

# Main Streets on Halsey Cross Section and Street Design Plan

## TAC Meeting #2

May 18, 2022



# Welcome and Introductions



**MAIN STREETS  
ON HALSEY**

FAIRVIEW • WOOD VILLAGE • TROUTDALE

# Agenda

- Project Updates
  - Project Schedule
  - Meetings and Milestone
- Overview of Meeting Materials
  - Context Zone Maps
  - Preliminary Cross Sections
  - Preliminary Evaluation Criteria
- Breakout Sessions
  - Residential
  - Commercial
  - Edgefield
- Open Discussion
- Next Steps



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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 Development	February - July
Develop a Street Design Plan	August - October
Adoption	November - January

2022  
2023  
2024





- TAC Meeting Objectives: review and receive feedback on the project materials – the TAC is intended to provide technical guidance and coordination throughout the project to ensure it is consistent with local state and planning efforts



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# Overview of Materials



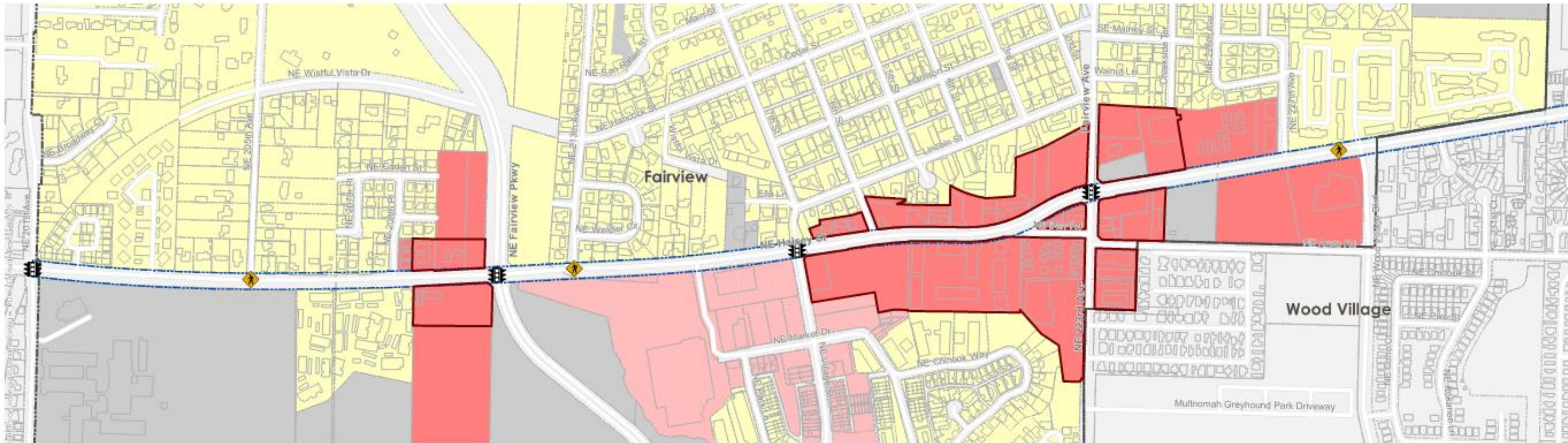
- Context zone maps
  - Residential
  - Commercial
    - Town Center
    - Storefront District
  - Other/Open Space
- Preliminary cross sections
  - Residential
  - Commercial
  - Edgefield
- Preliminary evaluation criteria
  - Reflect project objectives
  - Used to evaluate cross section/select preferred



