



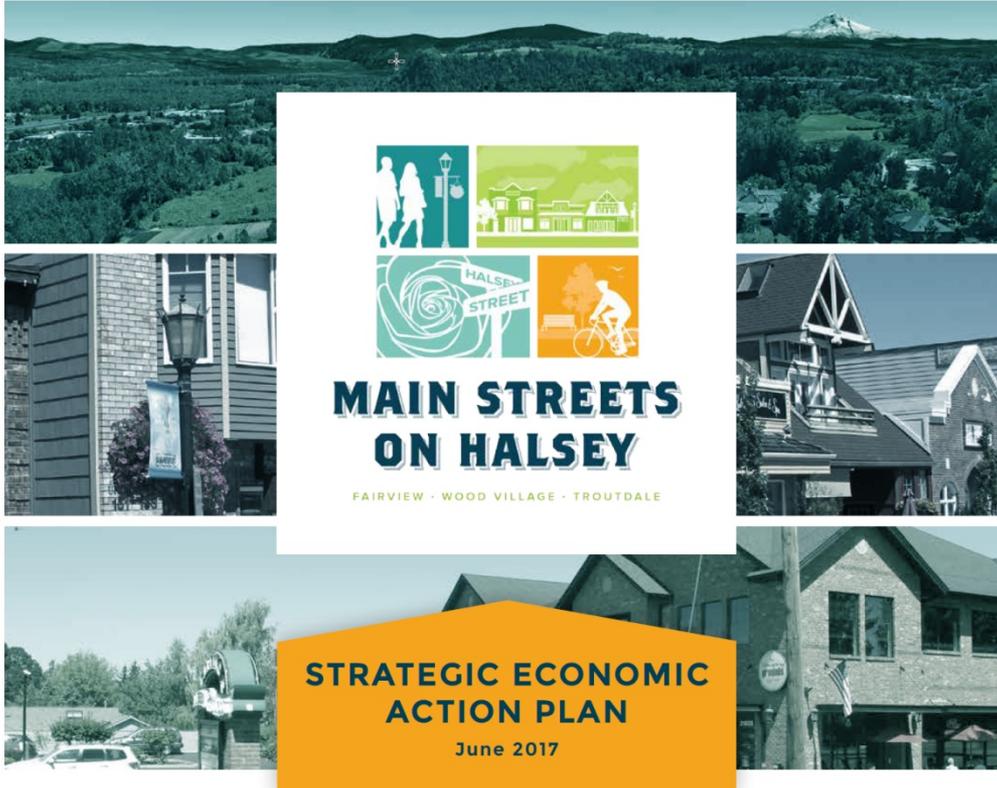
MAIN STREETS ON HALSEY

FAIRVIEW • WOOD VILLAGE • TROUTDALE

June 2020 Project Update

Multnomah County Bicycle and Pedestrian
Citizen Advisory Committee Meeting

THE MAIN STREETS PLAN



- Shared Vision
- 3-City & County partnership
- Programs and Strategies
- Land Use and Transportation Recommendations

MAIN STREETS IMPLEMENTATION WORK

WHAT IS A MAIN STREET?



Key Ingredients:

- Destinations to walk to
- Walking is pleasant, comfortable, and safe
- Concentration of people and housing
- Buildings define and enclose the street
- What else?

Buildings & site development + Street and sidewalk areas

STREET + SIDEWALK IMPROVEMENTS



Main Streets on Halsey Proposed Roadway Improvements

- | | | | | | |
|---|--|---|--|--|---|
|  | Intersection improvement |  | Proposed signalized intersection |  | Proposed pedestrian/bicycle crossing with refuge |
|  | Gateway improvement, including signs and landscaping |  | Proposed roadway striping and landscaping enhancements |  | Proposed pedestrian/bicycle crossing with refuge and RRFB |
|  | Bicycle-specific safety enhancements |  | Proposed sidewalk and landscaping enhancements |  | Pedestrian-scale lighting |
|  | Bicycle-specific parking facilities |  | Proposed sidewalk, lighting and crossing enhancements | | |

FUNDING FOR IMPROVEMENTS

To fund these improvements, the cities of Fairview, Wood Village and Troutdale will need to organize the project to 30% design...This will allow for more detailed cost estimates on which the project can be financed.

