



CITY COUNCIL

David Ripma, Mayor

Zach Andrews
Geoffrey Wunn
Jesse Davidson

Carol Allen
Glenn White
John Leamy

Agenda Tuesday, February 10, 2026

Regular Meeting | 7:00 PM

Troutdale Police Community Center - Kellogg Room
234 SW Kendall Ct, Troutdale, OR 97060

1. Pledge of Allegiance, Roll Call, Agenda Update

2. Public Comment:

Public Comment on non-agenda and consent agenda items is welcome at this time. Public comment on agenda items will be taken at the time the item is considered. Public comments should be directed to the Presiding Officer and limited to matters of community interest or related to matters which may, or could, come before Council. Each speaker shall be limited to 5 minutes for each agenda item unless a different amount of time is allowed by the Presiding Officer, with consent of the Council. The Council and Mayor should avoid immediate or protracted responses to citizen comments.

3. Consent Agenda:

3.1 Minutes: January 13, 2026 City Council Regular Meeting.

3.2 A resolution approving the real property purchase on NE Harlow Road adjacent to the Sandy River in Troutdale.

3.3 A motion to authorize a letter of support for the Stark Street Bridge.

4. Presentation:

4.1 Troutdale Arts Festival now Cascadia Fine Arts Festival asking for City sponsorship request. - Martha Denham and Ellen Green

5. Resolution:

5.1 A resolution supporting the East Multnomah County Transportation Safety Action Plan Final Report. - Dakota Meyer, Associate Planner

6. Report:

6.1 Final Report on the Downtown Parking Study. - Marlee Boxler, Economic Development Coordinator

- 7. Staff Communications
- 8. Council Communications
- 9. Adjournment



David Ripma, Mayor
Dated: February 5, 2026

Meeting Participation

The public may attend the meeting in person or via Zoom. Please email info@troutdaleoregon.gov by **5:00pm on Monday, February 9th** to request Zoom meeting access credentials. You may also submit written public comments [via email](mailto:info@troutdaleoregon.gov) to info@troutdaleoregon.gov no later than **5:00pm on Monday, February 9th**. City Council Regular Meetings are broadcast live on Comcast Cable Channel 30 (HD Channel 330) and Frontier Communications Channel 38 and replayed on the weekend following the meeting - Friday at 4:00pm and Sunday at 9:00pm.

Further information and copies of agenda packets are available at: Troutdale City Hall, 219 E. Historic Columbia River Hwy. Monday through Friday, 8:00 a.m. - 5:00 p.m.; on our [Web Page www.troutdaleoregon.gov/meetings](http://www.troutdaleoregon.gov/meetings) or call Sarah Skroch, City Recorder at 503-674-7258.

The meeting location is wheelchair accessible. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours before the meeting to: Sarah Skroch, City Recorder 503-674-7258.

DRAFT**MINUTES**

**Troutdale City Council – Regular Meeting
Troutdale Police Community Center – Kellogg Room
234 SW Kendall Court
Troutdale, OR 97060**

Tuesday, January 13, 2026 – 7:00PM

1. PLEDGE OF ALLEGIANCE, ROLL CALL, AGENDA UPDATE

Mayor Ripma called the meeting to order at 7:00pm.

PRESENT: Mayor Ripma, Councilor Andrews, Councilor Allen, Councilor Wunn, Councilor White, Councilor Davidson and Councilor Leamy.

ABSENT: None.

STAFF: Mike Weston, City Manager; Sarah Skroch, City Recorder; Ed Trompke, City Attorney; Erich Mueller, Finance Director; Erika Palmer, Community Development Director; Marlee Boxler, Economic Development Coordinator, Mollie King, Recreation Program Manager and Anne Paskett, Recreation Coordinator.

GUESTS: See Attached.

Mayor Ripma asked for agenda updates.

Mike Weston, City Manager, replied there are no updates.

2. MOTION: Election of 2026 Council President

Councilor Andrews moved to nominate Councilor White for Council President. Seconded by Councilor Allen. Councilor Davidson moved to nominate Councilor Wunn for Council President. No second.

Councilor Andrew moved to close nominations. Seconded by Councilor Davidson. Motion passed 7-0.

VOTE: Councilor White - Yes; Councilor Davidson – Yes; Councilor Leamy – Yes; Councilor Andrews – Yes; Councilor Allen – Yes; Councilor Wunn – Yes and Mayor Ripma – Yes.

Motion passed 7-0.

Vote on Motion #1, Election of Councilor White as Council President.

VOTE: Councilor White - Yes; Councilor Davidson – Yes; Councilor Leamy – Yes; Councilor Andrews – Yes; Councilor Allen – Yes; Councilor Wunn – Yes and Mayor Ripma – Yes.

Motion passed 7-0.

Councilor White elected Council President.

3. PUBLIC COMMENT: Public comment on non-agenda and consent agenda items is welcome at this time.

Frank Stevens, Troutdale resident, emailed public comment (copy in meeting packet).

4. CONSENT AGENDA:

4.1 MINUTES: December 9, 2025 City Council Regular Meeting

MOTION: Councilor White moved to approve the consent agenda. Seconded by Councilor Allen.
Motion Passed 7-0.

5. PRESENTATION: A presentation from the Recreation Department.

Mollie King, Recreation Program Manager, and Anne Pasket, Recreation Coordinator, presented a PowerPoint presentation (attached as Exhibit A).

Mayor Ripma stated that the Troutdale Recreation Program has been a very popular thing throughout the years.

Councilor Allen stated that she enjoys the recreation department's activities with her grandchildren. Mollie and Anne are doing a good job.

Councilor Andrews thanked Mollie and Anne. He really appreciates them, their efforts and their recreation program.

Councilor White asked if Mollie and Anne need anything for their program.

Mollie King stated that she is asking for a few more hours for Anne.

Councilor Davidson stated that his daughter is interested in the CPR class that's being offered.

6. COUNCIL DELIBERATION & SECOND READING (Introduced 12/9/2025): An ordinance amending the Troutdale Municipal Code Title 3, Revenue and Finance, to update Transient Lodging Tax remittance on short-term rentals.

Erika Palmer, Community Development Director, stated that the first reading for the ordinance was on December 9th, 2025 and tonight is the second reading. She stated that staff is recommending that Council move forward with the proposed amendment.

Councilor White asked stated that he knows .95% of the tax goes to tourism and 6% goes to Troutdale. He asked where the rest of it goes.

Marlee Boxler, Community Development Coordinator, stated that there are no changes to the City's local tax. The City has a 6.95% transient lodging tax, 6% percent of that goes into the General Fund and .95% is earmarked towards tourism promotion. In addition to the City's tax there is a State tax and a Multnomah County tax, but Troutdale does not collect those.

Mayor Ripma opened public comment at 7:36pm.

None.

Mayor Ripma closed public comment at 7:37pm.

Councilor White stated that he would like the 6% to be earmarked for police and fire.

Ed Trompke, City Attorney, stated that dedicating revenues like this should more appropriately be done in the budget process. The budget process is just a month away at this point.

MOTION: Councilor Andrews moved to adopt an ordinance amending the Troutdale Municipal Code Title 3, Revenue and Finance, to update Transient Lodging Tax remittance on short-term rentals. Seconded by Councilor Leamy.

VOTE: Councilor White – Yes; Councilor Davidson – Yes; Councilor Leamy – Yes; Councilor Andrews – Yes; Councilor Allen – Yes; Councilor Wunn – Yes and Mayor Ripma – Yes.

Motion passed 7-0.

7. RESOLUTION: A resolution approving City Financial Statements and Annual Comprehensive Financial Report (ACFR) for the Fiscal Year ended June 30, 2025 and accepting the Report of Independent Certified Public Accountants.

Erich Mueller, Finance Director, gave a brief overview of the staff report.

MOTION: Councilor White moved to approve a resolution approving City Financial Statements and Annual Comprehensive Financial Report (ACFR) for the Fiscal Year ended June 30, 2025 and accepting the Report of Independent Certified Public Accountants. Seconded by Councilor Davidson.

VOTE: Councilor White – Yes; Councilor Davidson – Yes; Councilor Leamy – Yes; Councilor Andrews – Yes; Councilor Allen – Yes; Councilor Wunn – Yes and Mayor Ripma – Yes.

Motion passed 7-0.

8. UPDATE: An update on the Fire Services Taskforce.

Mike Weston stated he is going to keep the update brief because there was a lot discussed in depth at the PSWG meeting last night. There have been two meetings, and he briefed the Council last month on what the taskforce is looking for despite their request for some of the modeling numbers of the different districts. There wasn't really a lot of new information presented other than the numbers that Tiberius produced originally to find out what it would take to run a gold standard of 8 1/3 fire station. Right now, there are six fire stations and they're looking to hopefully add two fire stations. One in the Wood Village area and the other in the S. Gresham area that would reduce response times and there would be more coverage over areas of concern. To get to the gold standard, according to Tiberius, they're estimating a rate of about \$3.47 per \$1000 of assessed value to get to the figure that they estimate would take to run a fire district. District 10 is at \$2.85 per \$1000. The numbers that Tiberius ran would indicate that it could be sustainable to start with but might not be sustainable in the long term and probably wouldn't get the 8 1/3 stations based on the inputs. It's very critical to note that all this information is very rudimentary at this stage. There aren't a lot of deep dives included. Councilor Wunn mentioned some good points about equations that should probably be added to these figures such as insurance claims or EMS services or revenue that might be generated from federal wildfire responses. Those inputs aren't necessarily in these numbers, and the numbers are not necessarily ready for mainstream. The taskforce has asked Tiberius for per capita costs per city numbers for call data, fire responses, cost per capita for a baseline for now versus later.

Mayor Ripma stated that Mike gave a good summary. He stated that he encouraged a look at studying the costs for all four cities for the different service providers such as District 1, Gresham, a new District or District 10 and that is what Tiberius is going to provide. He looks forward to the numbers he's going to see at the next meeting.

Councilor Wunn stated that it's hard to come to any conclusions without more numbers and research.

9. STAFF COMMUNICATIONS

Mike Weston provided the following staff communications:

- There is only one item on the January 27th City Council agenda and if nothing else pops up it will likely be decided to forego the meeting.

10. COUNCIL COMMUNICATIONS

Councilor White stated that a large truck hit the Troutdale Bridge and did quite a bit of damage. ODOT is aware. He stated he tried to listen to the last CAC meeting and he couldn't hear. The audio was very garbled and muffled. There's a mixed message with the County. The governor was trying to clean up Thousand Acres, but the County has all the services down there and people are getting bags and walking back into where they aren't supposed to be.

Councilor Davidson thanked Frank for going out and taking pictures and keeping up on it. The idea of a park ranger is a good idea.

Councilor Leamy stated that he was at the EMCTC meeting Monday and Multnomah County has on their radar potentially putting in a crosswalk at 2nd and Buxton. They're also talking about changing the intersection at Buxton and the Columbia River Highway to a 3-way stop. The Stark Street Bridge is up for replacement. EMCTC and Multnomah County are going to ODOT to get funding on the agenda and there will hopefully be a new bridge by 2033.

Councilor Allen stated that iCandy is coming to Troutdale and will take over the old soda shop. She asked about the hours for the Columbia Park bathrooms. Some parents have asked if they could be let into the bathrooms and there are complaints. She stated there was a Facebook post about a large, unleashed dog attacking a small dog at the Sharon Nesbit Heritage Park. She reminded everyone to keep their dogs on a leash.

Councilor Wunn stated that Frank does a lot of work out on the Ch'ak Ch'ak Trail and is now down at the Sharon Nesbit Heritage Park. He stated that he would like to push for the City to do something to provide security and enforcement on the parks and trails. If nothing is done, then those beautiful areas won't be used due to safety issues.

Mayor Ripma stated that the Kellogg Room may need to go back to other microphones because people can't hear online. It needs to be dealt with immediately. It's the City's public record and he's disappointed to hear that people can't hear the meetings. He wished everyone a Happy New Year.

11. ADJOURNMENT

MOTION: Councilor White moved to adjourn. Seconded by Councilor Allen. Motion passed unanimously.

Meeting adjourned at 8:14pm.

DRAFT

David Ripma, Mayor

Dated:

ATTEST:

Kenda Rimes, Deputy City Recorder

CITY OF TROUTDALE

City Council – Regular Meeting
7:00PM

Tuesday, January 13, 2026

PLEASE SIGN IN

Name – Please Print	Address	Phone #
Anne Pasketti		
Diane White	1225 E Historic Ct	503 888 1405
Kerri Bingham	P.O. Box 697	

January 13, 2025 City Council Meeting - Zoom Guests

Name (original name)	Email	Join time	Leave time	Duration (minutes)
Troutdale Conferencing	troutconf@troutdaleoregon.gov	1/13/2026 18:30	1/13/2026 20:40	131
Speaker Table		1/13/2026 18:30	1/13/2026 20:40	131
Mayor Ripma		1/13/2026 18:31	1/13/2026 20:40	129
Mike Weston		1/13/2026 18:32	1/13/2026 20:40	129
Sarah Skroch	troutconf@troutdaleoregon.gov	1/13/2026 18:34	1/13/2026 20:40	126
Councilor Carol Allen		1/13/2026 18:50	1/13/2026 20:40	110
Paul Wilcox		1/13/2026 18:51	1/13/2026 20:40	110
Carol Reynolds		1/13/2026 18:54	1/13/2026 18:54	1
Carol Reynolds		1/13/2026 18:55	1/13/2026 20:07	73
Adrian Koester		1/13/2026 18:57	1/13/2026 19:30	34
Geoffrey Wunn		1/13/2026 18:57	1/13/2026 20:40	104
Councilor Leamy		1/13/2026 18:58	1/13/2026 20:40	103
Zach Andrews		1/13/2026 18:59	1/13/2026 19:06	7
Marlee Boxler, City of Troutdale		1/13/2026 19:00	1/13/2026 20:40	100
Jesse Davidson		1/13/2026 19:05	1/13/2026 19:46	41
Councilor Zach Andrews		1/13/2026 19:06	1/13/2026 20:14	69
Kelley Graham		1/13/2026 19:28	1/13/2026 20:13	45
Tiffany's iPhone		1/13/2026 19:28	1/13/2026 20:40	73
Councilor Zach Andrews		1/13/2026 20:15	1/13/2026 20:40	26

2025 Year in Review



CITY OF TROUTDALE
**RECREATION
DEPARTMENT**

Stronger Together: Building a Resilient and Healthy Community

CITY OF TROUTDALE
**RECREATION
GUIDE**

WINTER 2026

REGISTRATION
OPENS AT NOON
ON JANUARY 6

INSIDE
Spring Break Babysitter Training
Paint Night
Functional Fitness *New Class*

SIGN UP ONLINE AT
TROUTDALEOREGON.GOV/REC

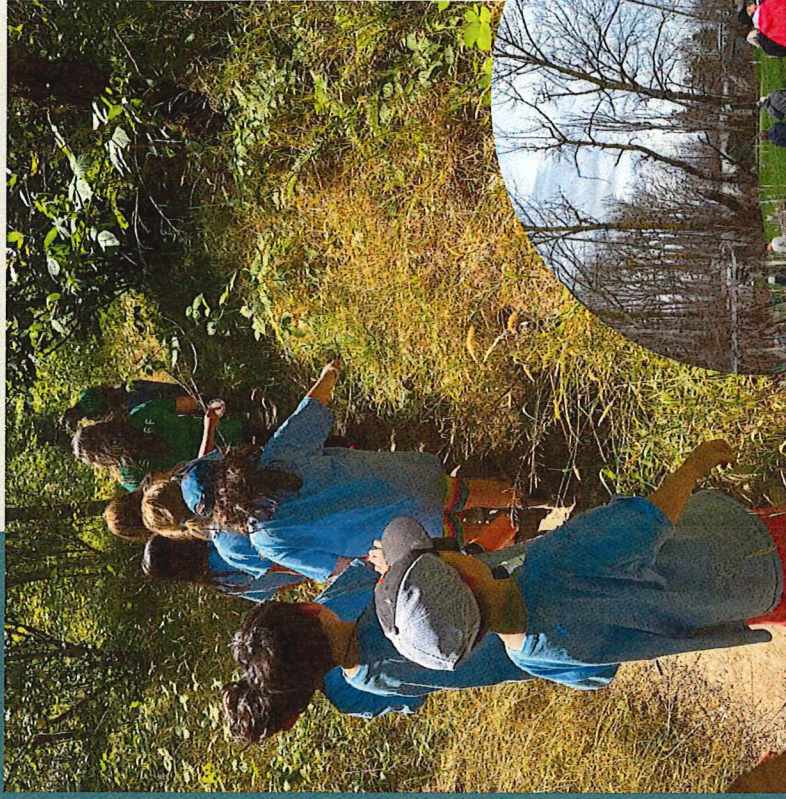
CITY OF TROUTDALE
**RECREATION
DEPARTMENT**

Exhibit A

1/13/26 Council Mtg Item #5

Mission Statement

“To provide affordable programs that enhance the quality of life, while providing opportunities for involvement and to build a foundation for community pride”



Meet Our Team



The recreation coordinator position was added to the department in February of 2025!



Anne Paskett
Recreation Coordinator



Mollie King
Recreation Manager

Little Trout Play Park

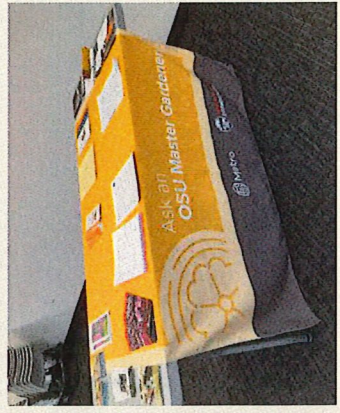
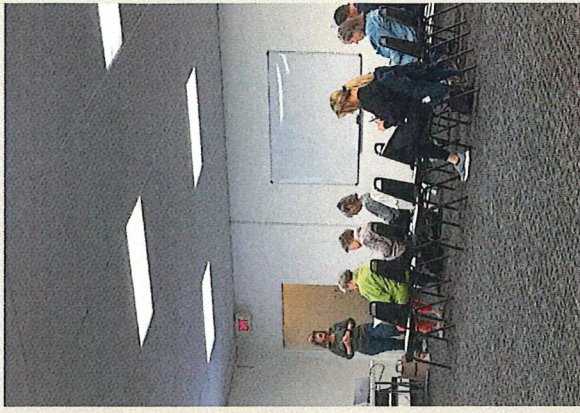
This program has been a huge success with an average of 40+ people in attendance, including caregivers and children. It has allowed ways for the public to connect and foster relationships within Troutdale. Combating isolation and building a stronger community.



