

Riverfront Connector Plan

ORD. No. 3241 Attachment "A"

ST. HELENS RIVERFRONT CONNECTOR PLAN
June, 2019



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TABLE OF CONTENTS

4	INTRODUCTION & PROJECT AREA	112	RECOMMENDED DESIGN OPTIONS
6	PLANNING, PROCESS, PUBLIC & AGENCY INVOLVEMENT	113	Segment 1 Design Recommendation: South 1 st Street
8	OVERALL PROJECT GOALS & CORRIDOR GUIDING PRINCIPLES	114	Segment 2.1 Design Recommendation: Veneer Property
10	SUMMARY OF EXISTING CONDITIONS & OPPORTUNITIES	115	Segment 2.2 Design Recommendation: Plymouth Street (Lagoon Dam to South 6 th Street)
16	SUMMARY OF EVALUATION & RECOMMENDATIONS	118	Segment 3 Design Recommendation: Plymouth Street (South 6 th Street to Old Portland Road)
18	SUMMARY OF WAYFINDING RECOMMENDATIONS	123	Segment 4.1 Design Recommendation: Old Portland Road
22	EVALUATION OF DRAFT DESIGN OPTIONS	130	Segment 4.2 Design Recommendation: Gable Road
26	Segment 1 Evaluation: South 1 st Street	133	Segment 5 Design Recommendation: Secondary Study Area
34	Segment 2.1 Evaluation: Veneer Property	138	LAND USE & REGULATORY CHANGES
40	Segment 2.2 Evaluation: Plymouth Street (Lagoon Dam to South 6 th Street)	140	APPENDICES
52	Segment 3 Evaluation: Plymouth Street (South 6 th Street to Old Portland Road)		Appendix 1: Design Options Evaluation Notes
66	Segment 4.1 Evaluation: Old Portland Road		Appendix 2: Complete Wayfinding Matrix
86	Segment 4.2 Evaluation: Gable Road		Appendix 3: Technical Memorandum #1 Overview of Standards, Policies, and Practices
98	Segment 5 Evaluation: Secondary Study Area		Appendix 4: Technical Memorandum #2 Existing Transportation System Conditions
			Appendix 5: Technical Memorandum #3 Future Year 2031 Baseline Transportation System Conditions
			Appendix 6: Technical Memorandum #4 Land Use and Urban Design
			Appendix 7: Technical Memorandum #5 Streetscape Design Toolkit
			Appendix 8: Examples of Cycle-Track Intersection and Access Point Treatments
			Appendix 9: Alternate Cross-Section for Segment 2.1
			Appendix 10: Engineer's Conceptual Estimate

INTRODUCTION

The City of St. Helens, in partnership with the Oregon Department of Transportation (ODOT) and a team of urban design, land use planning, and transportation engineering and planning consultants, has prepared this corridor plan to provide a cohesive, multi-modal, and inviting loop through the city's downtown, along the waterfront, and connecting to US30. This plan aims to complete the city's business loop concept included in the *2015 US30 & Columbia Blvd./St Helens Street Corridor Master Plan* and the city's *2011 Transportation System Plan (TSP)*.

The plan focuses primarily on how the streets and intersections along this corridor are designed and improved over time to ensure that vehicles, bicyclists, and pedestrians have safe and convenient access. This Plan was adopted by the St. Helens City Council in June, 2019 and it may be amended by the Council in the future, as needed.

RIVERFRONT CONNECTOR PLAN AREA

The project area map can be seen on the following page. It is divided into two major sections: the *Primary Project Area* is the main focus of this plan, and covers South 1st Street, the Veneer Property, Plymouth Street, Old Portland Road, and Gable Road (Segments 1 through 4.2). The *Secondary Project Area* (Segment 5) represents key alternative routes from US30 to the Waterfront Redevelopment Area and downtown St. Helens, including portions of McNulty Road, Old Portland Road and Millard Road north of Gable Road.

The Riverfront Connector Plan Area is divided into seven segments:

Segment 1 – South 1st Street (St. Helens Street to End of Existing South 1st Street)

Segment 2.1 – Veneer Property (End of existing South 1st Street to Lagoon Dam)

Segment 2.2 – Plymouth Street (Lagoon Dam to South 6th Street)

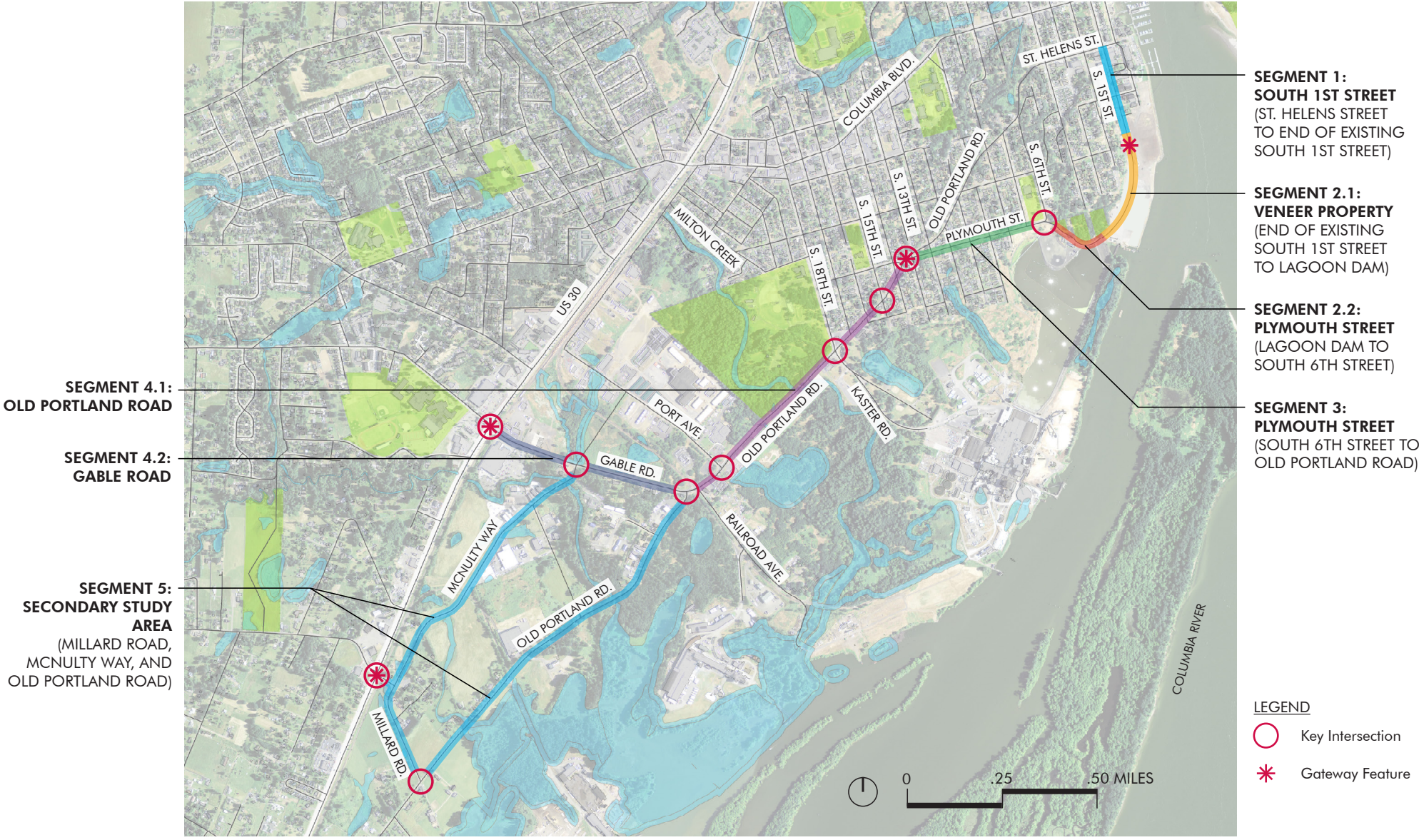
Segment 3 – Plymouth Street (South 6th Street to Old Portland Road)

Segment 4.1 – Old Portland Road

Segment 4.2 – Gable Road

Segment 5 – Secondary Study Area (Millard Road, McNulty Way and Old Portland Road)

PROJECT AREA



PLANNING, PROCESS, PUBLIC & AGENCY INVOLVEMENT

This project began in October, 2017. Over the course of the project, the project team prepared a series of technical memoranda to describe existing and future conditions in the area, including land use, urban design, transportation facilities, and relevant plans and policies. The team then evaluated a variety of strategies to meet the goals for the corridor. Previous reports summarized and illustrated alternative design concepts and improvements for the corridor's various segments and intersections. The information within this plan builds on the previous work conducted as part of this project. The project team, COOLPPL¹ advisory committee, St. Helens Planning Commission and City Council, and other community members have reviewed and evaluated these documents and provided valuable input which was used to refine those reports and inform this plan.

The COOLPPL consisted of representatives from the St. Helens Planning Commission, City Council, Public Works, the Port of St Helens, and Columbia County, as well as interested residents. The COOLPPL met five times over the course of the project. The project also included one neighborhood meeting, two public open houses and an online open house to present project information and get public feedback on draft materials. Neighborhood and public meetings also coincided with work sessions with the St. Helens Planning Commission which met three times to review project results to date and provide guidance. City staff also briefed the St. Helens City Council about the project four times.

A project website provided community members with information about the schedule for project meetings, summaries of those meetings, draft work

products, and other project materials. The website also provided an opportunity for people to submit comments or questions about the project.

The project's work plan summary can be seen on the following page.

¹ *Committee Overseeing Overt Long-range Passageway Planning*

ST. HELENS RIVERFRONT CONNECTOR PLAN

Work Plan Summary

TASK 1:
Project Start-up & Management

TASK 2:
Citizen/Public & Agency
Involvement & Project Kick-off

TASK 3:
Develop Project Vision, Goals &
Guiding Principles

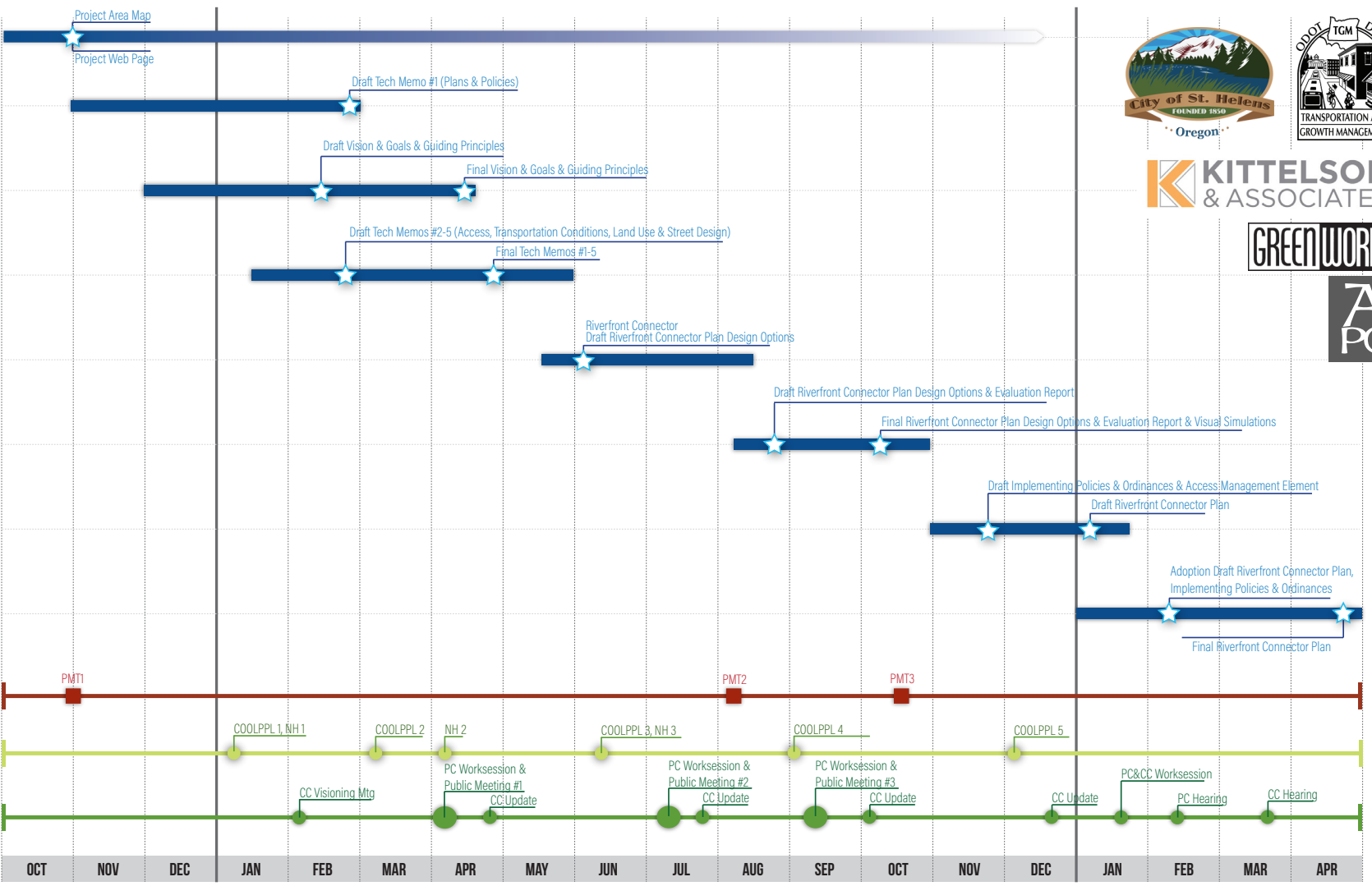
TASK 4:
Existing Conditions,
Opportunities & Constraints

TASK 5:
Draft Riverfront Connector Plan
Design Options &
Implementation Strategy

TASK 6:
Corridor Master Plan Design
Option Evaluation

TASK 7:
Refinement of Riverfront
Connector Plan, Implementaiton
Report & Access Management
Element

TASK 8:
Adoption



2017 2018 2019
 COOLPPL = Committee Overseeing Overt Long-Range Passageway Planning; NH = Neighborhood; PC = Planning Commission; CC = City Council

Rev 10/5/2017

OVERALL PROJECT GOALS & CORRIDOR GUIDING PRINCIPLES

Overall Project Goals

Create “streetscape” plans for the study area to help provide the foundation for orderly redevelopment that connects the various St. Helens neighborhoods together, brings the people back to the Riverfront District, and creates a connection to the greater local region.

Improve the aesthetics and function of the corridors to attract business and investment, provide better access, direction and signage to the Riverfront District, ensure multi-modal access, and improve desirability of the study area.

Planning Process & Community Involvement

- Establish a community vision, goals, and guiding principles for the study area.
- Engage business and property owners, neighborhood residents, stakeholders, and elected and appointed officials.
- Ensure consistency with previous community planning efforts, including the *Waterfront Framework Plan, Branding and Wayfinding Master Plan, US30 and Columbia Blvd./St. Helens Street Corridor Plan*, and other relevant plans.
- Ensure consistency with state plans and policies.

Economy & Business Support

- Develop planning design and implementation standards to revitalize businesses and business districts in the planning area, including industrial uses.
- Create improvements, including signage, that also support businesses in other commercial areas in St. Helens.
- Ensure that customers, employees, and others have good access to local businesses, including through on-street parking.
- Ensure that proposed solutions and projects are cost-effective and make efficient use of limited resources.

Transportation Safety & Mobility

- Improve street connectivity, design, and ability to access and locate business areas.
- Improve pedestrian and bicycle safety and accessibility, thereby encouraging walking and bicycling.
- Balance the need for local access and traffic calming with the need to provide for through-traffic movement and mobility, as well as emergency vehicle accommodations.
- Develop and implement solutions that are consistent with local and regional transportation levels, needs, and analyses, and can be cost-effectively maintained.

Connectivity & Streetscape Aesthetics

- Improve the appearance of all primary streets within the corridor, including South 1st Street, Plymouth Street, Gable Road, Old Portland Road, Millard Road, and McNulty Way.
- Improve pedestrian and bicycle connectivity between the corridor areas and adjacent open spaces and parks, trail/bicycle/transit networks, and neighborhoods, including the waterfront redevelopment site.
- Develop and apply street designs that serve the unique needs of each corridor segment (Riverfront District, and the Plymouth Street, Old Portland Road, Gable Road, Millard Road, and McNulty Way corridor sections), including business areas and residential neighborhoods.
- Consider opportunities for integrating sustainable design strategies into the streetscape design and implement them where appropriate.

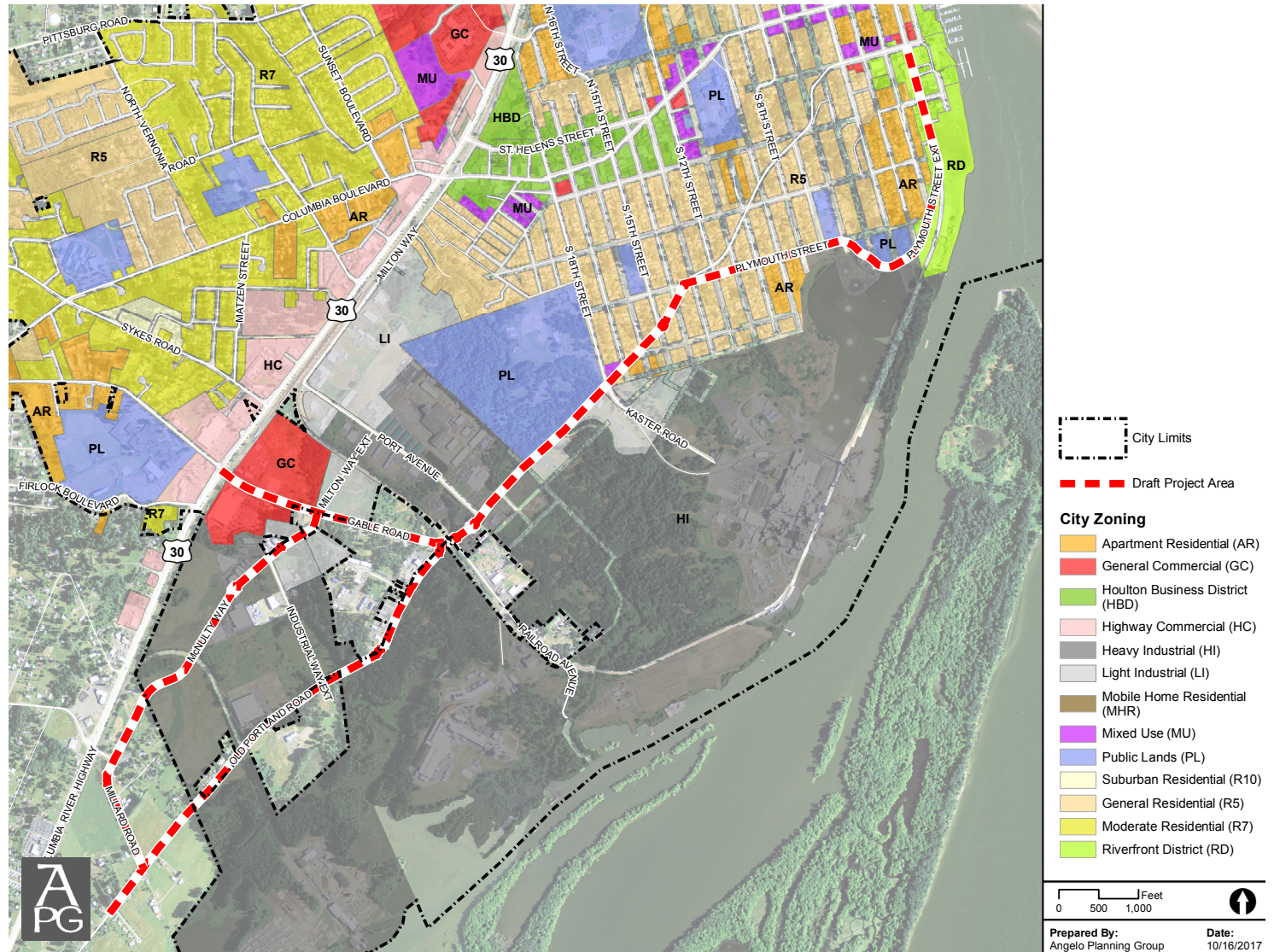
SUMMARY OF EXISTING CONDITIONS & OPPORTUNITIES

Zoning

This map shows the zoning designations throughout the Project Area, which encompasses land both inside and outside the St. Helens city limits. Land outside the city limits does not have a zoning designation, but does have a comprehensive plan designation that determines the zone that would be applied upon annexation.

As seen in the zoning map, the corridor traverses a variety of zones, from mixed use to medium- and high-density residential to industrial and commercial.

For more detail on existing conditions, refer to Technical Memoranda #2 and #4 in Appendices 4 and 6.



City of St. Helens zoning map

Riverfront Area

(Segments 1, 2.1 & 2.2)

The Riverfront Area includes existing businesses and residences, as well as land planned for significant new residential and employment growth. The streetscape here must accommodate vehicles, pedestrians, and bicycles moving along the corridor and accessing local businesses and recreational facilities.

This area has significant opportunities for wayfinding signage, improved bicycle and pedestrian facilities, on and off-street parking, and lighting.

The *Waterfront Framework Plan* provided a conceptual design for the extension of South 1st Street to Plymouth Street that includes wide sidewalks with planters or tree wells, bike lanes, on-street parking, curb bulb-outs, and clearly marked pedestrian crossings.



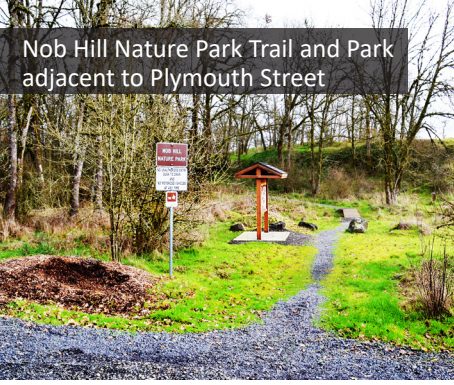
EXISTING CONDITIONS & OPPORTUNITIES

Residential Area

(Segment 3)

Plymouth Road and Old Portland Road run through this area, which is zoned mostly R5 and AR, with a small piece of MU land as well. This portion of the study area is currently very auto-centric and has several problematic intersections.

There is opportunity to make this portion of the corridor much more pedestrian and bicycle-friendly through safe and visible crossings, bicycle and pedestrian facilities, and re-configuration of particular intersections.



EXISTING CONDITIONS & OPPORTUNITIES

Industrial & Commercial Area

(Segments 4.1 & 4.2)

The intersection of Gable Road and US 30 is very busy and is expected to become even more so in the future. There is opportunity along these segments to improve roadway function while making several intersections safer to navigate, but access to existing property will be a consideration when implementing the recommended roadway design. Bicycle and pedestrian facilities will be an important addition to this area.



EXISTING CONDITIONS & OPPORTUNITIES

Linkage Area

(Segment 5)

This area consists mostly of rural streets with no pedestrian or bicycle facilities, with the exception of some concrete sidewalks and bicycle lanes along McNulty Way. The intersection of Millard Road and US 30 is anticipated to eventually be signalized.



EXISTING CONDITIONS & OPPORTUNITIES

Non-Conforming Uses & Land Violations

A “Nonconforming Use” is something that is not allowed by a property’s current zoning. Typically, these uses predate the zoning applied to the property. A nonconforming use may face difficulty expanding or redeveloping, and may cause other issues for planning staff and property owners.

- There are several residential uses along Old Portland Road (South of Gable Road) in areas that have an industrial zoning or comprehensive plan designation. Residential uses are extremely limited in the City’s industrial zones; only a caretaker dwelling related to another principle (and allowed) use are permitted.
- There are nonconforming dwellings in commercial and industrial areas) along the south side of Gable Road. Sanitary sewer is a challenge here.
- Industrial parks are a conditional use in the LI zone. A conditionally-approved industrial park is located at the southeastern corner of the McNulty Way and Industrial Way intersection, and Lower Columbia Engineering was permitted as an industrial park within this zone. However, the development does not meet the code’s intent for an industrial park. As the properties develop further, the City wishes to better implement the code’s stated intent for industrial parks.

For more detail on regulatory policies and standards, see Technical Memorandum #1, in Appendix 3.

EXISTING CONDITIONS & OPPORTUNITIES

SUMMARY OF EVALUATION & RECOMMENDATIONS

Following is a summary of recommendations for preferred design options based on the analysis described in the remainder of this report. In a small number of cases, more than one option performed well in our evaluation, and further discussion with the city, agency partners, and the broader community was required to identify a recommended design option. These recommendations reflect comments from members of the project advisory committee, the St. Helens Planning Commission and City Council, and other community members.

The options and recommendations described in this and other sections of this report have been designed to address future land use and traffic conditions in the project area and are generally consistent with transportation improvements identified in previous planning efforts.

More information about projected future conditions can be found in Technical Memorandum 3 in Appendix 5.

Segment 1: South 1st Street

(St. Helens St. to End of Existing S. 1st St.)

Only one roadway cross-section was developed and evaluated and this option is recommended as the preferred alternative in large part due to the built-out nature of this segment, the character of existing facilities, consistency with other city plans, and feedback from the city. No key intersections were evaluated in this segment. This segment currently includes angled parking. The City may investigate use of reverse angled parking in this area in the future.

Segment 2.1: Waterfront Area

(End of Existing S. 1st St. to Lagoon Dam)

Only one roadway cross-section was identified and evaluated and this option is recommended as the preferred alternative. The preferred design was established through an extensive planning and community engagement process as part of the St. Helens Waterfront Framework Plan. The city and project team agreed that this alternative did not need to be revisited as part of the current planning process. No key intersections were evaluated in this segment. The proposed design may be refined, depending on available right-of-way. If less than 80 feet of right-of-way is available, some elements of the design may be narrowed or eliminated.

A traffic calming circle also may be located in this segment. This feature could also serve as a way for drivers to turn around. The design of the traffic circle will depend on whether or not it includes a gateway feature and whether it will need to accommodate large trucks.

Segment 2.2: Plymouth Street

(Lagoon Dam to Plymouth St.)

Only one roadway cross-section was identified and evaluated.

For the intersection of Plymouth Street and South 6th Street, Option A (stop controlled intersection, no splitter island) is recommended based on the evaluation. This option provides superior through-movement and mobility for those accessing properties on South 6th, and the lack of splitter island provides better emergency vehicle access.

Segment 3: Plymouth Street

(South 6th St. to Old Portland Rd.)

Roadway cross section Option B (Sharrows and Multi-Use Path) is the recommended design for this section. This option has superior ratings for improved connectivity and access, improved bicycle and pedestrian safety and accessibility, improved street appearance, and the potential to incorporate sustainable design principles.

Of the four designs presented for the intersection of Old Portland Road and Plymouth Street, Options B, C, and D all scored highly in the evaluation, providing superior safety and mobility compared to Option A. Options C and D provide more potential to improve street appearance and incorporate sustainable design principles.

Based on discussion with members of the project advisory committee and other community members, a modified alternative is proposed as the preferred option. This roundabout allows for continued direct travel to both Old Portland Road and Plymouth Street. It has a smaller footprint than the other roundabout options evaluated, with less resulting impact on surrounding private properties and a lower cost to build compared to the earlier roundabouts studied.

Segment 4.1: Old Portland Road

A modified version of Option C is the recommended design. Option C achieved the highest safety score for all modes, incremental development may be challenging. This option was refined based on feedback from the advisory committee, Planning Commission, City Council and other community members. The refined option places the landscaping strip between the roadway and cycletrack. The cycletrack will be separated from the pedestrian walkway by a curb or other means. Implementation of this option will require careful planning to allow for safe convenient transitions between this design and sections of the roadway that have undergone recent improvements.

At the intersection of Old Portland Rd. and Kaster Rd. Option B (roundabout) is the preferred design, allowing for through-movement in all directions without queueing at a signal. At the intersection of Old Portland Rd. and Railroad Ave., Option B is preferred. Option A is problematic from a transportation safety and mobility standpoint.

At the intersection of Old Portland Rd. and Gable Rd., Option A is the preferred long-term alternative. The City should monitor changes in travel performance after improvements to the US 30/Millard Road intersection are implemented and/or other measures are successful in encouraging more drivers to use Old Portland Road to access the Riverfront area. At the point that increased potential traffic on Old Portland Road warrants the investment in improvements to this intersection, this improvement may be evaluated further.

Segment 4.2: Gable Road

Similar to Segment 4.1, a modified version of Option C is the recommended design. Option C achieved the highest safety score for all modes, though implementing a cycletrack facility through incremental development may be challenging. This option was refined based on feedback from the advisory committee, Planning Commission, City Council and other community members. The refined option places the landscaping strip between the roadway and cycletrack. The cycletrack will be separated from the pedestrian walkway by a curb or other means. Implementation of this option will require careful planning to allow for safe convenient transitions between this design and sections of the roadway that have undergone recent improvements.

Only one option was identified and evaluated for the intersections of Gable Road/McNulty Way and Gable Road/US 30.

Segment 5: Secondary Study Area

(Millard Rd., McNulty Way & Old Portland Rd.)

The proposed designs for roadway cross sections and intersections in this area did not include alternatives to evaluate.

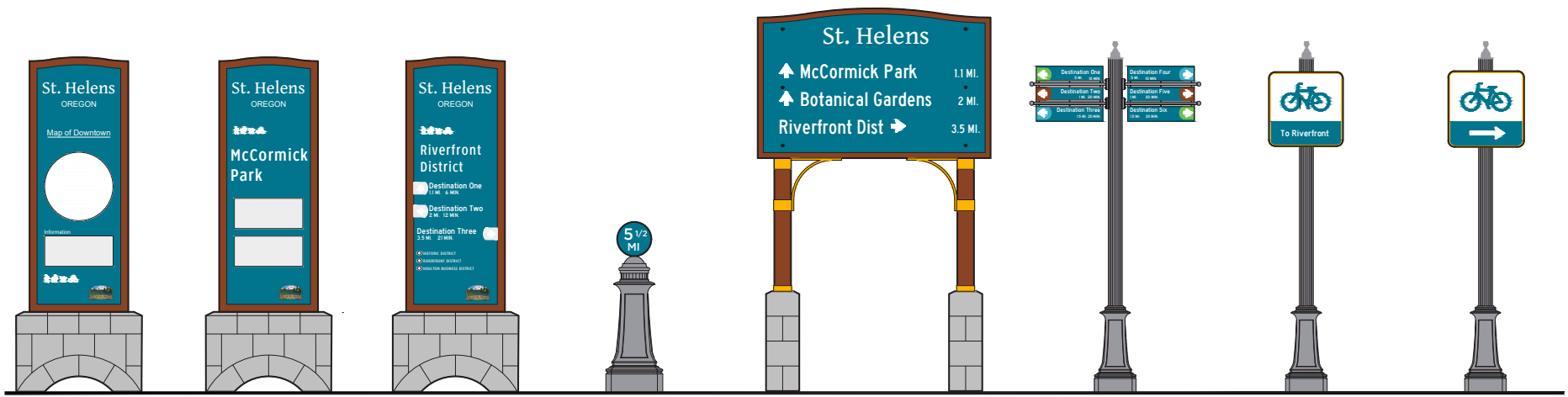
SUMMARY OF WAYFINDING RECOMMENDATIONS

Wayfinding signage was evaluated and identified for the corridor based on guidance from the *City of St. Helens Branding and Wayfinding Master Plan*, adopted in October 2017. The wayfinding recommendations in this report are intended to comply with the placement and design standards identified in the *Branding and Wayfinding Master Plan*. For the purpose of this planning process, only wayfinding along the project corridor has been addressed. Future wayfinding efforts should consider existing and planned signage to develop a citywide wayfinding system that is consistent and complete.

