

TROUTDALE TOWN CENTER PLAN

East Multnomah County Transportation Committee
May 17, 2021





OUTLETS

URBAN RENEWAL AREA

DOWNTOWN

RV PARK

HALSEY CORRIDOR

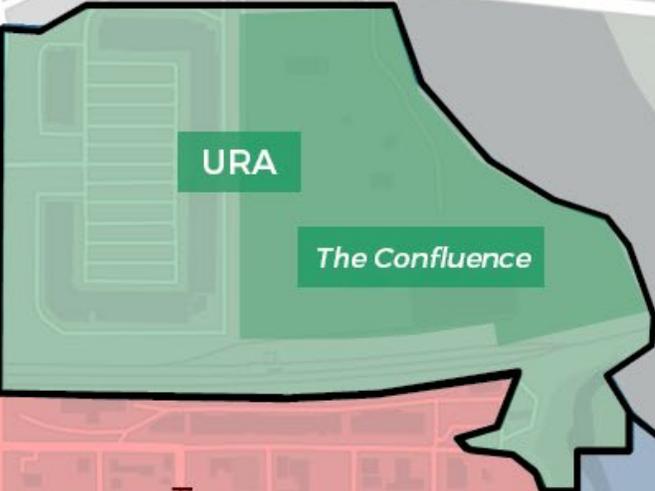
1ST ADDITION

GLENN OTTO PARK

ELEMENTARY SCHOOL

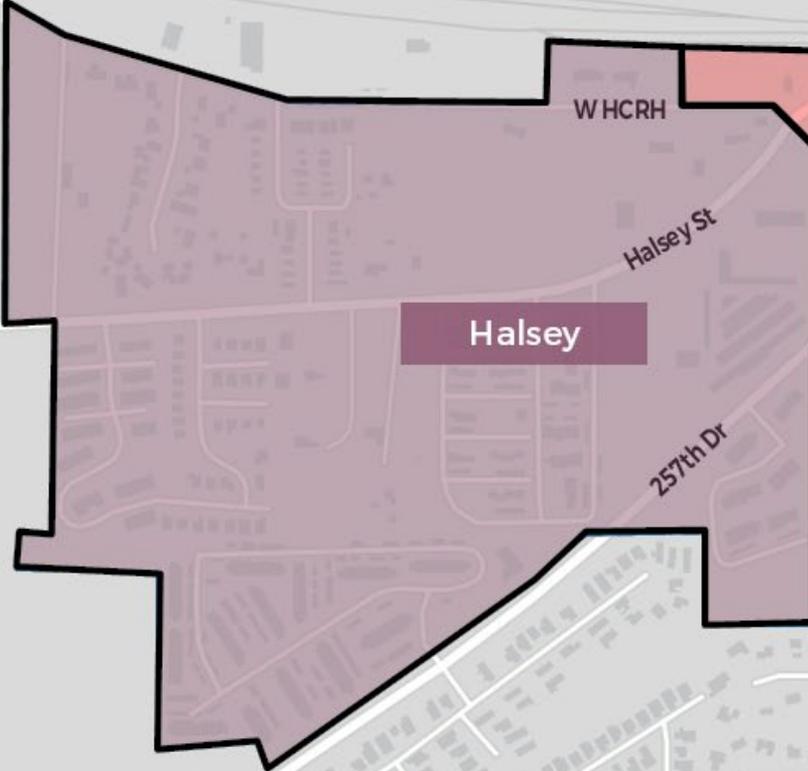
EDGEFIELD





URA

The Confluence

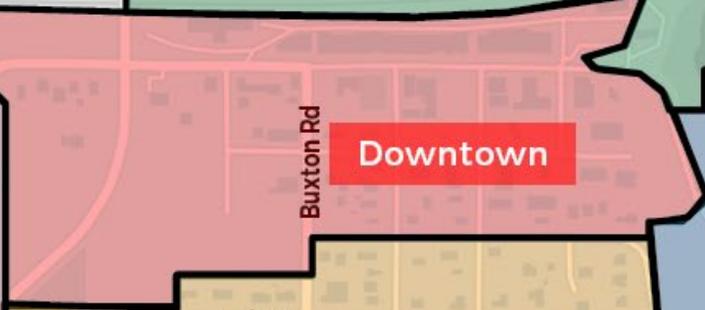


WHCRH

Halsey St

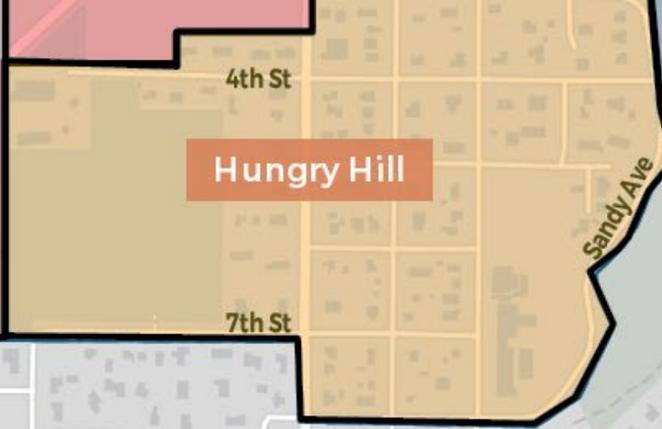
Halsey

257th Dr



Downtown

Buxton Rd



4th St

7th St

Hungry Hill

Sandy Ave



E HCRH

Eastside



TOWN CENTER VISION

By 2040, the Town Center will preserve its small-town feel while becoming the most vibrant, scenic, and historic hub in the region

where families thrive
businesses prosper
and visitors return



WHAT IS THE TOWN CENTER PLAN?

- The Town Center Plan is a **guiding document** designed to help plan for the next 20 years of future physical, social, and economic growth in the historic heart of Troutdale.
- **future actions listed can be justified by the Plan**
 - The Plan is an official document if approved
- **future actions listed are not mandated because of the Plan**
 - The Plan is **not** a regulatory document
 - coordination with partners (County, EMCTC, etc.) is still required

WHAT'S IN THE PLAN?

Executive Summary

1. The Past & Present

- Plan Development / Public Participation
- Existing Conditions

2. The Future

- **Transportation/Mobility Considerations**
- **Opportunity Sites & Corridors**
- Branding & Marketing

3. Implementation

- How to Approach
- Getting Started
- Minority Reports



TRANSPORTATION & MOBILITY

- Increased focus on mobility
 - “Transportation is something you do and mobility is something you have.”
– Jordan McKay
- Additional consideration for:
 - Parking & loading
 - Active transportation (bike/ped)
 - Transit
 - Alternative transportation (golf carts)
- Emerging trends
- “Mobility strategy”
 - In line with regional mobility policies

The Town Center is a place where a 10-year-old, a 90-year-old, or anyone in between can get around the District in a safe and accessible manner.



