

**MINUTES**  
**Troutdale City Council – Regular Meeting**  
**Troutdale Police Community Center – Kellogg Room**  
**234 SW Kendall Court**  
**Troutdale, OR 97060**

**Tuesday, October 8, 2024 – 7:00PM**

**1. PLEDGE OF ALLEGIANCE, ROLL CALL, AGENDA UPDATE**

Mayor Lauer called the meeting to order at 7:00pm.

**PRESENT:** Mayor Lauer, Councilor Ripma, Councilor Caswell, Councilor Wunn, Councilor White, Councilor Wittren and Councilor Glantz.

**ABSENT:** None.

**STAFF:** Ray Young, City Manager; Sarah Skroch, City Recorder; Ed Trompke, City Attorney; Erika Palmer, Community Development Director; Marlee Boxler, Economic Development Coordinator and Jona Jacobsen, Parks & Facilities Superintendent.

**GUESTS:** Tanney Staffenson, Troutdale Resident; and see attached list for Zoom guests.

Mayor Lauer asked for agenda updates.

Ray Young, City Manager, replied there are no updates.

**2. PUBLIC COMMENT:** Public comment on non-agenda and consent agenda items is welcome at this time.

Tanney Staffenson, Troutdale resident, stated his comment is about campaign signs. He hasn't seen a sign problem since the year there were 5 sitting Councilors running for Mayor. It's disappointing. He was reading through the Council handbook under tab 2 and it talks about signs and where they can and can't be placed. The City always ends up with signs in the right-of-way (ROW). The Planning Commission tried to write sign codes and have tried to address the issues and that's why people have been calling him about signs. The City, County and State cannot endorse candidates so signs should really not be on any city-owned property or state and county owned property. It's disappointing. Ordinances apply to everybody.

**3. PRESENTATION:** Mt. Hood Regulatory Commission's (MHCRC) future planning education session.

Norm Thomas, MHCRC Commissioner, stated he is the Troutdale representative for the MHCRC and they will be giving a briefing on what MHCRC has been working on.

Reed Wagner, NEX Strategies Partner, stated he and his partner at NEX, Autumn Carter, are a part of a consulting team that's supporting in the strategic planning of the MHCRC and rethinking about the IGA that was last looked at in 1998. He is joined by Julia DeGraw, MHCRC Chair, John Lugton, MetroEast Director of Production Services and David Elkin, MetroEast Director of Technology.

Reed Wagner stated they will be discussing MHCRC's key role as a cable industry regulator, community media funder and policy advocate. They will talk about the changing landscape in the cable industry and how that's impacting MHCRC and thus impacting revenues that come through and the structure of what is in place now. He emphasized the importance of proactively exploring these issues.

John Lugton stated MetroEast is a non-profit community media center and a big thing they do is teach people how to create their own media. They have workshops, studios, a music recording booth or a podcast recording booth at their studio in Gresham. They have youth workshops, internships and volunteer opportunities. He stated they are trying to reach people with media education of all ages. They have a membership model and it's very affordable and they do offer scholarships if someone can't afford memberships. They are an Emmy nominated production team.

Autumn Carter and Reed Wagner with NEX Strategies presented a PowerPoint (attached as Exhibit A).

Councilor Glantz asked if the ROW is just for cable.

Julie DeGraw stated it's limited to just cable, but that same broadband is used to deliver very similar services in a different format on the same broadband. She would like MHCRC to regulate and gain some benefit to public to get outside of the cable box.

Councilor Ripma stated there's been a strong case made for the continued funding of the MHCRC and MetroEast. He asked if anyone has gotten authority to regulate broadband.

Autumn Carter stated there are attempts across the country, but this is in flux and there are also politics involved at a federal level. It's regulated today but there is no local authority. There are cases making their way through the courts.

### **Mayor Lauer opened public comment 7:48pm.**

Katmeow Garcia, Portland resident, stated she is currently the director of Community Media Open Signal. She is also on the national board called the Alliance for Community Media and they are supported by a foundation that does lobbying work in D.C. She travels to D.C. twice a year to talk with representatives about protecting community media and supporting community media. There are some states that are pushing through federal regulations like Michigan, Minnesota and Vermont and there is traction federally.

**Mayor Lauer closed public comment 7:50pm.**

**4. RESOLUTION:** A resolution accepting the Main Streets on Halsey Cross Section and Street Design Plan.

Erika Palmer, Community Development Director, gave a brief overview of the staff report and presented a PowerPoint (attached as Exhibit B) with Marlee Boxler, Economic Development Coordinator. She stated that Allison Boyd and Brad Choi with Multnomah County are on Zoom for the meeting and also Matt Bell with Kittelson.

Councilor Glantz stated she wants to be clear on a couple of things. She noticed in the presentation it talks about building height and it talks about Fairview and Wood Village added height, but Troutdale did not. She asked if that was still the case.

Erika Palmer replied that is correct.

Councilor Glantz stated she appreciates that this is Multnomah County's road, but she thought she saw Troutdale and some dollar figures. She asked if any of the funding for this comes from Troutdale as well as the County.

Erika Palmer stated there are going to be a lot of different conversations about funding packages in the future.

Allison Boyd, Multnomah County Transportation Planning Manager, stated this is a beginning stage of providing the concept of what the County is looking at and the high-level cost estimates. This is going to give them a really great baseline to start looking at how they can actually implement it. The County is looking forward to being able to start working on an implementation strategy if the cities move forward with it.

Councilor Glantz asked about maintenance and landowners having responsibility for maintenance.

Marlee Boxler stated that currently the landscaping strips are the responsibility of the adjacent owners and the same for the sidewalk and planter strips.

Councilor White stated there were some big projects that just went in on Halsey. Eagle Ridge had to create a whole new lane when they built, and they did all their own sidewalks, and it didn't cost taxpayers anything. He wants to know why that isn't happening with the big apartment complexes that have been built.

Ray Young stated that the Eagle Ridge build was conditional use.

Marlee Boxler stated this isn't conditional use and this plan isn't in place yet so they can't ask them to do something that isn't in the standards.

Councilor White asked about Planning Commission's thoughts on the plan.

Erika Palmer stated that the Planning Commission, overall, was very supportive. They provided additional input on lighting and safety solutions. It wasn't put in front of the Planning Commission to make a recommendation to Council because an ordinance wasn't needed, and the Transportation System Plan didn't get any changes. She stated she didn't hear anything negative from the Planning Commission.

Councilor Ripma stated he couldn't find anything he doesn't like in the plan. It all looks pretty good. He's worried about the money but that sounds like it's down the road.

**Mayor Lauer opened public comment 8:41pm.**

None.

**Mayor Lauer closed public comment 8:41pm.**

**MOTION: Councilor Wittren moved to approve a resolution accepting the Main Streets on Halsey Cross Section and Street Design Plan. Seconded by Councilor Ripma.**

**VOTE: Councilor Glantz – No; Councilor Ripma – Yes; Councilor Caswell – Yes; Councilor Wunn – Yes; Mayor Lauer – No; Councilor White – Yes and Councilor Wittren – Yes.**

**Motion passed 5-2.**

## **5. REPORT: A report on the 1<sup>st</sup> year of dogs being allowed in select Parks.**

Travis Hultin, Public Works Director, gave a brief overview of the staff report.

**Mayor Lauer opened public comment 8:54pm.**

Paul Wilcox, Troutdale resident, stated the staff report was very well written, comprehensive and unbiased. He added that parks could add a database for repeat offenders.

Travis Hultin stated it's hard to track repeat offenders unless they are cited but enforcement will recognize repeat offenders.

**Mayor Lauer closed public comment 8:57pm.**

## **6. STAFF COMMUNICATIONS**

Ray Young provided the following staff communications:

- The BESS battery tour is 10/30 at 9am, email Erika Palmer to schedule
- Planning Commission meeting tomorrow about the Halstead Development on 257<sup>th</sup>
- Thursday at 1:30pm is the groundbreaking for the Sandy Riverfront Trail and immediately following is the ribbon cutting for the Ch'ak Ch'ak Trail

- The 10/22 City Council meeting is cancelled

## 7. COUNCIL COMMUNICATIONS

Councilor Glantz wished good luck to everyone campaigning. She shared that the City of Melbourne in Australia allows people to email a tree. The original intention was to let resident's voice issues about a tree but now visitors and residents write compliments to the trees.

Councilor Ripma stated that on October 20<sup>th</sup> the Troutdale Historical Society is hosting a program at 2pm at the Sam Cox Building about the Columbus Day Storm of 1962 which is the biggest storm in Oregon history. It's free to attend.

Councilor White stated he will be attending the 99<sup>th</sup> League of Oregon Cities Conference in Bend this year. He's gone to every conference since he's been on Council. He's going to talk to ODFW about no smelt harvest this year. He's excited about the trail dedication.

Mayor Lauer wished everybody a Happy Halloween.

## 8. ADJOURNMENT

**MOTION:** Councilor Ripma moved to adjourn. Seconded by Councilor White. Motion passed unanimously.

Meeting adjourned at 9:03pm.



