
- Verticality will be one way to slow cars down, as the roadway feels narrower, the driver will reduce speed.

Next Steps

- The team will have a draft of the Facility Plan by early May.
- Recommendations for future steps could be rolled into the Facility Plan as an urban design element as a one or two page summary in the upcoming document.