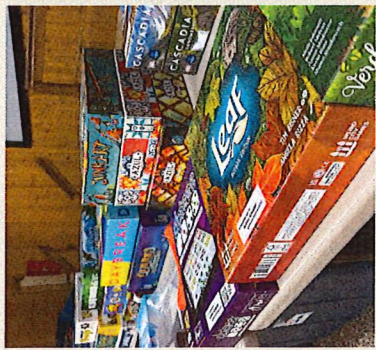


Youth Programming

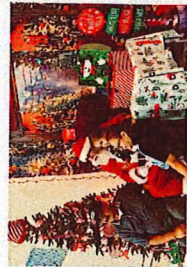
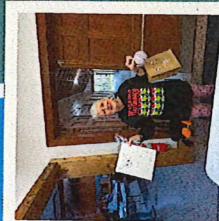
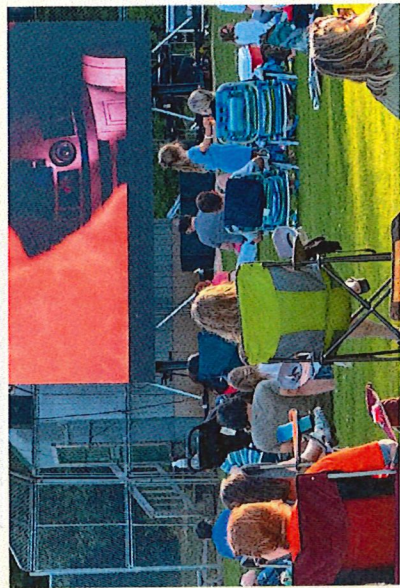




Adult Programming

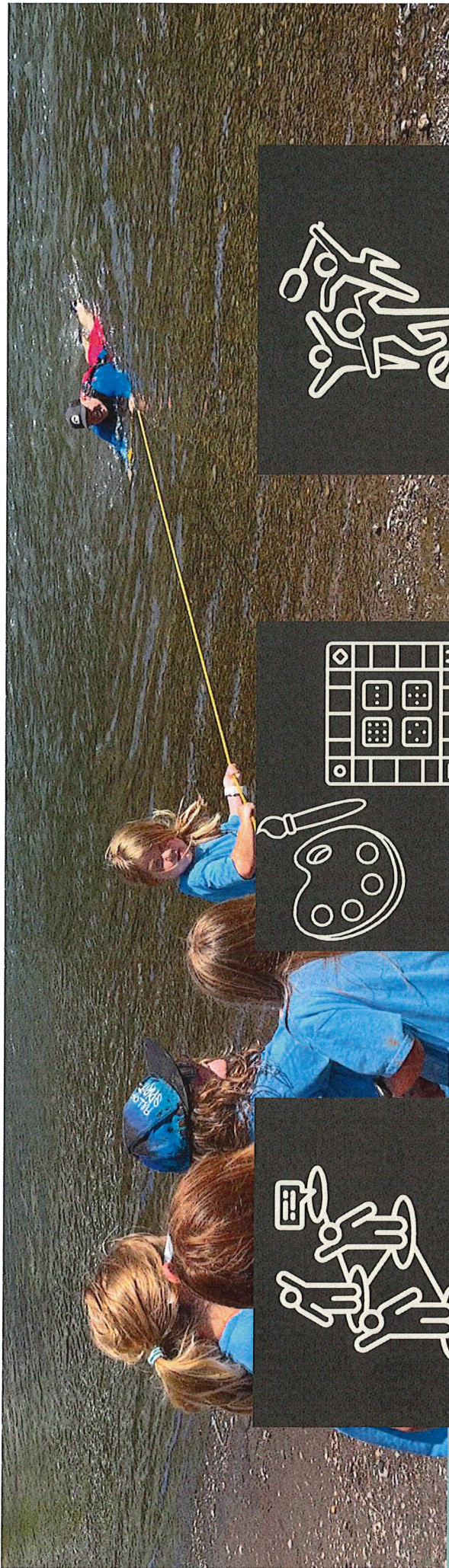


COMMUNITY EVENTS

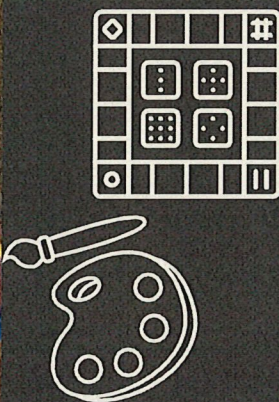


Teen Engagement And Volunteers






**Free Agent
Adult Sport League**



**Wednesday's in
the Park**



**Tween to Teen
Engagement**

Vision for the Future

As we build community and relationships, this not only helps enrich the lives of the residents, but it also engages them with the community and their neighbors. Providing spaces to be seen and known, building a stronger healthier Troutdale.



Troutdale Recreation

Contact Us



503-665-9098



recreation@troutdaleoregon.gov



www.troutdaleoregon.gov/rec



<https://www.facebook.com/troutdalerec/>

Thank You



STAFF REPORT

Subject:	A resolution approving the real property purchase on NE Harlow Road adjacent to the Sandy River in Troutdale.
Meeting Date:	February 10, 2026
Department/Affiliation:	Finance
Meeting Type:	City Council - Regular Meeting
Presenter:	Erich Mueller, Finance Director
Public Hearing:	No
Action Required:	Resolution (Consent)
Committee/Commission Recommendation:	Parks Master Plan project
Staff Recommendation:	Adopt the proposed resolution approving the real property purchase.

Exhibits:

- A. Tax Lot 300 site photo
- B. Purchase & Sale Agreement NE Harlow Rd Tax Lot 300
- C. Resolution Approving Real Property Purchase on NE Harlow Rd

Subject Relates to:

Council Goals	Legislative	Land Use / Development	x	Other (describe below)
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Supports adopted Parks Master Plan Goal to: *“Create and maintain an interconnected trail system that provides connectivity throughout the park system and community.”*

Discussion Points:

- Purchase will allow for filling part of the Ch’ak Ch’ak Trail gap just to the North of the recently completed Sharon Nesbit Heritage Park,
- An approved Capital Improvement Plan project funded by the Parks Improvement (SDC) fund.

Background:

The Ch’ak Ch’ak Trail which opened October 10, 2024 is a scenic 3-mile segment of the historic 40-Mile Loop maintained and operated by the City where the trail runs through the northern industrial area, westward to Chinook Landing Marine Park in Fairview.

The 40-mile loop stems from a 1903 vision to provide an interconnected system of parks and parkways around the city of Portland. The planned loop around the city has extended much like the city itself, but the original name has stuck even while the full loop now exceeds 140 miles and connects more than 30 parks in six cities.

There are 3 narrow property lots between the Sandy River and NE Harlow Road which comprise a trail segment gap between the recently completed Sharon Nesbit Heritage Park, and the Northern portion of the Ch'ak Ch'ak Trail around our TRIP site industrial area. Each parcel is small and is mostly overlain by floodplains and steep slopes. These factors prevent locating buildings on the parcels.

Filling this trail gap and increasing the connections is a goal of the Parks Master Plan and an identified and approved project of the City's Capital Improvement Plan. Since 2015 there have been a couple of unsuccessful attempts to acquire some of the property lots which comprise this gap.

Current Status

The attorney for the estate of the recently deceased owners reached out to the City offering to sell the lot. Exhibit A is site photo of the subject property.

For more than 10 years the City has budgeted annually to purchase these 3 lots when the opportunity arose. The City has entered into a purchase and sale agreement for the lot, which is subject to Council approval tonight, and which is attached as Exhibit B.

To properly construct the trail the City needs to acquire the property. A purchase price of \$15,000 for the property has been negotiated. The most recent tax assessment bill indicates a market value estimate of \$38,480. The appraisal of 2015 estimated a value of \$34,100 due to potential income value from a possible billboard post. The remaining two lots of the trail segment gap were estimated at only \$3,300 and \$8,900.

The several parcels on the west side of NE Harlow Road have largely completed the site development, which has triggered needed public improvements for utilities and street improvements. The potential Local Improvement District (LID) study report is underway and will return to Council for consideration. Upon acquiring the subject property the City will also acquire a portion of the cost obligation for the street improvements along NE Harlow Road.

The street improvement costs are likely to exceed the property value, and the City acquiring the lot in advance of the LID would be in a manner that will be most compatible with the greatest public good and the least private injury.

The 40 Mile Loop trail is listed in the City's adopted Parks Master Plan capital improvements, and has been for the past ten years been included in the project budget for the Parks Improvement (SDC) Fund.

Summary:

The proposed acquisition is one step toward filling the 3 lot gap of the Ch'ak Ch'ak Trail connecting to the Sharon Nesbit Heritage Park.

Pros & Cons:

A. Approving the proposed resolution authorizes the acquisition process and demonstrates progress toward designated Parks Master Plan projects. Also obligates the City for a portion of the NE Harlow Road street improvements.

B. Not approving the proposed resolution halts the acquisition process and progress on a Parks Master Plan goal. Saves the acquisition costs and avoids a portion of the NE Harlow Road street improvements

Oversight:

Budget Impact: x Yes, current year Yes, future year N/A

Describe: Budgeted appropriations are available in the current year from the Parks Improvement Fund for this real property acquisition.

Community Involvement Process: Yes x N/A

Describe: Adopted Parks Master Plan, adopted FY 2025-26 Budget

Approval by City Attorney: No

Approved By the City Manager:



Mike Weston, City Manager 02/04/2026

SITUS: E SIDE/ NE HARLOW RD
SECTION 25 1N 3E, TL 300 0.11 ACRES
Parcel Number: R320622

Agenda Item 3.2
Exhibit A
Council Mtg 02-10-2026



REAL ESTATE PURCHASE AND SALE AGREEMENT

1. **EFFECTIVE DATE**. The "Effective Date" of this Real Estate Purchase and Sale Agreement ("Agreement") shall be the date it is executed by the last party hereto and a fully-executed copy is provided to all parties.

2. **PARTIES**. The Sellers are as follows:

50% - Gary E. Dempsey Testamentary Trust
Judith Emerson, Trustee
2026 SE 12th Ave
Canby, OR 97013

50% - The Molly Hall Admin Trust
Steve Howland, Trustee
19409 NE Erion Rd
Battle Ground, WA 98604

and the Buyer is as follows:

City of Troutdale
219 E Hist Columbia River Hwy
Troutdale, OR 97060.

3. **DESCRIPTION OF PROPERTY**. The purchaser hereby agrees to purchase, and the Sellers hereby agree to sell, real estate (the "Property") located in Multnomah County, Oregon, and legally described in Exhibit A attached hereto and incorporated herein by this reference.

4. **PURCHASE PRICE**. The total "purchase price" of the Property to be paid by Buyer in full at closing is \$15,000.


5. **TITLE INSURANCE**. Sellers agree to equally share the cost of an ALTA standard form owners' policy of title insurance for the Buyer.

6. **ESCROW FEES.** The parties agree that escrow fees will be paid as follows: 50% by the Buyer and 50% equally by the Sellers.
7. **PROPERTY TAXES.** The parties agree that 2025-2026 property taxes will be prorated between the parties in the usual course as of the date the sale closes.
8. **PROPERTY BEING SOLD "AS IS".** The parties agree that the Buyer shall acquire the Property "AS IS" with all faults and Buyer shall rely on the results of its own inspection and investigation in Buyer's acquisition of the Property.
9. **STATUTORY NOTICE.** THE PROPERTY DESCRIBED IN THIS INSTRUMENT MAY NOT BE WITHIN A FIRE PROTECTION DISTRICT PROTECTING STRUCTURES. THE PROPERTY IS SUBJECT TO LAND USE LAWS AND REGULATIONS THAT, IN FARM OR FOREST ZONES, MAY NOT AUTHORIZE CONSTRUCTION OR SITING OF A RESIDENCE AND THAT LIMIT LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, IN ALL ZONES. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO VERIFY THE EXISTENCE OR FIRE PROTECTION FOR STRUCTURES AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

10. CONDITIONS TO CLOSING. Buyer's obligation to close this transaction is subject to the approval by the Buyer's City Council no later than April 30, 2026. If such approval is not obtained within such period, either party may terminate this Agreement by written notice to the other, in which event earnest money and/or any other amounts previously deposited or paid will be promptly returned to Buyer, and neither party will have any obligation to the other. This transaction will be closed prior to May 31, 2026, or at such other time as the parties may mutually select.

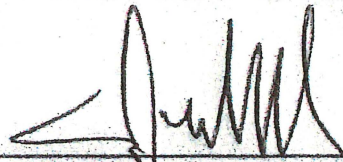
SELLERS:

GARY E. DEMPSEY TESTAMENTARY TRUST



Judith Emerson, Trustee
Date: January 14, 2026

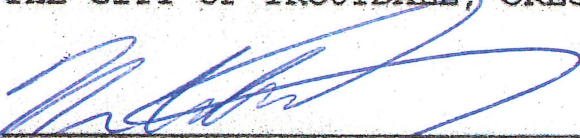
THE MOLLY HALL ADMIN TRUST



Steve Howland, Trustee
Date: JAN. 13th 2026

BUYER:

THE CITY OF TROUTDALE, OREGON



Mike Weston, City Manager
Date: Jan 15, 2026



Commitment No. NCS-1286876-OR1

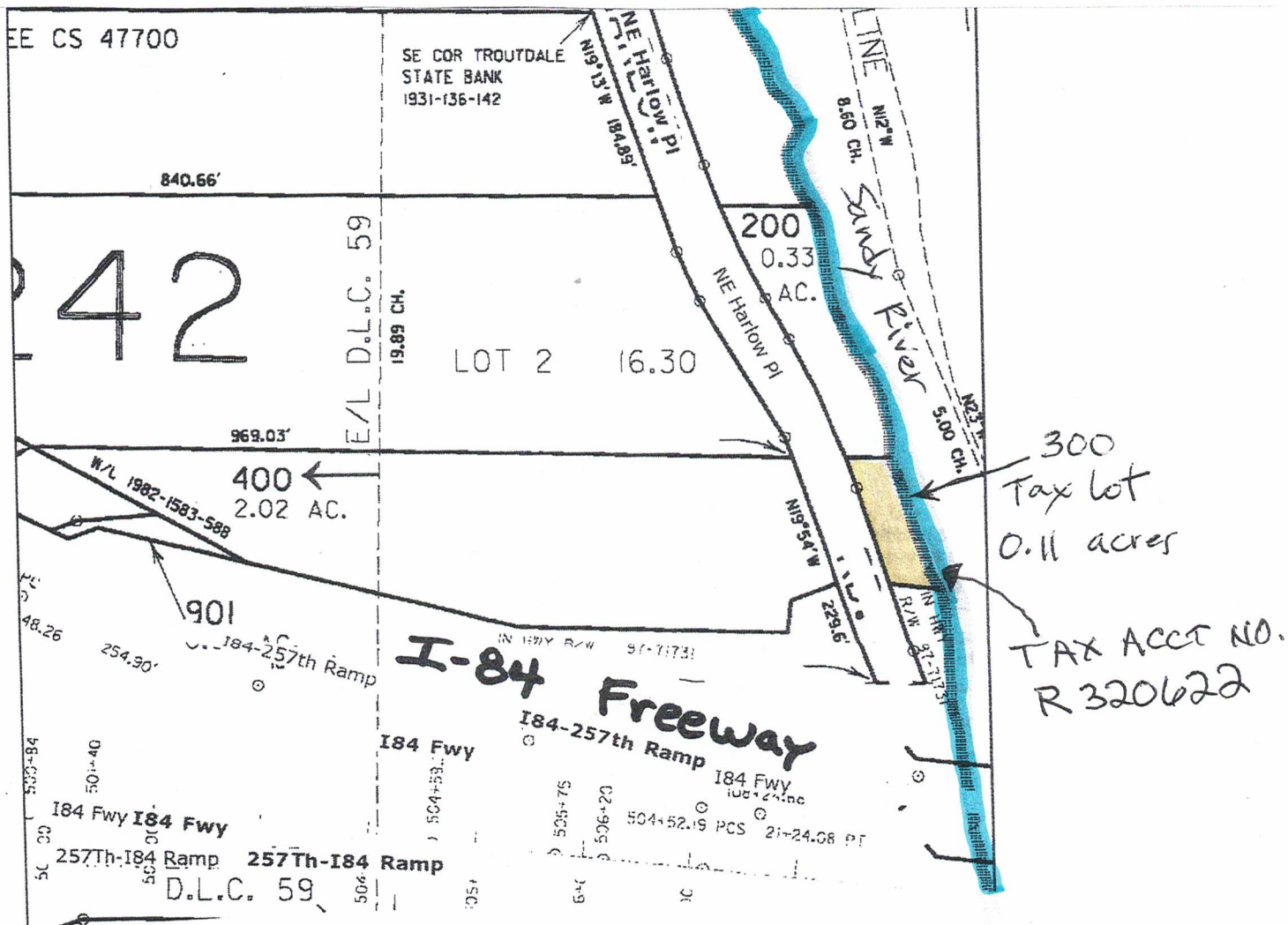
EXHIBIT A

The Land referred to herein below is situated in the County of Multnomah, State of Oregon, and is described as follows:

That portion of the following described tract of land lying easterly of Harlow Road (County Road No. 1728).

A tract of land located in the Northwest one-quarter of Section 25, Township 1 North, Range 3 East of the Willamette Meridian, in the City of Troutdale, County of Multnomah and State of Oregon, more particularly described as follows:

Beginning at the Northwest corner of said Section 25; thence North 89°57' East along the North line of the David Buxton Donation Land Claim 748.00 feet to a stone; thence South 0°23' West 810.35 feet to the Northwest corner of the property conveyed to Chas. L. Abbott, et ux, by deed recorded December 24, 1943 in Book 803 page 29; thence East along the North line of the Abbott property 260 feet to the most Westerly Northeast corner of the property acquired by the State of Oregon by and through its State Tax Commission by Condemnation Suit No. 244171 and the true point of beginning of the property being described; thence Southeasterly along the Northerly line of the highway property to its intersection with the Southerly line of the Abbott property; thence East along said Southerly line and it's Easterly extension to the low water line of the Sandy River; thence Northwesterly along said low water line to it's intersection with the Easterly prolongation of the North line of the Abbott property referred to above; thence West to the true point of beginning.



