

Willamette Falls

LEGACY PROJECT



Riverwalk Transportation & Access Summit #1

April 26, 2017

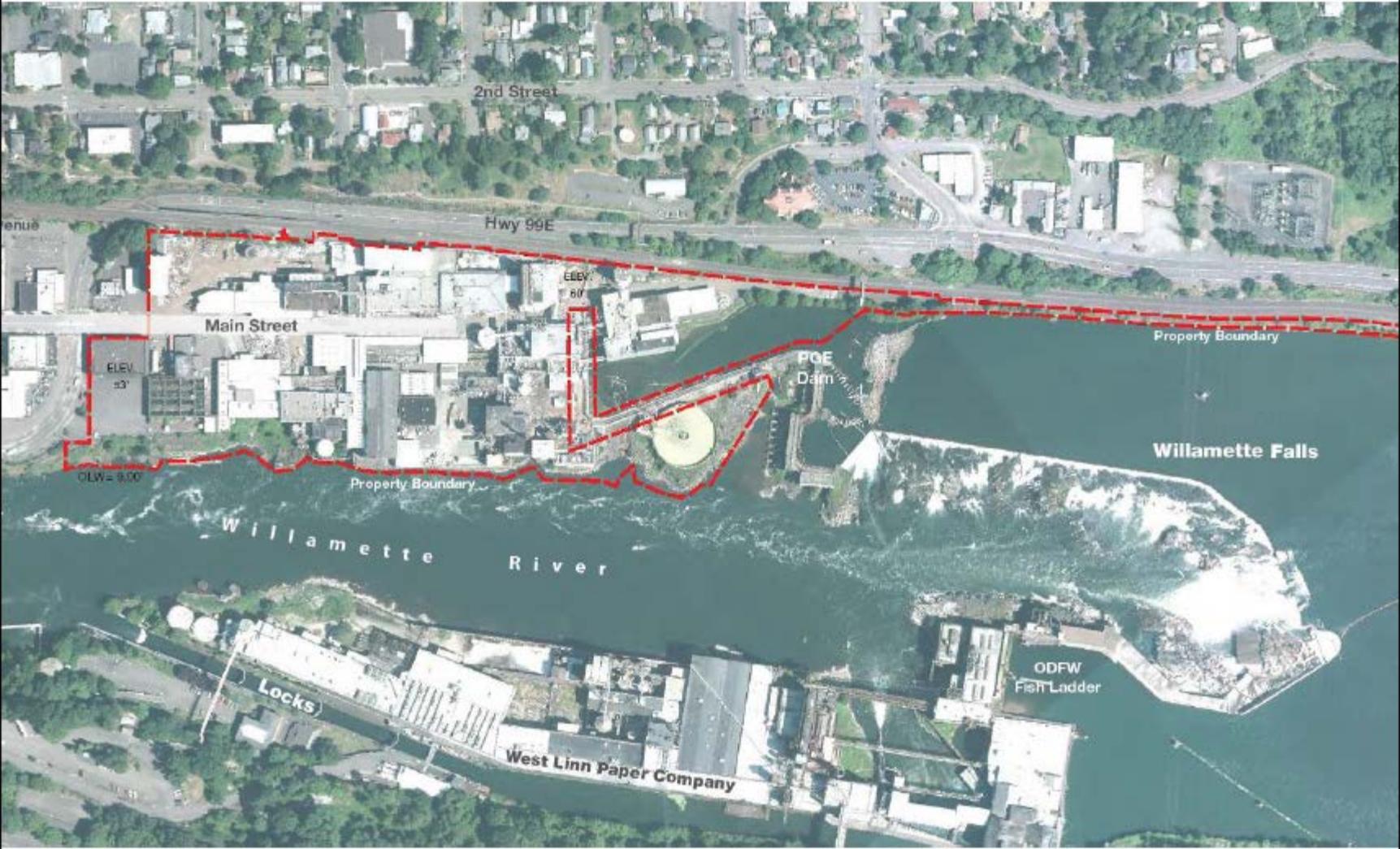
AGENDA

- 6:00 PM Introduce project team
- 6:10 PM Project purpose, approach and transportation and access plan toolbox
- 7:00 PM Activity in groups with facilitators - challenges, opportunities, potential solutions.
- 7:40 PM Group report back
- 7:50 PM Next steps

RIVERWALK – THE SITE

Alex Gilbertson
Senior Parks Planner - Metro

RIVERWALK – www.rediscoverthefalls.com



RIVERWALK – THE SITE

What?

