

# Main Streets on Halsey Cross Section and Street Design Plan

## PAC Meeting #1

February 02, 2023



# Welcome and Introductions



**MAIN STREETS  
ON HALSEY**

FAIRVIEW • WOOD VILLAGE • TROUTDALE

# Agenda

- Project Overview
- Project Team
- Project Schedule
- Meetings and Milestones
- Tech Memo #1: Plans and Policy Review
- Tech Memo #2: Cross Section Deficiencies and Needs
- Streetscape and Roadway Design Toolkit
- General Discussion
- Next Steps



# Project Overview

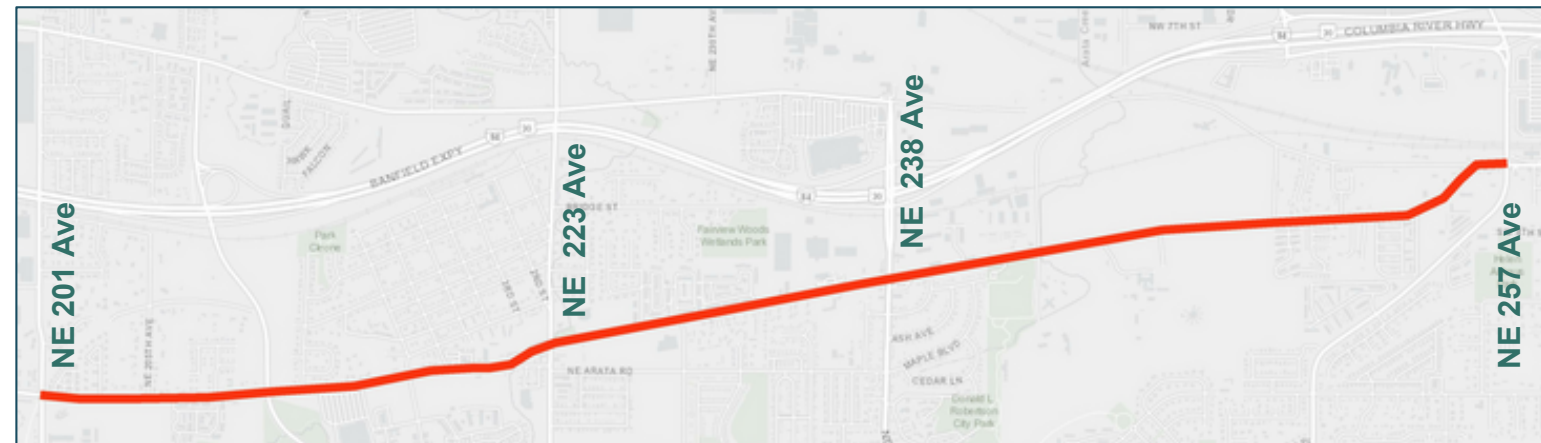


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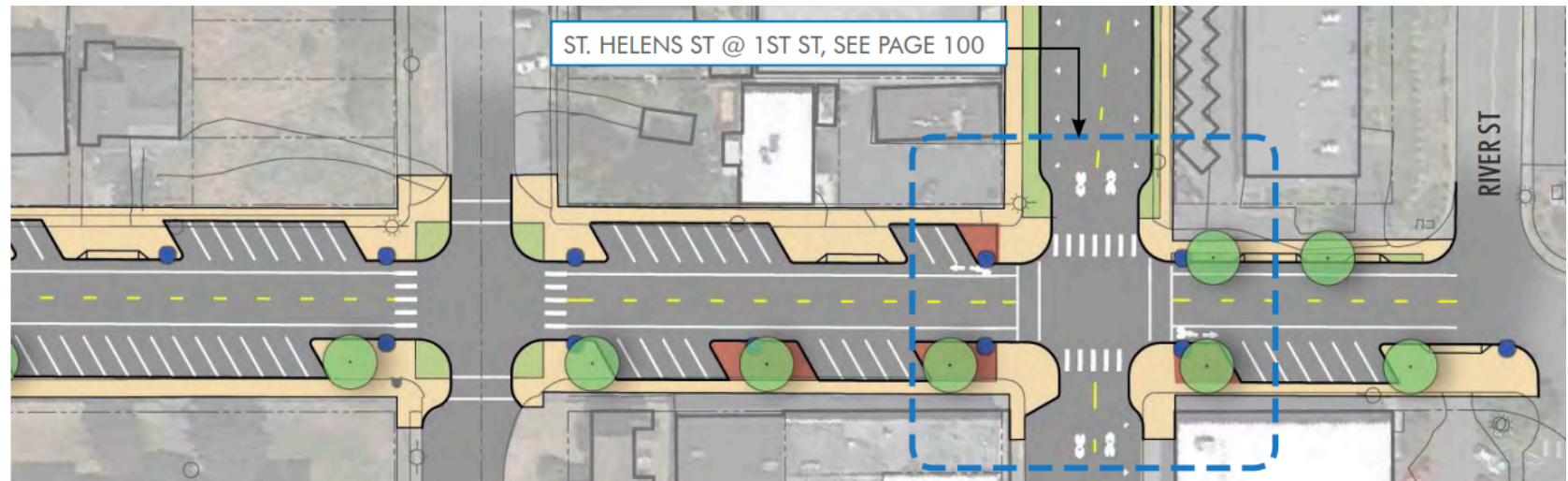
# Project Background