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# Context Zones - Fairview



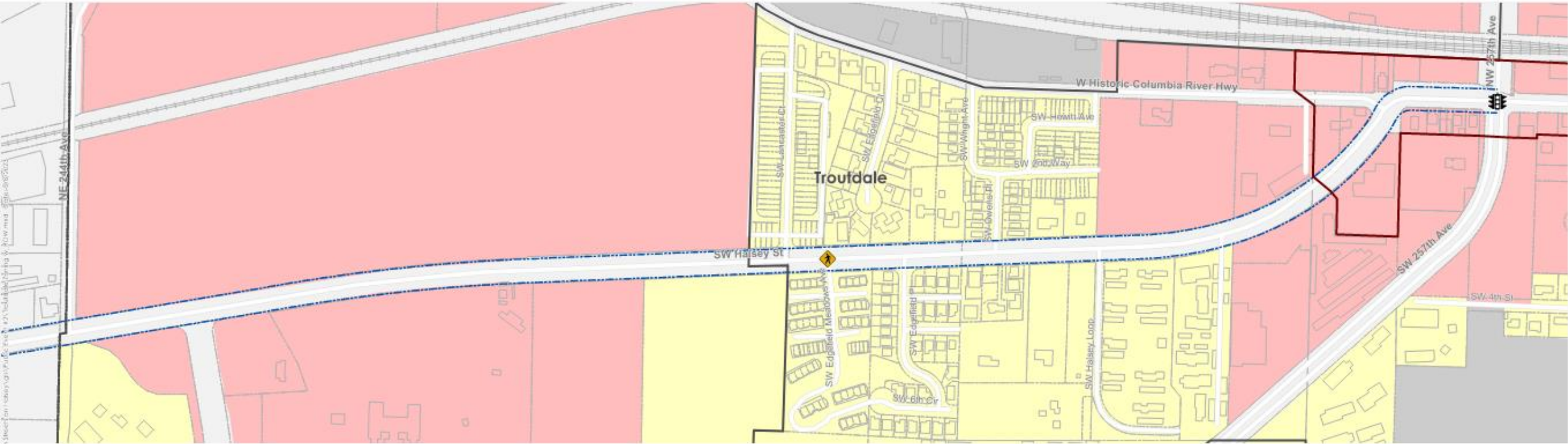
- Residential
  - Commercial
  - Town Center Commercial
  - Other/Open Space
  - Storefront District
  - City Boundaries
- 90 ft off-set from street centerline

