



MEMORANDUM

June 12, 2018 PC Work Session Summary St. Helens Riverfront Connector Plan

DATE 6/13/2018
TO Project Management Team
FROM Matt Hastie and Andrew Parish, Angelo Planning Group
CC

Meeting Date: June 12, 2018

Meeting Time: 6:30 PM, St. Helens City Hall

INTRODUCTION

Jacob Graichen introduced the Riverfront Connector Project, discussing the grant from ODOT and the origins of the project.

Matt Hastie introduced the project team and roles. The purpose of this meeting is to walk through the options identified so far for potential improvements along the study corridor. The project team has early conceptual thoughts on intersection design, cross sections, and wayfinding.

We want to get questions and comments tonight but need to have a fairly structured discussion to use time efficiently. The team will discuss options and ask for comments on each segment or intersection.

The next step for this project is to evaluate these options and arrive at some recommendations. We will be evaluating the options for consistency with a wide variety of criteria as part of the next step – balancing local and city-wide benefits, impacts to all travel modes, and costs. After that, we will get into implementation and adoption of the preferred options. Please keep in mind that this is a long-term plan for a pretty long corridor, spanning many different kinds of areas.

Initial questions included:

- How much has been spent from the grant so far? *Response: We are roughly halfway through the process, so somewhat under half of the \$200,000 grant has been spent.*

Segment 1: South 1st Street (existing)

- The recommended option is very similar to today's cross section. The goal is to keep on-street parking that is there already.
- Added "sharrows" are recommended for bicycle facilities here. Low speeds downtown allow this.
- The design includes a sidewalk and landscaping strip, which is expected to be a combination of tree wells and street furniture.
- Questions/Discussion:
 - How wide is this area? *Response: The ROW is 80 feet. The pavement width appears to be similar to what is proposed in the future but may not be exactly the same.*

Segment 2.1: South 1st Street (Future) / Plymouth Street (Future)

- A gateway feature is proposed somewhere in Segment 2.1, depending on future development. A likely location would be at the intersection (location to be determined) where 1st St. transitions to Plymouth St.
- The recommended road cross section is the design proposed in the waterfront framework plan. This is similar to TSP collector standard, which includes bike lanes, and differs by including parallel parking and wider landscape strips/stormwater treatment and sidewalks.
- This area will likely have street furnishings and pedestrian-oriented lighting.
- Questions/Discussion:
 - Why is Plymouth shown through the industrial area already and why doesn't it follow the curve on the map? *Response: This is probably a cartographic error on this map.*
 - I like the landscaping but we anticipate needing lots of parking. Can we consider angled parking?
 - Will there be driveways/access on this road? *Response: Yes we anticipate future access and driveways, but plans for the site have not been finalized. Access will be governed by the City's access spacing standards.*

Segment 2.2: Plymouth Street (Existing)

- There are significant constraints in the width along this corridor, where existing Plymouth street passes the treatment plant.
- The options shown are minimum and maximum width. The difference is the landscape strip.
- To save space, these designs show a downhill "sharrow", and an uphill shared-use path.

Intersection: Old Portland Rd and South 6th

- The two options shown will help better define the intersection and roadway. Option A provides is full access, while option B would just allow right-in and right-out turns to and from 6th Avenue.

Segment 3: Plymouth Street to Old Portland Road

- This segment also has topographic constraints shown on the map.

- Option A is very similar to standard TSP collector section. However, landscape strips are removed. There is only room for a sidewalk on the south side of the street between 8th and 10th.
- Option B shows sharrows, similar to the proposed section in 2.2. A sidewalk is shown on the south side of the street only between 8th and 10th; there is not enough room elsewhere.
- Questions/Discussion:
 - What happens when the sidewalk ends? *Response: We will provide crossings for people to get to the side of the street with a sidewalk/path.*
 - How does this plan relate to the Urban Renewal plan? *Response: Some Urban Renewal funds are expected to help pay for construction of some of these projects. Estimating costs and identifying funding strategies in more detail are part of a later step in the process.*
 - Options A and D – 13th has a pretty deep hole. This might be expensive to fill.
 - Old Portland already has a lot of traffic.

Intersection: Old Portland Road & Plymouth Street

- Option A: Right now, spacing standards are not met. This option doesn't meet mobility standards but might be an interim solution.
- Option B: Realigns Old Portland and makes Plymouth the primary route.
- Option C: Large roundabout that provides equal emphasis on Plymouth and Old Portland.
- Option D: Smaller four-legged roundabout emphasizes Old Portland.
- With all of these options, there are property impacts. Some options impact more properties than others. We will be taking a closer look at those and other impacts as part of our next steps.

