

Main Streets on Halsey Cross Section and Street Design Plan

PAC 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



**MAIN STREETS
ON HALSEY**

FAIRVIEW - WOOD VILLAGE - TROUTDALE

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





- 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



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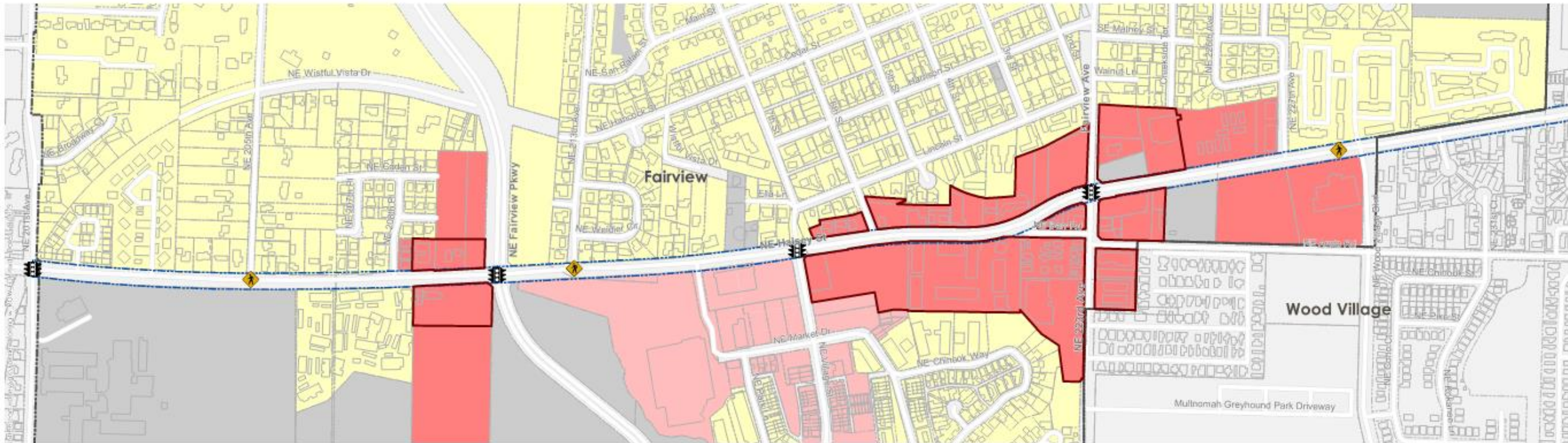
FAIRVIEW - WOOD VILLAGE - TROUTDALE

Overview of Materials



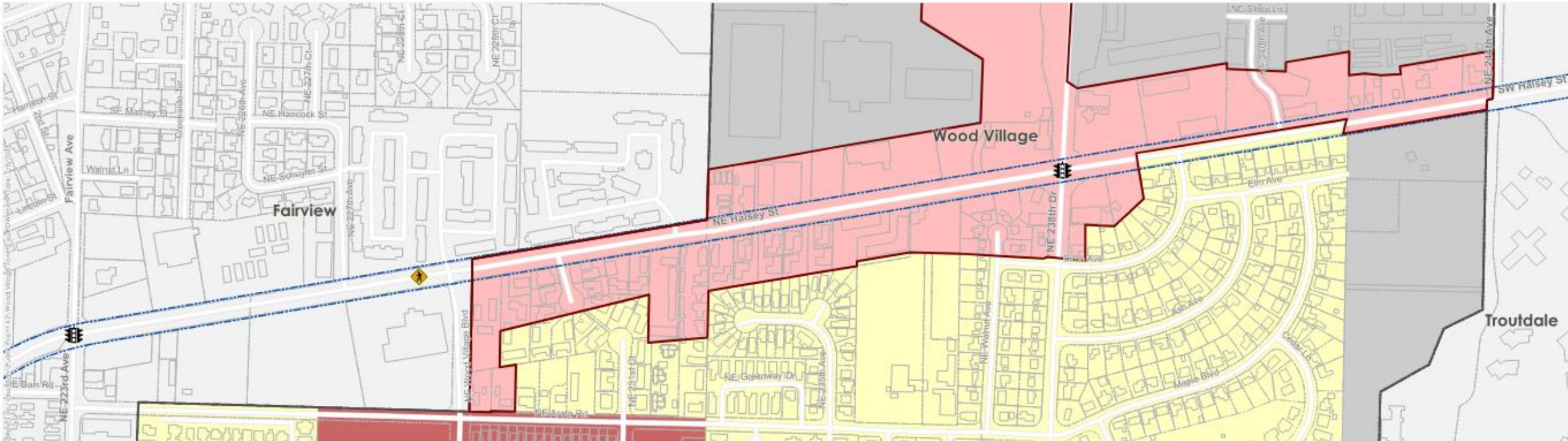
- Context zone maps
 - Residential
 - Commercial
 - Town Center
 - Storefront District
 - Other/Open Space
- Preliminary cross sections
 - Residential
 - Commercial
 - Edgefield
- Preliminary evaluation criteria
 - Reflect project objectives
 - Used to evaluate cross section/select preferred

