



Randy Lauer, Mayor

David Ripma

Alison Caswell

Geoffrey Wunn

Glenn White

Jordan Wittren

Sandy Glantz

Agenda October 8, 2024

Regular Meeting | 7:00 p.m.

Troutdale Police Community Center – Kellogg Room
234 SW Kendall Ct, Troutdale, OR 97060

1. **Pledge of Allegiance, Roll Call, Agenda Update**
2. **Public Comment:** Public Comment on non-agenda and consent agenda items is welcome at this time. *Public comment on agenda items will be taken at the time the item is considered. Public comments should be directed to the Presiding Officer and limited to matters of community interest or related to matters which may, or could, come before Council. Each speaker shall be limited to 5 minutes for each agenda item unless a different amount of time is allowed by the Presiding Officer, with consent of the Council. The Council and Mayor should avoid immediate or protracted responses to citizen comments.*
3. **Presentation:** Mt. Hood Cable Regulatory Commission's (MHCRC) future planning education session. – Norm Thomas, MHCRC Commissioner; Autumn Carter, NEX Strategies Managing Partner; and Reed Wagner, NEX Strategies Partner
4. **Resolution:** A resolution accepting the Main Streets on Halsey Cross Section and Street Design Plan. – Erika Palmer, Community Development Director; and Marlee Boxler, Economic Development Coordinator
5. **Report:** A report on the 1st year of dogs being allowed in select Parks. – Travis Hultin, Public Works Director; and Jona Jacobsen, Parks & Facilities Superintendent
6. **Staff Communications**
7. **Council Communications**
8. **Adjournment**

Randy Lauer, Mayor

Dated: October 2, 2024

Meeting Participation

The public may attend the meeting in person or via Zoom. Please email info@troutdaleoregon.gov by **5:00pm on Monday, October 7th** to request Zoom meeting access credentials. You may also submit written public comments via email to info@troutdaleoregon.gov no later than **5:00pm on Monday, October 7th**. City Council Regular Meetings are broadcast live on Comcast Cable Channel 30 (HD Channel 330) and Frontier Communications Channel 38 and replayed on the weekend following the meeting - Friday at 4:00pm and Sunday at 9:00pm.

Further information and copies of agenda packets are available at: Troutdale City Hall, 219 E. Historic Columbia River Hwy. Monday through Friday, 8:00 a.m. - 5:00 p.m.; on our Web Page www.troutdaleoregon.gov/meetings or call Sarah Skroch, City Recorder at 503-674-7258.

The meeting location is wheelchair accessible. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours before the meeting to: Sarah Skroch, City Recorder 503-674-7258.

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 1st 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 257th
- 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 20th 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 99th 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

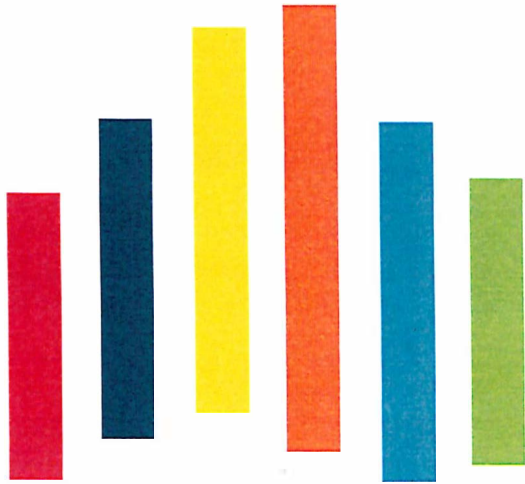
ATTEST:



Kenda Rimes, Deputy City Recorder

October 8, 2024 City Council Regular Meeting - Zoom Guests

Name (original name)	Email	Join time	Leave time	Duration (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		10/8/2024 18:40	10/8/2024 18:40	1
Troutdale Conferencing	troutconf@troutdaleoregon.gov	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.

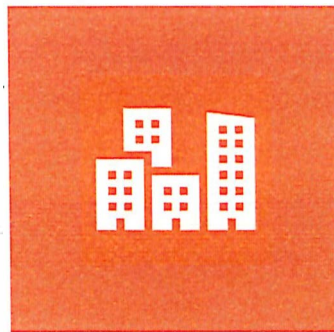


The MHCRC's Core Roles



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

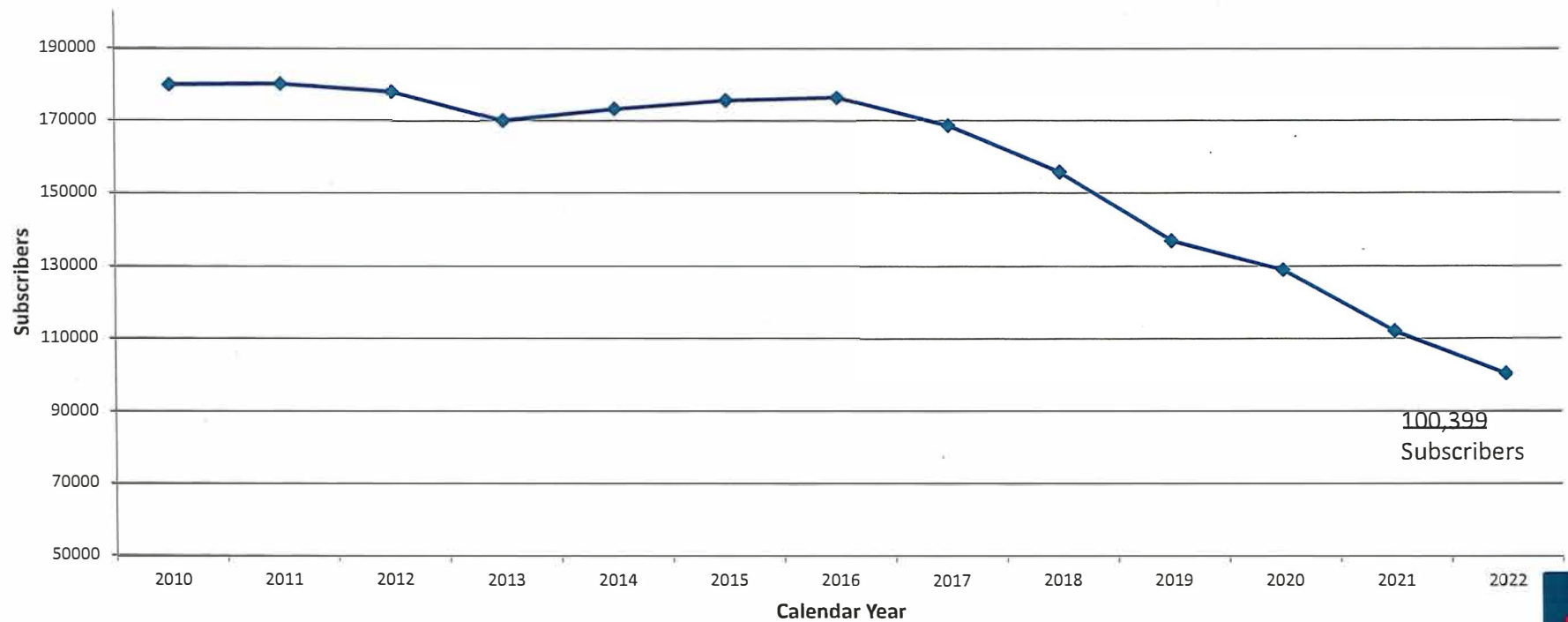
No local authority to regulate broadband providers