# Context Zones - Wood Village



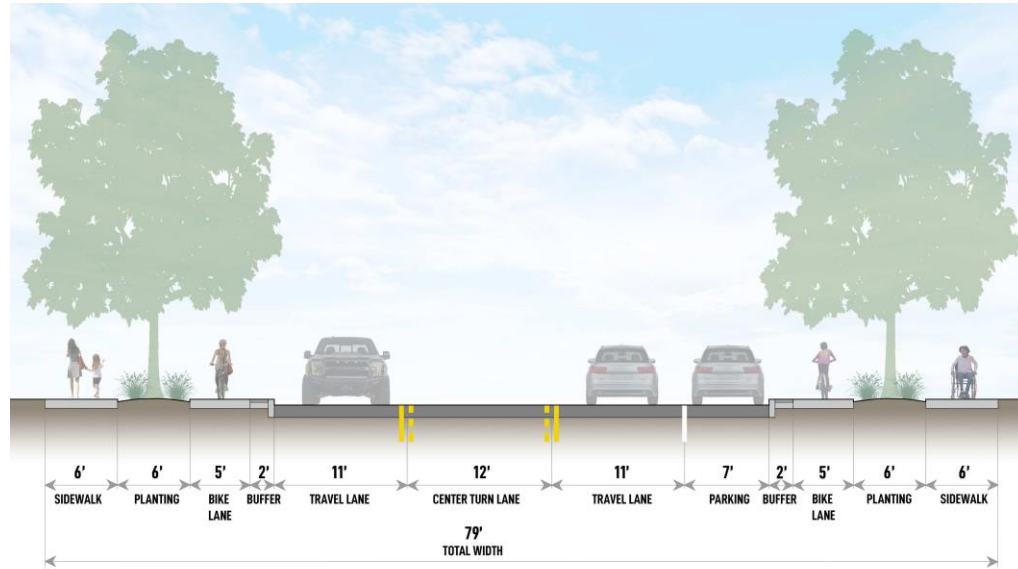


# Context Zones - Troutdale

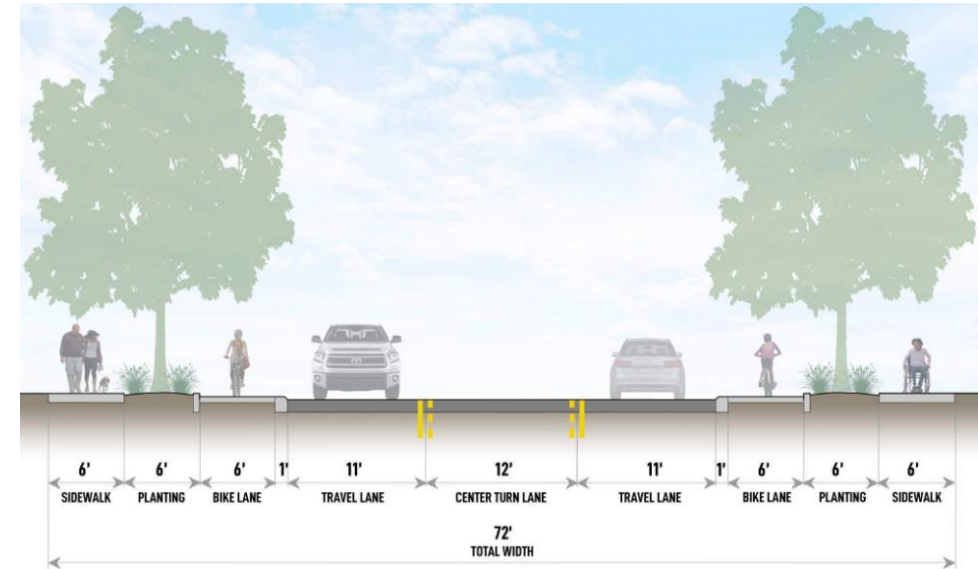


- Residential
- Commercial
- Town Center Commercial
- Other/Open Space
- Storefront District
- City Boundaries
- 90 ft off-set from street centerline

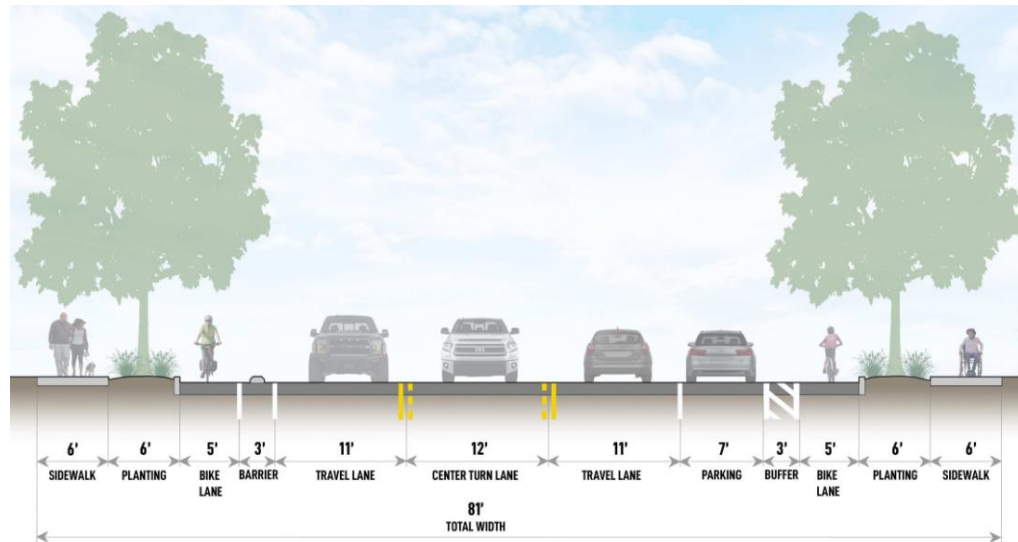
# Preliminary Cross Sections - Residential