RESOLUTION NO.

A RESOLUTION APPROVING THE REAL PROPERTY PURCHASE ON NE HARLOW ROAD ADJACENT TO THE SANDY RIVER IN TROUTDALE

THE TROUTDALE CITY COUNCIL FINDS AS FOLLOWS:

1. That the Ch'ak Ch'ak Trail which opened October 10, 2024 is a scenic 3-mile segment of the historic 40-Mile Loop maintained and operated by the City where the trail runs through the northern industrial area, westward to Chinook Landing Marine Park in Fairview.
2. That the City has a duty to engage in activities that promote the health, safety, benefit and general welfare of the public and parks and trails are critical for community and environmental health, social and civic interaction, and economic vitality.
3. That a trail segment gap exists along NE Harlow Road between the Northern portion of the Ch'ak Ch'ak Trail and the trail segment within the recently completed Sharon Nesbit Heritage Park to the South reaching to Visitor Center.
4. That increasing the connections and filling this trail gap is an identified and approved project of the City's Capital Improvement Plan adopted by Resolution No. 2331 March 22, 2016, and Parks Master Plan as adopted by Ordinance No. 883, June 27, 2023.
5. That real property covering a portion of the trail gap along NE Harlow Road has been offered to the City, and Oregon Revised Statutes (ORS) ORS 271.390(2) provides the necessary authority for the real property purchase by the City.
6. That funds have been approved and appropriated for this trail project in current fiscal year budget of the Parks Improvement Fund and are available for the City purchase of this real property parcel.
7. That it is necessary and desirable to acquire the real property interest in order to construct the necessary public trail segment improvements in a manner that will be most compatible with the greatest public good and the least private injury.

8. That the City, and the property seller, desire to enter into a real property purchase and sale agreement which would serve a valuable, necessary and authorized public purpose, and that doing so is in the best interest of the City.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF TROUTDALE:

Section 1. The City hereby approves the Real Estate Purchase and Sale Agreement (PSA) for the purchase of real property in the amount of Fifteen Thousand Dollars (\$15,000.00) and the other terms and conditions of the PSA as in substantial conformity with Exhibit B of the Staff Report, but with any changes the City Official may approve.

Section 2. The City Council finds and declares that acquiring the real property parcel will serve a valuable and necessary public purpose to build a segment of the Ch'ak Ch'ak Trail which is an authorized public purpose, and that doing so is in the best interest of the City.

Section 3. The City approves the purchase of real property described by map references of Tax Lot 300, Section 25B, Township 1 North, Range 3 East Willamette Meridian, Multnomah County, Oregon, (1N-3E-25B) Parcel ID: R320622, consisting of approximately 0.11 acres, 4,792 sq. ft.

Section 4. The City Council finds that in accordance with the authority granted in Oregon Revised Statute (ORS) 271.390(2) that the City has the necessary authority for the real property purchase.

Section 5. The City Council does hereby acknowledge the authorized purchase of the real property and accepts the conveying title and interest, in fulfillment of requirements of ORS 93.808.

Section 6. The City Manager Mike Weston and Finance Director Erich Mueller, (each an "City Official") or designees are hereby authorized and designated to act individually and/or jointly and cooperatively, on behalf of and in the best interest of the City and without further action by the Council, and are hereby, authorized empowered and directed to execute the PSA on behalf of the City, and any and all other required and necessary documents to implement the intent of the PSA and this resolution.

Section 7. Further, the City Official is, consistent with intent of the purchase agreement, and in the best interest of the City, hereby authorized to determine, execute, acknowledge and deliver any subsequent addendums, extensions, revisions, modification, or successor documents of the purchase agreement, including any deeds,

certificates of acceptance and other supporting and implementing documents, and to take any other action as may be advisable, convenient, necessary, or appropriate to give full force and effect to the terms and intent of the agreement and this resolution, and the execution thereof by any such City Official shall be conclusive as to such determination.

Section 8. The Finance Director is authorized to disburse funds, subject to annual appropriations, as necessary to fulfill the PSA obligations, and the intent of this resolution and is further directed to implement all such actions necessary to ensure budgetary compliance.

Section 9. This Resolution shall take effect immediately upon adoption.

YEAS:
NAYS:
ABSTAINED:

David Ripma, Mayor
Date:

Sarah Skroch, City Recorder
Adopted:

February 24th, 2026

Honorable Sean Duffy
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Dear Secretary Duffy:

Replacing the Stark Street Bridge is critical for our rural communities in east Multnomah County. **XXX fully supports Multnomah County's federal funding request for the Stark Street Replacement Project to ensure our local communities, emergency responders and visitors have a safe and reliable crossing for the next 100 years.**

The Stark Street Bridge is a crucial link for residents to get to jobs and other services in the metropolitan area. Emergency responders, agricultural vehicles and school buses rely on this crossing daily. Visitors cross the Stark Street Bridge frequently to access the beauty of the Columbia River Gorge. But at more than 110-years-old, it's time to replace this connection with a new structure that meets modern design and safety standards.

Emergency response

The Stark Street Bridge is on a designated emergency transportation route – a specific road or path designated for emergency responders, patients and supplies during natural disasters and other emergencies. But this critical connection has been closed to all traffic multiple times in recent years, due to damage from vehicles trying to navigate the bridge's narrow width. These closures have a significant impact on first responders' ability to respond to calls and get to those who need help.

Full closures of the Stark Street Bridge also make commutes for communities in east Multnomah County much more challenging. Residents must make upwards of a 7 mile detour if they know the bridge is not open.

The County recently closed the bridge to all semi-trucks and commercial vehicles weighing more than 19 tons. These vehicles must use limited and lengthy alternate routes within the rural area. We need a bridge that meets modern standards and provides a dependable connection.

Visitor access

The bridge provides access to the scenic Columbia River Gorge, which draws local and international visitors to the area year-round. Nearby state parks and local parks also have high numbers of visitors for day use. Cyclists use the Stark Street Bridge to access the Historic

Columbia River Highway. The existing width of the two-lane bridge is 18 feet, which is unsafe for modern vehicles. A cantilevered wooden sidewalk was added to the bridge decades ago but can feel frightening for those walking. A new bridge will create a safer crossing for all modes of travel.

We can't wait any longer to replace this aging infrastructure. XX urges you to support the allocation of federal funds toward designing the new Stark Street Bridge.

Sincerely,

[Signature]



Cascadia Arts Association
 PO Box 342
 Troutdale, OR 97060

January 30, 2026

City of Troutdale,

Cascadia Arts Association (CAA) proudly announces the 2026 Cascadia Fine Arts Festival (CFAF), previously known as the Troutdale Arts Festival. This year's event will be held on Saturday and Sunday, May 16-17. The success of this community-based event is made possible in part by the City of Troutdale's (City) financial support and engagement. Thanks to the City's annual support, the event has expanded from 60 to 80 artists and attendance has increased from 1,500 to over 6,000 visitors.

We are in the planning stages for the 2026 arts festival. This letter serves two purposes. The first is to request support for the 2026 event. Second is to share our strategic changes to the festival.

1. We are requesting the City renew its sponsorship for this year's event by providing \$12,000 in cash donation and up to \$3,000 in in-kind City staff event support. The cash portion of this request constitutes about 20% of the total event expenditure, with the remaining revenue coming from artists' fees and additional sponsorships. The in-kind portion would primarily go towards staff assisting with the closing and reopening of the Historic Columbia River Highway and day-of event operations and logistics.
2. At this level of support, the City will be recognized as the Michaelangelo level sponsor, with benefits to include recognition in all print advertisements, event website, social media marketing, event signage, 10' x 20' event booth and a premium full-page ad in the Cascadia Fine Arts Festival Catalog.
3. Based on feedback from the City, participating artisans, and visitors, CAA has enacted several strategic changes for the upcoming 2026 festival:
 - a. Reduce the cost of the event by utilizing volunteers instead of an outside event planner.
 - b. Rebrand this event as the Cascadia Fine Arts Festival with enhanced marketing to achieve CAA's mission of advancing fine arts for public enjoyment and to attract buyers of fine art. We are featuring the beauty of Troutdale's surrounding area as a tourist destination.
 - c. Making this a community event with CAA working with local businesses to plan and prepare for the CFAF as well as from the patronage of festival attendees enjoying local shops, lodging, and restaurants.
 - d. To prevent overlapping and confusion with First Friday, and to avoid a potential heat wave, moving the festival to the third weekend of May.

We thank you for the City of Troutdale's cornerstone support for this event.

Sincerely

Martha H Denham

Martha H. Denham
 President – Cascadia Arts Association





STAFF REPORT

Subject:	A resolution supporting the East Multnomah County Transportation Safety Action Plan Final Report. - <i>Dakota Meyer, Associate Planner</i>
Meeting Date:	February 10, 2026
Department/Affiliation:	Community Development
Meeting Type:	City Council - Regular Meeting
Presenter:	Dakota Meyer, Associate Planner
Public Hearing:	Yes
Action Required:	Resolution
Committee/Commission Recommendation:	N/A
Staff Recommendation:	Approval

Exhibits:

- A. TSAP Resolution

Subject Relates to:

Council Goals
 Legislative
 Land Use / Development
 Other (describe below)

Discussion Points:

To consider supporting the East Multnomah County Transportation Safety Action Plan (TSAP) that identifies key safety challenges and proposes actionable strategies that will help eliminate traffic-related injuries and deaths on county roadways in the cities of Fairview, Wood Village, Gresham, and Troutdale. TSAP is consistent with Troutdale’s Pedestrian Master Plan in the City’s Transportation System Plan.

Exhibits:

1. Link to Executive Summary and East Multnomah County Transportation Safety Action Plan. <https://multco.us/info/urban-east-multnomah-county-transportation-safety-action-plan>
2. Resolution

Background:

The East Multnomah County Transportation Committee (EMCTC) is the transportation coordinating committee for the eastern portion of Multnomah County. EMCTC is made up of

elected officials from Fairview, Gresham, Troutdale, Wood Village, Multnomah County, and the Port of Portland. The Committee helps to set transportation policy direction and funding priorities for East Multnomah County. EMCTC's mission is to collaborate at the regional level to champion policies supporting a safe and equitable multimodal transportation system that enhances economic opportunities and serves the needs of all who live in East Multnomah County.

EMCTC is committed to eliminating all traffic fatalities and serious injuries in East Multnomah County by 2035 and partnered with the county to prepare the East Multnomah County Transportation Safety Action Plan (TSAP). The County analyzed more than 9,000 crash records from 2013 to 2022 to identify why and where crashes occur in East County. The County presented this high injury corridor information to its partner cities (Fairview, Wood Village, Gresham) to gather feedback on how to improve transportation safety across East County.

With data and community input, TSAP outlines future safety improvements along county roadways. The Multnomah County Transportation Department gathered feedback at numerous community events in East County, one being Troutdale's First Friday last summer (2025). Over 3,000 community members provided input over three phases of engagement during development of the TSAP. They shared common concerns about unsafe conditions for walking, biking, and rolling, with 45% of survey respondents feeling uncomfortable or very uncomfortable – especially along high-injury corridors such as NE Halsey St., SW 257th Dr., and SE Stark St.

Through data analysis, community input, and guidance from the East Multnomah County Transportation Committee, Multnomah County Bicycle and Pedestrian Community Advisory Committee, and staff, the plan outlines ten corridor-specific recommendations and 26 actions and strategies to move toward the goal of eliminating traffic deaths and injuries. Within the list, high-priority and short-term projects are identified, including quick-build and demonstration projects to help achieve more immediate safety improvements.

There are two identified priority safety corridors within the Troutdale boundary: Halsey Street from 162nd Avenue to 257th Avenue and Start Street from 257th Avenue to Troutdale Road.

Within Troutdale, the TSAP identifies corridor-wide safety recommendations on Stark Street from 257th Avenue and Troutdale Road. These include two-way left-turn lanes in appropriate locations, complete sidewalks, separated/protected bike lanes, and an enhanced pedestrian crossing near SW Corbeth Lane. The City's Pedestrian Master Plan in the TSP also identifies an enhanced pedestrian crossing at this location, in addition to filling sidewalk gaps and bike lanes.

Multnomah County Transportation Department has asked its local partners to support this plan, and a resolution of support is attached to this staff report. When seeking external funding for projects, it is important to demonstrate that all affected partners are aligned and support the proposed implementation. Supporting this plan DOES NOT require or allocate Troutdale

funding to the proposed safety enhancements identified on Stark Street. If future funding becomes available for the safety enhancements, the County, at that time, may or may not ask for a local share match from Troutdale, and additional discussions will occur with the Troutdale Council.

The City of Fairview has adopted TSAP, and the City of Gresham plans to adopt the document in early spring as part of its citywide transportation safety plan.

Summary:

Council consideration to support the East Multnomah Transportation Safety Action Plan.

Pros & Cons:

Pros:

- The plan provides a vision for transportation safety improvements for all modes of transportation in East Multnomah County
- Strategies and actions laid out in the plan may reduce traffic deaths.

Cons:

- Funding needed to implement the plan has not yet been identified.
- The plan's implementation may be long-term and incremental.

Oversight:

<i>Budget Impact:</i>	Yes, current year	Yes, future year	X	N/A
Describe: Future funding strategy may or may not ask for a local share match. Currently, there is no funding strategy.				
<i>Community Involvement Process:</i>		X	Yes	N/A
Describe: As described above.				

Approval by City Attorney: No

Approved By the City Manager:

Mike Weston, City Manager 02/04/2026

RESOLUTION NO.

A RESOLUTION SUPPORTING THE EAST MULTNOMAH COUNTY TRANSPORTATION SAFETY ACTION PLAN

THE TROUTDALE CITY COUNCIL FINDS AS FOLLOWS:

1. The City of Troutdale, in partnership with Multnomah County and the cities of Gresham, Fairview, and Wood Village, has completed a Transportation Safety Action Plan (TSAP) for urban East Multnomah County;
2. Many of the major roadways in urban East Multnomah County are designated as High Injury Corridors, meaning these roadways are where the highest concentrations of fatal and serious injury traffic crashes occur in the Portland Metro region;
3. Between 2013 and 2022, 473 people were seriously injured, and 104 people lost their lives on East Multnomah County roads;
4. Over 3,000 community members provided feedback during development of the TSAP about their experiences on East Multnomah County roads and their support for various safety improvements. A resounding theme was the need for safer conditions for those who are walking, rolling, and biking, with 45% of survey respondents feeling uncomfortable or very uncomfortable walking or rolling, and 49% feeling the same about biking;
5. The TSAP includes a list of actions and next steps for implementation that provides a coordinated strategy for the County, East County cities, and community partners to work toward creating a transportation system where everyone can travel safely and confidently;
6. The East Multnomah County Transportation Committee (EMCTC) served as the steering committee for the TSAP. EMCTC endorsed the TSAP in December 2025 and set a shared goal to eliminate all traffic fatalities and serious injuries in East Multnomah County;
7. In supporting the Transportation Safety Action Plan, Troutdale shares in the commitment to creating safer streets for all users and recognizes that this does not commit the city to funding identified transportation projects within the plan document.

NOW, THEREFORE, BE IT (RESOLVED) BY THE COUNCIL OF THE CITY OF TROUTDALE

Section 1. The City Council hereby supports the East Multnomah County Transportation Safety Action Plan.

YEAS:
NAYS:
ABSTAINED:

David Ripma, Mayor
Date:

Sarah Skroch, City Recorder
Adopted:



STAFF REPORT

Subject:	Final Report on the Downtown Parking Study. - <u>Marlee Boxler, Economic Development Coordinator</u>
Meeting Date:	February 10, 2026
Department/Affiliation:	Economic Development
Meeting Type:	City Council - Regular Meeting
Presenter:	Marlee Boxler, Economic Development Coordinator
Public Hearing:	No
Action Required:	Information / Discussion
Committee/Commission Recommendation:	
Staff Recommendation:	Not Applicable

Exhibits:

- A. Parking Management Plan_FINAL_02.03.26_Clean

Subject Relates to:

Council Goals
 Legislative
 Land Use / Development
 Other (describe below)

The parking study goals and objectives were developed to support the vision and align with the Troutdale Town Center Plan and input from the PMT and TAC.

The goals and objectives include:

- Reduce congestion and improve access and circulation
- Improve efficiency and sustainability of existing parking facilities
- Improve user safety, information, and experience
- Minimize or mitigate negative impacts to local businesses and residential areas within the downtown town center
- Ensure strategies are predictable, adaptable, and financially sustainable

Discussion Points:

- The purpose of the study is to identify parking policies and strategies to improve the visitor experience and livability in the Town Center, as well as Glenn Otto Community Park, which is located just outside the Town Center.
- The policies and strategies identified in the study are designed to address both current and projected parking demand.

- The study outlines practical solutions and phased implementation strategies to enhance the visitor experience and improve livability for Troutdale residents.
- The study will help guide future Council actions on how best to manage the downtown parking supply and demand for visitors and residents of Troutdale.

Background:

The development of the Downtown Parking Study was guided by a Project Management Team, a Technical Advisory Committee, and public feedback. The purpose of the study is to identify parking policies and strategies to improve the visitor experience and livability in the Town Center and Glenn Otto Community Park. The strategies identified in the study are designed to address both current and projected parking demand. The study builds on the framework established by three key planning documents: The Town Center Plan, The Troutdale Transportation System Plan, and the 2023-2038 Troutdale Destination Strategy. Each of these documents identified parking as a key challenge, particularly in the downtown area, and suggested further evaluation and development of a coordinated strategy for addressing parking. Each plan provided context and information that informed the study's development.

Study Area

The study focused on facilities in the downtown town center that serve commercial uses along the East Historic Columbia River Highway (EHCR) and residential uses immediately to the south (within two blocks). The study area also includes Glenn Otto Community Park. Changes within the parking study area occurred throughout the study's development, many of which affected the parking facilities described in the document. For example, the multifamily construction at SW Kendall Ct. and 2nd, and the commercial development at 2nd Street and Buxton. Another example is the implementation of paid parking on Fridays-Sundays at Glenn Otto Community Park. These and other recent developments that have increased downtown parking demand are reflected in the recommended policies, strategies, and phasing. However, it is recommended that the city continue to monitor parking demand.

