Memo

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| Date: | Tuesday, July 27, 2021 |
| Project: | ODOT WOC6 US 97 Findings |
| To: | Rick Williams, ODOT |
| From: | Andrew Johnson, HDR |
| Subject: | Revised Draft Policy Review and Findings of Fact Memorandum – Task 2.1 |

This appendix presents relevant state, local, and regional plans and policies, with information supporting the South Redmond Corridor’s compliance.

# Oregon Transportation Plan

Adopted September 20, 2006, Volume 1

The Oregon Transportation Plan (OTP) is the state’s long‐range multimodal transportation plan. The OTP considers all modes of Oregon’s transportation system as a single system. The current OTP assesses state, regional, and local public and private transportation facilities through 2030. The OTP establishes goals, policies, strategies, and initiatives that address the core challenges and opportunities facing Oregon. It also provides the framework for prioritizing transportation improvements based on varied future revenue conditions.

## Policy 1.1 – Development of an Integrated Multimodal System

It is the policy of the State of Oregon to plan and develop a balanced, integrated transportation system with modal choices for the movement of people and goods.

Finding:

The US 97 South Redmond Corridor Facility Plan will provide new grade-separated sidewalks and cycle tracks from the vehicle travel lanes. Together, the sidewalk and cycle track facilities provide continuous walking and biking paths along US 97 from Yew Avenue to Glacier Avenue to businesses and destinations, and connecting to side streets and the Homestead Trail. In addition, the plan enhances pedestrian crossings in this area by providing pedestrian refuges halfway across US 97.

The plan also calls for three new signalized intersections allowing protected U-turns at US 97 and Quartz Avenue, Pumice Avenue and Reindeer-Salmon Avenue. This will improve accessibility for motorists traveling along the corridor. Coordination was performed with Cascades East Transit (CET) for plans for a future transit center at SW Kalama Avenue near the intersection with SW 6th Street that was accommodated through design changes to improve connections to the future transit site. Overall, the study area operates with lower corridor travel times to the travelling public as shown in Appendix B: Travel Time Data. The US 97 South Redmond Corridor Facility Plan is consistent with Policy 1.1.

## Policy 1.2 – Equity, Efficiency and Travel Choices

It is the policy of the State of Oregon to promote a transportation system with multiple travel choices that are easy to use, reliable, cost-effective, and accessible to all potential users, including the transportation disadvantaged.

Finding:

The US 97 South Redmond Corridor Facility Plan provides improved performance for travelers in cars (less delay overall), and new and grade-separated facilities for people walking or biking – thus providing multiple travel options through the corridor as described on Page 90 under 5.3.3 of the plan. The proposed sidewalks will be six-feet wide, consistent with ADA requirements. Additionally, the furnishing zone will feature pedestrian scale lighting to make the facility accessible at night. Additional crossings at new intersections along US 97 at Pumice Avenue, Quartz Avenue and Reindeer-Salmon Avenue will provide new, safe crossings for pedestrians looking to access business on the other side of US 97. A five foot one-way separated cycle track will be provided through implementation of the facility plan with pavement markings at driveways to provide a safe, accessible and comfortable bike facility to provide additional travel choices to bicycle users who are less confident bike travelers. The result of the project include the ability for the transportation disadvantaged to access any point to and along the corridor, which currently has obstacles to accessible travel. The US 97 South Redmond Corridor Facility Plan is consistent with Policy 1.2.

## Policy 1.3 – Relationship of Interurban and Urban Mobility

It is the policy of the State of Oregon to provide intercity mobility through and near urban areas in a manner which minimizes adverse effects on urban land use and travel patterns and provides for efficient long-distance travel.

Finding:

US 97 is a statewide highway providing inter-urban and inter-regional mobility by connecting larger urban areas, ports and major recreation areas not directly served by Interstate Highways. The US 97 South Redmond Corridor Facility Plan provides for inter-urban mobility between Madras and Bend by reducing southbound and northbound travel time through the corridor. US 97 Southbound US 97 motor-vehicle travel times will decrease by approximately 9 percent and northbound motor vehicle travel times will decrease by approximately 30 percent improving efficiency of long distance travel as noted on Table 5 on page 16 of Appendix C: US 97 SRC Traffic Analysis Memorandum. The project has minimized adverse effects on urban land use and improved local travel patterns through the added connections at Wickiup Avenue, Reindeer-Salmon Avenue and Quartz Avenue will improve business access from the neighborhoods and reduce reliance on US 97 for local trips. Left-turns and U-turns at the signalized intersections will provide access to businesses along and adjacent to the corridor while providing improved efficiency of long distance trips. The US 97 South Redmond Corridor Facility Plan is consistent with Policy 1.3.

## Policy 2.1 – Capacity and Operational Efficiency

It is the policy of the State of Oregon to manage the transportation system to improve its capacity and operational efficiency for the long-term benefit of people and goods movement.

Finding:

The US 97 South Redmond Corridor Facility Plan reduces southbound US 97 motor-vehicle travel times through the corridor by approximately 9 percent and reduces northbound motor vehicle travel times will by approximately 30 percent as noted on Table 5 on page 16 of Appendix C: US 97 SRC Traffic Analysis Memorandum. In addition, except for the intersections of Veterans Way/US 97 and Canal Boulevard/US 97 all intersections will operate with less delay with the proposed projects as noted on Table 4 on page 15 of Appendix C: US 97 SRC Traffic Analysis Memorandum. Overall, the study area operates with less delay to the traveling public. Furthermore, the US 97 South Redmond Corridor Facility Plan would result in a redistribution of vehicle trips yielding more local trips on local roads preserving capacity and efficiency of US 97 protecting the highway for long-term benefit of people and goods movement. The US 97 South Redmond Corridor Facility Plan is consistent with Policy 2.1.

## Policy 2.2 – Management of Assets

It is the policy of the State of Oregon to manage transportation assets to extend their life and reduce maintenance costs.

Finding:

The US 97 South Redmond Corridor Facility Plan includes traffic separators combined with additional signalized intersections (including U-turns) that will maintain service for motor-vehicles traveling on US 97. The additional signalized intersections will also allow the City of Redmond and ODOT to manage operations through signal timing modifications during times of an incident or event that changes typical travel patterns allowing flexibility during events, incidents or times when ODOT will actively manage changing conditions on US 97. Additionally, the project will improve travel conditions so as to avoid greater investments in new roads providing an extended life to the asset (US 97) through the plan horizon in 2040. Fewer crashes will reduce incident related maintenance costs. The US 97 South Redmond Corridor Facility Plan is consistent with Policy 2.2.

## Policy 3.1 – An Integrated and Efficient Freight System

It is the policy of the State of Oregon to promote an integrated, efficient and reliable freight system involving air, barges, pipelines, rail, ships and trucks to provide Oregon a competitive advantage by moving goods faster and more reliably to regional, national and international markets.

Finding:

TheUS 97 South Redmond Corridor Facility Plan reduces northbound and southbound travel delay through the corridor which benefits freight truck travel through the corridor providing benefits to all freight travel on the US 97 Corridor. This results in reduced travel times for both long and short trips on the corridor as demonstrated on Table 5 on page 16 of Appendix C: US 97 SRC Traffic Analysis Memorandum. Further, the US 97 South Redmond Corridor Facility Plan results in a redistribution of vehicle trips yielding more local trips on local roads preserving capacity and efficiency for longer distance travel on US 97. In addition, the added connections at Wickiup Avenue, Reindeer-Salmon Avenue and Quartz Avenue will improve last mile delivery services to/from the neighborhoods and provide additional travel options during weather or crash events for all travelers. The US 97 Corridor is a critical link to the Bend-Redmond Airport, located along Airport Way at the southern edge of the study area, and the improved travel time will allow businesses to access the airport more reliably and quickly. The US 97 South Redmond Corridor Facility Plan is consistent with Policy 3.1.

## Policy 3.2 – Moving People to Support Economic Vitality

It is the policy of the State of Oregon to develop an integrated system of transportation facilities, services, and information so that intrastate, interstate, and international travelers can travel easily for business and recreation.

Finding:

The US 97 South Redmond Corridor Facility Plan provides an integrated corridor for all modes of travel on US 97 between Yew/Airport Way and Highland Avenue/Glacier Avenue. The plan serves people traveling to or through the corridor. The proposed facility provides continuous separated sidewalks and cycle-tracks. In addition, the traffic separators and additional signalized intersections provide improved connections across US 97 for people walking and bicycling and reduce delay for motorized travelers traveling to or through the corridor. Overall delay for people driving through the corridor is expected to decrease.

The business district will be enhanced with gateway treatments at the north and south ends of the project and streetscape design for a consistent look and feel across the corridor. The streetscape design includes trees behind the sidewalk, consistent design elements and application of natural, low maintenance roadside treatments. The project also includes a trailhead kiosk is included at the Homestead Trail near Highland Avenue to support recreational use. The US 97 South Redmond Corridor Facility Plan is consistent with Policy 3.2.

## Policy 3.3 – Downtowns and Economic Development

It is the policy of the State of Oregon to provide transportation improvements to support downtowns and to coordinate transportation and economic development strategies.

Finding:

The US 97 South Redmond Corridor Facility Plan study area does not include downtown, but will offer benefits to downtown Redmond as well as aid in successful implementation of economic development strategies. The Facility Plan includes gateway treatments at the north and south ends of the project and streetscape design that will create a vibrant business district. The proposed trees behind the sidewalk, consistent design elements and application of natural, low maintenance roadside treatments will enhance both the travel and business experience in South Redmond, especially those using US 97 to access downtown. The project also includes continuous pedestrian and bicycle treatments that will improve pedestrian and bicyclist access to the businesses in the corridor.

The US 97 South Redmond Corridor Facility Plan coordinated transportation and economic development strategies through careful analysis of the Redmond economy, described beginning on Page 17 of the Facility Plan under section 2.3. More specifically, the economic characteristics of the corridor were compared to potential transportation changes under Section 2.3.9 beginning on Page 29 of the Facility Plan. Underutilized parcels were identified as likely to redevelop over the plan horizon – approximately 31 of the parcels that comprise 44.3 acres would likely benefit from transportation improvements helping to implement City of Redmond economic development strategies.

