

# FAIRVIEW TRANSPORTATION SYSTEM PLAN COMMUNITY EVENT (TSP OPEN HOUSE) #1 SUMMARY

Date: March 14, 2016

Time: 6:00 PM to 7:30 PM

Location: City Council Chambers, Fairview City Hall  
1300 NE Village St, Fairview, OR 97024

Purpose: The purpose of this community meeting was to provide an orientation to the Transportation System Plan (TSP) project, review TSP Goals and Objectives, obtain input on the identified needs for transportation in Fairview, and to generate ideas for potential solutions.

## I. Agenda/Stations

The open house followed a self-guided format with the following stations:

Station 1: TSP Process

Station 2: TSP Goals and Objectives

Station 3: Pedestrian Issues

Station 4: Bicycle Issues

Station 5: Roadway Issues

A copy of the posters and other meeting materials are attached to this summary.

## II. Attendees

Nine people attended the meeting including four project team attendees.

Project Team	
Mat Dolata	DKS Associates
Jordin Ketelsen	DKS Associates
Stephanie Millar	Oregon Department of Transportation
Erika Palmer	City of Fairview

### **III. Summary of Discussions and Written Comments**

A handout was provided for attendees to give their feedback. A copy of the handout is attached. A summary of the handout comments received as well as takeaways from discussions during the event is listed below:

- Vehicles parking on Blue Lake Road (especially near the disc golf course) can be an obstacle to bike travel.
- Community members expressed interest in plans to connect bicycle facilities in Fairview to the proposed 40-mile regional trail and bike route.
- Interest was expressed in coordinating with the ongoing Gresham Active Transportation Plan.
- Brian Cooper (City Council) said he would send a list of potential bike connections to the project team within the week.
- A desire for a guardrail on the east side of NE 223<sup>rd</sup> Avenue north of NE Sandy Boulevard was expressed due to safety concerns related to the ravine located adjacent to the roadway.



## **Fairview Transportation System Plan Update**

### **Community Open House #1**

**Monday, March 14, 2016**

**6:00-7:30 p.m.**

City Council Chambers, Fairview City Hall  
1300 NE Village Street, Fairview, OR 97024

### **Agenda**

6:00 PM SELF-GUIDED FORMAT

#### Station 1: TSP Process

- Poster – TSP Purpose, Schedule, & Public Involvement

#### Station 2: TSP Goals and Objectives

- Poster – Proposed TSP Goals and Objectives
- Paper for attendees to suggest changes or new ideas

#### Station 3: Pedestrian Issues

- Poster - Pedestrian Facilities & Key Issues
- Pens and stickers provided to add input

#### Station 4: Bicycle Issues

- Poster - Bicycle Facilities & Key Issues
- Pens and stickers provided to add input

#### Station 5: Roadway Issues

- Poster - Roadways & Key Issues
- Pens and stickers provided to add input



Transportation System Plan Update  
Community Open House #1  
March 14, 2016  
6:00 – 7:30 p.m.

## **WELCOME to the Fairview TSP Open House!**

The Open House follows a self-guided format. Please visit each of the displays located around the room to review the maps and key issues.

### **Open House Stations**

- **TSP Process** - Station 1
- **TSP Goals and Objectives** - Station 2
- **Pedestrian Issues** - Station 3
- **Bicycle Issues** - Station 4
- **Roadway Issues** - Station 5

The purpose of Open House #1 is to hear from you. Help us understand what is most important for making Fairview a better and safer place to walk, bike and drive! You can provide your comments at the displays or complete this comment form.

Please complete the comment form before you leave or return it by **Monday, March 21** to:

Erika Palmer  
1300 NE Village St.  
Fairview, OR 97024  
(503) 674-6242  
[palmere@ci.fairview.or.us](mailto:palmere@ci.fairview.or.us)

## **Thank You!**

For more project information or to provide your feedback online visit **fairvieworegon.gov** and click on Planning Services & Transportation

## Transportation Priorities

With limited funding to make improvements to the transportation system, what types of projects do you feel the city should focus on? Select the three issues you think are most important or add topics that are not listed.

- Increase the convenience and availability of pedestrian and bicycle modes
- Provide for efficient motor vehicle travel to and through the city
- Provide transit service and amenities that encourage a higher level of ridership
- Provide an equitable, balanced, and connected multi-modal transportation system
- Enhance the health and safety of residents
- Foster a sustainable transportation system
- Ensure the transportation system supports a prosperous and competitive economy
- Coordinate with local and state agencies and transportation plans
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_

What do you like about traveling in Fairview that should be maintained?

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Do you feel unsafe driving, biking or walking anywhere in Fairview?

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Are there places that are too difficult to get to?

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## Pedestrian Issues

What keeps you from walking instead of driving?

- Streets too steep
- Bad weather
- Destinations are too far away
- Lack of sidewalks
- No safe route to my destination
- Too dark/unsafe
- Other: \_\_\_\_\_  
\_\_\_\_\_

What streets and intersections need improvements to make walking and crossing the street safer (e.g., sidewalks)?

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## Bicycle Issues

What keeps you from riding a bike instead of driving?

- Streets too steep
- Bad weather
- Destinations are too far away
- Lack of bike lanes
- Lack of bike parking
- No safe route to my destination
- Too dark/unsafe
- Other: \_\_\_\_\_  
\_\_\_\_\_

What streets (or other locations) would benefit the most from improved bicycle facilities (e.g., bike lanes)?