The Core Values established key elements and desired outcomes.



Public Access



Healthy Habitat



Historic and Cultural Interpretation



Economic Redevelopment

Where?

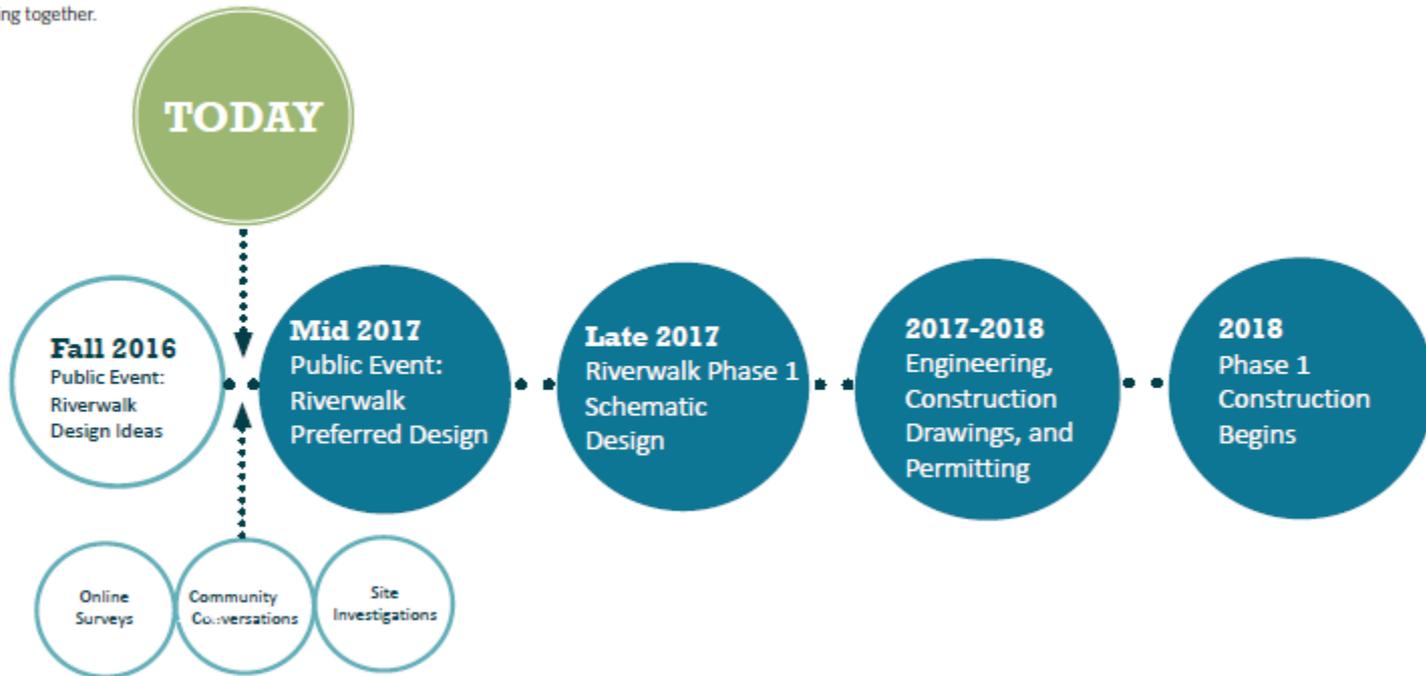
The Project Vision and Framework Plan, initiated in July 2013 and accepted and approved in October 2014, established a starting point for Riverwalk design.



RIVERWALK – TIMELINE AND CALENDAR

Project Calendar

Where we've been and where we're going together.



RIVERWALK – Additional information

SAVE THE DATE

See the Riverwalk Design!