Also, the US 97 South Redmond Corridor Facility Plan results in a redistribution of vehicle trips preserving capacity and efficiency for longer distance travel on US 97 and reducing freight travel impact to local roads. Appendix A documents the results of the traffic operations analysis. The project improves travel on US 97 further encouraging travelers to use the primary route rather than diverting through downtown further protecting downtown Redmond’s businesses and customers on the downtown couplet. The US 97 South Redmond Corridor Facility Plan is consistent with Policy 4.1.

## Policy 4.1 – Environmentally Responsible Transportation System

It is the policy of the State of Oregon to provide a transportation system that is environmentally responsible and encourages conservation and protection of natural resources.

Finding:

TheUS 97 South Redmond Corridor Facility Plan includes gateway and streetscape treatments that use materials consistent with the surrounding environment. At the North Gateway, the planned enhancements to the Flag Monument (e.g., seating carve out, additional signs, and plaque) and additional landscaping will work with and complement the more formal brushed stainless-steel sculpture nearby at Glacier/Highland (*Thoughts of Flight* by Jerry Werner). At the South Gateway, native trees, stone mounds and berms, art and sculpture are planned improvements to the natural environment. The enhanced and continuous pedestrian and bicyclist access along and across the corridor provides more opportunity for active travel (i.e., zero emission transportation) and potentially reduces the reliance on motorized travel. An environmental baseline analysis was conducted prior to developing alternatives and protected resources were avoided. No significant or potentially significant impacts were identified. The US 97 South Redmond Corridor Facility Plan is consistent with Policy 4.1.

## Policy 4.3 – Creating Communities

It is the policy of the State of Oregon to increase access to goods and services and promote health by encouraging development of compact communities and neighborhoods that integrate residential, commercial and employment land uses to help make shorter trips, transit, walking and bicycling feasible. Integrate features that support the use of transportation choices.

Finding:

The US 97 South Redmond Corridor Facility Plan provides an integrated corridor for all modes of travel on US 97 between Yew/Airport Way and Highland Avenue/Glacier Avenue. The proposed facility provides continuous grade-separated sidewalks and cycle-tracks. In addition, the traffic separators and additional signalized intersections provide improved connections across US 97 for people walking and bicycling and reduce delay for motorized travelers on the corridor. The added connections at Wickiup Avenue, Reindeer-Salmon Avenue and Quartz Avenue will improve business access from the neighborhoods and reduce reliance on US 97 for local trips.

The plan also includes gateway treatments at the north and south ends of the project and streetscape design that will create a vibrant business district. The proposed trees behind the sidewalk, consistent design elements and application of natural, low maintenance roadside treatments will enhance both the travel and business experience in South Redmond. The US 97 South Redmond Corridor Facility Plan is consistent with Policy 4.3.

## Policy 5.1 – Safety

It is the policy of the State of Oregon to continually improve the safety and security of all modes and transportation facilities for system users including operators, passengers, pedestrians, recipients of goods and services, and property owners.

Finding:

The US 97 South Redmond Corridor Facility Plan provides continuous grade-separated pedestrian and bicycle facilities that will reduce pedestrian and bicycle crash frequency for users traveling along US 97. The traffic separator will reduce vehicle turning and head-on crashes in the corridor. The additional traffic signals will provide specific time and location for crossing the highway. The planned multi-use path west of US 97 will provide a continuous north/south route separated from vehicles for people walking or bicycling of US 97. A safety analysis conducting using the HSM methodology shows an overall reduction in collisions both in severity and frequency. The results of the safety evaluation are summarized in Appendix D: US 97 SRC Transportation Safety Evaluation Memorandum on Page 264 of the US 97 South Redmond Corridor Facility Plan. The US 97 South Redmond Corridor Facility Plan is consistent with Policy 5.1.

## Policy 7.1 – A Coordinated Transportation System

It is the policy of the State of Oregon to work collaboratively with other jurisdictions and agencies with the objective of removing barriers so the transportation system can function as one system.

Finding:

ODOT, the City of Redmond, Deschutes County, DLCD and community stakeholders worked collaboratively to develop the US 97 South Redmond Corridor Facility Plan. The adopted vision for the corridor described in the Redmond South US 97 Corridor Plan is a vibrant business district that is safe and accessible to shoppers traveling by car, bus, bike or on foot. The corridor is aesthetically pleasing and provides opportunities for business and community interaction. Traffic moves efficiently and at a reasonable speed in both the north-south and east-west directions.

The added connections at Wickiup Avenue, Reindeer-Salmon Avenue and Quartz Avenue will remove barriers and improve business access from the neighborhoods, reduce reliance on US 97 for local trips, increase multi-modal access along the corridor and provide additional travel options during weather or crash events for all travelers. Overall providing improved system level performance in the corridor. CET, the transit agency operating in the study area, was engaged to provide information about the future transit center near the Veterans Way intersection with US 97, and improvements were incorporated to provide connections for vehicles and pedestrians to safely access the site. The work was also coordinated with on-going improvements along Canal Blvd. The continuous pedestrian and bicycle facilities on the corridor will create access for all modes of transportation to and through the area. As a result of the project there will be an enhanced transportation network serving all modes and providing more connectivity. The US 97 South Redmond Corridor Facility Plan is consistent with Policy 7.1.

## Policy 7.3 – Public Involvement and Consultation

It is the policy of the State of Oregon to involve Oregonians to the fullest practical extent in transportation planning and implementation in order to deliver a transportation system that meets the diverse needs of the state.

Finding:

As outlined in Appendix F: Public Involvement Memorandum, the purpose of public involvement in this project was to fully understand stakeholder issues in regards to the US 97 SRC Facility Plan. It also sought to engage stakeholders in alternative evaluations, development, and selection of the project design. Prior to reaching out to stakeholders about the project, the team developed key messages and identified crucial stakeholders who would be most interested in and impacted by this project. Coordinating with business and property owners along the corridor was crucial, so much of the project’s outreach was targeted to these stakeholders. Other key stakeholders included nearby residents, the City of Redmond, Deschutes County, the freight community, as well as multimodal users and general highway users. Identifying key stakeholders early on helped inform the formation of the SAC

TheUS 97 South Redmond Corridor Facility Plan Project activities included engaging a Stakeholder Advisory Committee (SAC) and Technical Advisory Committee (TAC). The SAC included representatives from the business community, the Redmond Urban Area Planning Commission, Economic Development Commission for Central Oregon and the Redmond Bicycle and Pedestrian Advisory Committee. Business community members on the SAC included Mindstate Power Sports, McDonalds, Miller Lumber, Wilson’s Furniture, Napa Auto Parts, Safeway, Central Oregon Ranch Supply, Mazatlán, Fitch Law Group and Hooker Creek Construction Materials. SAC members met five times throughout the course of the project. The TAC included representatives from ODOT, the City of Redmond and Oregon Department of Land Conservation and Development (DLCD).

The project activities also included two open houses (February of 2018 and October of 2018), a project website and newsletter and included consulting with elected officials, nearby residents, the City of Redmond, Deschutes County, the freight community, as well as multimodal users and general highway users. Additionally, members of the project team walked the corridor going door to door to ensure business owners, managers and patrons had an opportunity to provide comments into the development of the plan. Stakeholder interviews were conducted with businesses in fall of 2017 (such as BAS-X) and transportation users such as the school district and feedback was incorporated into the project concept. Site sessions were held on-site at businesses along the corridor in June of 2018 and April of 2019. The US 97 South Redmond Corridor Facility Plan is consistent with Policy 7.3.

## Policy 7.4 – Environmental Justice

It is the policy of the State of Oregon to provide all Oregonians, regardless of race, culture or income, equal access to transportation decision-making so all Oregonians may fairly share in benefits and burdens and enjoy the same degree of protection from disproportionate adverse impacts.

Finding:

Environmental Justice communities were considered as part of the alternative analysis. A socio-economic analysis was provided through the environmental baseline reports to identify any potential disproportionate impacts to environmental justice communities These communities were not negatively impacted by the project. Language translation services were available for environmental justice communities throughout the development of the plan The US 97 South Redmond Corridor Facility Plan is consistent with Policy 7.4.

## Other OTP Policies

These policies were determined not to be applicable to the development of the facility plan. The US 97 South Redmond Corridor Facility Plan does not have an effect on the following goals:

## Policy 3.4 – Development of the Transportation Industry

It is the policy of the State of Oregon to promote, incubate and develop transportation-related industry and services in Oregon.

## Policy 4.2 – Energy Supply

It is the policy of the State of Oregon to support efforts to move to a diversified and cleaner energy supply, promote fuel efficiencies and prepare for possible fuel shortages.

## Policy 5.2 – Security

It is the policy of the State of Oregon to provide transportation security consistent with the leadership of federal, state, and local homeland security entities.

## Policy 6.1 – Funding Structure

It is the policy of the State of Oregon to develop a transportation finance structure that addresses the public funding aspects of all modes and reinforces plan strategies. This structure should include provisions for flexibility in the use of new funding sources and new partnerships to achieve system integration while also protecting transportation funds for transportation purposes.

## Policy 6.2 – Achievement of State and Local Goals

It is the policy of the State of Oregon to plan and manage the transportation finance structure to contribute to the accomplishment of state and local environmental, land use and economic goals and objectives.

## Policy 6.3 – Public Acceptability and Understanding

It is the policy of the State of Oregon to use finance mechanisms that have broad public acceptance and are understandable to transportation system users.

## Policy 6.4 – Beneficiary Responsibilities

It is the policy of the State of Oregon to examine mechanisms to expand the beneficiary pay concept to reflect the costs and benefits of uses of the transportation system and reinforce the relationship between benefiting from transportation facilities and paying for their benefit, but to retain essential fairness including cost responsibility. This policy recognizes some modes will continue to need subsidies to achieve overall transportation system goals and provide essential services.