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## Driving Issues

**How could driving best be improved in Fairview?**

- Improved traffic signal timing
- Improved roadway connectivity
- Improved alternate routes to I-84
- Safety improvements
- Improved public parking
- Other: \_\_\_\_\_

\_\_\_\_\_

**What streets or intersections have the greatest need for improvements to make traveling by car safer and easier?**

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

## Public Transit Issues

**For what purpose(s) do you use public transit?**

- Commute to work
- Personal use
- I don't use public transit
- Other: \_\_\_\_\_

\_\_\_\_\_

**How could public transit service best be improved?**

- Add more stops in Fairview
- Increase bus frequency
- Increase hours of operation
- Improve amenities at bus stops (bench, shelter, lighting, etc.)
- Improve information at bus stops (signage, schedule, fare, etc.)
- Improve sidewalk connections to bus stops
- Reduce bus fare
- Other: \_\_\_\_\_

\_\_\_\_\_







## TRANSPORTATION SYSTEM PLAN UPDATE OPEN HOUSE #1

### What is a TSP?

- ▶ Provides long-range direction for development of transportation facilities and services for all modes
- ▶ Updates Comprehensive Plan (Transportation Element)
- ▶ Includes transportation standards, future improvements and a finance program
- ▶ Facilitates cost-effective use of funds and demonstrates project need and readiness (for grant pursuits)

### What does a TSP do?

- ▶ Establish an efficient network of arterial/collector roadways
- ▶ Provide standards for layout, spacing, and connectivity of streets
- ▶ Protect facilities and corridors for intended uses
- ▶ Identify public transportation services to meet basic needs
- ▶ Define a network of sidewalks and bikeways linking key destinations
- ▶ Develop a finance program that is reasonably likely to be funded
- ▶ Provide consistency with state and regional plans

### What are the key issues for the 2016 TSP?

- ▶ Plan for a complete multi-modal system that supports a Healthy Eating and Active Living (HEAL) community
- ▶ Incorporate recent planning efforts (e.g., Metro RTP, East Metro Connections Plan, Sandy and Halsey Corridor Plans, TriMet Service Enhancement Plan)
- ▶ Prioritized list of projects and solutions, with reasonable funding forecasts for 2035
- ▶ Safety strategies for collision “hot spots”
- ▶ Clear and consistent standards to support planned land uses and development

### We want to hear from you

- ▶ Are we missing any key issues or needs?
- ▶ What projects or solutions should be considered?
- ▶ What is most important to you for traveling in Fairview?



# TRANSPORTATION SYSTEM PLAN UPDATE

## OPEN HOUSE #1

### Project Schedule

June 2015 – August 2015	Background Plan and Policy Review
September 2015 – February 2016	Existing Conditions and Future Needs Analysis
March 2016 – May 2015	Develop and Evaluate Solutions
June 2016 – August 2016	Draft TSP
September 2016 – November 2016	Implementation Ordinances & Adoption

### Public Involvement Opportunities

**Open House #1** – Overview of project purpose, goals, and key issues identified from the analysis of existing and future conditions

**Open House #2** – Present evaluation of solutions and potential recommendations (Summer 2016)

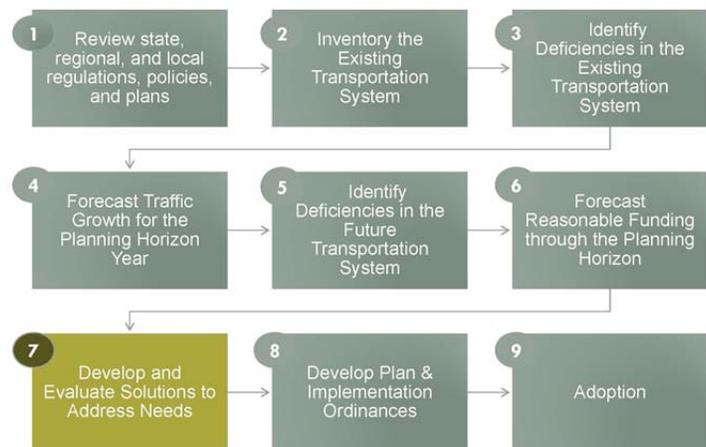
**Open House #3** – Overview of Draft TSP prior to adoption (Fall 2016)

**Website** – visit the Planning Services page at [fairvieworegon.gov](http://fairvieworegon.gov) to keep informed throughout the process

### What happens next?

- ▶ Potential solutions will be developed and discussed with the Community and Technical Advisory Committees
- ▶ Solutions will be evaluated based on evaluation criteria that reflect TSP Goals & Objectives
- ▶ Transportation standards will be reviewed and updated
- ▶ Explore transportation funding opportunities
- ▶ Initial recommendations will be presented at TSP Open House #2 (Summer 2016)

### TSP Update Technical Process





## TRANSPORTATION SYSTEM PLAN UPDATE OPEN HOUSE #1

### **Goal 1: Livability**

Plan, design and construct transportation facilities in a manner which enhances the livability of Fairview.

### **Goal 2: Balanced Transportation Choices**

Provide choices for travelers in Fairview by developing a well-connected and balanced transportation system for all modes of transportation.

### **Goal 3: Safety**

Strive to achieve a safe transportation system by developing facility design standards, access management policies and speed controls that consider all modes of transportation.

### **Goal 4: Performance-Based**

Manage the transportation system based on performance measures set and maintained by the City.

### **Goal 5: Accessibility**

Develop transportation facilities which are accessible to all members of the community and minimize out of direction travel.

### **Goal 6: Efficiency**

Provide for efficient movement of goods and services.

### **Goal 7: Coordination**

Implement the Transportation System Plan (TSP) in a coordinated manner.

### **Goal 8: Health**

Develop the transportation system to support healthy and active living choices for community members.

### **Objectives**

See printout for full list of the proposed TSP objectives corresponding to the 8 goals above. The objectives include descriptions about positions and actions the City may take to support realizing the goals and objectives of the TSP.



## **Goal 1 - Livability**

**Plan, design and construct transportation facilities in a manner which enhances the livability of Fairview.**

**Objective 1:** Maintain the livability of Fairview through proper location and design of transportation facilities.

*The City will ensure that transportation facilities are designed to preserve and respect the characteristics of the surrounding land uses, natural features, and other community amenities.*

**Objective 2:** Provide direct, safe, secure and desirable pedestrian, bicycle, and transit access.

*The City will support active transportation (travel by walking, biking, etc.) connections between key activity centers, transit services, and existing (and planned) transportation facilities. The City will develop and maintain design standards and spacing standards for active transportation facilities (including sidewalks, trails, and bike routes).*

**Objective 3:** Protect neighborhoods from excessive vehicular through traffic and travel speeds while providing reasonable access to and from residential areas.

