



THE Dalles **Bicycle Master Plan**

Prepared by
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for the
City of The Dalles
Wasco County
Port of The Dalles
Northern Wasco County
Parks and Recreation District

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ACKNOWLEDGMENTS

Preparation of The Dalles Bicycle Master Plan began in 1989 as a cooperative effort by Wasco County, the City of The Dalles, and the Northern Wasco County Parks and Recreation District. The Bicycle Master Plan is a natural outgrowth of and complement to The Dalles Riverfront Plan which was completed in October of 1989.

The dedicated members of The Dalles Bicycle Advisory Committee which met regularly to ride their bikes over all of the proposed routes and assemble recommendations for The Dalles Bicycle Master Plan include:

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<i>Chuck Langley</i>	Chairman
<i>Randy Skov</i>	Vice Chairman
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SUMMARY**Background**

Bicycle planning is a part of the overall transportation planning undertaken by all levels of government. This document provides The Dalles with a comprehensive, bicycle-specific transportation plan that aims to promote bicycle use.

Bicycles are an attractive option to an automobile-dominated system that has reached the limits of our ability to sustain it and threatens community livability. Various new transportation guidelines at the State and Federal levels provide further impetus to bicycle planning as a means to lessen energy demands, reduce pollution, and make options available to those who do not drive an automobile (about half the population). Notable among these guidelines are the State Transportation Planning Rule and the Federal Intermodal Surface Transportation Efficiency Act.

The Dalles has much to offer bicyclists. Although bicycle use is currently low, the potential for substantial increase is high due to the compact community and existing road system. Also, the surrounding rural areas and Columbia River frontage have great recreational potential.

Previous bicycle planning efforts have pointed to the need for a safe, continuous east-west route, for better access to the Columbia River, and for improved facilities on many existing roads. The Riverfront Plan stresses how bicycling can contribute to a more prosperous, accessible and livable area.

Highlights**Priorities**

A successful bicycle program must embrace not only facilities construction but also maintenance, community awareness, education, and enforcement. The most appropriate agency to maintain a strong and active bicycle program should be determined. A staff Bicycle Coordinator should be the focal point for program efforts, and an appointed Bicycle Advisory Committee should oversee all efforts.

Bicycle system priorities

-
- Bike path along Columbia River and creeks.
 - Bike lanes on arterials and collectors.
 - Shoulder bikeways on highways.
 - Shared roadways on residential streets.
 - Direct routes that minimize travel distances between residential areas and employers, businesses, schools, and recreational sites.
 - Elimination of hazards, including speeds or amounts of automobile traffic that discourage local bicycle travel.
 - Convenient and secure parking at destinations.
 - Regular sweeping, patching and maintenance.
 - Active education and enforcement programs.
 - Bicycle Coordinator and Bicycle Advisory Committee to coordinate efforts.
-

Adoption and Implementation

In order for this Bicycle Master Plan to be effective both for obtaining funds and improving bicycle use, it must be formally adopted into the Transportation Element of The Dalles Comprehensive Plan. The prioritized list of bikeway projects should be placed on the Transportation Improvement Plan and appropriate

projects included on the Six-Year Capital Improvement Plans in order to improve the chances for obtaining State and Federal funding.

The bicycle plan will be implemented through the codes, ordinances and standards that are the working documents referenced by planners, engineers and developers. These documents should reflect the needs of bicyclists so that bicycle facilities are routinely considered during project application, review, approval, and design.

The entire bikeway system of about 37 mi will take many years to complete. By scheduling 2 to 3 mi each year, the system can be finished in about 15 years. This should keep pace with a gradual conversion from an automobile-dominated system to one that incorporates more cycling and walking for short-range trips.

Funding

Bicycle facilities and programs can be funded through a broad combination of local, state, federal and private sources. By State law, bikeways must be created whenever City, County, State or Federal roads are built or reconstructed. Arterials and collectors require bike lanes. The Dalles should ensure that any road project in the area is built to bikeway standards for the street classification and that costs are included as a normal part of the project.

Standards

The Oregon Bicycle Plan contains detailed standards based on the AASHTO Guide. It contains many excellent and comprehensive recommendations for all types of bikeways and situations. Prominent features are a hierarchical system of bikeways tied into the existing road grid, bicycle parking requirements, and a focus on maintenance.