## Policy 6.5 – Triage in the Event of Insufficient Revenue

It is the policy of the State of Oregon to resolve revenue shortfalls by means that maximize public acceptance and that minimize undesirable long-term consequences to the overall transportation system in urban and rural areas.

# Oregon Statewide Planning Goals and Guidelines

Oregon Statewide Planning Goals and Guidelines, Oregon Department of Land Conservation & Development, July 2019

Since 1973, Oregon has maintained a strong statewide program for land use planning. The foundation of that program is a set of 19 statewide planning goals. Most of the goals are accompanied by guidelines, which are suggestions about how a goal may be applied. The goals express the state’s policies on land use and related topics, such as citizen involvement, housing, and natural resources. Oregon’s statewide goals are achieved through local comprehensive planning. State law requires each city and county to adopt a comprehensive plan, of which transportation system plans must be made a part, and the zoning and land‐division ordinances needed to put the plan into effect. The local comprehensive plans must be consistent with the Statewide Planning Goals. When the state’s Land Conservation and Development Commission (LCDC) officially approve a local government’s plan, the plan is said to be acknowledged. It then becomes the controlling document for land use in the area covered by that plan. Oregon´s planning laws strongly emphasize coordination—keeping plans and programs consistent with each other, with the goals, and with acknowledged local plans. The goals that are most pertinent to transportation system planning are described below.

## Statewide Planning Goal 1 Citizen Involvement

To develop a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.

Finding:

There was extensive public engagement throughout the development of the US 97 South Redmond Corridor Facility Plan that ensured the opportunity for citizens to be involved in all phases of the planning process. Project activities included engaging a Stakeholder Advisory Committee and Technical Advisory Committee in the development off all plan elements. The TAC included representatives from ODOT, the City of Redmond and Oregon DLCD.

TheUS 97 South Redmond Corridor Facility Plan Project engaged the SAC including representatives from the business community, the Redmond Urban Area Planning Commission, Economic Development Commission for Central Oregon and the Redmond Bicycle and Pedestrian Advisory Committee. Business community members on the SAC included Mid-state Power Sports, McDonalds, Miller Lumber, Wilson’s Furniture, Napa Auto Parts, Safeway, Central Oregon Ranch Supply, Mazatlán, Fitch Law Group and Hooker Creek Construction Materials. SAC members met five times throughout the course of the project. The TAC included representatives from ODOT, the City of Redmond and Oregon Department of Land Conservation and Development (DLCD).

The project activities also included two open houses (February of 2018 and October of 2018), a project website and newsletter and included consulting with elected officials, nearby residents, the City of Redmond, Deschutes County, the freight community, as well as multimodal users and general highway users. Additionally, members of the project team walked the corridor going door to door to ensure business owners, managers and patrons had an opportunity to provide comments into the development of the plan. Stakeholder interviews were conducted with businesses in fall of 2017 (such as BAS-X) and transportation users such as the school district and feedback was incorporated into the project concept. Site sessions were held on-site at businesses along the corridor in June of 2018 and April of 2019. The US 97 South Redmond Corridor Facility Plan is consistent with Goal 1.

## Statewide Planning Goal 2 Land Use Planning

To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

Finding:

The project as defined the in the US 97 South Redmond Corridor Facility Plan was adopted into the City of Redmond Comprehensive Plan in December of 2020and therefore is consistent with the local land use policy framework and complies with Statewide Planning Goal 2.

## Statewide Planning Goal 5 Natural Resources, Scenic and Historic Areas, and Open Spaces

To protect natural resources and conserve scenic and historic areas and open spaces.

Finding:

There are no natural resources or open spaces identified in the US 97 South Redmond Corridor Facility Plan study area. No impacts to historic properties were identified. The proposed facility plan does include gateway treatments at both the north and south end of the corridor as well as segment and intersection design treatments which use similar and complementary materials and palette (e.g. native plants, stone and rock, and a muted color schedule) to create relationships between the corridor and the scenery surrounding the project area. These gateway treatments will enhance the potential for public open spaces near the Highland intersection at the Veteran’s Memorial. The US 97 South Redmond Corridor Facility Plan is consistent with Goal 5.

## Statewide Planning Goal 9 Economic Development

To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon’s citizens.

Finding:

The US 97 South Redmond Corridor Facility Plan adds connections at Wickiup Avenue, Reindeer-Salmon Avenue and Quartz Avenue that will improve business access from the neighborhoods. The gateway treatments and streetscape design (i.e., proposed trees behind the sidewalk, consistent design elements and application of natural, low maintenance roadside treatments) will support economic activities on the corridor. The additional connectivity will increase access to businesses on the corridor from the neighborhoods to the West of the study area. The connectivity also provides additional routes to access properties allowing more flexibility for site circulation and future improvements. The US 97 South Redmond Corridor Facility Plan is consistent with Goal 9.

## Statewide Planning Goal 12 Transportation

To provide and encourage a safe, convenient, and economic transportation system.

Finding:

The City of Redmond adopted the US 97 South Redmond Corridor Facility plan on December 22nd, 2020 deeming the facility compatible with Statewide Planning Goal 12. The US 97 South Redmond Corridor Facility Plan is consistent with Goal 12.

## Other Statewide Planning Goals:

These goals were determined not to be applicable to the development of the facility plan. The US 97 South Redmond Corridor Facility Plan does not have an effect on the following goals:

## Statewide Planning Goal 3 Agricultural Lands

To preserve and maintain agricultural lands.

## Statewide Planning Goal 4 Forest Lands

To conserve forest lands by maintaining the forest land base and to protect the state’s forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture

## Statewide Planning Goal 6 Air, Water and Land Resources Quality

To maintain and improve the quality of the air, water, and land resources of the state.

## Statewide Planning Goal 7 Areas Subject to Natural Hazards

To protect people and property from natural hazards.

## Statewide Planning Goal 8 Recreational Needs

To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

## Statewide Planning Goal 10 Housing

To provide for the housing needs of citizens of the state.

## Statewide Planning Goal 11 Public Facilities and Services

To plan and develop a timely, orderly, and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

* Goal 13 Energy Conservation
* Goal 14 Urbanization
* Goal 15 Willamette River Greenway
* Goal 16 Estuarine Resources
* Goal 17 Coastal Shorelands
* Goal 18 Beaches and Dunes
* Goal 19 Ocean Resources

# OAR 660, Division 12 Transportation Planning Rule

The purpose of the TPR is “to implement Statewide Planning Goal 12 (Transportation) and promote the development of safe, convenient and economic transportation systems that are designed to reduce reliance on the automobile so that the air pollution, traffic and other livability problems faced by urban areas in other parts of the country might be avoided.” A major purpose of the Transportation Planning Rule (TPR) is to promote more careful coordination of land use and transportation planning, to ensure that planned land uses are supported by and consistent with planned transportation facilities and improvements.

Finding: The facility plan was adopted into the City of Redmond Transportation System Plan (TSP) and into the Redmond Comprehensive Plan by reference of the TSP on December 22nd, 2020, therefore the City has deemed the local comprehensive plan consistent with the US 97 South Redmond Corridor Facility Plan.

# Division 51 – Highway Approaches, Access Control, Spacing Standards and Medians

Oregon Secretary of State, Oregon Administrative Rules Database, Accessed, May 24, 2021

The purpose of OAR 734‐051 is to “…establishes procedures, standards, and approval criteria used by the department to govern highway approach permitting, and access management consistent with the Oregon Revised Statutes (ORS), Oregon Administrative Rules (OAR), statewide planning goals, acknowledged comprehensive plans, and the Oregon Highway Plan (OHP). The intent is to “…provide a highway access management system based on objective standards that balances the economic development objectives of properties abutting state highways with the transportation safety and access management objectives of state highways in a manner consistent with local transportation system plans and the land uses permitted in applicable local comprehensive plan(s) acknowledged under ORS Chapter 197”

“The Oregon Highway Plan serves as the policy basis for implementing division 51 and guides the administration of access management rules, including mitigation and public investment, when required, to ensure highway safety and operations pursuant to this division.”

The relevant sections of Division 51 are:

## 7010 – Access Management in Highway Facility Plans

This section provides a variety of provisions related to content of facility plans, public participation, key principles how properties abutting the highway will be evaluated to retain or obtain access to the highway after plan implementation and a methodology to assess the key principles, notice for property owners related to the principles, approval of the key principles, commission adoption, a collaborative decision process and information related to the Access Management Dispute Review Board Process.

The relevant provisions are:

### Public Participation in the Development of Highway Facility Plans

There was extensive public engagement throughout the development of the US 97 South Redmond Corridor Facility Plan. Project activities included engaging a Stakeholder Advisory Committee and Technical Advisory Committee. The Stakeholder Advisory Committee included representatives from the business community, the Redmond Urban Area Planning Commission, Economic Development Commission for Central Oregon, and the Redmond Bicycle & Pedestrian Advisory Committee. The TAC included representatives from ODOT, the City of Redmond and Oregon DLCD.

The project activities also included two open houses, a project website, business and property owner site sessions a newsletter and included consulting with elected officials, nearby residents, the City of Redmond, Deschutes County, the freight community, as well as multimodal users and general highway users. The engagement allowed for two-way communication and provided the opportunity for citizens to be involved in the concept development and alternatives selection. The access management methodology was provided on the project website during the public review period and the project interested parties list as well as all property owners in the project study area were notified of the ability to provide comment on the methodology. Site specific issues were discussed with the Stakeholder Advisory Committee as well as on-site with property and business owners. The methodology was also reviewed at project Stakeholder Committee meetings. The US 97 South Redmond Corridor Facility Plan is consistent with Section 7010.