OPPORTUNITY CORRIDORS

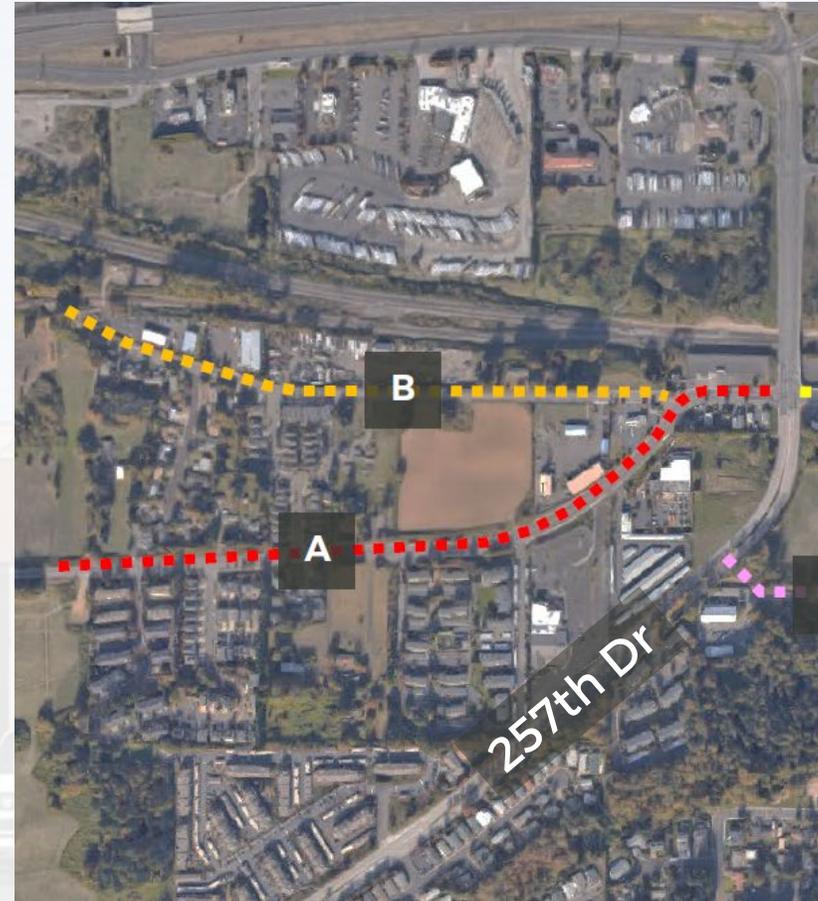
OPPORTUNITY CORRIDORS

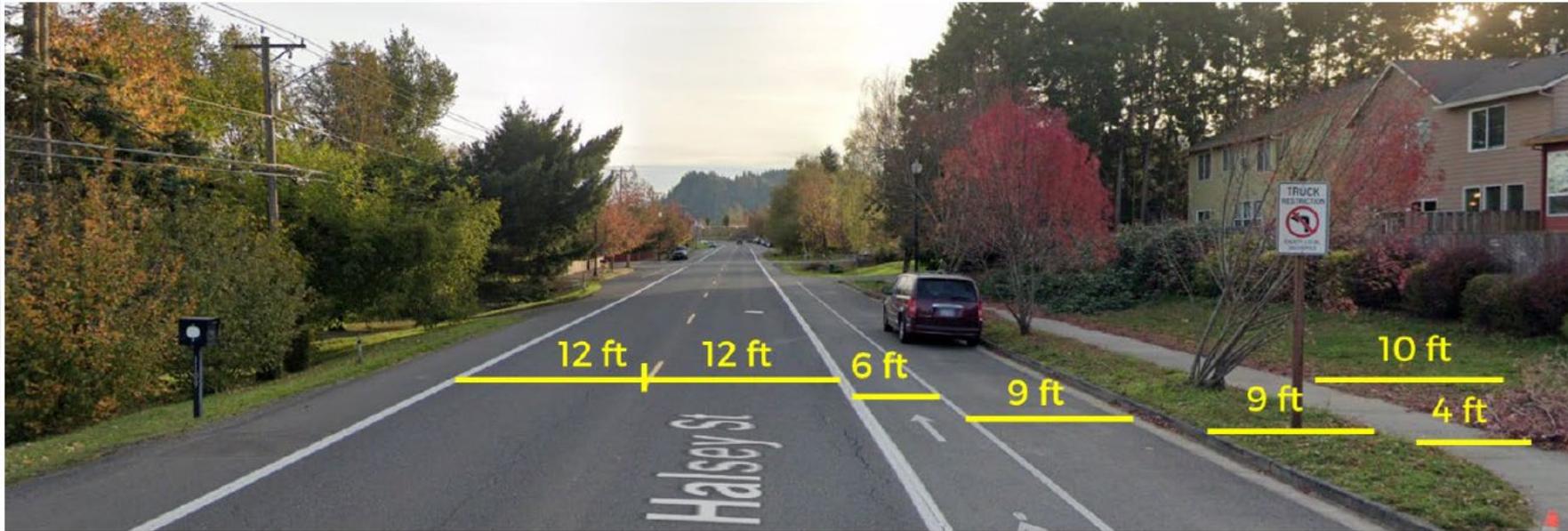
- Enhances mobility options in support of the Town Center Vision.
- 8 corridors are designed to:
 - connect the four neighborhoods together with the Downtown
 - support the development of the identified opportunity sites, and
 - improve connections with other areas of Troutdale.
- 6 corridors are already constructed
- 2 hypothetical connections
- 5 are County facilities (in red)

- A. Halsey Street
- B. Hist Columbia River Hwy
“Halsey neighborhood section”
- C. Hist Columbia River Hwy
“Main Street”
- D. Hist Columbia River Hwy
“Riverside neighborhood section”
- E. Buxton Road
- F. Buxton-257th Dr Secondary Access
- G. Sandy Avenue
- H. Downtown-URA Connection