Context Zones - Fairview



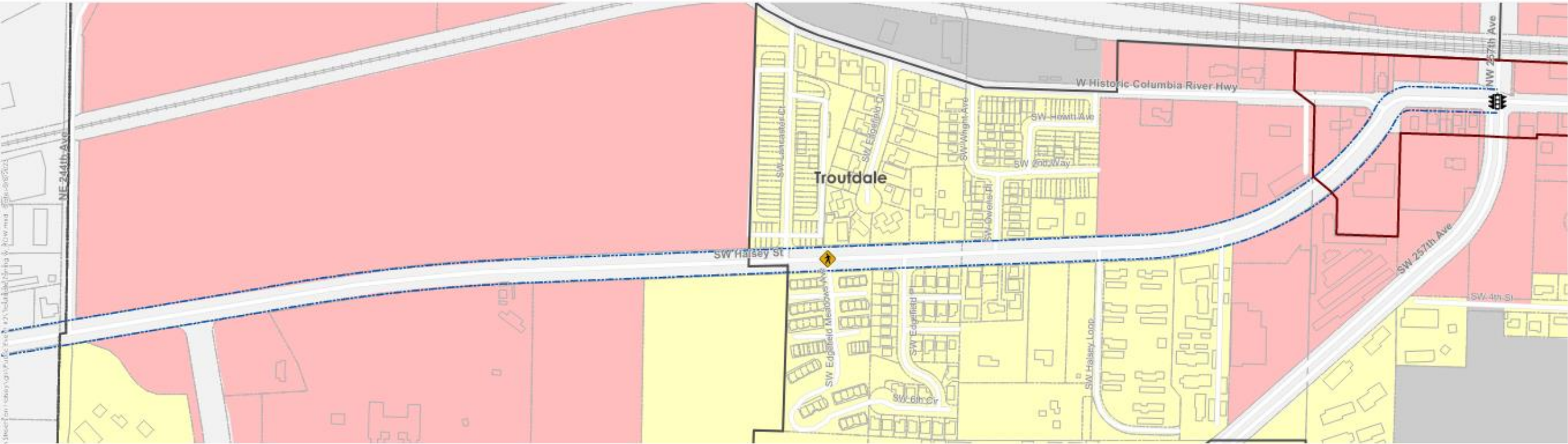
- Residential
- Commercial
- Town Center Commercial
- Other/Open Space
- Storefront District
- City Boundaries
- 90 ft off-set from street centerline

Context Zones - Wood Village



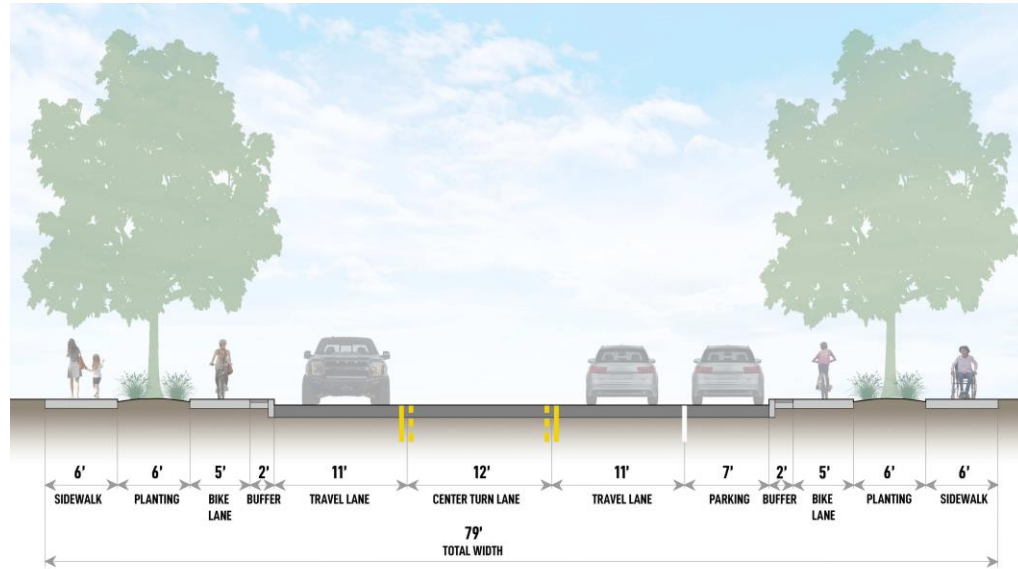
- Residential
- Commercial
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Context Zones - Troutdale