- Since 2017, the cities of Fairview, Wood Village, and Troutdale have been collaborating to create a shared vision for NE Halsey Street from 201<sup>st</sup> Avenue to 257<sup>th</sup> Drive
- The Main Streets on Halsey project is a multi-jurisdiction, multi-phase project seeking to transform the three-mile stretch of NE Halsey Street into a “main street”
- The first two phases of the project are now complete. The goal of this third phase is to produce conceptual design plans for the corridor



# Project Approach

- The Main Streets on Halsey *Cross Section and Street Design Plan* will:
  - Build on work conducted/input received in previous phases
  - Revise Multnomah County's street design standards
  - Develop 10% design plans for the project corridor
    - New cross sections and design plans will reflect the unique character of each community while providing continuity along the corridor



# Project background



- Main Streets:
  - Provides focus of civic life and recognized as the town center
  - Oldest part of town and frequently the central business district
  - Interesting and inviting place to walk
  - Economically important to the area, attracts people and businesses
  - Usually several blocks in length, with compact, mixed-use development, and buildings close together and close to the street
  - Short blocks, are interconnected with local street networks
  - Sidewalks wide enough for pedestrians to walk side by side
  - Usually include on-street parking.
- Cross Sections
  - Define key elements of the roadway - number and width of travel lanes, presence and width of median/turn lane, bicycle lanes, sidewalks, landscape strips, etc.

# Project background





# Project Team



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# Project Management Team (PMT)



- Melissa Johnston, *City of Troutdale*
- Sarah Seldon, *City of Fairview*
- Greg Dirks, *City of Wood Village*
- Eve Nilenders and Jessica Berry, *Multnomah County*
- Lewis Kelley and Glen Bolen, *Oregon Department of Transportation*
- Matt Bell and Polina Polikakhina, *Kittelson & Associates*
- Andrew Holder and Mike Faha, *Greenworks*
- Mike Abbaté, *Abbaté Designs*
- Matt Hastie, *MIG | APG*
- Brandy Steffen, *JLA*

# TAC and PAC



- Technical Advisory Committee (TAC)
  - Representatives of City, County, Region, and State agencies
  - Local transportation and emergency service providers
- Project Advisory Committee (PAC)
  - Local residents and property owners
  - Local business owners and operators
  - Representatives of local organizations (HC3, EMCTC)
  - Local school districts, local advocacy groups
- Key Roles and Responsibilities
  - Review draft project materials prior to TAC/PAC meetings
  - Attend TAC/PAC meetings and provide comments
  - Provide additional comments to PMT within one week
  - Participate in public events and encourage others

# Project Schedule



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# Project Schedule



Project Management	Throughout
Public and Agency Involvement Plan	Throughout
Cross Section Deficiencies and Needs	October - February
Public Event #1	February
Alternatives Analysis	February - May
Develop a Street Design Plan	May - September
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2022  
  
  
  
  
  
  
2023



# Meetings & Milestones



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# Meetings and Milestones



## Cross Section Deficiencies and Needs (Today)

- **PAC Meeting #1** / Public Event #1
- Tech Memo 1, 2, Toolkit

## Alternatives Analysis (May 2023)

- **PAC Meeting #2** / Public Event #2
- Tech Memo 3, 4

## Street Design Plan (August 2023)

- **PAC Meeting #3** / Public Event #3 /  
Public Hearing
- Tech Memo 5

- PAC Meeting Objectives: review and receive feedback on the project materials – the PAC is intended to serve as the voice of the community and the caretakers of the project goals and objectives