*The City will develop and maintain transportation facility design standards and criteria for neighborhood traffic management in new development and existing neighborhoods. Measures to be developed may include narrower streets, speed humps, traffic circles, curb/sidewalk extensions, curving streets, and diverters.*

**Objective 4:** Relate roadway design to intended use.

*The City will develop a functional roadway classification system for Fairview which is coordinated with County, Regional and State roadway classification systems. Appropriate design standards for roadways in the City should be coordinated and developed by the responsible jurisdiction.*

## **Goal 2 - Balanced Transportation Choices**

**Provide choices for travelers in Fairview by developing a well-connected and balanced transportation system for all modes of transportation.**

**Objective 1:** Develop and implement transportation facility design standards that recognize the multi-purpose nature of the street right-of-way for utility, pedestrian, bicycle, transit, truck and auto use.

*The City will develop and maintain a series of system maps and design standards for motor vehicles, bicycle, pedestrian, transit and truck facilities in Fairview.*

**Objective 2:** Coordinate with Tri-Met to improve transit services in Fairview.



*The Regional Transportation Plan (RTP) and Tri-Met service plan will guide development of Fairview's transit services. The City will support Tri-Met transit services by providing bicycle and pedestrian connections to transit stops. The City will seek to develop transit-supportive land uses to further grow transit ridership.*

**Objective 3:** Construct bicycle lanes on all arterials and collectors within Fairview (with construction or reconstruction projects). Provide direct access to bikeways at all schools, parks, public facilities and retail areas.

*The City will develop and maintain a plan for bicycle facilities in Fairview which connects key activity centers (such as schools, parks, public facilities and retail areas). Design standards for bicycle facilities within Fairview will be developed and maintained.*

**Objective 4:** Construct sidewalks on all streets within Fairview (with construction or reconstruction projects), except where a specific alternative plan has been developed (e.g., Fairview Village Plan). Provide direct access to sidewalks or trails at all schools, parks, public facilities and retail areas.

*The City will develop and maintain a plan for pedestrian facilities in Fairview which connect key activity centers (such as schools, parks, public facilities and retail areas). The City will develop and maintain design standards for pedestrian facilities within Fairview.*

**Objective 5:** Develop active transportation facilities that serve recreational users and link to recreational trails.

*The City will support developing connections between recreational trails, other active transportation facilities, and activity centers. Transportation facility design standards will consider the needs of recreational users.*

**Objective 6:** Provide local street connectivity to minimize out-of-direction travel, especially for people who walk and bike.

*The City will prioritize bicycle and pedestrian connections that provide direct access. Local or neighborhood streets should be located at a maximum distance of 530 feet apart, with active transportation connections no more than 330 feet apart. Active transportation connections can be provided via pedestrian/bike paths between cul-de-sacs and/or greenways, even where roadway connectivity does not exist or is not feasible.*

**Objective 7:** Participate in transportation demand management (TDM) programs and strategies.

*The City will support the implementation of local, regional, and statewide Transportation Demand Management (TDM) programs and strategies. The City will seek opportunities to encourage shifts to off-peak travel periods and reduce overall motor vehicle trips.*



**Objective 8:** Ensure the development code supports transportation connectivity between compatible land uses with bicycle, pedestrian and transit travel.

*Land development code provisions should ensure that compatible land uses do not erect barriers which inhibit transit service or prohibit pedestrian or bicycle connections. Barriers that limit convenient access and create out-of-direction travel should be avoided. An example includes borders between high-density residential uses and adjoining retail centers.*

### **Goal 3 - Safety**

**Strive to achieve a safe transportation system by developing facility design standards, access management policies and speed controls that consider all modes of transportation.**

**Objective 1:** Relate transportation facility design to the intended use and be sensitive to context.

*The City will develop a functional classification system which meets the City's needs and respects needs of other agencies (Multnomah County, Metro, ODOT) and neighboring communities. The City's street design guidelines should be responsive to practical needs of individual cases to limit environmental and cost impacts, and the city staff should have authority to approve context sensitive design exceptions on construction projects that meet the basic needs of the system.*

**Objective 2:** Maintain transportation infrastructure to safe standards.

*The City will maintain facilities under City jurisdiction and will-coordinate with Multnomah County and/or ODOT for the maintenance of-other facilities within the City.*

**Objective 3:** Provide safe and secure active transportation facilities and crossings that create connections between parks and other activity centers in Fairview.

*The City will consider safety and security for all travelers in the design of active transportation facilities and roadway crossings.*

**Objective 4:** Designate safe and secure routes to schools for each school and any new residential project will identify the safe path to school for children.

*The City will work with the school district, citizens, and developers to support development and identification of safe school routes.*

**Objective 5:** Implement City access management standards for arterial and collector streets that are consistent with ODOT, Metro and Multnomah County policies and standards, where applicable.



*The City will apply jurisdictional access standards to all new road construction and new development. For roadway reconstruction, existing driveways will be compared with the standards and a reasonable attempt will be made to comply (consolidating driveways accessing or a lower classification street are examples).*

**Objective 6:** Use historical crash data to identify, evaluate and prioritize high accident locations within the City.

*The City will review traffic accident information regularly to systematically identify, prioritize and remedy safety problems. The City will work with agency partners to develop a list of high collision sites and projects necessary to reduce crashes. The City will require development applications to identify mitigation for high collision locations if they generate 10% increase to existing traffic on an approach to a high collision intersection.*

**Objective 7:** Improve transportation safety through a comprehensive program of engineering, education and enforcement.

*Safe transportation facility design should be complemented by traveler education and law enforcement to support safe travel for all users.*

**Objective 8:** Meet Illuminating Engineering Society (IES) lighting standards for all new roadways. Existing roadways will be systematically retrofitted with energy efficient roadway lighting.

*The City will coordinate with the County lighting district to prioritize roadway lighting improvements near routes to schools, parks, and the town center.*

#### **Goal 4 - Performance-Based**

**Manage the transportation system based on performance measures set and maintained by the City.**

**Objective 1:** Set a minimum intersection level of service standard for the City of Fairview. All public facilities will be designed to meet this standard.

