

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 (PAC) Meeting #2

Meeting Location: [Microsoft Teams](#)

PAC members present:

Name	Organization
Matt Bell	Kittelison & Associates
Polina Polikakhina	Kittelison & Associates
Mike Abbate	Abbate Design
Andrew Holder	Greenworks
Sarah Selden	City of Fairview
Marlee Boxler	City of Troutdale
Greg Dirks	City of Wood Village
Arini Farrell	Multnomah County
Lisa LaManna	McMenamins (Edgefield)
Joyce Richardson	Fairview Oaks and Woods, Home Forward Apartments
Jo Ann Lindenthal	Executive Director at MLA K-8 Public Charter School
Frank Stevens	Resident
Bob Thomas	Bike Advocate

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. Discussion 1 – Residential Zones

1. Lisa asked if we have any right-of-way (ROW) constraints along the corridor.
 - Greg shared that the street oftentimes has uneven ROW available on both sides of the street.
2. The group discussed the benefit of providing continuous facilities for the entire corridor and how would unique situations be handled.
3. The group discussed the existing issues along the schools:
 - Joan shared that slowing traffic is a high priority. The schools need school zone flashing signs. Parking along the school segments would create too much friction and would limit the line of sight which would create a safety issue.
 - The corridor experiences a lot of congestion during the school drop-off and pick-up times. Through traffic on Halsey gets aggravated with the slow-down and drives aggressively.
 - Joyce shared that the residents of the Home Forward line up in the center turn lane 15min before the drop-off time and the traffic gets chaotic.
 - Joyce shared that currently the kids who take the bus have to step into the street to board and de-bus. Sidewalk-level bike lane would be best.
4. Multiple people emphasized the need for the separation and protection for bikes. Debris from traffic is a large issue. Any separation from traffic would be amazing.

- Arini shared the issue with providing sweeping of protected bike lanes, as the county would need to purchase new equipment.
 - The residents shared that currently, debris doesn't get cleaned up on a regular basis even from the traffic-adjacent bike lanes.
5. Joyce shared that from her perspective there is no need for parking in a residential zone.
 6. The team discussed that the residents near 201st Ave don't have parking on-site and need additional on-street parking. On-street parking in Troutdale doesn't get fully utilized unless it is during a time of an Edgefield concert.
 7. Greg noted that many sites at Wood Village that are zoned commercial, currently are actually single-family residential. It's important to consider what will happen in the future and to not invest into improvements that will get redesigned in the future.

5. Session 2 – Commercial Zones

1. People shared that they like the idea of a bike lane adjacent to the sidewalk due to the access to the business but there is a concern of mixing biking and walking. We want to make sure that pedestrians feel comfortable utilizing the sidewalks.
 - Most people agreed that there should be at least some physical separation between bikes and peds.
2. The group discussed how would sidewalk-level bike lane be maintained.
 - Greg noted that the developers are responsible for maintaining the sidewalk to the curb, which would require them to maintain the bike lanes raised to the sidewalk level.
 - Polina noted that sidewalk-level bike lane would probably not have a lot of debris in it. She also shared that other jurisdictions use low-cost equipment for cleaning separated bike facilities by attaching leaf blowers to golf carts.
 - People noted that the locations along Halsey St, where the sidewalk is adjacent to traffic, there is a lot of sidewalk debris.
3. People noted that removing center turn lane in commercial areas would be pretty unfortunate – it's already difficult to turn left from the center lane already, removing it would significantly increase congestion.

- Joan noted that it would not be desired to remove the center lane at the school.
- Greg noted that Wood Village had a lot of industrial use which would require keeping the center-turn lane.
- Sarah noted that there are segments in Fairview that could probably eliminate the center-turn lane, but many other segments would have a challenge with that.
- Sarah noted that there are current business rental spaces that are vacant due to the lack of sufficient parking.

6. Session 3 – Edgefield Zone

1. People like the shared-use-path (SUP) and the optional bike lane layout.
 - It's a very high speed facility and providing a buffered 5-ft bike lane is not sufficient. The bike lane would require some separation or protection.
 - Providing a wider bike lane without separation would encourage parking in the bike lane during concerts.
2. People noted that the existing shoulder is not 5ft and more likely is 3-to-4ft.
3. The group shared concerns about with the houseless population camping on the SUP.
4. People discussed the lack of adequate multi-modal access to Edgefield. Currently, there is no adequate sidewalk to walk there from Troutdale.
 - If sidewalks were provided into Troutdale, people would feel more encouraged to walk over.
 - People noted the need for providing improved transits services to Edgefield for visitors and workers.
5. The group discussed the fast-speed nature of this corridor segment. Discussed the following treatments for reducing speeds:
 - On-street parking
 - Adding sidewalks
 - Introducing transit facilities
6. Matt asked about the possibility to introduce a center-turn lane and people shared the following:

- It would not be worth it to trade-off bike and ped facilities for better car facilities, given the ROW constraints.
 - Center-turn lane would be unutilized for most of the time but it would create wider driving space and would encourage faster driving.
 - Greg suggested to introduce a musical road, and everyone loved the idea of it.
7. The team discussed that building out a better bus system being very beneficial for everyone.

7. Next Steps

- a. *Matt shared the project timeline and encouraged people to share the upcoming survey with their local contacts in the community.*