# Meetings and Milestone



- Meeting Objectives



# Plans and Policy Review



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# Plans and Policy Review



- Background Document Review
- Project Equity Goals
- Project Objectives
- Other
  - Socio-Economic Conditions

# Plans and Policy Review



- Background Document Review
  - Comprehensive Plans
  - Transportation System Plans
  - Street and Landscape Design Standards
  - Stormwater Design Guidelines
  - Designing Livable Streets and Trails Guide
  - Main Streets on Halsey *Strategic Economic Action Plan*
  - Main Streets on Halsey *Site Readiness and Code Amendment*
  - Halsey Branding Document

# Plans and Policy Review



- Project Equity Goals
  - Identify populations early in the planning process
  - Engage existing community organizations
  - Include opportunities for input and stakeholder meetings
  - Evaluate the effectiveness of engagement and make changes
  - Develop strategies that are specifically designed to support mobility and address inequities in past planning efforts
  - Ensure planning process does not result in disproportionate negative impacts

# Plans and Policy Review



- Project Objectives
  - Create a cohesive Halsey streetscape and pedestrian environment that supports existing small businesses, attracts new businesses, and creates new jobs
  - Design Halsey Street to unite the three cities while also allowing each city to be distinguished in the ways they build community and drive economic development
  - Make Halsey Street safer, more accessible, and more visually attractive
  - Make public transit, walking, and biking in the Halsey Street corridor more appealing and safer
  - Improve the environment by reducing pollution, planting street trees, and using cost-efficient, sustainable landscaping treatments
  - Enhance bikeability and walkability by slowing vehicular traffic, improving intersections, and discouraging through traffic by trucks
  - Engage with local business owners and the public to broaden commitment and ongoing involvement in the corridor

# Deficiencies and Needs



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# Deficiencies and Needs

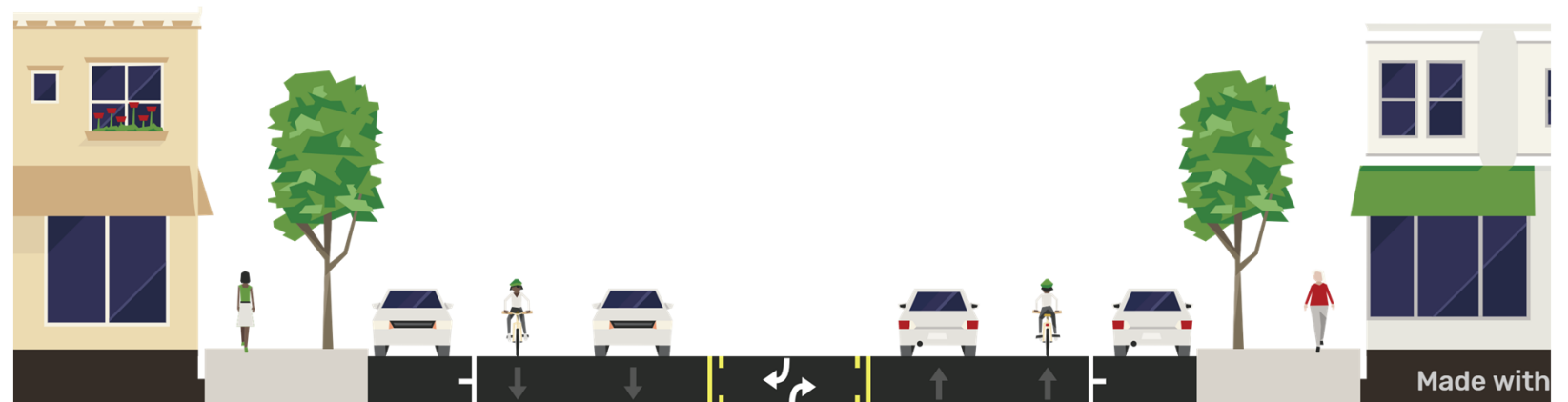


- Street Design Standards
- Existing Conditions of the Right-of-Way
- Community Input
- Recommendations from Prior Plans
- Key Issues
- Cross Section Design Objectives

# Deficiencies and Needs



- Street Design Standards
  - NE Halsey Street is a Multnomah County facility, it is classified as a minor arterial, and it is considered *urban* within the three cities
  - The County's *Design and Construction Manual* identifies the street design standards for NE Halsey Street
  - The preferred cross-section includes 2 travel lanes, a median or center turn lane, bike lanes, sidewalks with planting strips. Parking may be allowed in fully developed areas