### Development of Key Principles for Access to Properties Abutting the Highway

As part of the stakeholder engagement process, an access management methodology and key principles for managing access into the future were developed and made public on the project website, to the project Stakeholder Advisory Committee, property site sessions on-site when requested and through individual outreach to businesses. The traffic separators will be self-enforcing to limit future direct access to right-in-right-out only. Subsequent stages of the project delivery process will address the remaining provisions rule:

* Development of A Methodology for Facility Plans
* Notice and Review of Key Principles for Affected Real Property Owners
* Approval of Key Principles
* Commission Adoption and Department Finalization of Highway Facility Plans
* Collaborative Discussion Process
* Access Management Dispute Review Board Process

# City of Redmond Transportation System Plan

Adopted December 15, 2020

The City of Redmond Transportation System Plan (TSP) is a long-range planning document that outlines ways to guide the City’s investments in the transportation system over the next 20 years to help people get to work, school, shopping, and recreation as well as to support continued economic development both within the City and within the Region. Projects, policies, and strategies in the TSP include:

* Identifying needed transportation improvements;
* Modifying existing roads, and pedestrian and bicycle paths;
* Constructing new roads, and pedestrian and/or bicycle paths;
* Updating street standards that guide future construction; and
* Identifying strategies to fund transportation projects and operations.

Finding of Compatibility: The facility plan was adopted into the City of Redmond Transportation System Plan (TSP) and into the Redmond Comprehensive Plan by reference of the TSP on December 22nd, 2020, therefore the City has deemed the local comprehensive plan consistent with the US 97 South Redmond Corridor Facility Plan.

# Department of Transportation State Agency Coordination - Division 15

## Coordination Rules - OAR 731-015-0005

The purpose of this division is to establish the procedures used by the Department of Transportation to implement the provisions of its State Agency Coordination Program which assure that Department land use programs are carried out in compliance with the statewide planning goals and in a manner compatible with acknowledged comprehensive plans, as required by ORS 197.180 and OAR 660, divisions 30 and 31

Statutory/Other Authority: ORS 184 & 197

Statutes/Other Implemented: ORS 197.180

History: DOT 5-1990, f. & cert. ef. 9-26-90

## [731-015-0025](https://secure.sos.state.or.us/oard/viewSingleRule.action?ruleVrsnRsn=181738)

Applicability

The provisions of OAR 731-015-0005 through 731-015-0135 apply the following programs and activities:

### Adoption of transportation facility plans.

## [731-015-0065](https://secure.sos.state.or.us/oard/viewSingleRule.action?ruleVrsnRsn=181742)

### Coordination Procedures for Adopting Final Facility Plans

[731-015-0065](https://secure.sos.state.or.us/oard/viewSingleRule.action?ruleVrsnRsn=181742) (1)

Except in the case of minor amendments, the Department shall involve DLCD and affected metropolitan planning organizations, cities, counties, state and federal agencies, special districts and other interested parties in the development or amendment of a facility plan. This involvement may take the form of mailings, meetings, or other means that the Department determines are appropriate for the circumstances. The Department shall hold at least one public meeting on the plan prior to adoption.

Finding:

During development of the US 97 South Redmond Corridor Facility Plan, draft goals, objectives, and evaluation criteria were presented to the Technical Advisory Committee (TAC), Stakeholder Advisory Committee (SAC), and Project Steering Committee (SC) for input, refinement, and approval. These committees included representatives from ODOT, Deschutes County, the City of Redmond, Department of Land Conservation and Development (DLCD) For the purpose of this finding, affected agencies include the City of Redmond and DLCD. No other agencies were affected by the Facility Plan. The Facility Plan was provided to the City of Redmond and DLCD through distribution of a link to the plan on the project website in June of 2019. No comments were received from DLCD. The City of Redmond provided comments on 06/19/2019 and the comments were incorporated in their entirety.

On October 28th and 29th, 2013, the City hosted a Design Charrette to help property and business owners, stakeholders, and interested members of the public envision the future of the US 97 SRC as depicted in Figure 1 and Figure 2 on Page 3 of the Facility Plan. This interactive, two‑day session built on the June 2010[[1]](#footnote-1) South Highway 97 Corridor Plan and helped to better determine the overall design concept for US 97 SRC regarding street frontage, access management, and urban design. The plans and drawings that resulted from this effort provide the foundation for an implementation and funding strategy for the US 97 South Redmond Corridor Facility Plan. Similarly, a public and agency review period was conducted in September 2019 for over 30 days ahead of presenting to the Redmond City Council in October of 2019. The US 97 South Redmond Corridor Facility Plan is compliant with [**731-015-0065**](https://secure.sos.state.or.us/oard/viewSingleRule.action?ruleVrsnRsn=181742) **(1).**

[731-015-0065](https://secure.sos.state.or.us/oard/viewSingleRule.action?ruleVrsnRsn=181742) (2)

The Department shall provide a draft of the proposed facility plan to planning representatives of all affected cities, counties and metropolitan planning organization and shall request that they identify any specific plan requirements which apply, any general plan requirements which apply and whether the draft facility plan is compatible with the acknowledged comprehensive plan. If no reply is received from an affected city, county, or metropolitan planning organization within 30 days of the Department’s request for a compatibility determination, the Department shall deem that the draft plan is compatible with that jurisdiction’s acknowledged comprehensive plan. The Department may extend the reply time if requested to do so by an affected city, county, or metropolitan planning organization.

**Finding:**

During development of the US 97 South Redmond Corridor Facility Plan,draft goals, objectives, and evaluation criteria were presented to the Technical Advisory Committee (TAC), Stakeholder Advisory Committee (SAC), and Project Steering Committee (SC) for input, refinement, and approval. These committees included representatives from ODOT, Deschutes County, City of Redmond, Department of Land Conservation and Development (DLCD). Affected agencies include DLCD and the City of Redmond. The Facility Plan was provided to the City of Redmond and DLCD through distribution of a link to the plan on the project website in June of 2019. No comments were received from DLCD. The City of Redmond provided comments on 06/19/2019 and the comments were incorporated in their entirety. The US 97 South Redmond Corridor Facility Plan is compliant with [**731-015-0065**](https://secure.sos.state.or.us/oard/viewSingleRule.action?ruleVrsnRsn=181742) **(2).**

[731-015-0065](https://secure.sos.state.or.us/oard/viewSingleRule.action?ruleVrsnRsn=181742) (3)

If any statewide goal or comprehensive plan conflicts are identified, the Department shall meet with the local government planning representatives to discuss ways to resolve the conflicts. These may include:

1. *Changing the draft facility plan to eliminate the conflicts;*
2. *Working with the local governments to amend the local comprehensive plans to eliminate the conflicts; or*
3. *Identifying the conflicts in the draft facility plan and including policies that commit the Department to resolving the conflicts prior to the conclusion of the transportation planning program for the affected portions of the transportation facility.*

Finding:

No statewide or comprehensive plan conflicts were identified.

[731-015-0065](https://secure.sos.state.or.us/oard/viewSingleRule.action?ruleVrsnRsn=181742) (4)

The Department shall evaluate and write draft findings of compatibility with acknowledged comprehensive plans of affected cities and counties, findings of compliance with any statewide planning goals which specifically apply as determined by OAR 660-030-0065(3)(d), and findings of compliance with all provisions of other statewide planning goals that can be clearly defined if the comprehensive plan of an affected city or county contains no conditions specifically applicable or any general provisions, purposes or objectives that would be substantially affected by the facility plan.

Finding:

These findings contain the Department’s evaluation and written findings addressing (a) compatibility with the City of Redmond’s acknowledged comprehensive plan, and (b) compliance with all relevant statewide planning goals. The Department has complied with [**731-015-0065**](https://secure.sos.state.or.us/oard/viewSingleRule.action?ruleVrsnRsn=181742) **(4).**

[731-015-0065](https://secure.sos.state.or.us/oard/viewSingleRule.action?ruleVrsnRsn=181742) (5)

The Department shall present to the Transportation Commission the draft plan, findings of compatibility with the acknowledged comprehensive plans of affecting cities and counties and findings of compliance with applicable statewide planning goals.

Finding:

This facility plan will be presented to the Oregon Transportation Commission in the fall of 2021, and these findings support the adoption of the plan in compliance with [**731-015-0065 (5).**](https://secure.sos.state.or.us/oard/viewSingleRule.action?ruleVrsnRsn=181742)

[731-015-0065](https://secure.sos.state.or.us/oard/viewSingleRule.action?ruleVrsnRsn=181742) (6)

The Transportation Commission shall adopt findings of compatibility with the acknowledged comprehensive plans of affected cities and counties and findings of compliance with applicable statewide planning goals when it adopts the final facility plan.

Finding:

This facility plan will be presented to the Oregon Transportation Commission in the summer of 2021, and these findings support the adoption of the plan in compliance with [**731-015-0065 (6).**](https://secure.sos.state.or.us/oard/viewSingleRule.action?ruleVrsnRsn=181742)

[731-015-0065](https://secure.sos.state.or.us/oard/viewSingleRule.action?ruleVrsnRsn=181742) (7)

The Department shall provide copies of the adopted final facility plan and findings to DLCD, to affected metropolitan planning organizations, cities, counties, state and federal agencies, special districts and to others who request to receive a copy.

Finding:

This facility plan will be presented to the Oregon Transportation Commission in the summer of 2021, and copies of the adopted final facility plan will be provided to the City of Redmond, Deschutes County, and DLCD in compliance with [**731-015-0065 (7).**](https://secure.sos.state.or.us/oard/viewSingleRule.action?ruleVrsnRsn=181742)

# Oregon Highway Plan

2011 Version

The Oregon Highway Plan defines policies and investment strategies for Oregon’s state highway system for a twenty-year period. The current version of the OHP was adopted in 1999 though it has been amended several times over the intervening years. This is a modal plan that is guided by and informs the Oregon Transportation Plan.

## Policy 1A – State Highway Classification System

It is the policy of the State of Oregon to develop and apply the state highway classification system to guide ODOT priorities for system investment and management.

Finding:

The US 97 South Redmond Corridor Facility Plan is consistent with Policy 1A as the facility has been designated either a Statewide Highway or an expressway**.** Consistent with Policy 1A, design standards and considerations were applied to the development of project concepts consistent with the Statewide Highway and expressway guidance.

