



CITY OF REDMOND

CITY HALL
411 SW 9th STREET
REDMOND, OR 97756
541.923.7710
FAX: 541.548.0706
info@redmondoregon.gov
redmondoregon.gov

CITY COUNCIL

July 27, 2026

Executive Conference Room • 411 SW 9th Street

COUNCIL MEMBERS

Ed Fitch
Mayor

Shannon Wedding
Council President

Clifford Evelyn
Councilor

John Nielsen
Councilor

Kathryn Osborne
Councilor

Jay Patrick
Councilor

Cat Zwicker
Councilor

JULY 27, 2026

WORKSHOP AGENDA

3:00 PM

I. CALL TO ORDER

II. PRESENTATIONS

A. Continued Discussion of AAON Development Agreement and Request

III. ADJOURN

Regular Council meetings are broadcast live on COTV11 – BendBroadband Channel 11 beginning at 6:00 p.m. on the 2nd and 4th Tuesdays of each month. Rebroadcasts are scheduled for the non-meeting Tuesdays at 6:00 p.m.

The City of Redmond encourages all citizens to participate in its programs and activities. This meeting location is accessible to people with disabilities. Requests for accommodation may include sign language interpreter service, assistive listening devices, materials in an alternate format or any other accommodation. If any accommodations are needed, please contact the ADA Coordinator at 541-504-3036 or access@redmondoregon.gov. Requests should be made as soon as possible, but at least 3 business days prior to the scheduled meeting.

The City of Redmond does not discriminate on the basis of disability status in the admission or access to, or treatment, or employment in, its programs or activities

BasX Access

July 2026

21st Street Congestion

- 40 Minutes of Observed Queue (3:34 to 3:57 PM and 4:32 to 4:48 PM)
- Extended queue back-ups toward the BasX campus
- Outbound trips unable to access Airport Way due to queueing from the ramp signal