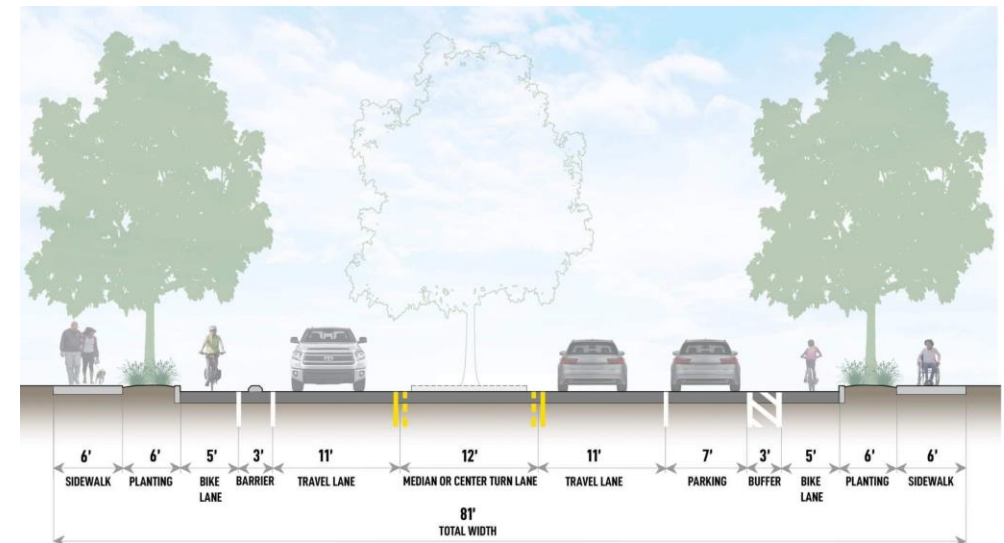
**RESIDENTIAL - SECTION 1**



**RESIDENTIAL - SECTION 2**

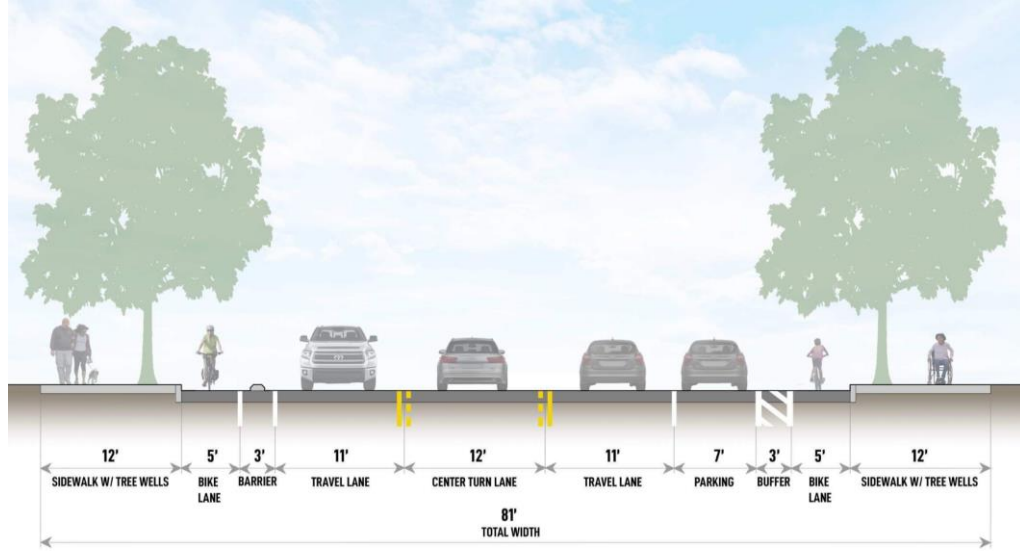