REDUCED CABLE FEES

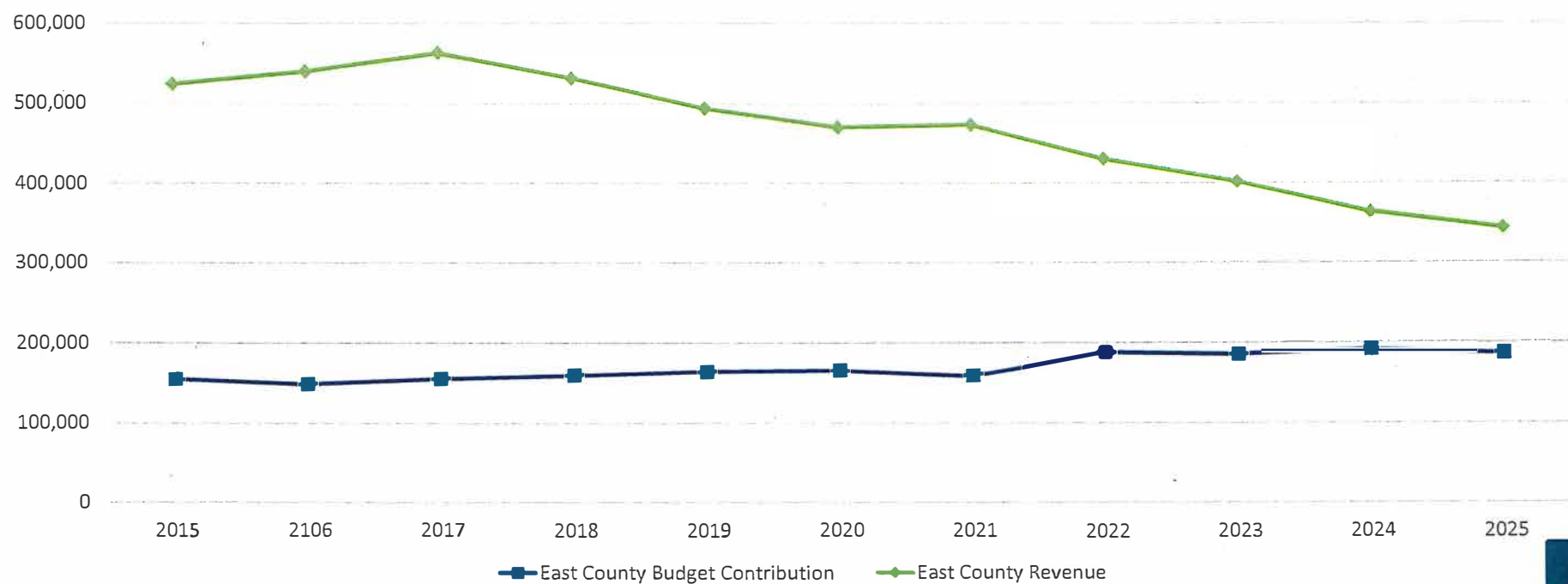
PEG & franchise fee declines threaten media centers' sustainability