June 3, 2017
OMSI, Portland

www.rediscoverthefalls.com



FRAMEWORK PLAN - Recap

Christina Robertson- Gardner
Senior Planner, City of Oregon City

FRAMEWORK PLAN

What?

The Core Values established key elements and desired outcomes.



Public Access



Healthy Habitat



Historic and Cultural Interpretation

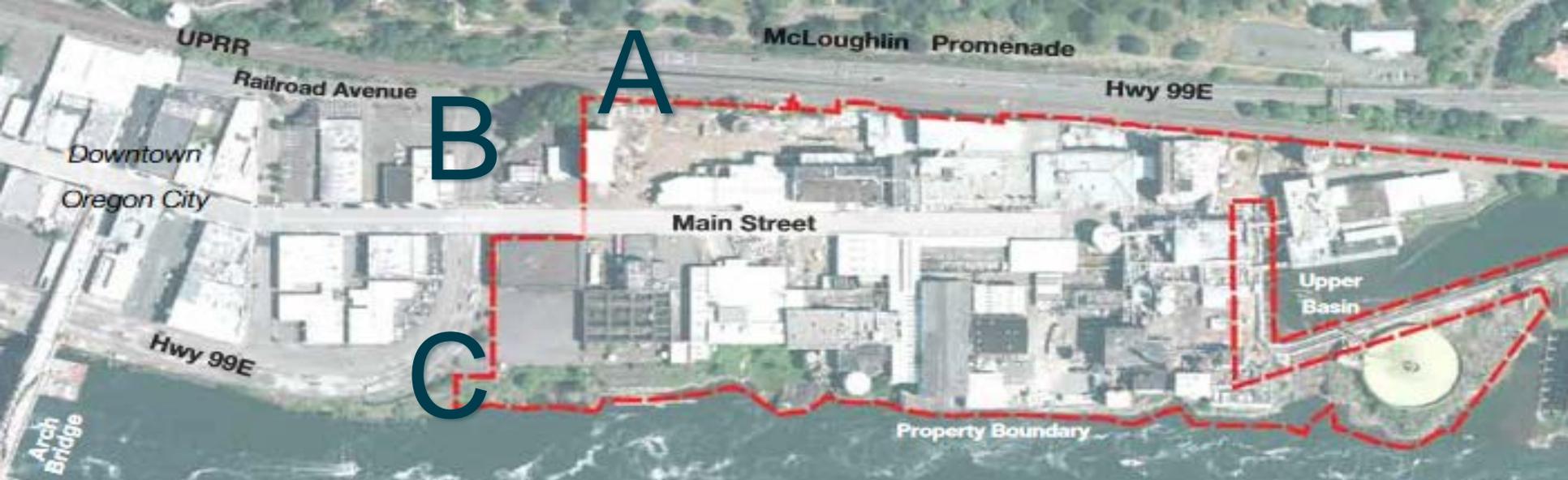


Economic Redevelopment

Where?

The Project Vision and Framework Plan, initiated in July 2013 and accepted and approved in October 2014, established a starting point for Riverwalk design.





CP 14-02 Offsite Transportation Improvements (2014)

Oregon City and ODOT have agreed on three key transportation improvements along OR 99E with the goal of maintaining safety and improving accessibility of the site:

- a. Intelligent Transportation Systems designed to warn traffic approaching the tunnel of hazardous conditions ahead.
- b. Prohibiting left turns northbound from OR 99E to Main Street and modification of the right turn geometry from 99E to Railroad Avenue to allow space for turning traffic to slow and maneuver outside the travel lanes on a curve with limited sight distance.
- c. A pork-chop (or raised median) at the Water Avenue/OR 99E intersection to prevent unsafe movements and reinforce right-in, right-out access at that location.



WHY ARE WE HERE TONIGHT?

Goals for the Transportation, Access and Parking Plan

- Reach shared understanding among stakeholders of transportation and parking issues, tools, and goals for this project
- Create a long-term metric based strategy that can guide the community through the many phases of private and public development onsite
- Achieve Planning Commission approval of the strategy and plan as part of the upcoming riverwalk land use approval, including identification of proportional requirements for the first phase of the riverwalk
- Identify actionable next steps that community and City can take to implement the plan

PARKING & TDM

Rick Williams
President, Rick Williams Consulting

PARKING & TDM – Toolkit of Solutions

- Key themes and industry best practices for managing access.
- Most people think of parking as the only solution to the issue of access.
- Parking is just one form of “trip capacity.”
- Transportation Demand Management (TDM) expands the capacity of an area.
- Capacity is the entire universe of trips.