## Policy 1B - Land Use and Transportation

It is the policy of the State of Oregon to coordinate land use and transportation decisions

Finding:

The City of Redmond engaged with ODOT and other community stakeholders on a multi-year collaboration resulting in the adoption of a 2014 resolution (No. 2014-02) that included goals, guiding principles, and a vision for the corridor. The US 97 South Redmond Corridor Facility Plan shows ODOT, the City of Redmond, and the Department of Land Conservation and Development (DLCD) as being members of either the Steering Committee, Technical Advisory Committee, and/ or the Stakeholder Advisory Committee (SAC). In addition, Deschutes County is listed as a key stakeholder. Pages 43 through 56 of the Facility Plan further document the decision making and public involvement related to planning for the US 97: South Redmond Corridor. The City of Redmond Comprehensive Plan was reviewed, and the proposed concept is consistent with the plan. The US 97 South Redmond Corridor Facility Plan is consistent with Policy 1B.

## Policy 1C – State Highway Freight System

It is the policy of the State of Oregon to balance the need for movement of goods with other uses of the highway system, and to recognize the importance of maintaining efficient through movement on major truck freight routes.

Finding:

The OHP identifies US 97 as a designated freight route. Outreach for the US 97 South Redmond Corridor Facility Plan included many perspectives from the freight community throughout the planning process. Several local retail and industrial businesses along the corridor were included as voting members of the Stakeholder Advisory Committee. Onsite visits were conducted at many local businesses to address access and delivery concerns and questions. BNSF railroad, which owns a rail line running parallel to the corridor on the east side, coordinated with local governments in 2019 to devise future improvements to increase traffic mobility, especially at SW Veterans Way. The plan also included a methodology called TRIP97 that will be used for evaluating how well the strategies in this plan are working to reach the stated goals. Some of these performance measures include Average Travel Time and Travel Time Reliability which directly relate to maintaining efficient through-movement along the corridor. The US 97 South Redmond Corridor Facility Plan is consistent with Policy 1C.

## Policy 1E – Lifeline Routes

It is the policy of the State of Oregon to provide a secure lifeline network of streets, highways, and bridges to facilitate emergency services response and to support rapid economic recovery after a disaster.

Finding:

US 97 is classified as a Tier 1 Lifeline Route by the Oregon Resilience Plan. Improvements recommended by the US 97 South Redmond Corridor Facility Plan are expected to improve traffic flow, reduce congestion, and increase the density of road connections along the corridor’s network. These improvements go toward making US 97 more resilient and useful during and after an emergency. The US 97 South Redmond Corridor Facility Plan is consistent with Policy 1E.

## Policy 1F – Highway Mobility Policy

It is the policy of the State of Oregon to maintain acceptable and reliable levels of mobility on the state highway system, consistent with the expectations for each facility type, location, and functional objectives. Highway mobility targets will be the initial tool to identify deficiencies and consider solutions for vehicular mobility on the state system.

Finding:

The US 97 South Redmond Corridor Facility Plan recognizes the mobility targets set out by the OHP for facility types like US 97. Synchro was used to evaluate the volume to capacity ratio (v/c) for nine signalized and unsignalized intersections along the SRC both for a No-build option and a Build option using the recommended concept. The results (Table 14) show that the Build option produces an overall improvement in the v/c, though Veterans Way did not meet the OHP standard. However, an alternative mobility target was applied for and received to reflect the unique conditions of US 97 and the SRC plan. Improvements for Veterans Way brings the v/c well below the alternative mobility target.

The US 97 South Redmond Corridor Facility Plan is consistent with Policy 1F.

## Policy 1G – Major Improvements

It is the policy of the State of Oregon to maintain highway performance and improve safety by improving system efficiency and management before adding capacity. ODOT will work in partnership with regional and local governments to address highway performance and safety needs.

Finding:

The US 97 South Redmond Corridor Facility Plan states that the recommended concept does not add capacity to the existing network. Forcing drivers to utilize strategically placed U-turns to make left turns as well as increasing the density of side-street connections to US 97 works to increase mobility and traffic flow without adding capacity. An alternative mobility target will be established for new and future intersections where the mobility target is not met. More details about mobility targets can be found in the findings for OHP Policy 1F above. The US 97 South Redmond Corridor Facility Plan is consistent with Policy 1G.

## Policy 2D – Public Involvement

It is the policy of the State of Oregon to ensure that citizens, businesses, regional and local governments, state agencies, and tribal governments have opportunities to have input into decisions regarding proposed policies, plans, programs, and improvement projects that affect the state highway system.

Finding:

The US 97 South Redmond Corridor Facility Plan utilized a public involvement plan that consisted of stakeholder advisory meetings, open houses, a project website, onsite visits to local property owners, and coordination with other local and state government agencies. At the beginning of the project, business owners along the corridor were identified and contacted about the project. Everyone identified were kept apprised of the project’s progression, though not every owner engaged with the public involvement team. Twelve stakeholder interviews were also conducted near the start of the project which informed initial design concepts, public outreach strategies, and the evaluation criteria.

The Stakeholder Advisory Committee (SAC), which comprised of ODOT staff and a variety of interests from the community, met five times throughout the project to discuss the goals of the process, approve the evaluation criteria, and evaluate potential alternatives. To facilitate discussion at the SAC, the Technical Advisory Committee, and the Steering Committee, fact sheets were developed to illustrate each of the five potential alternatives and their impacts, benefits, and how they scored against the evaluation criteria. The US 97 South Redmond Corridor Facility Plan is consistent with Policy 2D.

## Policy 2F – Traffic Safety

It is the policy of the State of Oregon to continually improve safety for all users of the highway system using solutions involving engineering, education, enforcement, and emergency medical services.

Finding:

The purpose of US 97 South Redmond Corridor Facility Plan, as stated in sections 4.1 and 5.1, begins with enhancing transportation safety. Safety and Operations is one of four categories of evaluation criteria that guides how the corridor will be improved. Some examples are the importance of transportation safety improvements for pedestrians, bicyclists, and drivers; and data-driven analysis identifying where transportation safety improvements were most needed.

To that end, a Transportation Safety Evaluation was conducted within the study area for existing conditions and future (year 2040) conditions with and without the proposed improvements to the US 97 SRC. The following key takeaways came out of that study along with the proposed solutions to increase safety:

* If no improvements are made within the US 97 SRC, crashes are predicted to increase from approximately 43 per year today to 76 per year by 2040.
* The proposed improvements will improve safety in the US 97 SRC. In 2040, the Build scenario is predicted to reduce crashes by 12 per year and would lessen the severity of many of the crashes that do occur.
* Key contributing factors to the predicted crash reduction and overall improvement in safety, resulting from the Build scenario, include:
* the addition of a raised median island (reduces the frequency and severity of crashes and provides a pedestrian crossing refuge);
* new signalized intersections (lessens the severity of crashes and provides for controlled pedestrian crossings); and
* Improved east-west connectivity therefore reducing traffic volumes on US 97.

Finally, safety is one of the five Goal Areas being evaluated in the performance measurement methodology called TRIP97. Once the improvements are finished along the South Redmond Corridor, TRIP97 will evaluate crash frequency and severity to see how well the goal for increased safety is being achieved. The US 97 South Redmond Corridor Facility Plan is consistent with Policy 2F.

## Policy 3A: Classification and Spacing Standards

It is the policy of the State of Oregon to manage the location, spacing and type of road and street intersections and approach roads on state highways to assure the safe and efficient operation of state highways consistent with the classification and function of the highways.

Finding:

The OHP identifies US 97 as a Statewide Highway part of the NHS. This classification requires certain intersection spacing standards as shown in the US 97 South Redmond Corridor Facility Plan in Table 1. It was also identified that strictly adhering to these design standards would neither improve east-west connectivity, pedestrian/ bike access, nor access to businesses, all of which are major goals of the Plan. The recommended concept adds three new access road connections to US 97 which does not comply with spacing standards; however, Policy 3D acknowledges that design deviations may be needed for reasons such as pedestrian and bicycle circulation and improved connectivity. Deviation requests will follow established general policies and procedures; thus, this plan is consistent with these policies. The US 97 South Redmond Corridor Facility Plan is consistent with Policy 3D.

## Policy 3B: Medians

It is the policy of the State of Oregon to plan for and manage the placement of medians and the location of median openings on state highways to enhance the efficiency and safety of the highways, and influence and support land use development patterns that are consistent with approved comprehensive plans including transportation system plans.

Finding:

Medians are used throughout the length of the project corridor to increase safety for both drivers and pedestrians. The addition of raised median islands reduces the frequency and severity of crashes. In addition, medians create a refuge in the road for pedestrians, making crossing the street safer and more desirable. The US 97 South Redmond Corridor Facility Plan is consistent with Policy 3B.

## Policy 3D: Deviations

It is the policy of the State of Oregon to manage requests for state highway approach permits that require deviations from the adopted access management spacing standards and policies through an application process to ensure statewide consistency.

Finding:

The OHP identifies US 97 as a Statewide Highway part of the NHS. This classification requires certain intersection spacing standards as shown in the US 97 South Redmond Corridor Facility Plan in Table 1. It was also identified that strictly adhering to these design standards would neither improve east-west connectivity, pedestrian/ bike access, nor access to businesses, all of which are major goals of the Plan. The recommended concept adds three new access road connections to US 97 which does not comply with spacing standards; however, Policy 3D acknowledges that design deviations may be needed for reasons such as pedestrian and bicycle circulation and improved connectivity. Deviation requests will follow established general policies and procedures; thus, this plan is consistent with these policies. The US 97 South Redmond Corridor Facility Plan is consistent with Policy 3D.

## Policy 4A – Efficiency of Freight Movement

It is the policy of the State of Oregon to maintain and improve the efficiency of freight movement on the state highway system and access to intermodal connections. The State shall seek to balance the needs of long distance and through freight movements with local transportation needs on highway facilities in both urban areas and rural communities.