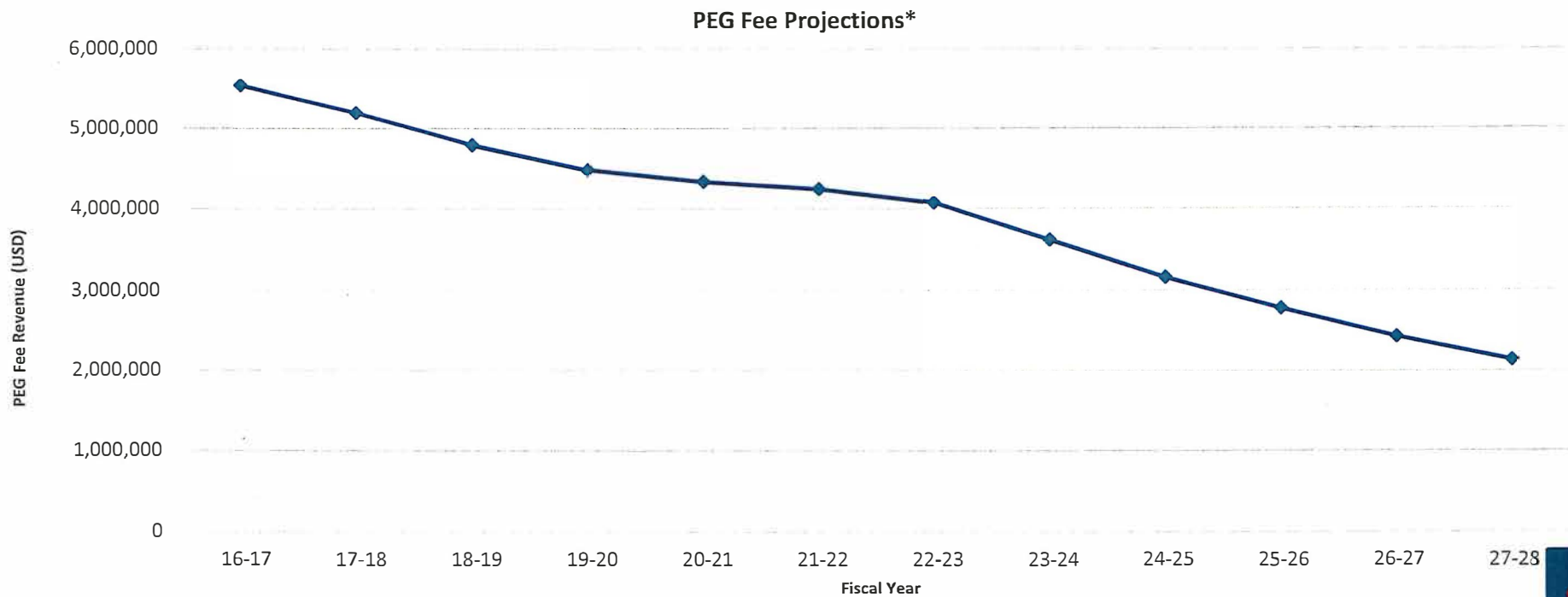
Cable TV Subscribers on the Decline



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



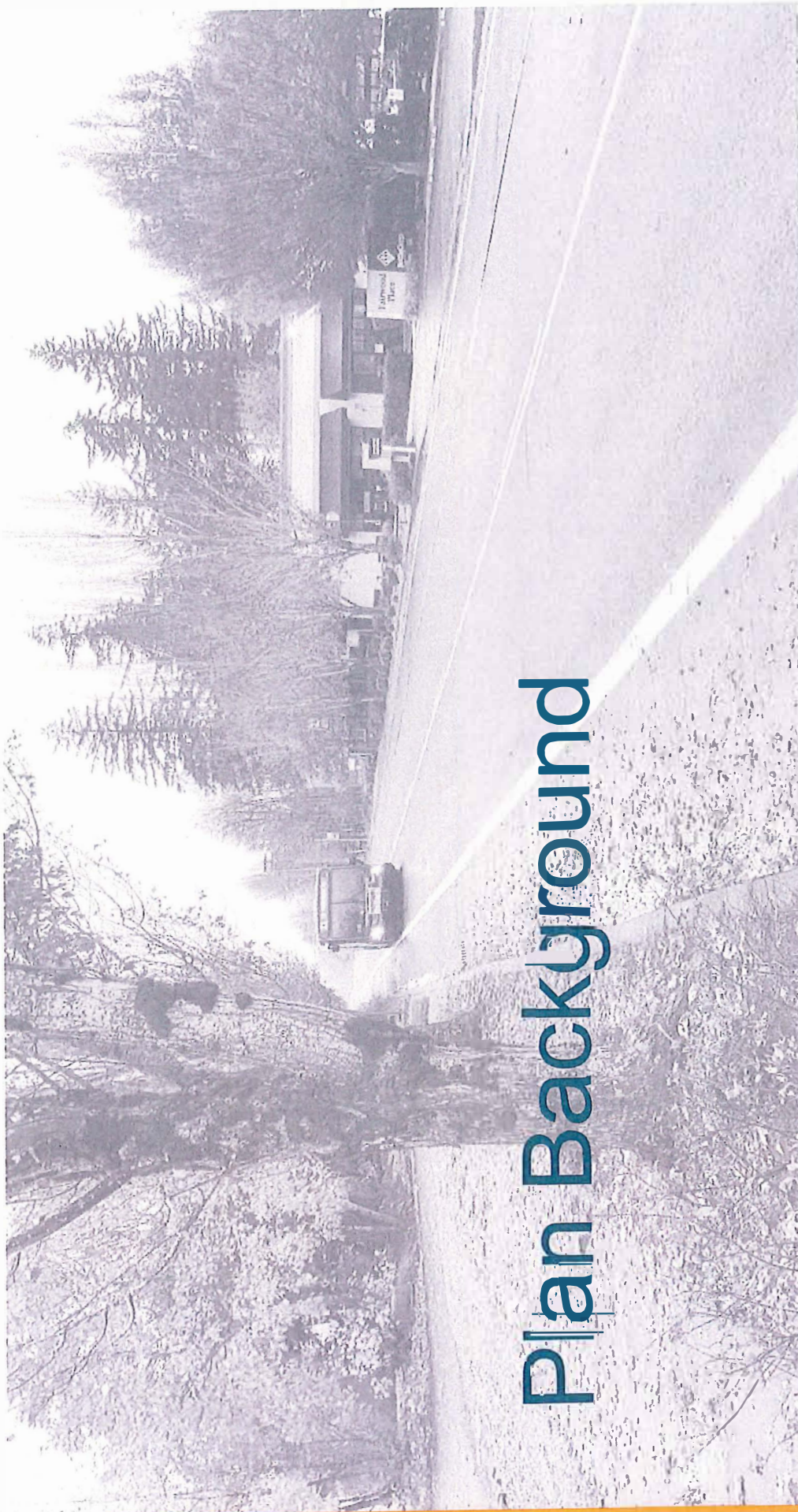
Exhibit B

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**



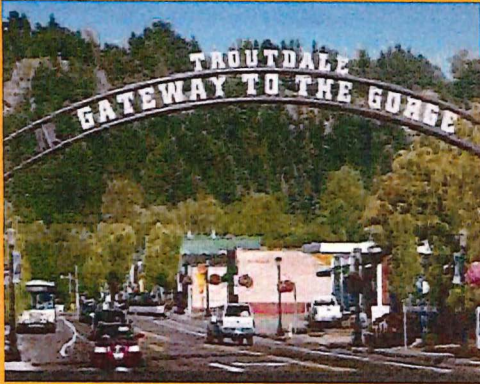
Plan Background

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



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

Project Objectives

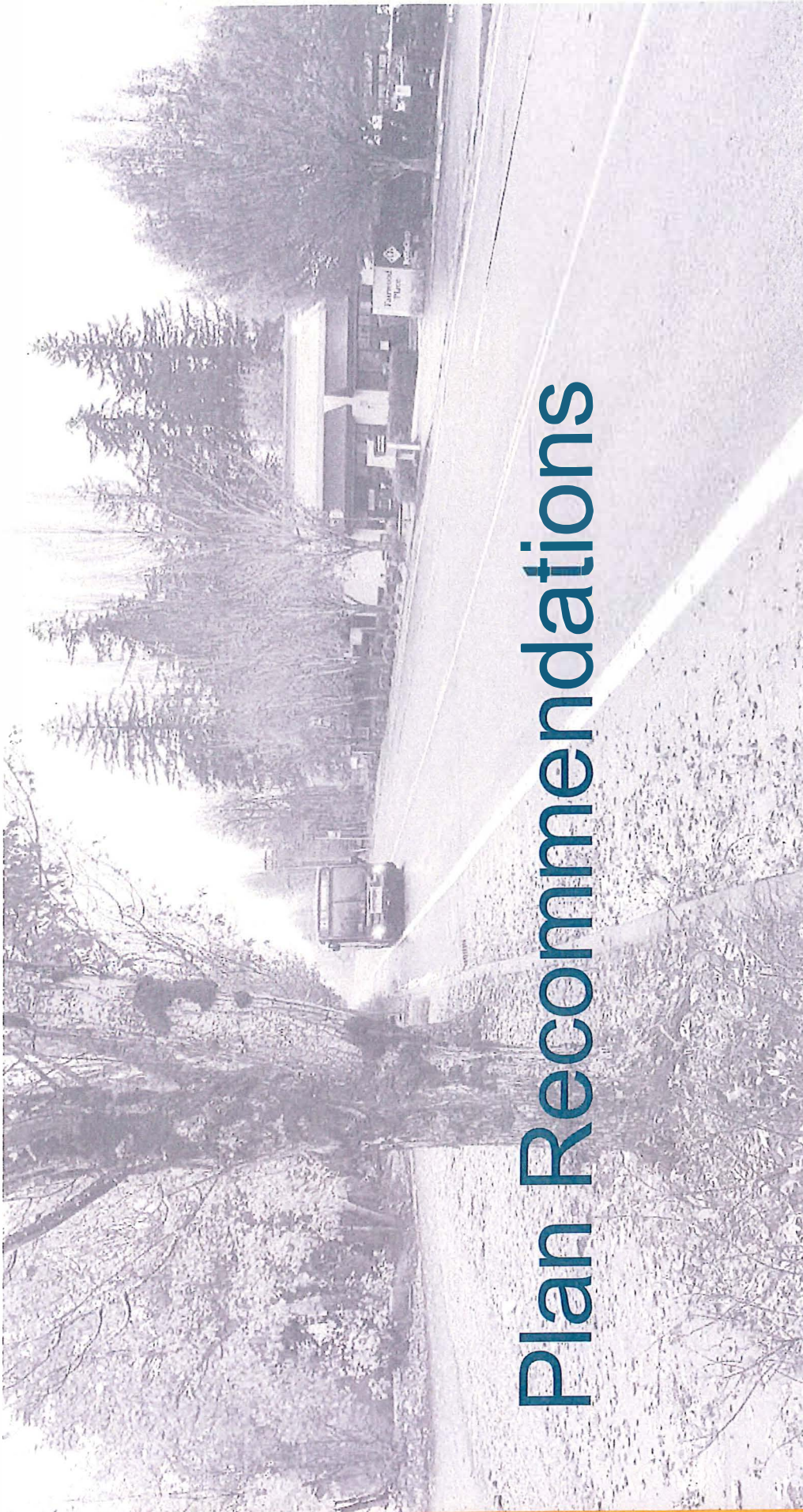
- Create a cohesive Halsey streetscape and pedestrian environment that supports existing small businesses, attracts new businesses, and creates new jobs.
- Design Halsey Street to unite the three cities while also allowing each city to be distinguished in the ways they build community and drive economic 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.