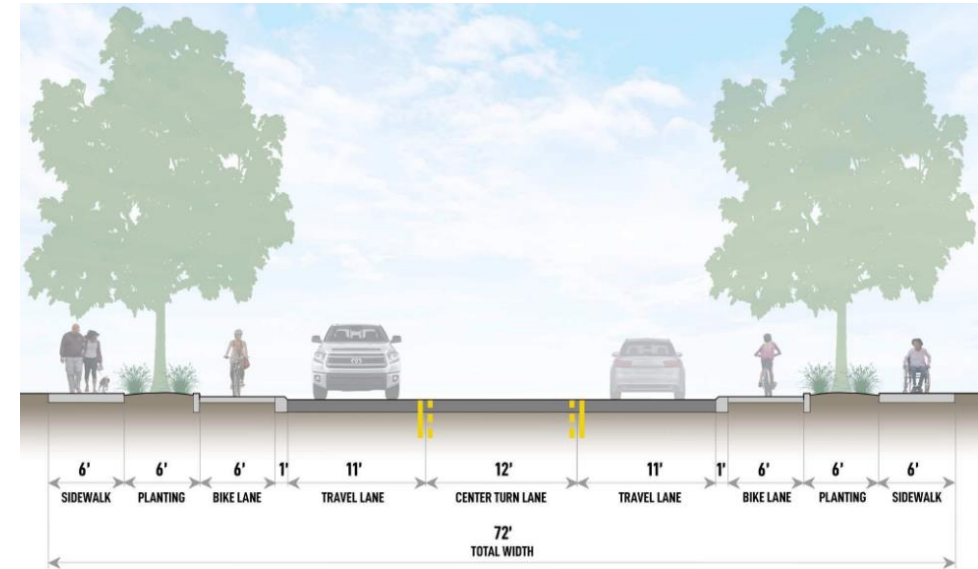


- Residential
- Commercial
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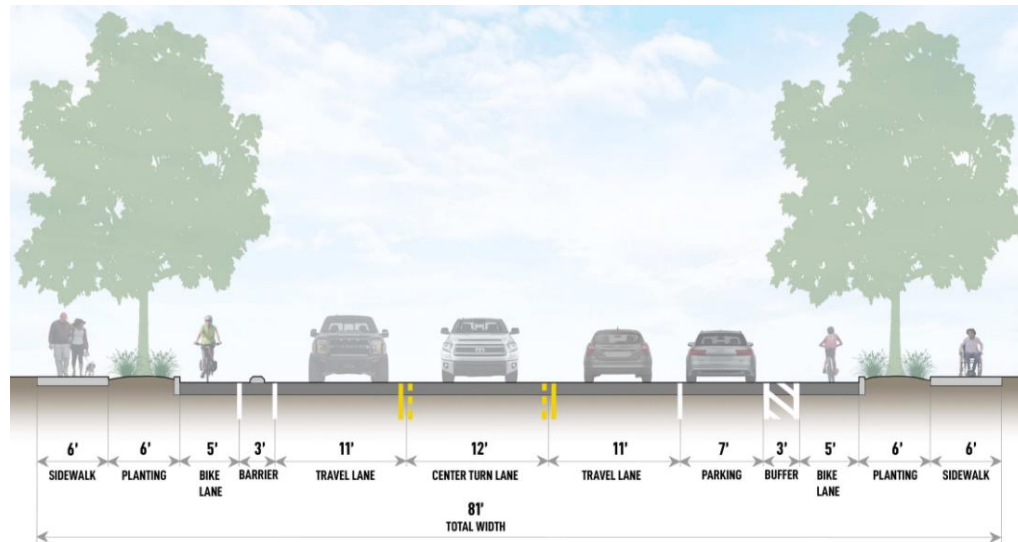
Preliminary Cross Sections - Residential