Randy Lauer, Mayor  
Dated: November 13, 2024

**ATTEST:**



Kenda Rimes, Deputy City Recorder

## October 8, 2024 City Council Regular Meeting - Zoom Guests

| Name (original name)                     | Email                         | Join time       | Leave time      | Duration<br>(minutes) |
|------------------------------------------|-------------------------------|-----------------|-----------------|-----------------------|
| Troutdale Conferencing                   | troutconf@troutdaleoregon.gov | 10/8/2024 18:32 | 10/8/2024 21:03 | 152                   |
| MetroEast                                |                               | 10/8/2024 18:32 | 10/8/2024 21:03 | 152                   |
| Testimony Table                          |                               | 10/8/2024 18:32 | 10/8/2024 21:03 | 152                   |
| Paul Wilcox                              | troutconf@troutdaleoregon.gov | 10/8/2024 18:40 | 10/8/2024 18:40 | 1                     |
| Troutdale Conferencing                   |                               | 10/8/2024 18:46 | 10/8/2024 21:03 | 138                   |
| Paul Wilcox                              |                               | 10/8/2024 18:47 | 10/8/2024 21:03 | 137                   |
| Jordan Wittren                           |                               | 10/8/2024 18:48 | 10/8/2024 21:03 | 136                   |
| Alison Brown                             |                               | 10/8/2024 18:52 | 10/8/2024 21:03 | 132                   |
| Randy Lauer                              |                               | 10/8/2024 18:53 | 10/8/2024 21:03 | 131                   |
| Geoffrey Wunn                            |                               | 10/8/2024 18:54 | 10/8/2024 21:03 | 129                   |
| Autumn Carter (she/her) - NEX Strategies |                               | 10/8/2024 18:55 | 10/8/2024 19:50 | 56                    |
| Tanney Staffenson                        |                               | 10/8/2024 18:55 | 10/8/2024 20:37 | 103                   |
| Sandy Glantz                             |                               | 10/8/2024 18:56 | 10/8/2024 21:03 | 128                   |
| Matt Lawrence                            |                               | 10/8/2024 18:57 | 10/8/2024 21:03 | 127                   |
| ray.young                                |                               | 10/8/2024 18:58 | 10/8/2024 21:03 | 126                   |
| Councilor Ripma (Speaker)                |                               | 10/8/2024 18:58 | 10/8/2024 21:03 | 126                   |
| Matt Bell - Kittelson                    |                               | 10/8/2024 19:00 | 10/8/2024 20:47 | 107                   |
| Allison Boyd, Multnomah County           |                               | 10/8/2024 19:01 | 10/8/2024 20:47 | 106                   |
| Julia DeGraw (she/her)# MHCRC Chair      |                               | 10/8/2024 19:03 | 10/8/2024 20:12 | 70                    |
| Katmeow Garcia                           |                               | 10/8/2024 19:04 | 10/8/2024 19:50 | 47                    |
| Brad Choi# Multnomah County (Brad Choi)  |                               | 10/8/2024 19:04 | 10/8/2024 20:47 | 103                   |



# MHCRC

*Serving Multnomah County and the Cities of  
Fairview, Gresham, Portland, Troutdale & Wood Village*

**Exhibit A**  
October 8, 2024  
Council Meeting  
Minutes

## Future Planning Education Session

October 8 2024 | City of Troutdale

# Agenda

- Introductions and Background
- Financial and Industry Dynamics
- Strategic Planning and Decision-Making Process
  - Next Steps
  - Q&A

# Session Objectives

## COMMISSION BACKGROUND

Provide background on MHCRC's history and roles

## FINANCIAL AND INDUSTRY CHANGES

Summarize key changes in the telecommunications landscape

## DECISION-MAKING PROCESS

Outline the strategic planning process and decision-making framework

# About the Mt. Hood Cable Regulatory Commission (MHCRC)

Established through an IGA in 1992, the MHCRC advocates for and **protects the public interest** in the regulation and development of **cable communications systems** in Multnomah County and the cities of Gresham, Fairview, Troutdale, Wood Village, and Portland.

# The MHCRC's Core Roles



## **CABLE FRANCHISE AGREEMENTS**

Negotiates and enforces cable service franchise agreements.



## **PEG ACCESS & COMMUNITY GRANTS**

Manages public benefit resources and fees derived from the franchise agreements.



## **POLICY ADVOCACY**

Advocates on behalf of the public interest on cable policy issues at local, state, and federal levels.

# What are PEG Fees?

The MHCRC collects **Public, Educational, and Government (PEG)** fees from cable companies on behalf of its six member jurisdictions. All franchised cable companies pay 3% of their gross revenues related to TV services to the MHCRC as dedicated funding for capital costs of providing **community media** and **technology services** to the community.

# Community Media Centers as PEG Access Providers



Community Media Centers provide media and broadband technology training, tools, and distribution platforms to diverse communities. They broadcast **educational and government programs** and distribute video programming on a variety of **digital platforms**. Both MetroEast and Open Signal also provide live **coverage of City Council meetings** and other government activities.



# Financials and Industry Dynamics

The MHCRC faces a shifting environment as cable subscribers decline, its regulatory authority grows less defined, and financial challenges impact jurisdictions and community partners.