What we Heard from Planning Commission

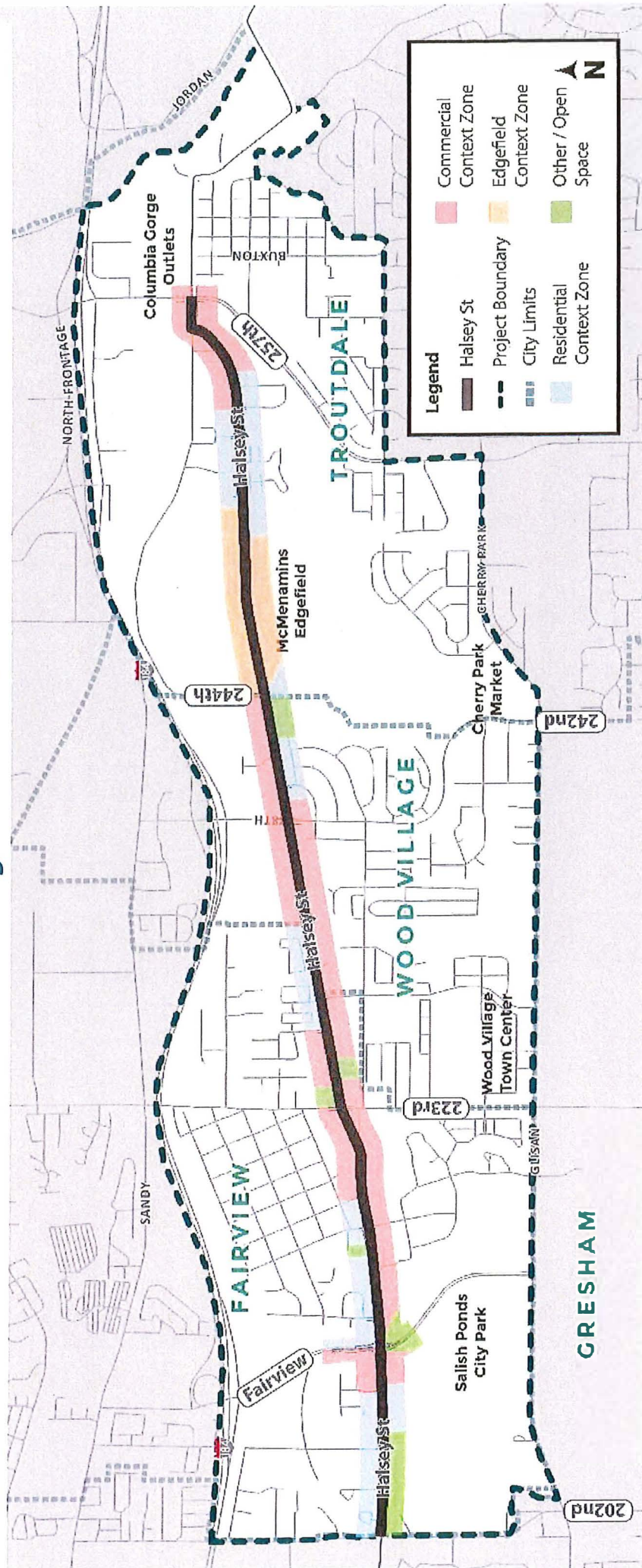


- Safety is important for all modes of transportation on Halsey
- Three lanes can ease congestion and friendly for emergency vehicles
- Lighting at bus stops and crossings is very important (solar lighting)
- Crossings should also consider sound for vision-impaired
- May need a parking management program 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