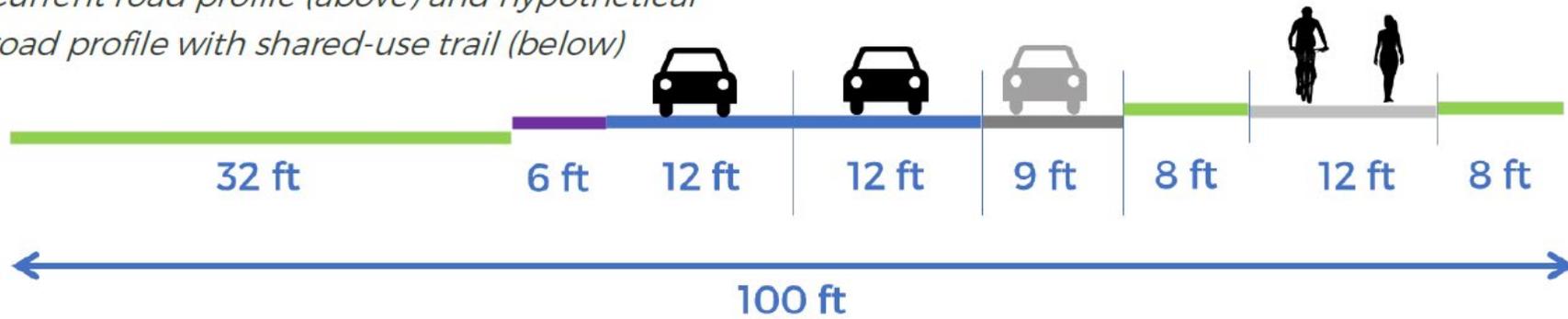
A. HALSEY STREET

- Improved bike/ped access to connect with Edgefield and cities to the west
- Increased development
 - Significant residential growth
266 new units in the next two years
- Wide right-of-way
 - Lots of opportunities and flexibility?
- TGM Grant to kick-start efforts to study road profiles





Current road profile (above) and hypothetical road profile with shared-use trail (below)



C. HCRH – “MAIN STREET”

- Reducing the travel lane width from 12 to 11 ft
- Removing dedicated on-street bicycle lanes and establish parallel greenway on 2nd Street
- Installing a three way stop at Depot Park or potentially at an intersection with Corridor H
- Providing extended pedestrian bump-outs to shorten distances crossing streets
- Increasing the sidewalk width where allowed
- Allowing for potential angled parking (standard or rear-end) on one side of the street
- Enlarging the tree wells for better canopy (potentially use parts of parking strip)
- Establish convenient loading/drop-off zones