Parking Evaluation

An inventory of on- and off-street parking facilities identified the total number of stalls and the primary users within the study area. A two-day survey in July 2024—peak visitation season—captured parking conditions on a weekday (Thursday, July 18th) and a weekend day (Saturday, July 20th). The survey measured occupancy, duration of stay, turnover, and the effectiveness of existing policies.

Based on the analysis, previous planning work, and industry best practices, the project team developed preliminary policies and strategies. These were refined based on input from the Project Management Team, the Technical Advisory Committee, and the public to produce the final recommendations in the study document.

Key Challenges

Key challenges were identified in the parking inventory and survey within the Town Center and Glenn Otto Community Park. These challenges are based on observed conditions and user

feedback. A few themes of parking challenges identified in the study include: growing parking demand, unbalanced parking demand, duration of stay/turnover, safety, user/visitor information and limited transportation options.

Recommended Policies and Strategies

The study document provides a list of policies and strategies that includes a phased approach to implementation – near-term (0-5 years), mid-term (5-10 years), and long-term (10-20 years). The Troutdale community provided input on phasing for several strategies in the document through an in-person engagement activity, an online open house, and the Technical Advisory Committee. The policies and strategies developed are organized into categories which are described in the study document and include: Administration, User/Visitor Information, Transportation Demand Management, Parking Management, Parking Enforcement, and Creation of New Parking Supply.

Implementation of Policies and Strategies

Implementation of the policies and strategies described in the study requires direction from the City Council and collaboration among Troutdale staff and other agency partners to achieve optimal results. The Parking Study helps the City achieve the Town Center Plan and Transportation System Plan goals by establishing a framework to proactively manage downtown parking and address issues as they arise. It should be noted that most strategies in the study focus on improving parking system efficiency rather than on expanding capacity, given constraints on land supply and costs.

The parking study has been presented to the city's Community Advisory Committee, Town Center Advisory Board, and Planning Commission.

Summary:

The Downtown Parking Study evaluates current parking facilities and offers a useful snapshot of how visitors use parking in this area. Key parking challenges were identified based on observed conditions and user feedback. It should be noted that new developments were in the process of being constructed during the time of the study, which will have impacts on the parking supply and demand in downtown. In the future, the city may want to perform another parking survey.

The Downtown Parking Study outlines policies and strategies the city can implement over time to improve parking efficiency. Ultimately, Council will need to provide staff direction on which policies and strategies to implement, as some strategies will require upfront costs and others will incur annual costs that must be considered.

Pros & Cons:

Pros

- The Downtown Parking Study provides a data-driven, comprehensive framework for managing parking within the Town Center and Glenn Otto Park. It is a proactive first

step to develop policies and strategies that can be implemented to efficiently manage parking needs for visitors and residents in our community.

- The study emphasizes cost-effective strategies before investing in new parking supply, improves the visitor experience through better signage, wayfinding, and information, and supports local businesses by encouraging turnover in high-demand areas.
- The study can help guide future Council decisions on implementation steps to efficiently manage downtown parking needs.

Cons

- Each strategy has considerations for implementation and should be aligned and coordinated within the budget, capital planning, and evaluated for scale to ensure efforts can expand or evolve over time as parking needs change.

Oversight:

Budget Impact: X Yes, current year X Yes, future year N/A

Describe: Each parking strategy has an estimated cost. The budget impact will depend on which strategy implementation is utilized. As stated above, considerations for implementation and should be aligned and coordinated within the budget, capital planning, and evaluated for scale to ensure efforts can expand or evolve over time as parking needs change.

Community Involvement Process: X Yes N/A

Describe: The Downtown Parking study was developed in collaboration with a Project Management Team (PMT), a Technical Advisory Team (TAC), and community input. The PMT met with the TAC three times throughout the planning process to discuss the parking inventory, the parking survey, and the preliminary list of policies and strategies. The PMT also held an online open house and hosted a booth at Troutdale’s First Friday event to present the preliminary list of policies and strategies and solicit feedback on the preferred list of strategies and phasing. In addition, the Town Center Advisory Committee and Planning Commission have been provided updates throughout the planning process. The city has hosted a webpage about this project to keep the community informed.

Approval by City Attorney: No

Approved By the City Manager:

Mike Weston, City Manager 02/05/2026



The City of Troutdale Downtown Parking Study

Parking Management Plan

February 4, 2026

Project# 29644

To: Marlee Boxler; Erika Palmer; Travis Hultin; City of Troutdale

From: Corrie Parish, LEED ND; Matt Bell; Amy Griffiths, PE; and Erika Adams;
Kittelson & Associates, Inc.

RE: Downtown Parking Study

ACKNOWLEDGEMENTS

Development of the Troutdale Parking Management Plan (PMP) was guided by a Project Management Team, Technical Advisory Committee, and feedback from the public.

Project Management Team

The Project Management Team (PMT) consisted of City of Troutdale staff and the consultant team.

- Marlee Boxler, Troutdale Economic Development Coordinator
- Erika Palmer, Troutdale Community Development Director
- Travis Hultin, Troutdale Public Works Director
- Corrie Parrish, Kittelson & Associates, Inc.
- Erika Adams, Kittelson & Associates, Inc.
- Matt Bell, Kittelson & Associates, Inc
- Amy Griffiths, Kittelson & Associates, Inc.

Technical Advisory Committee

The Technical Advisory Committee (TAC) consisted of members of the PMT as well as other State and County staff and representatives from the local business community, civic and social institutions, and the public.

- Amy Schlappi, Columbia Area Transit
- Beth Adair, Downtown and Sandy River Commercial Property Owner
- Chris Damgen, Port of Portland
- David Spangler, Oregon State Parks
- Eve Nilenders, Multnomah County
- John Leamy, Downtown Business Owner, Town Center Advisory Board (TCAB) Chair
- Jona Jacobsen, Troutdale Parks and Recreation Superintendent
- Karen Schaaf, Real Estate Agent, Downtown Property Owner

- Layne Wyse, Metro
- Lizzie Keenan, Mt. Hood/Columbia Gorge Regional Destination Management Organization
- Mollie King, Troutdale Recreation Program Manager
- Tanney Staffenson, Planning Commission
- Terra Lingley, Oregon Department of Transportation

TAC members devoted a substantial amount of time and effort to the development of the PMP. Their participation was instrumental in the development of the recommendations that are presented in this report. The Troutdale parking system will be better because of their commitment.

The Public

Community members, including residents and visitors, played an important role in shaping the PMP by engaging with the online open house, online survey and providing comments at in-person tabling events. Their thoughtful feedback and ideas were instrumental in identifying priorities and refining the phasing of the PMP. The resulting recommendations are stronger and more responsive because of their engagement.

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APPENDIX

- Appendix A – Technical Memo 2: Parking Inventory
- Appendix B – Technical Memo 3: Parking Survey
- Appendix C – Technical Memo 2: Parking Policies and Strategies
- Appendix D – Troutdale Parking Study Public Engagement Summary

INTRODUCTION

The City of Troutdale initiated the development of the Troutdale Parking Management Plan (PMP) in April 2024. The purpose of PMP is to identify parking policies and strategies to improve the visitor experience and livability in the Town Center, as well as Glenn Otto Community Park, which is located just outside of the Town Center. These strategies are designed to address both current and projected parking demand. The PMP builds on the framework established by three key planning documents:

- **The Troutdale Town Center Plan (TCP)**, adopted in 2022, highlights the need for additional parking facilities in downtown Troutdale and identifies several issues relevant to the parking inventory:
 - The public listed parking as the biggest weakness within the Town Center, particularly in downtown.
 - The concessionaire adjacent to Glenn Otto Community Park has significant parking demand, prompting the need for additional strategies.
 - There is a need to identify future trends that could impact parking and loading needs.
- **The Troutdale Transportation System Plan (TSP)**, adopted in 2014 and updated in 2022, provides a long-range vision for the transportation system in Troutdale. The TSP identifies the need for a downtown parking study as well as the following:
 - Increase the availability of Americans with Disabilities Act (ADA) parking in the Town Center.
 - Adopt on-street and off-street parking management regulations as needed.
- **The Troutdale Visitor Opportunities Study**, conducted for the 2023-2038 Troutdale Destination Strategy, revealed that limited or insufficient parking was the third most common reason visitors chose not to return to Troutdale. It also highlighted that an improved parking experience would have significantly enhanced their visit.

The PMP provides a comprehensive assessment of parking facilities in Troutdale, examining current usage patterns, recurring issues faced by residents and visitors, and opportunities for improvement. It also outlines practical solutions and phased implementation strategies to enhance the visitor experience and improve livability for Troutdale residents.

Study Area

There are several existing on- and off-street parking facilities in the Town Center that offer a mix of short-term and long-term parking opportunities for residents and visitors. These facilities provide convenient access to downtown businesses, community destinations, and nearby residential areas while supporting the community's goals for sustainability, walkability, and livability. Promoting the shared use of parking resources among businesses, residents, and visitors helps reduce the need for new parking facilities, supporting more efficient land use and a compact, pedestrian-friendly

downtown. As shown in **Error! Reference source not found.**, the PMP focuses on the facilities in the downtown town center that serve commercial uses on Historic Columbia River Highway (Historic Highway) and residential uses immediately to the south (within two blocks). The plan implementation area also includes Glenn Otto Community Park (Glenn Otto). These facilities include:

- On-Street Parking Facilities
 - Historic Highway (four blocks between SW Kendall Ave and SE Kibling St)
 - SE 2nd St (five blocks between SW Kendall Ave and the cul-de-sac past SE Kibling St)
 - SW Kendall Ave (two blocks between Historic Highway and the cul-de-sac past SE 2nd St)
 - Buxton Rd (two blocks between Historic Highway and SE 3rd St)
 - SE Dora Ave (two blocks between Historic Highway and SE 3rd St)
 - SE Harlow Ave (two blocks between Historic Highway and SE 3rd St)
 - SE Kibling St (one block between Historic Highway and SE 2nd St)
- Off-Street Parking Lots
 1. Troutdale's Police Facility and Troutdale Municipal Courtroom
 2. City Conference Building (CCB)
 3. North Downtown Parking Lot
 4. Mayors Square Parking Lot
 5. Discovery Block Parking Lot
 6. Old City Hall Parking Lot
 7. Troutdale House and Depot City Park Parking lot
 8. Glenn Otto Community Park Parking lot

Several changes have occurred within the study area throughout the development of the PMP, many of which have had an impact on the parking facilities described herein. For example, the construction of the multi-family housing complex located west of SW Kendall Court and the commercial development located at 2nd Street and Buxton Road have significantly increased on-street parking demand. Another example includes the implementation of paid parking on Fridays through Sundays at Glenn Otto Community Park.

These developments, along with other recent developments that have increased demand for parking in the downtown area, have been accounted for in the recommended policies and strategies and potential phasing. However, their presence would justify the future survey of an expanded area of the Town Center, which is beyond the scope of this study.

Figure 1: Study Area



- Downtown Town Center
- Town Center
- Urban Growth Boundary
- Parks and Green Spaces
- School Grounds
- On-Street Parking Inventory
- Off-Street Parking Inventory



Planning Process

Development of the PMP began with a review of several background documents including the Troutdale TCP, Troutdale TSP, Troutdale Visitor Opportunities Study, Troutdale's Destination Strategy, and the Troutdale Capital Improvement Plan. Each of these documents identified parking as a key challenge, particularly in the downtown area, and suggested further evaluation and development of a coordinated strategy for addressing parking. Each plan provided context and included information that helped guide development of the PMP.

Next, an inventory of the existing on- and off-street parking facilities was conducted to determine the total number of parking stalls located within the study area and the primary users of the facilities. Following the inventory, a survey of on- and off-street parking conditions was conducted over two days in summer 2024, including a peak season midweek day (Thursday, July 18th, 2024) and a peak season weekend day (Saturday, July 20th, 2024). Troutdale often experiences the highest level of visitation in July due to the City's proximity to both land and water-based recreation activities. The survey provided information on existing parking conditions including:

- Occupancy (how many cars were parked),
- Durations of stay (how long they were parked), and
- Turnover (how many cars used a particular stall throughout the day) as well as the effectiveness of existing policies and strategies.

After existing parking conditions were analyzed, the project team developed a preliminary list of potential policies and strategies for consideration within the study area. These policies and strategies were developed based on previous planning work and industry best practices. The preliminary list of policies and strategies was evaluated based on input from the PMT, TAC, and the public, and a preferred list of policies and strategies was selected for inclusion in the PMP.

Public Involvement

As indicated previously, the PMT, the TAC, and the public guided development of the PMP. The PMT met with the TAC three times throughout the planning process to discuss the parking inventory, the parking survey, and the preliminary list of policies and strategies. The PMT also held an online open house and hosted a booth at Troutdale’s First Friday event to present the preliminary list of policies and strategies and solicit feedback on the preferred list of strategies and phasing.

Tabling occurred on June 6th, 2025, and included boards to educate the public of the planning process, collect comments on proposed strategies and feedback on the urgency of the strategies. During the event, a designated children’s area was provided, featuring an exploration map of the Troutdale Town Center and Sandy River, along with coloring pages. This helped make the event more inclusive and accessible for families. Around 50 people were engaged at the event.

The online open house and survey ran from May 15th to August 8th, 2025. The virtual open house was viewed a total of 709 times and included an overview of the project and a survey asking for input on phasing and general comments on the proposed parking strategies. The online survey received a total of 148 responses.

Some strategies were not included in the public engagement effort due to the strategies being required by the Oregon Transportation Planning Rule (TPR) or local requirements, and therefore the City is required to comply with implementing TPR or locally-required parking strategies. The strategies included in the engagement are identified Table 2 of this plan. *Appendix D Public Engagement Summary includes more information on the public engagement efforts and findings.*

Figure 2: Troutdale’s First Friday Engagement Activity



Figure 3: Troutdale’s First Friday Kids Activity



Vision, Goals, and Objectives

The vision for the PMP is to improve the livability of the Troutdale area and to improve the parking experience for both residents, visitors, and employees.

The goals and objectives for the PMP were developed to help realize the vision and reflect the goals and objectives for the Troutdale TCP and input from the PMT and TAC. The goals and objectives were used to guide the planning process, including the development, evaluation, and selection of the policies and strategies included in the PMP. In the future, the goals and objectives will provide guidance on implementation of the policies and strategies and help the City plan for and consistently work towards improving the user experience and creating an inviting environment for residents, visitors, and employees that frequent downtown. The goals and objectives include:

- Reduce congestion and improve access and circulation
- Improve efficiency and sustainability of existing parking facilities
- Improve user safety, information, and experience
- Minimize or mitigate negative impacts to local businesses and residential areas within the downtown town center
- Ensure strategies are predictable, adaptable, and financially sustainable

PARKING INVENTORY AND DEMAND ANALYSIS

Parking Inventory

A parking inventory was conducted within the downtown area in July 2024. The inventory provides parking supply information for several parking facilities within the study area, as well as the infrastructure that supports access to/from the parking facilities, the primary users of the parking facilities, and other key information.

EXISTING PARKING FACILITIES

There are several existing parking facilities within the downtown area. Many of these facilities support access to retail/commercial businesses and local residences throughout the study area while others support access to recreation activities, such as Glenn Otto Community Park and Depot Park. The parking inventory focuses on public parking facilities, which includes eight surface parking lots at locations throughout the study area. These surface parking lots, along with the local street network, provide public parking opportunities for employees and patrons of local businesses, residents and their visitors, and others.

Table 1 summarizes information related to the public parking facilities, including the location, the approximate number of stalls available, who owns, operates, and/or maintains the facility, current parking strategies, and other supporting information. As shown, a total of 395 stalls, including 344 general use and 51 specialty use stalls, are provided within the eight surface parking lots included in the inventory. An additional 276 on-street parking stalls, including 271 general use and five specialty use stalls, are provided. Specialty use stalls can include ADA stalls, Electric Vehicle (EV) charging stalls, or reserved stalls. There are 20 ADA stalls in the on-street facilities and five ADA stalls in the off-street facilities. The study area currently meets the latest Public Right-of-Way Accessibility Guidelines (PROWAG) in terms of number of parking stalls that are marked accessible. Figure 1 illustrates the location of the parking facilities.

Table 1. Public Parking Facilities

Map ID	Parking Facility	Number of Stalls	Ownership/Maintenance	Current Strategies	Key Challenges
1	Troutdale Police Facility and Troutdale Municipal Courtroom	21 (including two ADA)	City of Troutdale	- None	<ul style="list-style-type: none"> - Perception of insufficient parking for staff and visitors - Perception of restricted use due to land use context - Restrictive signage and location of signs - Lack of wayfinding signs
2	City Conference Building (CCB)	14 (including one ADA)	City of Troutdale	- None	<ul style="list-style-type: none"> - Limited public use - Restrictive signage - Lack of wayfinding signs
3	North Downtown Parking Lot	Public Parking: 92 (including six ADA and six 2-hour limit) Private (Tuck-Under) Parking: 47 (including one ADA) *2 parking spots have been converted to EV spots since the parking inventory was completed.	City of Troutdale (public stalls), Property Owners (private stalls)	<ul style="list-style-type: none"> - Public Parking: No overnight parking without a permit - Private (Tuck-Under) Parking: spots are owned by the private property owners and they manage it as part of their lease agreements 	<ul style="list-style-type: none"> - Inconsistent management strategies - Garbage and recycling receptacles block some public and private parking spaces - Inefficient utilization - Accessibility barriers
4	Mayors Square Parking Lot	29 (including two ADA) *2 parking spots have been converted to EV spots since the parking inventory was completed.	City of Troutdale	- No overnight parking without a permit	- Lack of wayfinding signs
5	Discovery Block Parking Lot	18 (including one ADA)	Discovery Block	- None	<ul style="list-style-type: none"> - Use uncertainty. Unsure if only patrons of the Discovery Block buildings can use, or if anyone can use - Lack of wayfinding signs
6	Old City Hall Parking Lot	20 *anticipated that south side stalls will be reconfigured to compact	City of Troutdale	- No overnight parking without a permit	<ul style="list-style-type: none"> - Circulation challenges when lot is full - Lack of wayfinding signs

		spaces to allow for addition of 1 van-accessible ADA space			
7	Troutdale House	33 (including two ADA and 29 reserved)	The Troutdale House by the Sandy River LLC and City of Troutdale	<ul style="list-style-type: none"> - Some parking is limited to serving visitors and employees of the Troutdale House 	<ul style="list-style-type: none"> - Ownership - Perception of restricted use - Lack of wayfinding signs
7	Depot City Park	12 (including one ADA)	City of Troutdale	<ul style="list-style-type: none"> - None 	<ul style="list-style-type: none"> - Unpaved lot - Lack of signage - Circulation challenges - Lack of wayfinding and signs
8	Glenn Otto Community Park	108 (including four ADA)	City of Troutdale	<ul style="list-style-type: none"> - There are future plans to begin charging for parking in this location. *The City has begun charging for parking. At the time of this plan, the City charges \$2/hour or \$10/day Fridays – Sundays 	<ul style="list-style-type: none"> - Congestion along Historic Highway - Circulation challenges due to one access management point - Mixed use area; facility rentals may result in some reserved spaces for events. There is also demand for park-and-concessionaire-use parking - Lack of wayfinding signs
N/A	On-street Parking	276 (including 5 ADA and 3 Motorcycle) *At the time of this plan, the City is potentially updating parking on 2 nd and Buxton to restricted parking uses here due to fire hydrant presence from the intersection of 2 nd and Buxton Road, and from the fire hydrant to the driveway	City of Troutdale	<p>Varies but in some locations:</p> <ul style="list-style-type: none"> - Time Limits - Parking restrictions - Signage indicated public parking - Dedicated ADA stalls - One-way traffic patterns to generate more stalls 	<p>Varies but in some locations:</p> <ul style="list-style-type: none"> - Lack of loading/unloading stalls - Steep grades - Restrictions during special events - No restriction signs near bus stops¹ on Buxton Road <p>*At the time of this plan, the bus stops on the Historic Highway have since been removed due to TriMet's recirculation of bus routes.</p>

Note: The Parking Inventory Memo in Appendix A provides detailed information about the existing public parking facilities with the study area. The Parking Inventory Memo was completed in July 2024.