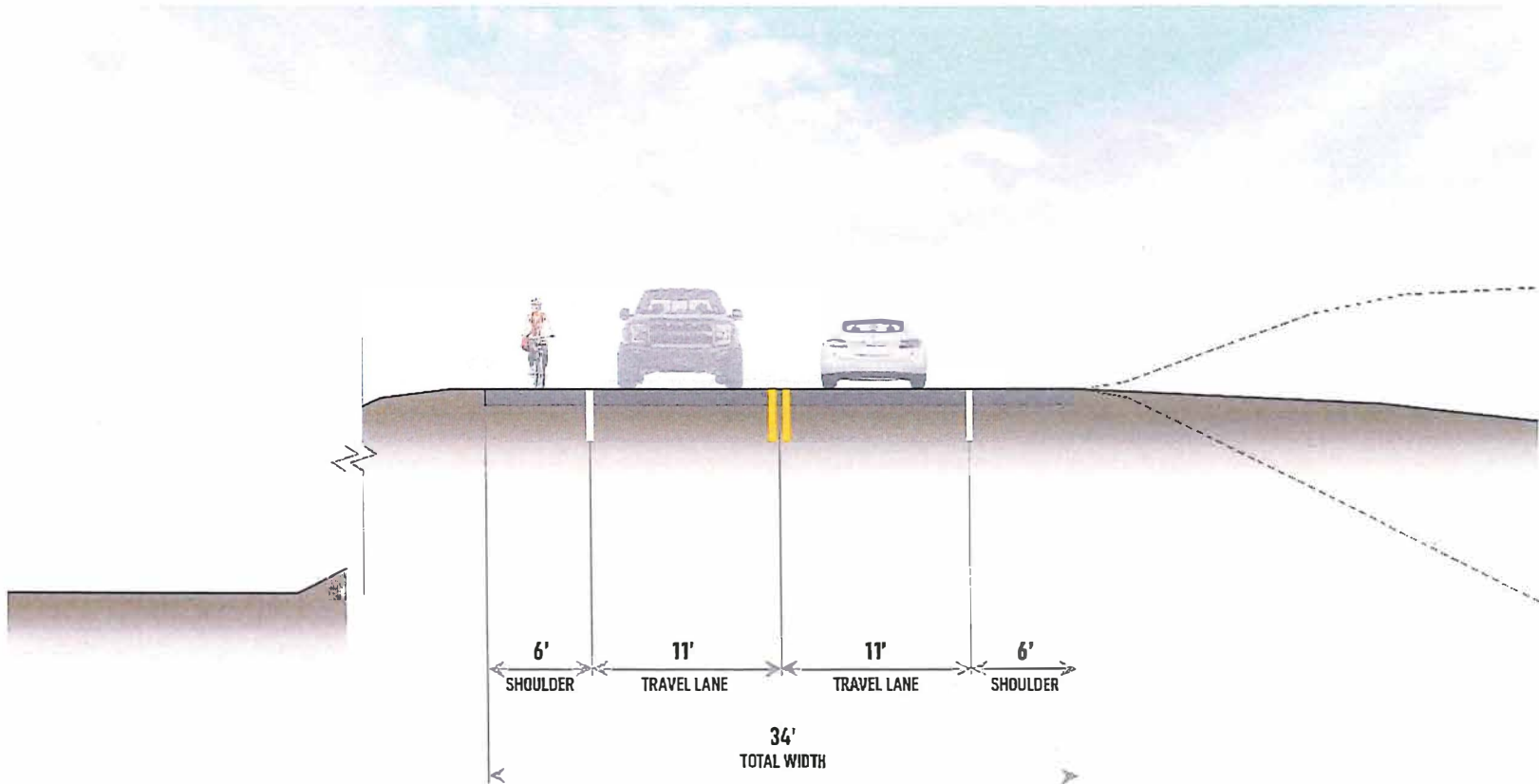
Project Area



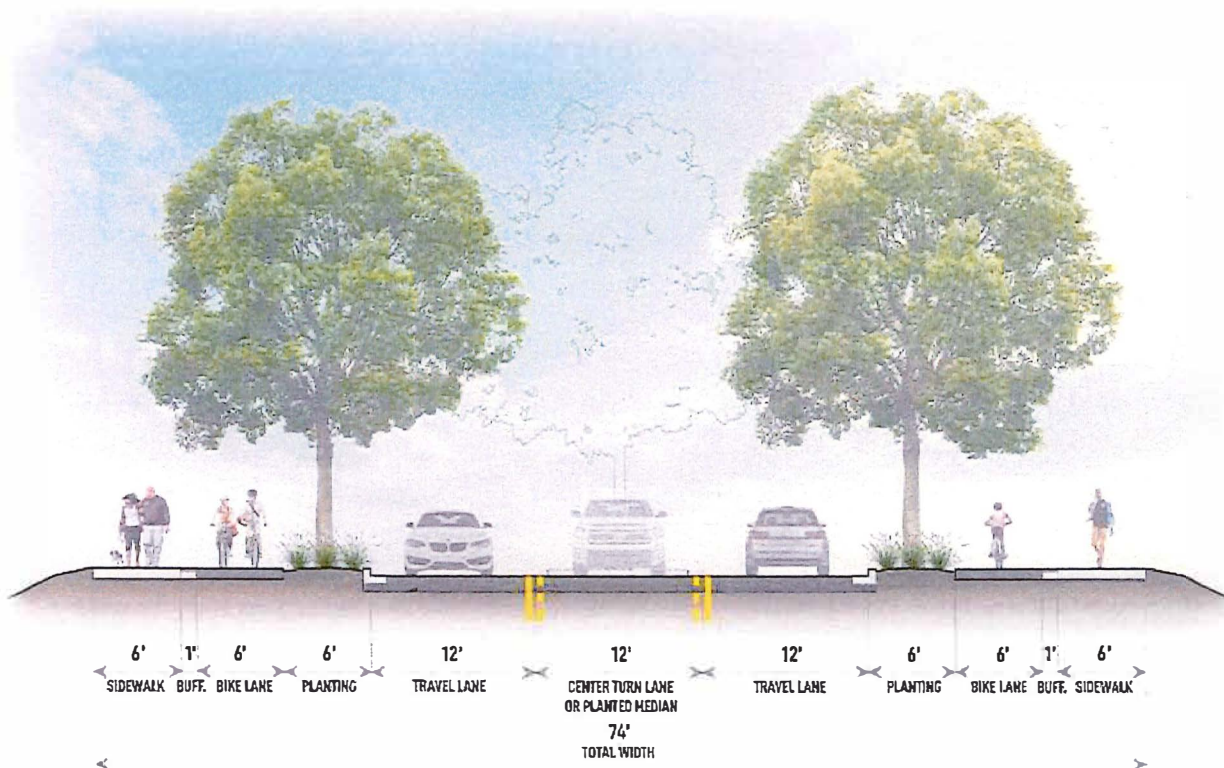
Edgefield Segment



Near-Term Cross Section – Edgefield Segment



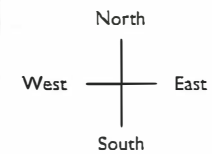
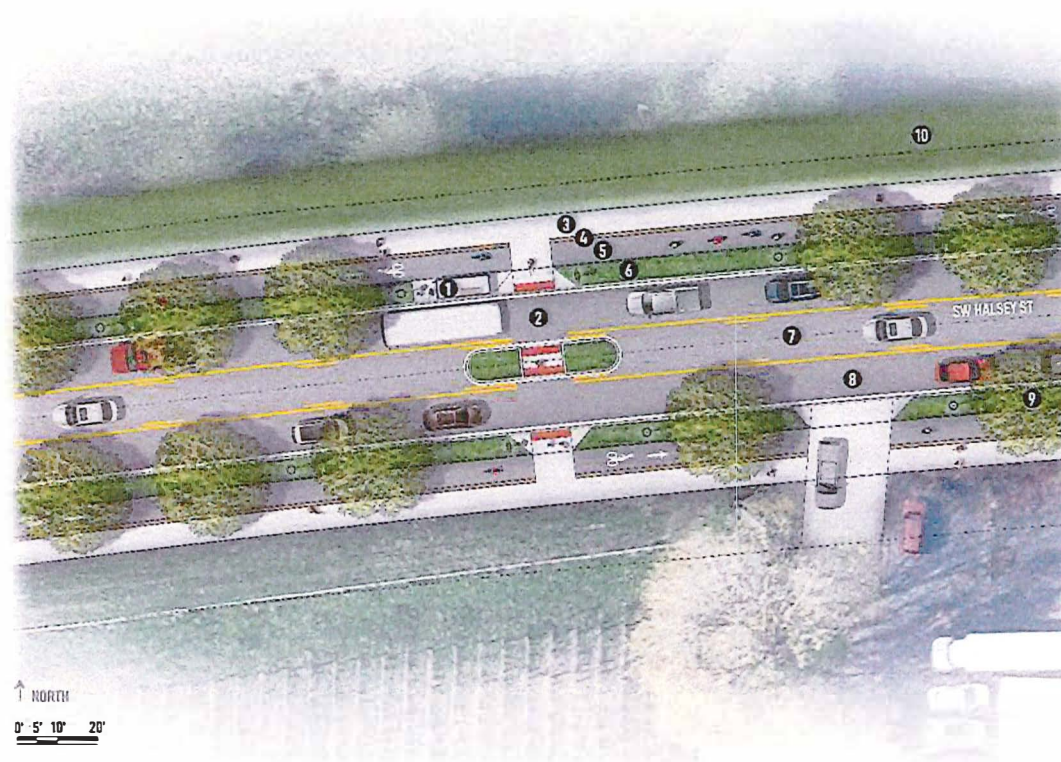
Long-Term Cross-Section: Edgefield