# Deficiencies and Needs



- Existing Conditions in the Right-of-Way
  - Natural Resources and Urban Design Elements
    - Natural resources and recreational opportunities
    - Architectural landmarks and urban spaces
  - Roadway Characteristics
    - Motor vehicle, pedestrian, bicycle, and transit facilities
    - Traffic operations and safety
  - Adjacent Land Uses
    - Residential, commercial, light industrial, public services
    - Vacant/undeveloped land, farming, destination resort
  - Zoning Requirements
    - Varies along the corridor
    - Residential, town center, village, neighborhood commercial, open space, downtown mixed-use

# Deficiencies and Needs



- Community Input
  - 2016 Community Visioning Workshop
    - Most people agree on several key themes:
      - Sidewalks, bike routes, and more crossings should be a priority
      - There should be a coordinated identity for Halsey Street
      - There should be coordinated regulations along Halsey street
      - The three cities should pool resources to fund major projects
  - 2020 Halsey Main Street Survey
    - Biggest issue
      - Unsafe pedestrian crossings, not enough places to eat, shop, hang out, and not enough parks and open space.
    - Key takeaways
      - Street and storefront amenities, such as awnings, seating, street lighting and safer pedestrian crossings are very important to most participants, whereas on-street parking and features to slow traffic speeds had mixed results.

# Deficiencies and Needs

- Recommendations from Prior Plans
  - Main Streets on Halsey *Strategic Economic Action Plan*



Main Streets on Halsey Proposed Roadway Improvements

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| Intersection improvement                             | Proposed signalized intersection                       | Proposed pedestrian/bicycle crossing with refuge          |
| Gateway improvement, including signs and landscaping | Proposed roadway striping and landscaping enhancements | Proposed pedestrian/bicycle crossing with refuge and RRFB |
| Bicycle-specific safety enhancements                 | Proposed sidewalk, lighting and crossing enhancements  |   |
| Bicycle-specific parking facilities                  | Pedestrian-scale lighting                              |   |

# Deficiencies and Needs



- Key Issues

- NE Halsey Street is a Multnomah County facility
- There are many existing and well-established natural features and urban design elements along the corridor
- There are consistent motor vehicle, pedestrian, bicycle, and transit facilities along most of the corridor
- The community has been engaged on several occasions over the last several years on the form and function of NE Halsey Street
- There have been several prior planning efforts for NE Halsey Street, each with their own recommendations
- Funding for implementation of the planned improvements is uncertain

# Deficiencies and Needs



- Cross Section Design Objectives

1. Provide transportation facilities and services that engage with adjacent land uses and natural features along the corridor
2. Provide pedestrian and bicycle facilities that are continuous, comfortable, and engage with adjacent land uses.
3. Provide safe and convenient pedestrian and bicycle crossings that enhance access to adjacent land uses.
4. Create pedestrian places and plazas at appropriate places along the corridor.
5. Provide planting strips, bioswales, tree wells, and/or other facilities that accommodate street trees and other plantings.

# Deficiencies and Needs



- Cross Section Design Objectives
  6. Provide transit facilities that enhance access to local transit service.
  7. Provide amenities that reflect the context of the surrounding area and the needs of adjacent land uses
  8. Continue to allow for safe motor vehicle traffic and provide facilities that accommodate heavy truck traffic for deliveries to adjacent land uses
  9. Help to unify the corridor by reinforcing the proposed branding program of Halsey corridor through the three cities

# Streetscape & Roadway Design Toolkit



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# Streetscape & Roadway Design Toolkit



- Provides potential recommended improvements:
  - Traffic calming features
  - Intersection treatments
  - Pedestrian treatments
  - Pedestrian amenities
  - Bicycle facilities
  - Civic identity & wayfinding
  - Green street strategies



# General Discussion



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# Next Steps



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# Next Steps



- Provide additional feedback on the draft memos
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  - Provide your comments to Melissa Johnston by February 10<sup>th</sup>  
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# Main Streets on Halsey Cross Section and Street Design Plan

