

# Memorandum

**Date:** June 14, 2016, REVISED December 16, 2016

**To:** The Dalles Technical and Community Advisory Committees

**From:** Darci Rudzinski and Clinton "CJ" Doxsee, Angelo Planning Group

**CC:** Susan Wright and Ashleigh Griffin, Kittelson & Associates, Inc.

**Re:** The Dalles Comprehensive Plan Amendments

## Overview

An update to The Dalles Transportation System Plan (TSP) is intended to be adopted in 2016 as the transportation element of the City's Comprehensive Plan, replacing the 2007 TSP. Transportation policies currently reside in the Comprehensive Plan document under Goal 12: Transportation. The Comprehensive Plan policies have been reviewed to ensure that they reflect the goals and objectives of the TSP update, as well as address transportation-related issues that have been raised over the course of the project to date. The following pages include proposed amendments to Goal 12 of the Comprehensive Plan. Modifications are shown in underline/~~strikeout~~ formatting to signify new or deleted text.

## GOAL # 12: TRANSPORTATION

*To provide and encourage a safe, convenient, and economical transportation system.*

A transportation plan shall (1) consider all modes of transportation including mass transit, air, water, pipeline, rail, highway, bicycle and pedestrian; (2) be based upon an inventory of local, regional and state transportation needs; (3) consider the differences in social consequences that would result from utilizing differing combinations of transportation modes; (4) avoid principal reliance upon any one mode of transportation; (5) minimize adverse social, economic and environmental impacts and costs; (6) conserve energy; (7) meet the needs of the transportation-disadvantaged by improving transportation services, (8) facilitate the flow of goods and services so as to strengthen the local and regional economy; and (9) conform with local and regional comprehensive land use plans. Each plan shall include a provision for transportation as a key facility.

### *Background*

The Dalles 1982 Comprehensive Plan included a description of highways and streets in The Dalles urban area, including street classification and standards, mass transit, water, rail and air transportation, and bicycle and pedestrian circulation including bike trail and bike lane standards. Also included is a detailed inventory of existing street capacity and future traffic levels. This data and findings are incorporated into this Plan by reference.

As part of the City of The Dalles periodic review of the 1982 Comprehensive Plan, a Public Facilities Plan was prepared and subsequently adopted as a plan element of The Dalles Comprehensive Plan (Ordinance 93-1163). The Dalles 1991 Public Facilities Plan includes a transportation element, and is incorporated into this Plan by reference.

The City of The Dalles along with Klickitat County, Washington owns The Columbia Gorge Regional Airport, located north of The Dalles in Washington State. While the airport is not located within The Dalles urban growth boundary, it is an important public facility for The Dalles, Klickitat County, and the mid-Columbia Gorge region. A master plan for the airport was prepared in 2004 – Columbia Gorge Regional Airport Layout Plan (Century West Engineering, 2004) – which outlines on-airport and off-airport improvements and plans. The Columbia Gorge Regional Airport – Airport Master Plan, completed in 2010, includes plans for new on-airport and off-airport improvements.

In 1993, The Dalles began a multi-phased update of The Dalles Transportation Plan in the context of preparing a Transportation System Plan (TSP) for the City. This first phase was completed, providing updated traffic counts and a detailed inventory of existing street and transportation improvements. The City's 1993 Bicycle Master Plan was incorporated into this Plan by reference. The Dalles TSP was completed and adopted in 2007, ~~and is incorporated by reference into this Transportation Element.~~

In 2016, The Dalles completed a comprehensive update of the 2007 TSP to ensure the transportation system supports the economic and community goals of the City. The updated TSP, the transportation element of the Comprehensive Plan, plans for a multi-modal transportation system that will support the planned residential, commercial, and industrial growth in the City. The following goals and policies are reprinted from the acknowledged transportation element of The Dalles 1982 Comprehensive Plan along with amendments based on the TSP have been updated to reflect the objectives and recommendations of the 2016 TSP.

## *Transportation Goal*

To provide a transportation system that supports the safety and mobility needs of local residents, business and industry, affords choice between transportation modes, is convenient and affordable to use, and supports planned land uses.

### *Goal 12 Policies*

1. Mass transit and supporting transportation improvements for The Dalles Urban Area shall be encouraged.
2. Pedestrian, and bicycle routes and horse trails in the Urban Area shall be encouraged.
3. Develop and maintain a transportation system that supports connections to air, rail, marine, or freight transportation, including services provided by the Columbia Gorge Regional Airport, the Port of The Dalles, and The Dalles Marine Terminal.
4. The Columbia Gorge Regional Airport is a transportation facility of regional importance which shall be properly maintained to meet the needs of the Mid-Columbia Area. ~~Adopt the Columbia Gorge Regional Airport Layout Plan.~~ The City shall regulate uses within the Airport Overlay Zone to ensure that physical hazards to air traffic at the Airport are avoided.
5. Encourage the provision of adequate barge handling facilities to meet present and future barge traffic on the Columbia River.
6. Encourage commercial and recreational use of the Commercial Dock Facility, while respecting tribal fishing rights and access to the river.
7. Develop a safe and efficient arterial and collector street system that provides additional north-south and east-west local access routes, thereby relieving traffic congestion on the street system.
8. Provide an ~~adequate~~ integrated system of arterial and collector streets throughout the city to accommodate future growth needs for all users in ~~of the~~ residential, commercial, and industrial areas of the community.
9. Street standards shall be flexible as to street trees, sidewalks, planting strips, and widths.
10. Commercial and industrial developments shall provide adequate ingress and egress, off-street parking, and adequate landscaping.
11. Develop a street system that improves vehicular access to the downtown area and maintains The Dalles as the hub by providing access for development in outlying areas.
12. Provide adequate transit services to make shopping, health and social services accessible to transportation disadvantaged residents as funds are available.

