

MEETING AGENDA

May 18, 2023

Project# 21023.043

Project Name: Main Streets on Halsey Cross Section and Street Design Plan

Meeting Name: Technical Advisory Committee (TAC) Meeting #2

Meeting Location: [Microsoft Teams](#)

TAC members present:

Name	Organization
Matt Bell	Kittelison & Associates
Polina Polikakhina	Kittelison & Associates
Mike Abbate	Abbate Design
Andrew Holder	Greenworks
Eve Nilenders	Multnomah County
Sarah Selden	City of Fairview
Marlee Boxler	City of Troutdale
Greg Dirks	City of Wood Village
Travis Hulton	City of Troutdale
Arini Farrell	Multnomah County
Max Nonnamaker	Multnomah County
Mary JoAnderson	Multnomah County
Roy Iwai	Multnomah County
Lake McTighe	Metro
Michael Ray	TriMet
Kelly Reid	Oregon Department of Transportation
Lewis Kelley	Oregon Department of Transportation

1. Welcome and Introductions

1. *Everyone introduced themselves.*

2. Project Update

1. *Matt provided project updates.*

3. Overview of Meeting Materials

1. *Matt introduced the project materials and explained the purpose of the context maps and the preliminary nature of the presented cross-sections. He presented the right-of-way background and an overview of the cross-sections.*
2. *Matt discussed the elements of the proposed cross-sections and the evaluation criteria.*

4. Breakout Session 1 – Residential Zones

1. **Breakout Group 1** (Attendees: Lake McTighe, Michael Ray, Sarah Selden, Polina Polikakhina, Mike Abbate)
 - Lake mentioned the need to consider the ability of a design to reduce noise – planted center median provides an opportunity to do that.
 - Other people agreed. Discussed that parking can help with noise reduction as well.
 - The group discussed on-street parking. Most residential developments have on-site parking, especially multi-family. The group agreed that there is typically no need for on-street parking.
 - Sarah reminded that CFEC rules will not require developers to provide on-site parking so in the future the lack of parking can become an issue.
 - The team discussed that parking lanes can allow for garbage pick-ups.
 - Generally, people agreed that parking is less of a need for residential zones.
 - The group noted that it's important to consider mail and package delivery to residential units with direct access to Halsey Street. Parking lane would help with that.
 - The group noted the need to consider how transit facilities will be incorporated.

- Michael noted that cross-sections 1 and 2 are easier to incorporate transit.
- Cross-sections 3 and 4 will create an issue for transit due to the barrier. The design can remove barriers before and after bus stops, but it can be challenging.
- Michael noted that a bus is 11ft wide from outside mirror to outside mirror that's why 10ft travel lane will be an issue.
- The group noted that narrowing lanes and other traffic calming could be focused in commercial districts.
- Arini shared that the maintenance is more likely to favor sections 1 and 2.
 - Lake likes sidewalk-level bike lanes due to the ease maintenance. Sweeping of protected bike lanes can become a challenge.
 - Arini noted the need to clarify that the sidewalk level bike lanes will be the responsibility of the property owners.
- Sarah noted that the presence of a median can be an issue for the queuing for vehicles on the west part of the corridor and near schools.
- The team discussed the cross-sectional elements that can be flexible.
 - The team noted the need to understand right-of-way (ROW) pinch points to understand which elements should be flexible.
 - Lake shared that the flexible elements should be driven by context. For example, in town center you want to widen sidewalk but maybe narrow planting. You don't want to narrow bike facilities, since the traffic volumes are high.
 - Michael noted that if speeds are slow in town center areas, you should not need the center lane.
- The team discussed the constructability of the alternatives.
 - In residential zones, development occurs slowly and it will take longer to develop the preferred cross-section.

- Raised bike lanes will need to be built at once, as it's impractical to have separate segments of raised bike facilities.
- Cross-sections 1 and 2 provide favorable design but they will be hard to implement.
- Team noted that the planting shouldn't be just decorative landscaping, but should include stormwater features.
 - Since residential zones have less need for on-street parking, there should be more space for stormwater.

5. Breakout Session 1 – Residential Zones

1. **Breakout Group 2** (Attendees: Travis Hulton, Marlee Boxler, Greg Dirks, Arini Farrell, Kelly Reid, Eve Nilenders, Roy Iwai, Lewis Kelley, Matt Bell, Andrew Holder)
 - The group discussed the desired travel speed.
 - Greg noted that speed follows design, and that the roadway should be designed for a certain speed.
 - The group discussed the need for center turn lanes.
 - Considerations include the location of intersections, driveways, and tradeoffs with on-street parking.
 - Truck loading/unloading occurs in the center turn lane in areas with no on-street parking and limited access.
 - It was noted that all options should be considered, and while center turn lanes may not be ideal, they should be available.
 - The group discussed the preliminary cross sections and the bike lane configuration.
 - Eve noted that she likes the sidewalk-level bike lane, stating that it could attract more riders of different ages. Eve also noted that she is not a fan of the barriers, and that she prefers the option with the bike lane next to the sidewalks.
 - Kelly said she agrees with Eve and likes the bike lane next to the sidewalk.
 - Lewis noted that there is less debris with the full curb shown in the sidewalk-level bike lane option.