## PAC Meeting #1

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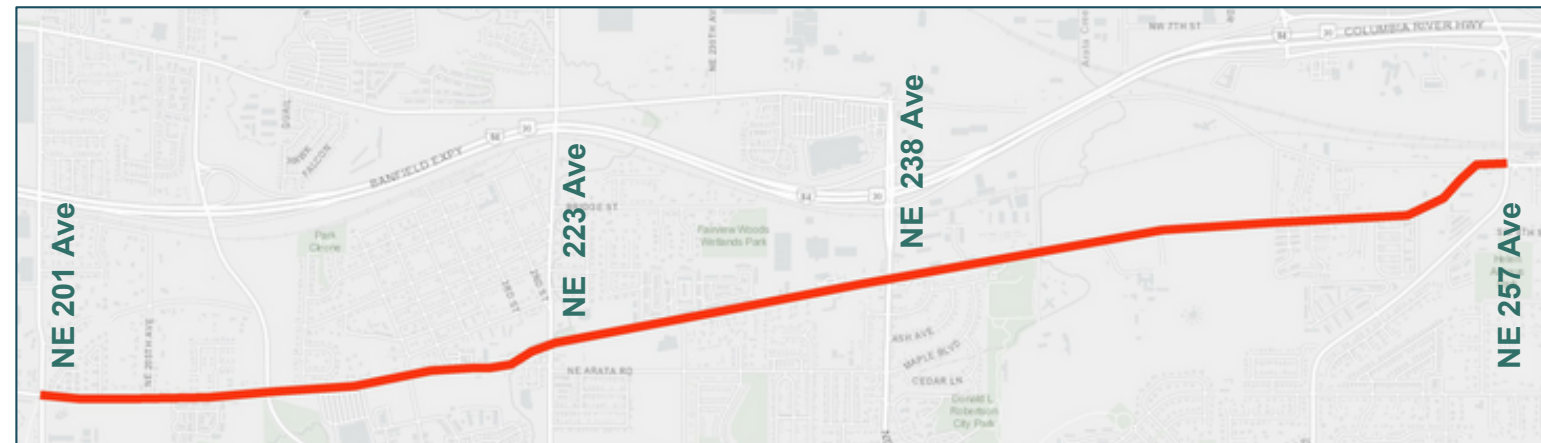


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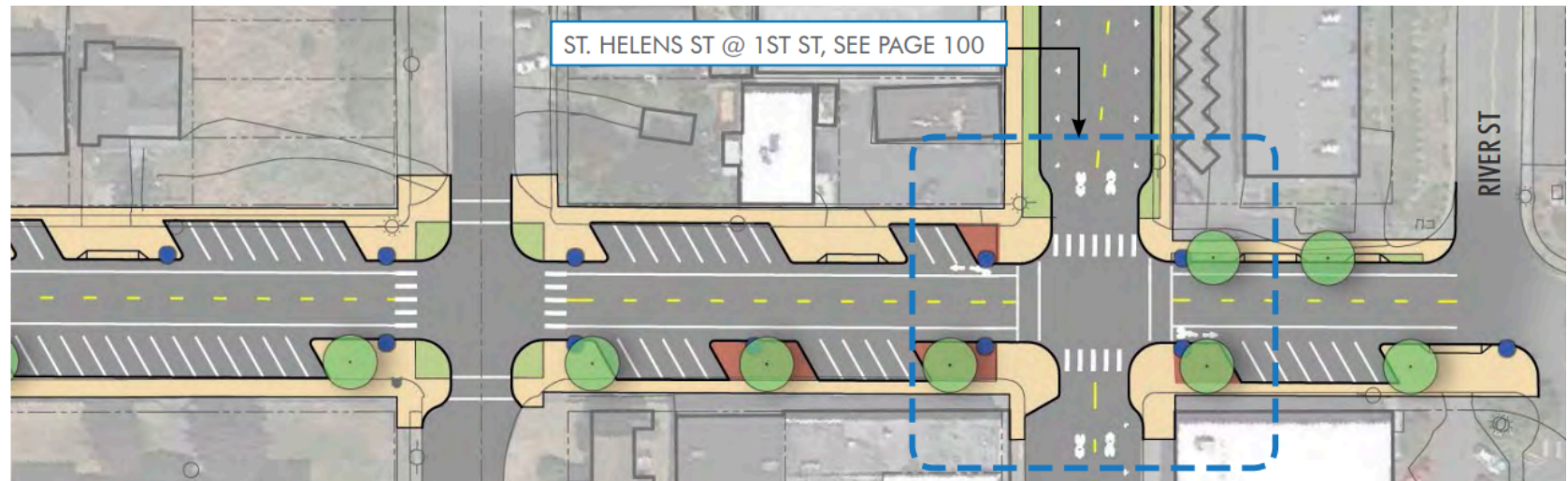
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- Meeting Objectives