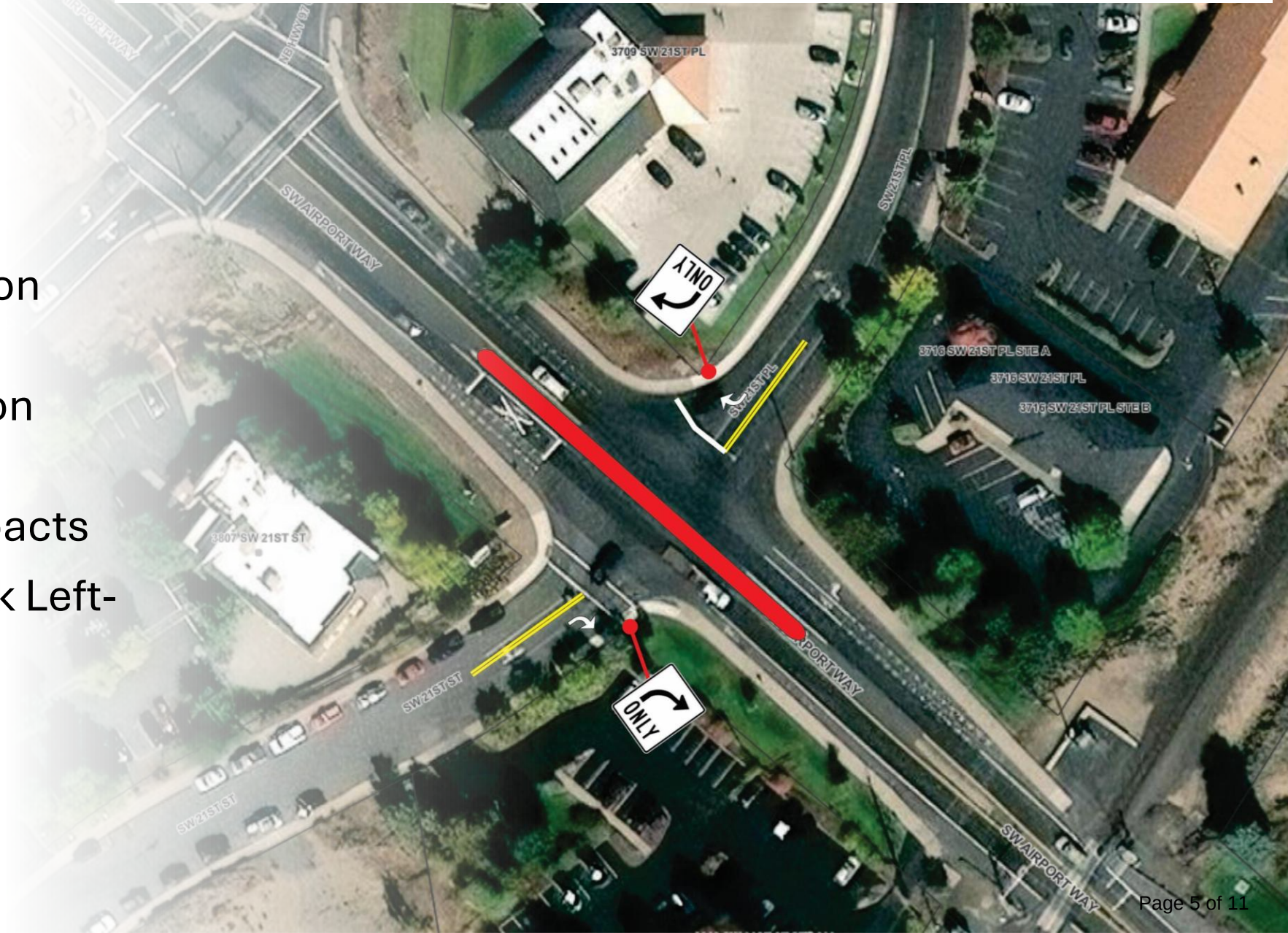


**Marginal Sight Lines Toward the Railroad
(More Critical for Northbound Approach)**

LLI	SW 21 st St	Airport Way	Modify to right-in-right-out movements	\$1M
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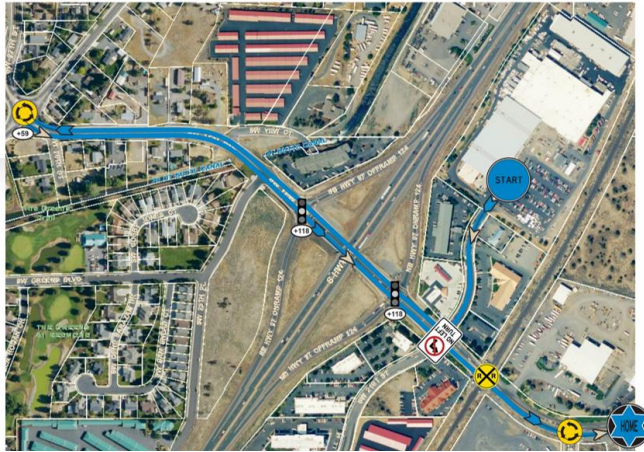
City Plan: RIRO Only

- Adds Out-of-Direction Travel
- Increases Congestion along Reroute Paths
- Oversized Truck Impacts
- Reduces Higher-Risk Left-Turn Maneuvers