The recommended wayfinding sign types along the project corridor include vehicular directional signs, on-street directional and confirmation signs for pedestrians and/or bicycles, trailhead kiosks at key entry points to local trails, and a map kiosk in the heart of the City's downtown Historic District. Signs directing users to one of the City's districts should include color-coded directional arrows per the *Branding and Wayfinding Master Plan*.

On-street directional signs are recommended at key intersections and decision points along the route. Whether on-street directional signs are recommended to be designed for vehicles or for bicycles and/or pedestrians depends on the presence of bicycle or pedestrian infrastructure along the road segment. The majority of on-street directional signs recommended could be designed for either bicycle or pedestrian use. Travel times on the recommended bicycle/pedestrian directional signs have been calculated for bicycle travel but could easily be recalculated for pedestrian travel if desired.

See Appendix 2 for the full table of wayfinding recommendations, including destinations, sign types, estimated distances and travel times, and installation locations.



MAP KIOSK

TRAILHEAD KIOSK

OFF-STREET DIRECTIONAL KIOSK

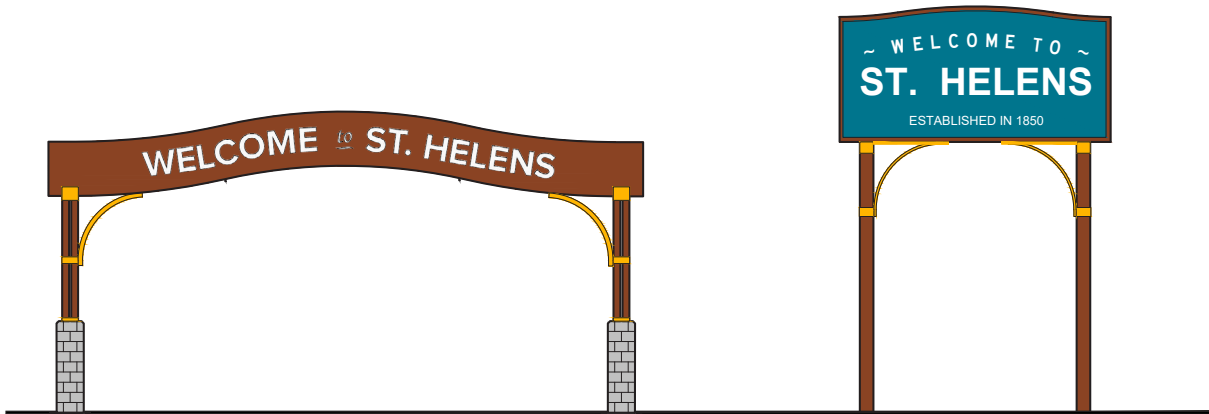
OFF-STREET MILE MARKER

VEHICULAR DIRECTIONAL SIGN

ON-STREET DIRECTIONAL SIGN

ON-STREET CONFIRMATION SIGN

ON-STREET TURN SIGN



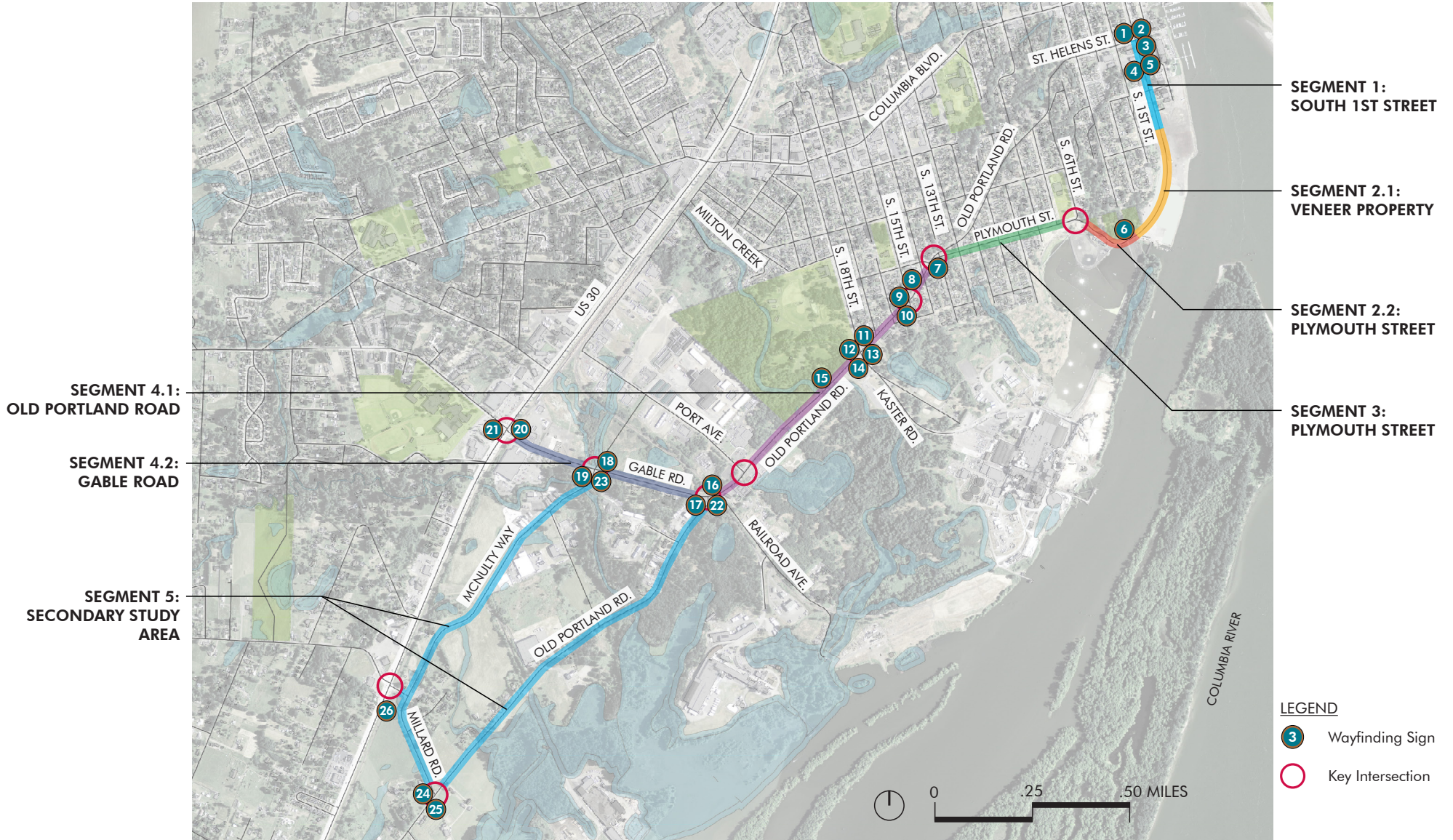
GATEWAY SIGN

HIGHWAY IDENTITY SIGN

Sign types identified in the 'City of St. Helens Branding & Wayfinding Master Plan' (2017)

Wayfinding Recommendations Summary							
						(See Appendix 2 for full table including destinations)	
Corridor							Sign Facing
ID #	Segment	Mode Type	Sign Type	Installation Street	Intersecting Street		
1	1	Bicycle/Pedestrian	On-Street Directional	South 1st Street	St. Helens Street	North	
2	1	Bicycle/Pedestrian	On-Street Directional	St. Helens Street	South 1st Street	East	
3	1	Bicycle/Pedestrian	On-Street Directional	South 1st Street	St. Helens Street	South	
4	1	Pedestrian	On-Street Directional	South 1st Street	Plaza Square	North	
5	1	Pedestrian	Map Kiosk	South 1st Street	Plaza Square	East	
6	2.2	Bicycle/Pedestrian	Trailhead Kiosk	Nob Hill Nature Park Trail	N/A	South	
7	3	Bicycle/Pedestrian	On-Street Directional	Old Portland Road	Plymouth Street	South	
8	4.1	Bicycle/Pedestrian	On-Street Directional	Old Portland Road	South 15th Street	North	
9	4.1	Bicycle/Pedestrian	On-Street Directional	South 15th Street	Old Portland Road	North	
10	4.1	Bicycle/Pedestrian	On-Street Directional	Old Portland Road	South 15th Street	West	
11	4.1	Bicycle/Pedestrian	On-Street Directional	Old Portland Road	South 18th Street/Kaster Road	East	
12	4.1	Bicycle/Pedestrian	On-Street Directional	South 18th Street	Old Portland Road	North	
13	4.1	Bicycle/Pedestrian	On-Street Directional	Kaster Road	Old Portland Road	South	
14	4.1	Bicycle/Pedestrian	On-Street Directional	Old Portland Road	South 18th Street/Kaster Road	West	
15	4.1	Bicycle/Pedestrian	Trailhead Kiosk	Old Portland Road	N/A	South	
16	4.1	Bicycle	On-Street Confirmation	Old Portland Road	Gable Road	East	
17	4.2	Bicycle	On-Street Confirmation	Gable Road	Old Portland Road	West	
18	4.2	Bicycle/Pedestrian	On-Street Directional	Gable Road	McNulty Way/Milton Way	East	
19	4.2	Bicycle/Pedestrian	On-Street Directional	Gable Road	McNulty Way/Milton Way	West	
20	4.2	Bicycle/Pedestrian	On-Street Directional	Gable Road	Highway 30	East	
21	4.2	Bicycle/Pedestrian	On-Street Directional	Gable Road	Highway 30	West	
22	5	Vehicle	Vehicular Directional	Old Portland Road	Gable Road/Old Portland Road	South	
23	5	Vehicle	Vehicular Directional	McNulty Way	Gable Road	South	
24	5	Vehicle	Vehicular Directional	Millard Road	Old Portland Road	North	
25	5	Vehicle	Vehicular Directional	Old Portland Road	Millard Road	South	
26	5	Vehicle	Vehicular Directional	Highway 30	Millard Road	South	

WAYFINDING RECOMMENDATIONS SUMMARY



Wayfinding locations for entire study area (refer to table on previous page)

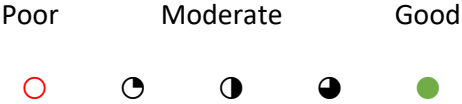
EVALUATION OF DRAFT DESIGN OPTIONS

For each corridor segment, alternative road cross-section design and intersection options were evaluated against a set of criteria which are based on the goals and objectives developed at the outset of this project.

The criteria are a mix of quantitative and qualitative measurements or assessments. Consistency with the criteria is described in the following sections of this report and is generally presented on a scale of 1 to 5, where 1 means poor and 5 means good.

Evaluation of each option is in relation to the group of options being evaluated, rather than against an absolute scale. All criteria are weighted equally for the purposes of the evaluation. Following is a list of the project goals and objectives and corresponding evaluation criteria.

Rating System:



Guiding Principle	Specific Criteria	Notes
Economy and Business Support		
<i>Consistency with Previous Planning</i>	<ul style="list-style-type: none"> • Consistent with previous planning efforts • Improves upon previous planning efforts with context sensitive solutions • Consider timing of development related to emphasis of Plymouth vs Old Portland routes 	Transportation System Plan, Waterfront Framework Plan, other plans Qualitative criteria
<i>Supports businesses and business districts</i>	<ul style="list-style-type: none"> • Improves awareness of business areas through wayfinding, signage, and gateway treatments • Creates walkable and inviting business areas – can compare potential sidewalk widths and pedestrian access 	
<i>Supports customers, employees, and others by providing access</i>	<ul style="list-style-type: none"> • Improves multi-modal access to business areas – provides continuous, low stress, pedestrian and bicycle facilities • Change to amount of on-street parking in business areas 	
<i>Relative Cost effectiveness</i>	<ul style="list-style-type: none"> • Relative price for construction and maintenance • Will improvements have economic benefit in terms of supporting or encouraging redevelopment? 	

SUMMARY OF EVALUATION CRITERIA AND PROCESS

Guiding Principle	Specific Criteria	Notes
Transportation Safety & Mobility		
<i>Improved connectivity & access</i>	<ul style="list-style-type: none"> Improves motor vehicle access to business areas – improves traffic flow, increases roadway and/or intersection capacity Site-specific property impacts Opportunity to incorporate transit service and facilities 	Qualitative score
<i>Improved pedestrian/bicycle safety and accessibility</i>	<ul style="list-style-type: none"> Improves pedestrian and bicycle access to business areas – provides continuous, low stress pedestrian and bicycle facilities Bicycle Level of Stress; Pedestrian Level of Stress Ease of transition between segments and intersections 	
<i>Through-movement and mobility</i>	<ul style="list-style-type: none"> Improves multi-modal access to other parts of the city – increased street connectivity, increased ped/bike connectivity, increased access to multi-use paths and trails Volume/Capacity Ratio or similar metric 	
<i>Safety</i>	<ul style="list-style-type: none"> Provides safety improvement at a location with a known safety issue Reduces potential for future crashes – providing separation between travel modes, other design strategies 	
<i>Emergency Vehicle accommodations</i>	<ul style="list-style-type: none"> Provides additional routes for emergency vehicles Decreases response time for emergency vehicles Emergency vehicle accommodation (i.e. size of roadway) 	Qualitative score

SUMMARY OF EVALUATION CRITERIA AND PROCESS

Guiding Principle	Specific Criteria	Notes
Connectivity & Streetscape Aesthetics		
<i>Improved street appearance</i>	<ul style="list-style-type: none"> Qualitative score, based on amount of added landscaping and street trees, higher quality paving materials, space for added street furnishings, and for a proposed gateway element. 	<p>Poor = very little improvement of street elements. Moderate = moderate improvement of multiple elements, or major improvement of one element. Good = major improvement of multiple elements, or a proposed gateway feature.</p>
<i>Improved ped/bike connectivity between corridor and adjacent attractions</i>	<ul style="list-style-type: none"> Separated (off-street) bike route Separated (not curb-tight) pedestrian route New bike and pedestrian connectivity through the corridor New bike and pedestrian connections to adjacent attractions 	<p>Best score for options that create a long separated bike path and connect it to rest of city, and for new bike/pedestrian connections to attractions. (Ease of transition <u>between</u> segments is covered in <i>Improved pedestrian/bicycle safety and accessibility.</i>)</p>
<i>Improves/affects quality of life</i>	<ul style="list-style-type: none"> Improved health – more attractive options for walking and biking Composite of related criteria 	<p>Connecting people and places, improved business/employment opportunity, improved appearance, improved safety, and lower bike/ped level of stress all help improve quality of life.</p>
<i>Street designs catered to needs of particular segments</i>	<ul style="list-style-type: none"> Provides context sensitive solution Consistency with Vision Statement for that segment Is it overkill? (too nice/too much of a "parkway", for example, for a fairly rural area?) 	<p>Safety is part of the Vision Statements for each segment. Some options are a little less safe for bicyclists (in-street bike lanes on streets with higher speeds), otherwise all options seem like an appropriate level of improvement considering expected future development.</p>
<i>Sustainable Design Strategies</i>	<ul style="list-style-type: none"> Potentially incorporates storm water facilities (assuming feasibility based on underlying geology) Reduced impervious surface, or less than typical improvements would have. 	<p>Only road sections with landscape strips and intersections with roundabouts (or which reconfigure roads to create new open space) have opportunity for stormwater facilities.</p>

SUMMARY OF EVALUATION CRITERIA AND PROCESS

SEGMENT 1 EVALUATION

Segment 1 connects the historic Riverfront District and downtown core of St. Helens to the future Waterfront Redevelopment area.

The current roadway configuration, with sidewalks and angled parking, is expected to remain on parts of the segment that are already built, unless redevelopment occurs in those areas. This segment currently includes angled parking. The City may investigate use of reverse angled parking in this area in the future.

Street furniture, ornamental lighting, and other design elements will identify this area as the heart of the Riverfront District.

Bicycle travel will be accommodated by shared-street markings (sharrows) on existing portions of the roadway.

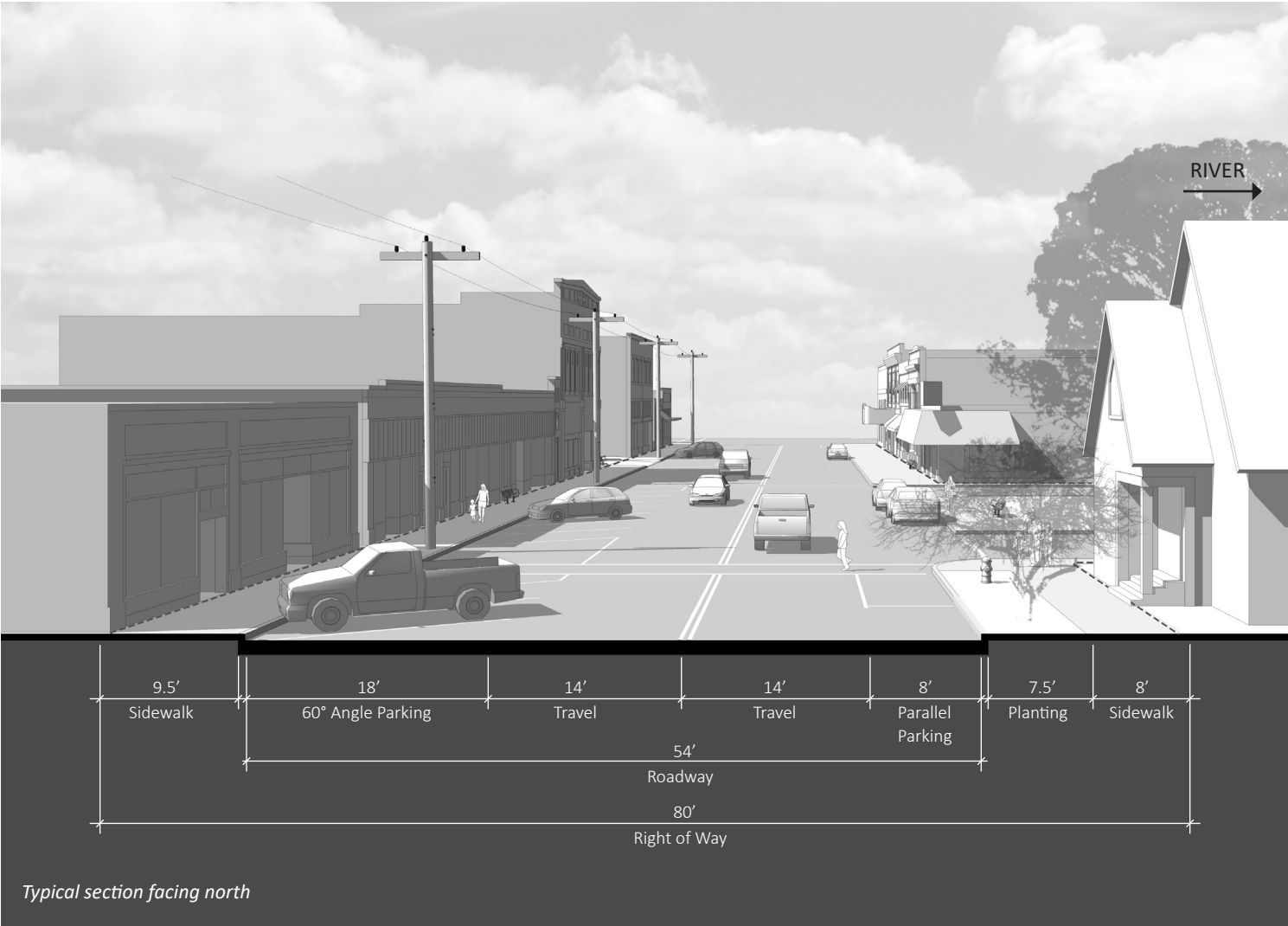
SEGMENT 1: SOUTH 1ST STREET



Segment 1 project area.

Existing Road Section

- TSP Classification: Collector Street
- 80' wide ROW
- Approximately 1,200 linear feet
- On-street parking
- No bicycle facilities
- Wide sidewalks with few planters



SEGMENT 1: SOUTH 1ST STREET

Potential Road Section

The proposed section for South 1st Street is similar to the existing street and includes sidewalks on both sides of the street, parallel parking on the east side, angled parking on the west side, and two travel lanes. Landscape planters are also proposed on both sides of the street with access across for pedestrians.

Painted sharrows will indicate that bicyclists share the roadway with vehicles on both sides of the street.

Sidewalk bulb-outs will provide a traffic calming effect, and shorten crossing distances for pedestrians. The bulb-outs will not reduce on-street parking, because those areas are already marked to prohibit parking in order to increase visibility for pedestrians and turning vehicles.

Depending on the final streetscape design, the number of on-street parking stalls should be the same or very close to the number of existing stalls.

As noted previously, this segment currently includes angled parking. The City may investigate use of reverse angled parking in this area in the future.



SEGMENT 1: SOUTH 1ST STREET

Potential Road Section



SEGMENT 1: SOUTH 1ST STREET

Potential Road Section



SEGMENT 1: SOUTH 1ST STREET

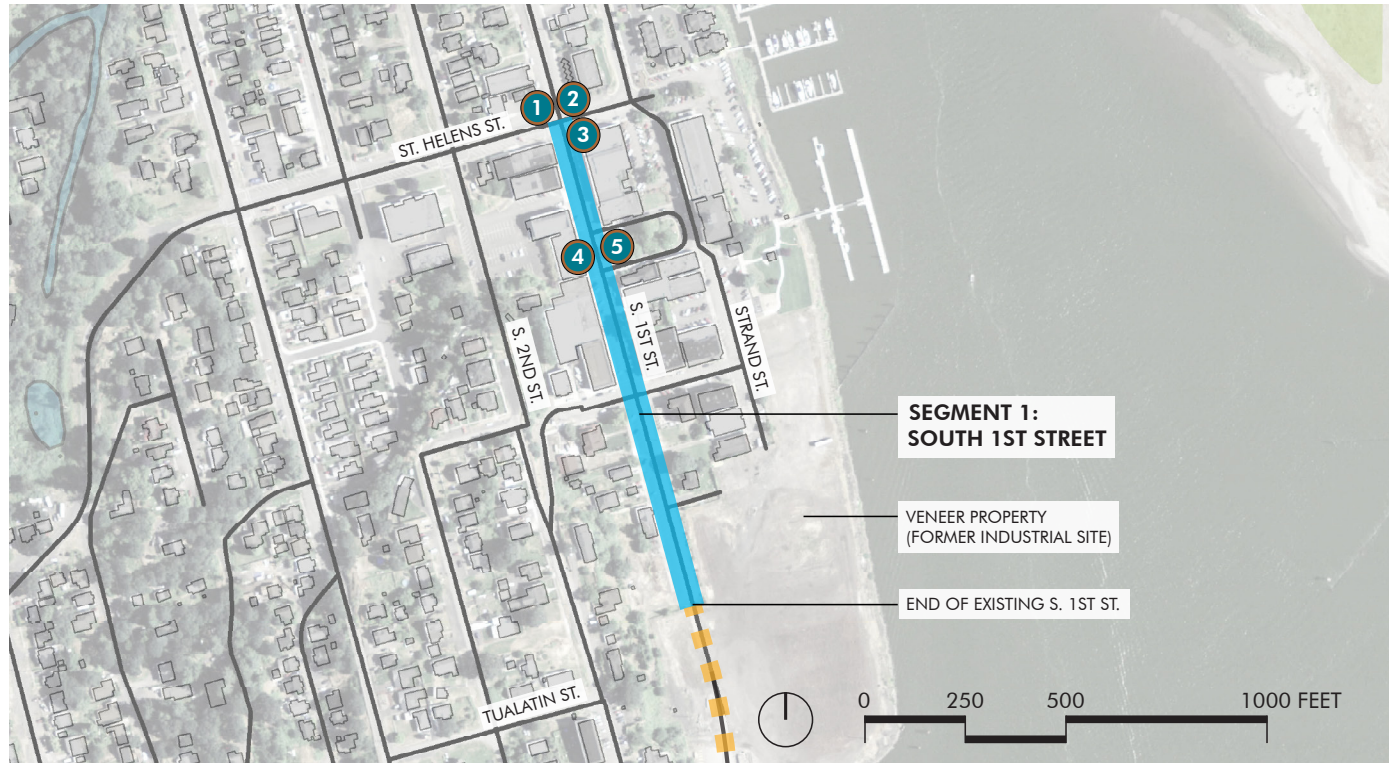
Evaluation Summary Table

Rating System:



	<i>Economy and Business Support</i>				<i>Transportation Safety and Mobility</i>					<i>Connectivity & Streetscape Aesthetics</i>			
	<i>Consistency with Previous Planning</i>	<i>Supports businesses and business districts</i>	<i>Supports customers, employees, and others by providing access</i>	<i>Relative Cost effectiveness</i>	<i>Improved connectivity & access</i>	<i>Improved pedestrian/bicycle safety and accessibility</i>	<i>Through-movement and mobility</i>	<i>Safety</i>	<i>Emergency Vehicle accommodations</i>	<i>Improved street appearance</i>	<i>Improved ped/bike connectivity</i>	<i>Street designs catered to needs of particular segments</i>	<i>Sustainable Design Strategies</i>
Proposed Road Section	●	◐	◑	●	◑	◑	◑	◑	◑	◑	◑	●	◑

Wayfinding Recommendations



Wayfinding locations for Segment 1

Wayfinding Recommendations: Segment 1		(See Appendix 2 for full table including destinations)			
ID #	Mode Type	Sign Type	Installation Street	Intersecting Street	Sign Facing
1	Bicycle/Pedestrian	On-Street Directional	South 1st Street	St. Helens Street	North
2	Bicycle/Pedestrian	On-Street Directional	St. Helens Street	South 1st Street	East
3	Bicycle/Pedestrian	On-Street Directional	South 1st Street	St. Helens Street	South
4	Pedestrian	On-Street Directional	South 1st Street	Plaza Square	North
5	Pedestrian	Map Kiosk	South 1st Street	Plaza Square	East

SEGMENT 1: SOUTH 1ST STREET

SEGMENT 2.1 EVALUATION

Design of this segment was proposed in the Waterfront Framework Plan. It is intended to provide a safe and attractive pedestrian environment, stormwater management, bicycle access, as well as automobile parking and connectivity to future land uses in the waterfront area.

Segment 2.1 is a new connection from the historic downtown and Riverfront District south to Plymouth Street and beyond.

SEGMENT 2.1: VENEER PROPERTY

SEGMENT 2.1: VENEER PROPERTY (End of Existing South 1st St. to Lagoon Dam)



Segment 2.1 project area

Existing Conditions

TSP Classification: Collector Street

No existing ROW

Approximately 1,500 linear feet

No road improvements

This segment travels through a relatively flat, currently undeveloped area with few to no physical constraints. Future improvements will need to be coordinated with future redevelopment in the Waterfront Redevelopment area.



View facing north (the fence marks the end of existing South 1st Street)

SEGMENT 2.1: VENEER PROPERTY

Potential Road Section

The proposed section for this segment is generally consistent with previous planning work conducted for the City's Waterfront Framework Plan.

Compared to Segment 1, this section has parallel parking on both sides instead of angle parking, and adds bicycle lanes.

Parallel parking is recommended rather than diagonal parking to reduce potential safety issues associated with bicycles and vehicles, to reduce right-of-way needs and to reduce pedestrian crossing distances. In addition, new development in the Waterfront Framework area will have to meet off-street parking requirements, resulting in a reduce need for on-street parking, in comparison to the existing downtown area in Segment 1.

This road is classified by the St. Helens TSP as a Collector, but to be consistent with the Waterfront Framework Plan, the proposed section is very similar to the TSP's "Minor Arterial (Two-Way Downtown)" section.

Sidewalk bulb-outs at crossings will shorten crossing distances for pedestrians and provide a traffic calming effect.

Transitions from bicycle lanes in Segment 2.1 to shared travel lanes in Segment 1 and the multi-use path in Segment 2.2 will need to be considered.

(continued on page 38)



SEGMENT 2.1: VENEER PROPERTY

(continued from page 37)

The proposed design ultimately may be refined as part of future redevelopment processes, depending on available right-of-way. If less than 80 feet of right-of-way is available, some elements of the design may be narrowed and/or the dedicated bicycle lanes may be replaced with sharrows indicating a shared vehicle/bicycle lane.

Element Width

- Travel lanes.....10-12'
- Bike lanes.....0-6'
- Parallel parking.....8'
- Planting strips.....4-6'
- Sidewalks.....8'
- Total.....60-80'

See Appendix 9 for an example of a narrower road section, reduced to fit a 60' wide right-of-way.

A traffic calming circle also may be located in this segment. This feature could also serve as a way for drivers to turn around. The design of the traffic circle will depend on whether or not it includes a gateway feature and whether it will need to accommodate large trucks.

At some point within this segment, the street name will change from S. 1st Street to Plymouth Street. This location will be determined as development and/or roadway construction occurs. The alignment of this segment illustrated in the plan on page 35 is conceptual and may be refined as part of a future detailed design and planning process for this area.

SEGMENT 2.1: VENEER PROPERTY

Evaluation Summary Table

Rating System:

Poor Moderate Good

○ ◐ ◑ ◒ ●

	<i>Economy and Business Support</i>				<i>Transportation Safety and Mobility</i>					<i>Connectivity & Streetscape Aesthetics</i>			
	<i>Consistency with Previous Planning</i>	<i>Supports businesses and business districts</i>	<i>Supports customers, employees, and others by providing access</i>	<i>Relative Cost effectiveness</i>	<i>Improved connectivity & access</i>	<i>Improved pedestrian/bicycle safety and accessibility</i>	<i>Through-movement and mobility</i>	<i>Safety</i>	<i>Emergency Vehicle accommodations</i>	<i>Improved street appearance</i>	<i>Improved ped/bike connectivity</i>	<i>Street designs catered to needs of particular segments</i>	<i>Sustainable Design Strategies</i>
Proposed Road Section	●	●	●	◐	●	◐	●	◑	●	●	◑	●	◐

SEGMENT 2.1: VENEER PROPERTY

SEGMENT 2.2 EVALUATION

Several alternative designs have been considered by the project team to provide mobility for drivers, pedestrians and bicyclists while working within the constrained conditions in this segment. Ultimately, the team has identified one proposed approach based on the following objectives:

Provide a dedicated facility for pedestrians on at least one side of the road.

Given that alternate routes through the Nob Hill Nature Park would not meet accessibility requirements for people with disabilities, it is important to have an accessible pedestrian facility on this segment.

Keep costs reasonable.

Extensive blasting or moving wastewater treatment vaults is likely to be very expensive. The proposed section should fit within existing available area where possible.

