

# Willamette Falls

## LEGACY PROJECT

### Meeting Notes

Project: Willamette Falls Riverwalk

Subject: *Riverwalk Transportation & Access Summits*

Date: Wednesday, April 26, 2017

Time: 6:00-8:00 p.m.

Location: City Hall- Commission Chambers, 615 Center Street

Meeting 1

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#### **6:00 PM -Introduce project team and participants**

*Christina Robertson Gardiner (Oregon City) and Rick Williams (Consultant) welcomed the group and provided introductions to the project team.*

#### **6:10 PM -Introduce project purpose, approach and transportation and access plan toolbox**

*Alex Gilbertson (Metro) provided an update on the riverwalk design process. Christina Robertson-Gardiner provided some background on the framework plan that rezoned the site and existing offsite transportation improvements.*

*Rick Williams provide some background on Parking and Transportation Demand Management and a toolbox approach to manage access.*

#### **7:00 PM-Activity in groups with facilitators - challenges, opportunities, potential solutions.**

*Participants broke up into groups to discuss 3 questions:*

- 1. What are the biggest parking, access and transportation challenges for development of this site?*
- 2. What parking, access and transportation opportunities can come from the development of this site?*
- 3. What tools would you use to deploy to manage parking and access transportation on and around this site?*

*See back page for group notes*

#### **7:40 PM -Report back**

*The groups reconvened and reported back to the large group their conversations and key discussion points.*

#### **7:50 PM - Next steps**

*Christina Robertson Gardiner announced the next meeting date and indicated to the group that the meeting information would be on the project website <http://www.rediscoverthefalls.com/riverwalk-parking-access-transportation-plan/> along with a form to continue the conversation with the above questions.*

## Group Discussion

### Group 1

<p><b>Challenges</b></p> <ul style="list-style-type: none"> <li>Ins and outs, flow-thru of people using 99E quickly passing by site</li> <li>Limited internal circulation</li> <li>Unknown demand</li> <li>Private ownership</li> <li>Bridging downtown and site</li> <li>Pinch points</li> <li>Finite downtown supply</li> <li>Neighborhood-adjacent- ability to park</li> <li>Transit, bike and ped options</li> <li>Highway bluff access barrier</li> <li>no bus access on the site</li> <li>Safety lighting of access</li> <li>Capacity for large events</li> </ul>	<ul style="list-style-type: none"> <li>Lighting</li> <li>More ROW along McLoughlin BLVD</li> <li>Slow traffic down ☺</li> <li>Wayfinding with walking times</li> <li>Shuttle service from shopping center, EOT</li> <li>Sharrows on Main street, green lanes, bike boxes</li> <li>Improve McLoughlin along river @viaduct</li> <li>Careshare, encourage Uber/Lyft</li> <li>Offsite employee parking shuttle</li> <li>Improve walk signals</li> <li>Improve Elevator area and connections</li> <li>Community building, events, vibrancy</li> <li>Encourage ensure public art-good design</li> </ul>
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### Group 4

<p><b>Challenges</b></p> <ul style="list-style-type: none"> <li>Unknown public private phasing</li> </ul>	<p><b>Opportunities/Tools</b></p> <ul style="list-style-type: none"> <li>Shuttle service from shopping center, EOT or Urban renewal Lot @ Clackamette Park for a Main Street Extension loop</li> <li>Extension 33 bus onto the site</li> <li>Petty cabs</li> <li>Parking garage onsite to link to the bridge to promenade</li> <li>McLoughlin Canemah Residential parking program</li> <li>Focus on tourist friendly downtown with access support &amp; expand model to site</li> <li>Riverwalk is a downtown walking experience- downtown is too</li> </ul>
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### Group 5