*To balance the provision of roadway capacity with available funding, Level of service D (as defined by the Highway Capacity Manual), is recommended as the minimum performance standard for roadway intersection operations.*

**Objective 2:** Establish parking ratios to provide adequate parking, while providing an incentive to limit the use of the single occupant vehicle.

*The City will list parking standards in the development code. Lower parking ratios reduce land costs and may encourage travel by active transportation modes.*



**Objective 3:** Provide a cost-effective transportation system where the public, land use development and users pay their respective share of the system's costs proportional to their respective demands placed upon the multi-modal system.

*The City will explore proportional, sustainable, and equitable funding sources to maintain and improve the transportation system.*

**Objective 4:** Give priority to transportation solutions that help to advance multiple goal areas.

*The City will prioritize transportation investments where multiple goals and objectives can be met (e.g., supporting active transportation connections, improving safety, enhancing neighborhood livability).*

**Objective 5:** Strive to reduce total vehicle miles traveled (VMT) in Fairview and the region.

*The City will consider opportunities and strategies aimed at reducing the transportation system VMT.*

## **Goal 5 - Accessibility**

**Develop transportation facilities which are accessible to all members of the community and minimize out of direction travel.**

**Objective 1:** Design and construct transportation facilities to provide equitable access and barrier-free transportation choices for all people.

*The City will provide transportation facilities that meet the requirements of the Americans with Disabilities Act. Transportation standards and improvements will consider the needs of all people (including low income, children, elderly, and those with disabilities).*

**Objective 2:** Develop neighborhood and local connections to provide adequate circulation in and out of the neighborhoods.

*The City will work toward the connection of transportation facilities as funds are available and opportunities arise. Local or neighborhood streets should be located at a maximum distance of 530 feet apart, with active transportation connections no more than 330 feet apart.*

**Objective 3:** Coordinate with Multnomah County, Metro, and ODOT to develop an efficient arterial grid system that provides access within the City, and serves through travelers.

*The City will seek to balance the mobility needs of through travelers with the accessibility needs of local land uses on the arterial street system. The arterial street system should facilitate multimodal connectivity.*

**Objective 4:** Reduce total housing and transportation costs for residents of Fairview.



*The City will encourage transportation system investments that allow housing diversity and mixed land uses and help reduce the total housing and transportation costs for residents of Fairview. The City will support development of pedestrian and bicycle access to transit services, to reduce transportation costs in the community.*

**Objective 5:** Strive for equity in the distribution of benefits from potential transportation improvements and work towards fair transportation access for all users.

*The City will consider the distribution of benefits and impacts from potential transportation improvements.*

### **Goal 6 - Efficiency**

**Provide for efficient movement of goods and services.**

**Objective 1:** Reduce travel times and improve travel time reliability for all modes including freight and transit.

*The City will seek to advance travel strategies that are identified in the Metro Regional Mobility Corridors, East Metro Connections Plan, and other plans and programs that support efficient goods movement.*

**Objective 2:** Require safe routing of hazardous materials consistent with federal and state guidelines.

*The City will work with federal agencies, the Public Utility Commission, the Oregon Department of Energy and ODOT to assure consistent laws and regulations for the transport of hazardous materials.*

**Objective 3:** Work with Multnomah County, Metro and ODOT to develop, operate and maintain intelligent transportation systems and technological solutions that reduce travel delay and improve system efficiency, including coordination of traffic signals and improved traveler information.

*The City will support strategies to improve the distribution of travel information through active management (TSMO) techniques and Intelligent Transportation Systems (ITS) solutions.*

### **Goal 7 - Coordination**

**Implement the Transportation System Plan (TSP) in a coordinated manner.**

**Objective 1:** Coordinate and cooperate with adjacent communities and partner agencies (including Multnomah County, Wood Village, Troutdale, Gresham, Metro and ODOT) when necessary to develop transportation projects which benefit the region as a whole in addition to the City of Fairview.



*The City will maintain plan and policy conformance to the Oregon Transportation Plan, Regional Transportation Plan and Transportation Planning Rule (OAR 660-012). The City will seek compatibility with all adjacent county and city jurisdiction plans.*

**Object 2:** Consider overall transportation system costs and benefits when identifying project solutions and prioritizing public investments.

*The City will consider impacts to the overall transportation system when evaluating transportation improvements within Fairview. The City will seek opportunities to collaborate with neighboring communities and partner agencies on identifying and funding transportation projects.*

## **Goal 8 - Health**

**Develop the transportation system to support healthy and active living choices for community members.**

**Objective 1:** Provide an environment in which people are encouraged to walk, bike, or use other active modes of transportation.

*The City will aim to remove barriers to travel that create indirect, difficult, or uncomfortable travel for active transportation modes. The City will support and encourage the provision of active transportation amenities such as bicycle parking and transit stop shelters.*

**Objective 2:** Provide comfortable active transportation facilities for all ages and ability-levels.

*The City will support less able travelers choosing to walk or bike in Fairview by developing a well-linked network of comfortable walking and biking routes. Comfortable routes may include low-speed streets and separated facilities (such as trails and paths). The comfort of the shared roadways may be increased by applying green street features, traffic calming techniques and design elements, improved lighting, and high-visibility roadway crossings.*