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# Plans and Policy Review



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# Plans and Policy Review



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# Plans and Policy Review



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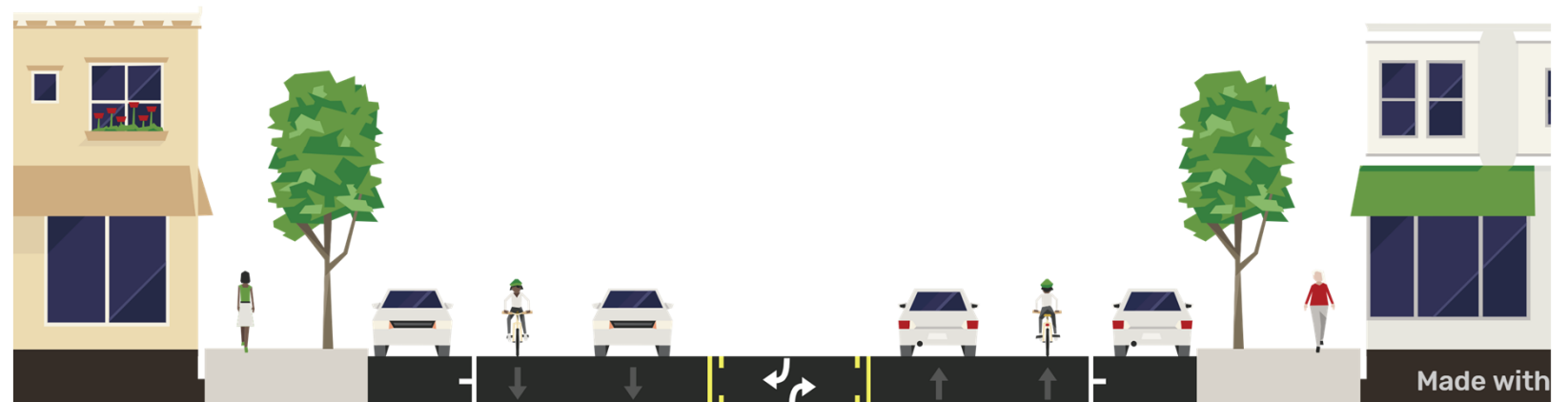


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# Deficiencies and Needs

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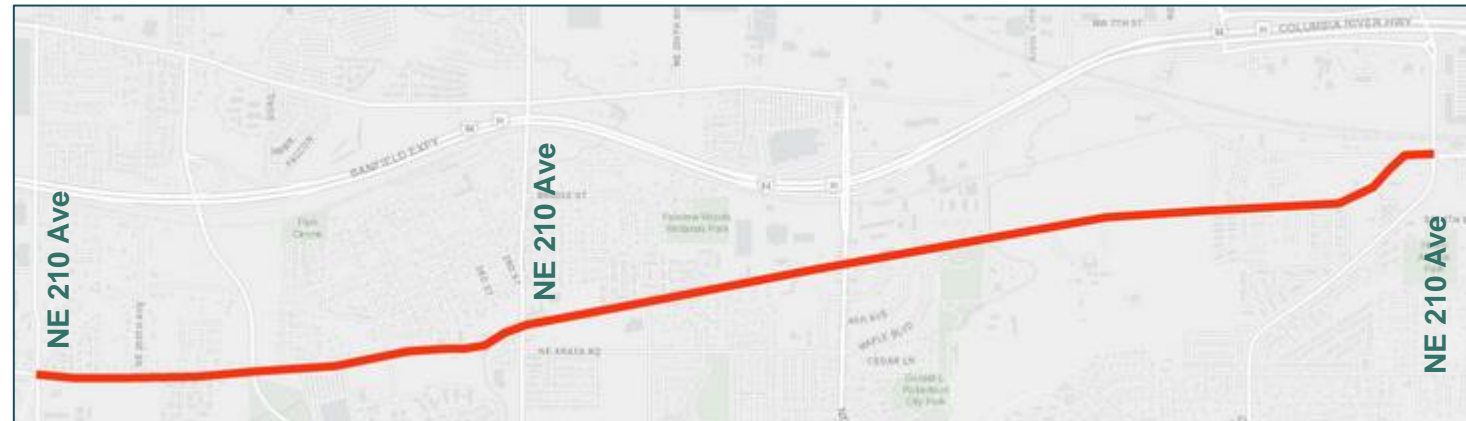
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## Cross Section Deficiencies and Needs (Today)