WHY MANAGE PARKING?

Why Manage Parking?

- Use A Limited Resource Efficiently
- A Tool to Enhance Economic Activity
- Create Order and Reduce Anxiety
- Use Parking As A Tool To Encourage Transportation Options
- Maximize/Manage Parking Turnover
- Get the Right People In the Right Parking Space

- On-street parking is finite and highly desired (minimize conflicts).
- Get the **right car to the right parking place** (on and off-street).
- Customers appreciate it, reduces angst.
- Off-street parking is expensive, so fully maximize what you have.
- A clear sense of movement to parking options
- Ground level businesses want turnover (people spending money).

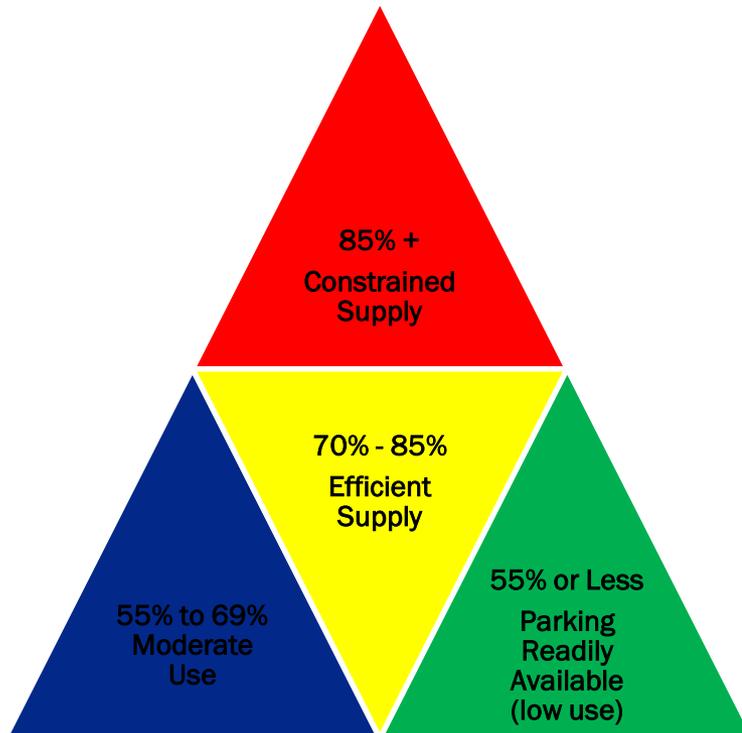
WHY TDM?

- People like options.
- Creates capacity without taking up much land area.
- Changing demographics – people are requesting non-auto options.
- Many people are TDM dependent.
- Correlation between vibrant communities and TDM.
 - Walkability
 - Connectivity
 - Affordability