Segment 4.1 – Old Portland to Gable Road

- Option A is the existing minor arterial section from the TSP, which includes bike lanes, landscape strips, and sidewalks. Having bicyclists adjacent to moving traffic at high speeds leads to a high level of traffic stress.
- Option B takes both bike lanes and one sidewalk from the roadway and puts them in a 12' multi-use path. There is plenty of space in this segment for the wider path.
- Option C includes a two-way cycletrack on the north side of the road, meaning that bicycles don't mix with pedestrians.

Segment 4.2 – Gable Road to Hwy 30

- This segment has more ROW than in segment 4.1. The three potential options are similar to the options of 4.1, but include an additional landscaped median or center turn lane or turn lane pockets.
- Option A is standard TSP section with an additional median.
- Option B includes the shared-use path on one side.
- Option C has a cycletrack on one side.

- There are recently constructed half-street improvements along this section.
- Questions/Discussion:
 - How do you choose where to have a median in an undeveloped area? *Response: We don't have to decide at this point, necessarily, but can leave it up to future development. Or, the City can work with property owners to decide. We recognize it would be a challenge to identify the location for a median now when so much of the land adjacent to the roadway is undeveloped.*
 - Concerns for pedestrian/bike riders in this area. We need to make safe options.
 - Good idea to separate bicycles and pedestrian movements.
 - Difficulty for truck movements turning from old Portland to westbound Gable Road today.
 - Traffic is bad on Hwy 30 already.

Intersection: Old Portland and Kaster

- There is a basic intersection there today that will not support future traffic volumes. No pedestrian actuation and lots of pavement.
- Option A: Standard intersection with turn lanes
- Option B: Roundabout

Intersection: Old Portland and Railroad

- This area has closely-spaced intersections, resulting in heavy delays and poor operations in the future.
- Option A provides a three-lane cross section allowing left turns, but this is problematic due to the railroad.
- Option B relocates Railroad Avenue to align with Port Ave, with a signalized intersection
- Option C is the same as Option B, with stop-control. This necessitates a three-lane cross section. (This is generally true for all intersections in this segment – they either require a signal or a two-stage left turn pocket).

Intersection: Old Portland and Gable Road

- Option A: Gable Road T's into Old Portland, resulting in lots of left turns onto Old Portland.
- Option B Stop control on Old Portland; Gable continues through like today. Two-stage left turn onto Gable.

Intersection: Gable and McNulty

- The primary improvement here is the addition of left turn pockets.

Intersection: US30 and Gable

- This intersection is different from today in that it includes a right turn lane on the westbound approach on Gable Road, resulting in increased capacity and better bicycle safety.

Segment 5 – Secondary Study Area

- This is the “alternate route” to the riverfront using the Millard Rd intersection. This secondary study area was not studied in as much detail as the others in terms of road cross-section alternatives.
- The potential to realign Millard to create a more direct connection is included in the Transportation System Plan (TSP), but not in great detail.
- The Old Portland Road proposed cross section is same as in 4.1 (multi use path on north side). The TSP suggested multi use path on the South side; we recommend shifting this to the north side to connect with other segments.
- Questions/Discussion:
 - Will there be a signal at the intersection of Millard and US 30? *Response: Yes, that’s in the plan.*
 - Old Portland road is pretty constrained by topography on the first portion (south of the park).
 - Who owns the landscaping? *Response: The City, typically.*
 - Who maintains it? *Response: Adjacent property owners typically do.*
 - When do you decide what properties need to be acquired? When do you figure out costs? *Response: We’ll identify which options impact properties in our next phase, along with rough cost estimates.*

Intersection: Millard and Old Portland

- This improvement involves a slight realignment of the intersection to support truck movements as a potential near-term improvement.

Intersection: Millard and US30

- This is similar to the proposed signalized intersection that ODOT is planning currently. We have added turn lanes on Millard to decrease delay given future traffic volumes.
- Questions/Discussion:
 - Who has jurisdiction around Millard/US 30? *Response: ODOT does, they are planning to build a traffic signal there.*
 - ODOT meeting summaries – if we can get some information from ODOT we will put it in our summary notes.
 - Will the rail crossings make Hwy 30 improvements more complicated? *Response: Yes.*

Additional Discussion:

- Streets – is two lanes enough for the long term? Like, really long term? *Response: We believe so based on initial traffic analysis conducted for this study, two-lane streets can handle a large amount of traffic if designed and implemented well.*

- Speed control – traffic is fast on Old Portland.

NEXT STEPS

Matt reviewed upcoming schedule items. We will be evaluating these options in detail and providing recommendations. Following that will be a detailed implementation step, and then adoption.