MAIN STREET PROFILE DESIGN



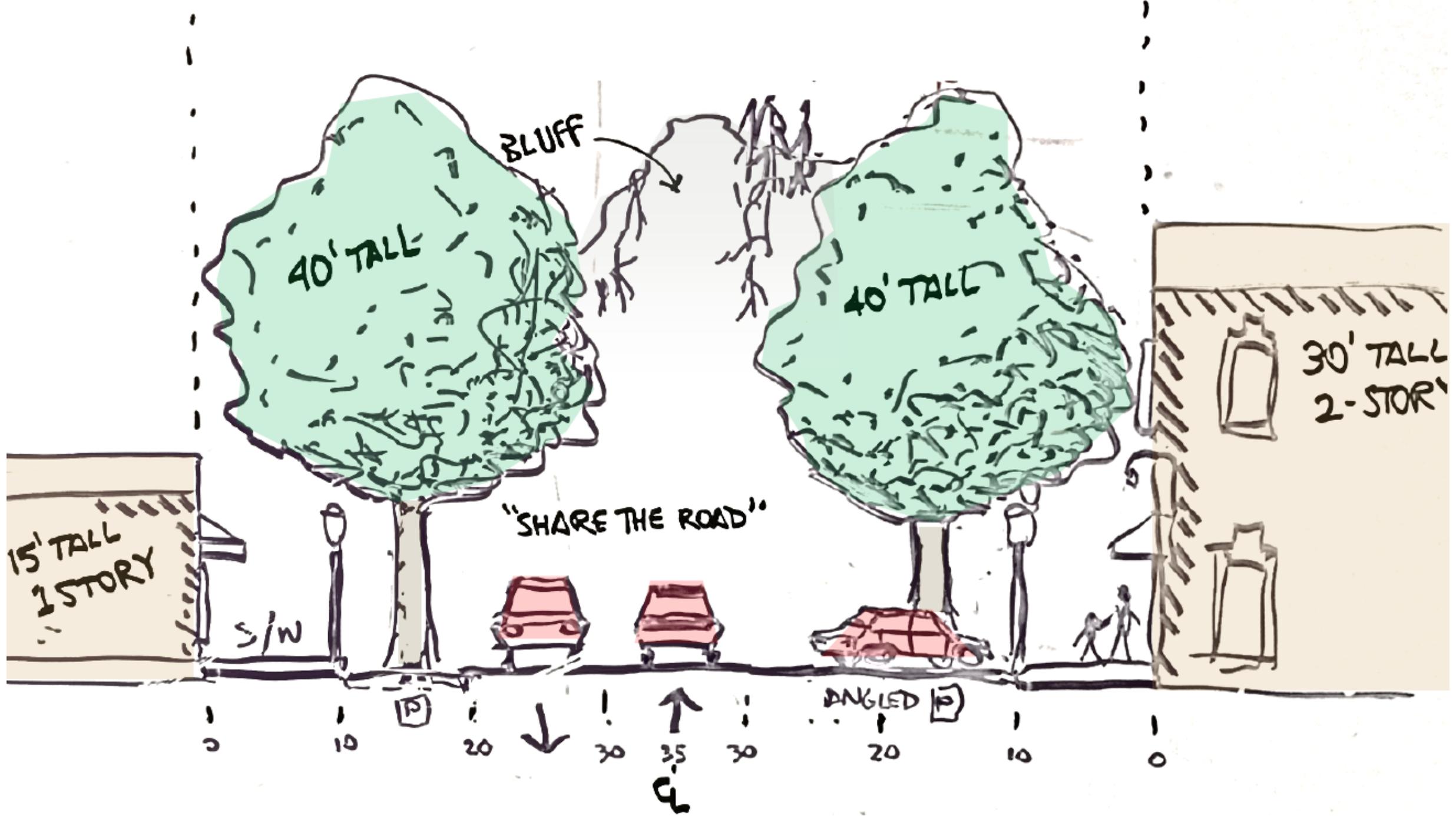
Troutdale

- Speed Limit: “ 20 ” mph
- Wider pavement width, few obstacles and road markings suggests faster speeds
- Limited cycle traffic (17% of ROW for lanes)
- Smaller tree canopy (not big enough to grow and mature)



Camas, Washington

- Speed Limit: 20 mph
- Shorter ped crossings & angled parking suggests lower speed area
- Bike traffic can share the road comfortably
- Larger tree canopy / sense of enclosure



2ND STREET GREENWAY & BRIDGE

- Establishing a parallel bicycle “greenway” along 2nd Street
- A potential bike-ped bridge spanning 257th Dr, connecting 2nd St w/ Halsey St
- Improves safety at intersections
- Connects western areas w/ downtown
- Activates 2nd Street & improves mobility choice for future developments