Parking Survey

A parking survey was conducted within the study area in July 2024. The survey was conducted on a midweek day (Thursday, July 18th, 2024) and a weekend day (Saturday, July 20th, 2024). Both days were clear and dry with peak temperatures of 90 and 96 degrees, respectively. Both dates were in peak tourism season for Troutdale. Troutdale is located close to many land and water-based recreation activities. Further, recent development such as the Taproom and Highland Food Carts also brings additional visitors, such as beer enthusiasts.

The survey provides parking demand data for several parking facilities within the study area, including the eight surface parking lots and on-street facilities included in the inventory. The parking demand data is summarized by parking occupancy, duration of stay, and turnover. The parking survey data also served as the basis for developing future parking demand estimates for downtown Troutdale.

Figure 4: Mayors Square Parking Lot



PARKING OCCUPANCY

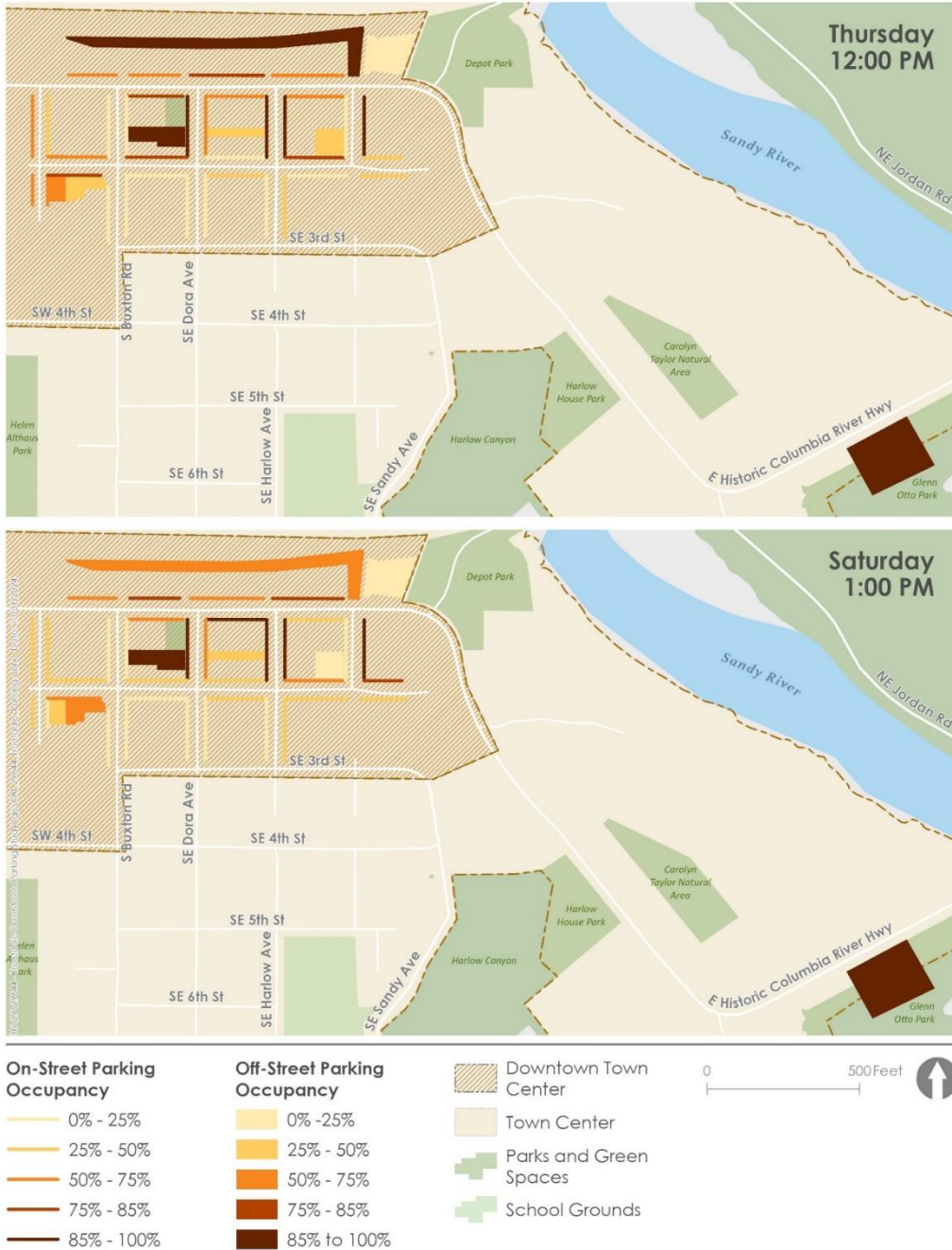
Parking occupancy refers to the number of stalls occupied in a parking system and is commonly shown as a percentage. A parking system is commonly considered to be at its *effective capacity* when occupancies reach or exceed 85% in the peak hour. When more than 85% of parking stalls are occupied, residents or visitors may be discouraged from visiting retail and commercial businesses or may add to area congestion by circling the area in search of available parking.

Figure 5 shows occupancy rates during the midweek and weekend peaks. Survey data shows that parking occupancy within the surface lots increases steadily throughout the morning with a midweek peak occupancy rate of 76% at 12:00 p.m. and a weekend peak occupancy rate of 58% at 1:00 p.m. Although on-street parking occupancy increases in the morning and stays relatively flat throughout the day, not exceeding 53% overall for the weekday or weekend.¹The Glenn Otto Community Park lot increases rapidly in the late morning and then remains relatively flat through the afternoon and into the evening with a midweek peak occupancy rate of 93% at 2:00 p.m. and a weekend peak occupancy rate of 96% at 3:00 p.m.

When taking into consideration the number of parking stalls available in the downtown study area, the overall system has enough parking to accommodate demand. However, there are specific areas that exceed capacity, including segments of on-street facilities such as SE Dora Ave, SE Harlow Ave, the Historic Highway, and Kibling St and off-street parking lots such as the Mayors Square Parking Lot and the North Downton Lot.

¹There are a few individual block faces where on-street parking occupancy exceeds effective capacity (85%), such as SE Kibling Ave, SE Dora Ave and SE Harlow St.

Figure 5: On-street and Off-street Parking Peak Hour Occupancy by Block Face or Lot



DURATION OF STAY

Duration of stay refers to the average length of time a vehicle remains in a parking stall. Duration of stay information can be useful in determining the amount of time people need or want to stay parked in a given area. Average duration of stay varies by lot; however, it tends to be over three hours in most lots with the exception of the Mayors Square Parking Lot, the Troutdale House lot, Old City Hall Parking Lot, and Glenn Otto Community Park lot². Comments from the TAC and the public indicate that some of the stalls closer to the Historic Highway are being used by employees of local businesses.

Average duration of stay also varies by street; however, it tends to be less than two hours in the 2-hour stalls on the Historic Highway, less than four hours in the 4-hour stalls on SE Dora Ave and SE Harlow Ave, and more than three hours for the stalls with no time limits throughout the rest of the study area. Stalls near residential areas with no time limits tend to have longer stays than stalls near commercial areas. There are some parking violations (vehicles parked longer than the time limits allow) along Historic Highway, SE Dora Ave, and SE Harlow Ave; however, most violation rates are below average (~20%) for a downtown commercial environment.

TURNOVER

Turnover refers to the number of vehicles that use a parking stall over the course of a survey day. Turnover is often used to measure how efficient or inefficient a parking system is operating and serving its intended user groups. Average turnover for on-street facilities varies by street and by stall type, however, it tends to be lower than expected in the 2-hour and 4-hour stalls relative to their design.³ Average turnover for off-street facilities also varies by lot, however, it tends to be less than 2.0 vehicles per stall, excluding the Mayors Square Parking Lot. This suggests that people that park off-street tend to stay longer than people that park on-street, which is preferred.

More information on parking demand within the study area, parking occupancy, duration of stay, and turnover is provided in the Parking Survey Memo in Appendix B.

² This may have changes since the launching of a pay-to-park program from Friday to Sunday in the Summer at Glenn Otto.

³ 2-hour stalls should turnover once every 2-hours throughout the enforcement period (8:00 AM to 6:00 PM). Therefore, they are designed to accommodate up to 5 vehicles (2-hours per vehicle / 10 hours = 5 vehicles).

Key Challenges

Key challenges were identified in the parking inventory and survey within the Town Center and Glenn Otto Community Park. These challenges are based on observed conditions and user feedback. The following challenges were identified:



Growing parking demand in the Town Center, driven by recent and future developments, is expected to exceed existing capacity and coincide with an influx of visitors unfamiliar with parking facilities.⁴



Unbalanced parking demand refers to high parking demand in certain on-street and off-street parking facilities while there is capacity in other on-street and off-street parking facilities.



Spillover occurs when there is insufficient parking available in an area or for a specific use. Drivers then park in locations that they were not intended to, such as in off-street lots with other primary uses or on-street parking facilities in neighborhoods.



Special events in the Town Center and in the Glenn Otto Community Park lot that reduce available parking capacity (i.e., some on- and off-street stalls are reserved during special events). This can increase demand beyond capacity during these events.



Duration of stay/turnover is an issue in areas designated as residential or employee parking. This also corresponds to locations with time stay violations (i.e., vehicles parked longer than the time limits allow).



Loading/unloading zones are not located in the study area, which results in some drivers stopping in the roadway, bike lanes, or crosswalks.

⁴ Future demand is further documented in the Parking Survey memo in Appendix B



Safety concerns can impact how people choose to access the Town Center, where they choose to park, and how safe they feel in the environment.



User/Visitor Information, such as wayfinding, is needed to help residents and visitors to understand where there is parking available and the rules and intended uses of each parking facility. There is an opportunity to improve the efficiency and consistency of user information in Troutdale.



Limited transportation options refer to a lack of adequate pedestrian, bicycle, or transit facilities and services, or the proximity of origins and destinations that make walking, biking, or taking transit difficult.



The Sandy River Shuttle would affect the Town Center parking system in a unique way, application could alleviate parking congestion, but the current system may not be able to support the shuttle long term.



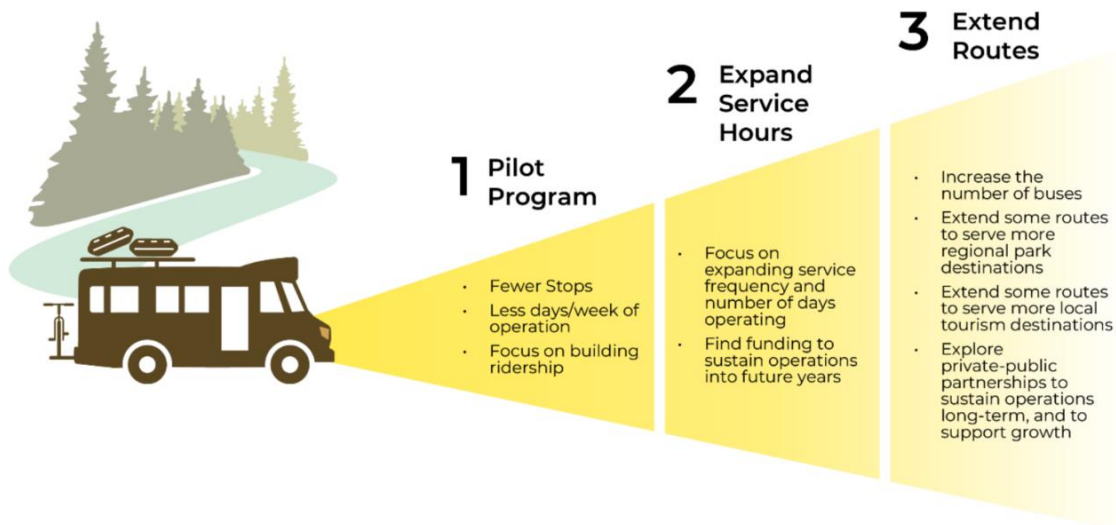
The Transportation Planning Rule (TPR) applies to Troutdale as part of the Portland Metropolitan Area, making it subject to the parking regulations outlined therein.

ONGOING PARKING MANAGEMENT STRATEGIES

Sandy River Recreation Shuttle

Alternative modes are an important component of managing a parking system, strategies to support these are included under the Transportation Demand Management strategies. While this Parking Management Plan was being conducted, the Sandy River Transit Feasibility Study was also being conducted and was completed in April 2024. As of July 2025, Troutdale was awarded another Travel Oregon grant to establish a pilot program in the summer of 2026. Figure 6 outlines the long-term implementation of the Sandy River Shuttle.

Figure 6: Sandy River Shuttle Implementation Steps



Parking Management at Glenn Otto Community Park

There have been recent and in-progress changes to Glenn Otto Community Park Lot, such as an in-progress reconfiguration plan and a newly implemented pay-to-park program. As of July 2025, a pay-to-park program has been implemented at Glenn Otto that runs from Friday to Sunday in Summer (April to September) and Winter (October to March). The parking fee is \$2.00 per hour with a maximum of \$10.00 for the day.

During initial rollout, there was public pushback about the pay-to-park program. Ultimately, the City decided it was best to roll back the pay-to-park program from every day to Fridays through Sundays. Troutdale residents are exempt from these fees after completing an exemption form. Further, during a site visit the weekend of August 9th and 10th as part of the Sandy River Recreation Pilot Program Evaluation, the project team found the concessionaire queue backing throughout the

Glenn Otto Parking lot. It was also found that park users were using designated concessionaire parking spots to access the park. Figure 7 shows the concessionaire queue on a day that was 96 degrees outside. Figure 8 shows a park user in a designated concessionaire parking zone. The City continues to explore ways to maximize the efficiency of this parking lot and minimize congestion.

Figure 7: Concessionaire Drive Thru Queue Congestion on August 10, 2025



Figure 8: Park User in 15-Minute Concessionaire Parking Zone



POLICY AND STRATEGY CATEGORIES

The policies and strategies developed are organized into a few categories displayed in **Error! Reference source not found.** Additional information on the specific policies and strategies within each category is provided in the following sections of this report.

Figure 9: Policy and Strategies Categories



The categories are described below:

- **Administration:** These policies and strategies are intended to ensure proper implementation, management, and monitoring of the City’s parking program. Effective administration provides a framework for day-to-day operations, stakeholder engagement, and alignment with broader community and economic development goals. A clear administrative structure also helps the City adapt to changing conditions and maintain a reliable, sustainable parking system.
- **User/Visitor Information:** These policies and strategies are intended to improve the dissemination of user information. User information supports an understanding of the local parking system and the appropriate ways to use it. Many parking issues can be resolved with more effective communication about the location, purpose, and availability of parking, as well as information about other methods of accessing the Town Center (e.g., walking, biking, transit).

- **Transportation Demand Management:** These policies and strategies are intended to encourage active and shared modes of transportation for commute and non-commute trips. These strategies are effective in reducing parking demand generated by employees of local businesses while supporting active lifestyles of local residents by promoting walking, biking, and transit as viable transportation options.
- **Parking Management:** These policies and strategies are intended to encourage more efficient use of the existing parking supply and improve the quality of service provided to parking users. When parking demand regularly exceeds the *effective capacity* of the parking supply (85%), these strategies can be used to help manage parking.
- **Parking Enforcement:** These policies and strategies are intended to improve enforcement of parking management strategies. Almost all parking management strategies require regular enforcement to be effective. In general, parking enforcement should be frequent, fair, and friendly. Parking enforcement should be designed to encourage proper parking behavior, not discourage users from accessing an area.
- **Create New Parking Supply:** These policies and strategies are intended to help create new parking supply once all other parking management strategies have been exhausted. Given the high cost (money, land, and character) associated with creating new parking supply, these strategies should be considered as a last resort.

RECOMMENDED POLICIES AND STRATEGIES

The policies and strategies that comprise the Troutdale Parking Management Plan are identified below. A phased approach to implementation is provided, including near-term (0-5 years), mid-term (5-10 years), and long-term (10-20 years) policies and strategies. Table 2 provides a summary of the parking strategies and implementation plan.

The community provided their input on phasing for several of the strategies included in this plan through an in-person engagement activity, an online open house, and the TAC. When available that feedback is included in this section of the plan. Guidelines for implementing, monitoring, measuring, and evaluating the performance of the parking management plan are provided in subsequent sections.