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



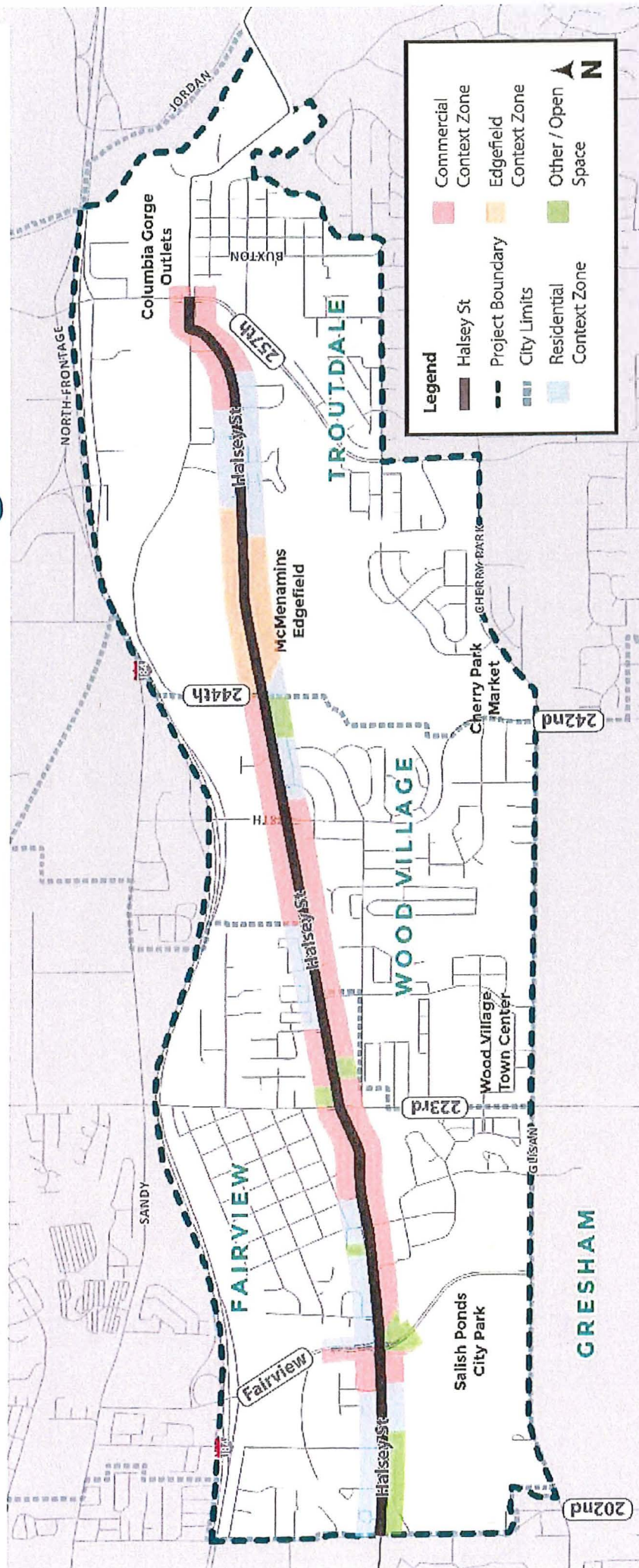
LEGEND

-  STREET LIGHTING
-  RECTANGULAR RAPID FLASHING BEACON

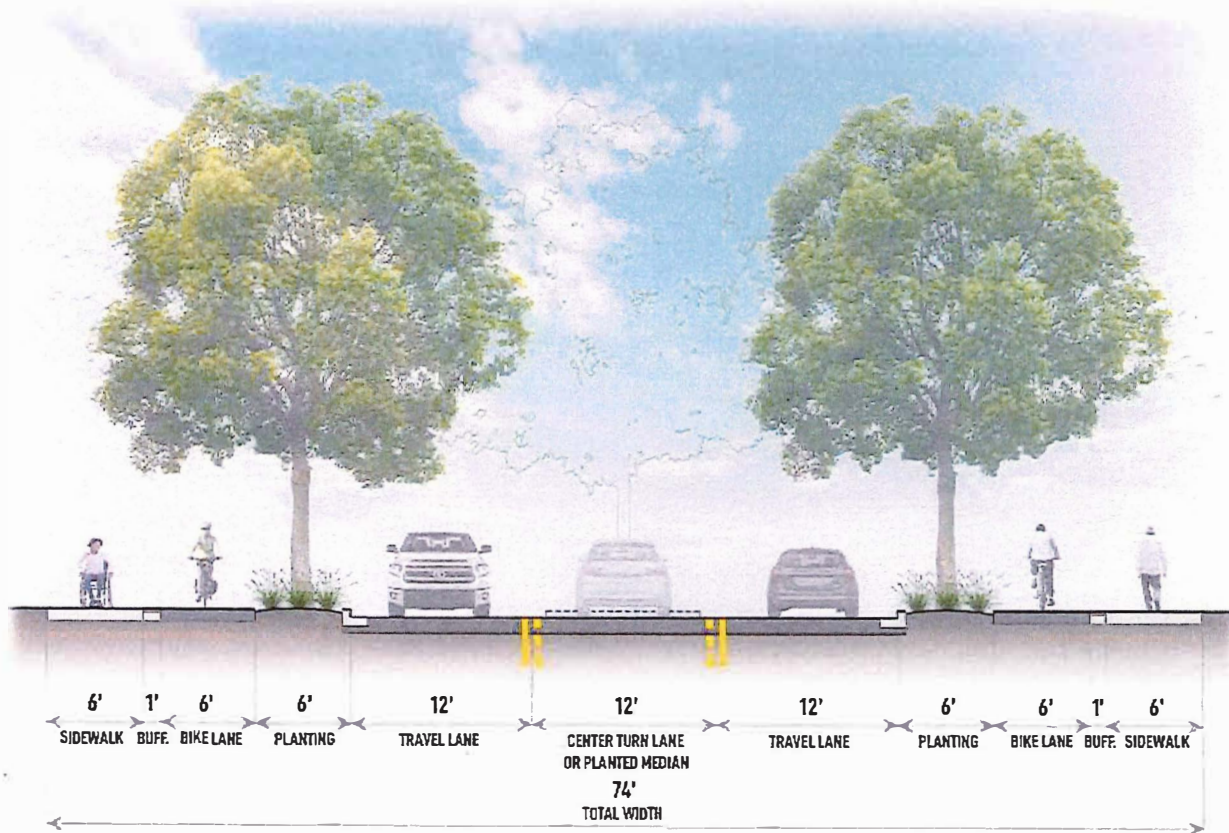
KEY NOTES

- | | | |
|--------------------------------|--------------------|-------------------------|
| 1 BUS STOP | 5 BIKE LANE | 9 PROPOSED STREET TREES |
| 2 ENHANCED PEDESTRIAN CROSSING | 6 PLANTING | 10 PROPOSED EMBANKMENT |
| 3 SIDEWALK | 7 CENTER TURN LANE | |
| 4 BUFFER - SPECIAL PAVING | 8 TRAVEL LANE | |