City	Frontage Estimate (includes both sides)	Planning Level Cost Estimate
Fairview	16,000 linear feet	\$1,277,500
Wood Village	7,500 linear feet	\$902,500
Troutdale	15,000 linear feet	\$3,360,000

PREPARING FOR CAPITAL FUNDING

Proposed Roadway Improvements



Main Streets on Halsey Proposed Roadway Improvements



What People are Saying

- Strong desire for mixed use development along the corridor, especially at key intersections
- New housing needed, especially in Troutdale
- Commercial development needed mostly around 223rd
- Safety improvements needed at Edgefield area
- More and safer pedestrian crossings



Based on community input from October 2016 public design workshop.

NE Halsey Street



A Critical Corridor for East Multnomah County



The Halsey Street Corridor is a critical east county transportation and land use corridor.

It runs through Fairview, Wood Village, and Troutdale, roughly parallel to I-84, and extends from the Gresham/Fairview City limits at Fairview Parkway on the west to the Sandy River on the east. It spans all type of housing and serves key east county urban centers.

Partnership and Momentum: Fairview, Wood Village, Troutdale, Multnomah County, businesses and stakeholders have come together and adopted the Main Streets on Halsey Plan, which encourages economic and transportation investments to make the corridor safer and more accessible for people walking, bicycling, driving in cars, and carrying freight. This corridor is also part of the East Metro Connections Plan, a partnership with Gresham, Metro, Fairview, Wood Village, Troutdale, and Multnomah County.

Readiness: Implementation has begun with city and county standards reflecting the Main Streets on Halsey Plan, and project development has started for key transportation and land use projects along the corridor. The City of Fairview recently recognized this as part of an Urban Renewal Area to help fund projects identified in the Halsey Plan.



TGM GRANT APPLICATION

Task #1: Main Street Look and Feel:

Develop a **visual identity** for the full stretch of Halsey as well as complementary sub-identities for city-specific areas. This will include **logos**, a **color palette**, **design materials**, **wayfinding signage**, and other streetscape elements, as well as formal **brand standards** that create a unified look and feel for the corridor that can be used for economic development efforts and regional marketing.

Branding and Wayfinding

WAYFINDING

Application:

To create some uniformity within the Halsey Street Corridor, and to reinforce the branding, a common Wayfinding Signage system should be developed and utilized by all three cities.