Finding:

The OHP identifies US 97 as a designated freight route. Outreach for the plan included many perspectives from the freight community throughout the planning process. Several local retail and industrial businesses along the corridor were included as voting members of the Stakeholder Advisory Committee. Onsite visits were conducted at many local businesses to address access and delivery concerns and answer questions. BNSF railroad, which owns a rail line running parallel to the corridor on the east side, coordinated with local governments in 2019 to devise future improvements to increase traffic mobility, especially at SW Veterans Way. The US 97 South Redmond Corridor Facility Plan also includes a methodology called TRIP97 that will be used for evaluating how well the strategies in this plan are working to reach the stated goals. Some of these performance measures include Average Travel Time and Travel Time Reliability which directly relate to maintaining efficient through-movement along the corridor. The US 97 South Redmond Corridor Facility Plan is consistent with Policy 4A.

## Policy 4B – Alternative Passenger Modes

It is the policy of the State of Oregon to advance and support alternative passenger transportation systems where travel demand, land use, and other factors indicate the potential for successful and effective development of alternative passenger modes.

Finding:

The US 97 South Redmond Corridor Facility Plan recognized that existing connectivity, particularly moving east and west, was constrained by limited crossings over the canal along the west side and the BNSF railroad along the east side. Furthermore, there is a significant lack of sidewalks, crossing opportunities, and bike infrastructure making it either dangerous or infeasible to use alternative modes. The recommended concept addresses these conditions by making improved bike and pedestrian access a central feature to the design. This included adding crossings over the canal; a sidewalk and cycle track on both sides of US 97; an enhanced pedestrian experience including landscaping, street lighting, unique surfaces, and more. A more complete list can be found in sections 4.3.2 and 4.3.3. The US 97 South Redmond Corridor Facility Plan is consistent with Policy 4B.

## Other Policies

The following Policies in the OHP do not apply to the US 97 South Redmond Corridor Facility Plan:

* Policy 1D: Scenic Byways
* Policy 2A: Partnerships
* Policy 2B: Off-system Improvements
* Policy 2C: Interjurisdictional Transfers
* Policy 2E: Intelligent Transportation Systems
* Policy 3C: Interchange Access Management Area
* Policy 3E: Appeals
* Policy 4C: High Occupancy Vehicle Lanes
* Policy 4E: Park and Ride Facilities
* Goal 5 Policies: Environmental and Scenic Resources
* Goal 6 Policies: Tolling and Congestion Pricing

# City of Redmond 2040 Comprehensive Plan (adopted December 9th, 2020)

The Comprehensive Plan guides how Redmond will plan for and manage future growth and development over the next 20 years. It guides all activities related to land use and the future of natural and man-made systems and services in Redmond. It also serves as the primary means for realizing the community’s vision for the future.

The Comprehensive Plan is a policy framework rooted in a factual basis that helps inform other critical planning documents and implementing tools that together serve as a coordinated, overarching strategy for the City. This approach establishes the structure for how the City functions and the types of services that it provides. Ultimately, the Comprehensive Plan outlines the direction that the City will take when planning for land use and making public investments. These policies are taken from the City of Redmond Comprehensive Plan and are compatible with the Plan.

## Statewide Planning Goal 1 – Citizen Involvement

Statewide Planning Goal 1 requires the City to adopt and publicize a program for citizen involvement that clearly defines the procedures by which the general public will be involved in the on-going land use planning process.

Finding:

This goal is not applicable to this project as no changes to the Redmond Comprehensive Plan were identified.

## Statewide Planning Goal 2 – Land Use Planning

Statewide Planning Goal 2, Land Use Planning requires that city, county, state and federal agency and special district plans and actions related to land use are consistent with the comprehensive plans of cities and counties and regional plans adopted under the Oregon Revised Statutes.

Finding:

This goal is not applicable to this project as no changes to land use were identified.

## Statewide Planning Goal 5 – Natural Resources, Scenic and Historic Areas, and Open Spaces

The State of Oregon requires all cities and counties to address State Land Use Planning Goal 5, Open Spaces, Scenic and Historic Areas, and Natural Resources. Programs shall be provided that will ensure open space, protect scenic and historic areas, and natural resources for future generations and promote healthy and visually attractive environments in harmony with the natural landscape character.

### Goal 1 – Open Space Resources:

*Conserve open space and protect natural and scenic resources.*

* Policy 5-1-2:

*Utilize canals, rights-of-way, and easements as recreation linkages for bike paths, hiking and jogging trails throughout the urban area.*

**Finding:**

The US 97 South Redmond Corridor Facility Plan provides an integrated corridor for all modes of travel on US 97 between Yew/Airport Way and Highland Avenue/Glacier Avenue. The proposed facility provides continuous grade-separated sidewalks and cycle-tracks, which are suitable for experienced as well as recreational bicyclists. The planned sidewalk and cycle track on the west side of US-97 also tie in seamlessly with the existing and planned segments of the Homestead Canal Trail, which upon completion will provide a continuous recreational pedestrian and bike linkage spanning the entire corridor length. The US 97 South Redmond Corridor Facility Plan is consistent with Policy 5-1-2.

* Policy 5-1-3:

*Develop a bicycle and pedestrian network that, including both on-street and off-street trails, bicycle lanes and Quiet Streets. Emphasize facilities physically separated from the street, to interconnect schools, concentrations of populations, service nodes, employment, parks, and open spaces.*

**Finding:**

The US 97 South Redmond Corridor Facility Plan provides an integrated corridor for all modes of travel on US 97 between Yew/Airport Way and Highland Avenue/Glacier Avenue. The proposed facility provides continuous grade-separated sidewalks and cycle-tracks, physically separated from the street, which are suitable for experienced as well as recreational bicyclists. The planned sidewalk and cycle track on the west side of US-97 also tie in seamlessly with the existing and planned segments of the Homestead Canal Trail, a continuous off-street pedestrian and bike trail spanning the entire corridor length. The US 97 South Redmond Corridor Facility Plan three new roads connecting US 97 to Canal Boulevard and three new signalized intersections and one new pedestrian crossing to facilitate pedestrian and bicycle crossings of the corridor and improve safe and convenient bicycle and pedestrian circulation to the corridor from nearby neighborhoods. The US 97 South Redmond Corridor Facility Plan is consistent with Policy 5-1-3.

### Goal 2 – Natural Systems:

*Invest, protect, and enhance the function, health, and diversity of the City’s natural systems.*

Finding:

This goal is not applicable to this project.

### Goal 3 – Cultural and Historic Resources:

Preserve and retain historic structures, areas, sites, and cultural resources.

Finding:

This goal is not applicable to this project.

## Statewide Planning Goal 6 – Air, Water, and Land Resource Quality

Statewide Planning Goal 6 requires cities and counties to maintain and improve the quality of air, water, and land resources in the Redmond urban area.

Finding:

This goal is not applicable to this project.

## Statewide Planning Goal 7 – Natural Hazards

Statewide Planning Goal 7 states that developments subject to damage or that could result in loss of life shall not be planned nor located in known areas of natural disasters and hazards without appropriate safeguards. Plans shall be based on an inventory of known areas of natural disasters and hazards.

Finding:

This goal is not applicable to this project.

## Statewide Planning Goal 8 – Recreational Needs

Statewide Planning Goal 8 requires that Redmond show that its Comprehensive Plan is consistent with these goals. The City’s Parks Master Plan describes goals and policies that will guide the City in providing services related to the provision of parks, open spaces, and recreational services. The Parks Plan’s policies reflect the importance of parks and recreational facilities in the urban area and offer measures to ensure that citizens are provided appropriate recreational opportunities and facilities close to where they live. The plan also provides measures to protect natural resources, to the extent practicable, as population growth and new development occurs.

Finding:

This goal is not applicable to this project.

## Statewide Planning Goal 9 – Economic Development

Statewide Planning Goal 9 ensures that adequate land is planned and zoned to provide opportunities for employment growth on sites with a variety of characteristics (e.g., site sizes, locations, visibility, and other characteristics). Commercial and industrial development takes a variety of shapes and leads to economic activities that are vital to the health, welfare, and prosperity of communities.

### Goal 1 – Land Supply:

The City will plan for a 20-year supply of suitable commercial and industrial land on sites with a variety of characteristics (e.g., site sizes, locations, visibility, and other characteristics).

Finding:

This goal is not applicable to this project.

### Goal 2 – Large-Lot Industrial Land Supply:

Continue to coordinate with the Central Oregon Intergovernmental Council (COIC) on the large lot industrial site program. The City supports a multi-jurisdictional cooperative effort to pursue a regional approach to establish a short-term supply of sites particularly designed to address out-of-region industries that may locate in Central Oregon. The City recognizes the importance of maintaining a large-lot industrial land supply that is readily developable in Central Oregon.)

Finding:

This goal is not applicable to this project.

### Goal 3 – Infrastructure Planning:

Provide adequate infrastructure efficiently and fairly to support business and employment growth.

Finding:

The South Redmond Corridor Facility Plan provides a project concept that will improve access and mobility for continued economic growth in the study area. The US 97 South Redmond Corridor Facility Plan is consistent with Goal 3.

### Goal 4 – Development, Infill Development, and Redevelopment:

The City will support and encourage development, infill development and redevelopment, especially in areas with existing infrastructure, as a way to use land and existing infrastructure more efficiently.

* Policy 9-4-4:

*Plan for and facilitate commercial redevelopment in Downtown and along Highway 97 and other major transportation corridors. The Redmond Urban Renewal Plan provides tools to support redevelopment in Downtown. The Urban Renewal Plan proposes tools such as: a property assistance grant or loan program, business support programs that provide funding for business development and marketing, the restaurant program that provides public financing of costly kitchen equipment, an industrial opportunity fund for financial incentives and development incentives for industrial businesses, and the redevelopment opportunity fund that would fund development of amenities in downtown. The City of Redmond developed the Redmond South US 97 Corridor Plan and is in the process of implementing the plan.*

1. Redmond South US 97 Corridor Plan should be amended to include development of residential uses, as part of the mixture of uses within the redevelopment area.