Residential/Commercial Segments



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

-  STREET LIGHTING
-  RECTANGULAR RAPID FLASHING BEACON

KEY NOTES

- ① BUS STOP
- 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



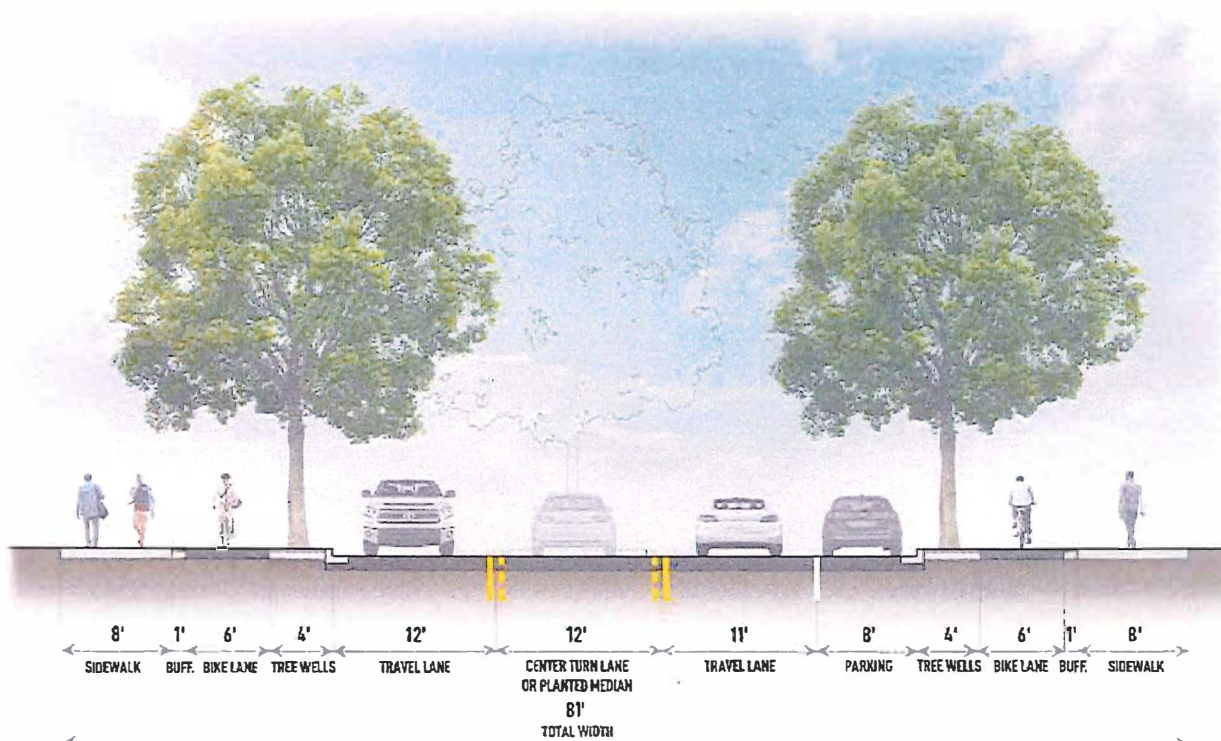
LEGEND

- 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



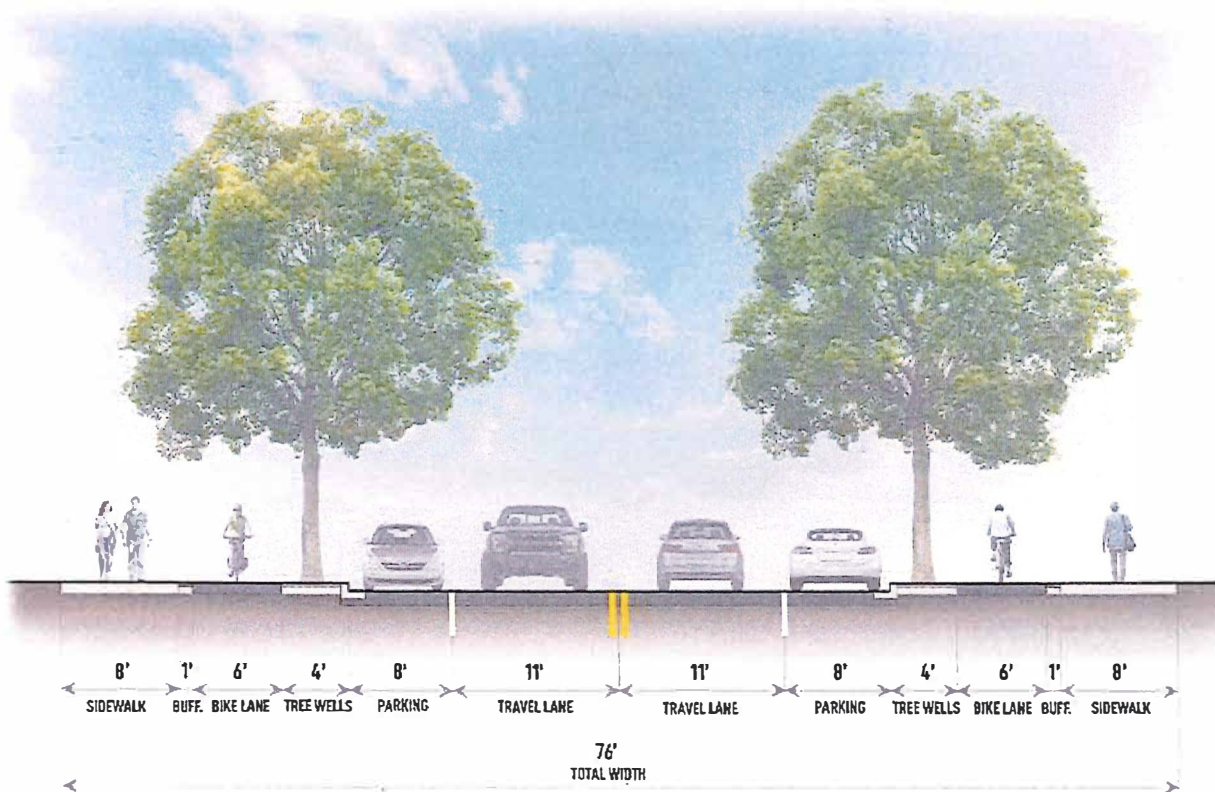
Key Benefits:

- 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

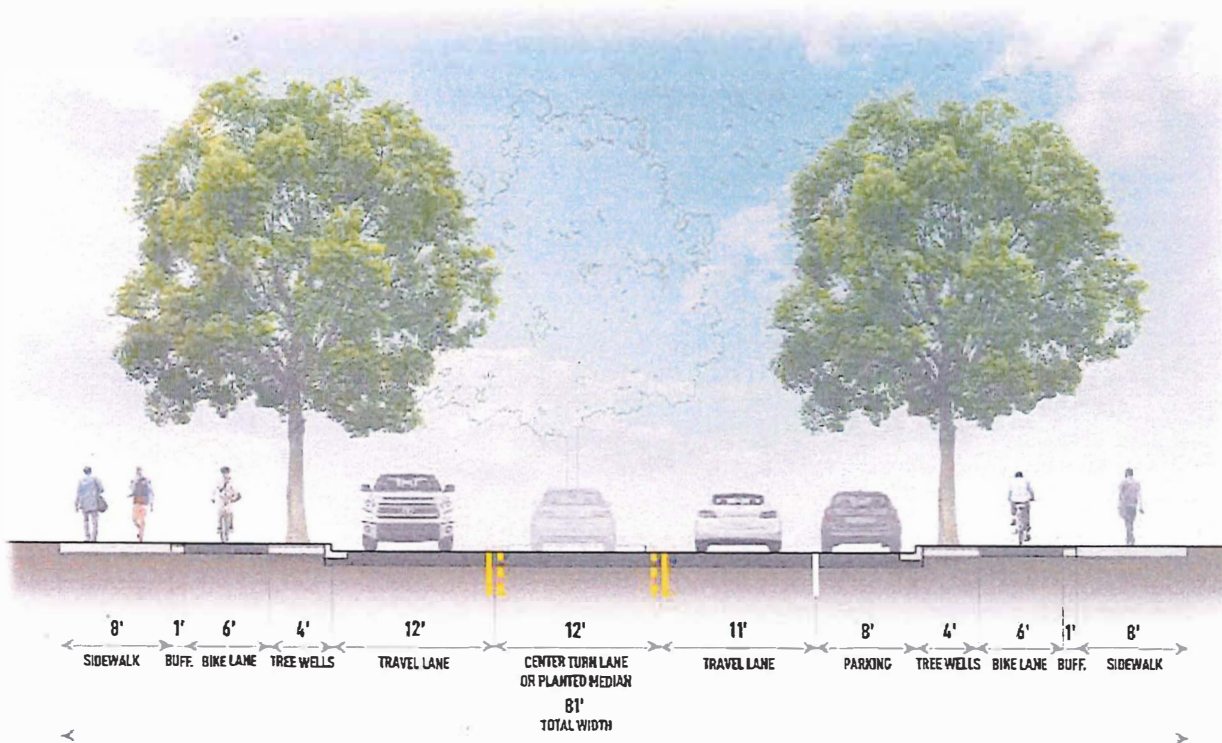


Key features:

- 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 223rd Avenue – but could be applied elsewhere.

Long-Term Cross-Section: Commercial

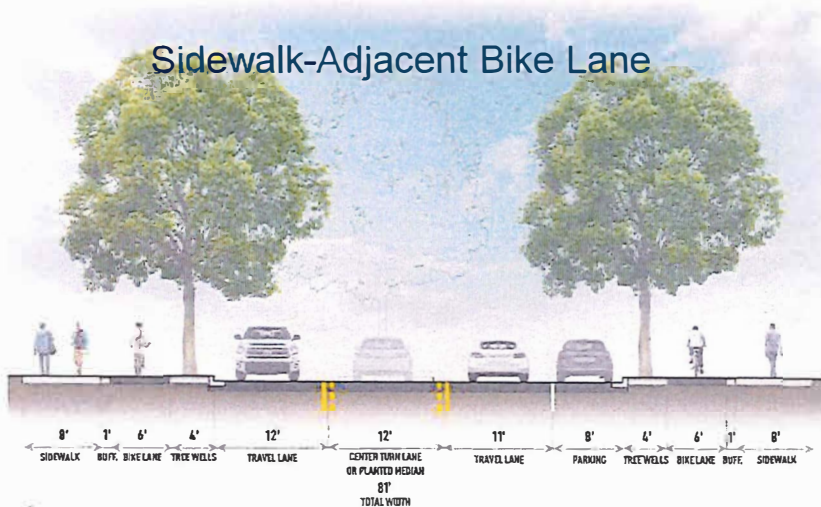


Key features:

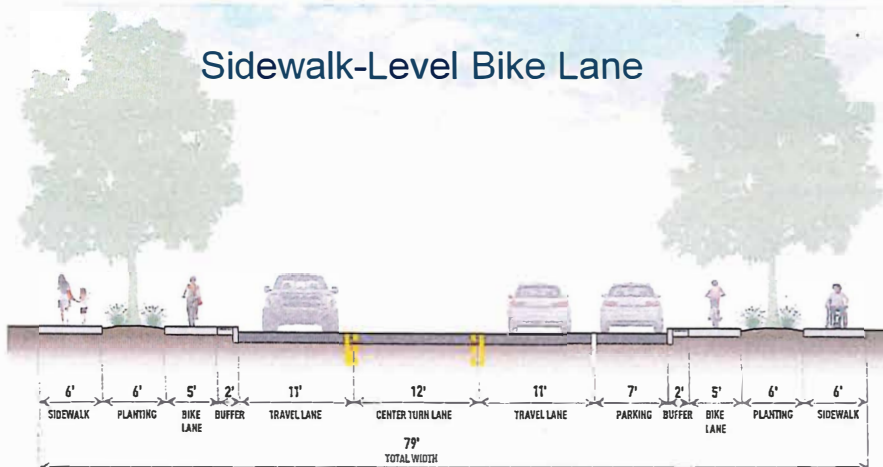
- Three travel lanes
 - 12-foot curb tight lane
 - 12-foot center turn lane
- 8-foot parking on one side
- 4-foot landscape strips with tree wells
- 6-foot **asphalt** sidewalk-level bike lanes, adjacent to sidewalk
- 1-foot paved buffer separating bike lanes and sidewalks
- 8-foot **concrete** sidewalks