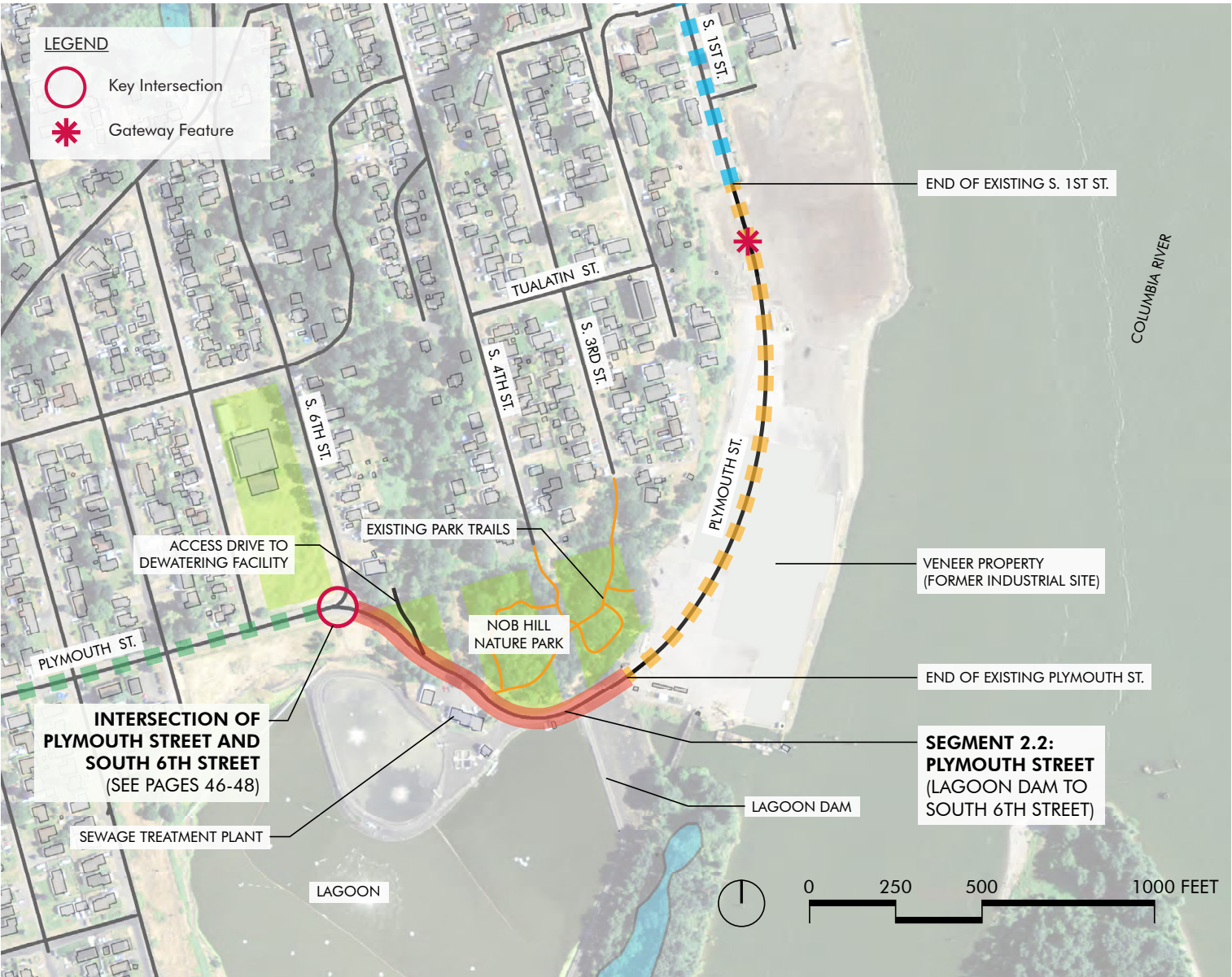
Provide reasonable options for cyclists.

Providing a dedicated facility for cyclists in the form of a multi-use pathway on the north (uphill) side of the road will provide a separated route for cyclists where they are moving more slowly. A shared pathway for bicyclists and pedestrians traveling uphill is safer, compared to doing so in the downhill direction. Providing a shared route with vehicles on the south (downhill) side of the road will make efficient use of limited space and allow bicyclists and vehicles to share the roadway where their speeds are more similar.

Allow flexibility where conditions vary.

A landscaping strip is recommended where space allows on the north side of the road. The width of this area will increase where more area is available. A landscaping strip will enhance the appearance of the road and enhance comfort and safety for pedestrians and bicyclists using the shared pathway.

SEGMENT 2.2: PLYMOUTH STREET

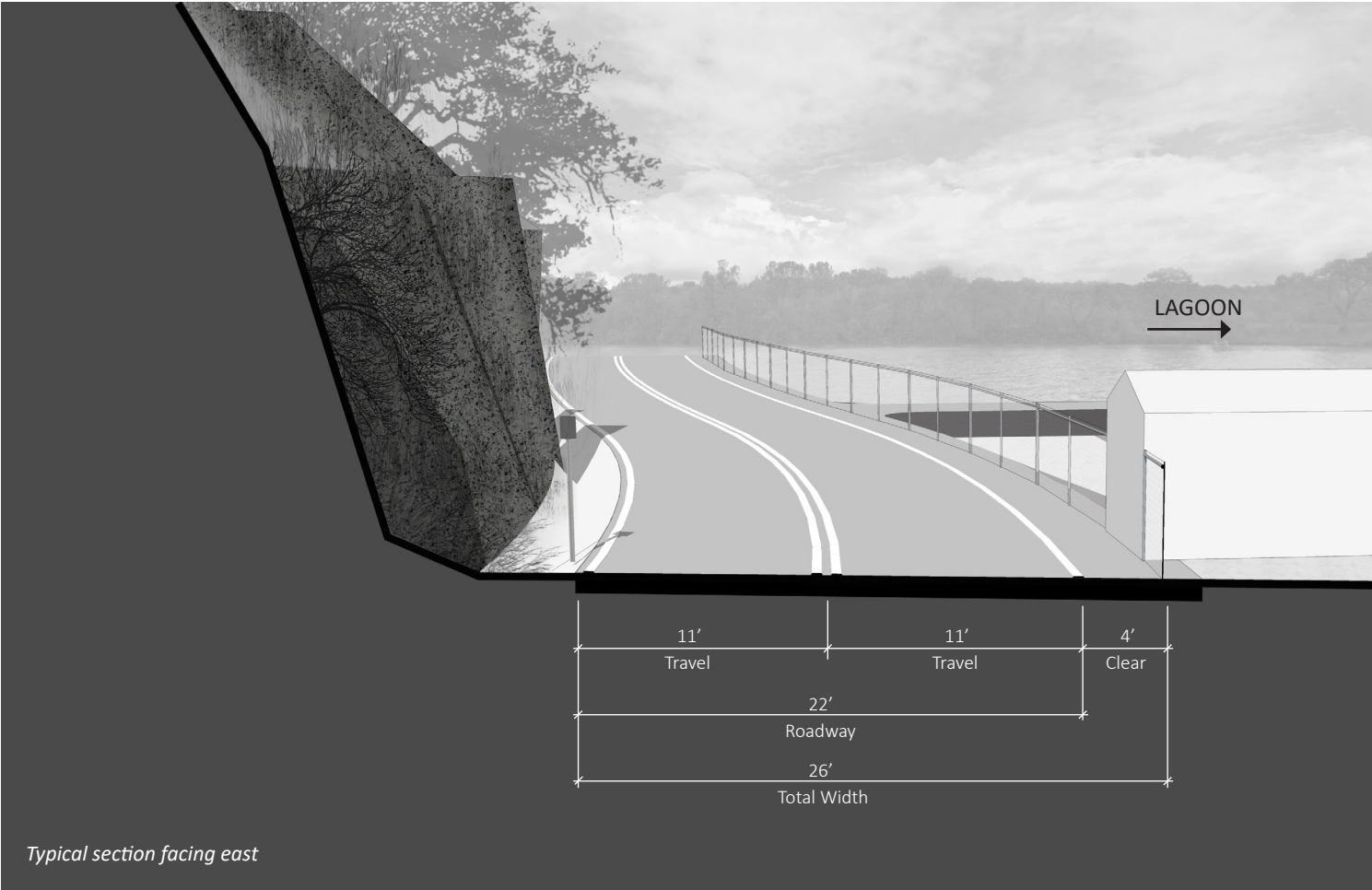


Segment 2.2 project area

Existing Road Section

- TSP Classification: Collector Street
- No existing ROW
- Approximately 1,100 linear feet
- No bike facilities
- No sidewalks

Plymouth Street through Segment 2.2 has a constrained available width of approximately 26' to 34' due to topography, basalt outcrops, improvements at the sewage treatment plant to the south, and the dewatering facility drive to the north. Approximately 40' or more width may be usable with some combination of retaining walls, fill, blasting, and/or moving some treatment plant vaults or other improvements.

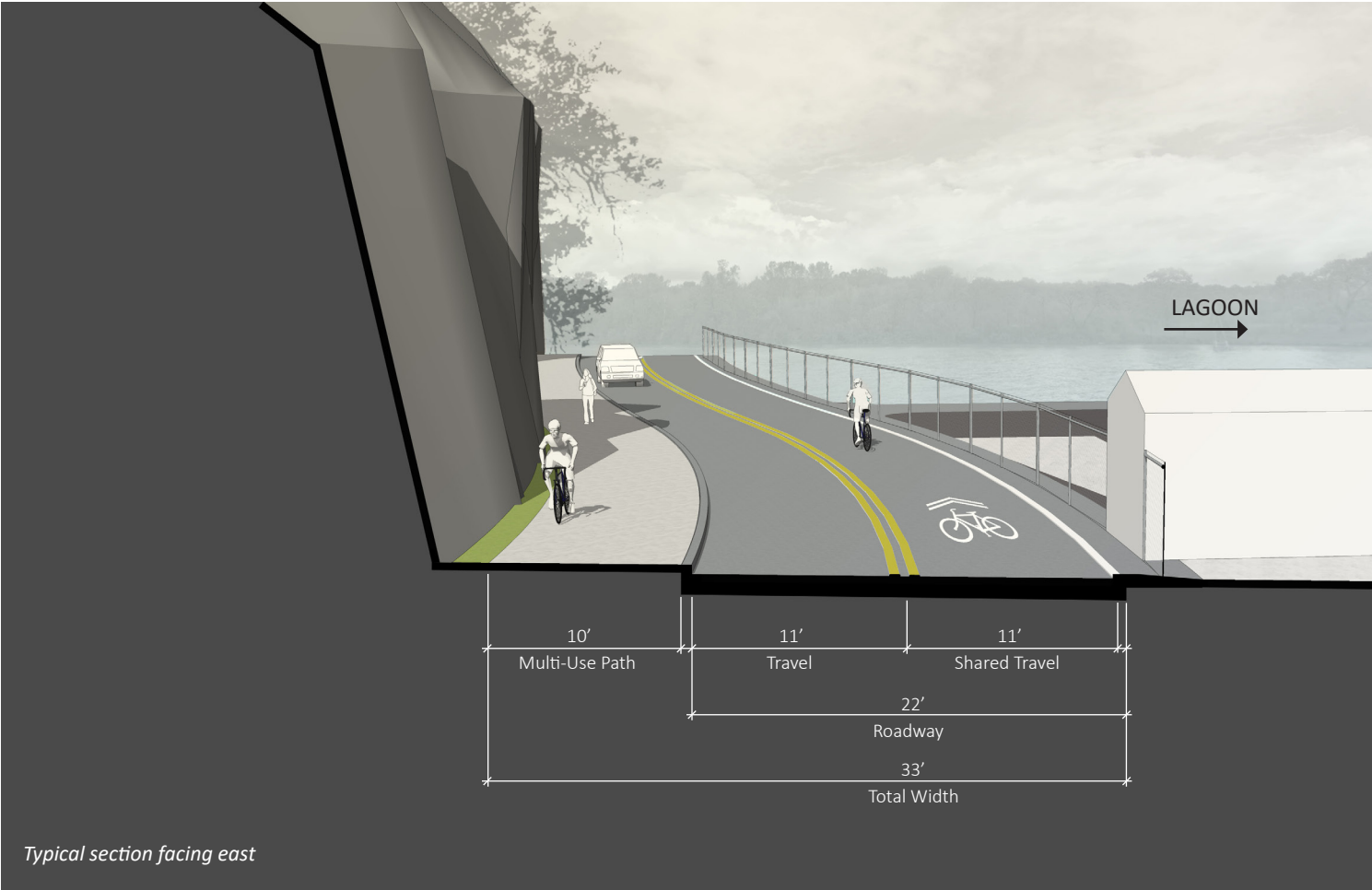


SEGMENT 2.2: PLYMOUTH STREET

Potential Road Section

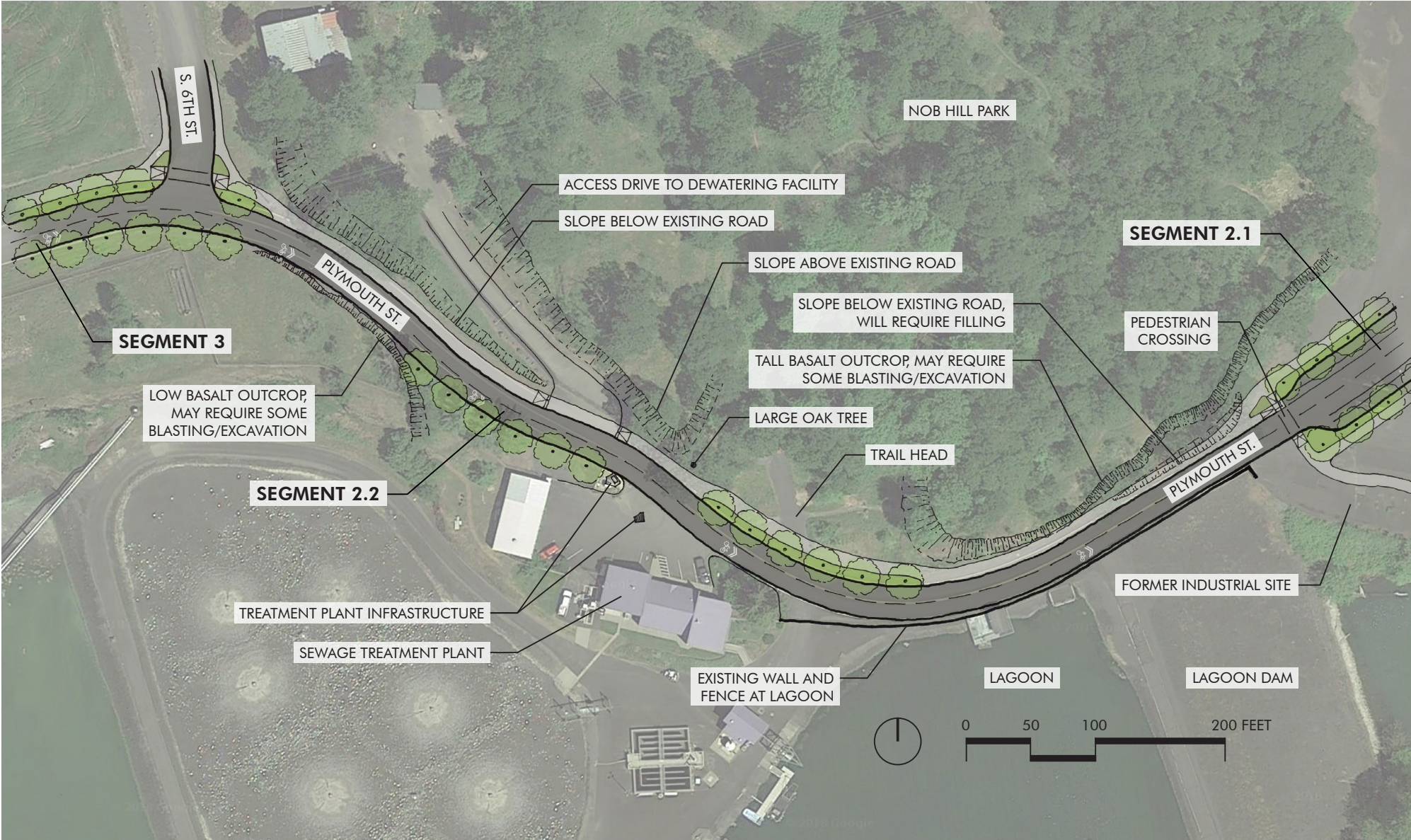
The proposed road section contains two 11' travel lanes, one of which is shared with bicycle travel (the east-bound/southern lane), and a 10' multi-use path on the north side of the road, separated from the travel lanes by a landscape strip where space allows (varying in size depending on available space).

Implementation of the proposed road section will need to consider pedestrian crossings where the south side sidewalk ends at the south end of Segment 2.1, and how bicycle facilities will transition to adjacent segments.



SEGMENT 2.2: PLYMOUTH STREET

Potential Plan



SEGMENT 2.2: PLYMOUTH STREET

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Intersection Evaluation

The Plymouth Street/S. 6th Street intersection is located at the crest of a vertical curve and on the outside of a horizontal curve along Plymouth Street, which together limit sight distance. There is currently no stop sign at the southbound approach to the intersection or warning signs at the eastbound approach to alert motorists of the horizontal/vertical curve. The following design options were developed for further consideration.



Existing conditions (image: Google Earth)

INTERSECTION: PLYMOUTH STREET & SOUTH 6TH STREET

Option A:

Stop Control

- Realigns the southbound approach to create a “T” intersection with Plymouth Street.
- Provides a stop sign at the southbound approach from S. 6th Street to Plymouth Street.
- Provides curve warning signs on Plymouth Street.



INTERSECTION: PLYMOUTH STREET & SOUTH 6TH STREET

Option B: Right in/Right Out

Includes the same improvements as Option A with the addition of a splitter island to limit turn movements to right-in and right-out. Residents can use S. 7th Street to complete eastbound and southbound left-turn movements.



INTERSECTION: PLYMOUTH STREET & SOUTH 6TH STREET

Evaluation Summary Table

Rating System:

Poor Moderate Good

○ ◐ ◑ ◒ ●

		<i>Economy and Business Support</i>				<i>Transportation Safety and Mobility</i>					<i>Connectivity & Streetscape Aesthetics</i>			
		<i>Consistency with Previous Planning</i>	<i>Supports businesses and business districts</i>	<i>Supports customers, employees, and others by providing access</i>	<i>Relative Cost effectiveness</i>	<i>Improved connectivity & access</i>	<i>Improved pedestrian/bicycle safety and accessibility</i>	<i>Through-movement and mobility</i>	<i>Safety</i>	<i>Emergency Vehicle accommodations</i>	<i>Improved street appearance</i>	<i>Improved ped/bike connectivity</i>	<i>Street designs catered to needs of particular segments</i>	<i>Sustainable Design Strategies</i>
Proposed Road Section		◑	●	●	◑	◐	◑	◑	◑	◑	◐	●	●	●
Plymouth Street/ South 6 th Street	Option A	●	●	●	●	◑	◑	◑	◑	◑	◑	◑	●	◐
	Option B	◑	◐	◐	◑	◐	◐	○	●	○	◑	◑	●	◐

SEGMENT 2.2: PLYMOUTH STREET

Wayfinding Recommendations



Wayfinding locations for Segment 2.2

Wayfinding Recommendations: Segment 2.2					(See Appendix 2 for full table including destinations)
ID #	Mode Type	Sign Type	Installation Street	Intersecting Street	Sign Facing
6	Bicycle/Pedestrian	Trailhead Kiosk	Nob Hill Nature Park Trail	N/A	South

SEGMENT 2.2: PLYMOUTH STREET

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SEGMENT 3 EVALUATION

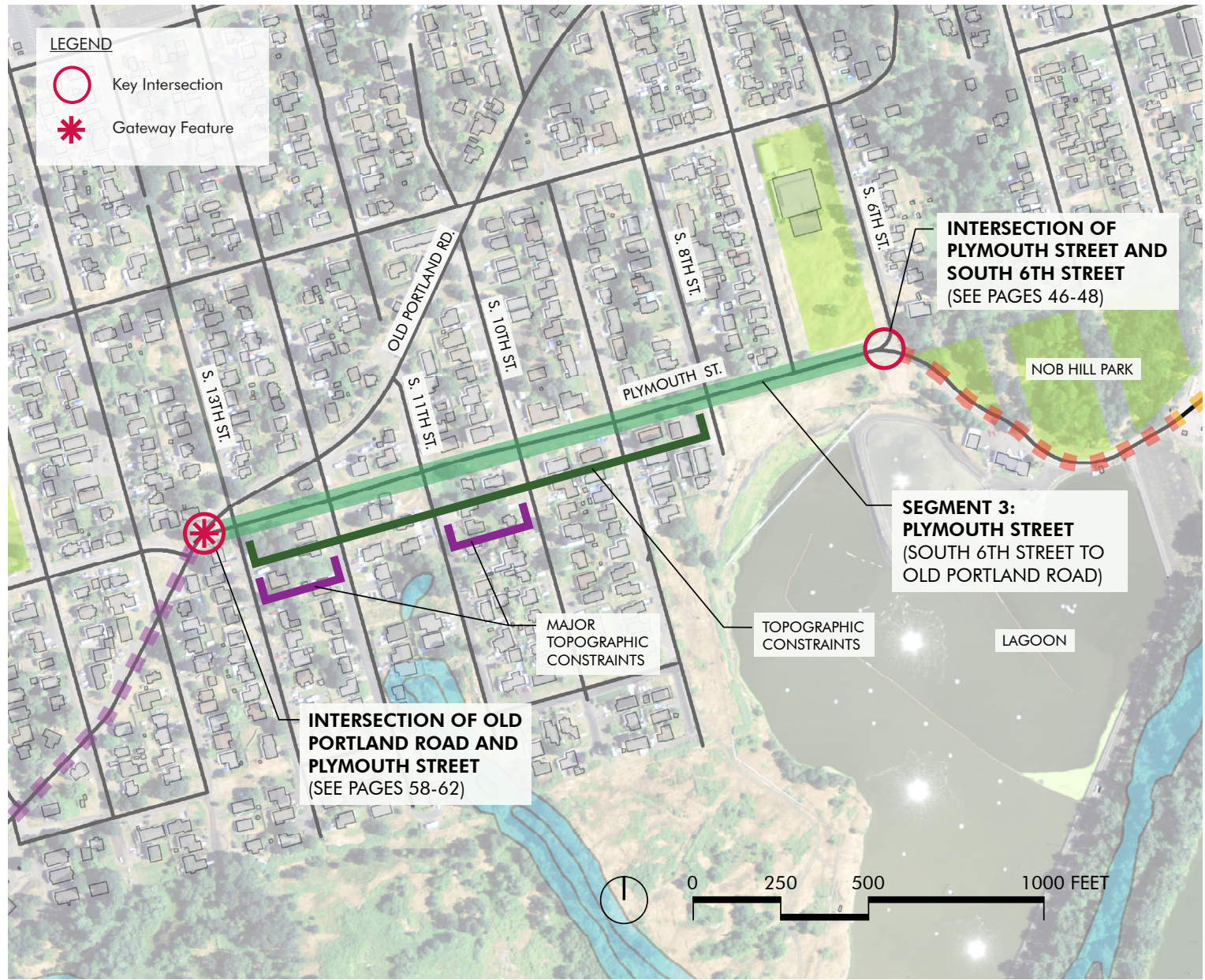
Segment 3 connects Segment 2.2 to Old Portland Road along a straight section of Plymouth Street through a largely developed residential area.

Topographic constraints exist within the ROW on five of the seven blocks in this segment. Approximately 48'-50' of width is available between S. 8th and S. 10th Streets, and between S. 11th and S. 12th Streets, or wider with retaining walls. Approximately 42'-45' of width is available between S. 10th and S. 11th Streets, and between S. 12th and S. 13th Streets, or wider with retaining walls.

Plymouth Street is already off-center near S. 11th St. due to topography. This segment may need a three-lane road section for turn lanes at the west end of Segment 3, depending on the proposed intersection layout for Plymouth Street and Old Portland Road.

The overall approach for this section is to provide continuous pedestrian and bicycle facilities along the north side of Plymouth Street. Two possible options have been identified to implement this approach. Where a sidewalk is provided on the south side of the road, pedestrian crossings will be needed where those sections end. Both options propose to provide a sidewalk on the south side only between S. 8th St. and S. 10th St.

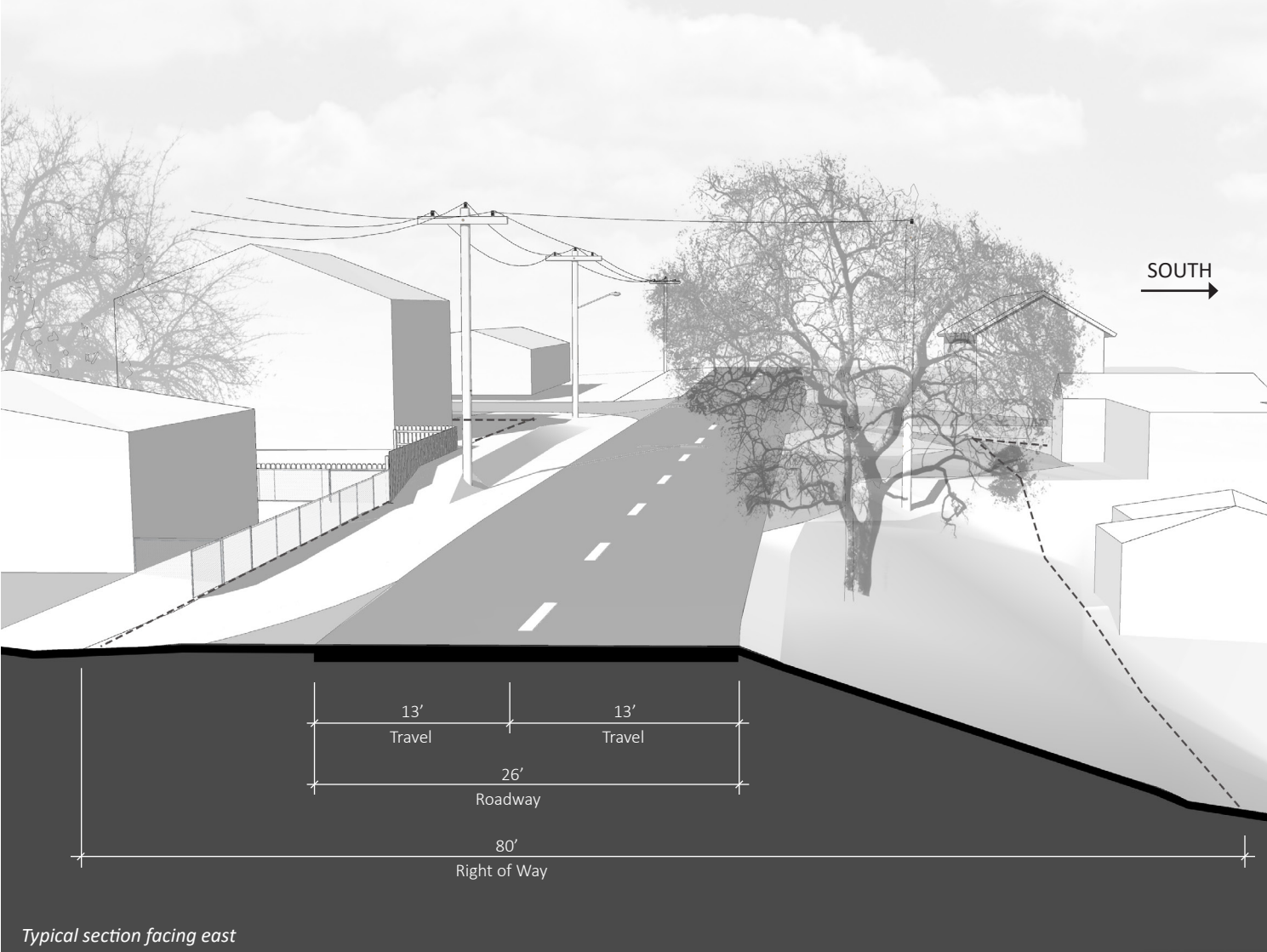
SEGMENT 3: PLYMOUTH STREET



Segment 3 project area

Existing Road Section

- TSP Classification: Collector Street
- 80' wide ROW
- Approximately 1,950 linear feet
- No bike facilities
- No sidewalks



SEGMENT 3: PLYMOUTH STREET

Road Section: Option A

Bicycle Lanes

This option would include bicycle lanes on both sides of the street and a sidewalk along the north side of the street.

The sidewalk on the south side of the street would only occur between S. 8th St. and S. 10th St., where there are residences and where space for a sidewalk is available.

The bicycle lane and sidewalk on the north side would need to transition to the multi-use path in Section 2.2 at S. 6th Street and the bicycle lane on the south side would transition to a shared bicycle and auto travel lane at S. 6th Street.

This road section would displace the existing utility poles, which will need to be moved.



SEGMENT 3: PLYMOUTH STREET

Road Section: Option B Sharrows & Multi-Use Path

This option would continue the multi-use path and landscaping strip from Segment 2.2 along the north side of Plymouth. On the south side of Plymouth, a sidewalk could be provided where available width allows and where residences would make use of it - between S. 8th and S. 10th Streets.

This road section would displace the existing utility poles, which will need to be moved.



SEGMENT 3: PLYMOUTH STREET

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Intersection Evaluation

The intersection of Old Portland Road and Plymouth Street presents many challenges, including visibility issues, steep grades and curves, several closely-spaced intersections, and potential impacts to private property associated with improvements.

Several options for improving this intersection were identified and evaluated. The project team narrowed them down to four options which are illustrated and described in the following pages.

Based on further analysis and discussion with members of the advisory committee, Planning Commission, City Council and other community members, the project team developed a new preferred option shown in the Recommendations section of this report.

This new roundabout design allows for continued direct travel to both Old Portland Road and Plymouth Street. It has a smaller footprint than the other roundabout options evaluated, with less resulting impact on surrounding private properties and a lower cost to build compared to the earlier roundabouts studied. This intersection has been designed to accommodate medium-sized trucks, including typical delivery trucks (approximately 40-50 feet in length).



Existing conditions (image: Google Earth)

INTERSECTION: OLD PORTLAND ROAD & PLYMOUTH STREET

Option A: Re-Align Plymouth St.

- Realigns Plymouth Street to intersect with Old Portland Road at S. 13th Street (north).
- Old Portland Road is emphasized as the through-route.
- S. 13th Street (south) is realigned to intersect with Plymouth Street.
- Optional component: add a cul-de-sac on S. 14th Street (north) to separate it from Old Portland Road.
- Some impacts to private property but no direct impact to existing homes or other structures.
- This option does not meet mobility standards under future traffic conditions. However, it could be developed as an interim treatment to address existing safety issues.



INTERSECTION: OLD PORTLAND ROAD & PLYMOUTH STREET

Option B: Re-Align Old Portland Rd.