**MHCRC member jurisdictions need a new strategy and funding approach.**



# What's Driving the Challenges?

## TECHNOLOGY SHIFT

Broadband has overtaken traditional cable services

## DECLINING CABLE REVENUES

Cable subscriber losses reduce critical franchise fee revenues

## INDUSTRY CONSOLIDATION

Fewer service providers restrict market competition

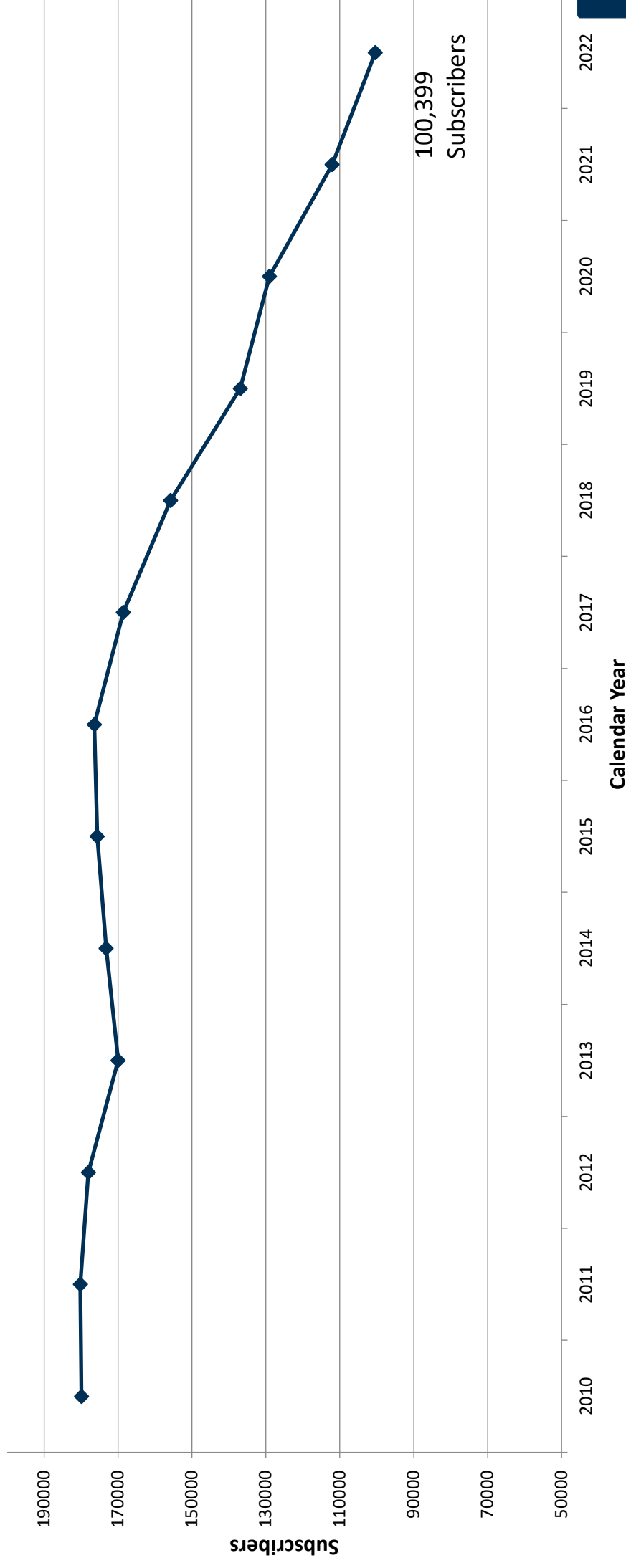
## OUTDATED REGULATORY FRAMEWORK

No local authority to regulate broadband providers

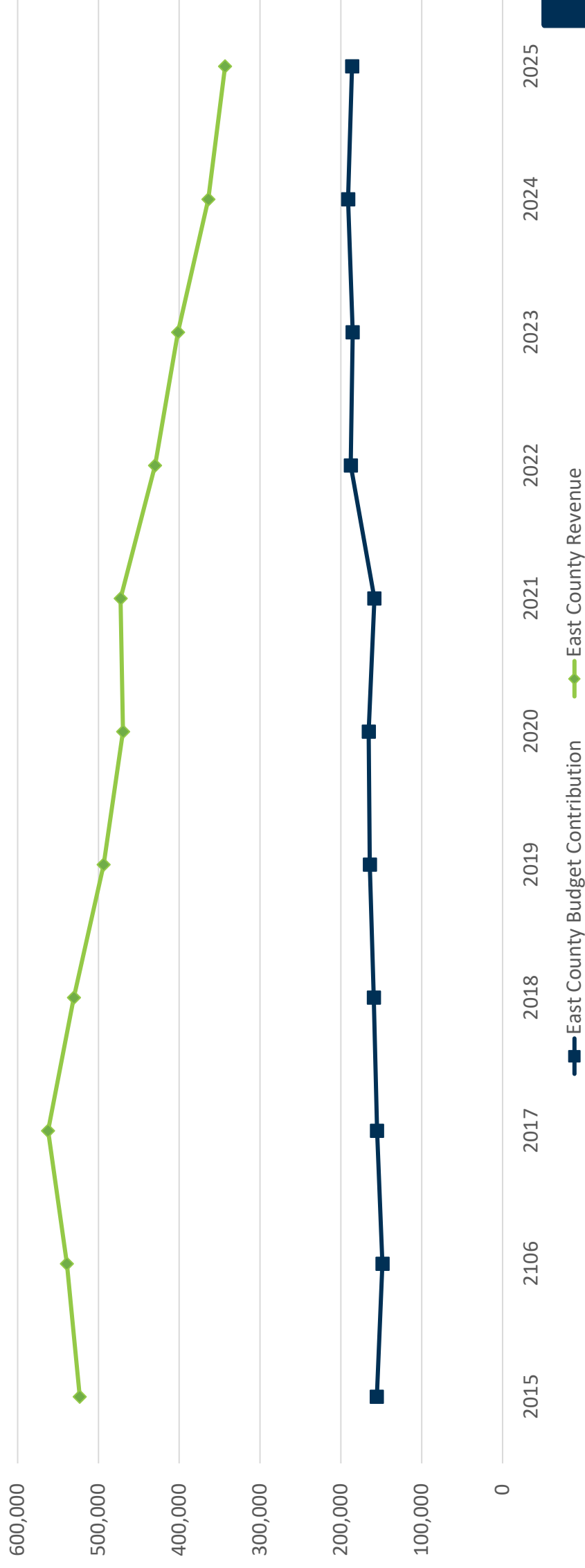
## REDUCED CABLE FEES

PEG & franchise fee declines threaten media centers' sustainability

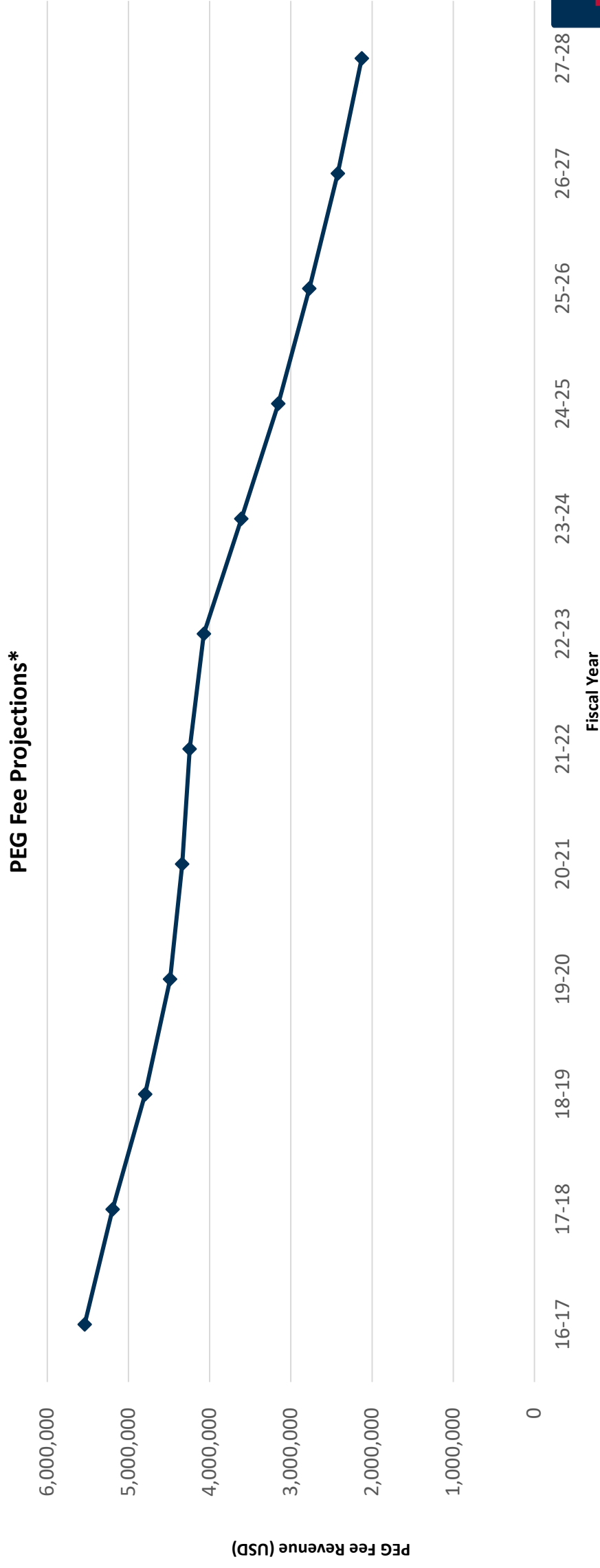
# Cable TV Subscribers on the Decline



# Narrowing East County Financials: Revenue vs Operating Budget Contributions



# Declining PEG Fees Threaten Community Media Centers



\*Assumes the continuation of a 3% PEG fee.



# The Strategic Planning & Decision- Making Process

**MHCRC commissioners & staff** are exploring potential paths forward.

**Jurisdictions** must ultimately determine how to manage and recoup fees for use of the **public right-of-way** in an evolving digital landscape.

# Key Decision Points

- Maintain the commission?
- How to manage the right-of-way?
- Pursue broadband regulation? If so, independently or collectively?
- Secure additional funding for community media?
- Reallocate resources?

# Exploring a spectrum of options...



## MAINTAIN

### COMMISSION STRUCTURE

Keep the current structure with minimal changes.  
Ensures continuity but may not fully address emerging needs.

## REALLOCATE OR

### RESTRUCTURE

Adjust funding strategies or restructure to support core functions as cable revenue continues to drop. Stabilizes finances but requires tradeoffs.

## PURSUE

### EXPANDED AUTHORITY

Jurisdictions pursue authority to regulate broadband. Opens financial paths but presents legal and political challenges.

# Key Questions for Jurisdictions

1. Is the Commissioner structure the best structure to meet the future needs?
2. As cable revenues decline, how does the purpose of the MHCRC change?
3. What percentage of their franchise fees are jurisdictions willing to continue to contribute to cable oversight?
4. Do member jurisdictions see a need to remain coordinated to collectively advocate, plan, and negotiate telecommunications services?

# Planned Next Steps

1. Scenario Planning and Staff Analysis
2. Commission Evaluation of Potential Options
3. Commission Proposes IGA Revisions and Strategic Recommendations re Structural Options
4. Council Evaluation of Commission's Recommendations

# Q&A



# Main Streets on Halsey

## Cross Section and Street Design Plan

Troutdale City Council Meeting  
October 8, 2024



**MAIN STREETS  
ON HALSEY**  
FAIRVIEW • WOOD VILLAGE • TROUTDALE

### **Exhibit B**

October 8, 2024 Council  
Meeting Minutes

# HALSEY STREET

## **This evening, we will....**

- Review Cross Section and Street Design Plan for the Halsey Street (Troutdale Section Only)
- Plan Background
  - ☐ Purpose
  - ☐ Schedule
  - ☐ Project Coordination & Community Engagement
  - ☐ What we heard from the Planning Commission
- Plan Recommendations
  - ☐ Edgefield / Residential / Commercial – Cross Sections
  - ☐ Enhanced crossings and driveway treatments
- Plan Implementation and Funding
- Consider adopting a resolution accepting the Plan

# Plan Background



**MAIN STREETS  
ON HALSEY**

FAIRVIEW • WOOD VILLAGE • TROUTDALE

# Project Purpose

The Cross Section and Street Design Plan builds on work from the 2017 Strategic Economic Action Plan and supports the City's adopted Transportation System Plan.

The Plan recommends revisions to Multnomah County's Minor Arterial Street cross-section and provides **CONCEPTUAL** design plans for the Halsey Corridor (Fairview, Wood Village Troutdale)

The Plan includes cross sections and other design elements that reflect each community's unique character while providing continuity along the corridor.



**MAIN STREETS  
ON HALSEY**

FAIRVIEW • WOOD VILLAGE • TROUTDALE

# Project Coordination

The project was funded through a Transportation & Growth Management (TGM) Grant through the Oregon Department of Transportation (ODOT).

## Project Management Team (PMT)

- Fairview, Wood Village, Troutdale staff
- Multnomah County staff
- ODOT staff

## Project Advisory Committee (PAC)

- Residents, property owners, business owners, and operators
- Representatives from local organizations, schools, advocacy groups, jurisdiction officials

## Technical Advisory Committee (TAC)

- Other public agency staff
- Transportation service providers
- Emergency service providers



**MAIN STREETS  
ON HALSEY**

FAIRVIEW • WOOD VILLAGE • TROUTDALE

# Community Engagement

## Business engagement activities

- Business owner meetings
- McMenamins Edgefield meetings

## Public engagement activities

- Troutdale First Friday Art Walk
- Wood Village Night Out
- Fairview on the Green
- Troutdale Library Event
- PlayEast Lunch Outreach
- Troutdale Winter Wonderland

## Public engagement tools

- Project Website
- Interactive maps
- Online surveys



**MAIN STREETS  
ON HALSEY**

FAIRVIEW • WOOD VILLAGE • TROUTDALE

# 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 landscape 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.



**MAIN STREETS  
ON HALSEY**

FAIRVIEW • WOOD VILLAGE • TROUTDALE

# What we Heard from Planning Commission



- Safety is important for all modes of transportation on Halsey
- Three lanes can ease congestion and friendly for emergency vehicles
- Lighting at bus stops and crossings is very important (solar lighting)
- Crossings should also consider sound for vision-impaired
- May need a parking management program for future on-street parking in the commercial segment
- Medians can be challenging to see when there are several inches of snow
- Operations and maintenance agreement with the County is important