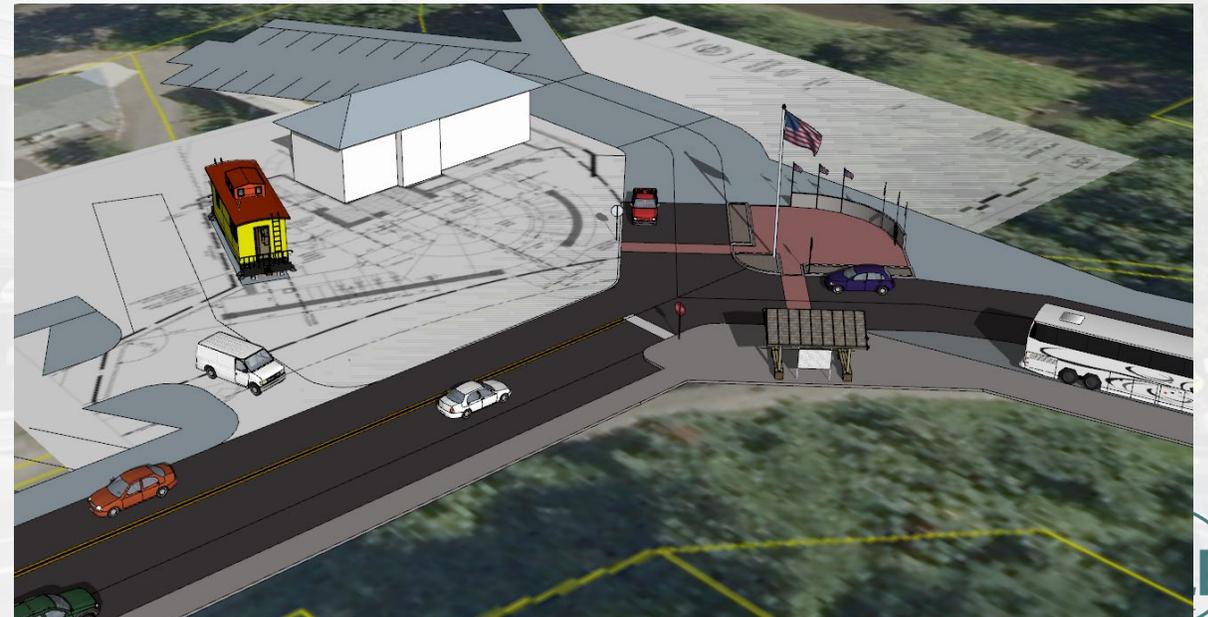


DEPOT AREA (BIKE HUB/VISITOR CENTER)

- The nexus of urban cycling and recreational opportunities in the Gorge
- Connected to 40-Mile Loop network
- Approved exterior design for bike hub and visitor center (no street/parking improvements included)



- Currently an unsafe and bike/ped unfriendly area
- Image below reimagines area as a three-way stop with a mini veterans plaza and bus pull-off area
- Potential roundabout option?



H. DOWNTOWN-URA CONNECTIONS

- Existing
 - Access through Columbia Gorge outlets via 257th Dr (*indirect*)
- Being Planned (60% design)
 - Indirect bike/ped pathway connecting from the Depot to The Confluence site along the river
- Contemplated
 - Bike/ped bridge crossing railroad and rear parking area from the Harlow Avenue cut to a future landing spot?
 - At-grade vehicle crossing extending Kibling Avenue northward (*more impactful / more expensive / more challenging*)



ADDITIONAL OPPORTUNITY CORRIDORS

- **B. HCRH Halsey Area**
 - Public improvements w/ adjacent dev.
- **D. HCRH Riverside Area**
 - Improved bike/ped opportunities (potential parallel trail/linear park?) >>>
- **E. Buxton Road**
 - Streetscaping
 - Alt. transportation dedicated lanes
- **F. Buxton/257th Dr Connection**
 - Traffic/LOS relief at intersections
- **G. Sandy Ave**
 - Long term resiliency
 - Conversion to one-way or closure to motor vehicles?



3. IMPLEMENTATION

- Plan is a “Design-Build” project
- 2020-2025 – “Getting Started”
 - A. Oversight actions
 - B. Regulatory actions
 - C. Policy actions
 - D. Programmatic actions
 - E. Urban Renewal actions
 - F. Future studies and parallel efforts
- Reviews
 - Annual **performance review**
 - Five-year **comprehensive reviews**



TRANSPORTATION-RELATED IMPLEMENTATION

City-specific

- City to update its Transportation System Plan and Capital Improvement Plan
- Streetscape and park fixture standards
- **Finish plans for riverfront park and trail**
 - **Metro bond funding**
 - **Other funding sources**
- Study options for more direct connect between Downtown & The Confluence
- Study viability of parking structure in the Confluence site
- Parking & loading study
- Mobility study
- **Sandy Avenue resiliency study**

County/EMCTC Coordination & Support

- **Halsey Corridor road profiles (TGM Grant)**
- Review/update other road profiles
- **Study rail tourism options (can support Gorge congestion efforts)**
- Community signage and wayfinding program
- work with County on CIPP & TSP updates

RED: efforts are already underway

SUSTAINABLE CITY YEAR PROGRAM

- University of Oregon program
- 19 different classes, tackling several Town Center planning efforts
- Projects include
 - Alternative transportation ideas
 - Bike transportation
 - 30% design engineering and cost estimation for bridges
 - Studying rail tourism options – report to Governor’s Regional Solutions group