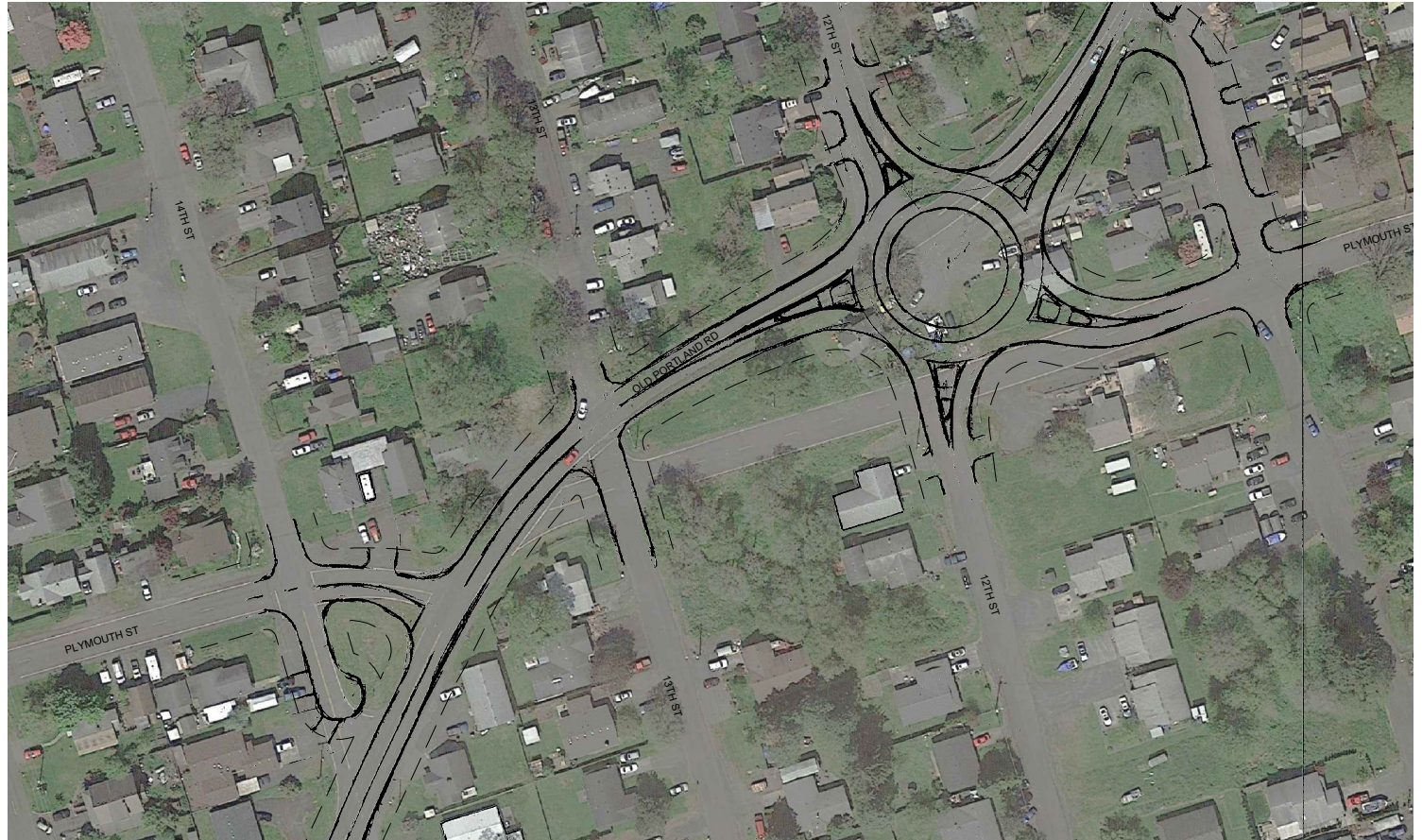
- Realigns Old Portland Road to emphasize Plymouth Street as the through-route.
- The north leg of Old Portland Road is realigned to intersect with Plymouth Street at S. 12th Street, and part of the prior Old Portland Road alignment is vacated.
- S. 12th Street is realigned to intersect with the new Old Portland Road alignment at a 'T'.
- Optional component: disconnect the north leg of S. 14th Street from Old Portland Road, and realign the south leg to intersect Old Portland Road.
- Impacts one property, including an existing dwelling; this property has been purchased by the City.



INTERSECTION: OLD PORTLAND ROAD & PLYMOUTH STREET

Option C: Five-Leg Roundabout

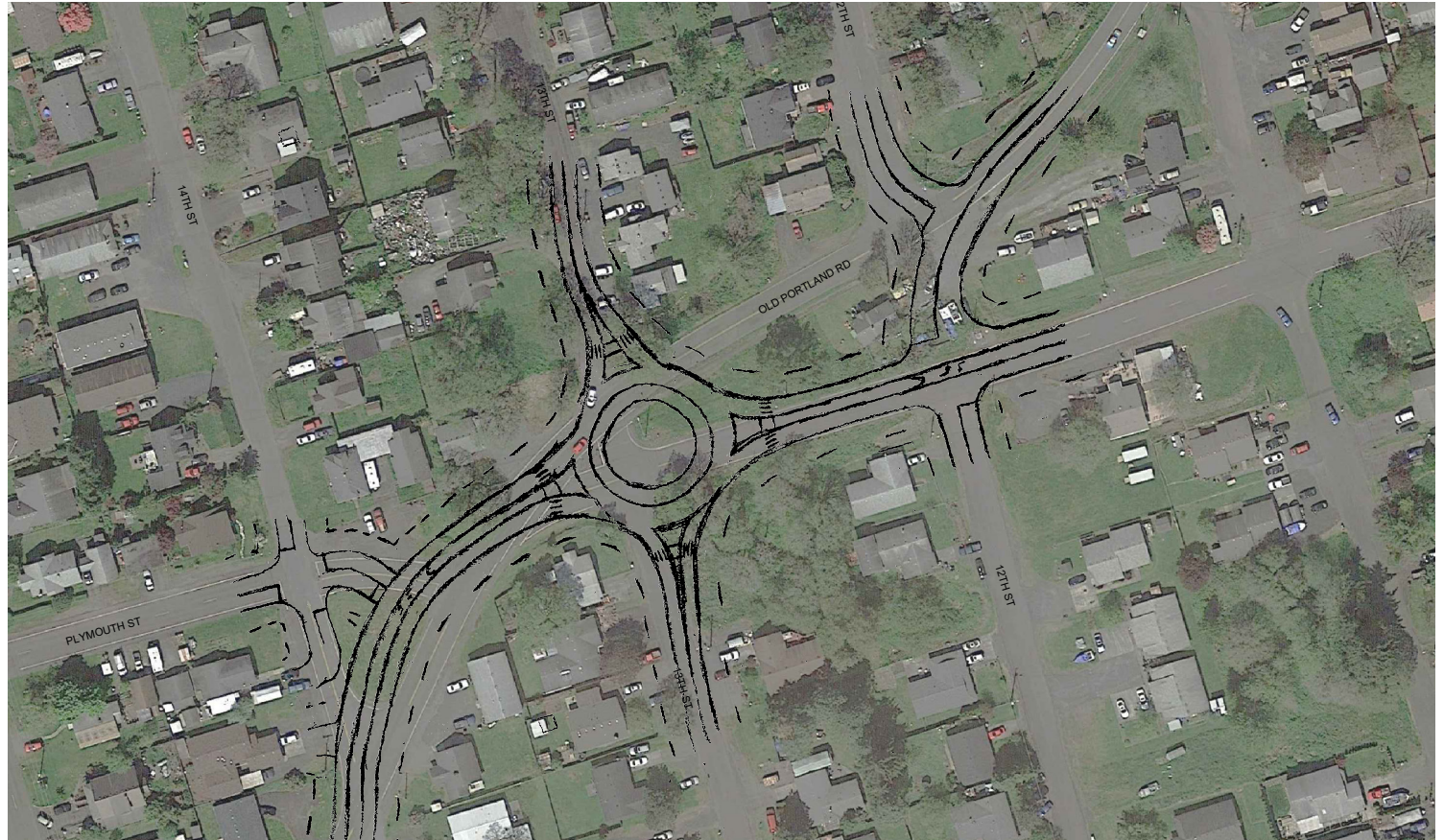
- Adds a five-legged roundabout, with equal emphasis on Old Portland Road and Plymouth Street.
- Part of the prior Plymouth Street alignment is vacated.
- Optional components: Disconnect the north leg of S. 14th Street from Old Portland Road and re-align the south leg to intersect at a 'T'.
- Impacts multiple properties and existing dwellings; one of these properties has been purchased by the City.



INTERSECTION: OLD PORTLAND ROAD & PLYMOUTH STREET

Option D: Four-Leg Roundabout

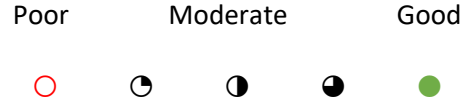
- Adds a four-legged roundabout and emphasizes Plymouth Street.
- The north leg of Old Portland Road is realigned to intersect with Plymouth Street at a 'T'.
- Part of the prior Old Portland Road alignment is vacated.
- Impacts multiple properties and one existing dwelling; one affected property is owned by the City.
- Vertical challenges on the south side of the roundabout would result in additional costs not captured in planning-level analysis and adds potential for property impacts.



INTERSECTION: OLD PORTLAND ROAD & PLYMOUTH STREET

Evaluation Summary Table

Rating System:



		<i>Economy and Business Support</i>				<i>Transportation Safety and Mobility</i>					<i>Connectivity & Streetscape Aesthetics</i>			
		<i>Consistency with Previous Planning</i>	<i>Supports businesses and business districts</i>	<i>Supports customers, employees, and others by providing access</i>	<i>Relative Cost effectiveness</i>	<i>Improved connectivity & access</i>	<i>Improved pedestrian/bicycle safety and accessibility</i>	<i>Through-movement and mobility</i>	<i>Safety</i>	<i>Emergency Vehicle accommodations</i>	<i>Improved street appearance</i>	<i>Improved ped/bike connectivity</i>	<i>Street designs catered to needs of particular segments</i>	<i>Sustainable Design Strategies</i>
Road Section Options	Option A	●	●	●	●	●	●	●	●	●	●	●	●	○
	Option B	●	●	●	●	●	●	●	●	●	●	●	●	●
Plymouth Street/Old Portland Road	Option A	●	●	●	●	○	●	○	●	●	●	●	●	●
	Option B	●	●	●	●	●	●	●	●	●	●	●	●	●
	Option C	●	●	●	●	○	●	●	●	●	●	●	●	●
	Option D	●	●	●	●	○	●	●	●	●	●	●	●	●

SEGMENT 3: PLYMOUTH STREET

Wayfinding Recommendations



Wayfinding locations for Segment 3

Wayfinding Recommendations: Segment 3					(See Appendix 2 for full table including destinations)
ID #	Mode Type	Sign Type	Installation Street	Intersecting Street	Sign Facing
7	Bicycle/Pedestrian	On-Street Directional	Old Portland Road	Plymouth Street	South

SEGMENT 3: PLYMOUTH STREET

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SEGMENT 4.1 EVALUATION

This segment connects Plymouth Street to Gable Road, transitioning from residential neighborhoods in the East to park and industrial land. The lack of existing sidewalks or pathways in the majority of this segment, coupled with higher traffic speeds necessitate improved pedestrian facilities.

There are few intersections along a portion of this segment, posing the potential need for multiple mid-block crossings for pedestrians. Lower travel speeds or separated bicycle facilities will improve safety for bicyclists.

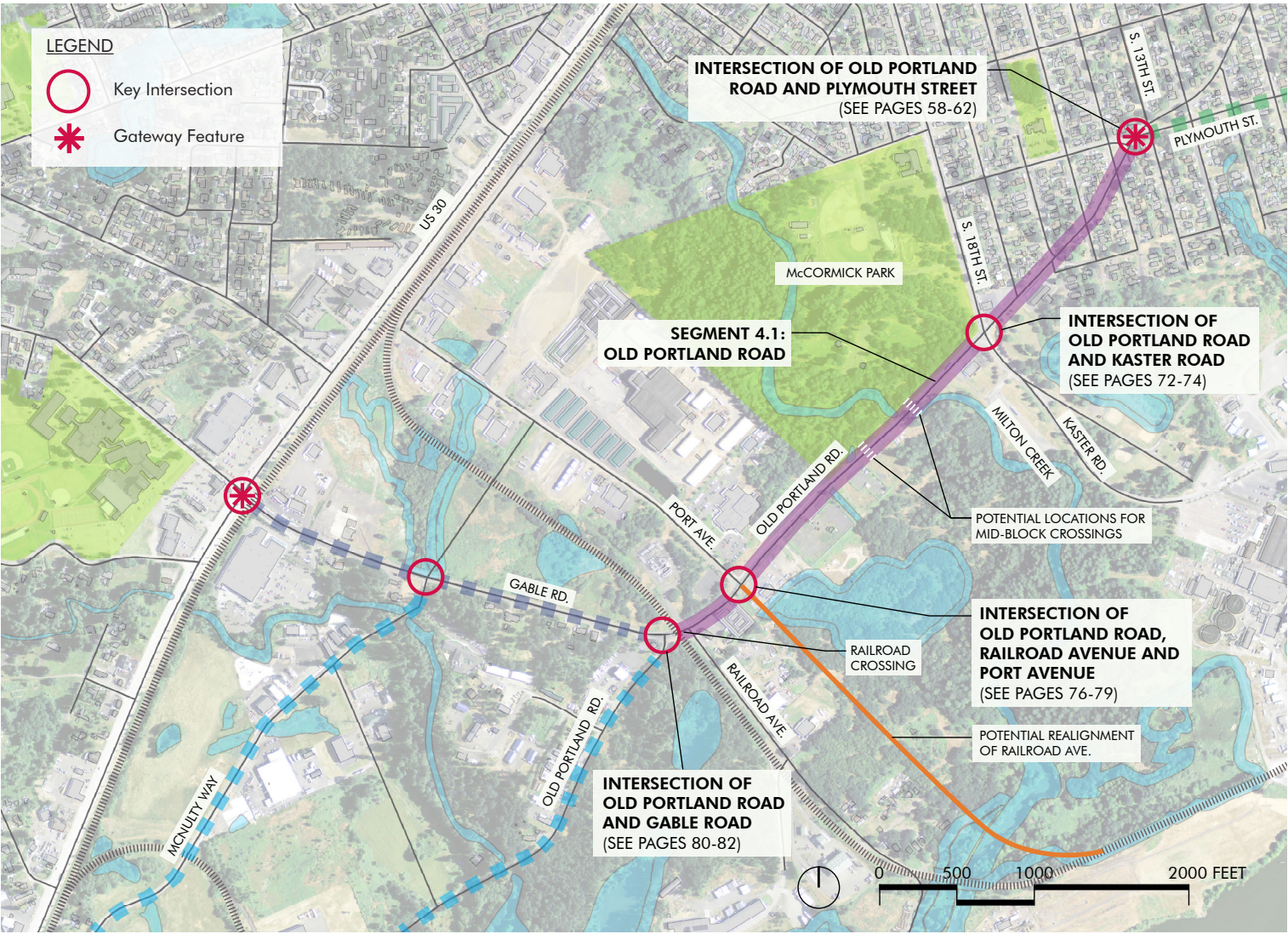
The options for this segment show one travel lane in each direction and various ways to accommodate pedestrian and bicycle movement.

There is a railroad crossing on this segment at the intersection of Old Portland Road and Railroad Avenue. The current roadway has two travel lanes, bicycle lanes only west of Kaster Road, and drainage ditches on either side of the roadway. Speed limits are posted at 40 mph west of the Milton Creek Bridge, and 30 mph east of the bridge where the land use is primarily residential. Pedestrian facilities in this area are limited.

Development within this segment is a mixture of light industrial buildings, a public park, an institutional facility, and several single-family homes. McCormick Park borders the corridor along Old Portland Road, although there is no public vehicle access from Old Portland Road. One gated maintenance access drive does exist. There is also a pedestrian path connection into the park on the east side of the Milton Creek bridge, which has potential to become a trailhead.

The Columbia County Jail and Sheriff's Office are also located near this area and are set back 150' from the road. Several commercial businesses are located near the intersection of Old Portland Road and Gable Road.

SEGMENT 4.1: OLD PORTLAND ROAD



Segment 4.1 project area

Existing Road Section

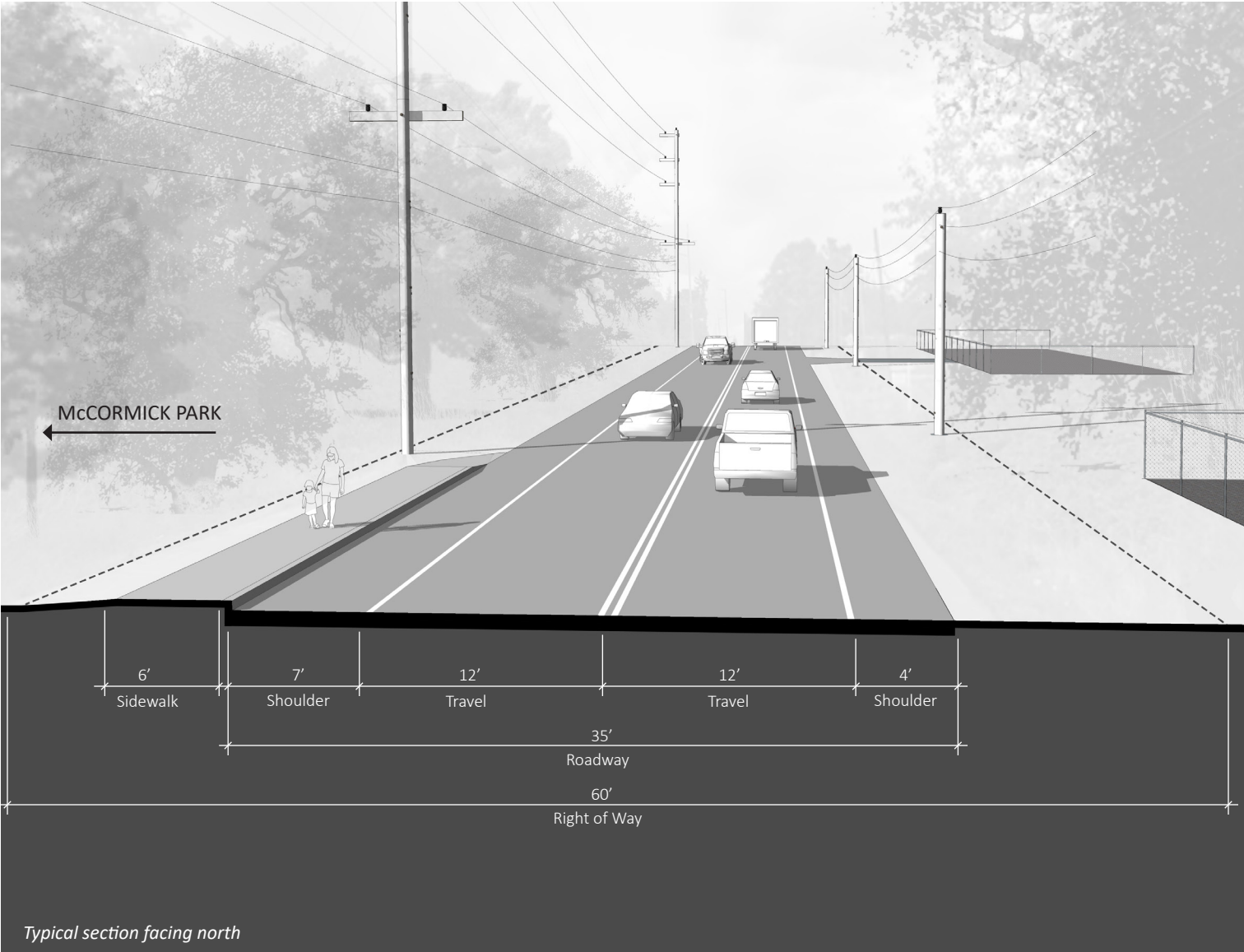
TSP classification: Minor Arterial

60' wide ROW

Approximately 4,500 linear feet

Bike lanes on portion of segment

Sidewalk on portion of segment



SEGMENT 4.1: OLD PORTLAND ROAD

Road Section: Option A Standard Minor Arterial

Option A is the standard Minor Arterial section from the St. Helens TSP. Because of the on-street bike lanes, this design targets a speed limit of 35 mph or less west of the Milton Creek Bridge, where it is currently signed at 40 mph (east of the bridge is currently signed at 30 mph).



SEGMENT 4.1: OLD PORTLAND ROAD

Road Section: Option B Multi-Use Path

Option B replaces the bicycle lanes and one sidewalk with a 12' wide multi-use path for both bicyclists and pedestrians. Transitions from the multi-use path to bike facilities and sidewalks on adjacent road segments (depending on the options selected) will need to be considered.



SEGMENT 4.1: OLD PORTLAND ROAD

Road Section: Option C

Two-Way Cycletrack

Option C replaces the bicycle lanes with a 12' wide raised two-way cycletrack. Transitions from the cycletrack to bike lanes on adjacent road segments and cycletrack crossings at intersections (depending on the options selected) will need to be considered. This general concept could also be achieved with two one-way cycletracks on either side of the road, or two buffered bicycle lanes, though having a consistent bicycle facility traversing several segments is preferred.



SEGMENT 4.1: OLD PORTLAND ROAD

Intersection Evaluation

The intersection of Old Portland Road and Kaster Road is currently signalized; however, the signal is not consistent with current standards. Therefore, modifications to the intersection would require a full upgrade of the traffic signal as well as reconstruction of the intersection to meet ADA requirements.



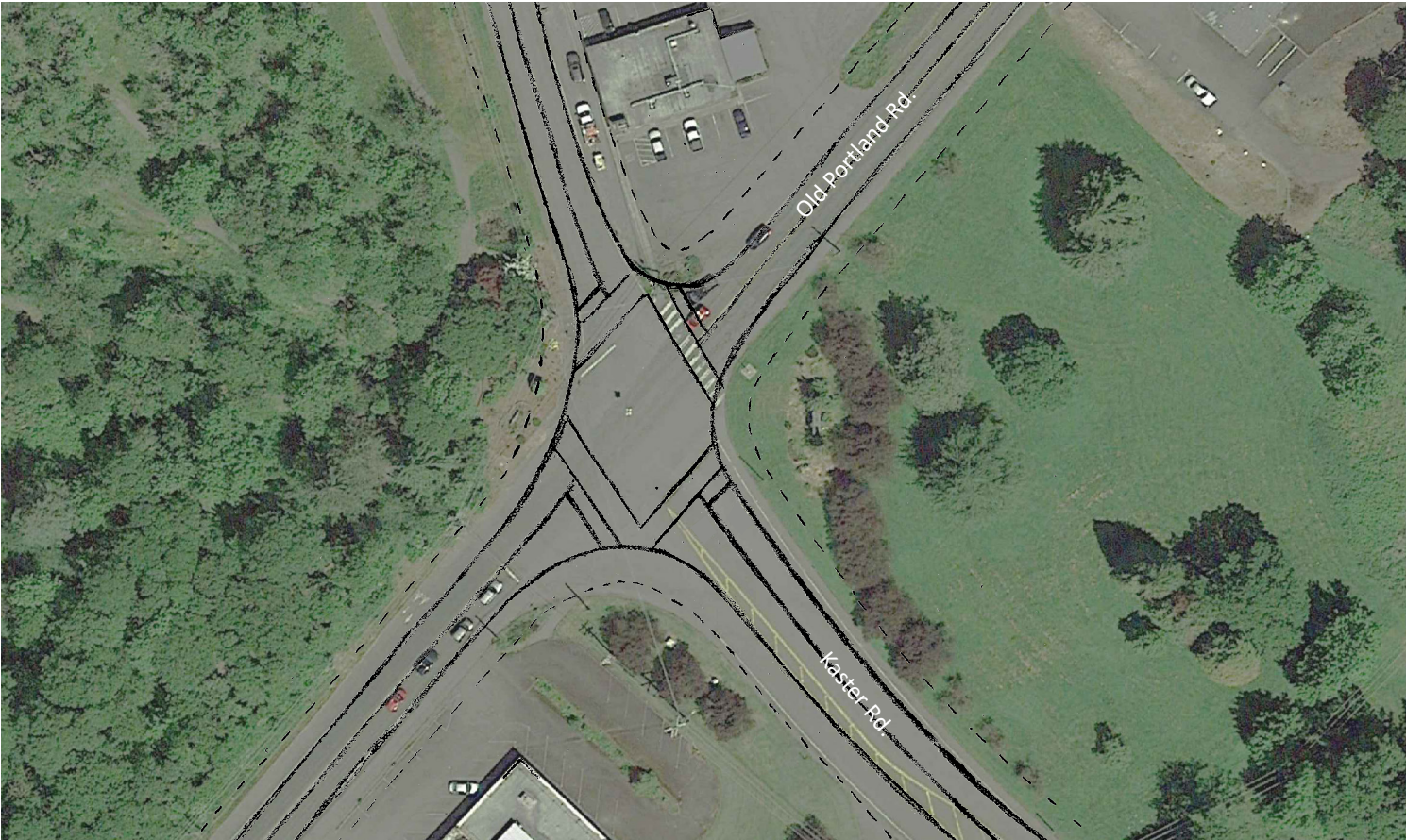
Existing conditions (image: Google Earth)

INTERSECTION: OLD PORTLAND ROAD & KASTER ROAD

Option A

Upgrade Traffic Signal

- Upgrades the traffic signal to current standards
- Reduces the footprint of the intersection
- Provides signalized pedestrian crosswalks
- Meets traffic signal warrants

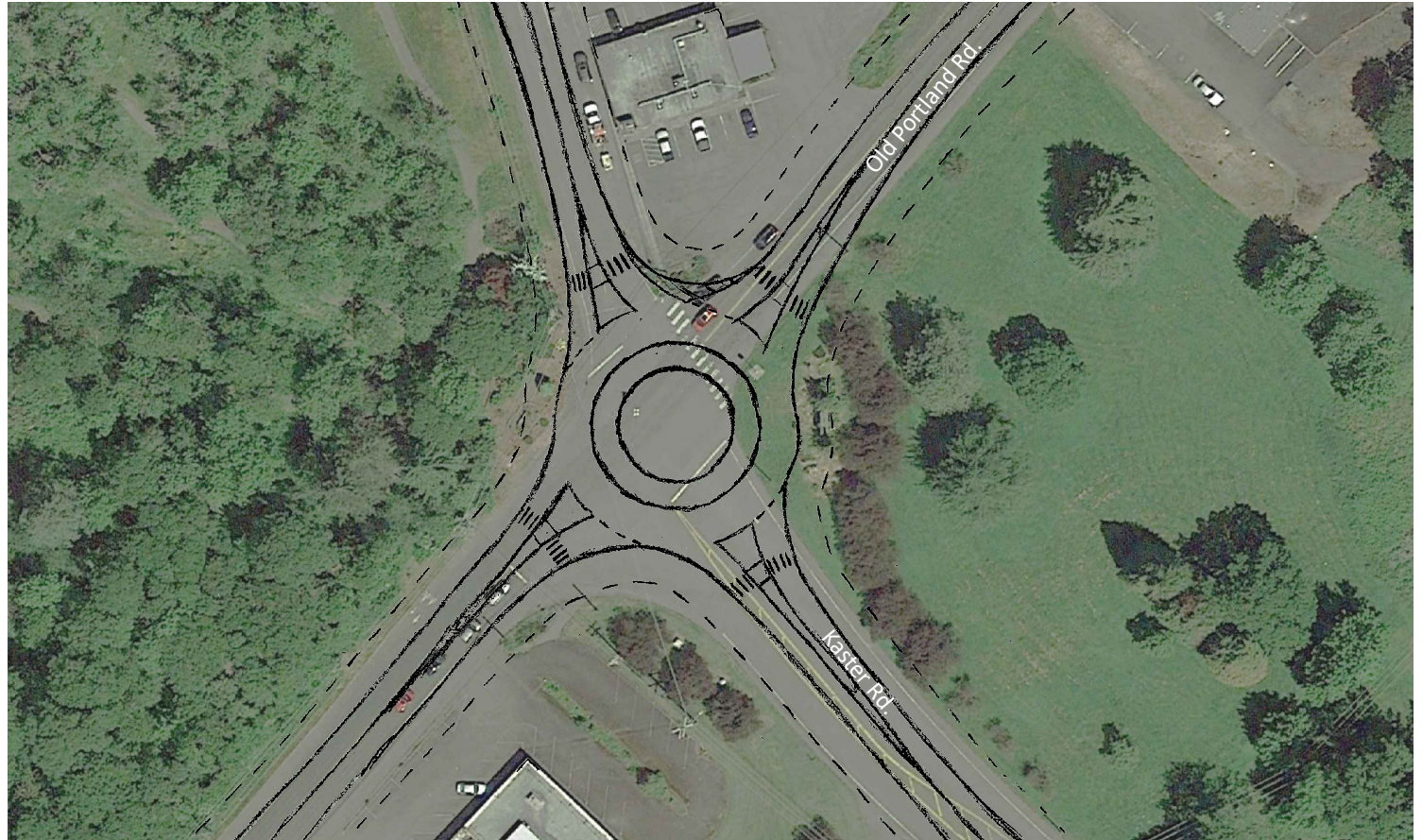


INTERSECTION: OLD PORTLAND ROAD & KASTER ROAD

Option B

Four-Leg Roundabout

- Provides a four-legged roundabout in place of the traffic signal
- The center island of the roundabout could be used for an art feature
- Roundabout provides designated pedestrian crossings
- Roundabout reduces travel speeds relative to a signalized intersection



INTERSECTION: OLD PORTLAND ROAD & KASTER ROAD

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Intersection Evaluation

The intersection of Old Portland Road and Railroad Avenue is located adjacent to an existing spur line railroad track that serves the industrial properties to the south. The intersection is also closely spaced with other intersections along the corridor and has a history of safety and operational issues. The following design options were developed for further consideration.



