

SPECIAL P.M. CITY COUNCIL WORKSHOP OF THE CITY OF REDMOND WAS HELD MARCH 4, 2014, IN THE CITY COUNCIL CHAMBERS.

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

STAFF PRESENT: City Manager Keith Witcosky – Assistant City Manager Sharon Harris – Assistant City Attorney Christian Ambroson – Police Chief Dave Tarbet – Public Works Director Bill Duerden – City Engineer Mike Caccavano – City Recorder Kelly Morse – Community Development Director Heather Richards – CIS Administrator Sheri Cleveland – Interim Airport Director Bob Noble

MEDIA PRESENT: Leslie Pugmire-Hole

Mayor Endicott called the workshop to order at 6:30 p.m.

PRESENTATIONS

A. TRIP 97

Community Development Director Heather Richards provided the Council with a presentation on TRIP 97. Highlights included the study area which spans Deschutes and Jefferson counties from Madras to La Pine, the vision, the partnership in place, and issues at hand. The solution includes shifting the land use balance and growth in communities with transportation demands and mobility goals by redefining performance measures, establishing new/unique funding mechanisms, and creating local/state/federal partnerships.

TRIP 97 Performance Measures are:

- Mobility – travel time, reliability, side street delay
- Economy – job potential/funding revenue
- Safety – crash frequency
- Environment – emissions
- System Redundancy – percent north-south traffic on US 97
- Accessibility – turning movement opportunities
- Alternative modes – multimodal performance

TRIP 97 Funding Goals include:

- 20-year total funding amount of approximately \$60 million in local funding share of project investments
- Robust local “match” designed to attract state/federal participation in identified corridor investments
- Optimize the timing of economic growth and needed improvements

Ms. Richards described the funding approach, funding sources, governance, and next steps.

Oregon Department of Transportation Region 4 Director Bob Bryant addressed the Council and answered questions.

B. Downtown Parking

Ms. Richards provided the Council with information on downtown parking. The timeline of the parking discussion is as follows:

- October 2011 – 15 downtown merchants submitted a petition requesting a review of downtown parking issues
- March 2012 – the City began issuing letters asking merchants to voluntarily avoid parking in the core areas
- May 2012 – the City issues a Request for Proposal (RFP) for a Parking Utilization Study
- October 2012 – parking inventory indicates 28 percent of spaces in the downtown core area were occupied by long term parkers
- January 2013 – the Redmond Downtowners Association (RDA) cites a need for improved parking management but concern with time limits
- March 2013 – letters and emails describing customer only zone were sent to business and property owners
- April 2013 – staff presents customer only parking zone concept to RDA
- June 2013 – staff surveys downtown merchants on customer only parking concept
- July 2013 – Downtown Urban Renewal Advisory Committee (DURAC) votes to recommend customer only parking zone (COZ) with no enforcement authority
- September 2013 – staff asks DURAC to consider a COZ with complaint based enforcement. DURAC requested a legal opinion on COZ without enforcement
- October 2013 – DURAC hosts public session and votes to recommend COZ with complaint based enforcement

Ms. Richards explained results of the parking survey which received 27 responses then reviewed the findings of the parking study which include:

- Noon to 1 p.m. is the peak hour for on-street occupancy
- On-street parking occupancy peaked at 36.2 percent
- Some core area streets had much higher occupancy rates
- High occupancy nodes
 - 6th Street between Forest and Deschutes Avenues and side streets had occupancies of 70-100 percent
 - Overall occupancy of 84.4 percent
 - Other nearby streets had high occupancies
- 28 percent of spaces in the core area were occupied by those staying longer than 2 hours
- Long term parkers believed occupancy was less likely to be customers and more likely to be employees and residents

Information on the 2012 new inventory recommendations, shared parking opportunities, downtown parking inventory needs, built ratio versus demand ratio, business survey results, and pros and cons of a COZ were also presented by Ms. Richards.

DURAC's final recommendation is for a COZ with complaint based enforcement with employees and residents required to register their license plates.

DURAC member Anne Graham stated she advocated for the “friendly” approach then relayed examples of tenants parking elsewhere when asked politely by the business owner and safety concerns with street light outages.

Councilor King opined that enforcement is a necessary mechanism for those who will not follow the “friendly” approach. Councilor McPherson concurred adding that there are problems and benefits to living downtown adding that much of the draw is the ability to walk.

Councilor Allman opined that a COZ or signs are not needed when the issue is more about parking during the lunch hour. Councilor Patrick concurred and suggested the City should not enforce parking.

Councilor King clarified that if a COZ is implemented he feels enforcement is necessary; however, he would like to believe that the perceived issues can be resolved in a friendly manner.

