

Table of Contents

CHAPTER 1. EXECUTIVE SUMMARY	1
Plan Goals and Objectives	1
Relevant Plans and Standards	1
Existing Land Use and Transportation Issues	3
Future Forecasts and Needs Analysis	6
The Interchange Area Management Plan	8
Transportation Facility Improvements	8
Traffic Signal Plan	9
Local Street Connectivity Plan	10
Access Management Plan	10
Land Use Alternatives	11
Implementing Ordnances & Memorandum of Understanding	12
Cost Estimates	13
CHAPTER 2. PLAN GOALS, OBJECTIVES, AND EVALUATION CRITERIA	17
Recommended Goals & Objectives	17
CHAPTER 3. EXISTING LAND USE AND TRANSPORTATION CONDITIONS	19
Study Area Land Uses	19
Study Area Street Network	21
Existing Access Conditions	24
Access to City Streets	25
Crash Analysis	27
Operational Analysis	31
CHAPTER 4. FUTURE TRAVEL FORECASTS AND NEEDS ANALYSIS	35
Model Assumptions	35
Model Network Refinement	41
Future Year Forecasts	41
Assumed Future Street Network	44
Future 2025 Operations	44
Intersection Operations	47
Highway/Interchange Operations	48
Future 2025 Deficiencies	50
Access/Intersection Spacing	53
Signal Spacing	58
Local Street Connectivity	60
Freight Mobility	60
Bicycle/Pedestrian Facilities	61
Multi-modal Constraints	61
Potential Mode Conflicts	61
Potential Right-of-Way Constraints	61

CHAPTER 5. INTERCHANGE AREA MANAGEMENT PLAN **63**

Transportation Facility Improvements.....63
 Traffic Control and Geometric Improvements63
 US 97 @ O'Neil Highway63
 US 97 @ Kingwood Avenue65
 Traffic Signal Plan.....66
Local Connectivity Plan67
Access Management Plan68
Land Use Alternatives84
Expansion of Redmond Urban Growth Boundary-Urban Reserve.....89
Policies, Rules, & Ordinances90
Memorandum of Understanding.....90
Cost Estimates91
Alternative Evaluation and Prioritization82

APPENDICES

1 Background Plan Review
2 Memorandum Comparing Future Growth and Travel Demand Allocations
3 US 97 Existing Approaches Physical Inventory
4 US 97 Existing Approach Access Rights
5 Planning-Level Cost Estimates
6 Alternatives Evaluation
7 Recommended Development Code Amendments for the City of Redmond
8 Memorandum of Understanding US 97 Reroute Phase 1 (#23704)
9 PLA-01
10 SAC Notice
11 OTC Findings

Table of Tables

Table 1.A Maximum Volume-to-Capacity Ratios from the 1999 Oregon Highway Plan.....	2
Table 1.B: Access Spacing Standards for Statewide Highways (measured in feet)	2
Table 1.C: Assumed Household and Employment Quantities	6
Table 1.D: Redmond Area Model Trip Types, PM Peak Hour	6
Table 1.E: Access Deficiencies by Zone	7
Table 1.F: Planning-level cost estimates for recommended improvement alternatives.....	14
Table 1.G: Transportation Improvement Prioritization	15
Table 3.A: Land Use Summary	19
Table 3.B: Study Area Roadways	21
Table 3.C: US 97 Existing Approach Spacing.....	24
Table 3.D: Intersection Spacing on City Streets.....	27
Table 3.E: US 97 5-year Crash Rate Comparison for Statewide Rural Areas	28
Table 3.F: US 97 5-year Crash Rate Comparison for Statewide Suburban Areas	29
Table 3.G: US 97 5-year Crash Rate Comparison for Statewide Urban Cities	29
Table 3.H: Collision Data for Non-State Study Area Roadways (2000-2004)	30
Table 3.I: Maximum Volume to Capacity Ratios from the 1999 Oregon Highway Plan.....	32
Table 3.J: 2005 30 th Highest Hour Volume Intersection Operations	34
Table 3.K: 2005 30 th Highest Hour Volume Multi-lane Highway Analysis	34
Table 4.A: Assumed Household and Employment Quantities.....	35
Table 4.B: Redmond Area Model Trip Types, PM Peak Hour	37
Table 4.C: Maximum Volume to Capacity Ratios Outside Metro*	47
Table 4.D : 2025 No Build Design Hour Intersection Operations.....	49
Table 4.E : 2025 No Build Design Hour Multi-lane Highway & Ramp Analysis	50
Table 4.F: Access Deficiencies by Zone	55
Table 5.A: North Redmond Access Actions.....	72
Table 5.B: Estimated Trip Rates per Employee from the Redmond Area Travel Demand Model	84
Table 5.C: 2025 Design Hour Intersection Operations with Worst Case Trip Generation	89
Table 5.D: Planning-level cost estimates for recommended improvement alternatives	91
Table 5.E: Transportation Improvement Prioritization	93

Table of Figures

Figure 1.1: State Highway Functional Classifications and Segment Designations.....	5
Figure 3.1: Zoning and Land Uses	20
Figure 3.2: <No Such Figure>	
Figure 3.3: StudyArea Road Classification	22
Figure 3.4: Existing Intersection Control and Lane Configurations.....	23
Figure 3.5: Roadways and Approaches.....	26
Figure 3.6: 2005 30th Highway HourTraffic Volumes.....	33
Figure 4.1: Redmond Area Model Transportation Analysis Zone System	36
Figure 4.2: Modeled Trip Types.....	37
Figure 4.3: Redmond Area Model Household Growth From 2000 to 2025	38
Figure 4.4: Redmond Area Model Retail Employment Growth From 2000 to 2025.....	39
Figure 4.5: Redmond Area Model Non-Retail Employment Growth From 2000 to 2025	40
Figure 4.6: Proportion of Trip Types in Redmond Area Model, PM Peak Hour.....	37
Figure 4.7: Redmond Area Model Base & Future Year Street Networks	42
Figure 4.8: 2025 No Build Design Hour Traffic Volumes	45
Figure 4.9: 2025 Assumed Intersection Control and Lane Configurations	46
Figure 4.10: IAMP Area Intersection Failing to Meeting Adopted Performance Measures - 2025 DHV	52
Figure 4.11: Access Management Zones	56
Figure 4.12: Existing Access Points.....	57
Figure 4.13: Potential Locations of Future Traffic Signals in IAMP Area	59
Figure 4.14: Existing Bicycle and Sidewalk Conditions & Redmond CIP Projects	62
Figure 5.1: US 97 at Kingwood Ave. Operational Improvements (2025).....	65
Figure 5.2: Maple Ave. at 9 th Street Operational Improvements (2025).....	66
Figure 5.3: Traffic Signal Plan North Redmond IAMP.....	70
Figure 5.4: Local Street Connectivity Plan.....	71
Figure 5.5a: Long-Range Action Plan	85
Figure 5.5b: Long-Range Action Plan	86
Figure 5.5c: : Long-Range Action Plan.....	87
Figure 5.6: Transportation Improvements Map.....	94