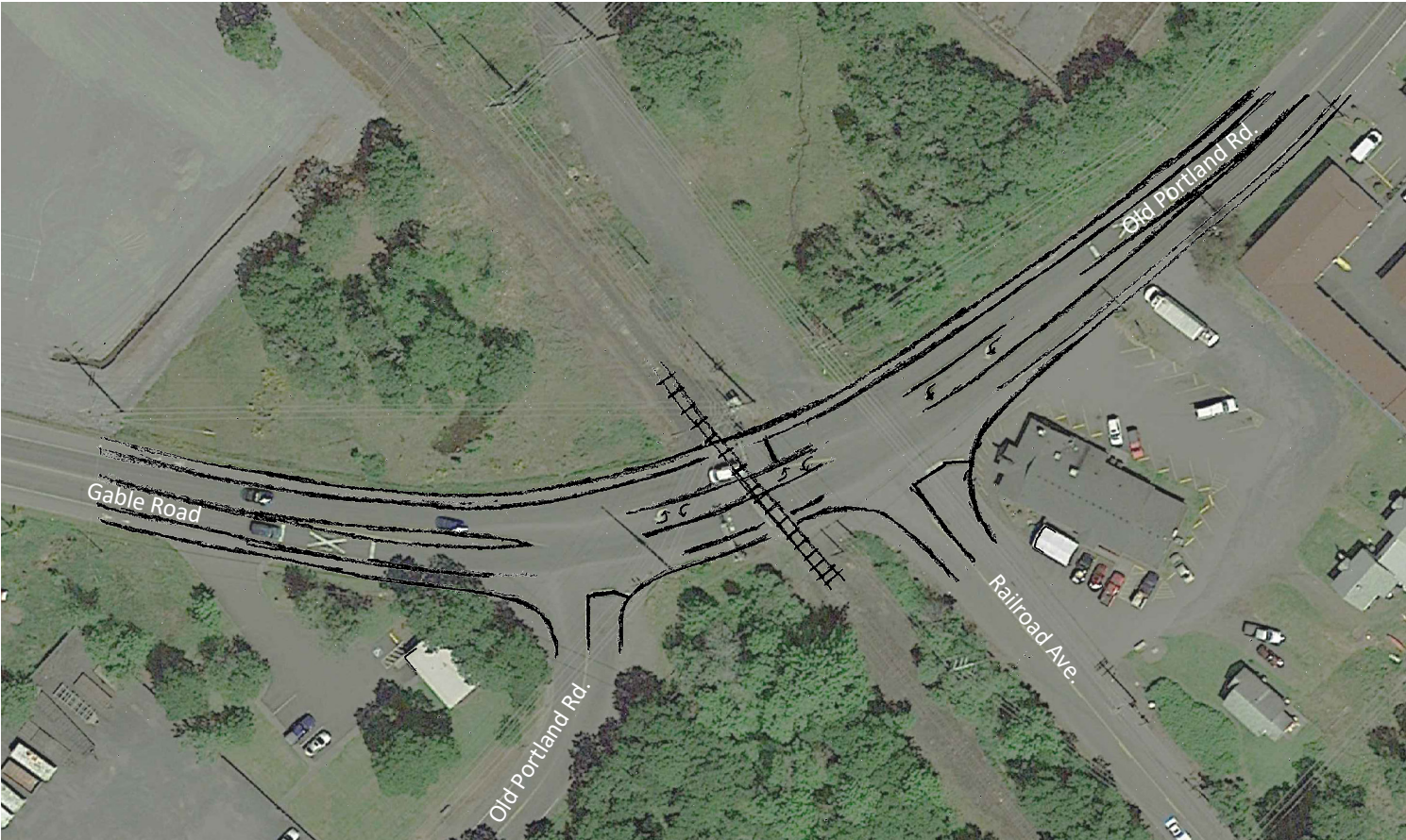
Existing conditions (image: Google Earth)

INTERSECTION: OLD PORTLAND ROAD & PORT AVENUE

Option A

Two-Way Left Turn Lane

- Provides a continuous two-way left-turn lane along Old Portland Road through the Old Portland Road/ Railroad Avenue intersection.
- The two-way left-turn lane facilitates the ability for northbound motorists to complete two-stage left-turns from Railroad Avenue to Old Portland Road.
- May not require widening along Old Portland Road due to current roadway width.
- May require reconstruction of adjacent rail crossing to current standards
- ODOT Rail unlikely to permit this option without relocation of Old Portland Road given the potential to trap a vehicle in the left-turn lane

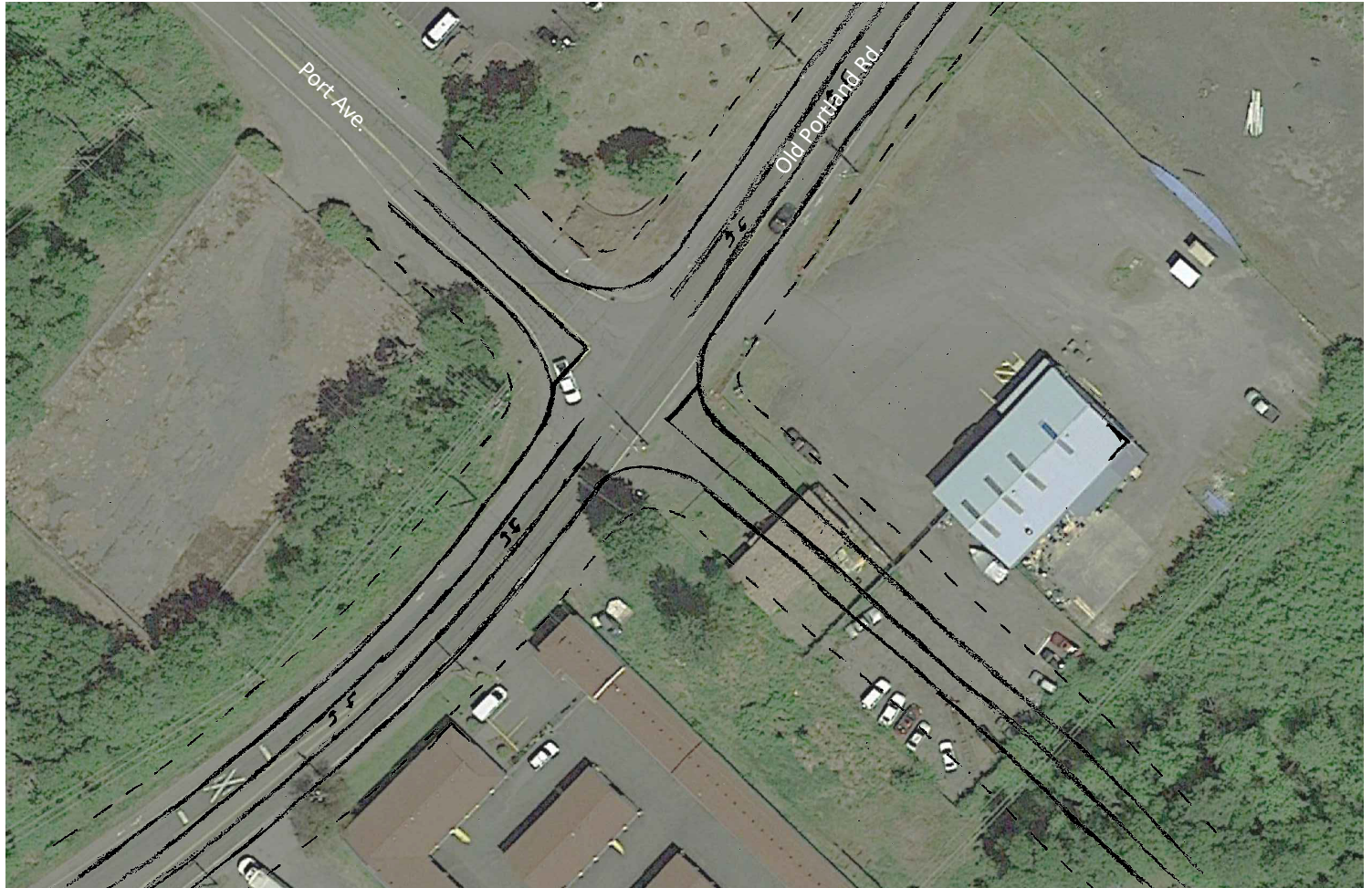


INTERSECTION: OLD PORTLAND ROAD & PORT AVENUE

Option B

Re-Align & Two-Way Left-Turn Lane

- Re-aligns Railroad Avenue across from Port Avenue.
- Consolidates the Railroad Avenue and Port Avenue intersections into one intersection and relieves current issues with closely-spaced intersections along Old Portland Road.
- Provides a continuous two-way left-turn lane along Old Portland Road through the Old Portland Road/Railroad Avenue-Port Avenue intersection.
- The two-way left-turn lane provides the ability for northbound and southbound motorists to complete two-stage left-turns from Railroad Avenue and Port Avenue to Old Portland Road.
- Will require widening along Old Portland Road due to current roadway width.

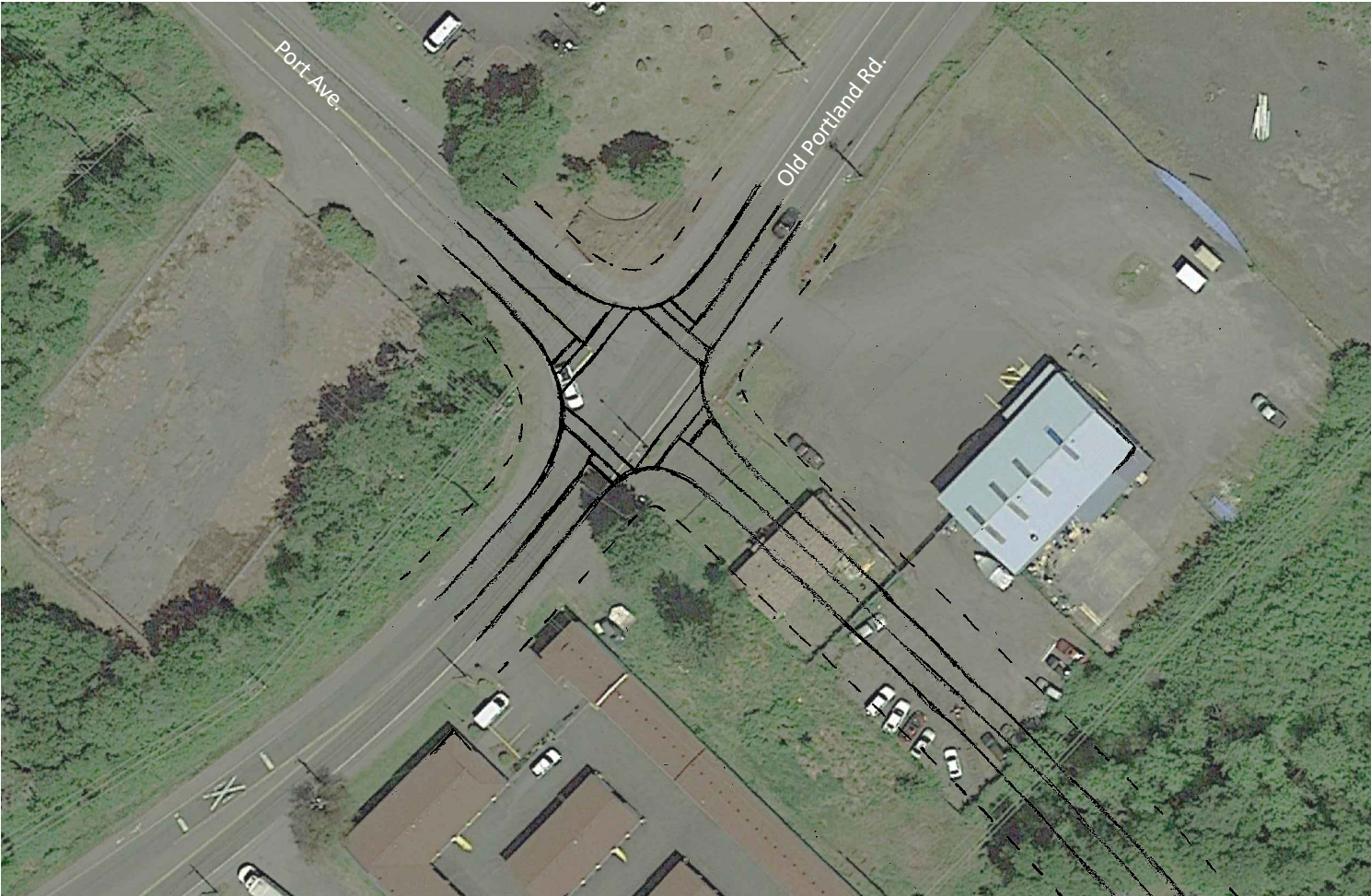


INTERSECTION: OLD PORTLAND ROAD & PORT AVENUE

Option C

Re-Align & Traffic Signal

- Re-aligns Railroad Avenue across from Port Avenue.
- Consolidates the Railroad Avenue and Port Avenue intersections into one intersection and relieves current issues with closely-spaced intersections along Old Portland Road.
- Provides a traffic signal at the new Old Portland Road/Railroad Avenue-Port Avenue intersection.
- Does not require widening along old Portland Road.
- Traffic volumes meet signal warrants under horizon year projections.



INTERSECTION: OLD PORTLAND ROAD & PORT AVENUE

Intersection Evaluation

Several options for improving this intersection were identified and narrowed to the following two options for evaluation.

Both options performed well in the evaluation. Based on further review and discussion with the project management team, Option B is the preferred long-term alternative.

The City should monitor changes in traffic and travel performance after improvements to the US 30/Millard Road intersection are implemented and/or other measures are successful in encourage more drivers to use Old Portland Road to access the Riverfront area.

At the point that increased potential traffic on Old Portland Road warrants investment in additional improvements to this intersection, Option A may be evaluated further.



Existing conditions (image: Google Earth)

INTERSECTION: OLD PORTLAND ROAD & GABLE ROAD

Option A

Re-Align Gable Road with Signal

- Realigns Gable Road to create a 'T' intersection with Old Portland Road.
- Emphasizes Old Portland Road as the through-route.
- The intersection is moved to the southwest to increase the separation from the rail crossing and to reduce the potential for westbound right-turn queues that extend beyond spur line track.
- The intersection is signalized with turn pockets.
- May require traffic signal interconnect to railroad crossing which may trigger the need for rail crossing improvements.

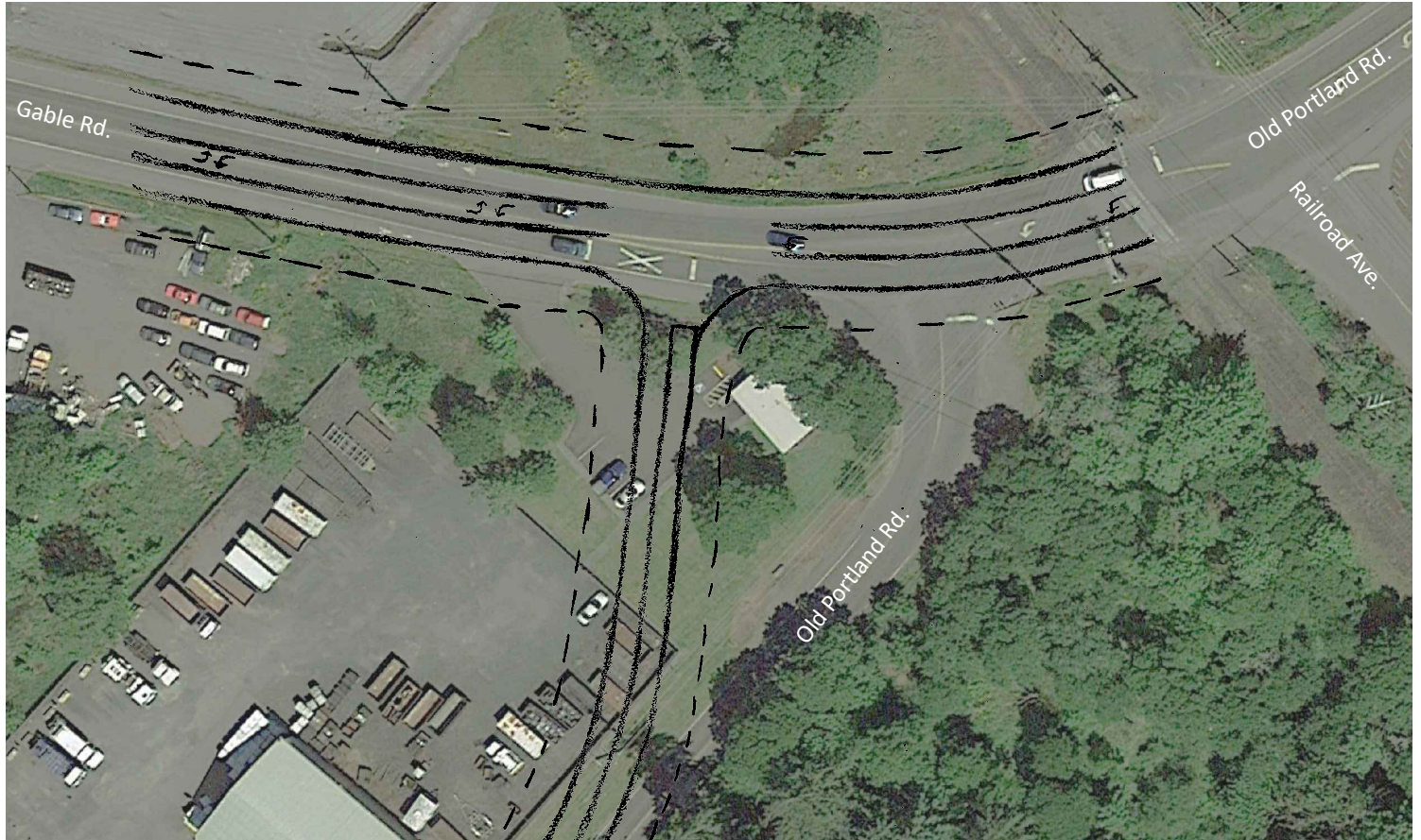


INTERSECTION: OLD PORTLAND ROAD & GABLE ROAD

Option B

Re-Align Old Portland Road

- Realigns Old Portland Road to create a 'T' with Gable Road further to the west.
- Emphasizes Gable Road as the through-route.
- The intersection is moved to the northwest to increase the separation from the rail crossing and to reduce potential for westbound left-turn queues that extend beyond the spur line track.
- The intersection is unsignalized; however, Gable Road is widened to provide a two-way left-turn lane through the intersection.
- The two-way left-turn lane will allow northbound motorists along Old Portland Road to complete two-stage left-turns onto Gable Road.



INTERSECTION: OLD PORTLAND ROAD & GABLE ROAD

Evaluation Summary Table

Rating System:

Poor Moderate Good

○ ◐ ◑ ◒ ●

		<i>Economy and Business Support</i>				<i>Transportation Safety and Mobility</i>					<i>Connectivity & Streetscape Aesthetics</i>			
		<i>Consistency with Previous Planning</i>	<i>Supports businesses and business districts</i>	<i>Supports customers, employees, and others by providing access</i>	<i>Relative Cost effectiveness</i>	<i>Improved connectivity & access</i>	<i>Improved pedestrian/bicycle safety and accessibility</i>	<i>Through-movement and mobility</i>	<i>Safety</i>	<i>Emergency Vehicle accommodations</i>	<i>Improved street appearance</i>	<i>Improved ped/bike connectivity</i>	<i>Street designs catered to needs of particular segments</i>	<i>Sustainable Design Strategies</i>
Road Section Options	Option A	●	●	◑	◑	◑	◑	◑	◑	◑	◑	◑	◑	◑
	Option B	◑	◑	◑	◑	◑	◑	◑	◑	◑	◑	●	●	●
	Option C	◑	◑	◑	◑	◑	●	◑	●	◑	◑	●	●	◑

SEGMENT 4.1: OLD PORTLAND ROAD

Evaluation Summary Table

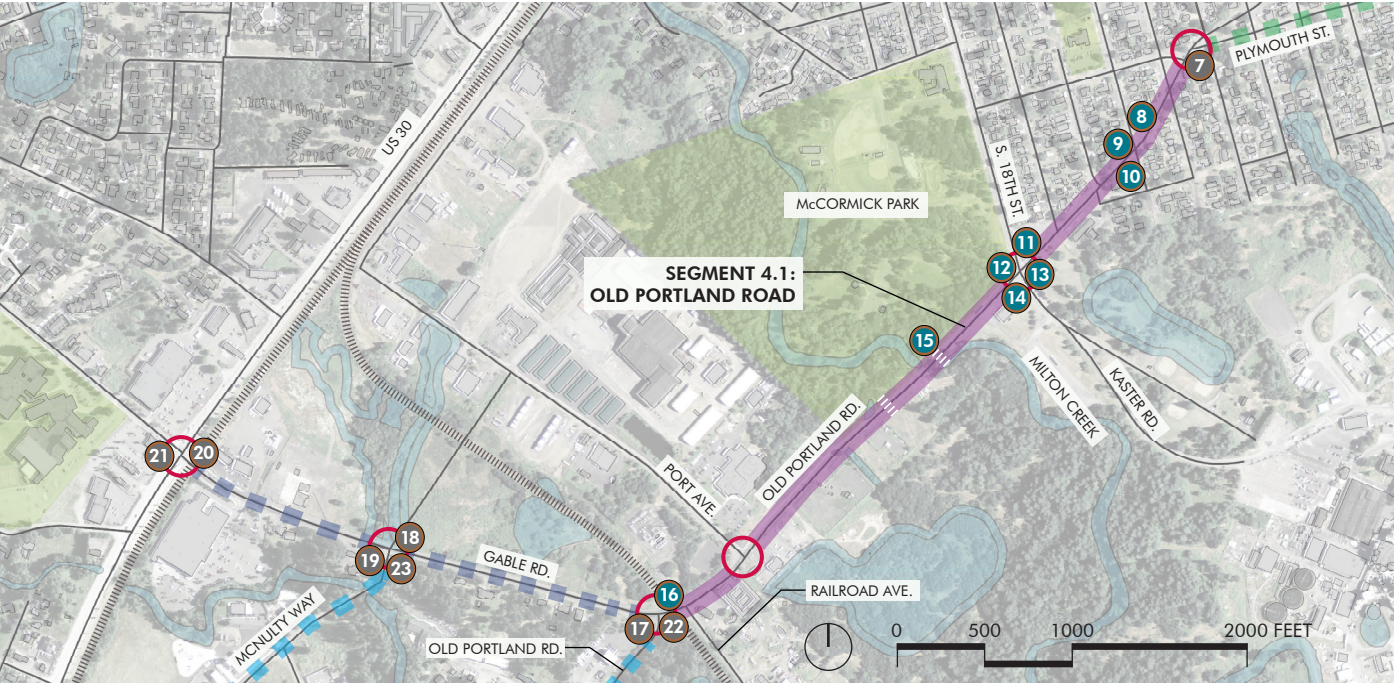
Rating System:



		Economy and Business Support				Transportation Safety and Mobility					Connectivity & Streetscape Aesthetics			
		Consistency with Previous Planning	Supports businesses and business districts	Supports customers, employees, and others by providing access	Relative Cost effectiveness	Improved connectivity & access	Improved pedestrian/bicycle safety and accessibility	Through-movement and mobility	Safety	Emergency Vehicle accommodations	Improved street appearance	Improved ped/bike connectivity	Street designs catered to needs of particular segments	Sustainable Design Strategies
Old Portland Road/ Kaster Road	Option A	●	●	●	●	●	●	●	●	●	●	●	●	○
	Option B	●	●	●	●	●	●	●	●	●	●	●	●	●
Old Portland Road/Port Avenue	Option A	●	●	●	●	○	○	●	○	●	●	●	●	○
	Option B	●	●	●	●	○	●	●	●	●	●	●	●	●
	Option C	●	●	●	●	○	●	●	●	●	●	●	●	○
Old Portland Road/ Gable Road	Option A	●	●	●	●	●	●	●	●	●	●	●	●	○
	Option B	●	●	●	●	●	●	●	●	●	●	●	●	●

SEGMENT 4.1: OLD PORTLAND ROAD

Wayfinding Recommendations



Wayfinding locations for Segment 4.1

Wayfinding Recommendations: Segment 4.1		(See Appendix 2 for full table including destinations)			
ID #	Mode Type	Sign Type	Installation Street	Intersecting Street	Sign Facing
8	Bicycle/Pedestrian	On-Street Directional	Old Portland Road	South 15th Street	North
9	Bicycle/Pedestrian	On-Street Directional	South 15th Street	Old Portland Road	North
10	Bicycle/Pedestrian	On-Street Directional	Old Portland Road	South 15th Street	West
11	Bicycle/Pedestrian	On-Street Directional	Old Portland Road	South 18th Street/Kaster Road	East
12	Bicycle/Pedestrian	On-Street Directional	South 18th Street	Old Portland Road	North
13	Bicycle/Pedestrian	On-Street Directional	Kaster Road	Old Portland Road	South
14	Bicycle/Pedestrian	On-Street Directional	Old Portland Road	South 18th Street/Kaster Road	West
15	Bicycle/Pedestrian	Trailhead Kiosk	Old Portland Road	N/A	South
16	Bicycle	On-Street Confirmation	Old Portland Road	Gable Road	East

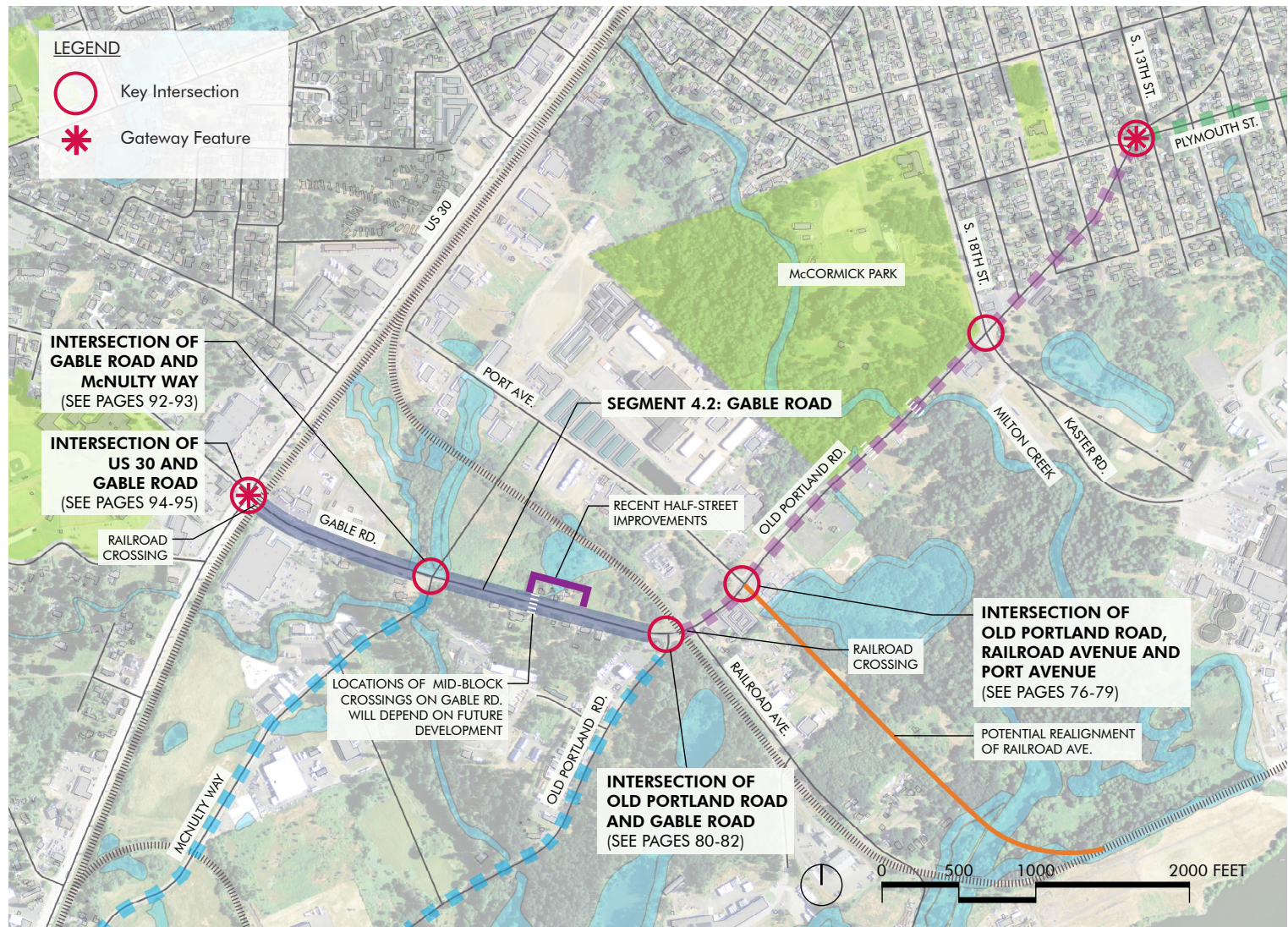
SEGMENT 4.1: OLD PORTLAND ROAD

SEGMENT 4.2 EVALUATION

This segment provides connections from Highway 30 to Old Portland Road. It is a major access point for commercial land uses near the highway and entryway to the City of St. Helens.

Similar to Segment 4.1, the lack of adequate pedestrian facilities (except near US 30), bicycle lanes without buffers or other separation from vehicle traffic, and higher travel speeds on the eastern portion of this segment all necessitate improved pedestrian and bicycle facilities.

SEGMENT 4.2: GABLE ROAD



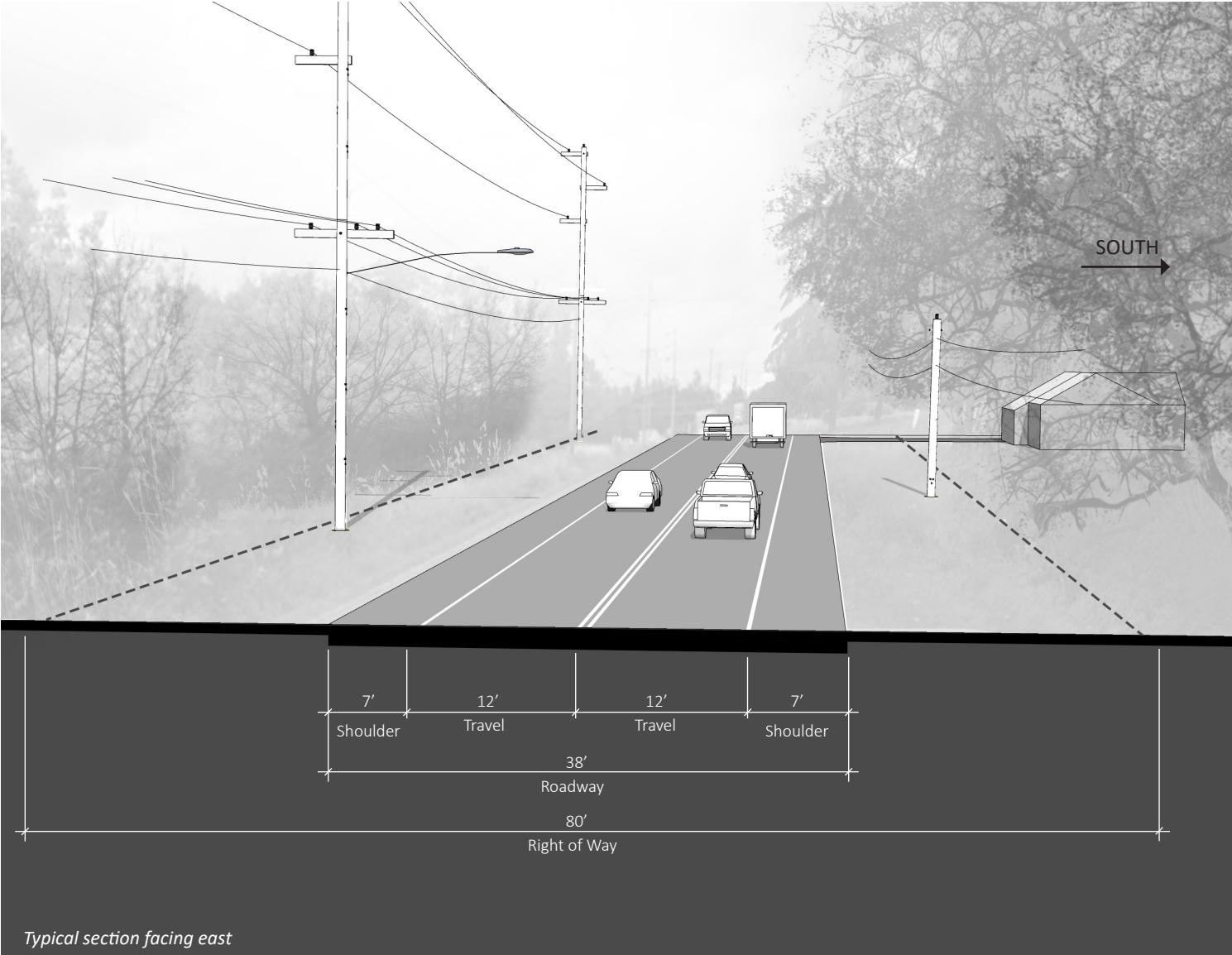
Segment 4.2 project area

Existing Road Section

- TSP classification: Minor Arterial
- 80' wide ROW
- Approximately 2,900 linear feet
- Bike lanes on both sides
- Sidewalks only near US 30

Similar to Old Portland Road, the current roadway has two travel lanes and bicycle lanes on both sides, along with drainage ditches on either side of the roadway, and has a 40 mph speed limit, except in the vicinity of US 30 where the speed limit is 30 mph.

Much of this segment is characterized by industrial land uses, along with an area of concentrated retail near the intersection with US 30 and smaller collection of commercial and other uses near the intersection of Gable and Old Portland Roads.



SEGMENT 4.2: GABLE ROAD

Road Section: Option A

Standard Minor Arterial with Median

This section is similar to Option A in Segment 4.1, with the addition of a 14' wide planted median.