Projects

Existing roads, with relatively minor improvements, can change character from poor bikeways to good ones. Often, this is a simple matter of overcoming a few obstacles such as dangerous intersection design, or giving riders more space through striping of bike lanes. Several highly needed bikeway projects are identified (see summary below), along with other useful and less expensive spot improvements.

Trails along the Columbia River and its drainages, as described in the Riverfront Plan, present an excellent opportunity for the community to develop an off-road bikeway framework. A multi-use trail, offering walking and bicycling paths, nature observation, and pleasant scenery, could be a recreational centerpiece for the community as well as an important part of the non-motorized transportation system.



Project summary

Facility Type	Length, mi	Projects
Bike Path	9.2	3
Bike Lane	11.7	14
Shoulder Bikeway	3.2	5
Shared Roadway	13.7	6

INTRODUCTION

Purpose

This document provides a bicycle-specific planning guide to the City of The Dalles and Northern Wasco County. It is intended to meet the needs of the residents and to pursue the vision of the Oregon Bikeway and Pedestrian Program:

Oregonians envision the day when they will be able to bicycle safely, conveniently and pleurably to all destinations within five miles of their homes. All streets and roads will be "bicycle friendly" and well-designed to accommodate both motorized and nonmotorized modes of transportation.

Goals

The Bicycle Master Plan has four primary goals:

- Integrate bicycle planning into the community's overall transportation planning.
- Provide and maintain a comprehensive system for safe and convenient bicycle access to all destinations within the City.
- Promote bicycling as a viable form of transportation for all ages and trip purposes.
- Increase bicycle use within the City every year until 10 percent of all trips are made by bicycle.

Each of these goals—integration, provision, promotion, and use—is consistent with The Dalles' vision of a prosperous and liveable community.

Highlights

- This document addresses the unique characteristics of The Dalles in providing a comprehensive and bicycle-specific plan.
- A Bicycle Advisory Committee shall coordinate the Plan.
- The area poses numerous challenges to cycling but shows great potential as well.

Objectives

Objectives to meet the goals are:

Integration

- Adopt the goals and policies of this Plan by the City Council as part of the City's Transportation Plan. (This will be needed to satisfy the State's Transportation Planning Rule.)
- Adopt implementing ordinances, codes and standards necessary to carry out the Plan.
- Appoint a Bicycle Coordinator and Bicycle Advisory Committee, possibly in conjunction with Wasco County.
- Develop dependable funding sources and actively seek additional sources.
- Encourage land uses that give priority to pedestrians and bicyclists.
- Integrate with the proposed Riverfront Trail in The Dalles Riverfront Plan.

Provision

- Improve access and mobility by identifying routes that penetrate barriers, avoid bottlenecks and obstacles, and minimize travel distances.
- Designate and develop bikeways connecting neighborhood, school, commercial, industrial and recreational centers.

- Eliminate hazards, including speeds or amounts of automobile traffic that discourage local bicycle travel.
- Provide convenient and secure parking and commuter facilities at destinations.
- Conduct regular sweeping, patching and maintenance.
- Review project scheduling and implementation annually and amend the project list as needed to respond to changes in funding opportunities, demographics and development.

Promotion

- Enhance the quality of the bicycling experience by identifying attractive routes with desired amenities and support services.
- Provide guidance to educational and enforcement agencies to enhance cyclists' safety and effectiveness.
- Maintain public awareness and support of the Plan.

Use

- Establish benchmarks to measure progress.
- Collect and analyze data annually to increase bicycle usage and to improve the system's safety and efficiency.

Authority

The Dalles Bicycle Master Plan is in accordance with the City's Comprehensive Plan, the Riverfront Plan, and the State Transportation Planning Rule, all of which require city-wide bicycle planning.

A broad range of planning, public works, enforcement, and promotional activities are described in the Bicycle Master Plan. To coordinate these efforts, there shall be a Bicycle Advisory Committee. The Committee shall be

perpetual with the responsibility of monitoring the continuing achievement of the Plan.

The Committee should primarily include cyclists, but should also include other concerned persons such as law enforcement personnel, city and county administrative personnel, and persons with route maintenance and design expertise.

Challenges

In recent years there has been an increased interest in bicycling as healthy, clean, cost-effective transportation in urban settings. Various new transportation policies, plans and standards at the State and Federal levels provide further impetus to bicycle planning as a means to lessen energy demands, reduce pollution, and make options available to those who do not drive an automobile.