Wayfinding Examples



Buffalo, WY



Beaverton, OR



Cedar Falls, IA



Columbia River Gorge National Scenic Area



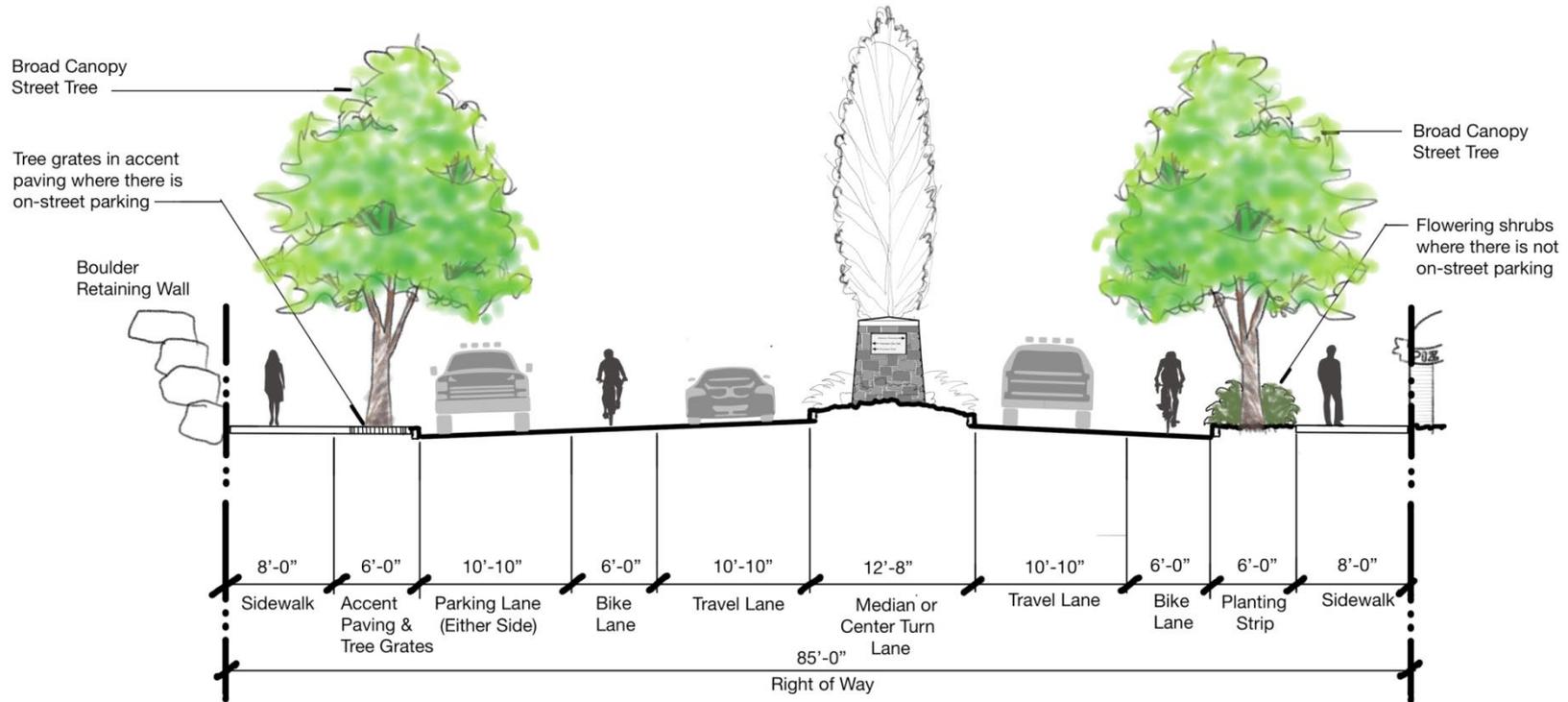
Hillsboro, OR

TGM GRANT APPLICATION

Task #2: Street Cross Section:

Revise **County's street design standards** to create a main street environment that **encourages pedestrian and bike travel, slows traffic and increases safety**, supports storefront business activity, and allows for implementation of the streetscape design.

Updated Cross Section Concept



TGM GRANT APPLICATION

Task #3: Streetscape Concept Plan:

Use the visual identity and brand standards to develop a corridor streetscape plan that reflects the **cohesive visual identity** developed in Task #1.