Because of the on-street bike lanes, this design targets a speed limit of 35 mph or less. Currently Gable Road is signed at 40 mph.

The planted median provides a location for turn pockets, a 2-way left turn lane, and for a pedestrian refuge at mid-block crossings, as needed.

Implementation of the median and turn pockets would require anticipation of the location of future development along the road. In addition, local emergency service providers may have issues related to their ability to pass motorists if needed in the event of an emergency.



SEGMENT 4.2: GABLE ROAD

Road Section: Option B Multi-Use Path with Median

This section is similar to Option B in Segment 4.1, with the addition of a 14' wide planted median.

Option B replaces the bicycle lanes and one sidewalk with a 12' wide multi-use path for both bicyclists and pedestrians. Transitions from the multi-use path to bike lanes and sidewalks on adjacent road segments will need to be considered.

The planted median provides a location for turn pockets, a 2-way left turn lane, and for a pedestrian refuge at mid-block crossings, as needed.

Implementation of the median and turn pockets would require anticipation of the location of future development along the road. In addition, local emergency service providers may have issues related to their ability to pass motorists if needed in the event of an emergency.



SEGMENT 4.2: GABLE ROAD

Road Section: Option C Two-Way Cycletrack with Median

This section is similar to Option C in Segment 4.1, with the addition of a 14' wide planted median.

Option C replaces the bicycle lanes with a 12' wide raised two-way cycletrack. Transitions from the cycletrack to bike facilities on adjacent road segments and cycletrack crossings at intersections need to be considered. This general concept could also be achieved with two one-way cycletracks or two buffered bicycle lanes.

The planted median provides a location for turn pockets, a 2-way left turn lane, and for a pedestrian refuge at mid-block crossings, as needed.

Implementation of the median and turn pockets would require anticipation of the location of future development along the road. In addition, local emergency service providers may have issues related to their ability to pass motorists if needed in the event of an emergency.



SEGMENT 4.2: GABLE ROAD

Intersection Evaluation

The intersection of McNulty Way and Gable Road currently provides single-lane approaches with shared turn movements for all legs of the intersection. McNulty Way is stop-controlled. Few gaps are available for left-turning vehicles on both McNulty Way and Gable Road.

The St. Helens TSP shows a future extension of McNulty Way to Port Avenue, creating a 4-legged intersection in the future. A traffic signal is not expected to be warranted within the planning horizon.



Existing conditions (image: Google Earth)

INTERSECTION: GABLE ROAD & MCNULTY WAY

Potential Intersection

The addition of a westbound left-turn lane provides separation of stopped left-turning vehicles waiting for a gap and westbound through vehicles. The two-way left-turn lane to the west will allow northbound motorists along McNulty Way to complete two-stage left-turns onto Gable Road.

Though the proposed intersection provides acceptable operations for the horizon year, separate left- and right-turn lanes could be provided on McNulty Way beyond the horizon year and/or when a connection to Port Avenue is made.



INTERSECTION: GABLE ROAD & MCNULTY WAY

Intersection Evaluation

The intersection of US 30 and Gable Road currently serves as an entrance to the east and west areas of the City. It is located along a statewide highway, adjacent to several major retail/commercial centers, and within close proximity to St Helens High School. It is also located adjacent to a heavy rail line, which makes modification of the intersection challenging and very expensive.

The safety and operational issues at the intersection are well documented; however, there are few options to improve overall conditions and to bring the intersection to standard. Consistent with the City's Transportation System Plan, the proposed intersection design includes the addition of a separate right-turn lane at the westbound approach.



Existing conditions (image: Google Earth)

INTERSECTION: GABLE ROAD & US 30

Potential Intersection

The proposed intersection design is expected to improve conditions but is not expected to fully address the operational issues. Therefore, an alternative mobility standard that evaluates the intersection over the course of an hour (or two hours as opposed to the peak 15-minutes) is also being considered. The standard could remain at $v/c = 0.85$ or could increase to $v/c = 1.0$ to allow for higher levels of congestion.



INTERSECTION: GABLE ROAD & US 30

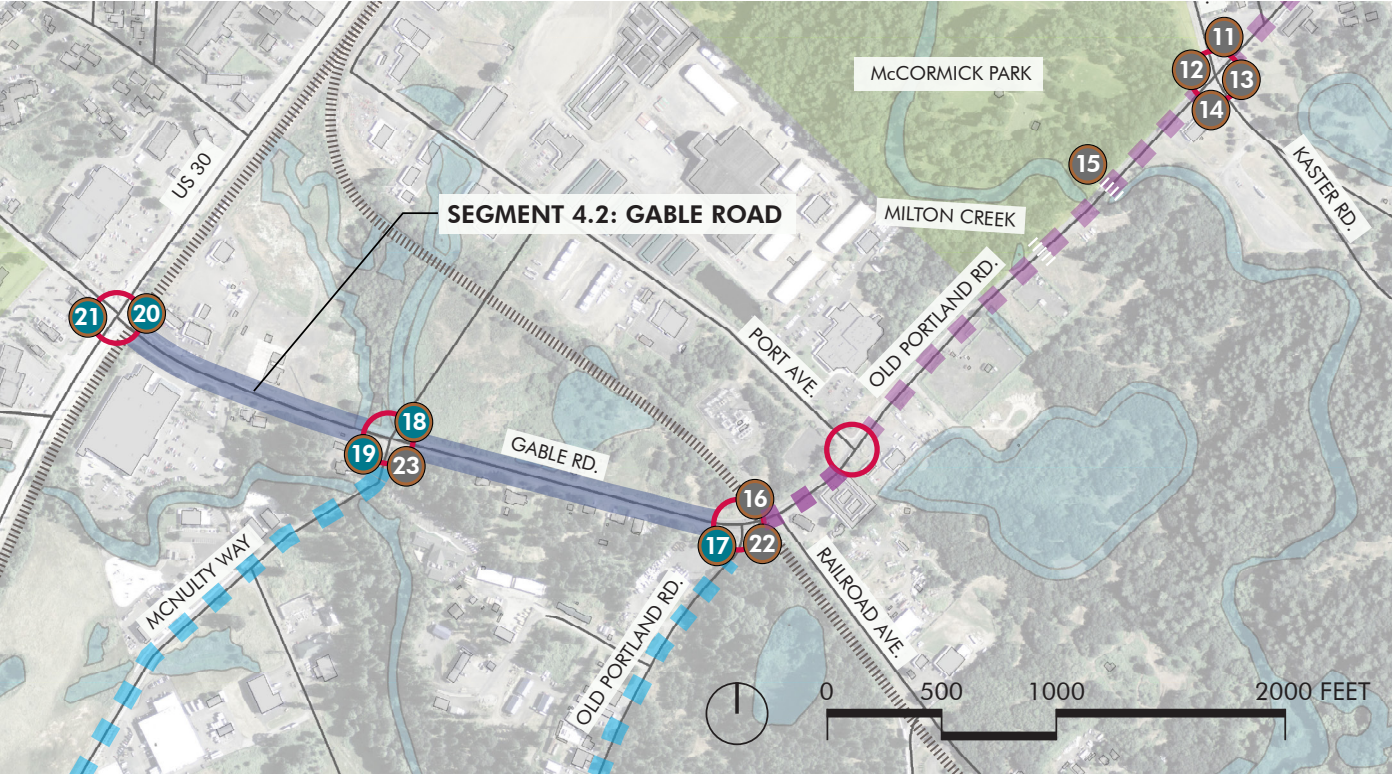
Evaluation Summary Table

Rating System:



		Economy and Business Support				Transportation Safety and Mobility					Connectivity & Streetscape Aesthetics			
		Consistency with Previous Planning	Supports businesses and business districts	Supports customers, employees, and others by providing access	Relative Cost effectiveness	Improved connectivity & access	Improved pedestrian/bicycle safety and accessibility	Through-movement and mobility	Safety	Emergency Vehicle accommodations	Improved street appearance	Improved ped/bike connectivity	Street designs catered to needs of particular segments	Sustainable Design Strategies
Road Section Options	Option A	●	●	●	●	●	●	●	●	●	●	●	●	
	Option B	●	●	●	●	●	●	●	●	●	●	●	●	
	Option C	●	●	●	●	●	●	●	●	●	●	●	●	
Gable Road/McNulty Way	Proposed Intersection	●	●	●	●	●	●	●	●	●	●	●	○	
Gable Road/US 30	Proposed Intersection	●	●	●	●	●	●	●	●	●	●	●	○	

Wayfinding Recommendations



Wayfinding locations for Segment 4.2

Wayfinding Recommendations: Segment 4.2		(See Appendix 2 for full table including destinations)			
ID #	Mode Type	Sign Type	Installation Street	Intersecting Street	Sign Facing
17	Bicycle	On-Street Confirmation	Gable Road	Old Portland Road	West
18	Bicycle/Pedestrian	On-Street Directional	Gable Road	McNulty Way/Milton Way	East
19	Bicycle/Pedestrian	On-Street Directional	Gable Road	McNulty Way/Milton Way	West
20	Bicycle/Pedestrian	On-Street Directional	Gable Road	Highway 30	East
21	Bicycle/Pedestrian	On-Street Directional	Gable Road	Highway 30	West

SEGMENT 4.2: GABLE ROAD

SEGMENT 5 EVALUATION

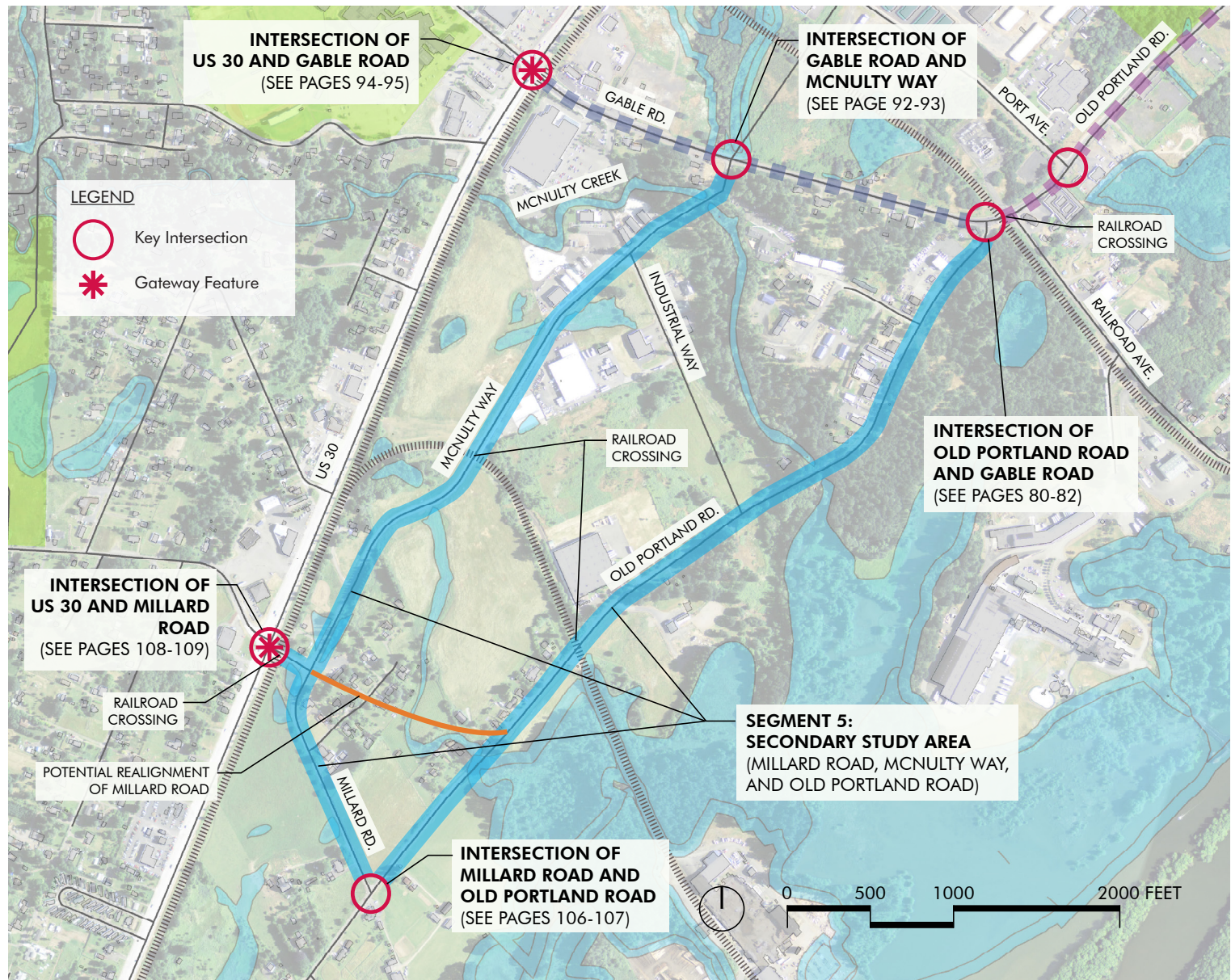
Segment 5 is a secondary area of this analysis; alternatives for this portion of the study area have not been evaluated. It is a possible secondary route to the Riverfront District from US 30, either along McNulty Way or Millard/Old Portland Road. Use of this route would relieve congestion at the US 30/Gable Road intersection.

The three sections of road in this corridor segment each consist of two travel lanes. There are two railroad crossings: one on McNulty Way, and the other on Old Portland Road. McNulty Way has dedicated bike lanes, which are accessible along a majority of the street. It is also the most developed street and portions of it include curb-tight sidewalks or concrete curbs.

Stormwater runoff on McNulty Way is captured by catch basins located along both sides of the street where there are curbs and then conveyed into a storm drainage system. On the rest of McNulty Way, and all of Millard Road and Old Portland Road, stormwater is captured in ditches, some of which is conveyed to stormwater ponds.

On the northern end of McNulty Way and Old Portland Road adjacent development is a mix of single-story commercial and light industrial buildings. At the southern end of McNulty Way and Old Portland Road, and along Millard Road, residential homes of various sizes and characteristics populate the area.

SEGMENT 5: SECONDARY STUDY AREA



Segment 5 project area

Existing Road Conditions

TSP classification: Minor Arterial

Approximately 60' wide ROW, minimum 52'

Approximately 5,600 Linear Feet

No bike lanes

No sidewalks



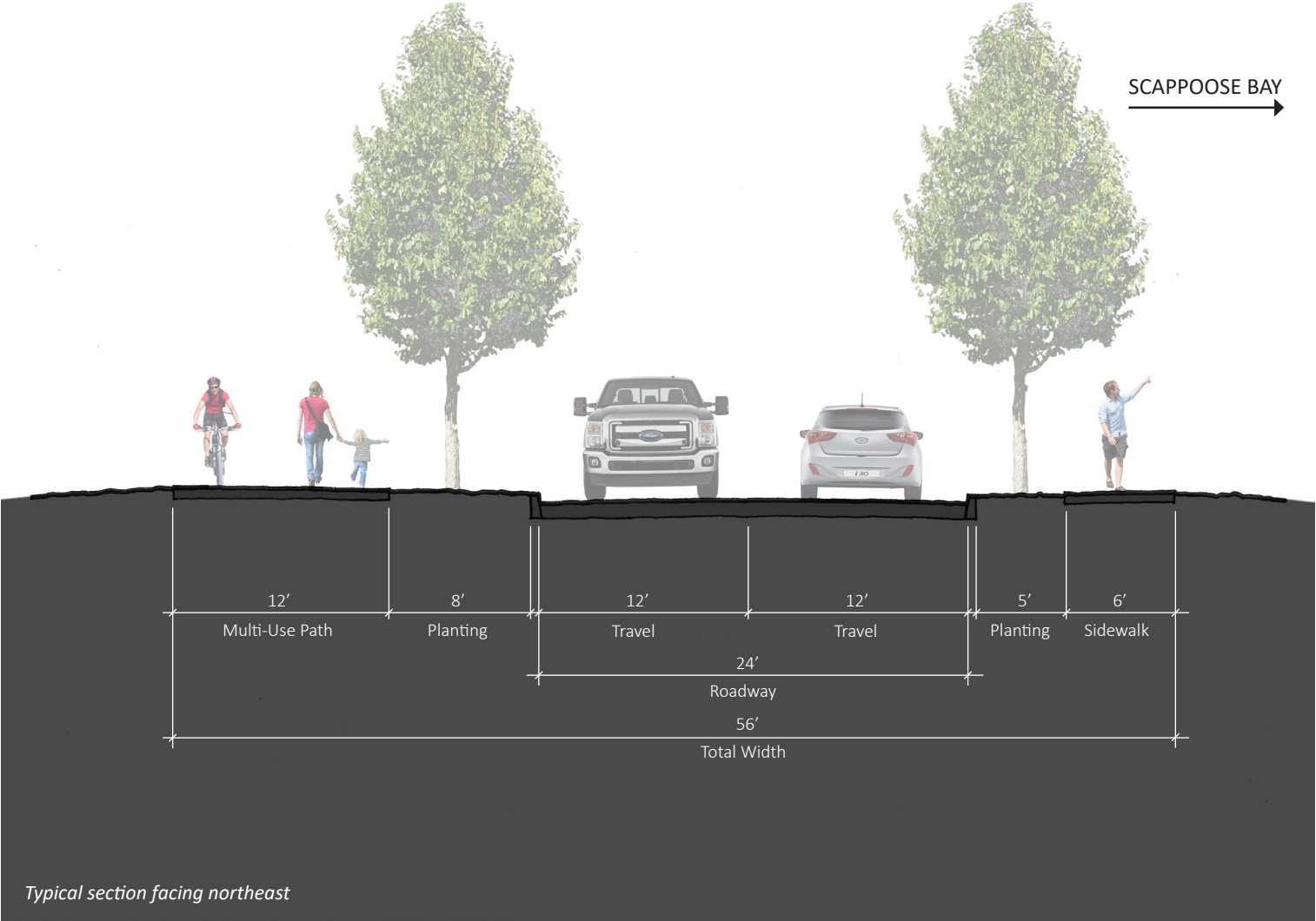
(Image: Google Streetview)

SEGMENT 5: OLD PORTLAND ROAD

Potential Road Section

The TSP identifies a shared-use path on the south side of Old Portland Road, (classified as a Minor Arterial) through this area. However, for this study, the shared use path is proposed to be realigned to the north side, depending on which cross-section is recommended for Segment 4.1.

This proposed section is the same as Option B for Old Portland Road in Segment 4.1.



SEGMENT 5: OLD PORTLAND ROAD

Existing Road Conditions

TSP classification: Collector Street

60' to 90' wide ROW

Approximately 4,100 Linear Feet

Bike lanes are incomplete

Sidewalks are incomplete

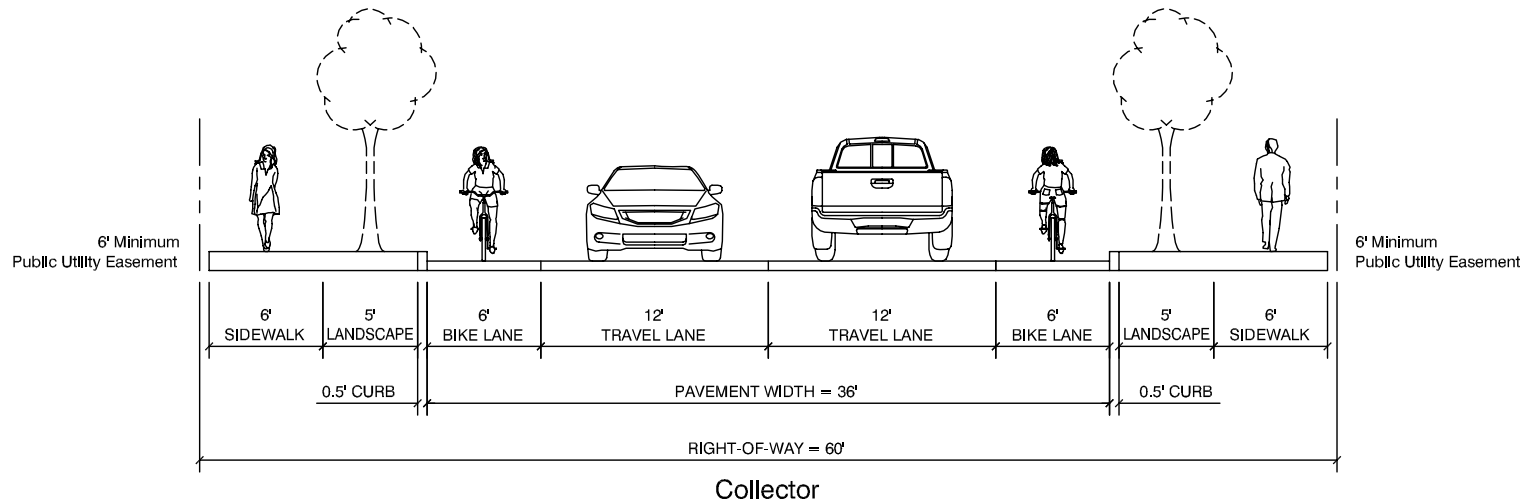


(Image: Google Streetview)

SEGMENT 5: MCNULTY WAY

Potential Road Section

McNulty Way is classified as a Collector street and the standard TSP cross-section is recommended.



Typical section

SEGMENT 5: MCNULTY WAY

Existing Road Conditions

TSP classification: Minor Arterial

40' wide ROW, wider at US. 30

Approximately 1,700 Linear feet

No bike lanes

No sidewalks

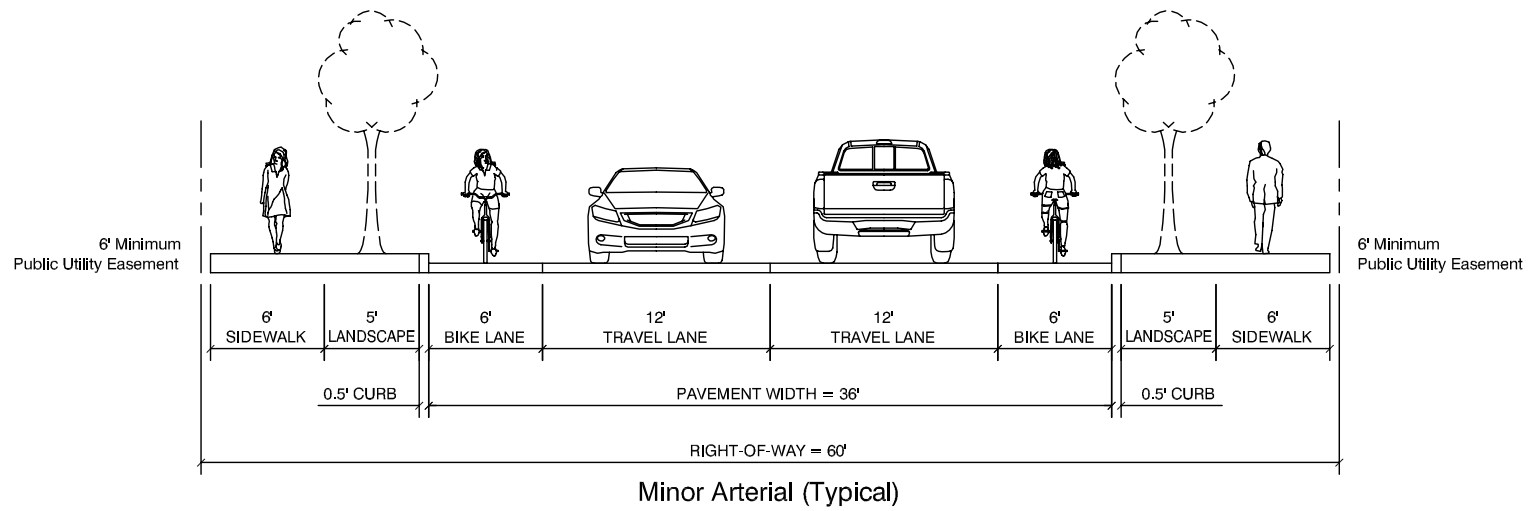


(Image: Google Streetview)

SEGMENT 5: MILLARD ROAD

Potential Road Section

Millard Road is classified as a Minor Arterial and the standard TSP cross-section is recommended.



Typical section

SEGMENT 5: MILLARD ROAD

Intersection Evaluation

The intersection of Old Portland Road and Millard Road currently provides single-lane approaches with share turn movements for all legs of the intersection. Millard Road is stop-controlled. The existing intersection's skewed angle makes truck turns difficult for the westbound right-turn movement.



Existing conditions (image: Google Earth)

INTERSECTION: MILLARD ROAD & OLD PORTLAND ROAD

Potential Intersection

The intersection of Old Portland Road and Millard Road is being considered for a re-alignment to improve sight conditions and safety. A broader re-alignment of the roadway which brings Millard to the east was identified in the TSP and is also under consideration.

Additional pavement in the northwest corner of the intersection will help accommodate large truck turning movements from Old Portland Road to Millard Road.

Wayfinding signage at both Old Portland Road and McNulty Way (from Millard and US 30) would direct people towards Gable Road, the Riverfront and the Downtown area to the north.



INTERSECTION: MILLARD ROAD & OLD PORTLAND ROAD

Intersection Evaluation

The intersection of US 30 and Millard Road is currently side-street stop-controlled. Two through lanes, left-, and right-turn lanes are provided along US 30 and shared left-and-through lanes and right-turn lanes are provided on Millard Road. A railroad crossing is present on the east leg.



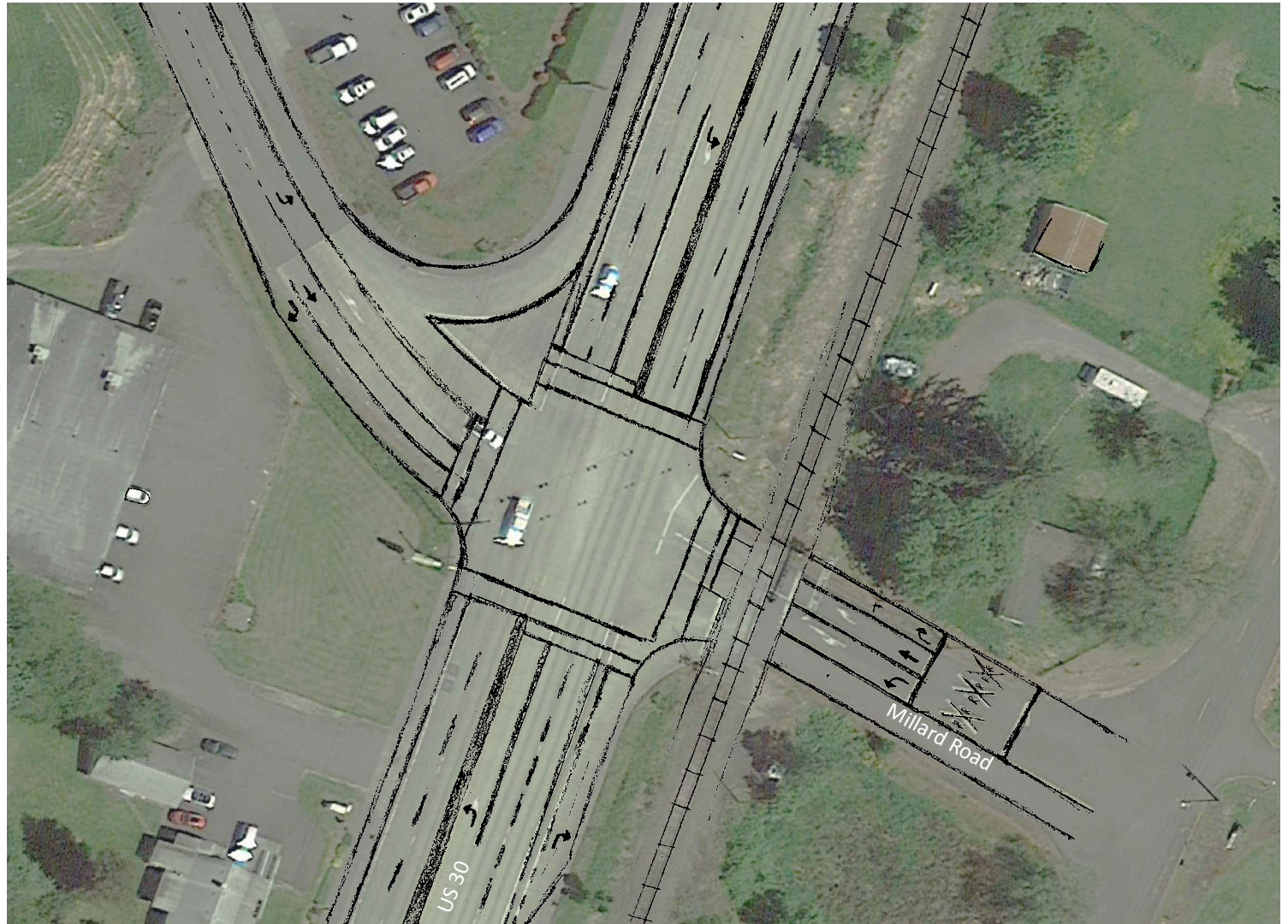
Existing conditions (image: Google Maps)

INTERSECTION: MILLARD ROAD & US 30

Potential Intersection

The Oregon Department of Transportation (ODOT) is currently planning to install a traffic signal at the intersection of US 30 and Millard Road. The traffic signal will improve existing traffic operations and safety at the intersection as well as at the intersection of US 30 and Gable Road.

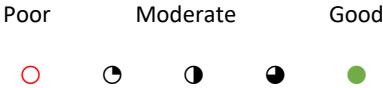
Some traffic from the intersection of US 30 and Gable Road is expected to redistribute to Millard Road via Old Portland Road and McNulty Way. However, based on an evaluation of ODOT's current plans, the intersection is expected to experience capacity limitations in the long-term future; therefore, the proposed intersection design includes separate left, through, and right-turn lanes at the eastbound and westbound approaches.