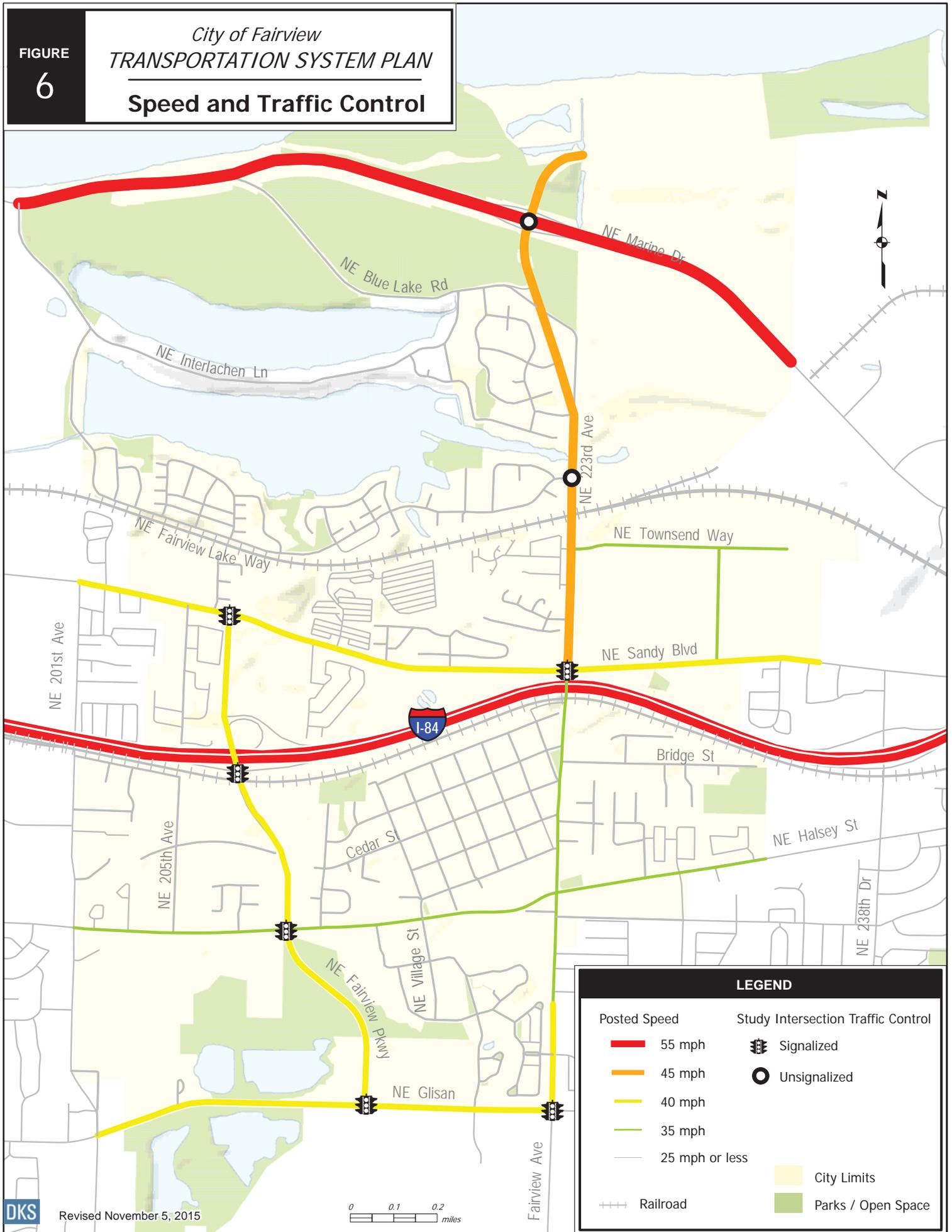
**Objective 3:** Minimize negative impacts to the natural environment.

*The City will aim to avoid adverse impacts to the scenic, natural, and cultural resources in Fairview.*

**Objective 4:** Support reductions in vehicle emissions.

*The City will support strategies that aim to reduce green gas emissions and improve air and water quality.*