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:

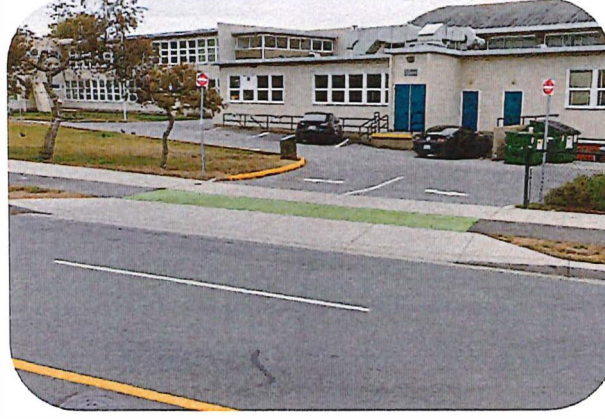
- Provide bike crossing along with pedestrian crossing
- Advanced stop bars
- High visibility crosswalks
- Countdown pedestrian heads
- Lead pedestrian intervals

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 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



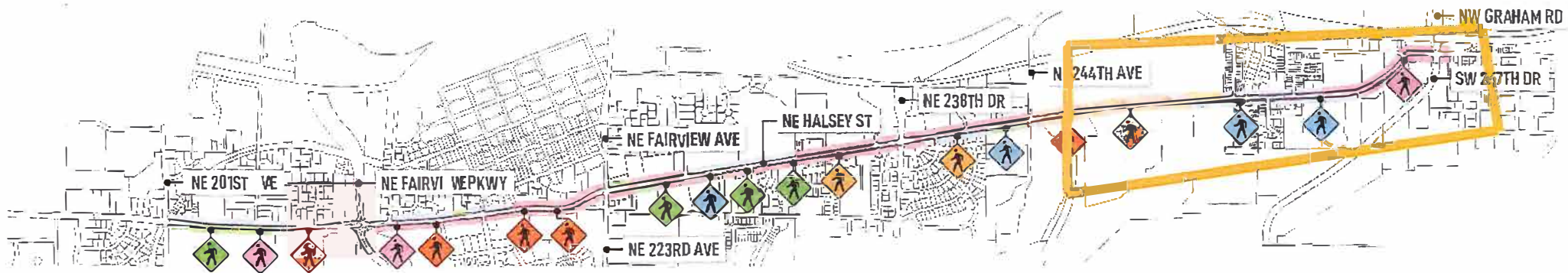
Curb Extensions with Rain Gardens

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

Near-Term: Crossings



Long Term Enhanced Crossings



LEGEND

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

↑ NORTH
0' 500' 1000' 2000'

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



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



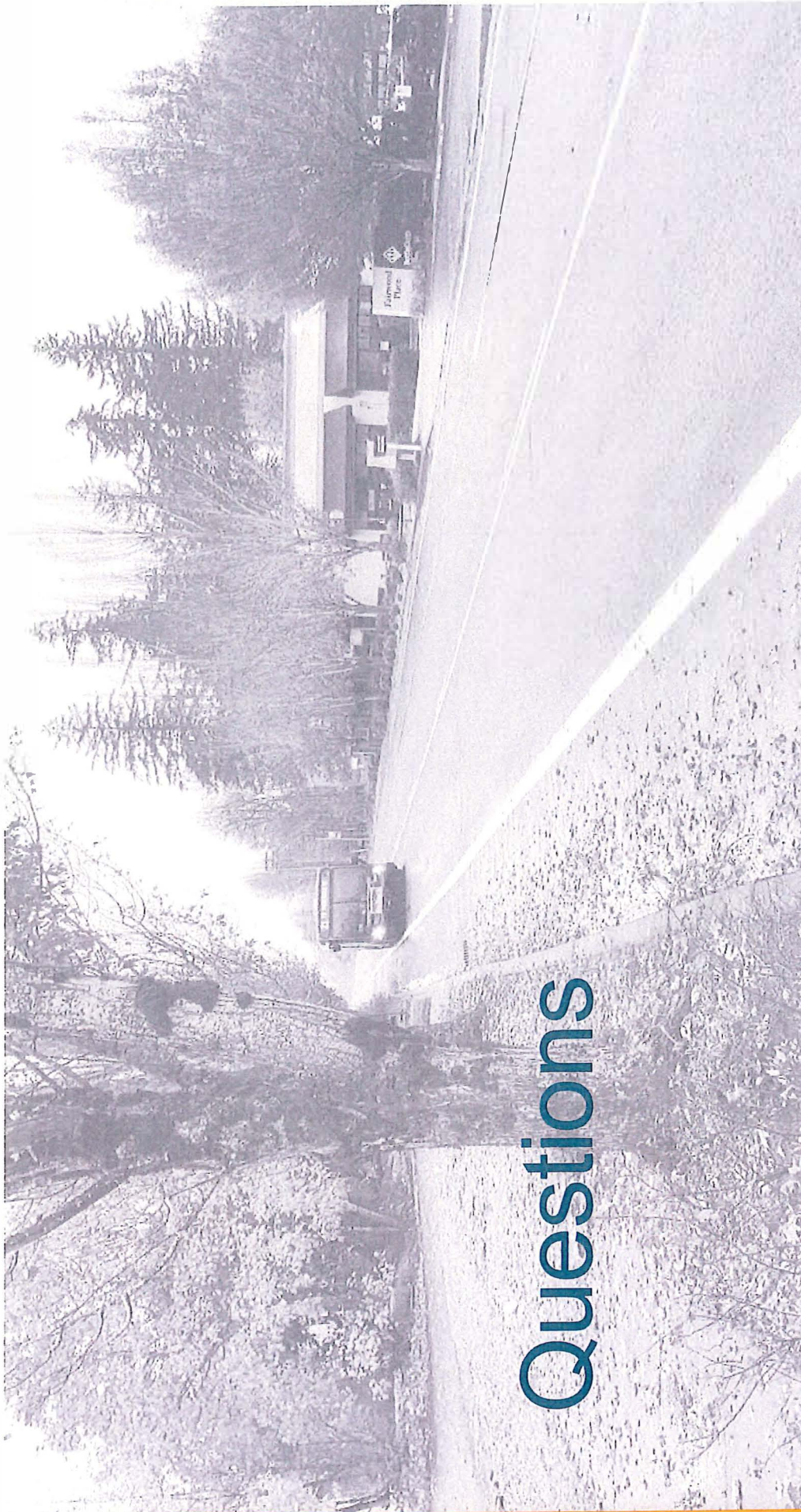
Units	Construction Cost	Engineering Support (25%)	Contingency (40%)	Total Cost
3.5-Mile Corridor	\$34.5M	\$8.7M	\$13.8M	\$57.0M
Fairview City Limits	\$16.2M	\$4.1M	\$6.5M	\$26.8M
Wood Village City Limits	\$7.3M	\$1.8M	\$2.9M	\$12.0M
Troutdale City Limits	\$11.0M	\$2.8M	\$4.4M	\$18.2M
Residential Context 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





Questions