- **TAC Meeting #1** / Public Event #1
- Tech Memo 1, 2, Toolkit

## Alternatives Analysis (May 2023)

- **TAC Meeting #2** / Public Event #2
- Tech Memo 2,3

## Street Design Plan (August 2023)

- **TAC Meeting #3** / Public Event #3 /  
Public Hearing
- Tech Memo 5

# Plans and Policy Review



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# Plans and Policy Review



- Background Document Review
- Project Equity Goals
- Project Objectives
- Other
  - Socio-Economic Conditions



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# Plans and Policy Review



- Background Document Review
  - Comprehensive Plans
  - Transportation System Plans
  - Street and Landscape Design Standards
  - Stormwater Design Guidelines
  - Designing Livable Streets and Trails Guide
  - Main Streets on Halsey *Strategic Economic Action Plan*
  - Main Streets on Halsey *Site Readiness and Code Amendment*
  - Halsey Branding Document

# Plans and Policy Review



- Project Equity Goals
  - Identify populations early in the planning process
  - Engage existing community organizations
  - Include opportunities for input and stakeholder meetings
  - Evaluate the effectiveness of engagement and make changes
  - Develop strategies that are specifically designed to support mobility and address inequities in past planning efforts
  - Ensure planning process does not result in disproportionate negative impacts

# Plans and Policy Review



- Project Objectives
  - Create a cohesive Halsey streetscape and pedestrian environment that supports existing small businesses, attracts new businesses, and creates new jobs
  - Design Halsey Street to unite the three cities while also allowing each city to be distinguished in the ways they build community and drive economic development
  - Make Halsey Street safer, more accessible, and more visually attractive
  - Make public transit, walking, and biking in the Halsey Street corridor more appealing and safer
  - Improve the environment by reducing pollution, planting street trees, and using cost-efficient, sustainable landscaping treatments
  - Enhance bikeability and walkability by slowing vehicular traffic, improving intersections, and discouraging through traffic by trucks
  - Engage with local business owners and the public to broaden commitment and ongoing involvement in the corridor

# Deficiencies and Needs



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# Deficiencies and Needs



- Street Design Standards
- Existing Conditions of the Right-of-Way
- Community Input
- Recommendations from Prior Plans
- Key Issues
- Cross Section Design Objectives



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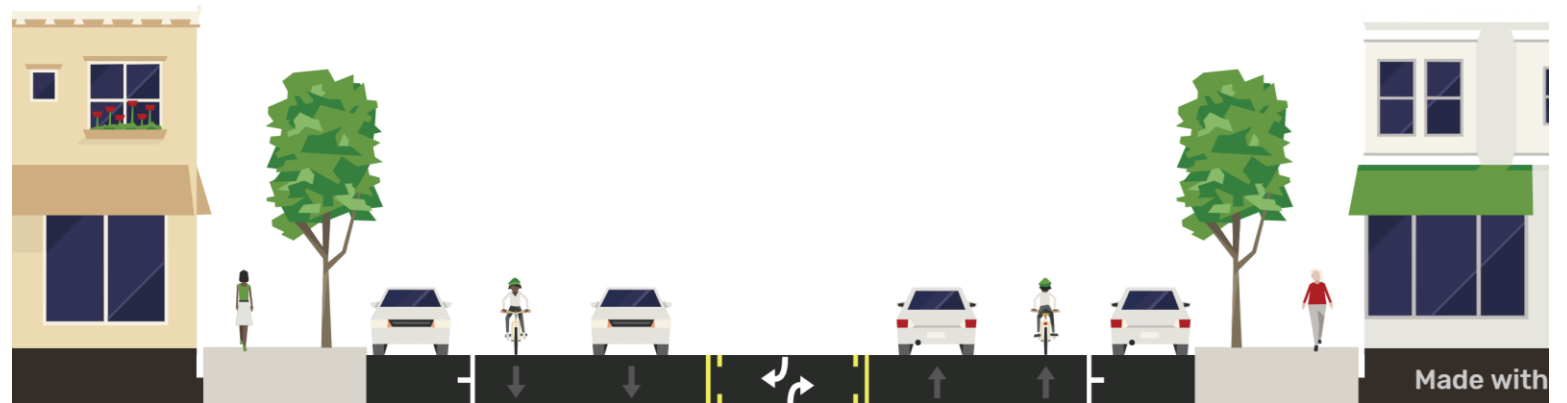
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# Deficiencies and Needs



