



MEMORANDUM

COOLPPL Meeting #5 Summary

St. Helens Riverfront Connector Plan

DATE 12/27/2018
TO Project Management Team
FROM Matt Hastie and Andrew Parish, Angelo Planning Group
CC

Meeting Date: December 11, 2018

Meeting Time: 1:30 PM, St. Helens City Hall

Attendees:

- Rick Scholl, City of St Helens (Absent)
- Jacob Graichen, City of St. Helens
- Neal Sheppard, City of St. Helens
- Ginny Carlson, City of St. Helens City Council
- Lonny Welter, Columbia County Road Department (Absent)
- Scott Jensen, Port of St. Helens
- John Walsh, City of St. Helens
- Jenny Dimsho, City of St. Helens
- Sue Nelson, City of St. Helens
- Julie Stenberg, St. Helens Planning Commission (Absent)
- Andrew Parish, Angelo Planning Group
- Andrew Holder, Greenworks
- Matt Bell, Kittelson Associates
- Krista Purser, Kittelson Associates
- Matt Hastie, Angelo Planning Group
- Michael Duncan, ODOT

AGENDA ITEM 1: STATUS REPORT AND MEETING OBJECTIVES

Matt Hastie welcomed participants and described the agenda for the meeting. Matt noted that the Final Design Options Evaluation Report reflects feedback from the Project Management Team,

COOLPPL, Planning Commission, City Council and other community members. The Draft Riverfront Connector Plan will incorporate any additional discussion or suggestions from this meeting.

AGENDA ITEM 2: FINAL DESIGN OPTIONS EVALUATION REPORT

Matt Hastie led a discussion of the various study area segment, inviting comments and questions at any point.

Segment 1: South 1st Street (existing)

- There were no additional comments related to this segment.

Segment 2.1

- Slowing down the cars is a major reason for the proposed gateway/traffic circle in the area. There were public comments desiring traffic calming.
- Speeds in this area are expected to be relatively low, given the character of proposed future development in the area but the traffic circle also can help with that.

Old Portland Road/Plymouth Street Intersection

- What is the design speed for the proposed Old Portland Road/Plymouth Road roundabout?
Response: 15-20 mph.
- There should be signage in advance of the roundabout to help people lower their speeds.
- If the roundabout is raised in the center, what size trucks can it accommodate? *Response: It will accommodate standard delivery trucks but not large tractor trails such as WB67 trucks (e.g., those with a wheelbase of 67 feet).*
- That roundabout may need to be phased into a latter stage of construction. Large trucks will likely be required to develop the waterfront area.
- We also could reduce the size of the gateway feature to accommodate some larger trucks.
- Does the roundabout affect one of the properties at 13th Street. *Response: Yes, there could be some right-of-way related impacts to the property but the home/buildings on that property should not be impacted.*
- I assume that intersection improvement may require a lot of grading work, given the topography there.

Old Portland Road/Kaster Street Intersection

- There are major industrial users through this area. We need to make sure they are accommodated here.
- We can include narrative in the Riverfront Connector Plan about how tweaks could be made to the design and location of the proposed roundabout to better accommodate trucks if needed at this intersection.
- What does the note about transitions up/down for cyclists. *Response: Some cyclists will be transitioning from a shared use path at the grade of the sidewalk to a cycle-track at street*

level at this intersection. There will need to be ramps at different points in the intersection to accommodate this.

Segment 4.1

- Two-way cycletrack is current recommendation. Need to think about transitions to other segments.
- Why two-way cycle tracks instead of two one-way tracks?
- Discussion of benefits/costs.
- Less interruption of facility on McCormick Park side. That's why we put it on the north side.
- Some maintenance advantages to having both directions on one side of the road.
- Crossings of rail and highway 30 intersection are a concern.
- Revised recommendation heading towards two one-way cycle tracks.
- Consider putting cycletrack at road grade, on the outside of the planter strips. Or at top of curb grade, with the sidewalk raised another few inches for separation.

Intersections of Old Portland, Railroad, Port and Gable.

- Any change in traffic patterns within 200 feet of the rail line triggers discussion with ODOT Rail and the railroad about the potential for needed improvements to rail facilities.
- Please double check that turning movements for full-sized trucks are available at this intersection. This is the only real access for the Port Avenue industrial complex.
- I'm concerned about property takings in this area with the realignment of Railroad Avenue. If we relocated Old Portland Road to connect to Railroad Avenue further south, we could avoid that.
- That would be a very expensive project and may not be workable for other reasons. However, we can add narrative to the Riverfront Connector Plan indicating that the alignment of the intersections in this area are conceptual and could be modified in the future based on locations of wetlands or other property-specific issues.
- Note that Port and Railroad are designated as collector streets even though they look narrower than that on these drawings.

Segment 4.2 (Gable Road)

- Setting back the stop sign from the intersection might be a concern in terms of sight distance and visibility, including the potential for drivers to advance past the stop line and then block the cycletrack and sidewalk.

Intersection of Gable and Hwy 30

- These changes would require updates to the rail intersection (additional gate).
- The cost of a right turn lane at the west-bound approach is high because of potential rail impacts. The cost of a right-turn lane at the eastbound approach is costly because the bank property would have to be redeveloped.

Intersection of Millard and Hwy 30

- There could be more rail-related issues with changes to this intersection.

AGENDA ITEM 3: DRAFT IMPLEMENTING ORDINANCES MEMO

- Change "City initiated" to "City adopted" in code language.
- Updating the fee-in-lieu to address a full set of improvements is important. We either stand for sidewalks and livability or we don't.
- The basic point is that you want developers along the area to pay their share of all of the improvements, not just sidewalks.
- W might need to add "proportional impact" language to the proposed draft to ensure consistency with case law associated with "takings" claims.

CITIZEN COMMENTS

No public comment at this meeting.

NEXT STEPS

- Update implementing ordinances memo.
- Prepare Draft Riverfront Connector Plan. The format of the plan for the previous corridor planning effort is a good model. It is helpful to see how the different options evolved in the body of the document.
- Target 3rd Wednesday in February (2/20) for the joint City Council and Planning Commission work session.
- Expecting to finish up in April or May.