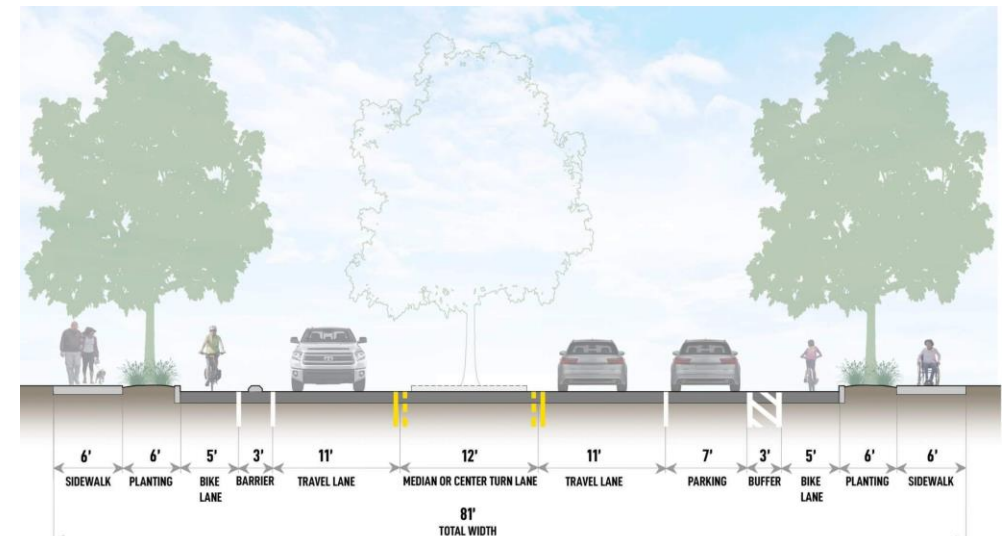
RESIDENTIAL - SECTION 1



RESIDENTIAL - SECTION 2

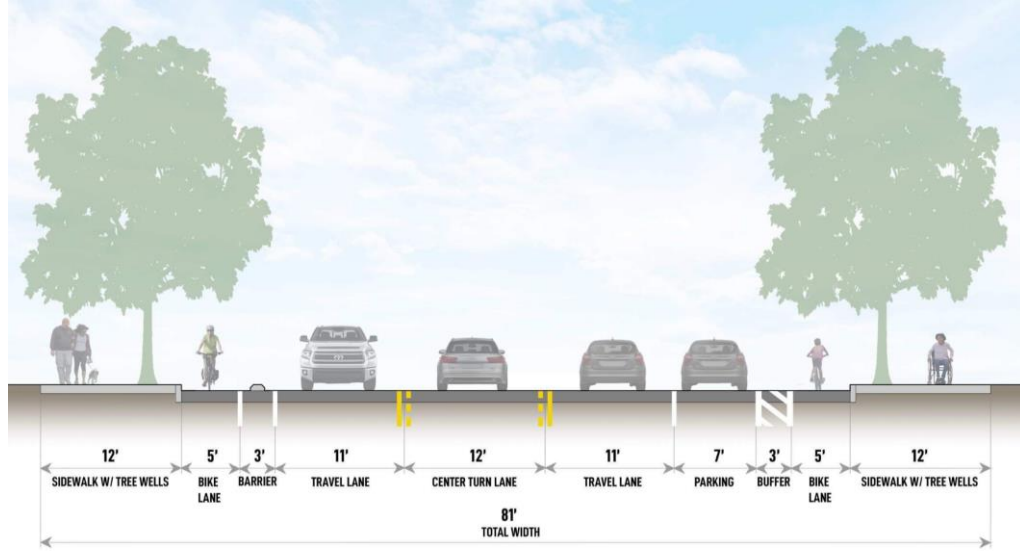


RESIDENTIAL - SECTION 3

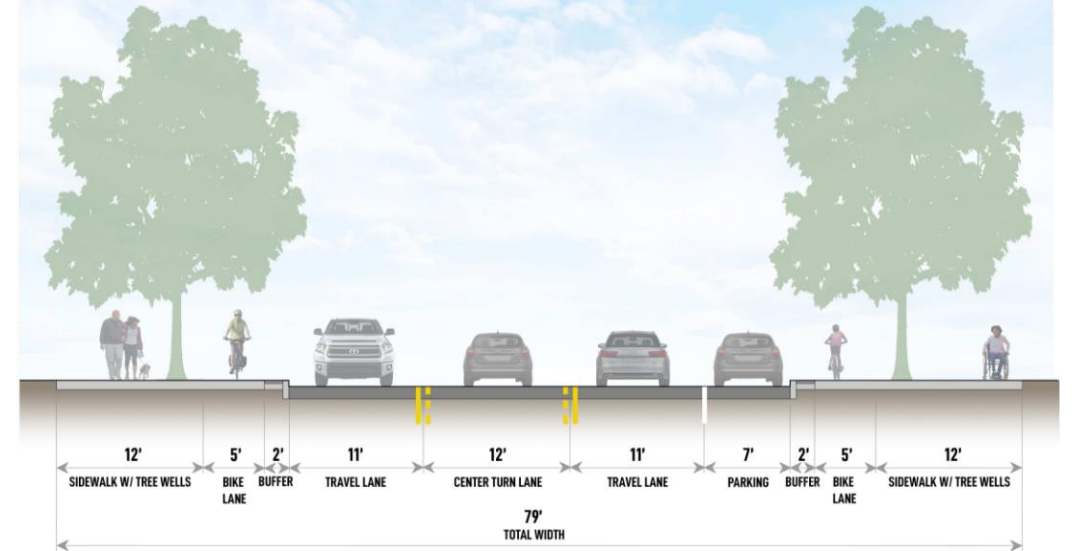