Finding:

The US 97 South Redmond Corridor Facility Plan is consistent with Policy 9-4-4. No additional changes were required to the City of Redmond Comprehensive Plan or Zoning Designations.

### Goal 5 – Existing Business Retention, New Business Development, and Attraction of New Businesses:

The City will support retention and expansion of existing businesses, growth and creation of entrepreneurial business, and attraction of new businesses.

Finding:

This goal is not applicable to this project.

### Goal 6 – Workforce Development:

The City will support workforce development through collaboration with regional partners and businesses.

Finding:

This goal is not applicable to this project.

## Statewide Planning Goal 10 – Housing

Goal 10 addresses housing in Oregon and provides guidelines for local governments to follow in developing their local comprehensive land use plans and implementing policies. Goal 10 requires incorporated cities to complete an inventory of buildable residential lands and encourage the numbers of housing units in price and rent ranges commensurate with the financial capabilities of its households.

Finding:

This goal is not applicable to this project.

## Statewide Planning Goal 11 – Public Facilities

This chapter describes existing public and private facilities and services and known present and future needs based on projected growth. It does not present specific public improvements which may be needed. That information is contained in the City’s adopted Public Facility Plan. The facility plan is a support document to the Comprehensive Plan, which describes in detail the water, sewer, transportation, and park facilities needed to accommodate anticipated development and includes cost estimates of facility improvements.

Finding:

This goal is not applicable to this project.

## Statewide Planning Goal 12 – Transportation

The 2020 Transportation System Plan (TSP) provides the City of Redmond with a coordinated guide for changes to its transportation infrastructure and operations over the next twenty years. A basic assumption in the development of this policy document is that the transportation system not only meets daily travel needs but also affects the physical, social, and economic health of the City. A such planning for the future system must be conducted within regional and community goals and values, support local and regional economic development activities, and enhance the quality of life that residents and visitors enjoy and expect.

### Goal 1 – Economic Development:

Provide a safe and efficient transportation network to complement key economic development priority areas, the comprehensive plan, recreational needs, and adopted state, regional, and local plans and policies.

* Policy 12-1-2:

*Consider environmental impacts of the overall transportation system and strive to mitigate negative effects and enhance positive features of the natural landscape and topography.*

**Finding:**

The US 97 South Redmond Corridor Facility Plan includes new sidewalks and cycle track treatments throughout the length of the corridor and along east/west connecting roads to provide a more well-connected active transportation network. The US 97 South Redmond Corridor Facility Plan includes gateway treatments with large-growing native trees, and streetscape enhancements with hearty native plantings and drought tolerant trees. The US 97 South Redmond Corridor Facility Plan is consistent with Policy 12-1-2.

* Policy 12-1-3:

*Provide a multi-modal transportation system to help reduce reliance on single-occupancy vehicle travel and support mixed-use areas, employment centers, recreation, commercial, residential, and public developments.*

**Finding:**

The US 97 South Redmond Corridor Facility Plan includes new sidewalks and cycle track treatments 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. Three new road connections that cross the canal and connect US 97 to Redmond neighborhoods on the west side of US 97 will provide pedestrian and bike access between residential neighborhoods and the commercial uses along US 97. The US 97 South Redmond Corridor Facility Plan is consistent with Policy 12-1-3.

### Goal 2 – Oregon Resiliency Plan:

Advance community and statewide emergency preparedness efforts through support of the Oregon Resiliency Plan.

Finding:

This goal is not applicable to this project.

### Goal 3 – Multimodal:

Provide transportation choices and address the needs and safety of all travelers, including people of all ages, abilities, ethnicities, and incomes.

* Policy 12-3-1:

*Address the mobility and safety needs of motorists, transit users, bicyclists, pedestrians, freight, and the needs of emergency vehicles when planning and constructing roadway system improvements.*

**Finding:**

The US 97 South Redmond Corridor Facility Plan provides an integrated corridor for all modes of travel on US 97 between Yew/Airport Way and Highland Avenue/Glacier Avenue. The proposed facility provides continuous grade-separated sidewalks and cycle-tracks. The US 97 South Redmond Corridor Facility Plan includes three new roads connecting US 97 to Canal Boulevard and three new signalized intersections and one new pedestrian crossing to facilitate pedestrian and bicycle crossings of the corridor and improve safe and convenient bicycle and pedestrian circulation to the corridor from nearby neighborhoods. Traffic separators between the northbound and southbound lanes on US 97 allowing protected left-hand turning movements and U-turns at signalized intersections. Taken together, these improvements will improve safety needs of all modes and make walking and bicycling more attractive transportation choices to travel to and around the project corridor. The US 97 South Redmond Corridor Facility Plan is consistent with Policy 12-3-1.

* Policy 12-3-2:

*Consider safety first when making transportation decisions. Strive for zero transportation-related fatalities and severe injuries through design, operations, maintenance, education, and enforcement.*

**Finding:**

The US 97 South Redmond Corridor Facility Plan provides an integrated corridor for all modes of travel on US 97 between Yew/Airport Way and Highland Avenue/Glacier Avenue. The proposed facility provides continuous grade-separated sidewalks and cycle-tracks. The US 97 South Redmond Corridor Facility Plan includes three new signalized intersections and one new pedestrian crossing to facilitate pedestrian and bicycle crossings of the corridor and improve safe and convenient bicycle and pedestrian circulation to the corridor from nearby neighborhoods. Traffic separators between the northbound and southbound lanes on US 97 allowing protected left-hand turning movements and U-turns at signalized intersections. Taken together, these improvements will improve safety needs of all modes. The US 97 South Redmond Corridor Facility Plan is consistent with Policy 12-3-2.

* Policy 12-3-3:

*Foster neighborhoods where all residents can meet many of their basic daily needs without an automobile by providing streets, sidewalks, bike facilities and access to transit in an environment where people feel safe and secure.*

**Finding:**

The US 97 South Redmond Corridor Facility Plan provides an integrated corridor for all modes of travel on US 97 between Yew/Airport Way and Highland Avenue/Glacier Avenue. The US 97 South Redmond Corridor Facility Plan includes three new roads connecting US 97 to Canal Boulevard and three new signalized intersections and one new pedestrian crossing to facilitate pedestrian and bicycle crossings of the corridor and improve safe and convenient bicycle and pedestrian circulation to the corridor from nearby neighborhoods. These improvements will enhance non-automobile access to the commercial areas along US 97 from nearby neighborhoods. The US 97 South Redmond Corridor Facility Plan is consistent with Policy 12-3-3.

### Goal 4 – Bicycle and Pedestrian:

*Provide comfortable, convenient, and safe pedestrian and bicycle facilities for all users.*

* Policy 12-4-1:

*Maintain and preserve a safe and efficient bike and pedestrian system in Redmond.*

**Finding:**

The US 97 South Redmond Corridor Facility Plan includes new sidewalks and cycle track treatments 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. Three new road connections that cross the canal and connect US 97 to Redmond neighborhoods on the west side of US 97 and three new signalized intersections and one new pedestrian crossing to facilitate pedestrian and bicycle crossings of the corridor will enhance pedestrian and bike access between residential neighborhoods and the commercial uses along US 97. The US 97 South Redmond Corridor Facility Plan is consistent with Policy 12-4-1.

* Policy 12-4-2:

*Strive to increase the percentage of bicycle and pedestrian system users by planning, designing, and managing systems to support the needs of diverse populations and types of users, including meeting Americans with Disabilities Act (ADA) needs.*

**Finding:**

The US 97 South Redmond Corridor Facility Plan provides an integrated corridor for all modes of travel on US 97 between Yew/Airport Way and Highland Avenue/Glacier Avenue. The proposed facility provides continuous grade-separated sidewalks and cycle-tracks, physically separated from the street, which are suitable for experienced as well as recreational bicyclists. The US 97 South Redmond Corridor Facility Plan includes three new roads connecting US 97 to Canal Boulevard and three new signalized intersections and one new pedestrian crossing to facilitate pedestrian and bicycle crossings of the corridor and improve safe and convenient bicycle and pedestrian circulation to the corridor from nearby neighborhoods. Taken together, these improvements will improve safety and comfort of bike and pedestrian travel along and across the corridor and are likely to make walking and bicycling more attractive transportation choices to travel to and around the project corridor. The US 97 South Redmond Corridor Facility Plan is consistent with Policy 12-4-2.

* Policy 12-4-3:

*Ensure that there are safe, accessible, comfortable, and direct sidewalk connections between residential areas, schools, major destinations, and transit stops.*

**Finding:**

The US 97 South Redmond Corridor Facility Plan includes new sidewalks 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. Three new road connections that cross the canal and connect US 97 to Redmond neighborhoods on the west side of US 97 will provide pedestrian access between residential neighborhoods and the commercial uses along US 97. Three new signalized intersections and one new pedestrian crossing will facilitate pedestrian crossings of the corridor. The US 97 South Redmond Corridor Facility Plan is consistent with Policy 12‑4‑3.

* Policy 12-4-4:

*Improve community health by designing streets and paths to encourage increased physical activity by the public.*

**Finding:**

The US 97 South Redmond Corridor Facility Plan provides an integrated corridor for all modes of travel on US 97 between Yew/Airport Way and Highland Avenue/Glacier Avenue. The proposed facility provides continuous grade-separated sidewalks and cycle-tracks, physically separated from the street, which are suitable for experienced as well as recreational bicyclists. The US 97 South Redmond Corridor Facility Plan includes three new roads connecting US 97 to Canal Boulevard and three new signalized intersections and one new pedestrian crossing to facilitate pedestrian and bicycle crossings of the corridor and improve safe and convenient bicycle and pedestrian circulation to the corridor from nearby neighborhoods. Taken together, these improvements will improve safety and comfort of bike and pedestrian travel along and across the corridor and are likely to make walking and bicycling more attractive transportation choices to travel to and around the project corridor. The US 97 South Redmond Corridor Facility Plan is consistent with Policy 12-4-4.

