

ORDINANCE NO. 378-0

AN ORDINANCE REVISING THE TROUTDALE COMPREHENSIVE PLAN INVENTORY AND AMENDING ORDINANCE NO. 252.

WHEREAS, Pursuant to ORS 271.120 a hearing was held on March 23, 1982, at which the Common Council made the following findings:

1. The City's Comprehensive Plan does not yet comply with Statewide Planning Goal 12 (Transportation) for reasons set forth in Section IV in the Land Conservation and Development Commission's report dated February 9, 1982.
2. The changes as shown in the attached pages from the text of the Comprehensive Plan Inventory, referred to as Exhibit "A", will resolve one of the aforementioned plan deficiencies and are consistent with the State's Land Use Goals.
3. Exhibit "A" has been reviewed and recommended by the Troutdale Planning Commission and commented on by the CAC.
4. There has been opportunity for citizen review.
5. Exhibit "A" is consistent with remaining portions of the text.
6. The changes are in the public interest.

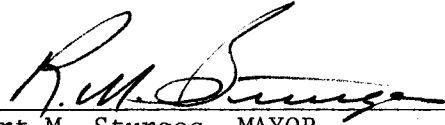
NOW, THEREFORE BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF TROUTDALE, THAT:

The Comprehensive Plan Inventory be changed as shown in the attached Exhibit "A".

PASSED BY THE COMMON COUNCIL OF THE CITY OF TROUTDALE THIS 23 DAY OF March 1982.

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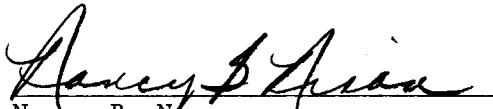
NAYS 0



Robert M. Sturges, MAYOR

Date signed 3-24-82

ATTEST:



Nancy B. Nixon  
Nancy B. Nixon  
FINANCE DIRECTOR/CITY RECORDER

## AMENDMENT TO THE INVENTORY, "TRANSPORTATION" SECTION.

### Public Transit

Due to the relatively compact size of the Troutdale community and the lack of a strong focal point as an activity setting within the City, Troutdale effectively has no intra-city public transit and none is envisaged through the plan period.

The Tri-Met bus system presently provides what is basically a regional public transit service for the Troutdale community. Three bus lines serve the area. #18 is a direct commuter line from Troutdale to downtown Portland, Monday through Friday. #80 runs between Troutdale and Gresham through the week, with a transfer and time point at Mt. Hood Community College. On limited runs on this line, the route extends north to include the Troutdale Industrial Area (Reynolds Metal). #20, originating at Mt. Hood Community College, provides alternate service to Downtown Portland, Monday through Saturday.

Public transit is an area-wide responsibility. Within this construct, Troutdale in recent years has worked to improve transit service to its residents, and will continue to do so. Line 80, a shuttle between Troutdale and Mt. Hood Community College, is the result of such efforts. The City recognizes that the key to providing transportation opportunity to the economically disadvantaged is basically that of improving public transit.

With light-rail scheduled to come on line on the Eastside in 1985, Troutdale will be working with Tri-Met to provide linkages to the regional transit system at terminals and transfer points. Additionally, the City will involve Tri-Met in community plans to serve intra-community needs as development occurs.

### Bikeways and Pedestrian Paths

The City has a standing policy to encourage the provision of bikeways and pedestrian paths, to enable residents to travel safely by bike and on foot. Both these means of transportation, as well as public transit, are recognized as legitimate and desirable alternatives to the automobile (Major Policy 4).

Bikeways and pedestrian paths are developed through a number of mechanisms. For recreational purposes, these are developed primarily according to the City Parks Plan, which lays out the system and sets design standards. At the present time, the City has an adequate trail system through its parks. The proposed regional 40-Mile (Bike) Loop project is gaining momentum, after more than half-a-century of intermittent effort, and will likely see completion within the decade. The eastern boundary of this bike route goes through Troutdale along the Sandy River and north-west towards Blue Lake Park. The City's Parks staff has been actively involved in the project and will coordinate

planning on that section of the Loop within City limits.

Bikeways and pedestrian paths are further developed as result of the development process. The City's Subdivision Ordinance has been instrumental in nearly completing a public greenway along Beaver Creek through open space dedication from new developments, and in providing for bike paths and pedestrian walkways to interconnect parks and residential areas and to integrate scenic corridors.

#### **Provisions for the Handicapped**

The City's Zoning Ordinance provides for mandatory handicapped parking spaces for all land uses except one and two-family dwellings. The City also requires standard wheelchair ramps in all new subdivisions according to provisions of the Uniform Building Code. As funds are made available or grants obtained for public works improvements in built-up areas, the City has been undertaking these improvements with standard accommodations for the wheelchair. The City will also work with Tri-Met in improving transportation accessibility for the handicapped.