



CITY OF REDMOND
Community Development Department

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South US 97 Corridor Plan Implementation
Project Advisory Committee (PAC) - Meeting #5
Thursday, September 19, 2013
Redmond City Hall Conference Room A - 6:00PM-8:00PM
716 SW Evergreen Ave, Redmond, OR

Meeting Summary

In attendance: Tommy King, Keith Sides, Solomon Kaleialoha, Charley Miller, Eric Jordan, Ed Fitch, Jay Battelson, Kenny Gilder, Lori McCoy, Brianna Manfrass, Greg Hodecker, David Boyd-ODOT, Mike Caccavano-City of Redmond, Heather Richards-City of Redmond, and Scott Woodford-City of Redmond.

1. **Welcome** - Meeting called to order at 6:05PM
2. **Recap on July PAC Meeting** - Mr. Woodford recapped the July 20th PAC meeting where we talked about the different funding options and the cost estimates for the construction. During the course of the meeting we discussed items that could be cut from the cost, including not having sidewalks on both sides of the frontage roads as they would be repetitive with the sidewalks along the highway. We also discussed phasing the improvements so that the costs were more bearable, but ultimately decided at the meeting that we needed to have a clear vision for the corridor prior to doing the cost estimates, so it was agreed to do the design charette first the circle back later on the costs.
3. **Discussion on Design Charette Consultants** - Mr. Woodford stated that the City had put out a Request for Proposals from design teams interested in providing services to conduct the design charette and received two proposals. One was from the architectural/planning firm MIG who teamed up with the engineering firm, Kittelson Associates and the other was SERA (architects and planners) and DKS Associates (engineering firm). Staff felt both were very qualified to do the work and the City has worked with several of them in the past. Staff said they were looking for the input of PAC on who they thought was best suited. PAC discussed the merits of each including how SERA provided specific details on their approach to the charette and also on the charette deliverables, while MIG left each more open ended. It was also pointed out that SERA had done some previous work on the US 97 Corridor Plan and therefore would be more up to speed on its history. Based on that, the group felt

that SERA and DKS Associates were the team that should be selected. The dates that the team said they could be available are October 14-17, October 21-23 and October 28-30. Mr. Woodford told the PAC to consider those dates and let staff know if any of them do not work for you.

4. **Discuss on Speed Reduction Efforts** - Mr. Woodford pointed to a handout that summarized the preliminary speed data that ODOT had collected along the US 97 corridor through Redmond. The data showed the 85th percentile speeds in five different areas. Based on that data, ODOT said they could support a reduction in speed from 45MPH to 40MPH from Veterans Way to just south of the Odem Medo intersection with US 97 and from 55MPH to 50MPH from that point to Wickiup Avenue. An application from the City to ODOT formally requesting a Speed Zone Investigation would be required to get that approved. The PAC indicated they are in support of the City doing that.

Mr. Boyd shared that ODOT is planning on constructing a median in 2014 from the south entrance to Goodwill along US 97 to an area just south of the US 97/Yew Avenue intersection that will include speed signs telling people how fast they are going with the hopes that this will help to slow people down as they come into town. He emphasized that the median would not block any existing intersection with US 97.

Ms. Richards asked if there could be vertical elements, such as trees, in the median and said the upcoming charette could help inform the design of those medians.

Mr. Boyd also said they are searching for a mobile radar trailer that could be placed around the US 97 corridor from time to time to inform people of their speeds. Mr. Caccavano said the City owns one as well and would see about using it too.

Mr. Fitch said that constructing the Quartz Avenue intersection would also help in reducing speeds and asked if it could be built sooner versus later.

Mr. Caccavano said he will be working with City Council on prioritizing projects this fall and will raise that issue.

Mr. Fitch also raised a concern that without a solid funding source, we will be back in this same position in three years.

Ms. Richards responded that ODOT has changed its tune on the US 97 re-route second phase and they might instead be interested in using those funds for this project. She hoped that we could all get on the same page design-wise, have the design vision engineered with costs and then work to get it funded.

Mr. Fitch said the burden for funding the improvements should be shared among ODOT, the City and the corridor.

Mr. Battelson wondered if this Quartz Avenue is a priority for City Council and how this group can let them know that it is a priority to the PAC. He also said that we

can use the design charette and the chosen firms' expertise to help generate some rough cost estimates.

Mr. Caccavano said that he would think about the best way to pass on to Council the priority of PAC to get Quartz constructed earlier. He said that he could share his presentation he plans to give to Council with the PAC to give the PAC a better indication of how this project is among many other priorities in the community.

Mr. Boyd cautioned the group that the City can construct the Quartz Avenue intersection, but that a stoplight may not be warranted yet. Mr. Boyd explained that a traffic study would need to be conducted to see if the intersection was operating at an unacceptable level of service prior to approving a stoplight.

Ms. Richards asked if this study could be conducted sooner to see what the prospects are for the stoplight would be?

Mr. Caccavano indicated that the study may be able to be incorporated into the Transportation System Plan (TSP) update this fall.

5. **Next Steps/Next Meeting** - Next meeting will be the design charette in October - the exact date to be determined.
6. **Adjourn** - Meeting adjourned at 7:00PM.