Southbound (BasX) RIRO

**+5,000 Feet Out of
Direction Travel**
+118 Interchange Trips
+59 Roundabout U-Turns



Northbound RIRO

**+5,000 Feet Out of
Direction Travel**
+30 Interchange Trips
+15 Rdbt U-Turns



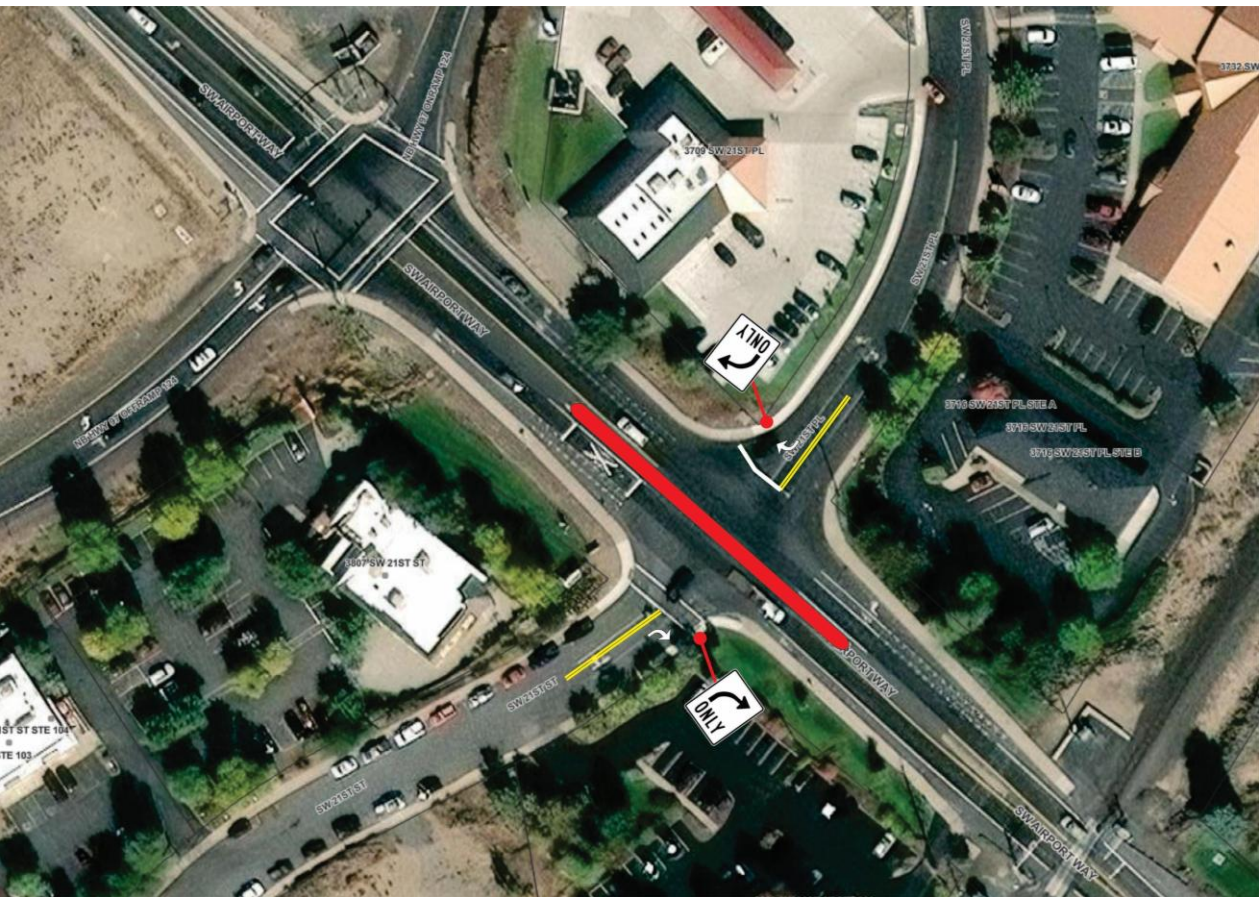
**+2,000 Feet Out of
Direction Travel**
+202 Railroad Crossings
+101 Roundabout U-Turns