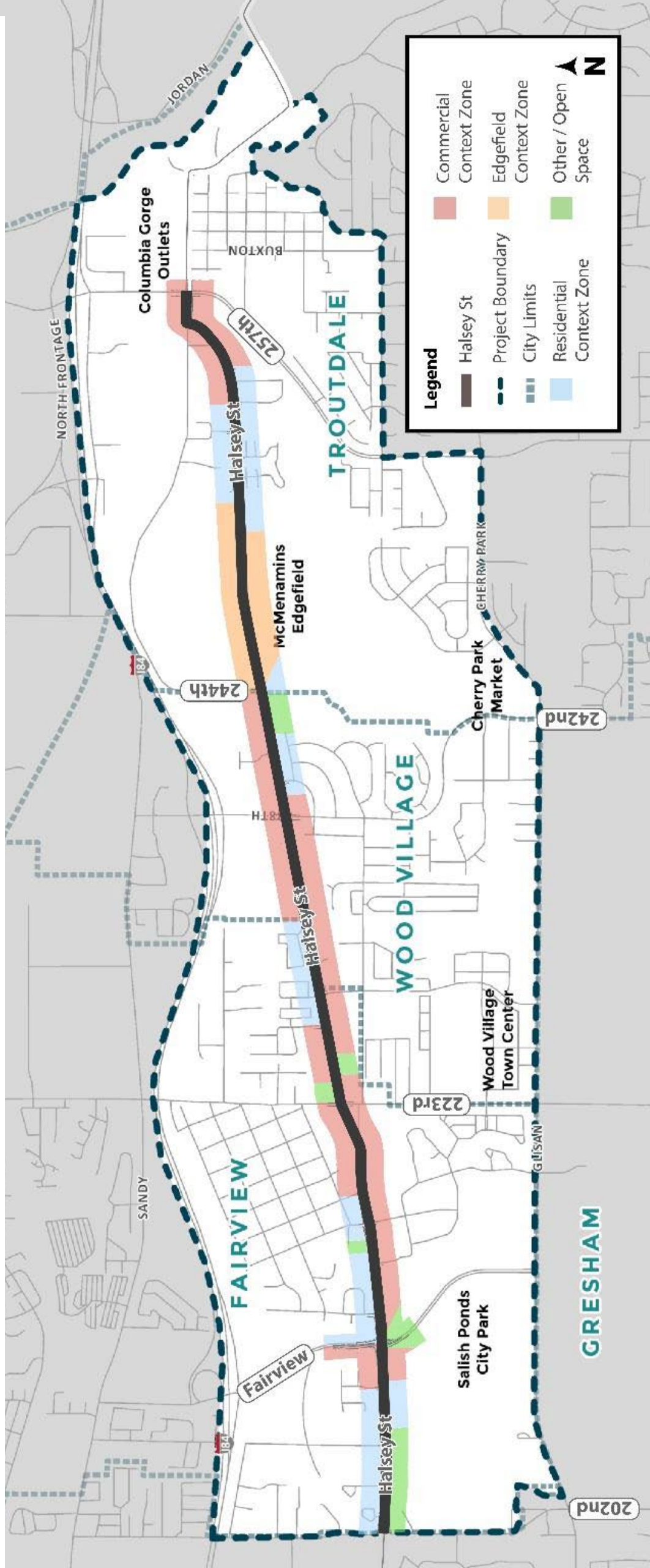
# Plan Recommendations



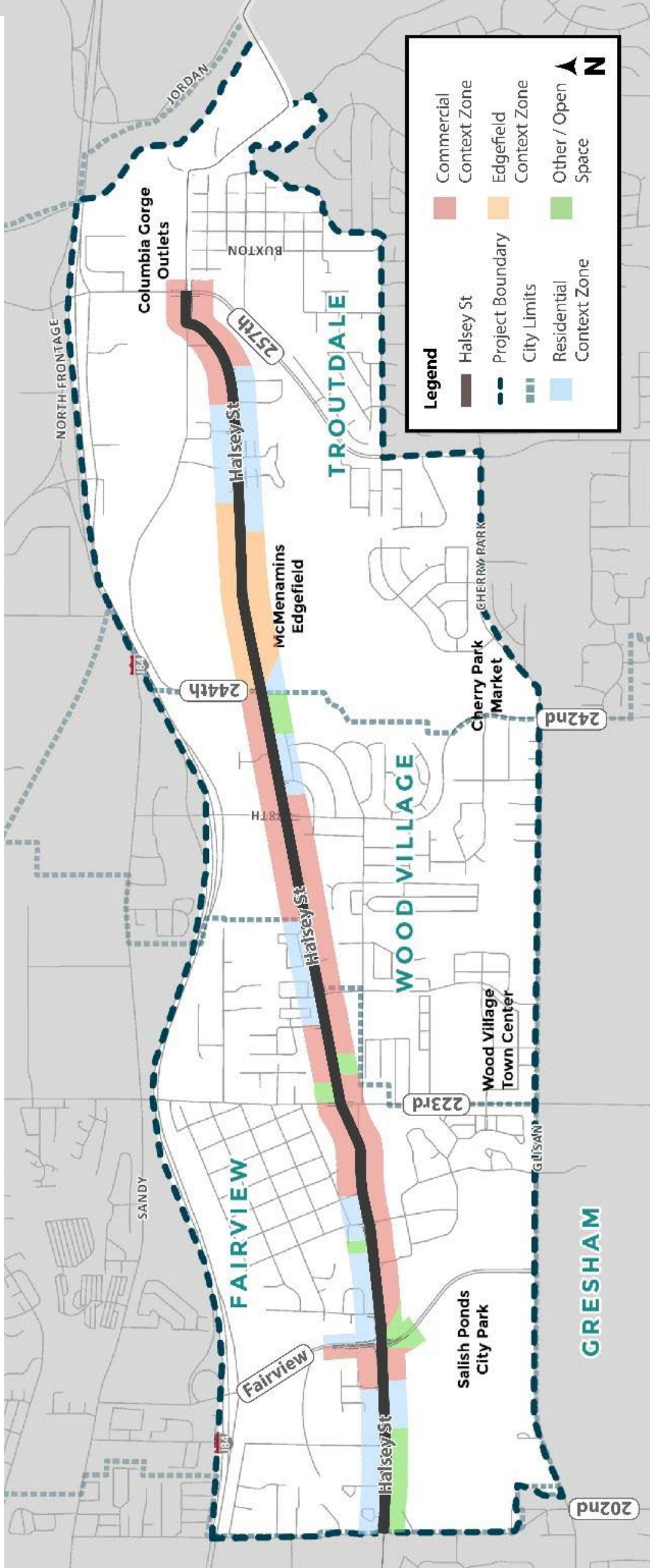
**MAIN STREETS  
ON HALSEY**

FAIRVIEW • WOOD VILLAGE • TROUTDALE

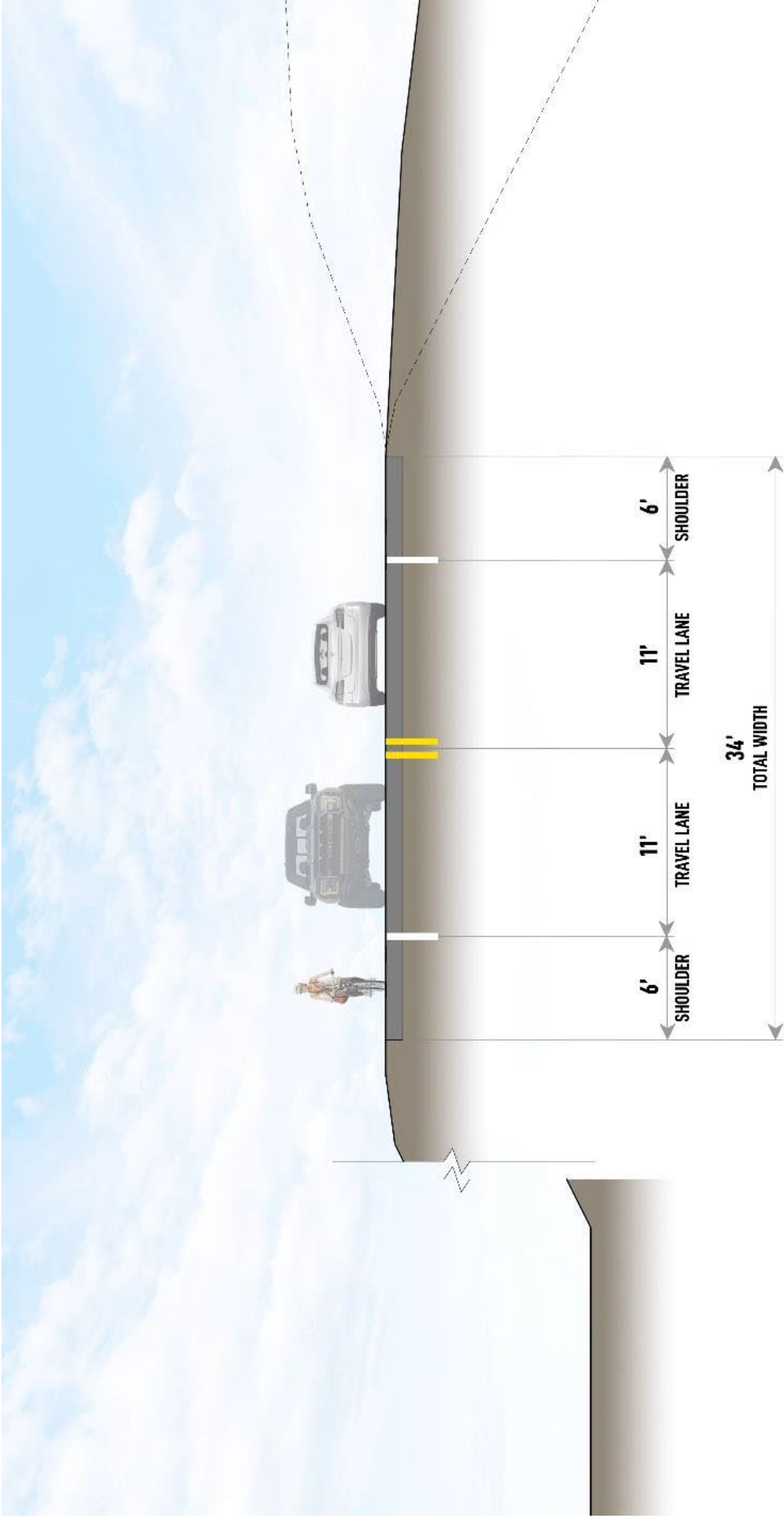
# Project Area



# Edgefield Segment



# Near-Term Cross Section – Edgefield Segment



# Long-Term Cross-Section: Edgefield

## Key features:

- Three travel lanes
  - 12-foot curb tight lanes
  - 12-foot center turn lane
- 6-foot landscape strips
- 6-foot **asphalt** sidewalk-level bike lanes, adjacent to sidewalk
- 1-foot paved buffer separating bike lanes and sidewalks
- 6-foot **concrete** sidewalks