* Policy 12-4-5:

*Prioritize improvements that complement and improve access to the Dry Canyon trail system and Homestead Canal Trail.*

**Finding:**

The US 97 South Redmond Corridor Facility Plan includes new sidewalks and cycle track treatments throughout the length of the corridor and along east/west connecting roads. These treatments will provide connections to the existing and planned segments of the Homestead Canal Trail. The US 97 South Redmond Corridor Facility Plan is consistent with Policy 12-4-5.

### Goal 5 – Transit:

Provide reliable and convenient transit service to Redmond residents and businesses as well as special transit options for the City’s elderly and disabled residents.

Finding:

This goal is not applicable to this project.

### Goal 6 – Freight:

Ensure efficient and effective freight transportation infrastructure is developed and maintained to support local and regional economic expansion and diversification consistent with City and Regional economic plans and policies.

* Policy 12-6-2:

*Facilitate efficient access for freight, employees, and customers to and from employment, commercial, and industrial lands, including freight access to the Redmond Municipal Airport.*

**Finding:**

The US 97 South Redmond Corridor Facility Plan is anticipated to reduce corridor travel times and improve travel time reliability. The proposed intersection improvements are anticipated to result in reduced delay. The added connections at Wickiup Avenue, Reindeer-Salmon Avenue and Quartz Avenue will improve business access from the neighborhoods and reduce reliance on US 97 for local trips. Together, these improvements will facilitate efficient access for freight, employees, and customers to and from the commercial and employment uses along the corridor. The US 97 South Redmond Corridor Facility Plan is consistent with Policy 12-6-2.

### Goal 7 – Regional Coordination:

Implement the plan in a timely fashion and keep it up to date with respect to local and regional priorities.

Finding:

This goal is not applicable to this project.

## Statewide Planning Goal 13 – Energy Conservation

Statewide Planning Goal 13 requires development and land use to be managed so as to maximize the conservation of all forms of energy, based upon sound economic principles.

### Goal 1 – Efficiency:

Advance the efficient use of resources in the built environment.

* Policy 13-1-1:

*Work with Deschutes County and the Department of Transportation to provide an efficient and adequate transportation network that provides for a variety of travel options.*

**Finding:**

The US 97 South Redmond Corridor Facility Plan provides an integrated corridor for all modes of travel on US 97 between Yew/Airport Way and Highland Avenue/Glacier Avenue. The US 97 South Redmond Corridor Facility Plan includes three new roads connecting US 97 to Canal Boulevard and three new signalized intersections and one new pedestrian crossing to facilitate pedestrian and bicycle crossings of the corridor and improve safe and convenient bicycle and pedestrian circulation to the corridor from nearby neighborhoods. The US 97 South Redmond Corridor Facility Plan is anticipated to reduce corridor travel times and improve travel time reliability. The proposed intersection improvements are anticipated to result in reduced delay. The added connections at Wickiup Avenue, Reindeer-Salmon Avenue and Quartz Avenue will improve business access from the neighborhoods and reduce reliance on US 97 for local trips. Taken together, these improvements will facilitate efficient access to the corridor and will improve safety and comfort of bike and pedestrian travel along and across the corridor and are likely to make walking and bicycling more attractive transportation choices. The US 97 South Redmond Corridor Facility Plan is consistent with Policy 13-1-1.

### Goal 2 – Planning:

Evaluate and plan for emerging technologies to respond to changing conditions.

Finding:

This goal is not applicable to this project.

### Goal 3 – Coordination and Collaboration:

Build capacity to address climate and energy trends through innovative and collaborative partnerships.

Finding:

This goal is not applicable to this project.

## Statewide Planning Goal 14 – Urbanization

The purpose of this chapter is to identify the goals and policies that the City, in cooperation with Deschutes County, has adopted to comply with Statewide Planning Goal 14, Urbanization – to provide for an orderly and efficient transition from rural to urban land use.

Finding:

This goal is not applicable to this project.

## City of Redmond Planning Goal 15 – Livability

The Goal of Livability is overarching as it applies to all facets of growth and development, as well as all chapters of the Comprehensive Plan. “Livability” in and of itself fosters thoughtful development and a thriving community. It helps convey an image of a future that is enduring, vibrant, and offers a desirable small-town quality of life.

### Goal 1 – Livability:

Redmond shall guide development by implementing forward-looking policies to improve livability, retain community identity, create a high quality of life, and support a safe environment.

* Policy 15-1-3:

*Redmond shall improve community aesthetics.*

**Finding:**

The US 97 South Redmond Corridor Facility Plan includes gateway treatments at the north and south ends of the project and streetscape design that will create foster a vibrant business district. The proposed trees behind the sidewalk, consistent design elements and application of natural, low maintenance roadside treatments will enhance both the travel and business experience in South Redmond. The proposed improvements to public infrastructure are likely to attract private investment in maintaining and enhancing businesses along the corridor, or attract investment in undeveloped or underdeveloped properties, furthering the aesthetic enhancements and appearance of the corridor. The US 97 South Redmond Corridor Facility Plan is consistent with Policy 15-1-3.

* Policy 15-1-4:

*Redmond shall plan to become an interconnected community of parks and open spaces.*

**Finding:**

The US 97 South Redmond Corridor Facility Plan includes gateway treatments in a park like setting at the north and south ends of the project, utilizing native plantings, and reused natural, regional materials. The gateways are connected by a proposed facility with continuous grade-separated sidewalks and cycle-tracks, physically separated from the street, which are suitable for experienced as well as recreational bicyclists. A four-foot landscape zone of native plants and drought-tolerant trees provides shade, screens adjacent parking lots and properties, improves the walking and biking environment, and creates visual interest. This zone includes split-rail fencing at the back edge of the sidewalk to help enclose the street and separate right-of-way from properties. The improved US 97 corridor will provide connections to the existing and planned segments of the Homestead Canal Trail, which provides off-street linkages beyond the project area. The US 97 South Redmond Corridor Facility Plan is consistent with Policy 15-1-4.

* Policy 15-1-9:

*Redmond shall strengthen its identity and sense of place by recognizing and enhancing its unique cultural and environmental resources, such as: historic structures, viewsheds, urban landscapes, authenticity, heritage, and architectural styles.*

**Finding:**

The US 97 South Redmond Corridor Facility Plan includes gateway treatments at the north and south ends of the project, utilizing native plantings, and reused natural, regional materials. The proposed corridor streetscape includes a furnishing zone with pedestrian-scale, pendant street lights that reference the agricultural heritage of the community, a landscape zone of native plants, drought-tolerant trees, and split-rail fencing at the back edge, intended to enliven the community character. A basalt-pattern stamped concrete in the median and the furnishing zone is intended to further enhance the streetscape by referencing the geology of the region. The US 97 South Redmond Corridor Facility Plan is consistent with Policy 15-1-9.

* Policy 15-1-10:

*Redmond shall develop a variety of safe, reliable, and economical mobility choices to decrease transportation costs, improve air quality, reduce greenhouse gas emissions, and promote healthy lifestyles.*

**Finding:**

The US 97 South Redmond Corridor Facility Plan provides an integrated corridor for all modes of travel on US 97 between Yew/Airport Way and Highland Avenue/Glacier Avenue. The US 97 South Redmond Corridor Facility Plan includes three new roads connecting US 97 to Canal Boulevard and three new signalized intersections and one new pedestrian crossing to facilitate pedestrian and bicycle crossings of the corridor and improve safe and convenient bicycle and pedestrian circulation to the corridor from nearby neighborhoods. Taken together, these improvements will facilitate efficient access to the corridor and will improve safety and comfort of bike and pedestrian travel along and across the corridor and are likely to make walking and bicycling more attractive transportation choices. The US 97 South Redmond Corridor Facility Plan is consistent with Policy 15-1-10.

* Policy 15-1-11:

*Redmond shall promote economic competitiveness through sustainable choices for employment, housing, transportation, education, cultural diversity and enrichment, and recreational opportunities. These choices also include reliable and timely access (by workers) to employment centers, educational opportunities, services, and other basic needs.*

**Finding:**

The US 97 South Redmond Corridor Facility Plan provides an integrated corridor for all modes of travel on US 97 between Yew/Airport Way and Highland Avenue/Glacier Avenue. The US 97 South Redmond Corridor Facility Plan includes three new roads connecting US 97 to Canal Boulevard and three new signalized intersections and one new pedestrian crossing to facilitate pedestrian and bicycle crossings of the corridor and improve safe and convenient bicycle and pedestrian circulation to the corridor from nearby neighborhoods. The US 97 South Redmond Corridor Facility Plan is anticipated to reduce corridor travel times and improve travel time reliability. The proposed intersection improvements are anticipated to result in reduced delay. The added connections at Wickiup Avenue, Reindeer-Salmon Avenue and Quartz Avenue will improve business access from the neighborhoods and reduce reliance on US 97 for local trips. Taken together, these improvements will facilitate efficient access to the corridor and will improve safety and comfort of bike and pedestrian travel along and across the corridor and are likely to make walking and bicycling more attractive transportation choices. The US 97 South Redmond Corridor Facility Plan is consistent with Policy 15-1-11.

* Policy 15-1-12:

*Redmond shall help existing businesses grow and thrive while also helping to create and foster new businesses, especially those that create family wage jobs.*

**Finding:**

The US 97 South Redmond Corridor Facility Plan includes gateway treatments at the north and south ends of the project and streetscape design that will create foster a vibrant business district. The proposed improvements to public infrastructure are likely to attract private investment in maintaining and enhancing businesses along the corridor, or attract investment in undeveloped or underdeveloped properties, furthering the aesthetic enhancements and appearance of the corridor and its appeal to customers and employees of businesses along the corridor. The US 97 South Redmond Corridor Facility Plan is consistent with Policy 15-1-12.

1. https://www.redmondoregon.gov/government/departments/community-development/planning-division/south-hwy-97-corridor-plan-study [↑](#footnote-ref-1)