

MEETING AGENDA

December 13, 2023

Project# 21023.043

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

Meeting Name: Technical Advisory Committee (TAC) Meeting #3

Meeting Location: [Microsoft Teams Meeting](#)

TAC Members Present

Name	Organization
Matt Bell	Kittelison & Associates
Polina Polikakhina	Kittelison & Associates
Erika Adams	Kittelison & Associates
Sarah Selden	City of Fairview
Allan Berry	City of Fairview
Marlee Boxler	City of Troutdale
Greg Dirks	City of Wood Village
Travis Hulton	City of Troutdale
Dakota Meyer	City of Troutdale
Arini Farrell	Multnomah County
Mary JoAnderson	Multnomah County
Lake McTighe	Metro
Michael Ray	TriMet
Lewis Kelley	Oregon Department of Transportation

1. Welcome and Introductions

1. *Everyone introduced themselves.*

2. Project Update

1. *Matt presented the latest project updates.*

3. How We Got Here

1. *Matt presented an overview of public outreach and alternatives evaluations which led to the selection of the preferred cross-section.*

4. Linear Design Plan

a. Preferred cross-sections

b. Residential Zones

- a. *Matt presented the preferred cross-section alternatives and asked for people's opinion on the material for the bike lane, concrete versus asphalt.*
 - i. Alan shared that there is no need to provide differentiation in material.
 - ii. Travis shared that it will be important to provide separation as there are many recreational cyclists who can travel fast. It will be best to make it clear where the bike lane is.
 - iii. Greg and others shared a concern about maintenance.
 - iv. Greg shared a concern that without the separation, there might be a lot of conflict.
 - v. Arini shared that the property owner is typically responsible for the maintenance up to the curb. Potentially, the county might extend maintenance to the bike lane behind the curb. Arini also shared the County's concern with respect to maintenance of even the painted the bike lane.
 - vi. Lake shared that per the most recent Metro's research, there aren't many conflicts between bicyclists and pedestrians for the facilities when a bike lane is adjacent to a sidewalk.
 - vii. Travis shared that asphalt can be more forgiving in terms of tree root impacts. He also shared that at driveways, asphalt could provide better visibility for people biking.

c. Commercial Zones

- a. *Matt asked for the people's opinion on 8-foot versus 7-foot parking lane in commercial areas.*
 - i. Sarah, Michael, and Greg shared that 8-foot parking lane will be preferred.

- ii. Sarah asked how the team arrived to a 79-foot total width.
 - 1. Matt shared that it was based on the Multnomah County Requirements.
- iii. Travis agreed that if we have an additional 2-feet of right-of way (ROW) available, we should really provide 8-foot parking lanes.
- iv. KITTELSON TO ADD discussion to the memo on whether parking should or should not be marked.

d. Edgefield Zone

- a. *Matt asked for people's opinion on whether we provide a bike lane and a sidewalk in Edgefield or a shared use path.*
 - i. Travis shared that given large volumes of recreational cyclists along the corridor, there should be separate space provided for people walking.
 - ii. Arini shared that Edgefield might not have to pay for all improvements when they come in with a redevelopment.
 - iii. Marlee shared that this vision is consistent with previous planning efforts.

e. General Discussion

- i. Marlee raised a question on whether the county would require placing business signs behind the sidewalk or can people utilize the landscaping strip.
 - 1. Arini shared that the county is flexible as the county doesn't have specific signage guidance. She shared that the city should be in charge of these requirements.
 - a. Greg shared that a business in Wood Village was recently not allowed to place a sign within the county's ROW.
- ii. People discussed the need to provide clear sight distance with respect to planting.
- iii. Marlee shared that it would be great to introduce transverse tactile strips to warn people with visual impairment of driveways and intersections.

- iv. Travis shared that the local agencies should adopt guidance with respect to sight triangles, given that the bike lane is behind a landscaping strip.

f. Benefits and Drawback of the Preferred Cross-Sections

- i. *Matt presented the overall pros and cons are, as well as the benefits of the preferred bike lane layout.*
 - 1. Travis asked how is “discouraging through traffic a benefit”?
 - a. Matt explained that the goal of the project is to encourage travel to local businesses.

g. Intersection treatments

- a. *Matt presented the preferred intersection treatments.*

b. NE 257th Dr Intersection

- i. Travis shared that with the future reconstruction, the NB movement should be allowed to perform a U-turn at this intersection.
 - 1. The group discussed the possibility of providing a roundabout at this intersection due to the high level of U-turns. Unfortunately, this intersection is too constrained for a roundabout.

h. Enhanced crossings

- a. *Matt presented an overview of proposed crossings.*
 - i. Sarah asked why some crossings are recommended to be constructed near-term, but some are recommended long term.
 - 1. Polina clarified that it depends on constructability. Crossings recommended to be constructed near-term are those that would not need reconstruction in the future.

5. Design Approach

- 1. *Polina presented typical design approaches for various facilities.*
 - a. *Marlee shared concern that green paint does not hold up well.*
 - b. *Travis shared that the newest PROWAG potentially identifies a requirement to provide transverse strips to warn pedestrians with visual disabilities about commercial driveways.*

6. Potential Near-term Solutions

1. *Matt presented an overview of potential near-term solutions.*

7. General Discussion

1. The group discussed the issue of maintenance. It is a strong concern for the local community. The cities and the county need to have a conversation regarding the specific trees and rain garden areas.
 - a. *Kittelson to identify policies and strategies around landscaping maintenance.*
2. Sarah asked whether we identified specific locations where the rain gardens could be implemented.
 - a. *The group discussed that it would need to be a part of the final plan, once survey and grading information is available.*

8. Next Steps

- a. Public Event #3: Please share the survey with your contacts
- b. Develop Final Streetscape Design Plan and Design Approaches