**+2,000 Feet Out of
Direction Travel**
+88 Railroad Crossings
+44 Rdbt U-Turns

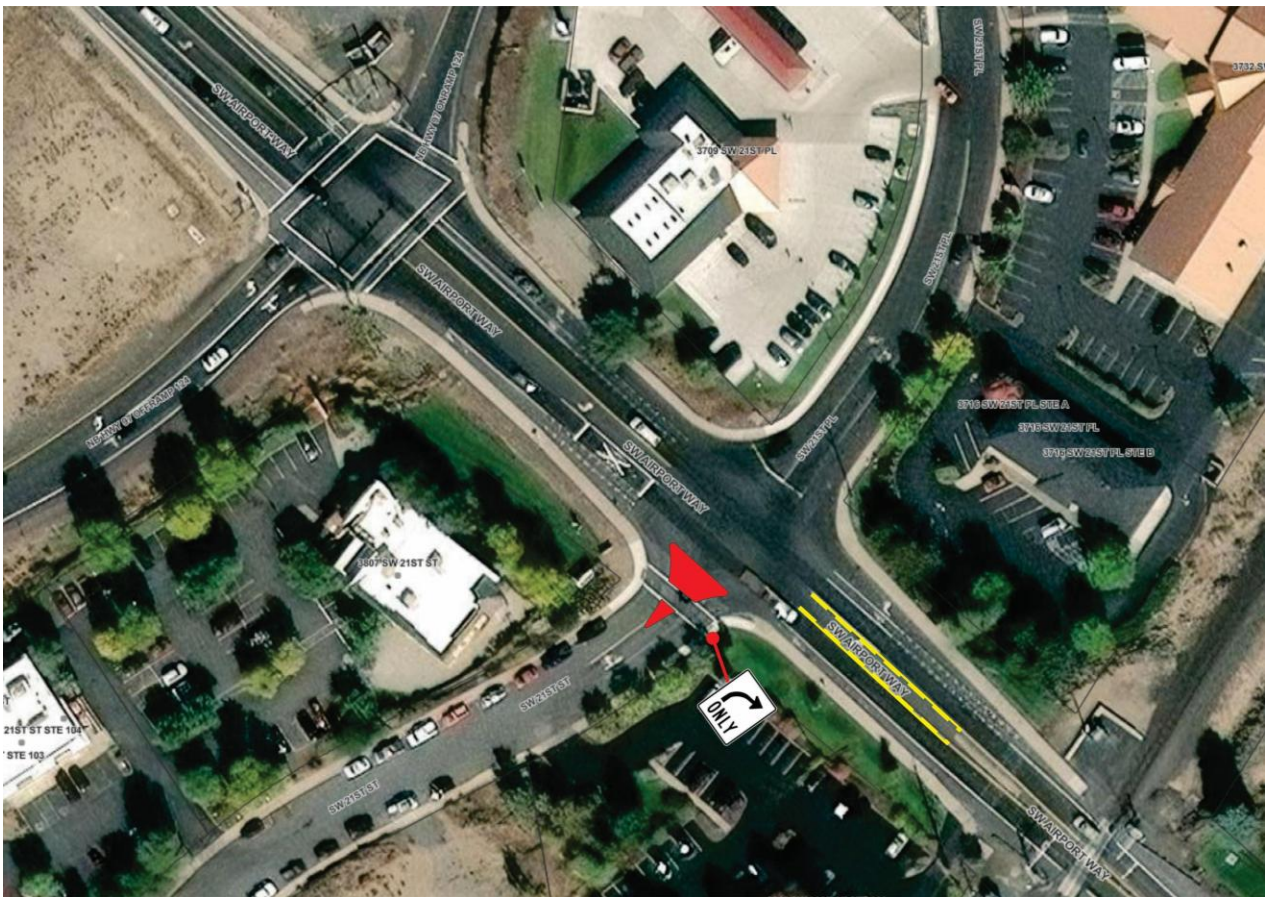


Northbound and Southbound RIRO

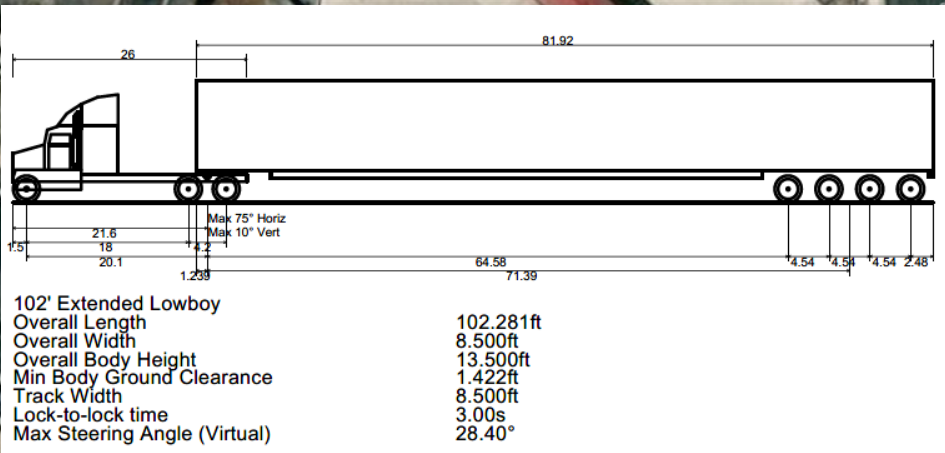


- +219 Roundabout U-Turns