PARKING - Key Principles

The 85% Rule



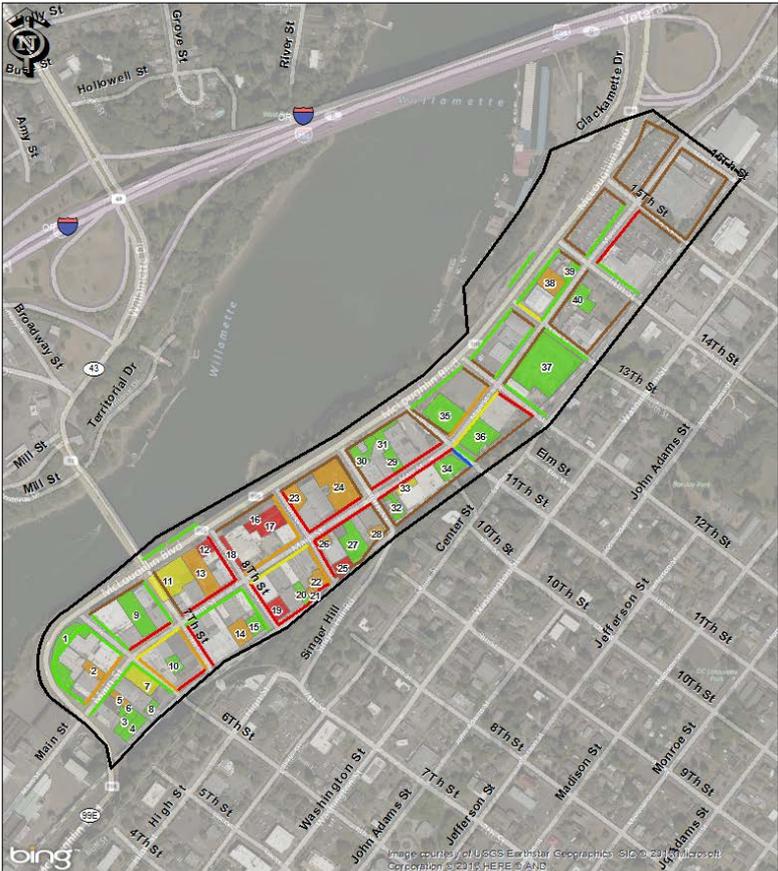
- Most common approach to managing parking supply.
- If supply is constrained: turnover is affected, access is difficult and customer experience is adversely affected.
- If 70% - 85%: Supply is robust, accessible, and efficient
- < 69%, parking activity is not supportive of active business.

PARKING - Key Principles

Guiding Principles – Consensus Priorities

- Do we agree on where people should park?
- Who has priority in the public supply (on-street, off-street)?
- Any strategy developed should tie directly back to specific Guiding Principle(s)
- *The priority for parking by type of stall needs to be clearly stated, not all parkers can be “priority” parkers.*

PARKING - Key Principles



Oregon City
 Combined Parking Utilization
 [Outline] Parking Study Area
RICK WILLIAMS CONSULTING
 Parking & Transportation

	> 85%		> 85%
	84% - 70%		84% - 70%
	69% - 55%		69% - 55%
	< 55%		< 55%
	Construction		
	No Parking		

Weekday 2016
 2:00 - 3:00 PM
 Peak Hour

0 65130 260 390 520 Feet



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Weekend 2016
 1:00 - 2:00 PM
 Peak Hour