- Street Design Standards
  - NE Halsey Street is a Multnomah County facility, it is classified as a minor arterial, and it is considered *urban* within the three cities
  - The County's *Design and Construction Manual* identifies the street design standards for NE Halsey Street
  - The preferred cross-section includes 3 travel lanes, a median or center turn lane, bike lanes, sidewalks with planting strips. Parking may be allowed in fully developed areas



# Deficiencies and Needs



- Existing Conditions in the Right-of-Way
  - Natural Resources and Urban Design Elements
    - Natural resources and recreational opportunities
    - Architectural landmarks and urban spaces
  - Roadway Characteristics
    - Motor vehicle, pedestrian, bicycle, and transit facilities
    - Traffic operations and safety
  - Adjacent Land Uses
    - Residential, commercial, light industrial, public services
    - Vacant/undeveloped land, farming, destination resort
  - Zoning Requirements
    - Varies along the corridor
    - Residential, town center, village, neighborhood commercial, open space, downtown mixed-use

# Deficiencies and Needs













- Community Input
  - 2016 Community Visioning Workshop
    - Most people agree on several key themes:
      - Sidewalks, bike routes, and more crossings should be a priority
      - There should be a coordinated identity for Halsey Street
      - There should be coordinated regulations along Halsey street
      - The three cities should pool resources to fund major projects
  - Halsey Main Street Survey
    - Biggest issue
      - Unsafe pedestrian crossings, not enough places to eat, shop, hang out, and not enough parks and open space.
    - Key takeaways
      - Street and storefront amenities, such as awnings, seating, street lighting and safer pedestrian crossings are very important to most participants, whereas on-street parking and features to slow traffic speeds had mixed results.

# Deficiencies and Needs

- Recommendations from Prior Plans
  - Main Streets on Halsey *Strategic Economic Action Plan*



Main Streets on Halsey Proposed Roadway Improvements

- |  |  |   |
|--|--|---|
|  Intersection improvement                             |  Proposed signaled intersection                         |  Proposed pedestrian/bicycle crossing with refuge          |
|  Gateway improvement, including signs and landscaping |  Proposed roadway striping and landscaping enhancements |  Proposed pedestrian/bicycle crossing with refuge and RRFB |
|  Bicycle-specific safety enhancements                 |  Proposed sidewalk, lighting and crossing enhancements  |   |
|  Bicycle-specific parking facilities                  |  Pedestrian-scale lighting                              |   |

# Deficiencies and Needs



- Key Issues

- NE Halsey Street is a Multnomah County facility
- There are many existing and well-established natural features and urban design elements along the corridor
- There are consistent motor vehicle, pedestrian, bicycle, and transit facilities along most of the corridor
- The community has been engaged on several occasions over the last several years on the form and function of NE Halsey Street
- There have been several prior planning efforts for NE Halsey Street, each with their own recommendations
- Funding for implementation of the planned improvements is uncertain

# Deficiencies and Needs



- Cross Section Design Objectives
  1. Provide transportation facilities and services that engage with adjacent land uses and natural features along the corridor
  2. Provide pedestrian and bicycle facilities that are continuous, comfortable, and engage with adjacent land uses.
  3. Provide safe and convenient pedestrian and bicycle crossings that enhance access to adjacent land uses.
  4. Create pedestrian places and plazas at appropriate places along the corridor.
  5. Provide planting strips, bioswales, tree wells, and/or other facilities that accommodate street trees and other plantings.

# Deficiencies and Needs



- Cross Section Design Objectives
  6. Provide transit facilities that enhance access to local transit service.
  7. Provide amenities that reflect the context of the surrounding area and the needs of adjacent land uses
  8. Continue to allow for safe motor vehicle traffic and provide facilities that accommodate heavy truck traffic for deliveries to adjacent land uses
  9. Help to unify the corridor by reinforcing the proposed branding program of Halsey Parkway through the three cities

# Streetscape & Roadway Design Toolkit



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# Streetscape & Roadway Design Toolkit



- Provides potential recommended improvements:
  - Traffic calming features
  - Intersection treatments
  - Pedestrian treatments
  - Pedestrian amenities
  - Bicycle facilities
  - Civic identity & wayfinding
  - Green street strategies

# General Discussion



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# Next Steps



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# Next Steps



- Provide additional feedback on the draft memos
  - Project documents available on the website:  
<https://www.projectcomment.com/websites/86/pages/455>
  - Provide your comments to Melissa Johnston by February 10<sup>th</sup>  
[melissa.johnston@troutdaleoregon.gov](mailto:melissa.johnston@troutdaleoregon.gov)
- Participate in Public Event #1 – Please share the survey with your friends and neighbors