- +148 Interchange Trips
- +290 Railroad Crossings

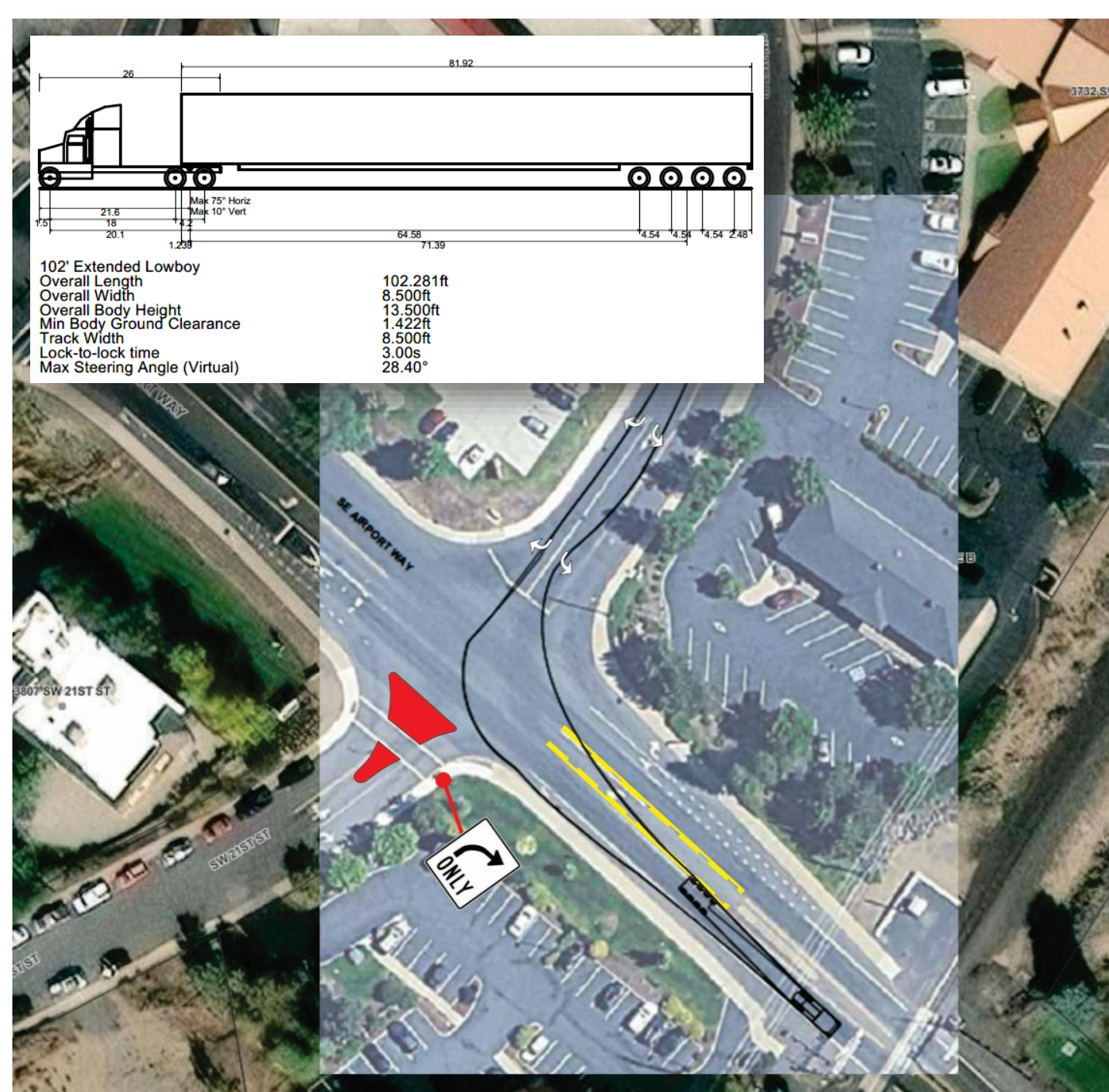
Recommended Northbound RIRO



- +59 Roundabout U-Turns (27%)
- +30 Interchange Trips (20%)
- +88 Railroad Crossings (30%)