INTERSECTION: MILLARD ROAD & US 30

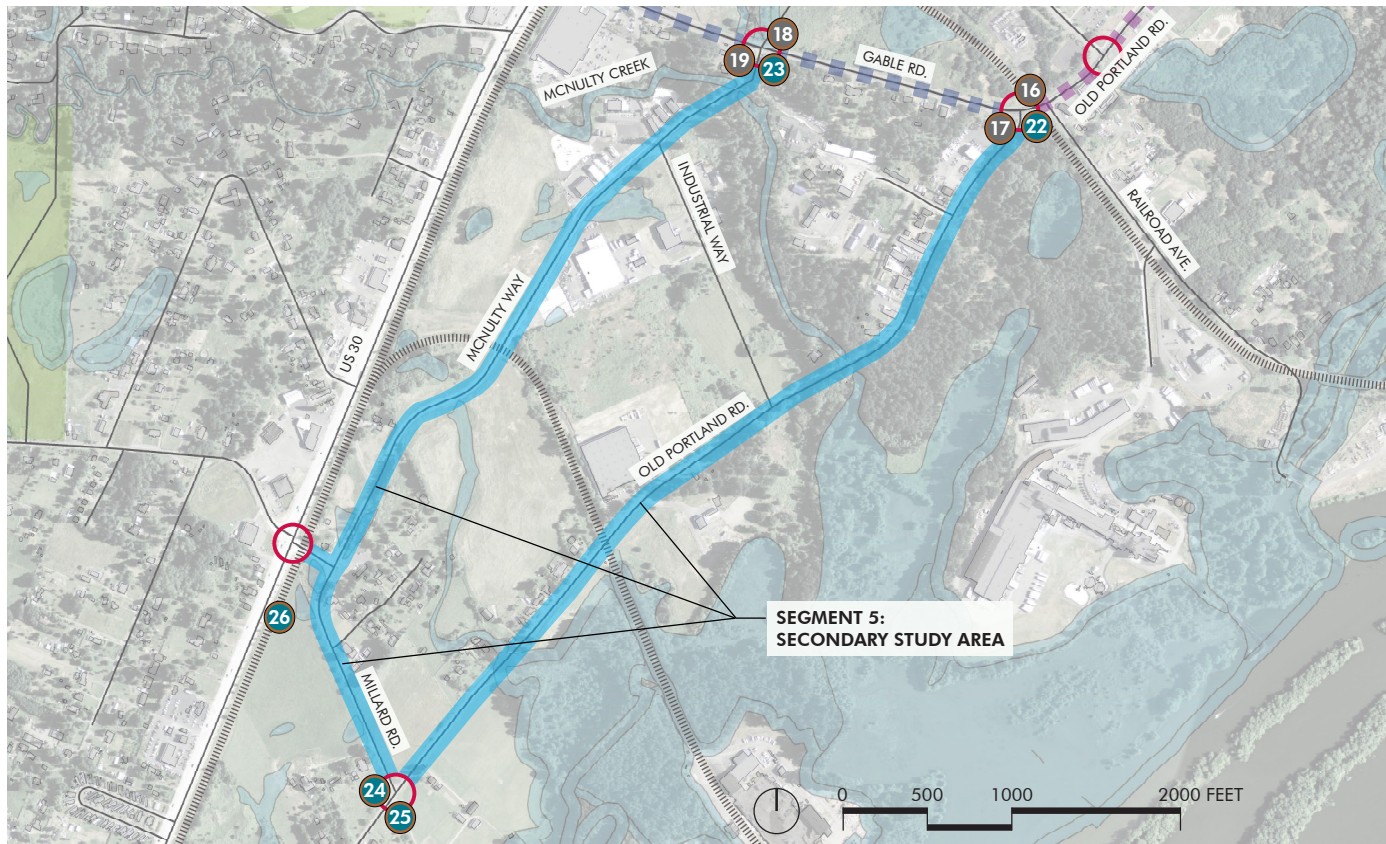
Evaluation Summary Table

Rating System:



		Economy and Business Support				Transportation Safety and Mobility					Connectivity & Streetscape Aesthetics			
		Consistency with Previous Planning	Supports businesses and business districts	Supports customers, employees, and others by providing access	Relative Cost effectiveness	Improved connectivity & access	Improved pedestrian/bicycle safety and accessibility	Through-movement and mobility	Safety	Emergency Vehicle accommodations	Improved street appearance	Improved ped/bike connectivity	Street designs catered to needs of particular segments	Sustainable Design Strategies
Proposed Road Section	Old Portland Road	●	●	●	●	●	●	●	●	●	●	●	●	●
	Millard Road	●	●	●	●	●	●	●	●	●	●	●	●	●
	McNulty Way	●	●	●	●	●	●	●	●	●	●	●	●	●
Old Portland / Millard Road	Proposed Intersection	●	●	●	●	●	●	●	●	●	●	●	○	
US 30/ Millard Road	Proposed Intersection	●	●	●	●	●	●	●	●	●	●	●	○	

Wayfinding Recommendations



Wayfinding locations for Segment 5

LEGEND

- 3 Wayfinding Sign for Segment 5
- 6 Wayfinding Sign for other segments
- Key Intersection

Wayfinding Recommendations: Segment 5		(See Appendix 2 for full table including destinations)			
ID #	Mode Type	Sign Type	Installation Street	Intersecting Street	Sign Facing
22	Vehicle	Vehicular Directional	Old Portland Road	Gable Road/Old Portland Road	South
23	Vehicle	Vehicular Directional	McNulty Way	Gable Road	South
24	Vehicle	Vehicular Directional	Millard Road	Old Portland Road	North
25	Vehicle	Vehicular Directional	Old Portland Road	Millard Road	South
26	Vehicle	Vehicular Directional	Highway 30	Millard Road	South

SEGMENT 5: SECONDARY STUDY AREA

RECOMMENDED DESIGN OPTIONS

The evaluation described in the preceding section of this report has led to the following recommendations for preferred roadway and intersection design along the study area corridor. In some cases, more than one option performed well in our evaluation, and further discussion with the city, agency partners, and the broader community will lead to a preferred design option.

The following pages describe and illustrate these preferred options, including the basic design of key elements of the street and intersections for each segment, including facilities for vehicles, bicycles and pedestrians, and how these facilities transition between segments where elements differ. The recommended options also include a summary of proposed wayfinding signage in each segment.

More detailed design of the segments would occur during subsequent phases of design once the city or its partners have committed funding to a given segment or section. At that point, additional elements such as pedestrian amenities, stormwater drainage or other facilities would be determined.

Examples of designs and facility types are provided in the Streetscape Design Toolkit (Technical Memo 5 in Appendix 7).

Recommended Street Section

The proposed section for South 1st Street is similar to the existing street and includes sidewalks on both sides of the street, parallel parking on the east side, angled parking on the west side, and two travel lanes. Landscape planters are also proposed on both sides of the street with access across for pedestrians.

Painted sharrows will indicate that bicyclists share the roadway with vehicles on both sides of the street.

Sidewalk bulb-outs will provide a traffic calming effect, and shorten crossing distances for pedestrians. The bulb-outs will not reduce on-street parking, because those areas are already marked to prohibit parking in order to increase visibility for pedestrians and turning vehicles.

Depending on the final streetscape design, the number of on-street parking stalls should be the same or very close to the number of existing stalls.

As noted previously, this segment currently includes angled parking. The City may investigate use of reverse angled parking in this area in the future.



SEGMENT 1: SOUTH 1ST STREET

Recommended Street Section

Only one roadway cross-section was proposed. No key intersections were evaluated in this segment. The proposed cross-section ultimately may be refined as part of future redevelopment processes, depending on available right-of-way.

Element Width

- Travel lanes.....10-12'
- Bike lanes.....0-6'
- Parallel parking.....8'
- Planting strips.....4-6'
- Sidewalks.....8'
- Total.....60-80'

See Appendix 9 for an example of a narrower cross-section, reduced to fit a 60' wide right-of-way.

A traffic calming circle could serve as a gateway feature and a way for drivers to turn around in this area. The design of the traffic circle will depend on whether or not it includes a gateway feature and whether it will need to accommodate large trucks.

Parallel parking is recommended rather than diagonal parking to reduce potential safety issues associated with bicycles and vehicles, to reduce right-of-way needs and to reduce pedestrian crossing distances. In addition, new development in the Waterfront Framework area will have to meet off-street parking requirements, resulting in a reduced need for on-street parking, in comparison to the existing downtown area in Segment 1.

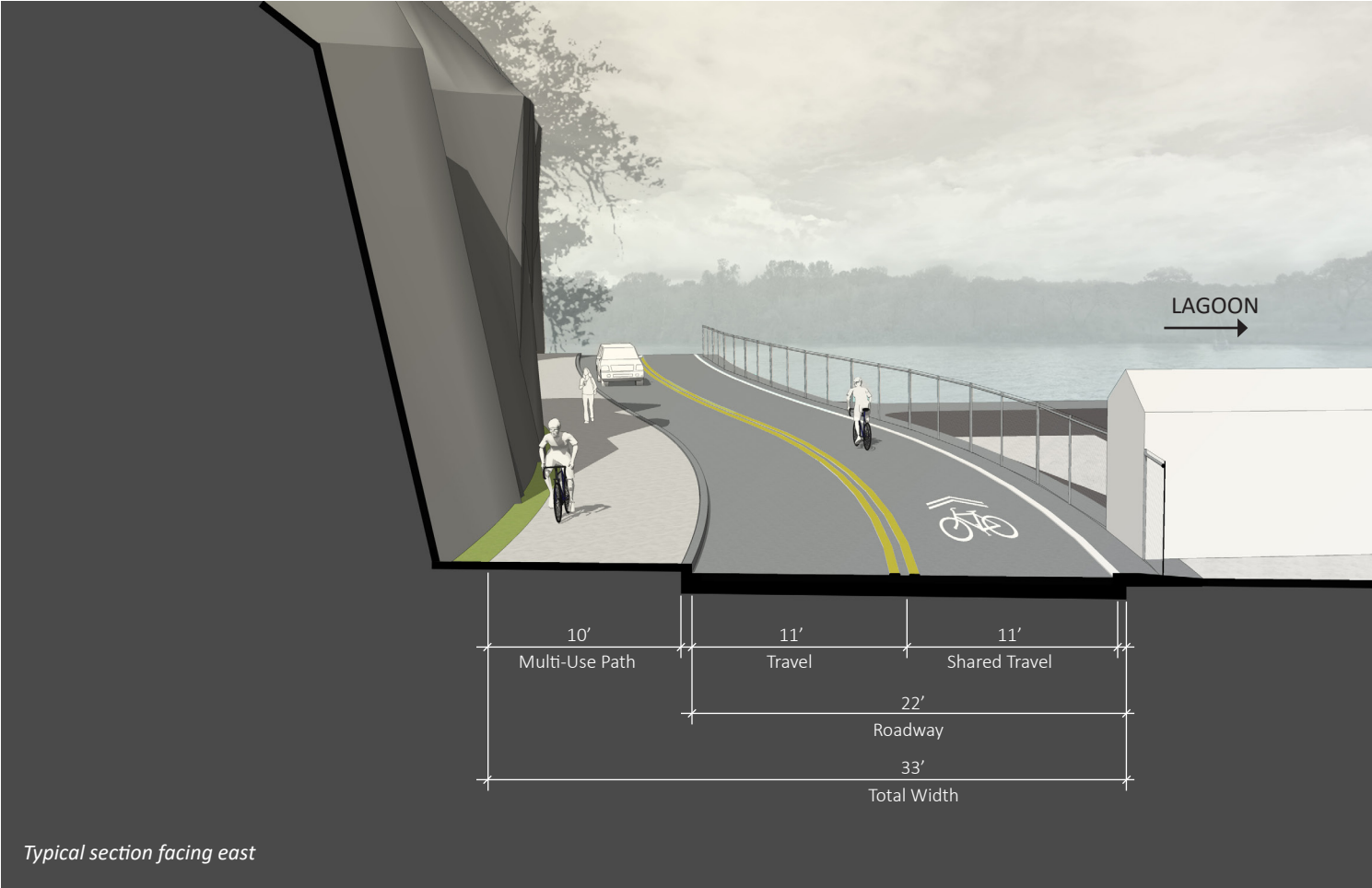


SEGMENT 2.1: VENEER PROPERTY

Recommended Street Section

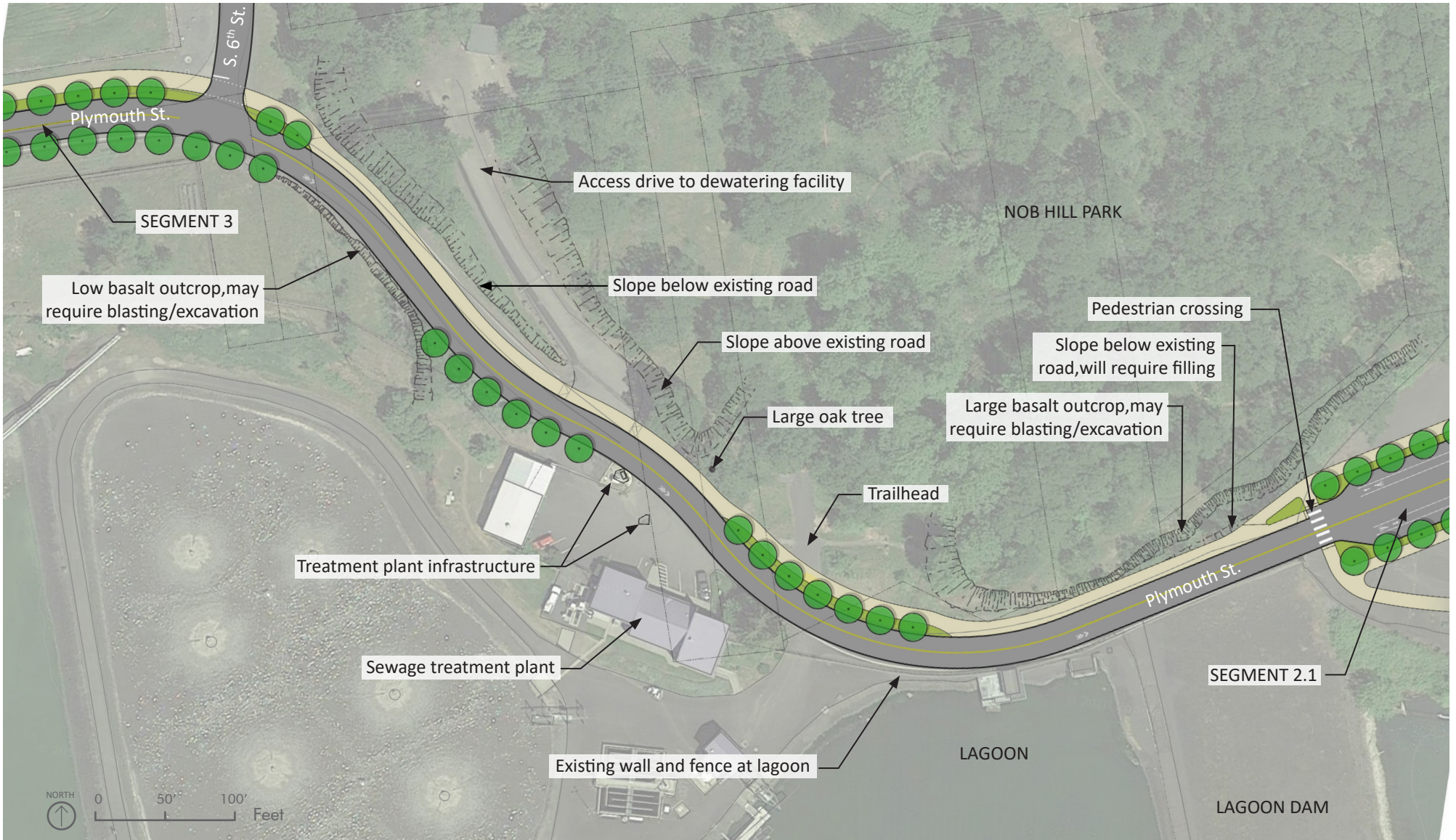
The proposed road section contains two 11' travel lanes, one of which is shared with bicycle travel (the east-bound/southern lane), and a 10' multi-use path on the north side of the road, separated from the travel lanes by a landscape strip where space allows (varying in size depending on available space).

Implementation of the proposed road section will need to consider pedestrian crossings where the south side sidewalk ends at the south end of Segment 2.1, and how bicycle facilities will transition to adjacent segments.



SEGMENT 2.2: PLYMOUTH STREET

Proposed Segment 2.2 Plan

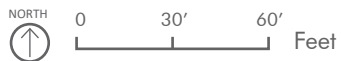


SEGMENT 2.2: PLYMOUTH STREET

Recommended Intersection

For the intersection of Plymouth Street and S. 6th Street, Option A (stop controlled intersection, no splitter island) is recommended based on the evaluation.

This option provides superior through-movement and mobility for those accessing properties on S. 6th Street, and the lack of splitter island provides better emergency vehicle access.



INTERSECTION: PLYMOUTH STREET & SOUTH 6TH STREET

Recommended Street Section

Roadway cross section Option B is the recommended design for this section. This option has superior ratings for improved connectivity and access, improved bicycle and pedestrian safety and accessibility, improved street appearance, and the potential to incorporate sustainable design principles.



SEGMENT 3: PLYMOUTH STREET

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Proposed Segment 3 Plan



SEGMENT 3: PLYMOUTH STREET



MATCHLINE: SEE PG. 120



Recommended Intersection

Several options for improving this intersection were identified and evaluated. The project team narrowed them down to four options for evaluation. Based on further analysis and discussion with members of the advisory committee, Planning Commission, City Council and other community members, the project team developed a new preferred option.

This roundabout design allows for continued direct travel to both Old Portland Road and Plymouth Street. It has a smaller footprint than the other roundabout options evaluated, with less resulting impact on surrounding private properties and a lower cost to build compared to the earlier roundabouts studied.

Truck movements through the Plymouth Street/Old Portland Road intersection have been a key topic of discussion, and the roundabout has been designed to accommodate these vehicles through sufficient size and a mountable apron. The roundabout center is recommended to be non-mountable in order to provide space for a gateway feature.

This intersection has been designed to accommodate medium-sized trucks, including typical delivery trucks (approximately 40-50 feet in length).



INTERSECTION: OLD PORTLAND ROAD & PLYMOUTH STREET

Recommended Street Section

A new preferred option was identified for Old Portland Road through further discussion and refinement of the preliminary preferred option with members of the advisory committee, Planning Commission, City Council and other community members.

It includes one-way cycletracks on both sides of the street. The cycletracks are separated from the roadway by a landscaping strip. Each cycletrack will be separated from the adjacent pedestrian walkway by a curb or other means.

The new option has the same safety benefits of the original Option C but can be transitioned from adjacent segments more effectively. Implementation of this option will require careful planning to allow for safe convenient transitions between this design and sections of the roadway that have undergone recent improvements.

Locations for transitions will include intersections such as Old Portland/ Plymouth Roads, Old Portland/Kaster Roads, and Old Portland/Gable Roads, as well as the bridge over Milton Creek. Transitions in several of these locations are shown on pages 116, 122 and 125.

(Continued on page 124)



SEGMENT 4.1: OLD PORTLAND ROAD

Recommended Street Section

(Continued from page 123)

The existing bridges across Milton Creek (one with vehicular lanes, plus pedestrian bridges on either side) need to be replaced to fit the recommended street section. If the street improvements occur before the bridges are replaced, interim measures will be needed. These would include signage warning that the sidewalk and cycletrack are combined on the bridge, and possibly “narrow bridge” signs for the vehicular lanes.

Detailed design and implementation of this section will need to ensure that intersections and access points address bicycle and pedestrian safety and minimize conflicts between bicyclists, pedestrians and motor vehicles. Examples of treatments for similar facilities are found in Appendix 8.

Recommended Intersection

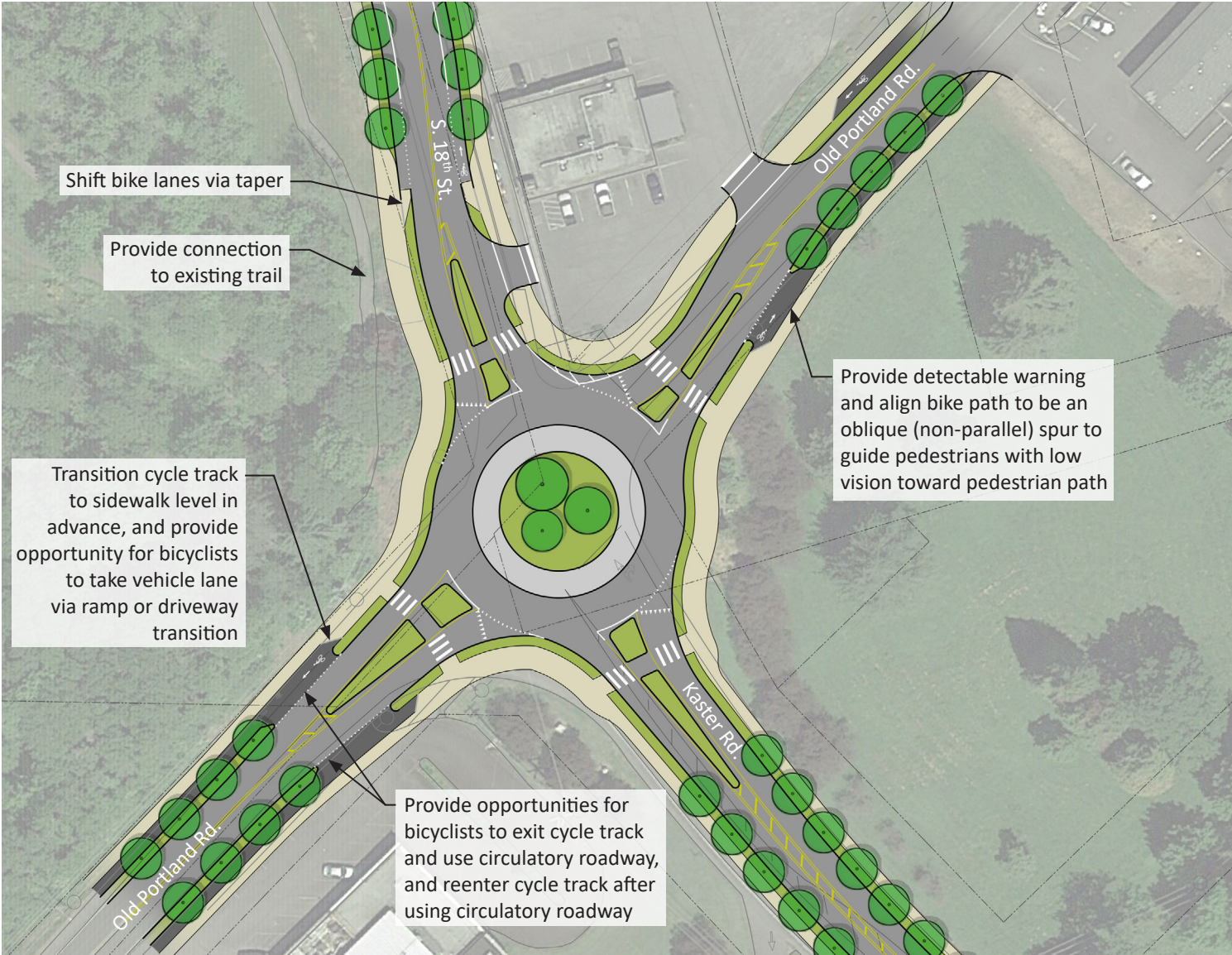
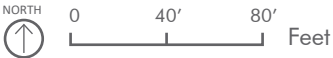
At the intersection of Old Portland Rd. and Kaster Rd. Option B (roundabout) is the preferred design, allowing for through-movement in all directions without queuing at a signal.

The roundabout serves as both a traffic calming function and as a gateway treatment while providing capacity comparable to a signalized intersection with separate left-turn lanes on all approaches.

Truck movements through the Old Portland Road/Kaster Road intersection have been a key topic of discussion, and the roundabout has been designed to accommodate these vehicles through sufficient size and a mountable apron. The design will accommodate the type and size of trucks that typically access the industrial facilities to the south (e.g., those with a wheelbase of 64 feet).

The radius of the roundabout, and size of the travel lanes and aprons allows for a roundabout center that is non-mountable. However, this design could be modified through a more detailed design process in the future.

(continued on page 126)



INTERSECTION: OLD PORTLAND ROAD & KASTER ROAD

(continued from page 125)

The combined costs of replacing the signal and maintaining it over time are projected to be higher than the cost of building the proposed roundabout in this location. The roundabout also is expected to provide superior operations in terms of mobility and travel time at this location.

Future detailed design of the roundabout will need to ensure adequate sight distance and visibility for vehicles entering and traversing the facility.

INTERSECTION: OLD PORTLAND ROAD & KASTER ROAD

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Recommended Intersections

For clarity the recommended intersections of Old Portland Road with Gable Road and Port Avenue are shown together. In the Evaluation section, the options for these two intersections were shown and evaluated separately.

Old Portland Road & Gable Road

Several options for improving this intersection were identified and narrowed to two options for evaluation. Both options performed well in the evaluation; however, Option B performed slightly better. Based on further review and discussion with the project management team, Option B is the preferred near-term alternative.

- Option B provides greater separation from the railroad crossing as well as the Old Portland Road/Railroad Avenue and Old Portland Road/Port Avenue intersections relative to Option A.
- Option B, coupled with the planned improvements along Gable Road, provides a greater improvement in traffic operations (volume/capacity, delay, LOS) at the intersection relative to Option A.
- Option B does not require a traffic signal to achieve acceptable traffic operations in the future and therefore,



INTERSECTIONS: OLD PORTLAND ROAD, GABLE ROAD & PORT AVENUE



MATCHLINE: SEE PG. 128

costs significantly less relative to Option A.

The City should monitor changes in traffic and travel performance after improvements to the US 30/Millard Road intersection are implemented and/or other measures are successful in encouraging more drivers to use Old Portland Road to access the Riverfront area.

At the point that increased potential traffic on Old Portland Road warrants investment in additional improvements to this intersection, Option A may be evaluated further.

Consider incorporating protected intersection treatment options to improve transitions through the intersection and to the shared-use path at Old Portland Road.

Old Portland Road and Port Avenue

At the intersection of Old Portland Road and Port Avenue, Option B (Re-Align with Two-Way Left-Turn Lane) is preferred. Option A is problematic from a transportation safety and mobility standpoint.

Consider incorporating protected intersection treatment options to improve transitions through the intersection.

Recommended Street Section

A new preferred option was identified through further discussion and review with members of the advisory committee, Planning Commission, City Council and other community members. It includes one-way cycletracks on both sides of the street.

Each cycletrack is separated from the roadway by a landscaping strip, and each will be separated from the adjacent pedestrian walkway by a curb or other means. The new option has the same safety benefits of the original Option C but can be transitioned to adjacent segments more effectively.

Implementation of this option will require careful planning to allow for safe, convenient transitions between this design and parts of the roadway that have undergone recent improvements. Typical transitions are illustrated in the conceptual intersection designs in this document. The final design will also need to ensure that intersections and access points address bicycle and pedestrian safety and minimize conflicts between bicyclists, pedestrians and motor vehicles. Examples of treatments for similar facilities are found in Appendix 8.

This cross-section also includes a center lane to accommodate turn lanes needed at key intersections or other access points to maintain traffic mobility. A landscaped median could be used in short portions of this segment but will need to be located to continue to ensure access to local businesses in this part of the corridor.



SEGMENT 4.2: GABLE ROAD

Recommended Intersection

Only one option was proposed for the intersection of Gable Road and McNulty Way.



INTERSECTION: GABLE ROAD & MCNULTY WAY

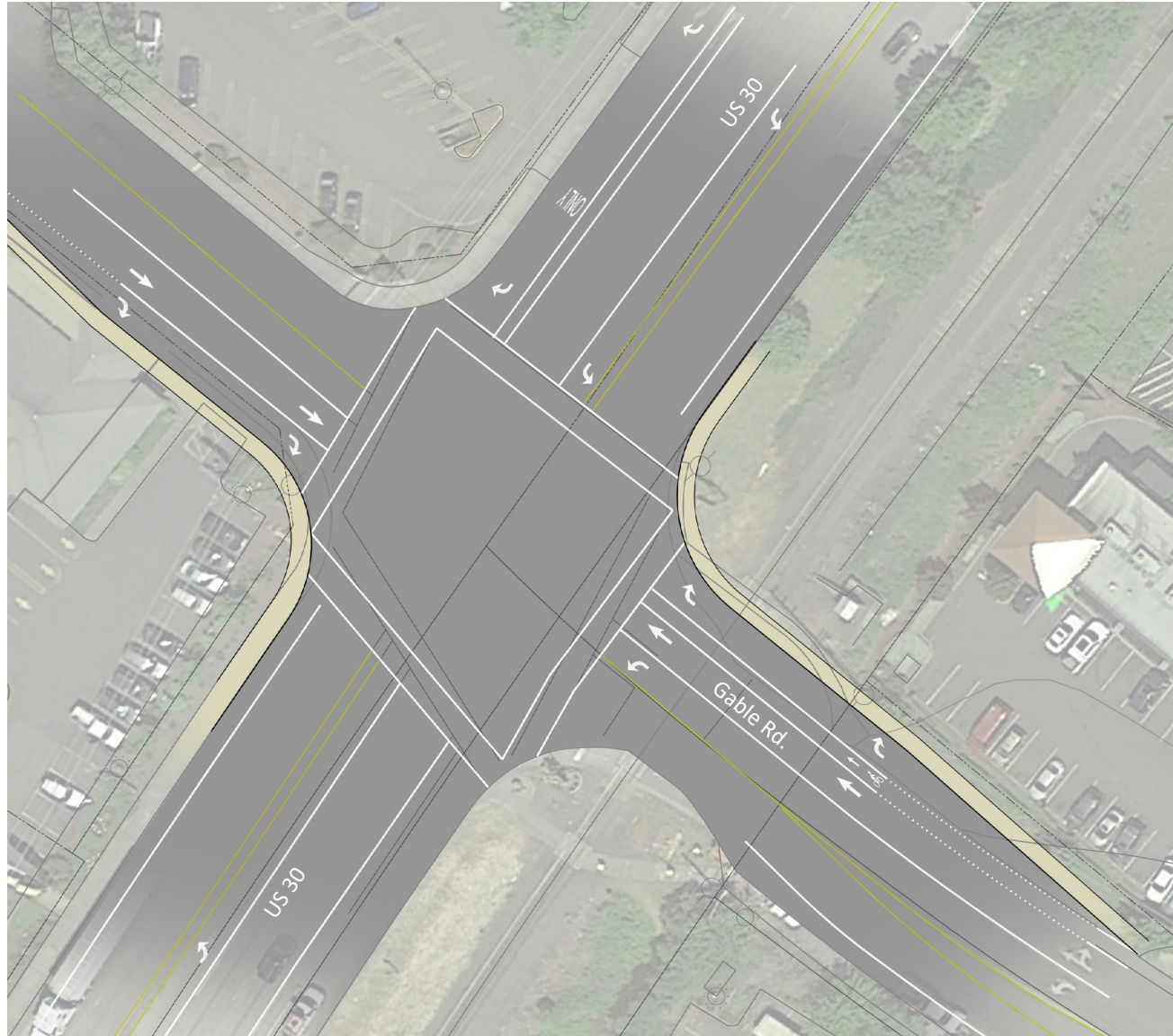
Recommended Intersection

Only one option was proposed for the intersection of Gable Road and US 30.

Adding capacity at Millard Road/US 30 will reduce long-term turn movement demand at Gable Road/US 30.

Provide a separate westbound right-turn lane to separate westbound right-turn movements from through movements at the intersection. This will require reconfiguring the westbound approach to the intersection and potentially widening along Gable Road. The additional lane will also require coordination with ODOT rail, who may not be receptive to the additional lane without significant investment in rail infrastructure.