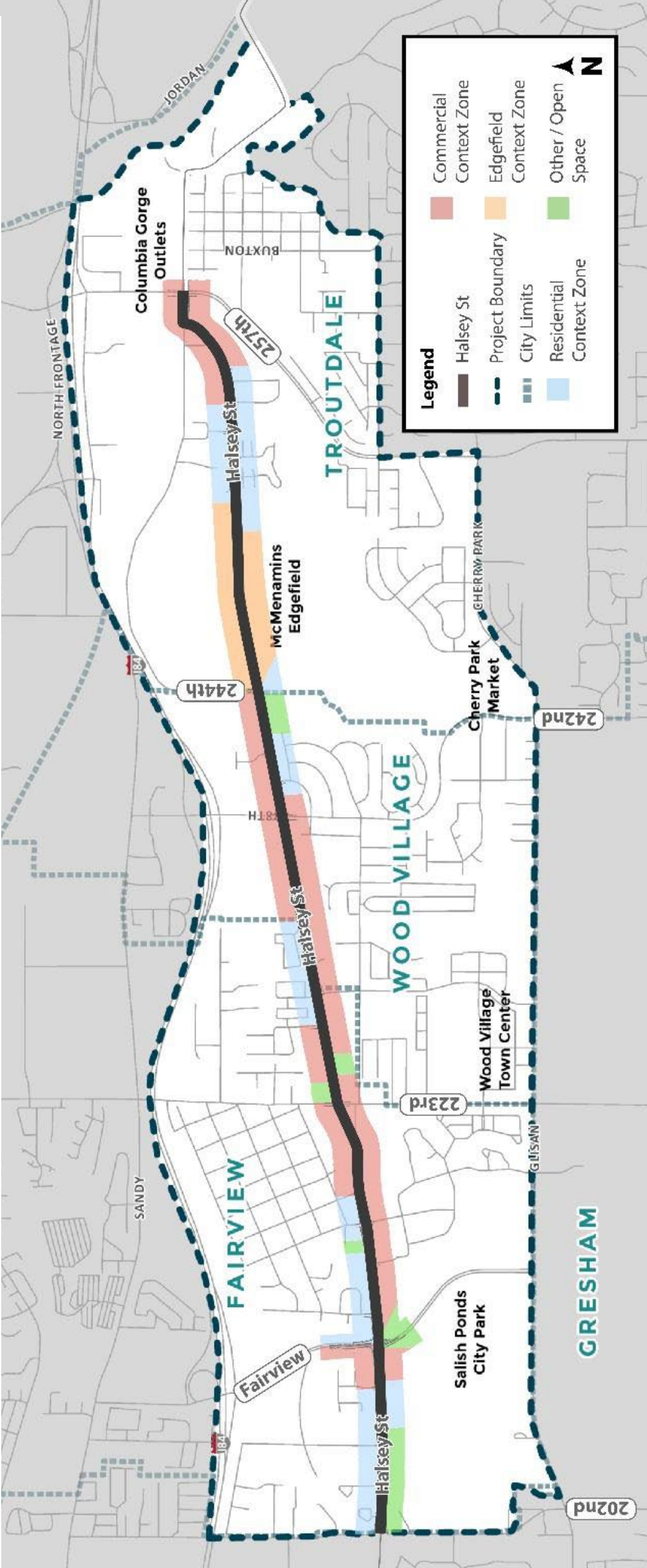
# Long Term Plan View: Edgefield



| LEGEND |                                   | KEY NOTES |                              |
|--------|-----------------------------------|-----------|------------------------------|
|        | STREET LIGHTING                   |           | BUS STOP                     |
|        | RECTANGULAR RAPID FLASHING BEACON |           | ENHANCED PEDESTRIAN CROSSING |
|        |                                   |           | SIDEWALK                     |
|        |                                   |           | BUFFER - SPECIAL PAVING      |
|        |                                   |           | BIKE LANE                    |
|        |                                   |           | PLANTING                     |
|        |                                   |           | CENTER TURN LANE             |
|        |                                   |           | TRAVEL LANE                  |
|        |                                   |           | PROPOSED STREET TREES        |
|        |                                   |           | PROPOSED EMBANKMENT          |

This map illustrates the Halsey Street Corridor, highlighting various context zones and project boundaries. The corridor runs north-south, starting from the Columbia Gorge Outlets in the north and extending south towards the Fairview area. Key features include:

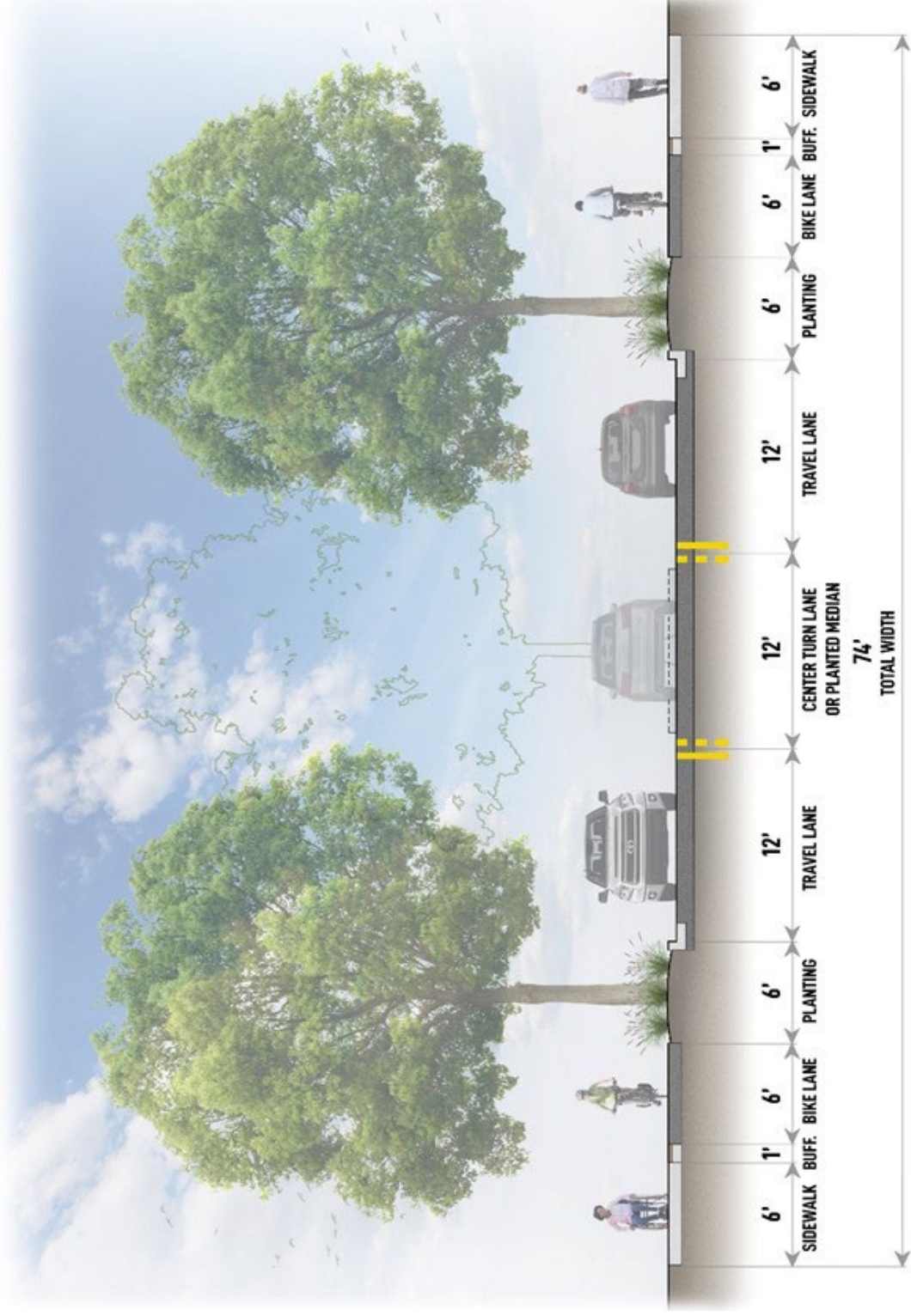
- Context Zones:**
  - Commercial Context Zone:** Shaded in light red/pink, located primarily in the northern section near the Columbia Gorge Outlets.
  - Edgefield Context Zone:** Shaded in light orange, located in the middle section near the McMennamins Edgefield.
  - Residential Context Zone:** Shaded in light blue, located in the southern section near the Fairview area.
  - Other / Open Space:** Shaded in light green, located in the southern section near the Fairview area.
- Project Boundary:** Indicated by a thick black line running along Halsey Street.
- City Limits:** Dashed lines indicating the boundaries of different city areas.
- Neighboring Areas:**
  - FAIRVIEW:** Located to the west of the corridor.
  - WOOD VILLAGE:** Located to the east of the corridor.
  - McMenamins Edgefield:** Located to the east of the corridor, near the center.
  - TROUTDALE:** Located to the east of the corridor, in the northern section.
  - GRESHAM:** Located to the east of the corridor, in the southern section.
- Key Landmarks and Streets:**
  - Halsey St:** The main corridor running north-south.
  - 257th, 244th, 223rd, 202nd:** East-west streets intersecting the corridor.
  - Cherry Park Market:** Located near the 244th intersection.
  - Wood Village Town Center:** Located near the 223rd intersection.
  - Salish Ponds City Park:** Located near the 202nd intersection.
  - Columbia Gorge Outlets:** Located at the northern end of the corridor.
- Legend:**
  - Commercial Context Zone:** Light red/pink square.
  - Edgefield Context Zone:** Light orange square.
  - Residential Context Zone:** Light blue square.
  - Other / Open Space:** Light green square.
  - Project Boundary:** Thick black line.
  - City Limits:** Dashed line.
  - Halsey St:** Solid black line.