0 65130 260 390 520 Feet

PARKING - Key Principles

The Economics of Parking

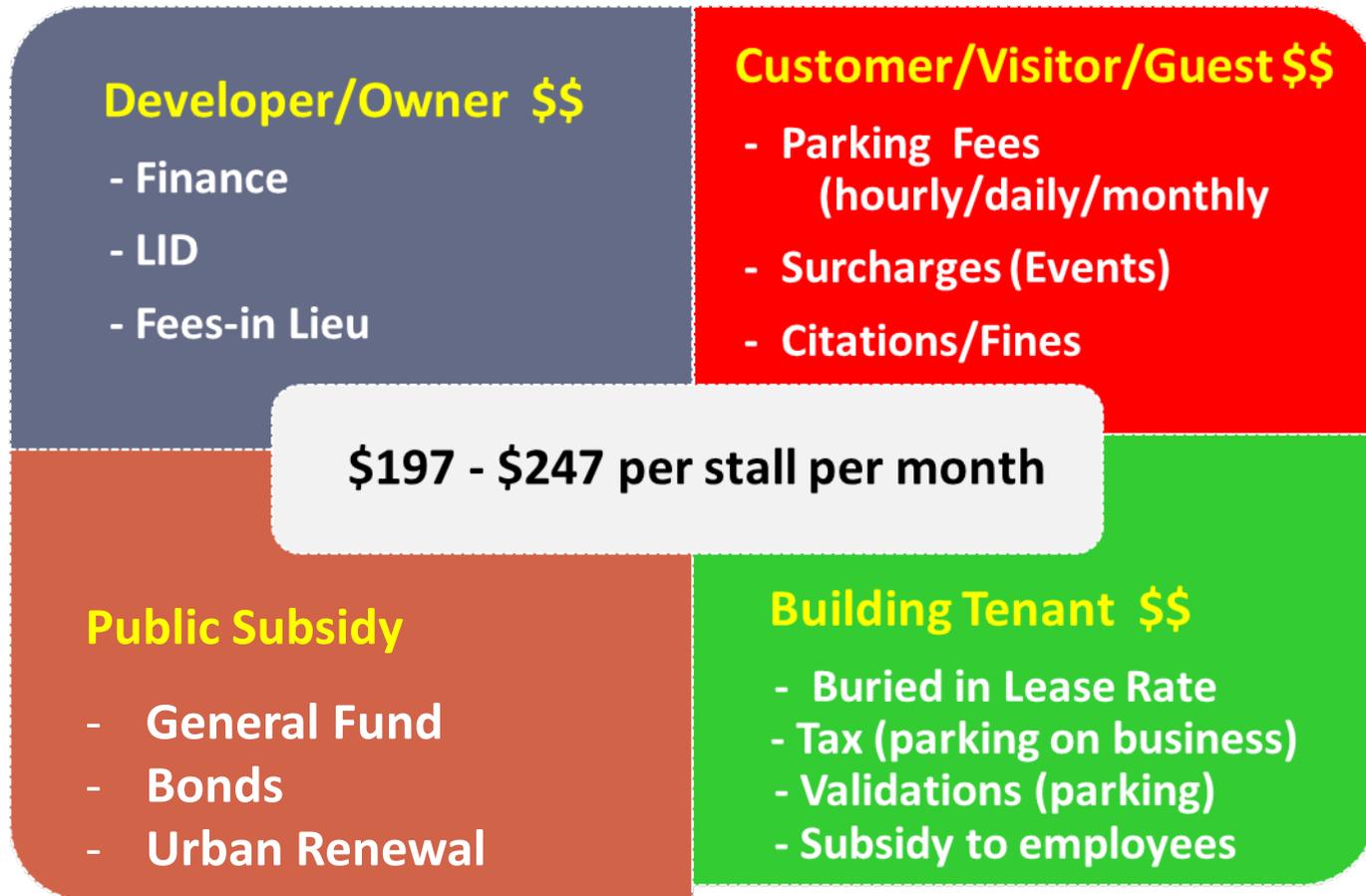
- Cost to build a structured parking stall: **\$30 - \$35,000**
(per stall)
- 20 Year cost to finance: **\$197 - \$240** *(per stall/mo.)*

WHO PAYS? / WHO SHOULD PAY?

- Developer
- Building Owner
- City
- Building Tenant (Business)
- User (customer, employee, resident)
- Some or all above

PARKING - Key Principles

The Economics of Parking



PARKING TOOLBOX - Strategies

- Maximize on-street parking
- Time stays
- On-street priorities
- Visitor vs. Employee Commuter Lots
- Shared Use (off-street)
- Remote parking – connected by transit/bike
- Pricing (variable and demand based)
- Enforcement
- Area (residential permit programs)
- New supply

TDM – Key Principles

- TDM works best when good parking management is in place.
 - Parking management complements TDM and vice versa.
- Think options not mandates.
 - Flexibility to link trips
- Equalize cost relationship between parking and TDM.



TDM – Key Elements

- Transit Connectivity and Frequency
- Bicycle Infrastructure and Access Network
- Car/ride sharing Services
- Walkability and Wayfinding
- Education
- Incentive Programs
- Transportation Management Association (TMA)



Dornoff Photography

RIVERWALK ACCESS TOOL BOX - IDEAS

- A new pedestrian bridge linking the site to the McLoughlin Neighborhood.
- Construction of surface or structured parking on or off site
- Destination bike parking
- Increased transit access
- Shuttles to and from the riverwalk
- Expansion of city permit parking areas
- Creating dynamic on-street parking pricing for high and low use times

RIVERWALK ACCESS TOOL BOX - IDEAS

- Use of nearby private commercial parking lots during non-business hours
- Increased and standardize wayfinding signage
- New on-street parking including new signed accessible parking
- New loading and unloading areas
- Identification of offsite tour bus and overflow parking
- Boat and water access
- Offsite tour bus parking

GROUP BREAKOUT

Go to discussion tables



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