City of Fairview  
TRANSPORTATION SYSTEM PLAN  
Speed and Traffic Control

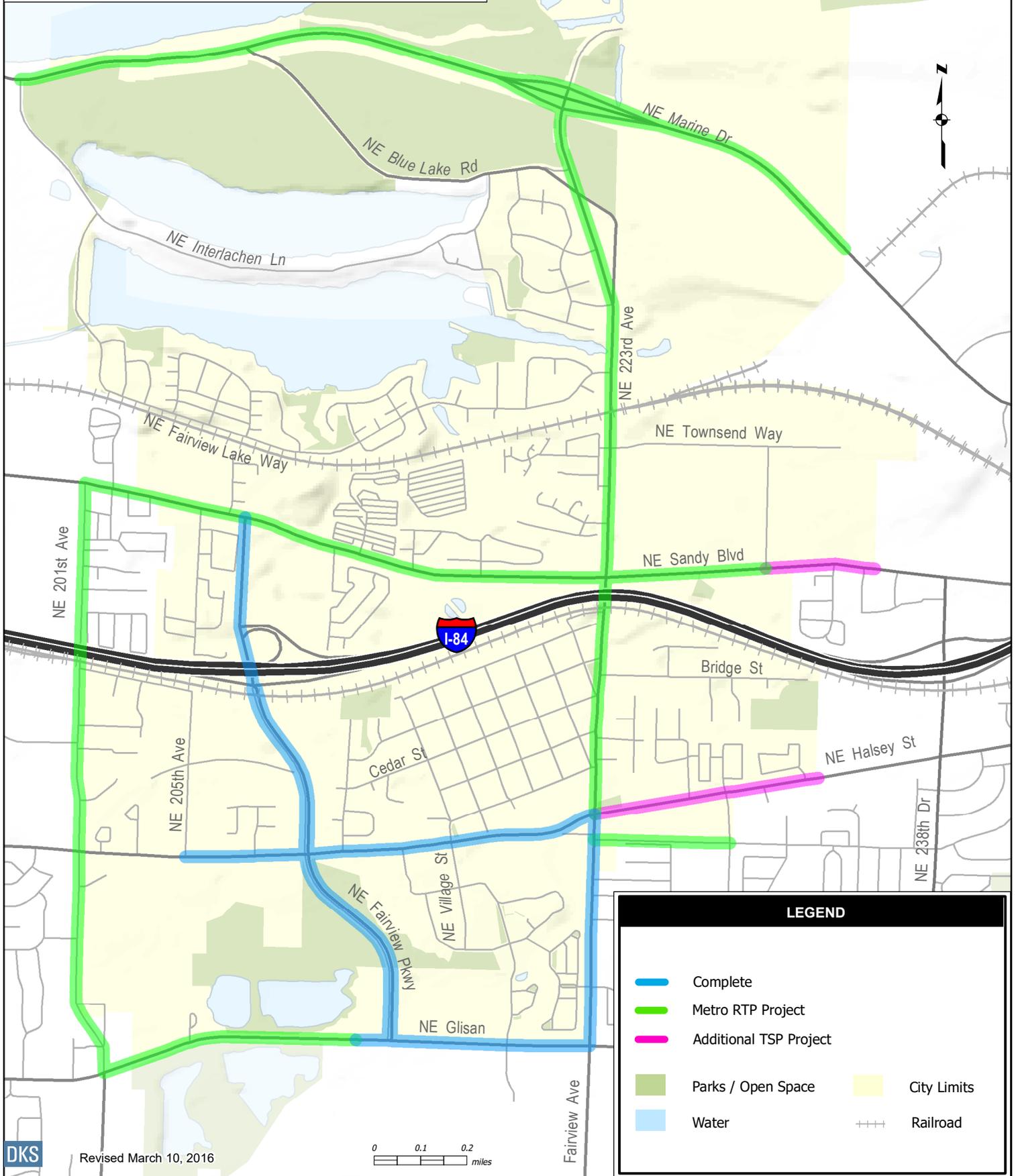


FIGURE

A

# City of Fairview TRANSPORTATION SYSTEM PLAN

## Motor Vehicle Facility Completeness on Major Collectors and Arterials



### LEGEND

- Complete
- Metro RTP Project
- Additional TSP Project
- Parks / Open Space
- Water
- City Limits
- +—+— Railroad

# Summary of Motor Vehicle Needs

## Roadways Not Built to Standard

- 223<sup>rd</sup> Ave (Arata Rd to Marine Dr)
- Arata Rd (between 223<sup>rd</sup> Ave and 238<sup>th</sup> Ave)
- Sandy Blvd west of 223<sup>rd</sup> Ave should have a street design that supports neighborhood activities and safe bicycle and pedestrian travel. East of 223<sup>rd</sup> Ave, Sandy Blvd should support industrial and commercial uses.
- 201<sup>st</sup> Ave (Glisan St to Sandy Blvd)
- Sandy Blvd and Halsey St do not meet access spacing standards

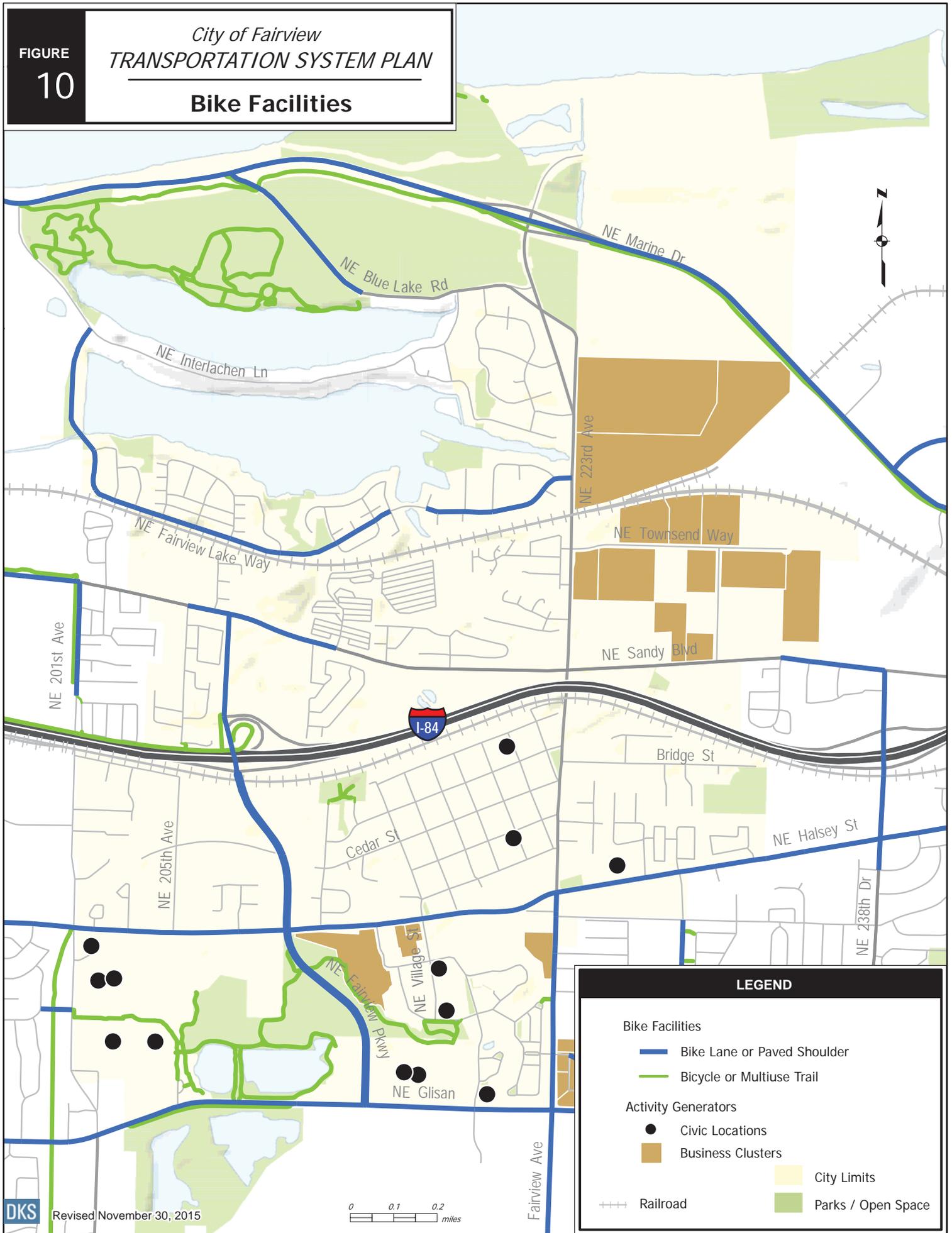
## Safety

- Sandy Blvd and Halsey St collision rates exceed statewide averages
- I-84 at the Fairview Parkway interchange, 223<sup>rd</sup> Ave near Halsey St and 223<sup>rd</sup> Ave near Glisan St were identified as safety concerns
- The intersection of Arata Rd and Wood Village Blvd needs pedestrian improvements to ensure there is not a repeat of the fatal collision that occurred in 2012