# Residential Segment

## Key features:

- Three travel lanes
  - 12-foot curb tight lanes
  - 12-foot center turn lane
- 6-foot landscape strips
- 6-foot **asphalt** sidewalk-level bike lanes, adjacent to sidewalk
- 1-foot paved buffer separating bike lanes and sidewalks
- 6-foot **concrete** sidewalks



# Plan View: Residential



| LEGEND                                                                                |                                   | KEY NOTES                                                                             |                                |
|---------------------------------------------------------------------------------------|-----------------------------------|---------------------------------------------------------------------------------------|--------------------------------|
|  | STREET LIGHTING                   |  | 1 BUS STOP                     |
|  | RECTANGULAR RAPID FLASHING BEACON |  | 2 ENHANCED PEDESTRIAN CROSSING |
|                                                                                       |                                   |  | 3 SIDEWALK                     |
|                                                                                       |                                   |  | 4 BUFFER - SPECIAL PAVING      |
|                                                                                       |                                   |  | 5 BIKE LANE                    |
|                                                                                       |                                   |  | 6 PLANTING                     |
|                                                                                       |                                   |  | 7 CENTER TURN LANE             |
|                                                                                       |                                   |  | 8 TRAVEL LANE                  |
|                                                                                       |                                   |  | 9 PROPOSED STREET TREES        |

# Plan View: Commercial



## LEGEND

- STREET LIGHTING
- RECTANGULAR RAPID FLASHING BEACON
- TRASH RECEPTACLE
- BENCH

## KEY NOTES

- 1 ENHANCED PEDESTRIAN CROSSING
- 2 BIKE RACK
- 3 SIDEWALK
- 4 BUFFER - SPECIAL PAVING
- 5 BIKE LANE
- 6 FURNISHING ZONE
- 7 CENTER TURN LANE
- 8 TRAVEL LANE
- 9 PROPOSED STREET TREES W/ TREE GRATES
- 10 PARKING

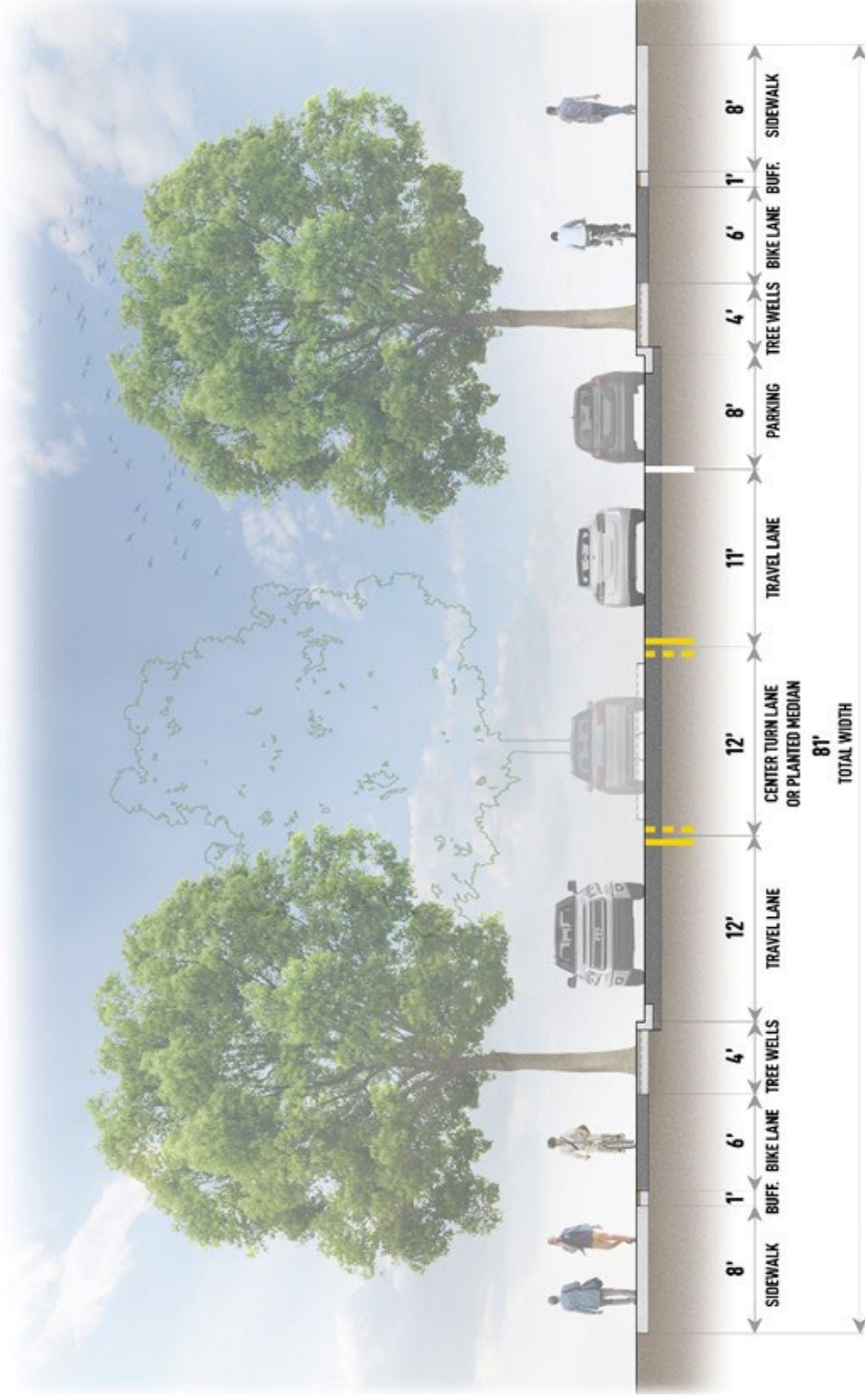
# Commercial Segment (A) – Benefits & Drawbacks

## Key Benefits:

- Improves comfort of people walking, biking, and taking transit
- Creates space for street trees and other plantings adjacent to curb
- Allows for sustainable design practices – stormwater facilities
- Narrows travel lanes, reduces travel speeds, discourages through traffic

## Key Drawbacks:

- May be difficult to implement on incremental basis
- Increased construction cost, but similar maintenance cost
- Could create some challenges for people with disabilities

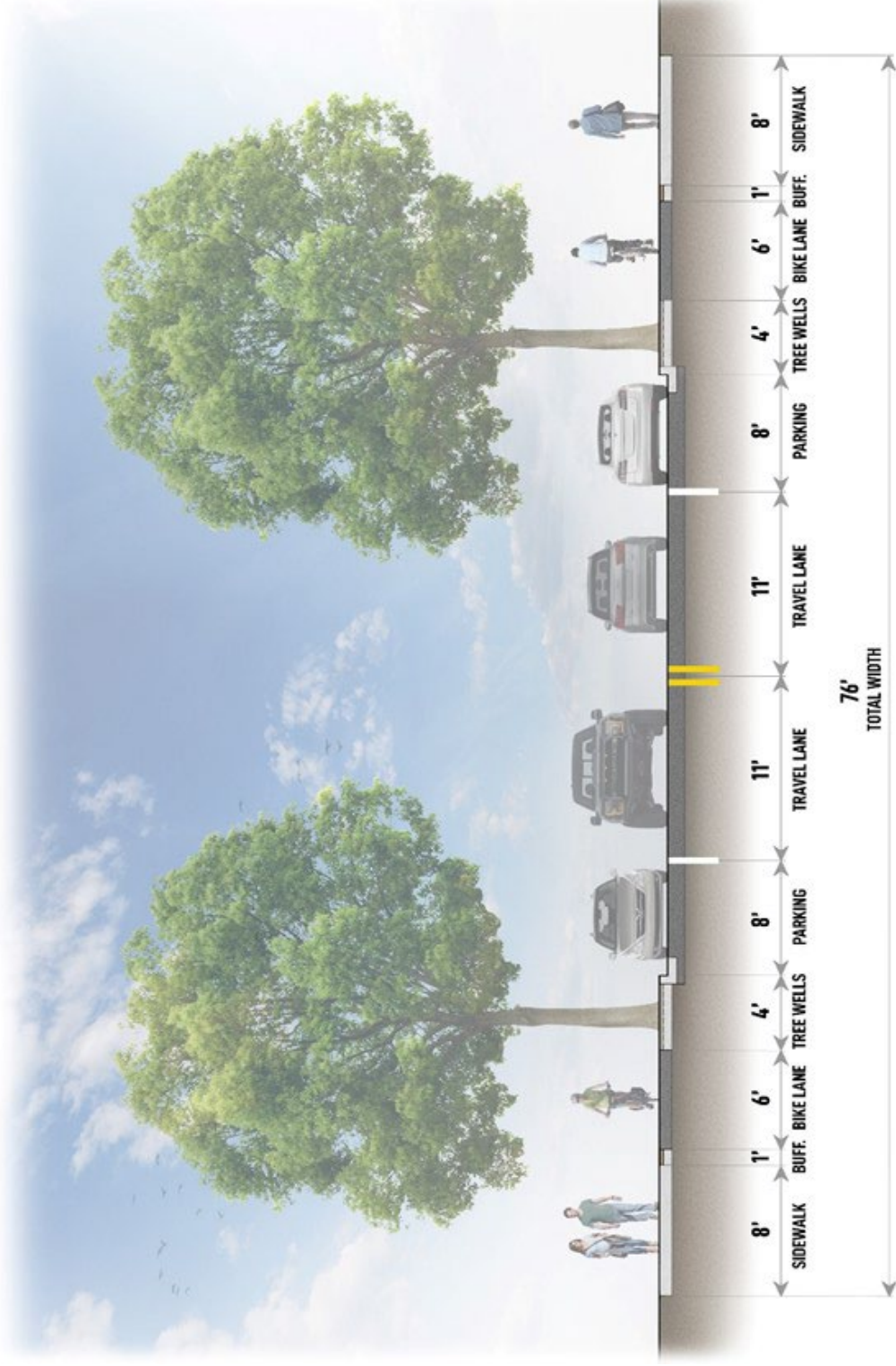


# Commercial Segment (B) – Benefits & Drawbacks

## Key features:

- Two travel lanes
  - 11-foot lanes parking is adjacent
- 8-foot parking on both sides
- 4-foot landscape strips with tree wells
- 6-foot **asphalt** sidewalk-level bike lanes, adjacent to sidewalk
- 1-foot paved buffer separating bike lanes and sidewalks
- 8-foot **concrete** sidewalks