Streetscape Design

Sidewalks and Crosswalks



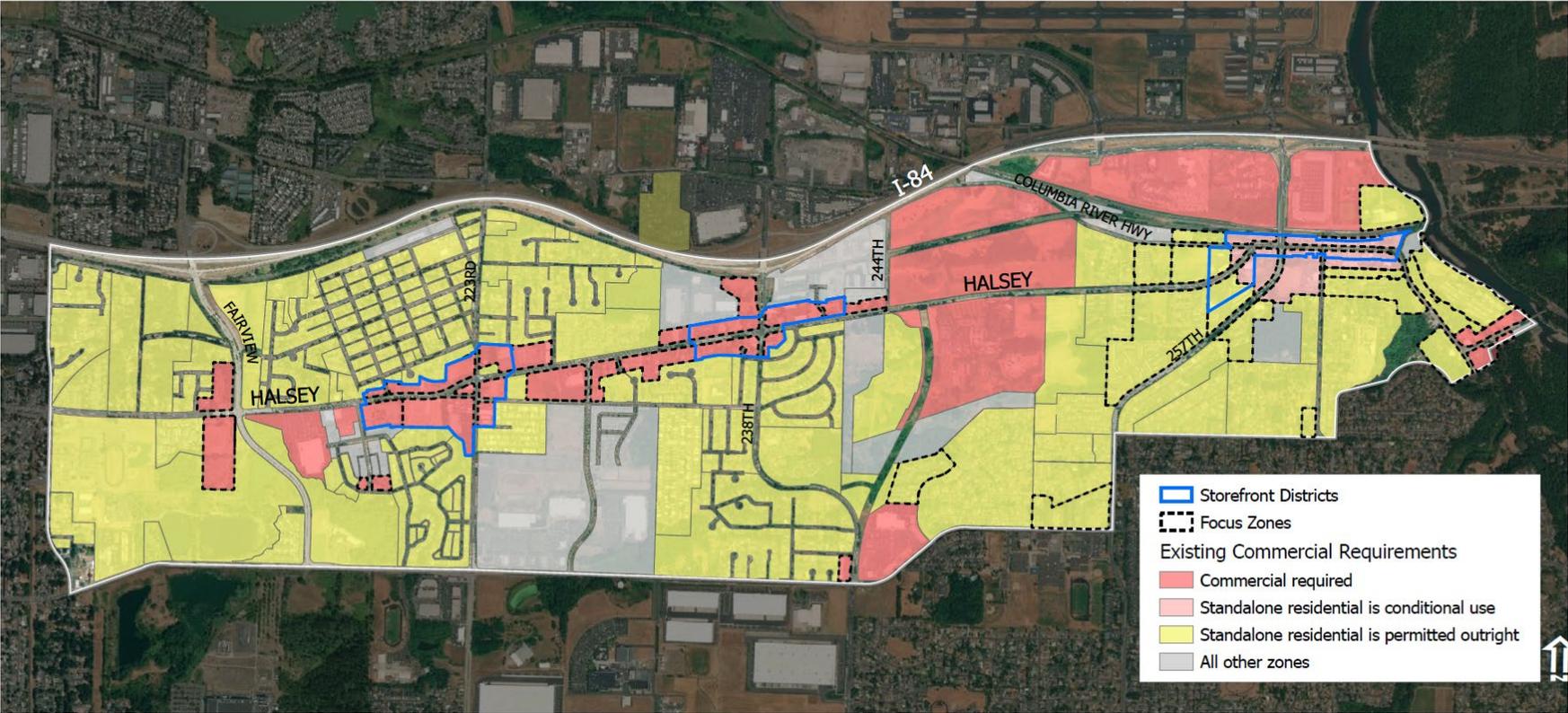
3-CITY CODE UPDATE

STOREFRONT DISTRICTS | **What are Storefront Districts?**

- Concentrations of commercial uses and activity which provide a destination for residents and visitors
- Walkable environment that is oriented around the pedestrian experience and the ground floor
- Opportunities to create a distinct identity for Halsey Street as a whole and each individual city
- Good locations for civic uses and spaces



STOREFRONT DISTRICTS | Proposed Storefront Districts



STOREFRONT DISTRICTS | Ground Floor Design Standards - Commercial

Ground floor height and windows



Weather protection and pedestrian amenities



STOREFRONT DISTRICTS | Examples of Adaptive Commercial Spaces

Food cart pod



Food cart pod + enclosed space



Micro retail pod



3-CITY CODE UPDATE

CODE AUDIT KEY ISSUES | CHALLENGING COMMERCIAL USES

It can be very challenging to design some uses to be pedestrian-friendly on a Main Street.

Should they be prohibited outright or allowed subject to special design standards?

Vehicle service/sales/repair



Drive-through businesses



Self-storage/mini-storage



OTHER FAIRVIEW

BIKE + PEDESTRIAN PROJECTS

FAIRVIEW: TGM Quick Response Proposal

Proposal to create a regional public-private coalition and develop a conceptual plan for a transit and bike hub on the PPL Power corridor property at Fairview Parkway and Halsey Street.

- Identify potential transit enhancement opportunities connecting to Gorge, Mt. Hood, and Portland.
- Evaluate potential for electric charging stations
- Bike hub location