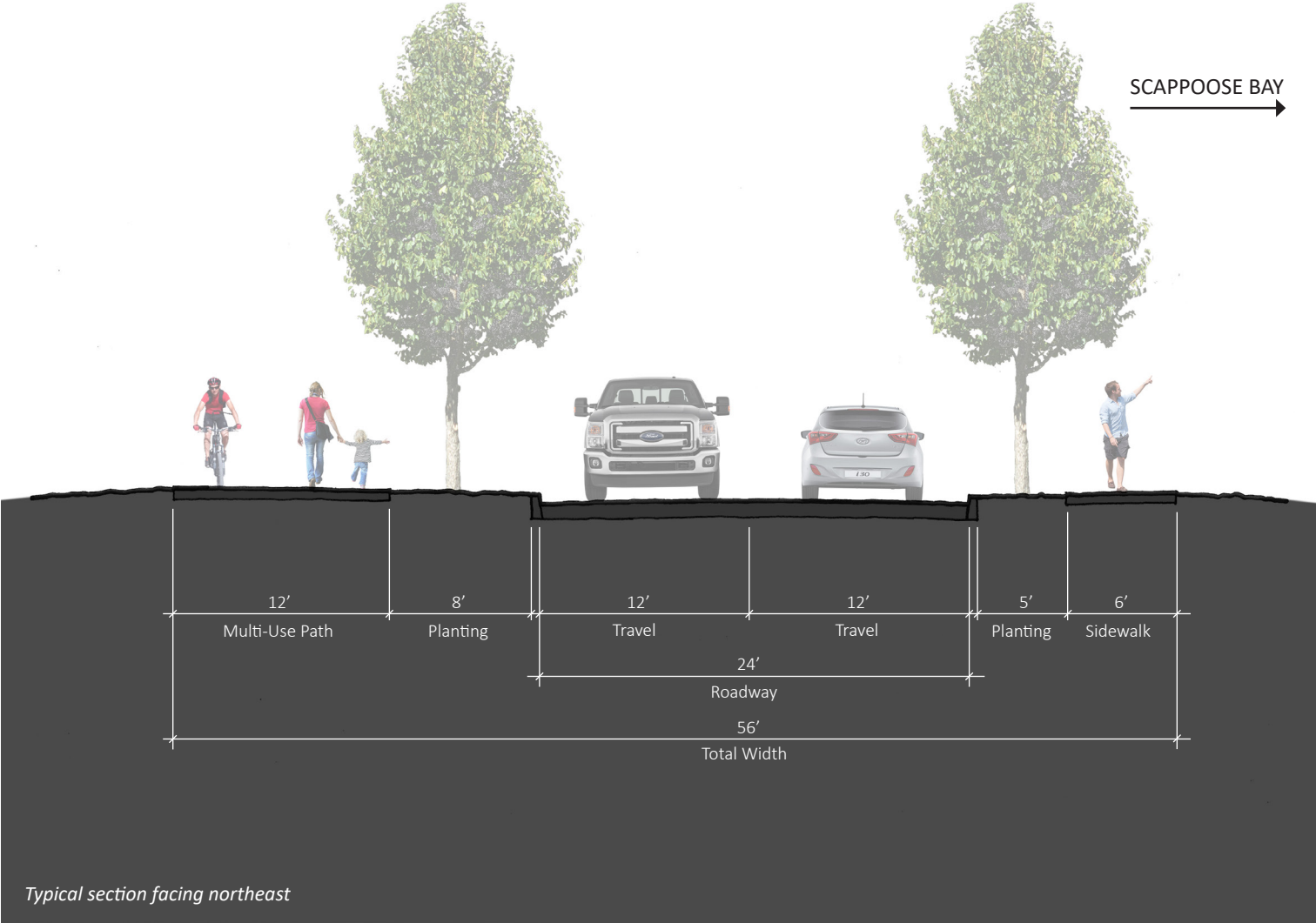
As an alternative, an eastbound right-turn lane could be considered when the bank in the southwest corner of the intersection redevelops. Either improvement will improve traffic operations at the intersection and provide much needed capacity for future growth; however, the additional capacity is not expected to be sufficient to carry the intersection through 2031; therefore, alternative performance measures should also be considered at the intersection.



INTERSECTION: GABLE ROAD & US 30

Recommended Street Section

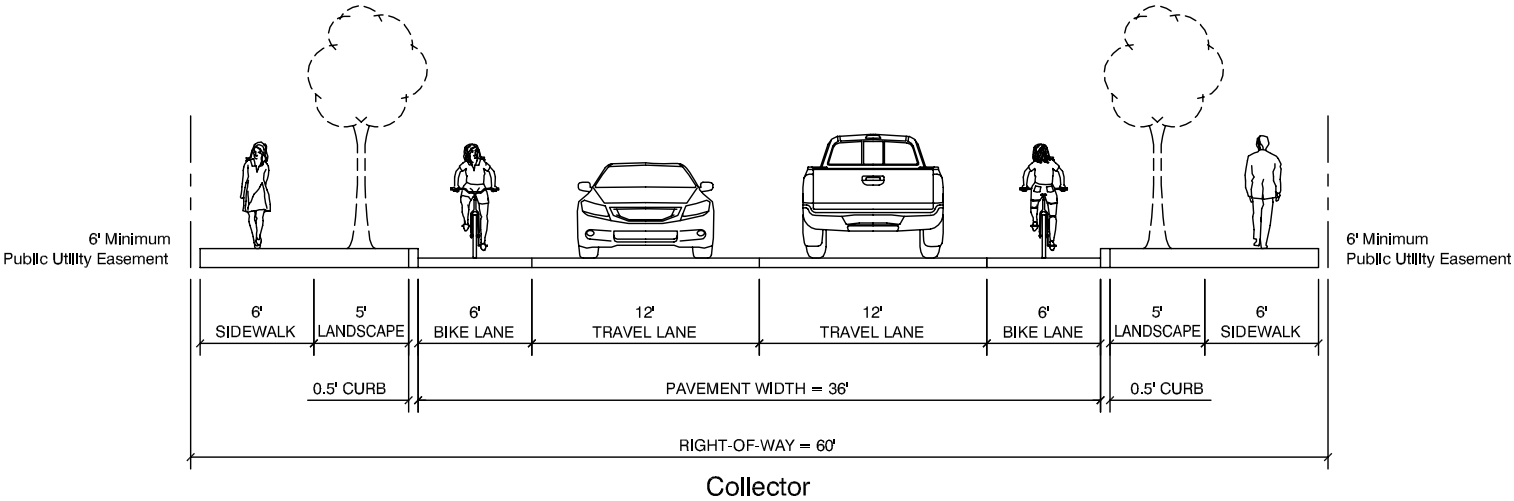
The proposed designs for roadway cross sections and intersections in this area did not include alternatives to evaluate.



SEGMENT 5: OLD PORTLAND ROAD

Recommended Street Section

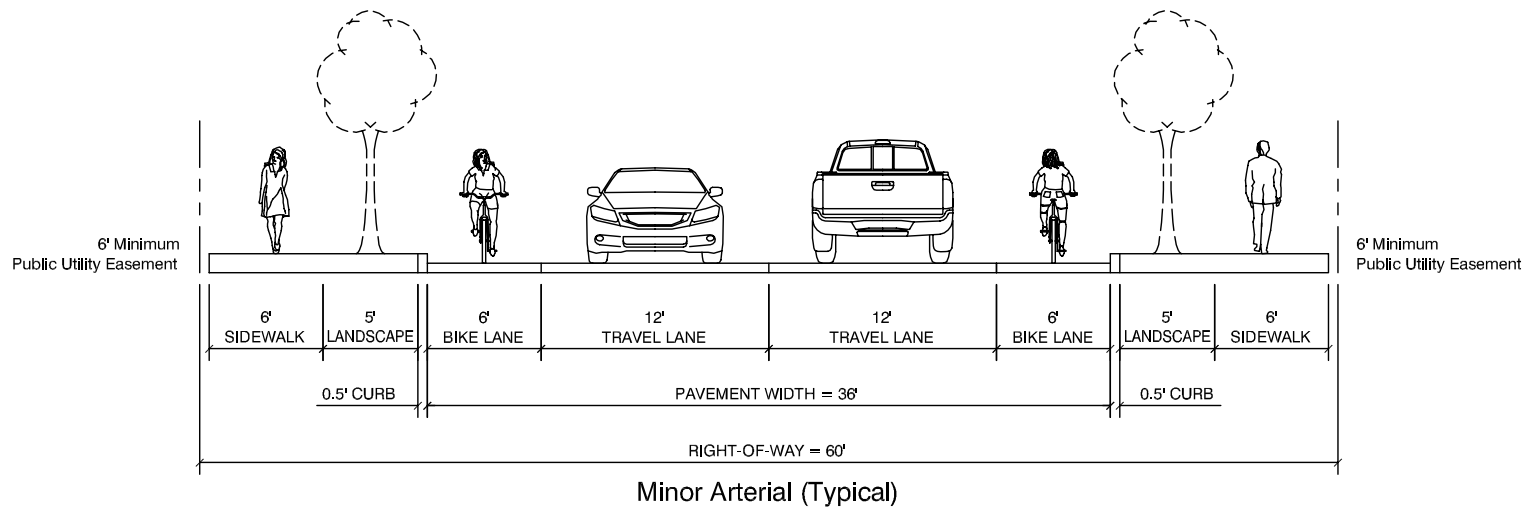
The proposed designs for roadway cross sections and intersections in this area did not include alternatives to evaluate.



Typical section

Recommended Street Section

The proposed designs for roadway cross sections and intersections in this area did not include alternatives to evaluate.

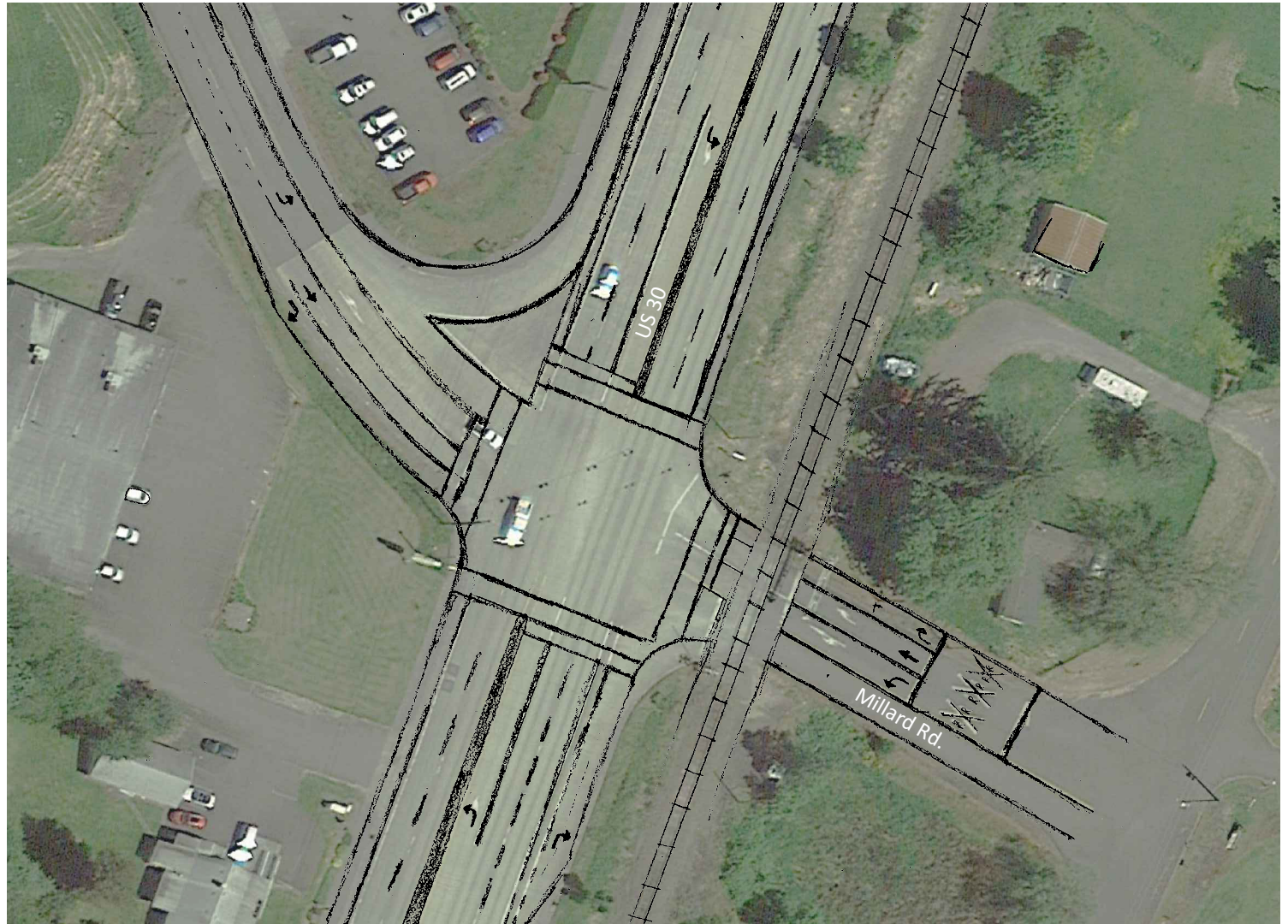


Typical section

SEGMENT 5: MILLARD ROAD

Recommended Intersection

Only one option was proposed for the intersection of Millard Road and US 30.



INTERSECTION: MILLARD ROAD & US 30

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LAND USE & REGULATORY CHANGES

Following is a preliminary list of policy and regulatory changes that may be necessary to implement the recommended Design Options. This list is high-level and conceptual at this time, and will be refined as the recommended design options are reviewed and discussed by the community.

Parking Location Requirements

Current development standards related to the amount, location and design of parking areas have been reviewed and may be further updated. Requirements related to the number of off-street parking spaces required, pathways within parking areas, and interior parking lot landscaping have been updated as part of previous planning processes and no changes to these standards are proposed.

Requirements related to the location of parking relative to the street may be updated to require parking areas to be located next to or behind buildings, rather than between buildings and the public right-of-way.

Land Use and Zoning

No changes to zoning designations for properties along the corridor are recommended in order to achieve these design options. It is expected that land along the corridor will continue to develop consistent with existing zoning.

Roadway Cross Sections

The City should consider updating the cross-sections contained within the Transportation System Plan to incorporate the recommended design options in order to require the appropriate improvements from property development along the corridor. The cross-sections of the recommended design options may also be appropriate for use in other locations within St. Helens.

The development code and Comprehensive Plan should include language that clarifies the relationship between the Riverfront Framework Plan and Riverfront Connector Plan in terms of proposed road cross-section designs. The Riverfront Connector Plan is generally consistent with the Framework Plan but includes more detailed information and alternatives to the designs identified in the Framework Plan. The information in the Riverfront Connector Plan will take precedence over the Framework Plan in this regard.

Street Furniture & Pedestrian Amenity Requirements

The urban design of Segment 1 and 2.1 in the waterfront area should contribute to a cohesive sense of place. Specific design standards aiming to improve the public realm through this area could be achieved through an overlay district or changes to existing zoning regulations.

Landscaping Requirements

Current development code regulations should be reviewed to see if they support the type and amount of landscaping contained in the recommended design options. Landscaping requirements can specify trees that are particularly suited to the soil conditions in the study corridor.

Definitions

New definitions for Shared Use Paths and Cycle Tracks will be added to the City's Development Code and/or Municipal Code, in part to distinguish these facilities from sidewalks, and to clarify that bicycles and pedestrians may use a "shared use path" simultaneously.

Fee In-Lieu Requirements

The City's fee-in-lieu requirements for transportation improvements should be refined. Currently the required fee-in-lieu only covers the cost of providing new sidewalks associated with new development or redevelopment. The calculation of the fee should be evaluated and potentially refined to cover the full cost of road improvements if they are not installed as part of a development project. Fee-in-lieu and improvement requirements also must address proportionality and nexus requirements, consistent with land use case law decisions.

APPENDIX 1: DESIGN OPTIONS EVALUATION NOTES

Due to size, the Design Options Evaluation Notes are provided separately, both as a PDF file and an Excel spreadsheet.

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APPENDIX 2: COMPLETE WAYFINDING MATRIX

Wayfinding Recommendations															
Corridor ID #	Segment	Mode Type	Sign Type	Installation Street	Intersecting Street	Sign Facing	Destination #1		Destination #1 Distance	Destination #1 Time	Destination #2		Destination #2 Distance	Destination #2 Time	
							Arrow	Distance			Arrow	Distance			
1	1	Bicycle/Pedestrian	On-Street Directional	South 1st Street	St. Helens Street	North	Riverfront Dist	Straight	0.1 mi	1 min	Courthouse	Left	0.1 mi	1 min	
2	1	Bicycle/Pedestrian	On-Street Directional	St. Helens Street	South 1st Street	East	Houlton Bus Dist	Right	1.1 mi	7 min	Nob Hill Park	Left	0.7 mi	4 min	
3	1	Bicycle/Pedestrian	On-Street Directional	South 1st Street	St. Helens Street	South	Houlton Bus Dist	Straight	1.1 mi	7 min	Boat Launch	Diagonal Right	0.3 mi	2 min	
4	1	Pedestrian	On-Street Directional	South 1st Street	Plaza Square	North	City Hall	Left	0.1 mi	1 min	Columbia View Park	Left	0.1 mi	1 min	
5	1	Pedestrian	Map Kiosk	South 1st Street	Plaza Square	East	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
6	2.2	Bicycle/Pedestrian	Trailhead Kiosk	Nob Hill Nature Park Trail	N/A	South	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
7	3	Bicycle/Pedestrian	On-Street Directional	Old Portland Road	Plymouth Street	South	Riverfront Dist	Straight	0.6 mi	3 min	Historic Dist	Slight left (2nd roundabout exit)	0.7 mi	4 min	
8	4.1	Bicycle/Pedestrian	On-Street Directional	Old Portland Road	South 15th Street	North	Houlton Bus Dist	Right	0.4 mi	2 min	McCormick Park	Straight	0.4 mi	2 min	
9	4.1	Bicycle/Pedestrian	On-Street Directional	South 15th Street	Old Portland Road	North	Riverfront Dist	Left	0.7 mi	4 min	Historic Dist	Left	0.8 mi	4 min	
10	4.1	Bicycle/Pedestrian	On-Street Directional	Old Portland Road	South 15th Street	West	Houlton Bus Dist	Left	0.4 mi	2 min	Riverfront Dist	Straight	0.7 mi	3 min	
11	4.1	Bicycle/Pedestrian	On-Street Directional	Old Portland Road	South 18th Street/Kaster Road	East	Houlton Bus Dist	Right	0.5 mi	3 min	McCormick Park	Right	0.1 mi	1 min	
12	4.1	Bicycle/Pedestrian	On-Street Directional	South 18th Street	Old Portland Road	North	Riverfront Dist	Left	0.9 mi	5 min	Historic Dist	Left	1 mi	6 min	
13	4.1	Bicycle/Pedestrian	On-Street Directional	Kaster Road	Old Portland Road	South	Houlton Bus Dist	Straight	0.5 mi	3 min	Riverfront Dist	Right	0.9 mi	5 min	
14	4.1	Bicycle/Pedestrian	On-Street Directional	Old Portland Road	South 18th Street/Kaster Road	West	Houlton Bus Dist	Left	0.5 mi	3 min	Riverfront Dist	Straight	0.9 mi	5 min	
15	4.1	Bicycle/Pedestrian	Trailhead Kiosk	Old Portland Road	N/A	South	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
16	4.1	Bicycle	On-Street Confirmation	Old Portland Road	Gable Road	East	Scappoose Bay	Left	N/A	N/A	N/A	N/A	N/A	N/A	
17	4.2	Bicycle	On-Street Confirmation	Gable Road	Old Portland Road	West	Scappoose Bay	Right	N/A	N/A	N/A	N/A	N/A	N/A	
18	4.2	Bicycle/Pedestrian	On-Street Directional	Gable Road	McNulty Way/Milton Way	East	CC Mental Health	Left	0.1 mi	1 min	State Police	Left	0.2 mi	1 min	
19	4.2	Bicycle/Pedestrian	On-Street Directional	Gable Road	McNulty Way/Milton Way	West	Houlton Bus Dist	Straight	1.3 mi	7 min	Riverfront Dist	Straight	1.7 mi	9 min	
20	4.2	Bicycle/Pedestrian	On-Street Directional	Gable Road	Highway 30	East	Houlton Bus Dist	Right	0.9 mi	5 min	Chamber of Com	Right	0.9 mi	5 min	
21	4.2	Bicycle/Pedestrian	On-Street Directional	Gable Road	Highway 30	West	Houlton Bus Dist	Left	0.9 mi	5 min	Riverfront Dist	Straight	2 mi	9 min	
22	5	Vehicle	Vehicular Directional	Old Portland Road	Gable Road/Old Portland Road	South	Houlton Bus Dist	Right	1 mi	3 min	Riverfront Dist	Right	1.4 mi	4 min	
23	5	Vehicle	Vehicular Directional	McNulty Way	Gable Road	South	Houlton Bus Dist	Right	1.3 mi	3 min	Riverfront Dist	Right	1.7 mi	5 min	
24	5	Vehicle	Vehicular Directional	Millard Road	Old Portland Road	North	Riverfront Dist	Left	2.5 mi	6 min	Historic Dist	Left	2.6 mi	6 min	
25	5	Vehicle	Vehicular Directional	Old Portland Road	Millard Road	South	Houlton Bus Dist	Straight	2.1 mi	4 min	Riverfront Dist	Straight	2.5 mi	6 min	
26	5	Vehicle	Vehicular Directional	Highway 30	Millard Road	South	Riverfront Dist	Right	2.9 mi	7 min.	Historic Dist	Right	3 mi	6 min.	

Destination #3	Destination #3 Arrow	Destination #3 Distance	Destination #3 Time	Destination #4	Destination #4 Arrow	Destination #4 Distance	Destination #4 Time	Destination #5	Destination #5 Arrow	Destination #5 Distance	Destination #5 Time	Destination #6	Destination #6 Arrow	Destination #6 Distance	Destination #6 Time
City Hall	Straight	0.1 mi	1 min	Columbia View Park	Left	0.2 mi	1 min	Nob Hill Park	Straight	0.7 mi	6 min	McCormick Park	Right	1.1 mi	6 min
McCormick Park	Straight	1.2 mi	7 min	Library	Straight	1.2 mi	7 min	Chamber of Com	Right	1.4 mi	10 min	N/A	N/A	N/A	N/A
Grey Cliffs Park	Diagonal Right	0.3 mi	2 min	McCormick Park	Left	1.1 mi	6 min	Library	Left	1.1 mi	6 min	Chamber of Com	Straight	1.3 mi	9 min
Public Docks	Left	0.1 mi	1 min	History Museum	Left	0.1 mi	1 min	Nob Hill Park	Straight	0.7 mi	6 min	Armory	Straight	0.8 mi	4 min
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Nob Hill Park	Straight	0.5 mi	3 min	Boat Launch	Slight left (2nd roundabout exit)	1.1 mi	6 min	Grey Cliffs Park	Slight left (2nd roundabout exit)	1.2 mi	7 min	Courthouse Plaza	Slight left (2nd roundabout exit)	0.9 mi	4 min
Senior Center	Right	0.1 mi	1 min	Library	Straight	0.4 mi	2 min	Veteran's Memorial	Straight	0.5 mi	2 min	Sheriff's Office	Straight	0.7 mi	4 min
McCormick Park	Right	0.3 mi	2 min	Nob Hill Park	Left	0.6 mi	3 min	Courthouse Plaza	Left	1 mi	5 min	Boat Launch	Left	1.2 mi	6 min
Historic Dist	Straight	0.8 mi	4 min	Senior Center	Left	0.1 mi	1 min	Nob Hill Park	Straight	0.5 mi	3 min	Columbia View Park	Straight	1.1 mi	7 min
Library	Right	0.1 mi	1 min	Veteran's Memorial	Right	0.3 mi	2 min	Sheriff's Office	Straight	0.5 mi	3 min	State Police	Straight	1.1 mi	6 min
Nob Hill Park	Left	0.8 mi	4 min	Boat Launch	Left	1.4 mi	8 min	Sheriff's Office	Right	0.5 mi	3 min	State Police	Right	1.1 mi	6 min
Historic Dist	Right	1 mi	6 min	McCormick Park	Straight	0.1 mi	1 min	Nob Hill Park	Right	0.8 mi	4 min	Boat Launch	Right	1.4 mi	8 min
Historic Dist	Straight	1 mi	6 min	McCormick Park	Left	0.1 mi	1 min	Nob Hill Park	Straight	0.8 mi	4 min	Boat Launch	Straight	1.4 mi	8 min
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Campbell Park	Straight	1.2 mi	7 min	Fairgrounds	Straight	2.4 mi	15 min	High School	Straight	0.4 mi	3 min	Public Health	Straight	0.4 mi	3 min
Historic Dist	Straight	1.8 mi	10 min	McCormick Park	Straight	1 mi	5 min	CC Mental Health	Right	0.1 mi	1 min	State Police	Right	0.2 mi	1 min
Urgent Care	Right	1.2 mi	7 min	Transit Center	Right	1.8 mi	8 min	Fairgrounds	Straight	2.2 mi	13 min	High School	Straight	0.1 mi	1 min
Historic Dist	Straight	2.1 mi	10 min	Urgent Care	Left	1.2 mi	7 min	McCormick Park	Straight	1.2 mi	7 min	Nob Hill Park	Straight	1.9 mi	9 min
Historic Dist	Right	1.5 mi	5 min	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Historic Dist	Right	1.8 mi	4 min	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Scappoose Bay	Right	0.5 mi	1 min	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Historic Dist	Straight	2.6 mi	6 min	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Houlton Bus Dist	Straight	1.6 mi	3 min	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

APPENDIX 3: TECHNICAL MEMORANDUM #1

Due to size, Technical Memorandum #1 Overview of Standards, Policies, and Practices is provided separately as a PDF.

APPENDIX 4: TECHNICAL MEMORANDUM #2

Due to size, Technical Memorandum #2 Existing Transportation System Conditions is provided separately as a PDF.

APPENDIX 5: TECHNICAL MEMORANDUM #3

Due to size, Technical Memorandum #3 Future Year 2031 Baseline Transportation System Conditions is provided separately as a PDF.

APPENDIX 6: TECHNICAL MEMORANDUM #4

Due to size, Technical Memorandum #4 Land Use and Urban Design is provided separately as a PDF.

APPENDIX 7: TECHNICAL MEMORANDUM #5

Due to size, Technical Memorandum #5 Streetscape Design Toolkit is provided separately as a PDF.

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APPENDIX 8: EXAMPLES OF CYCLETRACK INTERSECTION AND ACCESS POINT TREATMENTS

The following images represent techniques for designing cycletracks such as those proposed for Segments 3 and 4 of the Connector Plan to minimize conflicts between vehicles, pedestrians and cyclists at points where vehicles cross the cycletrack. These or similar techniques should be incorporated in future detailed design of these facilities.



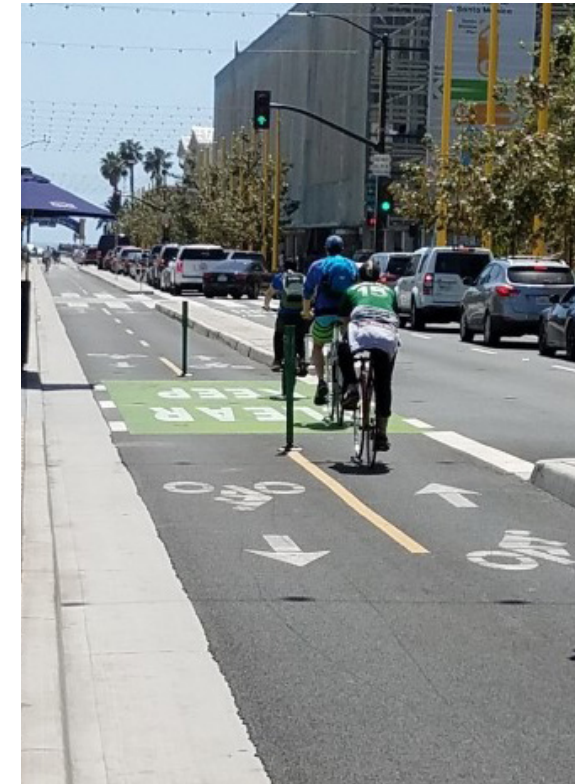
Grade-separated cycletrack with driveway in Austin, TX

Photo: www.pedbikeimages.org - Greg Griffin, AICP



Two-way cycletrack with driveway in Seattle, WA

Photo: www.pedbikeimages.org - Toole Design Group

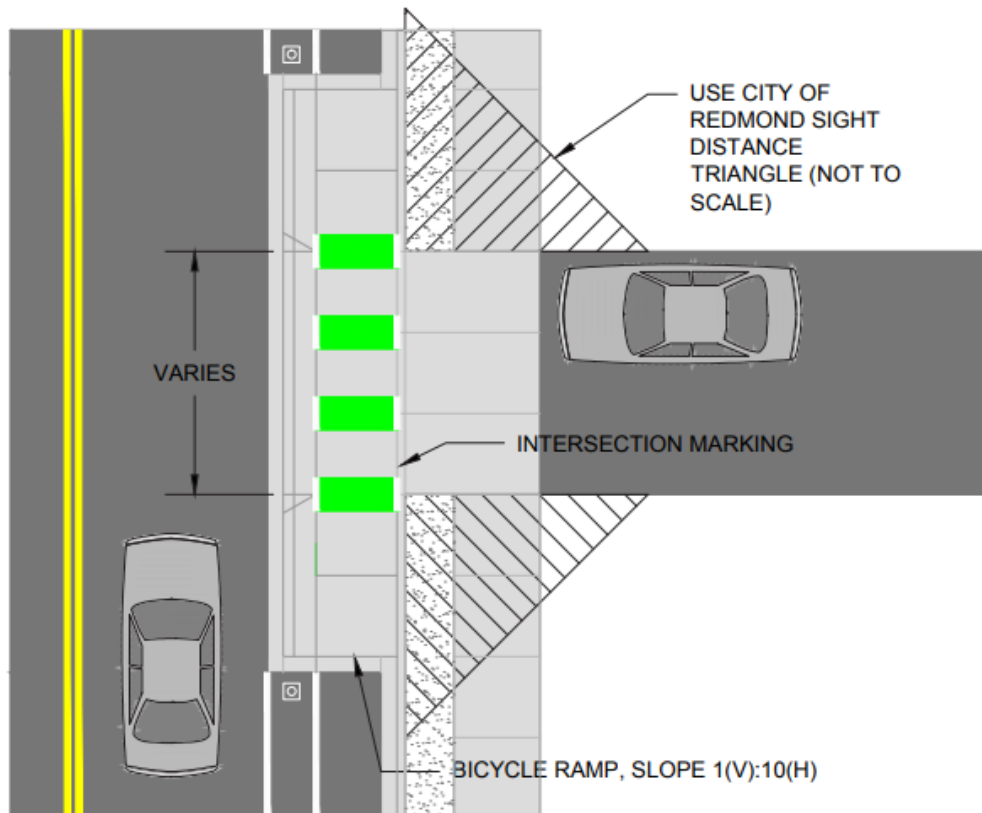


Two-way cycletrack with driveway in Santa Monica, CA

Photo: www.pedbikeimages.org - Toole Design Group

Enhanced Driveway Crossing

INTENT: Improve safety and comfort of sidepath or cycle track facility by conveying bicyclists priority and requiring motorists to slow as they turn across the bikeway.



*City of Redmond Bicycle Manual
Cycle Track Driveway Design*

APPENDIX 9: ALTERNATE CROSS-SECTION FOR SEGMENT 2.1

This cross-section shows one option for a street that fits a 60' wide right-of-way, compared to the 80' wide Recommended Street Section for Segment 2.1.

The travel lanes are reduced to 10' wide and include sharrowrows to indicate shared travel with bikes, instead of separate bike lanes.

The planter widths are reduced to 3.5' wide, which will limit the size of street tree species that can be planted. The Recommended Street Trees Application Matrix (chapter 17.72 of the St. Helens Municipal Code) lists smaller tree species that are recommended for 3.5' x 3.5' planters. If the planters are longer, as shown in this cross-section, the additional soil volume may allow tree species that are recommended for 5.5' x 5.5' planters.



SEGMENT 2.1: VENEER PROPERTY

APPENDIX 10: ENGINEER'S CONCEPTUAL ESTIMATE

Due to size, the Engineer's Conceptual Estimate is provided separately as a PDF.