

SPECIAL P.M. CITY COUNCIL WORKSHOP OF THE CITY OF REDMOND WAS HELD JANUARY 14, 2014, IN THE CITY COUNCIL CHAMBERS.

COUNCIL MEMBERS PRESENT: Tory Allman – Joe Centanni – George Endicott – Camden King – Ginny McPherson – Jay Patrick

COUNCIL MEMBERS EXCUSED: Ed Onimus

STAFF PRESENT: City Manager Keith Witcosky – Assistant City Manager Sharon Harris – City Attorney Steve Bryant – Police Captain Brian McNaughton – Public Works Director Bill Duerden – City Engineer Mike Caccavano – City Recorder Kelly Morse – Community Development Director Heather Richards – CIS Administrator Sheri Cleveland – Finance/Budget Manager Jason Neff – Associate Planner Scott Woodford

MEDIA PRESENT: Leslie Pugmire-Hole, Redmond Spokesman

Mayor Endicott called the workshop to order at 5:30 p.m.

PRESENTATIONS

A. South Highway 97, Heather Richards

Community Development Director Heather Richards provided the Council with background information on South US Highway 97 (US 97) Corridor discussions which has taken place over the last five years.

In 2007, the City applied for a \$150,000 Transportation Growth Management grant with the hopeful outcome of business district revitalization, gateway impact, and safe and efficient movement of traffic on US 97. In December 2008, the project was launched with creation of a Project Management Team, Technical Advisory Committee, and Citizen Advisory Committee. In 2011, the final project was reviewed by the Urban Area Planning Commission but did not move forward due to unresolved issues related to access management. From 2012 to 2014, the plan was re-evaluated with the Project Advisory Committee (PAC) recommending action items to the Council. The Council will consider a resolution to partner with the Oregon Department of Transportation (ODOT) for design efforts on January 28, 2014.

Initially, the corridor study area consisted of US 97 from Veteran's Way to the south Redmond city limits. The PAC recommended increasing the study area north to Highland Avenue.

The vision of the South US 97 Corridor is to:

- Create a vibrant business district
- Be safe and accessible to shoppers traveling by car, bike or on foot
- Be aesthetically pleasing
- Provide opportunities for business community interaction
- Allow for efficient traffic movement at a reasonable speed in both the north-south and east-west directions

Goals of the project are to:

- Create a shared vision for the future of the corridor
- Garner significant public improvement
- Identify needed public infrastructure improvements
- Develop recommendations for transportation and safety improvements
- Establish an urban design plan and development standards to create a visually appealing business district

- Reduce/eliminate conflicts in the center median/left turn pockets and address high accident locations
- Explore options for improving location traffic circulation and reduce local trips on US 97
- Improve east-west neighborhood connectivity
- Address local and regional transportation needs
- Create an access plan with specific solutions for locations of concern with realistic strategies for implementation
- Develop a prioritized implementation strategy/action plan

Ms. Richards reviewed guiding principles for the following:

1. Public Involvement
 - a. Property owners and public are engaged
 - b. Public input is respected and considered
 - c. Public funds are invested efficiently and effectively
2. Implementation
 - a. Recommendations are flexible enough to allow for future development and redevelopment
 - b. East-West connectivity is improved
 - c. Corridor aesthetics are improved
 - d. Implementation and maintenance plans have clear roles and responsibility
3. Plan Outcome
 - a. The resulting plan and capital program improves corridor conditions
 - b. Business vitality of the corridor is protected and enhanced
 - c. Safety is improved from drivers, bicyclists and pedestrians
 - d. All modes of travel, including transit, are accommodated

Ms. Richards discussed existing and future land use for the area and transportation, Comprehensive Plan and Development Code amendments, beautification/gateway improvements, the process and results of the design charrette, assess management, outcomes of a speed zone study, corridor issues, conceptual examples of a frontage urban road, funding for design/engineering, funding for frontage urban roads, and next steps.

ODOT Region 4 Manager Bob Bryant commented that this project is an opportunity for the City and ODOT to continue its longstanding partnership by developing a balanced plan on how to manage the south US 97 corridor. Mr. Bryant noted that ODOT is now in a position to think more about what the needs of the community are first, then follow up with consideration of how those needs affect the common interests of maintaining mobility and traffic safety in the US 97 corridor. This shift in thinking will give ODOT an opportunity to align with the efforts and interests of the stakeholders.

Ms. Richards addressed questions from the Council. Redmond Development Commission Chair Ed Fitch expressed concern with traveling down a single path adding that other possibilities and options may exist. Mr. Fitch encouraged continued citizen participation.

S US 97 property owner Craig Alacano is a member of the PAC and involved in the project since its inception. Mr. Alacano concurred with Mr. Fitch and stressed that continued representation by the business and property owners is important. Mr. Alacano stated this is a great opportunity to team with ODOT and determine costs.

In response to questions from Councilor King, Mr. Bryant stated that detailed planning for the second phase of the reroute has been put on hold; however, focus has been placed on how to improve existing corridors.

The Council directed staff to bring a resolution forward partnering the City and ODOT on engineering and design for S Highway 97.