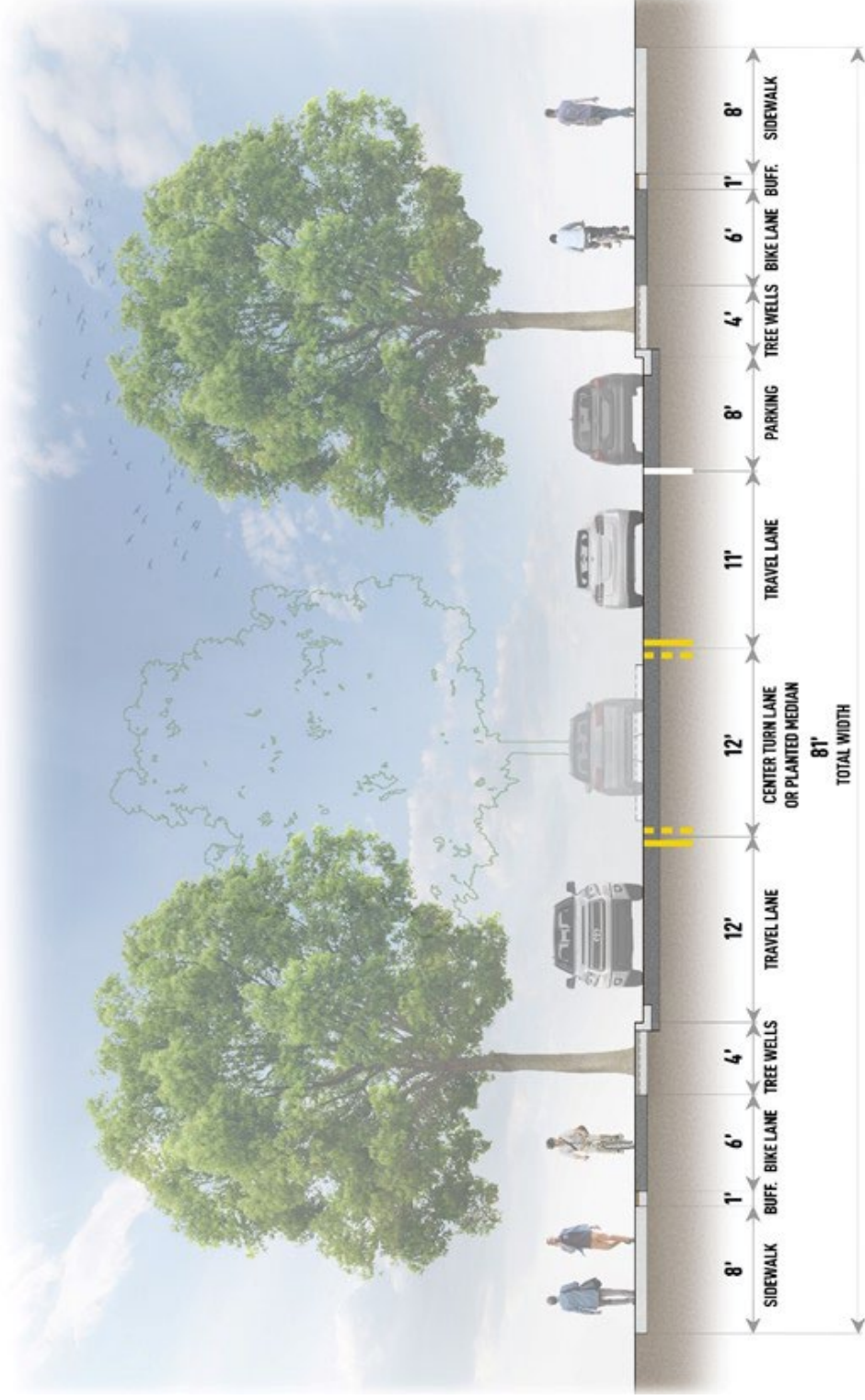
From NE Village Street to NE 223<sup>rd</sup> Avenue – but could be applied elsewhere.



# Long-Term Cross-Section: Commercial

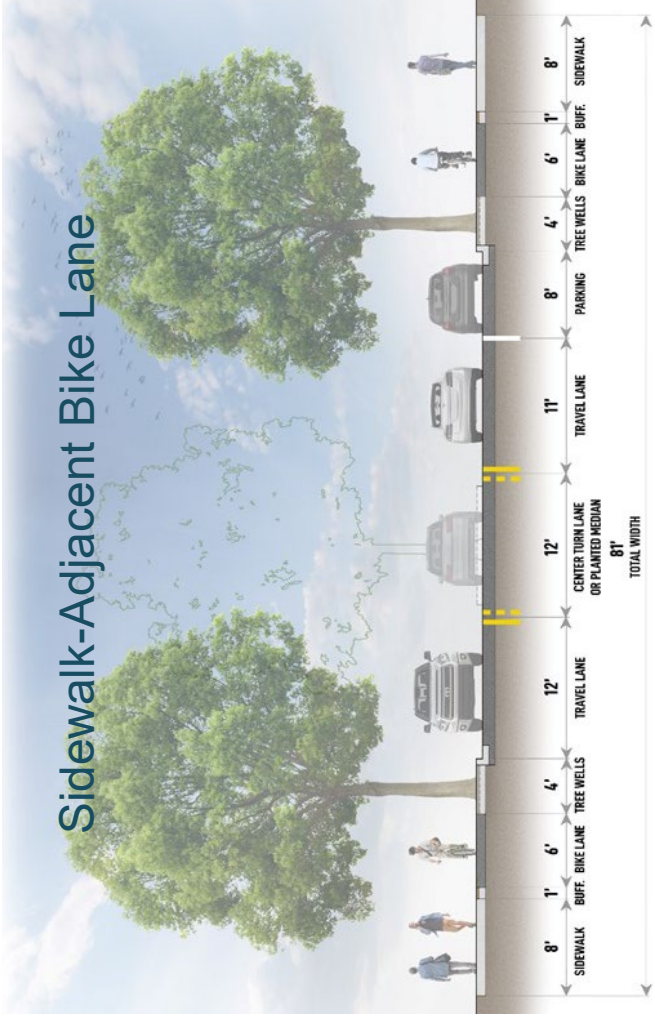
## Key features:

- Three travel lanes
  - 12-foot curb tight lane
  - 12-foot center turn lane
- 8-foot parking on one side
- 4-foot landscape strips with tree wells
- 6-foot **asphalt** sidewalk-level bike lanes, adjacent to sidewalk
- 1-foot paved buffer separating bike lanes and sidewalks
- 8-foot **concrete** sidewalks

