



# Creating a Safer, More Vibrant Corridor

As the city of Redmond continues to grow, Highway 97 south of downtown requires updates to improve safety and mobility, spur economic development and promote corridor vitality while maintaining the community's unique character. The Oregon Department of Transportation and the City of Redmond are continuing to collaborate with businesses to create solutions that will keep the corridor vibrant in the future while improving highway safety and operations.



Working with a Stakeholder Advisory Committee, the project team has developed two potential design concepts that are consistent with previous visions. Public input and technical analysis will continue to shape these concepts to create a final plan that makes the US 97 South Redmond Corridor a safer, more vibrant business district for everyone. The project team is looking to hear from nearby residents, property owners and business owners about how changes might benefit or impact nearby businesses.

[See back to learn about potential concepts!](#)



## SHARE YOUR THOUGHTS

Your feedback is important to this process. These concepts, along with feedback received from the community, will be discussed at the project's Stakeholder Advisory Group and Technical Advisory Group meetings in the coming months. In fall 2019, the team hopes to have consensus on a preferred option to move forward with.

## LEAVE A COMMENT

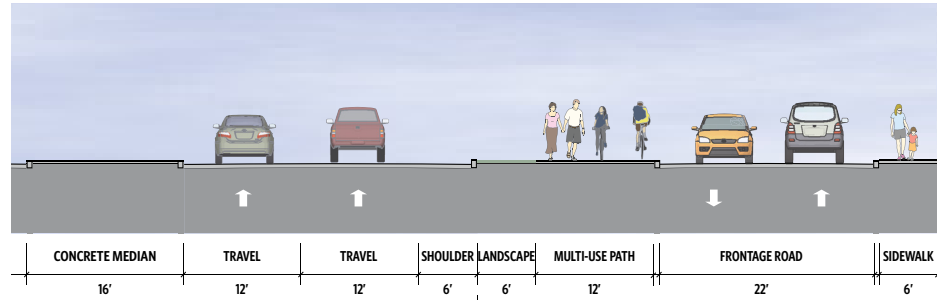
[www.southredmond97.org](http://www.southredmond97.org)

## CONTACT US

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## Concept A: A Multi-Way Boulevard

This concept introduces multi-way boulevards to the corridor as a way of managing access to businesses and creating safer access points. Multi-way boulevards run parallel to the highway and can be in front of businesses (called a frontage road) or behind businesses (called a back access road). In this concept, several frontage roads would be constructed on either side of the highway with designated points of access, along with three areas of back access road. Once on a frontage road, drivers are able to turn in and out of business parking lots at a slower speed, without having to pull directly onto the highway upon exiting.

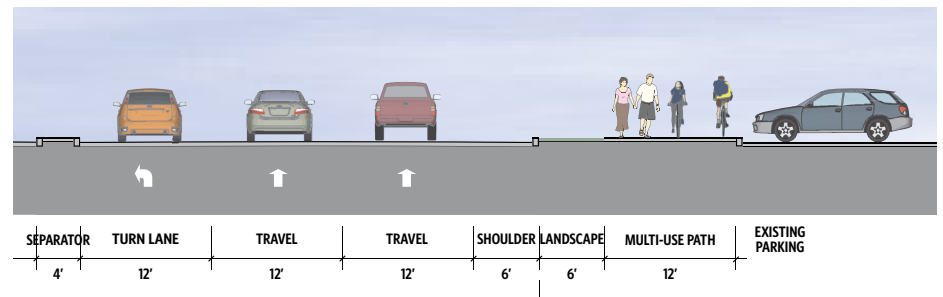


### Key features of this concept include:

- Frontage roads and some back access roads that allow safer access to businesses
- Three new roads that cross the canal and one other additional road that connect US 97 to neighborhoods on the west side
- Traffic separators that allow for additional pedestrian crossings
- New sidewalks and multi-use paths throughout the length of the corridor and along new connecting roads
- Additional landscaping along multi-use paths and new multi-way boulevards
- A new multi-use trail along Canal Boulevard and the canal

## Concept B: Channelized Access and Crossings

Concept B proposes traffic separators between the northbound and southbound lanes on US 97, which allow protected left-hand turning movements, as well as U-turns at signalized intersections. It would also add some short segments of frontage road along the highway, primarily between Veterans Way and Odem Medo Way. These combined elements allow for safer turning movements into businesses along the corridor without adding a lot of new roadway, making it a lower-cost option than Concept A.



### Key features of this concept include:

- Traffic separators between the northbound and southbound lanes on US 97 allowing protected left-hand turning movements and U-turns at signalized intersections
- Short segments of frontage road between Veterans Way and Odem Medo Way
- Three new roads that cross the canal and one other additional road that connect US 97 to neighborhoods on the west side
- New sidewalks and multi-use paths throughout the length of the corridor and along new connecting roads
- A new multi-use trail along Canal Boulevard and the canal