223rd AVENUE IMPROVEMENTS



Only through N/S street in Fairview

Fairview Elementary School route

Sidewalk and bike lane gaps

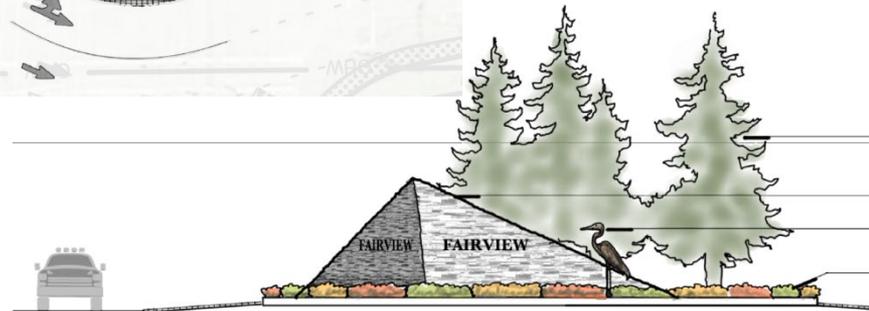
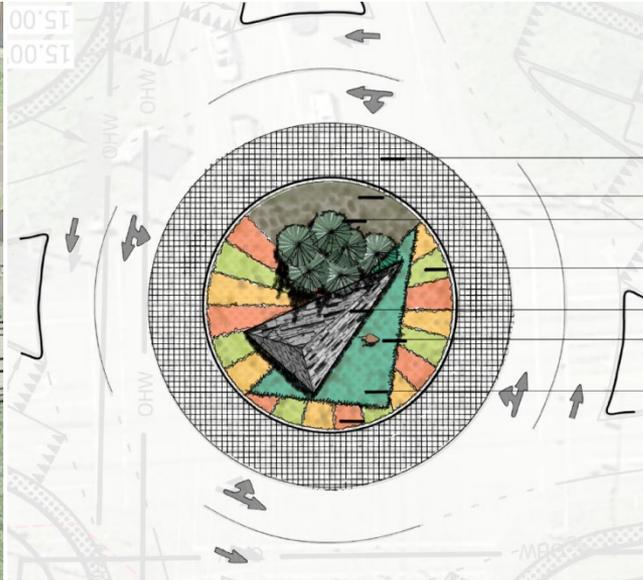
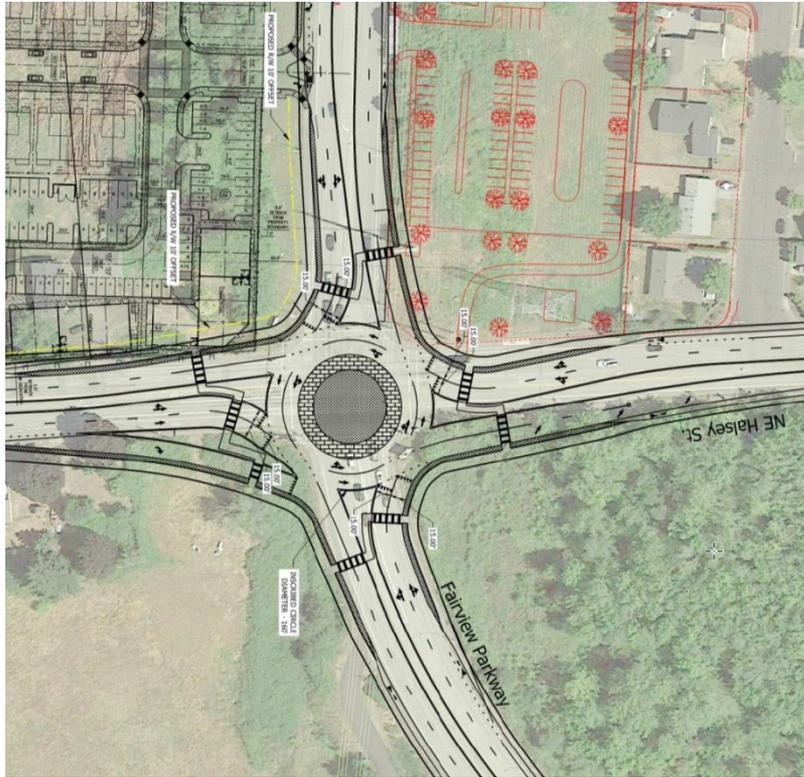
**Design phase funded in 2020-2021
for improvements**

223RD IMPROVEMENTS



Railroad bridge undercrossing between I-84 and Marine Drive

Fairview Parkway + Halsey Roundabout



QUESTIONS AND FEEDBACK

Thank you!

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