



## ADVISORY COMMITTEE MEETING #4

**Meeting Date:** October 22, 2020

**Time:** 2:00 – 4:00 PM

**Location:** **Microsoft Teams Meeting**  
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Conference ID: 695 529 093#

## AGENDA

### Introductions/Public Comment

#### Review Public Engagement Efforts Conducted in the Summer

- ▶ Process Review and Feedback
- ▶ Public Feedback Summary

#### Preferred Alternative Concept

- ▶ Wickiup Overcrossing & Long-term Highway Alignment
- ▶ Preferred Concept & Recommended Priorities
  - Highway Improvement Plan
  - Regional Circulation Plan
  - Local Circulation Plan
  - Intersection Improvement Plan
- ▶ Refinement Plan Implementation

#### Next Steps

- ▶ Draft Refinement Plan
- ▶ Advisory Committee Meeting #5, January 2021
- ▶ Public Meeting #2, January 2021
- ▶ Adoption, Late Winter/Early Spring 2021

#### Action Items & Open Discussion

## NOTES

Participants – Tina Bandy, Kacey Davey, Tony Debone, Chris Doty, Devin Hearing, Bob Krohn, Jake Obrist, Peter Russell, Russ Smith, Alexa Repko, Matt Kittelson, Julia Kuhn

### Public Engagement Summary

- ▶ All City residents received mailer introducing project and asked for feedback on alternatives; more than 100 people responded with their thoughts
- ▶ Flyers were also posted around time and information was presented in social media and on TV and print media
- ▶ On-line open house was available for 2 weeks; also hosted live presentation in June on alternatives and included question and answer session
- ▶ In total, more than 154 people provided feedback; most people expressed a desire to move forward with overpass long-term as well as broad support for the concepts identified in the near and mid-term
- ▶ Internal ODOT feedback also provided general support for the concepts as well

### Preferred Concept

- ▶ Overcrossing and Long-term Highway Alignment
  - The overcrossing is still the long-term plan; concepts included in plan are "forward-compatible" (i.e., will not preclude but will support the overcrossing in the long-term) with but are not contingent on the overcrossing occurring
  - Over the long-term City and ODOT will pursue removal of passing lanes on US 97 within the City's UGB
- ▶ Preferred Concept Projects
  - Matt provided an overview of the concepts included in the Preferred Concept; four categories of project prioritization are identified that can help with future decision-making regarding how and when to seek funding for construction of individual plan elements
  - Tina noted that the school district is re-routing buses around railroad crossing due to speed and inability to pull off the highway; the district would like to see speeds reduced to 35 mph or lower and potentially the addition of a pull-off lane
  - Matt noted that a reduction of speed limit will need to be evaluated overtime as the conditions along the highway change and motorists' behaviors and speeds change; the intention to reduce speeds is included in the Preferred Concept
  - Matt also noted that the traffic signals' geometric requirements on the US 97 corridor and existing right-of-way constraints do not provide sufficient space for a pull-off lane and acceleration lane on US 97 at the railroad
  - Commissioner Debone requested additional clarification on the potential east-west collector road and emphasized the importance of this type of connection to the City's continued growth and prosperity; Matt noted that the connection of this road to US 97 would require further coordination with ODOT; Devin H noted that as development occurs west of US 97 the solutions to provide connectivity to this area will need to continue to be evaluated; Peter R noted that this area is primarily zoned for a variety of residential types with some commercial lands
  - Matt explained how the removal of the passing lanes also is supportive of the regional circulation projects; he also noted that 20-year traffic volume forecasts on US 97 also suggest that four-lanes are not needed on the highway to serve capacity needs; Commissioner Debone has received comments about the width of

the buffer distance between the path and the travel lane being too narrow, Matt noted that a four foot buffer is the minimum that can fit in the right-of-way today but this can be reviewed in the future

- Russ noted that development is anticipated in next five years near Drafter Road. Matt noted that site frontage improvements completed as part of property development/redevelopment will also help build toward Plan
  - Devin noted that any new traffic signals on US 97 will ultimately need to be approved by the State Traffic Engineer but inclusion of the new signals in the Preferred Concept helps focus ODOT's attention to these locations as an important community priority
  - Devin also noted that the "off-highway" projects in the Preferred Concept represent a significant benefit for the community and evolution of the overall project from where it began
  - Commissioner Debone expressed a general support for the projects and their importance in helping to support future development in the area to the east of US 97; Bob noted that several development activities are currently occurring that will also incent future development
- ▶ Preferred Concept Implementation
- Next steps in process will include incorporation of the Wickiup Junction Refinement Plan into City's Transportation System Plan; the Plan may also need to be considered or reviewed by the Oregon Transportation Commission
  - Following adoption, the City, County and ODOT can begin pursuing funding for projects within the Plan
- ▶ Next Steps
- Draft Plan will be published in early 2021
  - Will hold Advisory Committee #5 and a Public Open House following Draft Plan publication in early 2021