**RESIDENTIAL - SECTION 3**

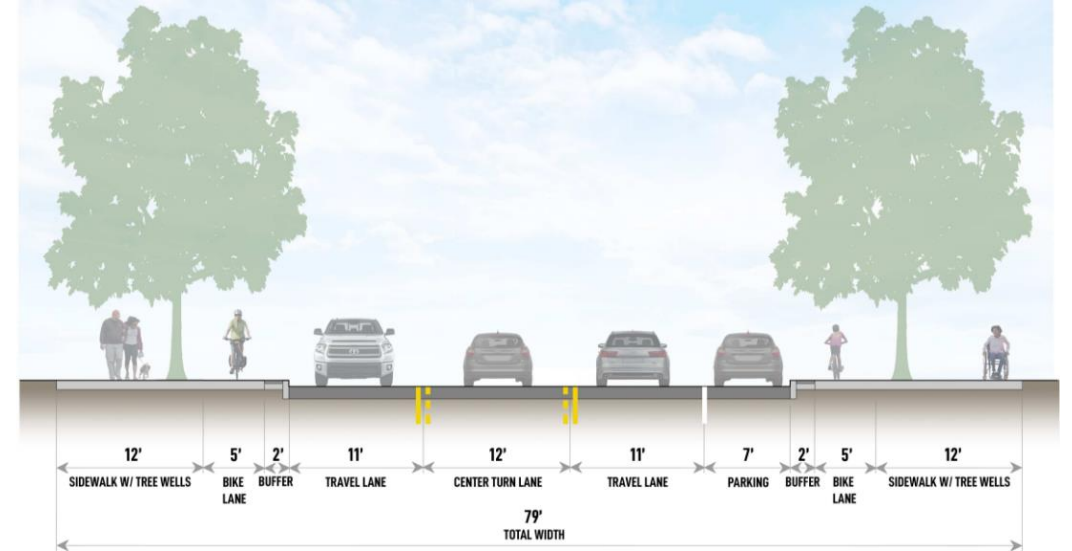


**RESIDENTIAL - SECTION 4**

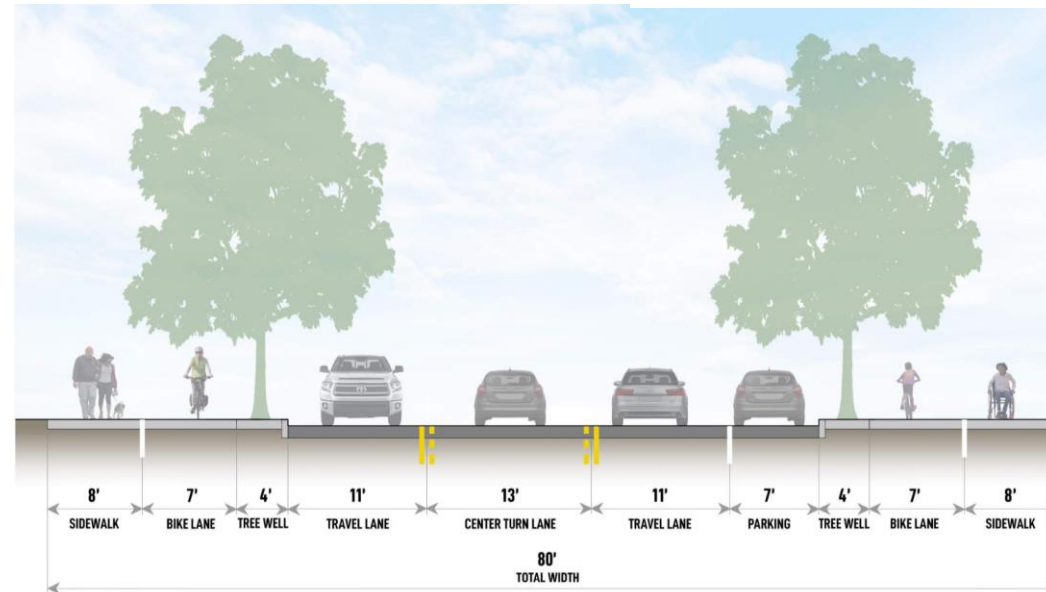
# Preliminary Cross Sections - Commercial