13. ~~Identify recommended truck routes and~~ Prioritize efficient freight movement on identified freight routes and, in particular, required street improvements to safely accommodate the north-south truck movement from the hillside orchards to the downtown processing plants, and access to the commercial and industrial areas.
14. ~~Support the development of alternatives to the automobile including mass transit, and facilities for bicycles and pedestrians.~~ Plan for and maintain a multi-modal transportation system that incorporates safety and operational improvements for bicyclists and pedestrians.
15. Preserve and maintain the existing transportation system in a good state of repair and prioritize transportation projects that provide the most benefit for the cost, consistent with existing standards and policies.
16. Develop and maintain an environmentally sensitive transportation system.
17. Improve safety and operational components of existing transportation facilities not meeting City standards or industry best practices.
18. Incorporate Transportation Demand Management (TDM) strategies to reduce the number of single occupancy vehicles, maximize the use of existing infrastructure, and reduce parking demands.
19. Incorporate new technologies to enhance the transportation system and extend the useful life of existing facilities.
20. Improve the movement of goods and delivery of services throughout the City while balancing the needs of all users with a variety of travel modes.
21. Support planning for a fixed-route, inner-city public transit system, as described in the Transit Element of the adopted Transportation System Plan.

## Goal 12 Implementing Measures

- ~~Identify measures to enhance safety along streets and at street intersections in The Dalles urban area.~~ Implement access spacing standards and access management measures, consistent with the strategies in the adopted TSP, through the development process in order to maintain and/or improve traffic operations and safety along the arterial and collector roadways.
- Develop and implement a system for prioritizing pavement maintenance and rehabilitation.
- Street standards, including street trees, sidewalks, planting strips, and widths, shall be made flexible in the Land Use and Development Ordinance based upon local topographic conditions, traffic demands, and citizen input.
- ~~The Improvements at the Columbia Gorge Regional Airport Layout Plan~~ shall be consistent with the adopted Airport Master Plan and implemented as funds are available.
- Maintain sufficient roadway width and turning radii to ensure safe passage of the

motoring public while integrating with pedestrian and bicycle movement.

- The City shall maintain on-street parking, specifically in the downtown area, and review all landscaping and off-street parking site plans to ensure conformance with the Zoning Land Use Development Ordinance and the Comprehensive Plan.
- Provide pedestrian and bicycle access, ~~especially when direct motor vehicle access is not possible, consistent with the roadway design standards for City streets in the Transportation System Plan.~~
- A convenient and economic system of transportation shall be encouraged to be provided for ~~needy~~, senior citizens and the ~~handicapped~~ disabled and other transportation disadvantaged.
- Work with Mid-Columbia Council of Governments to determine optimal transit routes within The Dalles and work collaboratively with the agency to explore and pursue funding sources to pay for a fixed-route transit system. Coordinate with Columbia Area Transit (CAT) to ensure that intercity bus service routes and schedules and the City's planned transit system are mutually supportive.
- Implement the standards and recommendations in ~~Chapter 6~~ of The Dalles Transportation System Plan, ~~including:~~
  - ~~Figure 11 Proposed Street Classification and Traffic Signals;~~
  - ~~Figure 12 Street Design Standards (Arterial and Major/Minor Collectors);~~
  - ~~Figure 13 Street Design Standards (Industrial and Commercial Collector and Local Streets, and Local Residential Streets and Alleys);~~
  - ~~Table 5 Street Design Standards;~~
  - ~~Table 6 General Access Management Guidelines;~~
  - ~~Figure 14 Street Improvement Projects;~~
  - ~~Figure 15 Proposed Bikeway Plan; and~~
  - ~~Figure 16 Truck Route Plan.~~
- ~~Evaluate the need for additional signals in the city, including at the I 84 interchanges.~~
- Improve intersection operations through the downtown by measures including, but not limited to, coordinating traffic signals.
- Identify improvements to existing policies and standards that address street connectivity and spacing.
- Prioritize transportation projects that provide the most benefit for their cost, consistent with existing standards and policies.
- Implementing ordinances shall consider the following community desires:
  - Integrating new arterial and collector routes into the existing city grid system.
  - Pedestrian and bicycle needs should be considered in all public and private development and redevelopment.
  - Intermodal access to neighborhood parks and neighborhood centers is needed.
  - Additional commercial access to the east side of town is needed, either through the creation of business opportunities or by street improvements.
  - Mixed use areas should be promoted to allow employment and shopping opportunities in residential areas, thereby reducing vehicular trips.
  - The public streets in commercial areas should be developed and redeveloped with aesthetics and people in mind, providing street furniture and shade trees wherever feasible.