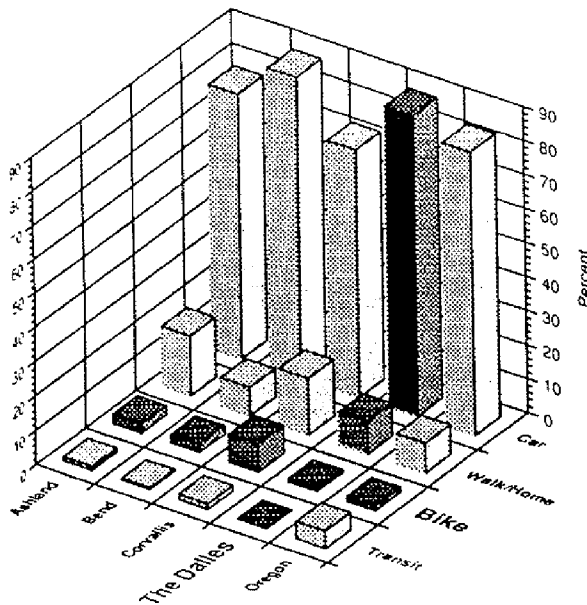
The development of a quality bikeway system is a prerequisite to promoting bicycling. The Dalles has much to offer cyclists despite a lack of bicycle-specific facilities. Although bicycle use is low, the potential of bicycling in the area is high.

The Dalles faces some challenges in developing a bikeway system:

- The city is located in a topographically difficult area for cycling because of fairly steep hills and abrupt cliffs, which limit available and reasonable routes for cycling. The Columbia River Gorge is also noted for its high winds which can affect The Dalles.
- The street layout and width does not present ideal conditions for convenient and safe bicycle routing, nor for the most part in providing separated bike lanes without taking space from motorists. Thus, nearly all the local routes are currently shared roadways. Sixth St. (U.S. 30) from the Chenoweth bridge to Webber St. (about 1.5

- mi) is the only striped, signed bike route in The Dalles.
- Clearly designated bike routes connecting neighborhoods, schools, commercial, industrial and recreational centers do not exist.
- Very few bicycle parking racks and other facilities exist.
- The City has been cut off from recreational and transportation access to and along the Columbia River by construction of Bonneville Dam, the railroad, and the I-84 Freeway.
- The transportation system is dominated by the automobile (see Figure 1). In particular, single-occupancy automobile use ranks in the top third among cities in Oregon at 70.7%.

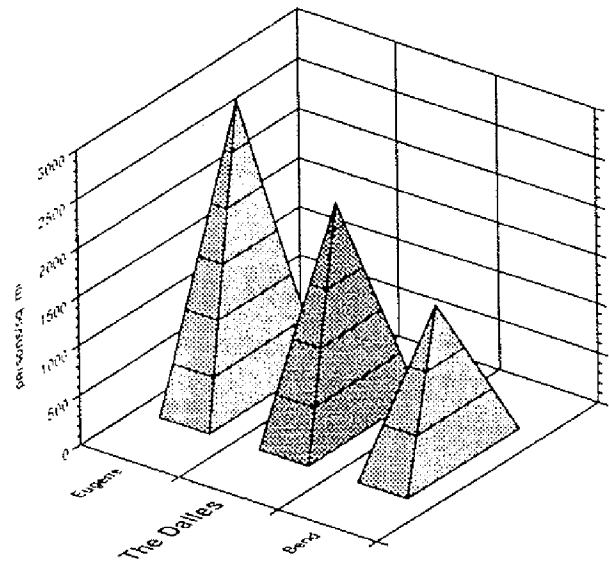
Figure 1. Transportation in The Dalles is dominated by automobiles



Source: 1990 Journey-to-Work data

Despite these negatives, there are strong opportunities for improving the cycling environment and increasing ridership. The restrictive topography has also limited sprawl, so that urban destinations are always close. Indeed, The Dalles has a moderate density, compared to some other popular cycling cities (see Figure 2), which makes cycling attractive.

Figure 2. The Dalles has moderate density



Source: 1990 Census data

...just as an ecological system is healthiest when it displays great diversity and differentiation, so too is a transportation system most healthy and robust when diverse modal options are available to those moving people and goods. A transportation system dependent on only one or two modes of transport is far more susceptible to disruption and system failure.

Transportation coordinator and author
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