**COMMERCIAL - SECTION 1**

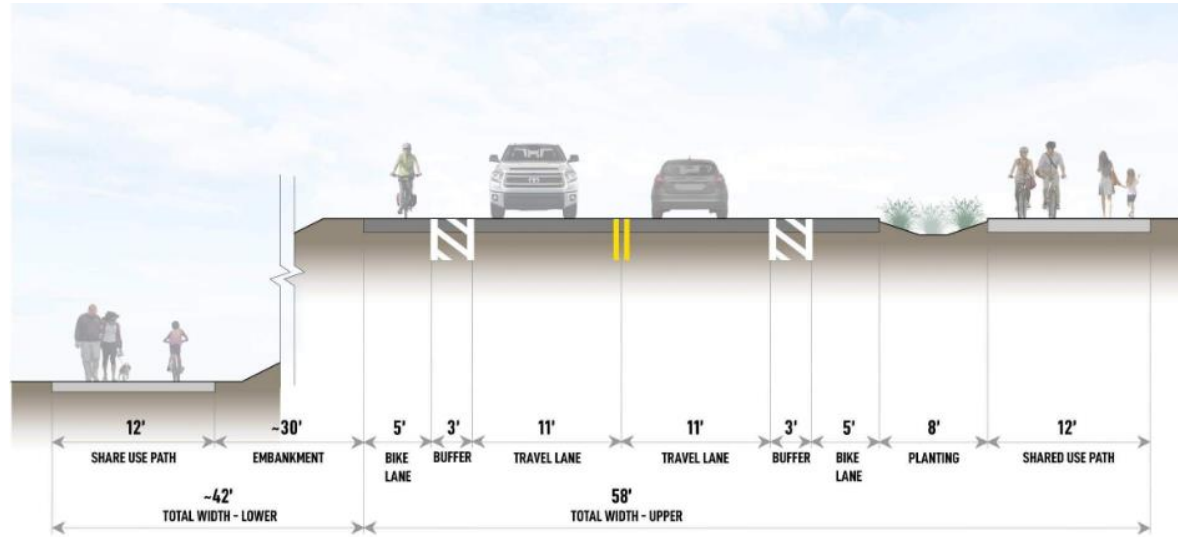


**COMMERCIAL - SECTION 2**

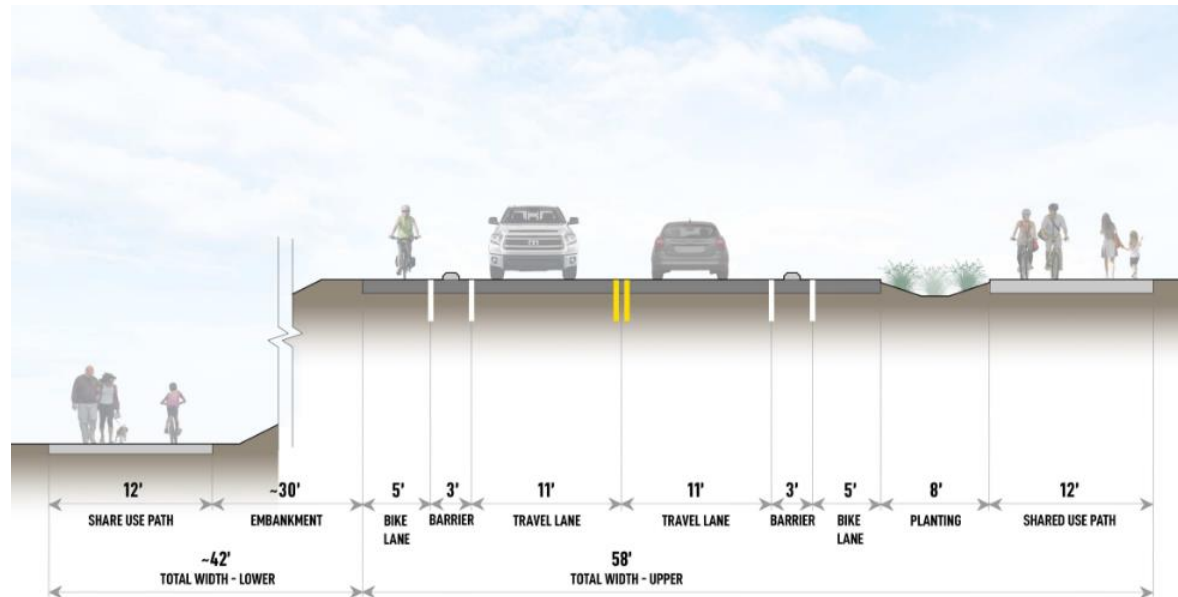


**COMMERCIAL - SECTION 3**

# Preliminary Cross Sections – Edgefield



**EDGEFIELD - SECTION 1**



**EDGEFIELD - SECTION 2**

# Pedestrian Facilities



## Sidewalk w. Planting Strip

- Provides separation from motor vehicle traffic
- Creates space for planting



## Sidewalk w. Tree Wells

- Provides separation from motor vehicle traffic
- Creates space for planting and other furnishings
- Allows convenient access to parking



## Sidewalk w. Stormwater Facilities

- Provides separation motor vehicle traffic
- Creates space for planting and for managing stormwater

# Pedestrian Facilities



## Enhanced Crosswalk – Mid-Block

- Improves safety for pedestrians
- Increases driver awareness
- Consolidates crossing activity
- Encourages lower speeds



## Enhanced Crosswalk – Unsignalized

- Improves safety for pedestrians
- Increases driver awareness
- Encourages lower speeds



## Enhanced Crosswalk – Traffic Signal

- Improves safety for pedestrians
- Increases driver awareness

# Bicycling Facilities



## Buffered Bike Lane

- Provides separation from motor vehicle traffic



## Parking Protected Bike Lane

- Provides greater separation from motor vehicle traffic



## Elevated Bike Lane

- Provides vertical separation from motor vehicle traffic

# Transit Facilities



## In-Lane Sidewalk Stop

- Bus stops in lane
- Passengers load from sidewalk
- Low-cost option/Requires less right-of-way