- Travis asked about the benefit of the ½ raised bike lane versus the sidewalk-level bike lane and stated that he's not a fan of the ½ raised bike lane. Travis said that he preferred the side-walk level bike lane saying it is more protected, cleaner, and that he prefers the bike lane separated from the sidewalk with landscaping.
- Greg said that he likes the feel of a shared use path, with planter strips on the edge, or a hybrid approach. New builds or significant rebuilds could combine the facilities, but it doesn't have to be one or the other.
- Marlee likes the bike lane adjacent to the sidewalk but wants to make sure people who are blind can feel the difference. She also likes when there is more room for trees.

6. Breakout Session 2 – Commercial Zones

1. Breakout Group 1 (Attendees: Lake McTighe, Michael Ray, Sarah Selden, Polina Polikakhina, Mike Abbate)

- Sarah noted that there is high interest in providing on-street parking on the segment between 223rd Ave and Village Ave
 - People agreed that parking in dense commercial areas would be highly desired.
 - People shared that providing parking on both sides would be great.
- The group discussed introducing angle parking in town center zones. Back-in angle parking would be good for bike and ped facilities.
 - The team discussed a few examples of where back-in angle parking was introduced in the region but has been converted to regular angle parking due to the difficulty of parking that way.
 - Diagonal parking is better than parallel for town center commercial zones .
- The team discussed that it would be important to create space for people to spend leisure time in commercial areas.
 - To achieve that, the design needs to provide a lot of crossings and has to help with slowing traffic. The design needs to make room for using sidewalks.

- The team discussed that expanding the sidewalk to 12ft or even 15ft would be great. Wider sidewalks would be crucial for creating welcoming pedestrian space.
- The tread-off of having wider sidewalks is limited space. The team suggested to consider removing center turn-lane, since traffic is moving very slow. Maybe add turn pockets.
- Lake mentioned that Ave A in Lake Oswego has nice sidewalks.
- Sidewalk-level bike lane would help create a better pedestrian environment by providing greater separation from traffic.
- The team discussed the potential removal of the center turn lane.
 - When thinking about most popular commercial zones in the region, they all have two-lane cross-section.
 - However, it is important to think of freight if removing the center-turn lane. Freight currently uses them for loading and unloading, which is not very welcomed.
 - If the center turn lane is removed and parking is provided on both sides, we could introduce loading zones for local deliveries.
- The team discussed the need for more planting that is something more than just trees.

7. Breakout Session 3 – Edgefield Zone

- **Breakout Group 1** (Attendees: Lake McTighe, Michael Ray, Sarah Selden, Polina Polikakhina, Mike Abbate)
 - The team noted that turn pockets in the westbound direction are very needed, especially for events.
 - Maybe this segment even needs acceleration lanes.
 - The team suggested to consider only providing a shared-use path (SUP) and no bike lane.
 - Mike asked if it would make sense to have a raised bike lane to create continuous feel for the entire corridor.
 - Lake said that it would be nice if the project can we afford it.

- The team discussed the bike facility: for a higher speed segment, a buffer would not provide enough separation. The design should consider providing bike lanes beyond the shoulder, parallel to the SUP.

8. Breakout Session 1 – Commercial Zones

1. Breakout Group 2 (Attendees: Travis Hulton, Marlee Boxler, Greg Dirks, Arini Farrell, Kelly Reid, Eve Nilenders, Roy Iwai, Lewis Kelley, Matt Bell, Andrew Holder)

- The group discussed the need for landscape strips versus tree wells/planter boxes.
 - Greg thinks there should be continuity along the corridor, but notes that tree wells/planter boxes would create room for street furniture and allow easy access to sidewalk.
 - Travis said they need to have good furnishing zones, and if they don't, the sidewalk will become the furnishing zone. Businesses will use the sidewalks for tables/chairs and the City will have to ask them to move them.
 - Marlee said she agrees with Travis and Greg about the need for furnishing zones.
- Andrew discussed the difference between frontage zones and furnishing zones.
 - Greg said there is a maximum set-back of 10-feet in many areas. Where ROW is available, they could put in a 3-foot buffer; having something built-in is not a bad idea.
 - Kelly asked if the county requires a public utility easement.
 - Eve said she would have to defer to the County engineers.
 - Roy said he is not aware of a requirements but noted that there are areas permitted for stormwater.
- Travis noted there is more of a need to separate peds and bikes in the commercial areas.
 - Marlee said she agrees with Travis.
- The group discussed the preliminary cross sections for Edgefield.

- In describing the cross section, Matt mentioned the possibility of a soft-surface trail on the north side.
 - Travis said he is not a fan of a soft surface trail.
 - Marlee also does not like the soft surface trail.
 - Greg said he is also anti soft surface trail.
- Eve mentioned the need to improve crossings in this area to connect with transit.
 - Andrew mentioned the potential for an undercrossing.
 - Marlee said she was not sure how an undercrossing would work from a grade standpoint.
- Travis noted the need to meet ADA requirements and that a path below the roadway surface would require people to get back up.
 - Marlee is also not sure how a path on the north side would work.
- Travis noted that stormwater on the southside is taken to Arata Creek.
- The group discussed the potential for shoulders/bike lanes in addition to a shared-use path.
 - Travis noted that when you have shoulders, people will park there, and this might be motivation for a raised or sidewalk-level bike lane, or at least a curb.
- Marlee mentioned the need for flaggers for people to cross the street and said concerts make things dramatically worse. She also said we need to think about how people can access Edgefield on foot or by bike. The City of Troutdale has a hard time getting people from Edgefield to Troutdale
- The group talked about the need for a 3-lane section through the area.
 - Travis said they are going to need turn pockets, so they may as well have a center turn lane.

9. Next Steps

1. *Matt shared upcoming milestones of the project.*