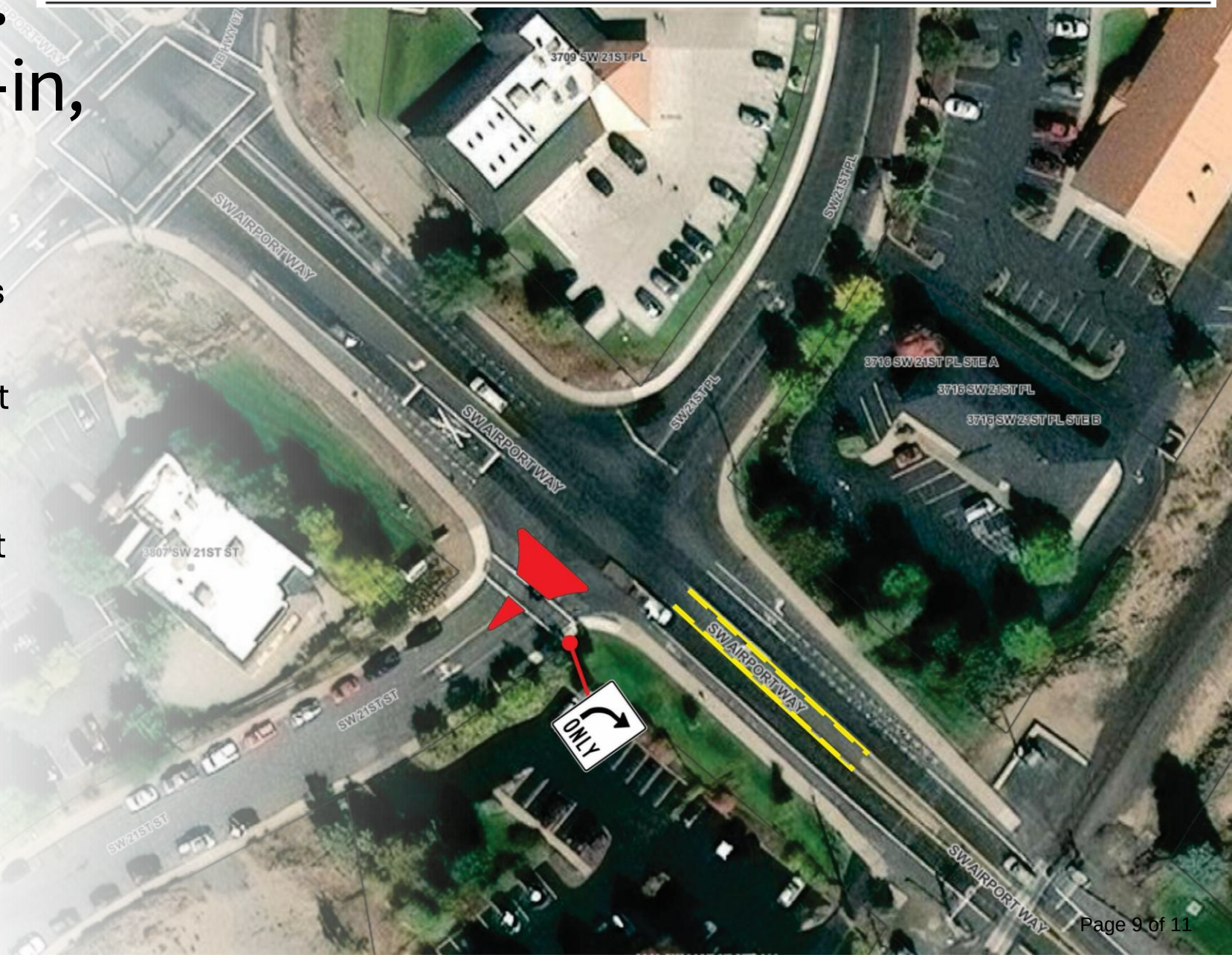


Recommended Design Maintains Existing Truck Maneuvers



Recommended: 21st Street Right-in, Right-Out

- Retains Current BasX Access
- Median Treatment
Accommodates Large Freight
Tracking
- Less Rerouting/Adjacent
Impacts by Continuing Direct
Northern Movements
- Improves Higher Delay
Southbound Left-Turn with
Two-Stage Maneuver
- No Change to TSP Required



Results: Improved System Performance

- ✓ Minimal Change in Queuing at Canal/Yew Roundabout (+1 Vehicle)
- ✓ Minimal (“Insignificant”) Change in Yew Interchange Performance (v/c Ratio +0.01)
- ✓ Removal of Highest Delay Northbound Left-Turn at 21st Street (Improves Safety and Operations)
- ✓ Substantial BasX delay reduction (30 second per vehicle decrease)
- ✓ 202 Fewer Peak Hour Railroad Crossings Relative to Median
- ✓ ~5% to 10% Capacity Increase at Planned Airport/19th Roundabout Relative to a Median

Discuss Next Steps

- Timing
- Engineering Estimate
- City/ODOT Approval
- Implementation Mechanism