## Curbside Pull-out Stop

- Bus stops outside of lane
- Passengers load from sidewalk/waiting area
- low-cost option where there is on-street parking



## Boarding Bulb Stop

- Uses bulb-outs to enable buses to stop in lane
- Creates space for waiting passengers
- Eliminates bike-transit conflicts



# Traffic Calming



## Narrow Travel Lanes

- Encourages lower speeds
- Allows for wider bike lanes/other amenities



## Raised Median Island

- Encourages lower speeds
- Provides refuge for peds



## Curb Extensions

- Encourages lower speeds
- Shortens crossing distance

# Project Objectives

## **Project Objective 1:**

Create a cohesive Halsey streetscape and pedestrian environment that supports existing small businesses, attracts new businesses, and creates new jobs.

## **Project Objective 2:**

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.

## **Project Objective 3:**

Make Halsey Street safer, more accessible, and more visually attractive.

## **Project Objective 4:**

Make public transit, walking, and biking in the Halsey Street corridor more appealing and safer

## **Project Objective 5:**

Improve the environment by reducing pollution, planting street trees, and using cost-efficient, sustainable landscaping treatments.

## **Project Objective 6:**

Enhance bikeability and walkability by slowing vehicular traffic, improving intersections, and discouraging through-traffic by trucks.

## **Project Objective**

**7:**Engage with local business owners and the public to broaden commitment and ongoing involvement in the corridor.

# Evaluation Criteria

Promotes economic development

Minimizes impacts to adjacent properties  
Can be implemented on an incremental basis  
Construction and long-term maintenance costs

Creates safe and convenient access for people with disabilities  
Improves street appearance  
Creates space for adding street furnishing

Improves safety for people walking, biking and taking transit  
Increases frequency of protected crossings  
Improves access to land uses and public transit

Incorporates sustainable design strategies  
Creates space for stormwater facilities  
Reduces impervious surfaces  
Increases tree coverage

Slows vehicular traffic  
Discourages through truck traffic  
Maintains access for local delivery trucks  
Provides low-stress ped/bike facilities

Local support  
Consistent with previous planning efforts

# Breakout Session 1 – Residential Zones



- Residential Zone Characteristics
  - Three travel lanes with on-street bike lanes, sidewalks, and parking in select areas
- Residential Cross Section Elements
  - Pedestrian facilities: sidewalks with landscape strips
  - Pedestrian amenities: lighting
  - Bicycle facilities: buffered/separated bike lanes
  - On-street parking: where desired/ROW allows
  - Marked crossings: key intersections
  - Raised medians: where feasible

# Breakout Session 2 – Commercial Zones



- Commercial Zone Characteristics
  - Three travel lanes with on-street bike lanes, sidewalks, and parking in select areas
- Commercial Cross Section Elements
  - Pedestrian facilities: sidewalks with planters/tree wells
  - Pedestrian amenities: lighting, benches, receptacles
  - Bicycle facilities: buffered/separated bike lanes
  - On-street parking: where ROW allows
  - Marked crossings: intersections/mid-block locations
  - Raised medians: where feasible

# Breakout Session 3 – Edgefield Zone



- Edgefield Zone Characteristics
  - Rural characteristics
  - Two travel lanes with shoulders
  - High travel speeds
- Edgefield Zone Cross Section Elements
  - Pedestrian facilities: shared-use path
  - Pedestrian amenities: Pedestrian scale lighting
  - Bicycle facilities: buffered bike lanes/  
separated bicycle facilities
  - On-street parking: none
  - Marked crossings: intersections/key locations
  - Raised medians: none

# Open Discussion

- What is unique about the context zones that impact the cross sections?
- Are there any other context zones that should be considered?
- How should the cross section be the same and how should they be different?
- What elements of the cross section should be flexible, in terms of presence and width?



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# Next Steps

- Prepare Tech Memo #3: Alternatives Analysis
- Prepare Tech Memo #4: Land Use and Transportation Alternatives
- Engage with the public
  - Online Survey #2
  - Tabling Events
    - Troutdale: June 1<sup>st</sup>
    - Fairview: July 15<sup>th</sup>
    - Wood Village: July 29<sup>th</sup>
- Select preferred alternatives
- Develop conceptual design plans



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