RESIDENTIAL - SECTION 4

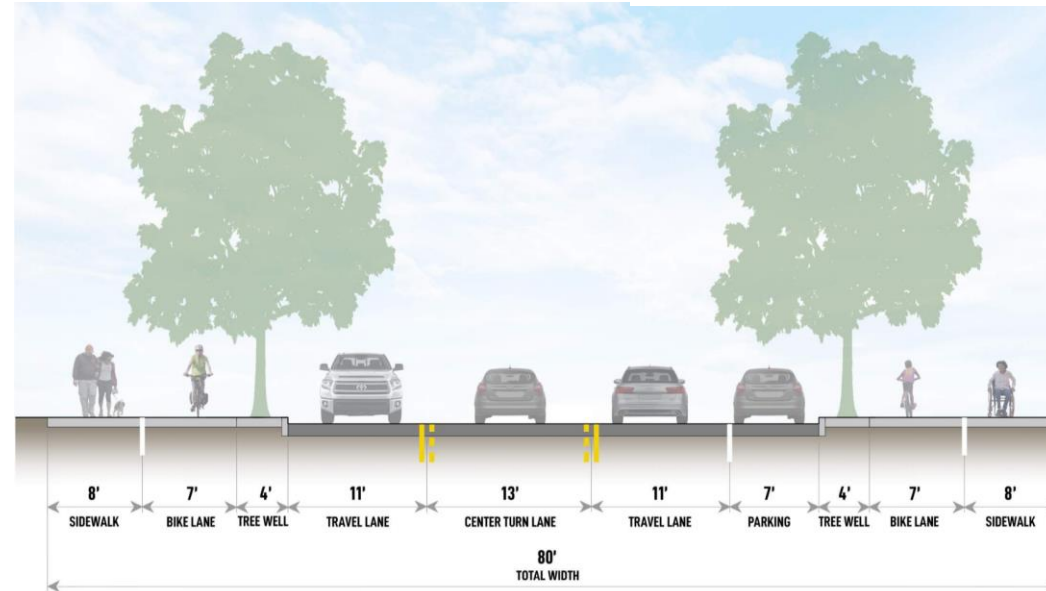
Preliminary Cross Sections - Commercial



COMMERCIAL - SECTION 1

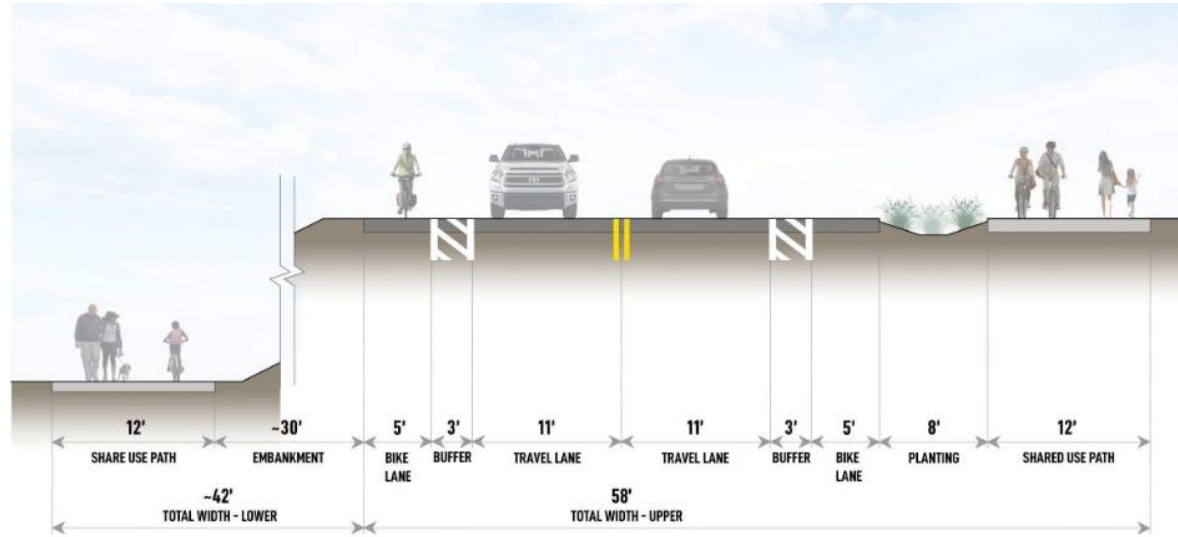


COMMERCIAL - SECTION 2

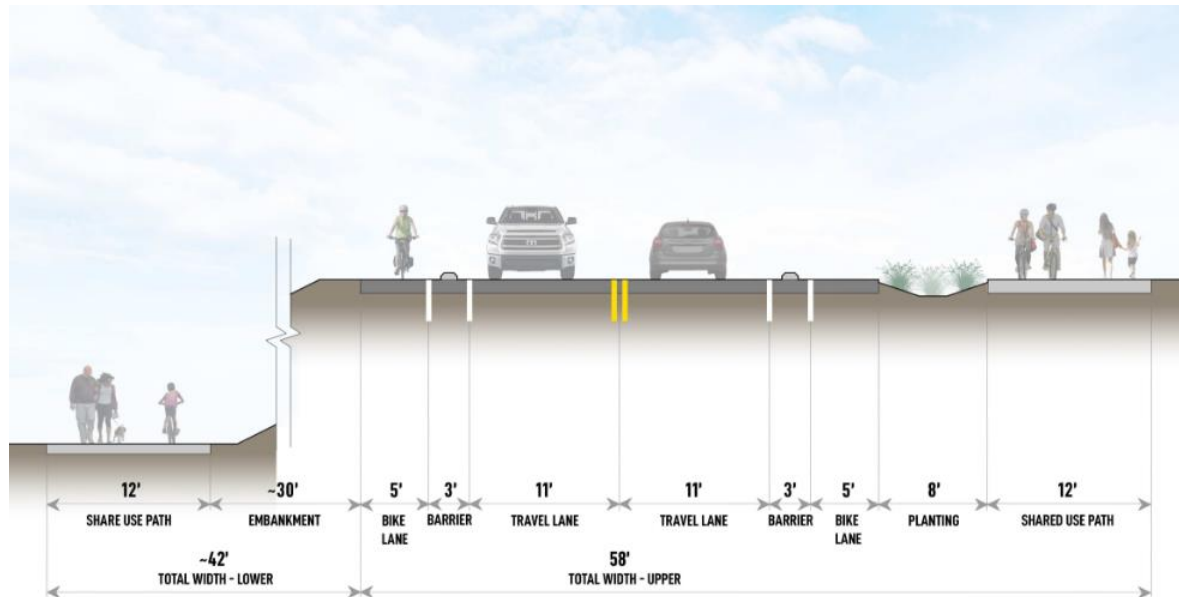


COMMERCIAL - SECTION 3

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 1st
 - Fairview: July 15th
 - Wood Village: July 29th
- Select preferred alternatives
- Develop conceptual design plans