<p><b>Challenges</b></p> <ul style="list-style-type: none"> <li>False perception of lack of parking</li> <li>Not able to find parking directly in front where they want to be</li> <li>County Courthouse downtown, not @red soils takes up short term parking</li> <li>Transit center is constrained with Trimet and Canby services- no room to expand</li> <li>Parking structures costs \$\$</li> <li>McLoughlin Neighborhood Association shouldn't have to take on parking burden</li> <li>Additional service parking lots in downtown and MNA not desired</li> <li>RR intersection on 10<sup>th</sup> congestion accidents, capacity concerns</li> <li>Terrain is not conducive to walking</li> <li>Don't want to turn people away because the riverwalk is too popular</li> </ul>	<p><b>Opportunities/Tools</b></p> <ul style="list-style-type: none"> <li>Shuttle system –trail center parking</li> <li>Parking structure</li> <li>Wayfinding interim parking onsite</li> <li>Incentives for coming to the site via alt modes (bike ped, transit)</li> <li>Water taxi</li> <li>Encourage business to move employee parking off-street- incentives, shuttle, Trimet pass)</li> <li>Connect to trolley tail</li> <li>Non-motorized water access</li> <li>Connection from cove to site via bike/ped trail</li> <li>Shared-use lot with old WS city hall</li> <li>Ensure ADA spaces are adequate</li> <li>Engage West Linn in discussion</li> </ul>
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Group 3

<p><b>Challenges</b></p> <ul style="list-style-type: none"> <li>“S” curves at 99E are stressful</li> <li>Concern of parking overspill on nearby neighborhoods</li> <li>Ability to get transit turnaround on site</li> <li>Bringing families with bikes needs to provide safety and separation</li> <li>Low car traffic onsite preferred- refuge from busy highway 99E- limit parking</li> </ul>	<p><b>Opportunities/Tools</b></p> <ul style="list-style-type: none"> <li>Pedestrian overpass for downtown- needs to be well designed.</li> <li>Future connection to MAX</li> <li>Continued pedestrian improvements needed on 99E</li> <li>Parking validation for downtown and site needed</li> <li>Ped bridge over McLoughlin(west) additional access to site</li> <li>Drop a path from arch bridge on to 99E waterfront</li> <li>Smart parking – real time occupancy, lots of parking signage</li> <li>Residential parking program for McLoughlin neighborhood</li> <li>Shuttle bus to parking in east end of town (green lots) connect shuttle to other museum sites</li> <li>Possible “biketown” touristy shuttle to site and parking location though Downtown or on 99E</li> <li>Give people reason to walk</li> <li>Coordinate with tourist groups</li> <li>Bike taxi rental- future bikeshare option</li> </ul>
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Group 2

<p><b>Challenges</b></p> <ul style="list-style-type: none"> <li>Long corridor- long walks</li> <li>Pedestrian access from DT to site</li> <li>Big constraints – think outside the box- don’t accommodate parking</li> <li>Speeding and s curve on 99E- turns are tough</li> <li>Lack of density and designation to support transit</li> <li>Parking demand is high downtown –causes traffic congestion</li> </ul>	<p><b>Opportunities/Tools</b></p> <ul style="list-style-type: none"> <li>Coordinate with tourist groups</li> <li>Bike taxi rental- future bikeshare option</li> <li>Parking and shuttle at EOTC/Amtrak station</li> <li>Info&amp; wayfinding + high tech for parking guidance</li> <li>Coordinate with MOOT on access and events</li> <li>Tram from WL ☺</li> <li>Ziplines ☺</li> <li>Elevator is well loved- improve wayfinding and ped crossing</li> <li>Encourage onsite employees to park offsite and walk</li> <li>Underground parking?</li> <li>Refurbish existing ped tunnel and bridge (upper walk needs love) and more lighting</li> <li>Shuttle</li> <li>Water Taxis</li> <li>Pedestrian sky bridge to Main Street</li> <li>New bike-ped bridge to West Linn from 3<sup>rd</sup> Street</li> <li>onsite- parking on WL</li> <li>Bike parking up and down @elevator to promote for bikes</li> </ul>
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