## Traffic Operations (forecasted through 2035)

- Fairview Parkway between Sandy Blvd and Glisan St
- Glisan St between Fairview Parkway and 223<sup>rd</sup> Ave
- North-south capacity improvements that connect to Stark St to Glisan St between 201<sup>st</sup> Ave and Fairview Parkway will be needed to accommodate forecasted future traffic volumes
- 223<sup>rd</sup> Ave/Glisan St intersection congestion
- Two stop-controlled intersections on 223<sup>rd</sup> Ave/Marine Dr and 223<sup>rd</sup> Ave/Fairview Lake Way are expected to fail to meet the mobility standard

City of Fairview  
TRANSPORTATION SYSTEM PLAN  
Bike Facilities



LEGEND

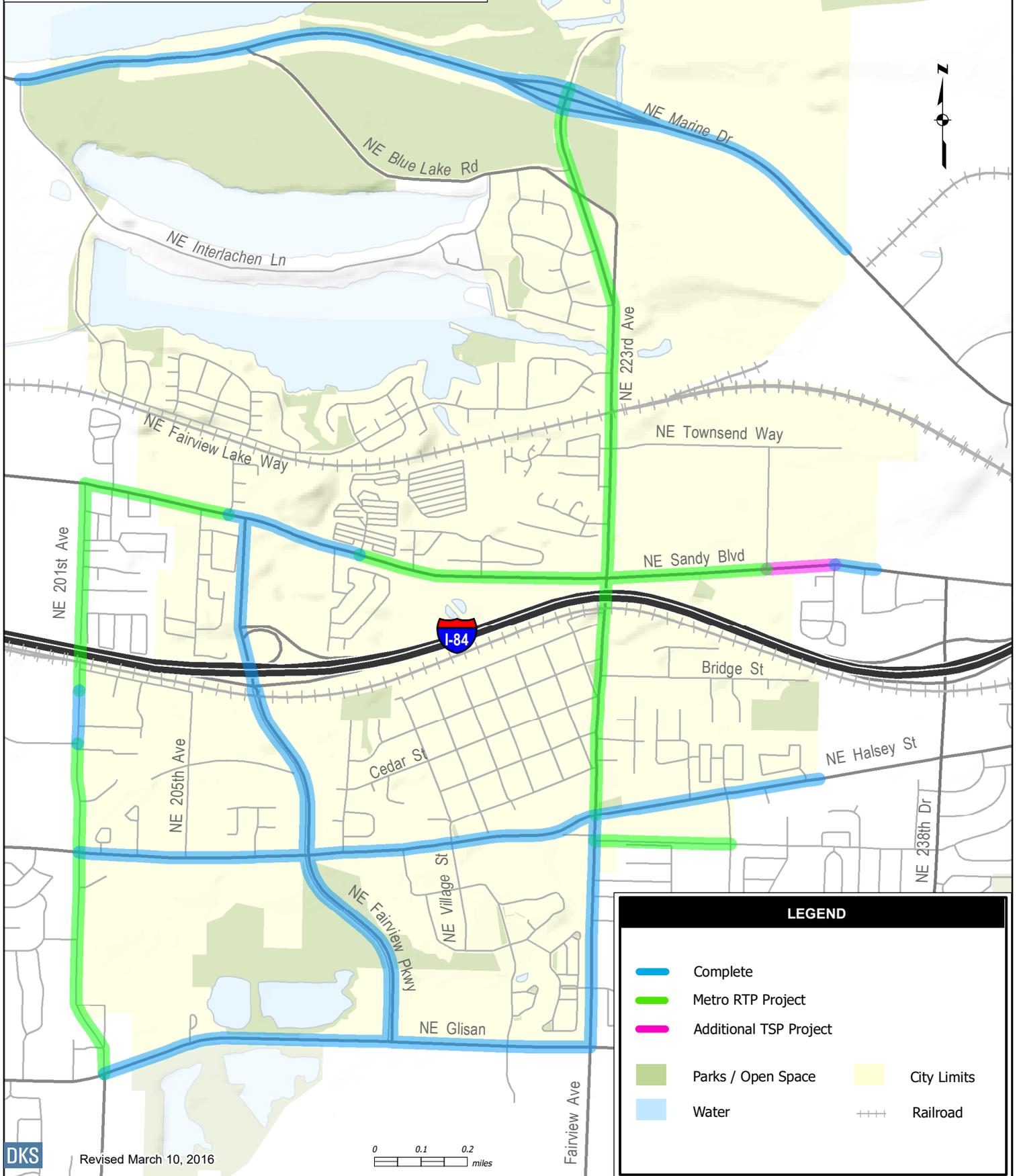
- Bike Facilities**
- Bike Lane or Paved Shoulder
  - Bicycle or Multiuse Trail
- Activity Generators**
- Civic Locations
  - Business Clusters
- City Limits
- Parks / Open Space
- Railroad

FIGURE

B

City of Fairview  
**TRANSPORTATION SYSTEM PLAN**

Bicycle Facility Completeness  
on Major Collectors and Arterials



# Summary of Bicycle Needs

## Roadways Not Built to Standard

- 223<sup>rd</sup> Ave (Halsey St to Marine Dr)
- Arata Rd (between 223<sup>rd</sup> Ave and 238<sup>th</sup> Ave)
- Sandy Blvd (between Fairview Pkwy and 238<sup>th</sup> Ave)
- 201<sup>st</sup> Ave (Glisan St to Sandy Blvd)

## Key Bicycle Connections

- The railroad bridge over 223<sup>rd</sup> Ave provides space for a two-lane roadway only. Pedestrians and bicycles currently have to pass under the bridge on the roadway, unsafely climb around on the steep dirt shoulder, or climb up to the bridge and illegally cross the railroad tracks.
- Lack of bicycle facilities on NE Blue Lake Road east of the entrance to Blue Lake Park.
- Industrial areas north of I-84 and east of 223<sup>rd</sup> Avenue are identified as not meeting regional mode share targets in 2035 and may benefit from strategies to enhance pedestrian and bicycle opportunities in the area.