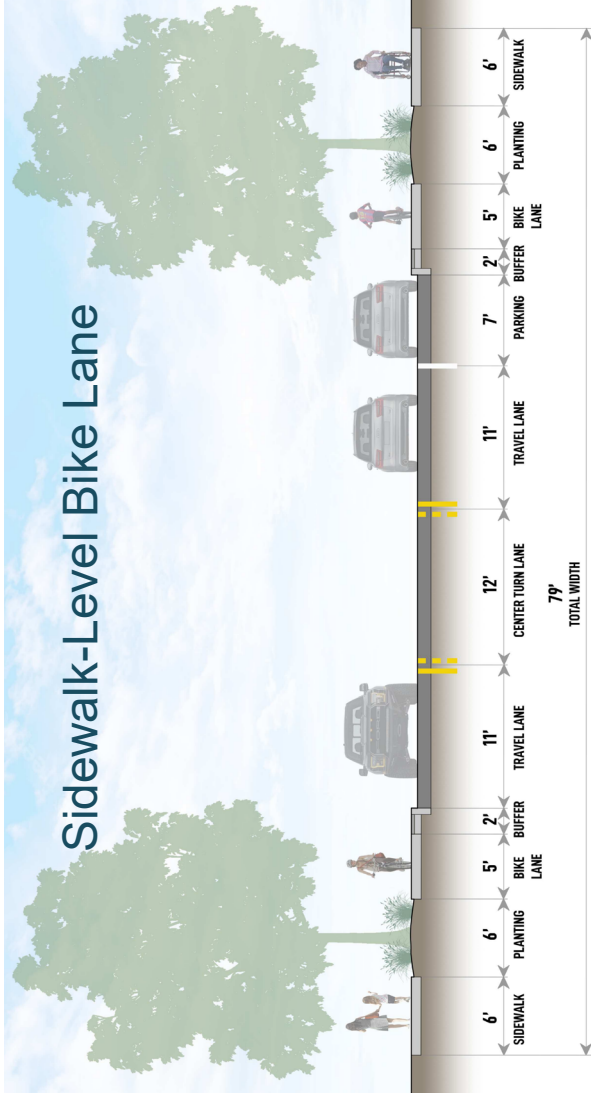


# Benefits of Preferred Bike Lane Layout

Sidewalk-Adjacent Bike Lane



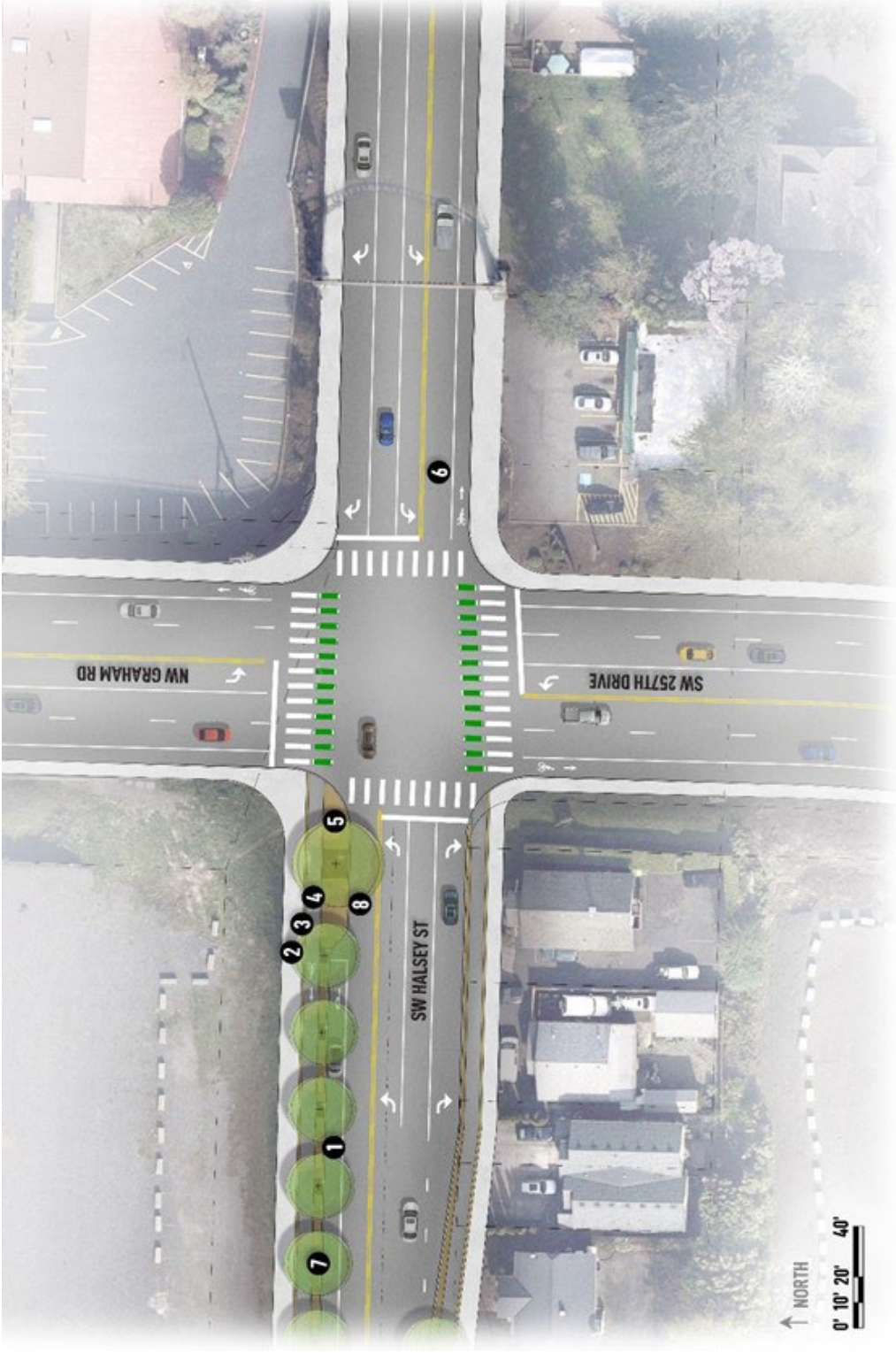
Sidewalk-Level Bike Lane



## Benefits of sidewalk-adjacent bike lanes:

- Stormwater facilities
- Easier to pass slower bikers
- Easier to accommodate large walking groups
- Easier to maintain landscaping
- Better transit stop accommodation
- Provides space for people stepping out of parked cars
- Creates tree canopy along the driving lane – helps to reduce driving speeds
- Bicyclists more visible for people turning out of driveways
- Easier to unload for curbside deliveries

# Intersection Treatments: 257th Drive



## KEY NOTES

- |   |                         |   |                                      |
|---|-------------------------|---|--------------------------------------|
| 1 | PARKING                 | 5 | FURNISHING ZONE                      |
| 2 | SIDEWALK                | 6 | TRAVEL LANE                          |
| 3 | BUFFER - SPECIAL PAVING | 7 | PROPOSED STREET TREES W/ TREE GRATES |
| 4 | BIKE LANE               | 8 | BUS STOPS                            |

## Key features:

- Provide bike crossing along with pedestrian crossing
- Advanced stop bars
- High visibility crosswalks
- Countdown pedestrian heads
- Lead pedestrian intervals

# Design Implementation: Driveways



## Minor Driveways

- Applies to single-family homes and small multi-family developments
- Optional: Bicycle conflicting striping



## Major Driveways

- Applies to Commercial uses and large multi-family developments
- Required: Bicycle green or red conflict striping green or red colored concrete

# Design Implementation: Transit Stops



## Proposed Typical Bus Stop Treatment

- In-lane stops
- Bike lane jogging or narrowing for pedestrian loading/unloading area
- Bicyclists yield to pedestrians



## Bus Pullout Treatment

- Where ROW allows
- Waiting area 10-12 ft
- Bike lane behind waiting area
- Roadway painted red

# Design Implementation: Planting and Stormwater



## Street Trees

- Tree grates (commercial)
- Drought tolerant species
  - Commercial zones



## Planting Strips

- Continuous planting
- No taller than 3 ft
- Residential zones



## Rain Gardens

- Vegetated with native and/or adapted wetland plants
- No taller than 3 ft
- Occasional maintenance

# Design Implementation: Crossings



## Refuge Island

- On three-lane sections
- Include signs and flashing beacons



## Curb Extensions

- For locations with on-street parking
- Increased visibility of pedestrians for drivers
- Reduced crossing distance



## Curb Extensions with Rain Gardens

- Multi-purpose design
- Aligns with stormwater and planting design approaches

# Near-Term: Crossings



# Long Term Enhanced Crossings



## LEGEND

-  EXISTING CROSSING, NO CHANGE
-  EXISTING CROSSING, IMPROVE NEAR-TERM
-  EXISTING CROSSING, IMPROVE LONG-TERM
-  NEW CROSSING, BUILD NEAR-TERM
-  NEW CROSSING, BUILD LONG-TERM

# Elements of Continuity along Halsey

- Branding elements, including wayfinding features
- Light poles with banner brackets
- Benches
- Bike racks
- Trash receptacles
- Building signage standards
- Bus stop design/elements



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# Near-term Cost Estimates



| Units                                            | Construction Cost | Engineering Support (25%) | Contingency (40%) | Total Cost |
|--------------------------------------------------|-------------------|---------------------------|-------------------|------------|
| 3.5-Mile Corridor                                | \$445K            | \$111K                    | \$177K            | \$733K     |
| 3.5-Mile Corridor with 2" Grind and Inlay        | \$2,619K          | \$655K                    | \$1,048K          | \$4,322K   |
| Fairview City Limits                             | \$225K            | \$56K                     | \$90K             | \$371K     |
| Fairview City Limits with 2" Grind and Inlay     | \$1,132K          | \$283K                    | \$453K            | \$1,868K   |
| Wood Village City Limits                         | \$71K             | \$18K                     | \$28K             | \$117K     |
| Wood Village City Limits with 2" Grind and Inlay | \$576K            | \$144K                    | \$230K            | \$950K     |
| Troutdale City Limits                            | \$149K            | \$37K                     | \$59K             | \$245K     |
| Troutdale City Limits with 2" Grind and Inlay    | \$911K            | \$228K                    | \$365K            | \$1,504K   |
| *Cost estimates are reported in 2024 dollars     |                   |                           |                   |            |

# Long-term Cost Estimates



| Units                                        | Construction Cost | Engineering Support (25%) | Contingency (40%) | Total Cost |
|----------------------------------------------|-------------------|---------------------------|-------------------|------------|
| 3.5-Mile Corridor                            | \$34.5M           | \$8.7M                    | \$13.8M           | \$57.0M    |
| Fairview City Limits                         | \$16.2M           | \$4.1M                    | \$6.5M            | \$26.8M    |
| Wood Village City Limits                     | \$7.3M            | \$1.8M                    | \$2.9M            | \$12.0M    |
| Troutdale City Limits                        | \$11.0M           | \$2.8M                    | \$4.4M            | \$18.2M    |
| Residential Context Zone (LF)                | \$1,300           | \$320                     | \$650             | \$2,270    |
| Commercial Context Zone 2-Lane (LF)          | \$1,350           | \$340                     | \$680             | \$2,370    |
| Commercial Context Zone 3-Lane (LF)          | \$1,430           | \$360                     | \$720             | \$2,510    |
| Edgefield Context Zone (LF)                  | \$1,220           | \$300                     | \$610             | \$2,130    |
| *Cost estimates are reported in 2024 dollars |                   |                           |                   |            |

# Plan Implementation

- Design Phase and Refinement Needs
  - Right-of-way analysis to understand impacts and refine concepts
  - Detailed topographic survey and engineering design
  - Lighting analysis and potential changes to standards
  - Utility relocation assessment
  - Intersection design and operations analysis
  - Bus stop placement and design
  - Location and design of enhanced crossings
- Implementation Steps
  - Plan acceptance by cities – MultCo transportation to change their standards.
  - Implementation through development and redevelopment
  - Implementation as a capital improvement project
  - Design standards variance



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# Questions



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