Table 2. Phasing Plan

Category	Strategy		Community Input on Urgency	Phasing: Near-Term (0-5 years), Mid-Term (5-10 years), or Long-Term (10-20 years)	Partner Support
Administration	A.1	Parking Manager	Low	Near-term: Assign role to an existing staff person Mid-term: Expand role to a dedicated staff person Long-term: Evaluate role to confirm appropriate staff levels	
	A.2	Parking Regulation Advisory Committee	Low	Near-term: Assign PRAC responsibilities to TCAB Mid- to Long-term: Assess effectiveness of advisory structure	
	A.3	Parking Management District	Low	Near-term: Establish initial parking management district boundary Mid- to Long-term: Evaluate and adjust district boundaries as parking demand changes	County
	A.4	Outreach Communications Plan	Low	Near-term: Implement outreach communications to support major parking system changes	
User/ Visitor Information	I.1	Signage Plan, Signing and Pavement Markings	High	Near-term: Implement consistent signage and pavement markings	County
	I.2	Wayfinding/Signage	High ^P	Near-term: Install and maintain wayfinding signage along key corridors and at parking facilities Mid- to Long-term: Update and expand wayfinding as parking programs and demand evolve	County
	I.3	Parking Maps	Medium ^P	Near-term: Develop and update parking maps to reflect parking locations, regulations, and events	
	I.4	"How to Park" Resources	Medium ^P	Near-term: Develop "How to Park" resources to support parking system use	
	I.5	Parking Ambassador	Medium ^P	Near-term: Formalize parking ambassadors during special events and peak demand periods Mid- to Long-Term: Evaluate effectiveness and expand ambassador program as warranted	
Transportation Demand Management	D.1	Improve Bicycle and Pedestrian Facilities	High	Near-term: Improve pedestrian and bicycle access within the downtown and Town Center Mid-term: Improve bicycle and pedestrian connections between downtown and surrounding neighborhoods Long-term: Improve regional bicycle and pedestrian access to recreational destinations	Metro, ODOT, County
	D.2	Improve Transit Facilities and Services	High	Mid-term: Coordinate with TriMet to improve transit connections to the Town Center and shuttle service Long-Term: Support longer-term transit and park-and-ride concepts through regional planning efforts	TriMet, County
	D.3	Micromobility (Bikes, E-Bikes, E-Scooters)	Low	Mid- to Long-Term: Evaluate micromobility options to support short trips and reduce parking demand	
	D.4	Sandy River Shuttle Service	High ^P	Near-term: Implement the Sandy River Shuttle Pilot program Long-term: Evaluate pilot and expand shuttle if warranted	Travel Oregon
	D.5	Flexible Commute Benefits	Low	Mid-term: Consider adopting a flexible commute benefits ordinance	Local Businesses
Parking Management	P.1	Time Limit Restrictions	High ^P	Near-term: Refine time-limit restrictions in high-demand areas Mid- to Long-term: Evaluate and adjust time limit restrictions	County
	P.2	Area Parking Permit Programs	High ^P	Near-term: Establish area parking permit program to manage residential spillover Mid- to Long-Term: Evaluate and adjust permit program boundaries and eligibility	

Category	Strategy		Community Input on Urgency	Phasing: Near-Term (0-5 years), Mid-Term (5-10 years), or Long-Term (10-20 years)	Partner Support
	P.3	Pay-to-Park Program	High ^P	Near-term: Implement paid park program in Glenn Otto Community Park Mid- to long-term: Assess need to implement pay-to-park programs in other locations	
	P.4	Shared Parking	High	Mid-term: Evaluate and implement shared parking arrangements through formal agreements	Local Businesses
	P.5	Loading Zones	Low ^P	Near-term: Install loading zones at key downtown locations to reduce curbside conflicts Mid- to Long-Term: Evaluate and adjust loading zones as curbside demand evolves	Local Businesses, County
	P.6	Review of ADA Stalls	Low	Near-term: Review ADA parking stalls for accessibility, compliance, and proximity to destinations Mid- to Long-Term: Address identified ADA improvements and reassess locations as parking changes	County
Enforcement	E.1	Parking Enforcement	High ^P	Near-term: Continue complaint-driven parking enforcement Mid-term: Implement focused, proactive enforcement Long-term: Implement regular system-wide enforcement	
New Parking Supply	N.1	Remote Parking	High	Long-term: Establish remote parking areas served by shuttle service	Local Businesses, City
	N.2	Create Electric Vehicle Charging Stations	Medium ^P	Long-term: Install EV charging stations at Glenn Otto	
	N.3	Reconfigure Existing Off-Street Parking Facilities	Medium	Near-term: Evaluate and reconfigure Glenn Otto Community Park parking for improved circulation and efficiency Mid-term: Evaluate and reconfigure the Troutdale House and Depot Park parking lots Long-Term: Reconfigure other off-street parking facilities as demand and conditions warrant	
	N.4	Construct New Parking Facility	Medium ^P	Long-term: Consider construction of a new parking facility if demand exceeds capacity	Port, ODOT, Metro, County
	N.5	Increase On-Street Parking Supply	Low ^P	Mid-term: Evaluate opportunities to add on-street parking where right-of-way allows	
	N.6	Create Motorcycle or Compact Vehicle Parking	Low ^P	Long-term: Implement motorcycle and compact vehicle parking where feasible	

^P This strategy was included in the in-person and online public engagement efforts.

ADMINISTRATIVE

A.1 Parking Manager

A key component of an effective PMP is the designation of a parking manager whose responsibilities include monitoring parking conditions, tracking performance metrics, and implementing strategies from the PMP. The parking manager may lead or participate in the PRAC to help make parking-related decisions and ensure adopted strategies are appropriately managed. The position can be filled by an existing or new staff member. The parking manager would not be responsible for parking enforcement, but may support education and outreach efforts related to parking regulations and programs.

Considerations for Implementation – Near-Term: In the near-term, the parking manager role should be assigned to an existing staff person as part of their current responsibilities. If additional capacity is needed to support initial implementation, limited funding from the pay-to-park program or other parking-related revenue sources should be provided to support the role. As City's parking program expands, with the pay-to-park and parking permit programs, the scope of this role may increase and should be reassessed accordingly.

Considerations for Implementation – Mid-Term: As Troutdale grows and more parking programs are implemented, it may be necessary to expand the parking manager role from an existing staff person to a dedicated position. This shift would reflect expanded responsibilities related to data tracking, coordination with enforcement, and oversight of multiple parking programs.

Considerations for Implementation – Long-Term: In the long-term, the parking manager role should be evaluated periodically to confirm that staffing levels, technical capacity, and administrative authority remain aligned with the scale and complexity of the City's parking programs. This may include enhanced coordination with budgeting, capital planning, and transportation demand management efforts as parking strategies expand or evolve.

A.2 Parking Regulation Advisory Committee

Establish a Parking Regulation Advisory Committee (PRAC) to review and provide input on potential changes to the parking program and to support ongoing evaluation of parking issues. The committee could provide guidance and community perspectives to the parking manager, supporting policy development, operational improvements, resolution of community concerns, and make recommendations regarding the parking policies and strategies included in the PMP. This committee's responsibilities could be rolled into an existing city committee, such as the City's transportation advisory committee.

Considerations for Implementation – Near-Term: PRAC responsibilities should be assigned to the Troutdale's Town Center Advisory Board (TCAB). The TCAB should become familiar with the PMP,

periodically review parking conditions, evaluate parking issues, and provide guidance to the parking manager and other City staff.

Considerations for Implementation – Mid- to Long-term: Periodically assess the responsibilities and effectiveness of the advisory structure, including whether it remains appropriate for the TCAB to assume PRAC responsibilities, to ensure continued alignment with the scale and complexity of the City's parking programs and community priorities.

A.3 Parking Management District

Establish a designated area where parking policies and management strategies are implemented to focus enforcement efforts and optimize the use of available parking resources. These districts are typically established in areas with high demand for parking, such as downtowns, to balance the needs of various users, including residents, businesses, and visitors.

Considerations for Implementation – Near-Term: The Parking Management District should include, at a minimum, the downtown area. The initial boundary should reflect current areas of highest parking demand and enforcement needs

Considerations for Implementation – Mid- to Long-Term: Periodically evaluate parking demand, spillover impacts, and the effectiveness of existing management strategies to determine whether adjustments to the Parking Management District boundary is warranted. The district may be expanded or modified over time as parking conditions change and additional management strategies are implemented.

A.4 Outreach Communications Plan

Implementing an Outreach Communications Plan is essential to ensure that the public remains informed, engaged, and educated about proposed changes to the parking system. This proactive approach fosters transparency, builds trust within the community, and supports effective implementation of policies and strategies. Having an outreach communications plan can also ensure all stakeholders are identified and considered in the implementation of the strategy.

Important components of an outreach communications plan include:

- List of all schools, local businesses, nonprofits, and community-based organizations that are either based or work in Troutdale, with contact information to update on upcoming changes, and collect feedback before changes occur
- Standardized social media posts, web pages, and press releases that can be easily updated to reflect necessary changes
- Translations can also be important to ensure those who speak English as a second language easily understand updates, as well

- Printed materials can also be important for those who do not use the internet or apps on a regular basis (i.e.—seniors)
- Coordinating these communications with essential services (i.e.—police, fire, and EMS) is also important to ensure consistent messaging
- Locations where in-person outreach has been successful for the City and other City events with high attendance (i.e.—First Friday events)

Considerations for Implementation – Near-Term: This strategy should be prioritized during the rollout of significant system changes, such as the introduction of a pay-to-park program or modifications to parking enforcement policies. Leadership of this initiative can be provided by the parking manager in collaboration with the PRAC. Although outlined as a near-term strategy, the outreach communications plan should be revisited whenever the parking manager anticipates projects or changes that may benefit from increased community input, particularly from residents and local businesses.

USER/VISITOR INFORMATION

I.1 Signage Plan, and Signing and Pavement Markings

Clear and consistent signing and pavement markings help drivers understand where parking is allowed, restricted, or prohibited along streets and within public parking lots. Signing should be simple and easy to read, communicating key information such as parking availability, time limits, hours of enforcement, payment requirements (if applicable), and any special considerations. Pavement markings, including stall lines, curb colors⁵, and accessible space indicators, should be well-maintained and consistent throughout the parking management district.

Considerations for implementation – Near-Term: The City should apply consistent signage and pavement markings in accordance with MUTCD and City standards. This includes ensuring appropriate setbacks and markings in high-demand areas such as downtown and near popular destinations. On-street parking should be restricted within 20 feet of marked or unmarked crosswalks and 30 feet of intersections (measured from the edge of the intersecting roadway). Yellow curbs and standardized signage should be used to clearly indicate no-parking zones. The City should also discourage residents and business owners from installing their own signs or pavement markings, as these can create confusion and enforcement challenges. Regular audits and maintenance should be conducted to address faded paint, missing or damaged signs, and other issues, particularly in high-turnover areas or locations where visibility and safety are critical.

⁵ As general practice, neither the County or City paint curbs except for required fire lanes. The City is exploring if painting curbs for a parking management districts could be useful for them.

1.2 Wayfinding/Signage

The public identified this strategy as relatively urgent compared to the other strategies presented. Wayfinding and signage communicate parking locations, availability, rates, and other key information to motorists. Wayfinding and signage may be temporary to support special events or short-term changes in parking facilities, or they may be permanent, static, or dynamic. Dynamic signage provides flexibility in sharing critical information, allows for more coordinated and strategic management of available supply, and improves the ability for users to find available parking.

Considerations for Implementation – Near-Term: Wayfinding signs should be installed along major corridors, such as Historic Highway and Buxton Road, to ensure motorists can navigate toward public parking facilities. Parking signage should be installed at facility entrances, including Mayors Square, CCB, and Old City Hall. The signs should include consistent branding, such as a common “P”, be well maintained, and clear of vegetation, to ensure accessibility and visibility.

Considerations for Implementation – Mid- to Long-Term: As parking programs expand or change, wayfinding signage should be evaluated and updated to reflect new parking locations, regulations, pricing, or travel patterns. This may include expanding permanent signage, improving coordination for special events, or evaluating the use of dynamic signage where appropriate.

1.3 Parking Maps

The public identified this strategy as relatively neutral compared to the other strategies presented. The strategy involves providing parking maps that identify parking locations, availability, regulations, rates, and nearby destinations. The maps can be located on the City’s website and posted in local businesses, community centers, or community kiosks.

Considerations for Implementation – Near-Term: Parking maps will need to be updated as parking locations, regulations, and nearby destinations change. The maps should be linked when advertising special events in Troutdale and when providing information about a potential future *Sandy River Shuttle*. A parking supply change map should be produced when the supply changes for special events.

1.4 “How to Park” Resources

The public identified this strategy as relatively neutral compared to the other strategies presented. “How to Park” resources can be developed to provide residents and visitors with information on where and how to park. These resources can include parking maps (as described above), and other useful information to help motorists plan their trip, such as information about transit or shuttle services connecting parking facilities to various destinations.

Considerations for Implementation – Near-Term: These resources should be living documents and updated as parking policies, facilities, or access changes occur. These resources should also be

circulated as appropriate across city departments and posted in locations where visitors can read them. A general "How to Park" page could be added to the City's website to provide general information on where and how to park, in addition to providing event-specific parking information on community event pages. This task should be led by the Parking Manager and include collaboration with local business owners and operators to ensure that their employees and patrons are aware of parking opportunities and other multimodal opportunities.

I.5 Parking Ambassador

The public identified this strategy as relatively neutral compared to the other strategies presented. Parking ambassadors enhance the parking experience through education and customer service. They supplement traditional parking enforcement by providing information on parking facilities, reducing confusion and violations, and directing motorists to open spaces. Parking ambassadors are especially valuable during special events and when communicating temporary changes to parking and other transportation facilities.

Considerations for Implementation – Near-Term: City staff currently provide informal support at downtown events. In the near term, this strategy would build on existing City practices by providing formal training and guidance for staff who offer that support. Parking ambassadors would be deployed on a limited, event-based basis during periods of high parking demand, such as special events and peak summer weekends at Glenn Otto Community Park, to focus on education, wayfinding, and customer service.

Considerations for Implementation – Mid- to Long-Term: Evaluate the effectiveness of parking ambassadors in improving user experience and reducing confusion or violations, and determine whether expanded seasonal deployment, additional training, or broader coverage is warranted as parking programs and visitor demand evolve.

Transportation Demand Management

D.1 Improve Bicycle and Pedestrian Facilities

Providing enhanced bicycle and pedestrian facilities (e.g. bike lanes, bike parking, safe crossings, and sidewalks) along with wayfinding and other infrastructure improvements can enhance the comfort and safety of bicyclists and pedestrians. These facilities can also encourage more people to use biking and walking as daily forms of transportation and reduce parking demand overall. While these facilities are important to support the parking system, they are typically funded by resources outside the parking management program. The parking management program should focus any revenue collected on implementing other parking-related strategies, and if there were funds still available, then could help to fund bicycle and pedestrian improvements.

Considerations for Implementation – Near-Term: Focus on improvements that enhance local access, circulation, and safety within the downtown and Town Center, particularly between parking facilities and key destinations. Near-term projects should prioritize completing gaps in sidewalks, improving crossings, providing bicycle parking, and enhancing wayfinding in areas with the highest parking demand and pedestrian activity. These improvements should align with bicycle and pedestrian projects identified in the City’s adopted Transportation System Plan (TSP).

Considerations for Implementation – Mid-Term: Advance bicycle and pedestrian improvements that improve access to the downtown from surrounding neighborhoods, including enhanced crossings, trail connections, and low-stress bicycle routes that reduce reliance on driving for short- and medium-length trips. Mid-term projects should build on near-term downtown investments and reflect bicycle and pedestrian priorities identified in the TSP as it is updated over time.

Considerations for Implementation – Long-Term: Support bicycle and pedestrian projects that provide regional access and connections to major recreational destinations, including the Sandy River corridor and regional trail systems. Long-term improvements should enhance non-auto access to high-demand areas such as Glenn Otto Community Park and support coordination with regional partners and future TSP updates.

D.2 Improve Transit Facilities

Improving transit facilities and services can encourage drivers to choose transit over vehicular travel. While the City does not directly operate fixed-route transit, Troutdale can support transit use by coordinating with TriMet on improved transit stop amenities, frequency of service, hours of service, accessibility, and marketing.

Considerations for Implementation – Mid-Term: Coordinate with TriMet to connect residents and visitors to and from the Town Center as well as the proposed Sandy River Shuttle to the rest of the transit system. These improvements could include improvements to routes, bus stop enhancements, and park-and-ride structure at the Confluence site, as referenced in the TSP.

Considerations for Implementation – Long-Term: Continue to coordinate with TriMet to study the feasibility of a park-and-ride lot in the I-84 interchange area that would serve Troutdale and Communities to the east and in potential conjunction with a parking facility at the Confluence site. This lot should also provide access to the 40-Mile Loop Regional Trail, the Sandy Riverfront Trail, and bike/transit hub at Deport Park. The project should also consider the connection from TriMet routes to this facility to the proposed Sandy River Shuttle.

D.3 Micromobility (Bikes, E-Bikes, E-Scooters)

Micromobility options, such as shared or privately owned bikes, e-bikes, or e-scooters, can support short trips and help reduce vehicle travel by improving connections between parking facilities, the Town Center, and recreational destinations.

Considerations for Implementation – Mid- to Long-Term: Evaluate the feasibility and appropriateness of micromobility options as a supplement to parking management strategies, particularly for short trips within the Town Center and connections to recreational destinations. Any future micromobility program should be coordinated with pedestrian and bicycle infrastructure improvements, parking and loading management, and City policies related to safety, equity, and right-of-way use.