City of Fairview  
TRANSPORTATION SYSTEM PLAN  
Pedestrian Facilities



LEGEND

Pedestrian Facilities

- Full Sidewalk
- - - Partial Sidewalk
- Pedestrian or Multiuse Trail
- Arterial Street Crosswalk

Activity Generators

- Civic Locations
- Business Clusters
- City Limits
- Parks / Open Space

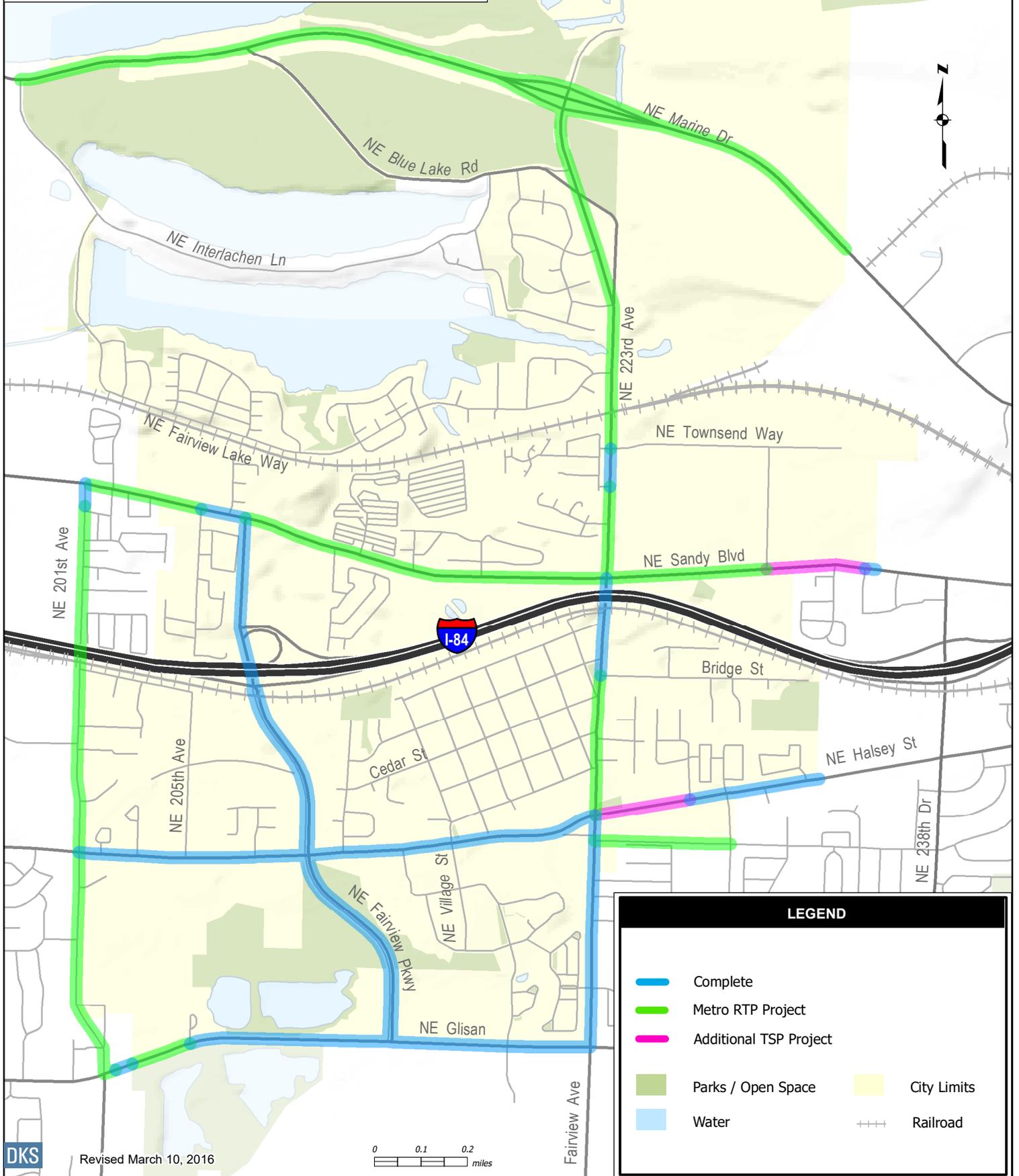
- + + + Railroad

FIGURE

C

# City of Fairview TRANSPORTATION SYSTEM PLAN

## Pedestrian Facility Completeness on Major Collectors and Arterials



# Summary of Pedestrian Needs

## Roadways Not Built to Standard

- 223<sup>rd</sup> Ave (Halsey St to Marine Dr)
- Arata Rd (between 223<sup>rd</sup> Ave and 238<sup>th</sup> Ave)
- Sandy Blvd west of 223<sup>rd</sup> Ave should have a street design that supports neighborhood activities and safe bicycle and pedestrian travel. East of 223<sup>rd</sup> Ave, Sandy Blvd should support industrial and commercial uses.
- 201<sup>st</sup> Ave (Glisan St to Sandy Blvd)

## Safety

- The intersection of Arata Rd and Wood Village Blvd needs pedestrian improvements to ensure there is not a repeat of the fatal collision that occurred in 2012

## Key Pedestrian Connections

- Gaps in the sidewalk system and limited crossing opportunities on roadways that have transit service (i.e., Sandy Blvd and 223<sup>rd</sup> Ave) impede connectivity to transit.
- The railroad bridge over 223<sup>rd</sup> Ave provides space for a two-lane roadway only. Pedestrians and bicycles currently have to pass under the bridge on the roadway, unsafely climb around on the steep dirt shoulder, or climb up to the bridge and illegally cross the railroad tracks.
- Several residential neighborhoods lack sidewalks along all streets (e.g. Old Town Fairview near Fairview Elementary School).
- Industrial areas north of I-84 and east of 223<sup>rd</sup> Avenue are identified as not meeting regional mode share targets in 2035 and may benefit from strategies to enhance pedestrian and bicycle opportunities in the area.
- Limited pedestrian connectivity exists between Arata Rd and Halsey St east of 223<sup>rd</sup> Ave