D.4 Sandy River Shuttle Service

The public identified this strategy as relatively urgent compared to the other strategies presented. A shuttle service can help to manage parking demand by removing the need to drive a car to recreate in Glenn Otto Park. Troutdale is currently conducting a pilot program study to understand parking, congestion, parks, and visitor safety impacts as result of launching a shuttle service. A transit feasibility study was completed in early 2025 that identified a short-term and long-term route alternative. Per the feasibility study, the Columbia Gorge Outlets were identified as a possible off-site parking lot, and stop at the following locations:

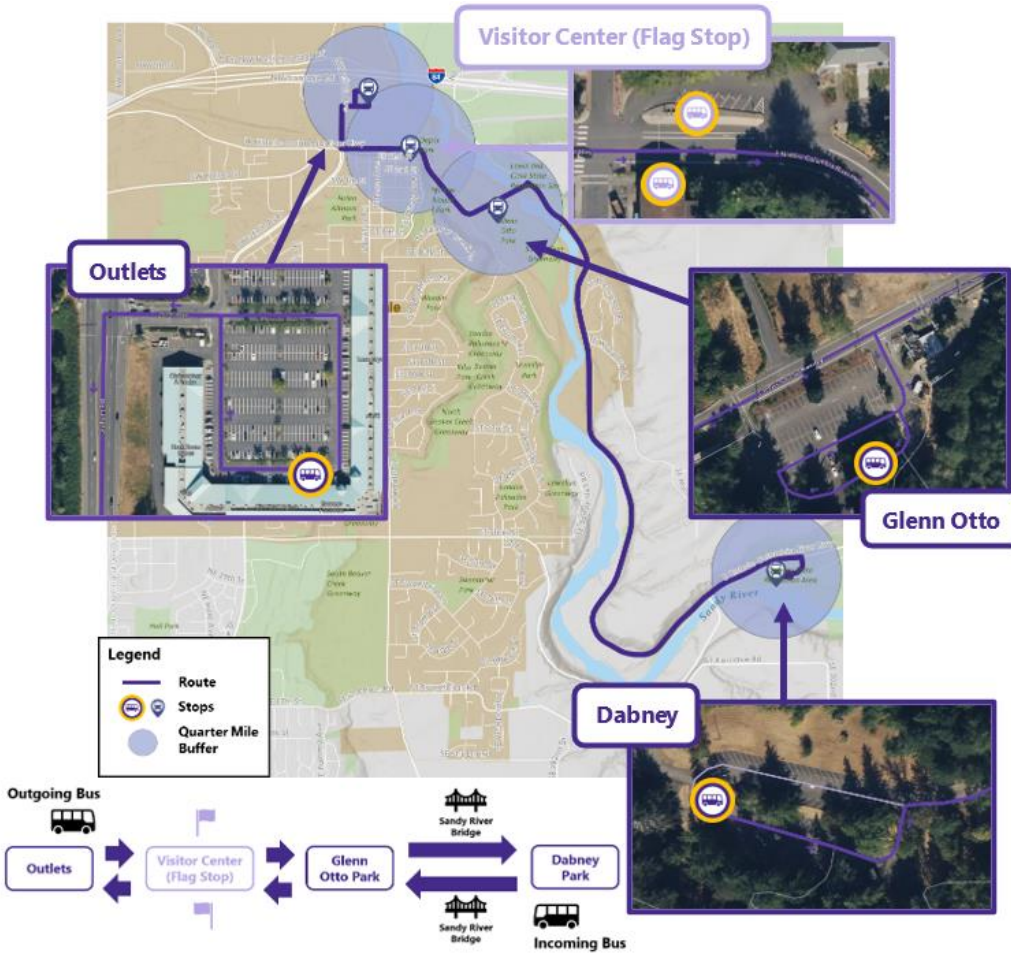
- Gateway to the Gorge Visitor Center (short-term as a flag stop, long-term a permanent stop)
- Glenn Otto Community Park
- Dabney State Recreation Area
- Lewis & Clark State Recreation Area (long-term, possibly when pilot program is finished)

Regardless of whether the Columbia Gorge Outlets are used as the off-site parking lot for this shuttle program, any future shuttle program must originate from an off-site parking lot area.

Considerations for Implementation – Near-Term: It is anticipated the shuttle will have 30-minute headways during the pilot program, and to be able to complete 18 roundtrips a day. The main parking facility for users will be at the Columbia Gorge Outlets, although users would be able to get on/off at any stop, and there are parking facilities at every stop. Monitoring the effect on parking at Glenn Otto Community Park lot, Dabney Park, and the Columbia Gorge Outlets will be considered before and after the shuttle program begins to evaluate parking, congestion, park, and visitor safety impacts. Any recommendation for mitigation will be documented in the implementation plan for long-term service. Figure 1 provides a visual of the pilot route.

Considerations for Implementation – Long-Term: The Sandy River Shuttle pilot program will offer valuable insights that can inform the expansion of shuttle service in Troutdale. Lessons learned—such as peak demand times, effective stop locations, rider demographics, marketing strategies, and operational challenges—should be carefully evaluated. These findings can help refine service routes, schedules, and partnerships to better meet community needs and ensure long-term viability. Expanding the shuttle service, if needed with these lessons in mind, will improve access to additional key destinations while reducing parking pressure during high-traffic periods.

Figure 10: Sandy River Shuttle Pilot Program Route



D.5 Flexible Commute Benefits

Flexible commute benefits are provided by employers and allow employees to use pre-tax funds to cover commuting costs such as bicycle maintenance and gear, public transit fares, or parking fees. These benefits can help reduce single-occupancy vehicle trips by making non-driving options more convenient and affordable for employees, particularly in areas with limited parking supply or high parking demand.

Considerations for Implementation – Mid-Term: Troutdale could consider enacting a TDM ordinance that would require employers within the Town Center to provide flexible commute benefits in the Town Center. These benefits could be oriented toward transit use or bicycle-related expenses and structured to complement existing City parking and access management policies.⁶

⁶ Troutdale has implemented a TDM ordinance, in compliance with the Climate Friendly Equitable Community (CFEC) rules through the Department of Land Conservation and Development (DLCD), that Troutdale must provide a \$50/month monthly commute benefit for those not using vehicular parking.

PARKING MANAGEMENT

P.1 Time-Limit Restrictions

Time limit restrictions limit how long a vehicle can remain in a parking space and rely on signage and enforcement to be effective. Shorter time limits (15-minute to 1-hour) should be applied selectively in locations where high turnover supports adjacent businesses or land uses, as they may not provide sufficient time for most visitors. Time limits help manage parking demand, encourage turnover, and improve availability, particularly in high-activity areas. For loading and unloading needs, short-term (e.g. 15-minute) stalls can be designated. Currently, about 44% of inventoried on-street parking in Troutdale includes time restrictions, with 2-hour limits along the Historic Highway and 4-hour limits on SE Dora and SE Harlow Avenues. City code supports time limit restrictions and allows for integration with programs like residential parking permits.

Considerations for Implementation – Near-Term: Time limit restrictions should be varied and take into account convenience and accessibility. For example, there are hair salons in the downtown town center where appointments may last two hours, or more. There are also several doctor offices where appointments could take up to two hours. This does not allow for time for someone to also get lunch or visit a store in the downtown town center if the time limit restriction is only two-hour. However, two-hour time restrictions could be helpful to increase turnover and improve access to local businesses, while still providing reasonable durations for most trips.

The City recently implemented 2-hour time limits on SW Kendall Avenue and Buxton Road to address increased demand from nearby development. In the near term, similar time limit adjustments should be applied selectively in the downtown area where demand is already high, supported by appropriate signage and enforcement. As time limit restrictions extend into the residential areas, an Area Parking Permit Program should be implemented as described below.

Considerations for Implementation – Mid- to Long-Term: As parking demand increases in the Town Center and surrounding areas, the City should periodically evaluate the effectiveness of existing time-limit restrictions and consider expanding or adjusting time limits on additional blocks to balance turnover, access, and user needs. These adjustments should be informed by observed occupancy, turnover, enforcement capacity, and feedback from local businesses and residents, and coordinated with other parking management tools such as paid parking and area parking permit programs where applicable.

P.2 Area Parking Permit Programs

The public identified this strategy as relatively urgent compared to the other strategies presented. Creating an area parking permit program helps ensure that on-street parking is available for residents and employees. In Troutdale, this strategy could help manage spillover from the Town Center into nearby residential areas as parking demand grows. City code currently allows the city

manager to issue overnight, special, and guest permits for residents in the Town Center Overlay District who lack off-street parking, as well as for downtown businesses.

Considerations for Implementation – Near-term: Households located within the program area could be eligible to apply for up to two annual parking permits for their vehicles and/or guests. Employees of local businesses may also be eligible, although many jurisdictions designate areas on the periphery of their downtowns for on-street employee parking. Vehicles displaying a valid parking permit would be exempt from posted time limits. Vehicles without a permit, time limits could be imposed (i.e., 2-hour time limits from 8 AM to 6 PM daily) with signage installed on all affected streets to communicate restrictions. The permits should be transferable to long-term and short-term renters. In establishing the program, the City will need to define permit eligibility, set program boundaries, and administrative procedures. A fee for the permit should be established to pay for the permit program itself and not generate additional revenue.

Considerations for Implementation – Mid- to Long-Term: As parking demand increases and management strategies expand, the City should periodically evaluate the effectiveness of the area parking permit program, including permit eligibility, fees, enforcement, and program boundaries. Adjustments may include expanding the program area, refining employee eligibility, or modifying permit rules to respond to changing land uses and parking demand while minimizing impacts on surrounding neighborhoods.

P.3 Pay-to-Park Program

The public identified a general pay-to-park strategy as relatively “not urgent” compared to the other strategies presented. Pay-to-park programs help manage parking demand and manage parking behaviors. Paid parking can be used to influence turnover, spread demand to less utilized parking facilities, and generate revenue for TDM strategies like improving pedestrian and bicycle infrastructure.

Considerations for Implementation – Near-Term: Several factors should be considered when implementing paid parking for the first time at a public lot serving a popular recreational destination with high seasonal fluctuations in demand.

- **Time Periods:** Best practice is to implement paid parking during peak demand periods, rather than year-round, to align management with actual use. For Glenn Otto Community Park, this may include every day during the summer months (June to September), peak recreation days during non-summer months (e.g., weekends and holidays), and daylight hours when demand is highest, or consistent with nearby parking regulations that apply from 8:00 AM to 6:00 PM.
- **Fee Structure:** Establish rates that reflect demand while remaining affordable and equitable. Fees should be designed to manage parking behavior and maintain availability rather than maximize revenue. Fees may be adjusted over time based on observed use and performance.

- **Payment Options:** Payment options should be convenient and flexible, including pay stations and mobile app-based systems. The City should also determine whether to implement time limits to encourage turnover and manage demand during peak periods.
- **Equity:** Equity and operational considerations are also important. The City should evaluate whether to offer free or discounted parking for Troutdale residents through a permit system and ensure there is a clear, accessible process for obtaining and verifying permits. Annual passes or discounted permits could be used to support equity goals for frequent users while maintaining paid parking during peak demand periods.
- **Enforcement:** Enforcement responsibilities should be clearly defined, with dedicated staff or contracted services in place to ensure compliance. Enforcement should be consistent, fair, and focused on compliance rather than revenue generation, particularly during the initial rollout.
- **Communication:** The City should communicate when paid parking applies, including applicable days, hours, and seasons, as well as how parking revenue will be used. Reinvesting revenue in the park itself, such as improving amenities and access, can help to build public support and demonstrate community benefit.
- **Evaluation:** After one or two peak seasons, evaluate occupancy, turnover, compliance, spillover, revenue relative to operating costs, visitor access and safety outcomes, and public feedback. Use these findings to refine the days, hours, seasonality, and pricing structure before making longer-term commitments or expanding the program.

Considerations for Implementation – Mid- to Long-Term: As Troutdale continues to grow and parking demand in the downtown and other parking locations exceeds effective capacity (85% of the parking supply), the City may consider expanding pay-to-park programs beyond Glen Otto Community Park. When the Troutdale House and Depot Park lots are reconfigured, the City could consider introducing a pay-to-park program at each location to help off-set construction costs. The North Downtown Parking Lot, Mayors Square Parking Lot and on-street locations along the Historic Highway, SE Dora Ave, SE Harlow Ave and SE Kibling St include a few additional locations where pay-to-park programs may be effective, depending on future effective capacity.

When considering a pay-to-park program that serves visitors and employees in the Town Center there are several factors that should be considered. First, establishing an appropriate fee structure is essential, rates should reflect demand while remaining affordable and equitable. Payment options should be convenient and flexible, including pay stations and mobile app-based systems.

If a pay-to-park program is implemented in the locations listed above, but not all neighboring lots and streets, there is potential for some parking spillover by motorists who prefer to find free parking. This is a common impact of pay-to-park programs. Parking may spillover to residential areas to the south of 2nd Street or make 2nd Street more used. It will be necessary to monitor the effect, and if necessary, expand the pay-to-park program or implement an area parking permit program.

P.4 Shared Parking

Shared parking allows multiple users or groups to share the same parking spaces, typically by taking advantage of different peak demand times for various land uses. Shared parking reduces the total number of parking spaces needed, optimizes land use, and supports more efficient and sustainable parking systems.

Considerations for Implementation – Mid-Term: Allowing public parking after working hours in the CCB and Troutdale Police Facility Lot should be considered through formal agreements to support commercial and residential purposes nearby in the evening. Partnerships with the Troutdale House should also be considered due to the lower utilization of the lot. Shared parking would need to be communicated through new signs at participating locations, such as “public parking after 6:00 PM”.

P.5 Loading Zones

The public identified this strategy as relatively urgent compared to the other strategies presented. Loading zones provide short-term parking for delivery and rideshare drivers to safely load or unload goods and passengers without blocking travel lanes, bike lanes, or sidewalks. In Troutdale, this strategy can improve safety and traffic flow in areas with increasing commercial activity and curbside demand. While a previous loading zone on the Historic Columbia River Highway was removed due to limited use and enforcement challenges, loading zones are allowed under City Code 10.12.060 and are identified as a need in the Town Center Plan.

Considerations for Implementation – Near-Term: Loading zones are recommended at Buxton Road between 2nd Street and the Highlands driveway, and along the Historic Highway near Dora Avenue, which is central to the majority of the businesses in the downtown area. Loading zones can support downtown businesses with on-street parking conflicts and reduce curbside conflicts. Zones should include clear signage, short time limits, and defined hours of operation. Smart loading zones with mobile reservations could also be explored over time. Ongoing enforcement and outreach will be key to ensuring proper use.

Considerations for Implementation – Mid- to Long-Term: Evaluate the effectiveness of loading zones based on observed use, compliance, and curbside conflicts, and consider adjusting locations, hours of operation, or expanding loading zones to additional areas as commercial activity and curbside demand evolve.

P.6 Review of ADA Stalls and Stall Locations

While not included in the strategies listed in the public engagement activities, the public provided feedback that the ADA stalls in Troutdale should be in easy to reach and desirable locations. Therefore, this strategy was included as part of this parking management plan. ADA stalls are critical to ensure accessibility for wheelchair users and other individuals that would struggle to navigate Troutdale’s topography and street network. A review of the ADA stalls in the Town Center

should be conducted to ensure they comply with current PROWAG requirements, are located near key destinations, and provide accessible routes to those destinations.

Considerations for Implementation – Near-Term: Parking lots in the Town Center, including the North Downtown Parking Lot and the Mayors Square Parking Lot, present topographical challenges that may affect accessibility to key destinations. Additionally, some on-street ADA stalls along the Historic Highway require users to navigate through bike lanes to reach an accessible curb. A comprehensive review of existing ADA stalls could be completed to evaluate compliance with current PROWAG requirements, proximity to desired locations, and the accessibility of connecting routes.

The City should also identify and clearly designate temporary ADA parking stalls during major events, such as First Fridays, when some on-street stalls become restricted in order to make event space available. Information on these temporary ADA stalls should also be included in communications of downtown town center events.

Considerations for Implementation – Mid- to Long-Term: As parking facilities and regulations evolve, the City should address identified ADA deficiencies and periodically reassess ADA stall locations to ensure continued compliance with accessibility standards and alignment with changes to parking supply, land uses, and event programming.

PARKING ENFORCEMENT

E.1 Parking Enforcement

The public identified this strategy as relatively “not urgent” compared to the other strategies presented but identified that extending grace periods to be somewhat urgent compared to other strategies. Effective parking enforcement increases compliance, supports turnover, and helps ensure parking availability, especially in high-demand areas. Enforcement in Troutdale should be fair, friendly, and focused on educating users rather than generating revenue. It should encourage proper parking behavior and be responsive to issues affecting residents and businesses. Violations currently occur at rates up to 29% along the Historic Highway, SE Harlow Avenue, and SE Kibling Street. While City code (10.12.130) outlines procedures for issuing and contesting citations, Troutdale currently lacks the staffing capacity to enforce violations consistently.

Considerations for Implementation – Near-Term: In the near-term, the City should continue its existing, complaint-driven enforcement approach; however, it may also incorporate randomized parking enforcement in the downtown area or other locations with high demand using existing City staff. The City could also consider a “parking education day,” during which existing City staff issue warnings rather than citations to vehicles that violate parking regulations, with the intent of improving awareness and compliance. While enforcement is expected to remain limited in the

near-term, the City can take steps to prepare for future phases by monitoring parking activity, tracking complaint locations, and educating the public about existing parking regulations.

Considerations for Implementation – Mid-Term: As parking demand increases and staffing capacity improves, the City should transition from complaint-driven enforcement to more focused, proactive enforcement in the downtown area and other areas with high demand. This may include patrols during peak periods, hiring additional enforcement staff, or deploying parking ambassadors focused on education and compliance. The goal for the mid-term is to establish predictable, equitable enforcement that supports turnover and community trust without being punitive.

Considerations for Implementation – Long-term: In the long term, parking enforcement should evolve into a regular, visible, and systemwide program that supports implementation of the parking program. At this stage, enforcement will focus on ensuring compliance with parking regulations, maintaining turnover, and protecting access for residents and visitors. Consistent, visible enforcement will be critical to maintaining credibility and fairness as the program expands.

Other Considerations:

- **Extended Grace Periods:** Minor grace periods, such as allowing a few minutes after a driver's parking expires, are standard in many parking systems. Adjusting the length of the grace period can help balance the need for turnover with user satisfaction. Grace periods should also be considered when changes to the parking system are made, such as implementing Time-Limit Restrictions and Pay-to-Park Programs.
- **Extended Enforcement Hours:** Expand the hours during which parking rules are actively enforced when demand exceeds capacity (85%) outside current enforcement times. Updates to City code may be needed to support this strategy.

The success of this phased approach will depend on continuously monitoring and evaluating enforcement measures to ensure they respond to current conditions and community needs.

CREATE NEW PARKING SUPPLY

N.1 Remote Parking

Establishing a remote parking area that is linked by other modes, such as shuttle service or active transportation facilities (e.g., bike lanes and sidewalks), can shift parking demand to fringe areas of a community and still provide essential support. Allowing shared parking of these assets could result in greater parking system efficiency. Management of such a facility must align with management practices within the area, which may lead to public/private partnerships.

Considerations for Implementation – Long-Term: Establish remote parking areas served by shuttle service to support high-demand periods and special events. Locations to be considered are Reynolds High School, McMenemy's Edgefield or any other location that could provide remote

parking supply. There would be a need for shared parking agreements for any private parking lots. Continue work with the Columbia Gorge Outlets to provide dedicated shuttle stops and parking for shuttle users. Provide shuttle stops and shuttle information near the parking areas and provide information about the remote parking areas on the “How to Park” resource.

N.2 Create Electric Vehicle Charging Stations

In-person public engagement respondents saw this strategy as a priority compared to other strategies while online participants saw the strategy as “not urgent”. An electric vehicle (EV) charging station provides the equipment necessary to charge an EV. EV ownership is expanding. There is a growing need for widely distributed, publicly accessible charging stations, some of which support faster charging at higher voltages and currents than are available from residential charging stations. This strategy involves creating new parking facilities or converting existing general use stalls to EV charging stations.

Considerations for Implementation – Long-Term: Create up to two (2) electric vehicle charging stations in the Glenn Otto Community Park. The location, number, and use of EV charging stalls should be evaluated to balance charging demand with overall parking availability, particularly during peak visitation periods.⁷

N.3 Reconfigure Existing Off-Street Parking Facilities

Reconfiguring existing off-street parking facilities can provide incremental improvements to parking capacity. However, parking lot reconfiguration can involve relatively high capital cost compared to the number of additional spaces generated, particularly if improvements include more than restriping or signing. This strategy focuses on improving inefficiencies in parking layouts (e.g., aisle width, turning radii, or landscaping) to make better use of existing parking supply.

Considerations for Implementation – Near-Term: Evaluate potential reconfiguration of the Glenn Otto Community Park parking lot to improve access and circulation for people driving, walking, biking, and using transit or shuttle services. Potential improvements include restriping to optimize space, exploring angled parking and compact vehicle stalls, enhancing internal circulation, and ensuring clear signage and pavement markings. Access and circulation should be assessed in relation to future TriMet services and the proposed Sandy River Shuttle.

Considerations for Implementation – Mid-Term: Evaluate potential reconfiguration of the Troutdale House and Depot Park parking lots to improve access, circulation, and overall efficiency for people driving, walking, biking, and using transit or shuttle services. Potential improvements may include reconfiguring access locations, enhancing internal circulation patterns, modest capacity adjustments where feasible, and improving signage and pavement markings.

⁷ The City has already added 4 EV charging spots in the downtown town center.

Considerations for Implementation – Long-Term: As parking demand, land uses, and access needs evolve, the City should continue to monitor and evaluate the performance of existing off-street parking facilities in the Town Center. Where inefficiencies are identified, the City may consider reconfiguring additional lots over time to improve efficiency, accessibility, and parking supply, prioritizing low-cost and context-sensitive improvements as feasible.

N.4 Construct New Parking Facility

If all other parking management tools and strategies have been implemented and parking demand continues to exceed the effective capacity of the parking supply, it may be necessary to construct a new parking facility. Because a new parking facility can significantly affect community character, land use patterns, and transportation operations, the location, size, financing, and regulation of a new parking facility should be carefully considered. Most public input identified this strategy as not urgent; however, those who viewed it as urgent expressed concerns related to the potential land use, environmental, and community impacts of a new facility.

Considerations for Implementation – Long-Term: If monitoring indicates that additional parking supply is required after implementation of other parking management strategies, the City may consider construction of a new parking facility. Given limited opportunities to add new surface parking in the Town Center, future parking supply may involve conversion of an existing surface lot to a structured facility, such as at the CCB lot or the former City Hall lot, rather than development on new sites. The Confluence Site remains another potential long-term opportunity, as identified in the TCP, with a separate park-and-ride facility also noted in the TSP to support transit access.

Any new parking facility should be carefully evaluated to address location, land use compatibility, environmental impacts, urban design considerations, and consistency with adopted City plans. Financing for a new parking facility would require further analysis and policy direction and may involve a combination of funding sources, such as pay-to-park revenues, developer contributions, an economic improvement district (EID), grants, or other local financing tools. Final decisions regarding facility type, location, and funding should be informed by a detailed feasibility and financing analysis prior to implementation.

N.5 Increase On-Street Parking Supply

Increasing the on-street parking supply may be necessary in the future. This can be implemented by evaluating where parking is currently restricted and consider whether those restrictions are necessary based on safety, operational, and access considerations.

Considerations for Implementation – Mid-Term: Evaluate on street parking restrictions in the Town Center to identify locations where right of way would allow additional parking. In general, local streets that are at least 32 feet wide may be candidates for additional on-street parking. These

streets should be wide enough to accommodate parking on both sides, while still leaving 16 to 18 feet of throughway to meet emergency access and operational requirements.

N.6 Create Motorcycle or Compact Vehicle Parking

The public identified this strategy as relatively neutral compared to the other strategies presented. Spaces located within a surface parking lot or on-street parking facilities that cannot accommodate a full-size vehicle are opportune locations to provide parking for motorcycles and compact vehicles. Signing and striping these spaces as restricted parking stalls for certain vehicles can provide a quick and inexpensive solution to increasing parking for motorcycles and compact vehicles.

Considerations for Implementation – Long-Term: Implement motorcycle and compact vehicle parking at on-street facilities such as the Historic Highway, SE Dora Ave and SE Harlow St, where feasible and appropriate. Implementing this strategy on off-street parking facilities should be considered when completing the reconfiguration of existing off-street parking facilities (Strategy 3.7).

IMPLEMENTATION PLAN

Implementation of the policies and strategies described in the PMP requires a number of Troutdale staff and other agency partners to collaborate to ensure the best results. Recommended strategies 1.1 and 1.2 would create two participants, the Parking Manager and Parking Regulation Advisory Committee, specifically for the purpose of implementing the plan and ensuring on-going monitoring and management.

Table 3 through 7 outline the estimated cost range associated with each strategy, as defined below.

- \$ - less than \$10,000
- \$\$ - \$10,000 to \$50,000
- \$\$\$ - \$50,000 to \$150,000
- \$\$\$\$ - more than \$150,000

The strategies that can be completed by the parking manager are not included in the range because the cost is included in the cost of appointing or hiring someone for this role, which is considered separately. There are also some strategies that reflect projects from other plans (i.e., the Troutdale TSP). These projects are expected to be funded through other sources. There are some strategies, such as pay-to-park, that require an upfront cost and ongoing maintenance. However, the funds generated through this approach can be reinvested into the strategy itself. In some cases, pay-to-park may generate surplus revenue beyond what is needed for maintenance, which could then be allocated to support other initiatives. One-time or upfront costs and annual costs are considered in Table 3 through Table 5.

Table 3: Implementation Plan – Phase 1: Near-term Strategies (0-5 years)

Strategy	Location	Cost	Annual Costs?	Funding Source	Lead/Support
A.1 Parking Manager	-	\$\$	Yes	City General Funds	City
A.2 Parking Regulation Advisory Committee	-	-	-	N/A	Parking Manager
A.3 Parking Management District	Area-wide	-	-	N/A	Parking Manager
A.4 Outreach Communications Plan	Area-wide	-	-	-	Parking Manager, Parking Regulation Advisory Committee
I.1 Signage Plan, Signing and Pavement Markings	Area-wide	\$\$	Yes	City/County General Funds	City, County
I.2 Wayfinding/Signage	Area-wide	\$	Yes	City General Funds	City
I.3 Parking Maps	Area-wide	\$	No	N/A	Parking Manager
I.4 "How to Park" Resources	Area-wide	\$	No	N/A	Parking Manager
I.5 Parking Ambassador	Area-wide	\$\$	Yes	City General Funds	Parking Manager
D.1 Improve Bicycle and Pedestrian Facilities	Historic Highway, 2 nd Street, Depot City Park	-	-	-	City, County, State
D.4 Sandy River Shuttle Service	Area-wide	\$\$\$	Yes	FLAP ¹ , STIF ² , ODOT Innovative Mobility Program, Metro, Private-Public Partnership	City, Concessionaire
P.1 Time Limit Restrictions	On-street facilities	\$\$	No	City General Funds	Parking Manager

Strategy	Location	Cost	Annual Costs?	Funding Source	Lead/Support
P.2 Area Parking Permit Program	Area-wide	\$\$	Yes	Program Funds	Parking Manager
P.3 Pay-to-Park Program	Glenn Otto Community Park	\$\$	Yes	Program Funds	Parking Manager
P.5 Loading Zones	Area-wide	\$	No	City/County General Funds	City, County
P.6 Review of ADA Stalls	Area-wide	-	-	-	City
E.1 Parking Enforcement	Area-wide	\$\$\$	Yes	County	Parking Manager
N.3 Reconfigure Existing Off-Street Facilities	Glenn Otto Community Park	\$\$\$\$	No	City General Funds	City

¹FLAP = Federal Lands Access Program

²STIP= ODOT State Transportation Improvements Program

Table 4: Implementation Plan – Phase 2: Mid-term Strategies (5-10 years)

Strategy	Location	Cost	Annual Costs?	Funding Source	Lead/Support
A.1 Parking Manager	-	\$\$\$	Yes	City General Funds	City
A.2 Parking Regulation Advisory Committee	-	-	-	N/A	Parking Manager
A.3 Parking Management District	Area-wide	-	-	N/A	Parking Manager
I.2 Wayfinding/Signage	Area-wide	\$	Yes	City General Funds	City
I.5 Parking Ambassador	Area-wide	\$\$	Yes	City General Funds	Parking Manager
D.1 Improve Bicycle and Pedestrian Facilities	Historic Highway, 257 th Drive, 2 nd Street	-	-	-	City, County
D.2 Improve Transit Facilities and Services	Area-wide	-	-	-	TriMet, County, City
D.3 Micromobility (Bikes, E-Bikes, E-Scooters)	Area-wide	\$\$	Yes	City General Funds	City
D.5 Flexible Commute Benefits	Area-wide	-	-	-	Parking Manager
P.1 Time Limit Restrictions	On-street facilities	\$\$	No	City General Funds	Parking Manager
P.2 Area Parking Permit Program	Area-wide	\$\$	Yes	Program Funds	Parking Manager
P.3 Pay-to-Park Program	North Downtown Lot, Mayors Square Lot, Historic Highway, SE Dora Ave, SE Harlow Ave, or SE Kibling St	\$\$\$	-	City General Funds, Program Funds	Parking Manager

P.4 Shared Parking	CCB, Troutdale Police Facility, Visitor Center/Troutdale House	\$	No	City General Funds	City
P.5 Loading Zones	Area-wide	\$	No	City/County General Funds	City, County
P.6 Review of ADA Stalls	Area-wide	-	-	-	City
E.1 Parking Enforcement	Area-wide	\$\$\$	Yes	County	Parking Manager
N.3 Reconfigure Existing Off-Street Facilities	Troutdale House and Depot Park	\$\$\$\$	No	City General Funds	City
N.5 Increase On-Street Parking	Area-wide	\$\$	No	City/County General Funds	City, County

¹FLAP = Federal Lands Access Program

²STIP= ODOT State Transportation Improvements Program

Table 5: Implementation Plan – Phase 2: Long-term Strategies (10-20 years)

Strategy	Location	Cost	Annual Costs?	Funding Source	Lead/Support
A.1 Parking Manager	-	\$\$	Yes	City General Funds	City
D.1 Improved Bicycle and Pedestrian Facilities	Depot City Park, Sandy River Trail	-	-	-	City, County
D.2 Improved Transit Facilities and Services	Confluence Site	-	-	-	TriMet, County, City
D.4 Sandy River Shuttle Service	Area-wide	\$\$\$	Yes	FLAP ¹ , STIF ² , ODOT Innovative Mobility Program, Metro, Private-Public Partnership	City, Travel Oregon
E.1 Parking Enforcement	Area-wide	\$\$\$	Yes	County	Parking Manager
N.1 Remote Parking	Area-wide	-	-	N/A	Parking Manager, Local Business
N.2 Electric Vehicle Charging Stations	Glenn Otto Park	\$\$	No	City General Funds, Grants	Parking Manager
N.3 Reconfigure Existing Off-street Parking Facilities	North Downtown Lot, Mayors Square Parking Lot, CCB Lot	\$\$\$	No	City General Funds	Parking Manager
N.4 Construct a New Parking Facility	Confluence Site	\$\$\$\$	No	City General Funds	City
N.6 Motorcycle or Compact Vehicle Parking	Historic Highway, SE Dora Ave and SE Harlow St	\$\$	No	City General Funds	Parking Manager

Potential Funding Mechanisms

As shown in the Implementation Plan many of the strategies will be funded by the City General Fund but could be funded by the following mechanisms based on application. These mechanisms include a pay-to-park program, a residential parking program, a Local Improvement District, and an Economic Improvement District (or Business Improvement District). The following summarizes information related to each potential funding mechanism.

PAY-TO-PARK

Pay-to-park programs charge users a fee for the use of a parking facility. Pay-to-park programs are the most effective way to manage parking demand. Pay-to-park programs should be designed to be financially self-sustaining and, if desired, provide the opportunity to create revenue to financially support improvements to the parking system, like other parking strategies laid out in this plan or maintenance of existing parking system or additional improvements such as pedestrian and bike improvements. Establishing an appropriate fee structure is essential, rates should reflect demand while remaining affordable and equitable.

While a pay-to-park program in the Town Center is not anticipated until Phase 3, its implementation should begin with municipal lots—such as the Mayors Square lot and North Downtown—before expanding to on-street parking. This phased approach should be clearly outlined in an Outreach Communications Plan to ensure transparency and community readiness.

AREA PARKING PERMIT PROGRAM

When creating an area parking permit program, users pay a fee for up to two vehicles. While this fee may not support many strategies in the parking system, unless desired, it can provide some support for the program itself.

LOCAL IMPROVEMENT DISTRICT

A Local Improvement District (LID) is a special assessment district where improvements are financed and paid for over a period of time by benefiting business/property owners. Determining the financial obligation of the affected business/property owners can be based on a variety of methods, including frontage length and property size, trip generation, and/or others. The method can also be modified to account for the distribution of expected benefits from the improvements. A LID must be supported by the majority of affected business/property owners and only lasts until the improvements are complete and the debt obligation has been met. The City will need to work with an economic consulting firm to determine the potential revenue that could be generated by a LID.

ECONOMIC IMPROVEMENT DISTRICT

An Economic Improvement District (EID), or Business Improvement District (BID) is a district where businesses are required to pay an additional tax (or levy) in order to fund improvements in the district boundaries, which are often supplemental to those already provided by the local agency. The EID/BID is often funded through a levy but can also draw on other public and private funding streams. The City will need to work with an economic consulting firm to determine the potential revenue that could be generated by an EID.

Implementation Plan Summary

Implementation of the PMP policies and strategies will help the City meet the goals stated in the TCP and TSP. More specifically, the PMP creates an organizational structure designed to actively manage parking within the Town Center and provides policies and strategies necessary to address issues as they arise. The PMP provides a variety of ways for people to gain information about how to access the area, where and how to park, and what parking limitations/restrictions exist. The PMP also increases the number of options people have to access the area, including walking, biking, and taking transit and the proposed Sandy River Shuttle.

It is important to note that implementation of most the policies and strategies will not significantly increase the capacity of the parking supply. The PMP focuses primarily on improving the efficiency of the parking system rather than the capacity.

MONITOR, MEASURE, AND EVALUATE PERFORMANCE

Monitoring, measuring, and evaluating the performance of the parking facilities in the Town Center and Glenn Otto Community Park are needed to verify appropriate adjustments are being made in a timely manner to continue meeting the needs of residents and visitors. The following data should be collected and evaluated as part of monitoring, measuring, and evaluating process:

- **Parking Demand** – parking demand data should be collected within the municipal parking lots and along the adjacent street system on an annual or semi-annual basis to determine how parking demand has evolved with implementation of the PMP. Collection periods should consider that Troutdale has a peak season in the Summer due to its proximity to the Sandy River and Columbia River Gorge. The data should be collected and evaluated in a manner consistent with the data collected as part of this study and include, at a minimum, occupancy, duration of stay, and turnover as described below:
 - Occupancy: Total number of occupied stalls within a given area, shown as a percentage. A parking system is generally considered to be full or at its *effective capacity* when it reaches or exceeds 85% in the peak hour.
 - Duration of stay: Length of time a vehicle occupies a parking stall. Duration of stay can be useful to determine the time stay needs of patrons or other users and can be used to calibrate the posted time stays and identify the total number or vehicles, or percentage of vehicles, that violate the posted time restrictions,
 - Turnover: Total number of vehicles that can or will use a parking stall over the course of the survey period. This data can also show number of unique vehicles, total vehicle hours parked and stays of five hours or more.

The data collected as part of this study is included in Appendix B – Technical Memo 3: Parking Survey.

- **Parking Violations** – Parking violations, citations, verbal and non-verbal warnings issued should be monitored and tracked to better understand parking behaviors and identify opportunities to improve conditions.
- **Neighborhood and Business Complaints** – Neighborhood and business complaints issued by local residents and business owners should be monitored and tracked to better understand parking behaviors and to identify opportunities to improve conditions. An online resource could be established to help facilitate the collection of these complaints.
- **Outreach Communications Plans** – Outreach communications plans should be initiated at the discretion of the Parking Manager to support the smooth implementation of new parking strategies. These plans help ensure that residents, businesses, and other stakeholders are informed and engaged throughout the process, fostering transparency and community buy-in.

- **Sandy River Shuttle Survey** – Evaluating the effect of the proposed Sandy River Shuttle on parking demand will be necessary. The Parking Manager should survey how the shuttle could be improved to be better utilized.
- **ADA Stall Review** – ADA-designated parking stalls in the Town Center should be reviewed and updated in response to changes in requirements to ensure ongoing compliance and accessibility. The stalls should also be reviewed qualitatively to ensure accessibility to desirable locations based on community feedback.
- **Other Incidents** – Other incidents that could be related to parking conditions, including theft, vandalism, and injuries by mode, should be monitored.

The data should be collected in samples, either through third-party data collection, City data collection, and/or volunteer process. Data derived from these efforts can be used by the City, the Parking Manger, and the Parking Advisory Committee to inform decisions, track use, and assess the success of the measures. The Parking Manager could oversee the monitoring program.