



# Bicycle Transportation in the City of Troutdale

Spring 2021  
Troutdale

Abby Gisler • Daniel Little • Marc Schlossberg

PPPM 438/538 Bicycle Transportation



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COLLEGE OF DESIGN

## **Acknowledgments**

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**Chris Damgen**, Community Development Director  
**Amber Shackelford**, Assistant Planner, City of Troutdale

## **Land Acknowledgment**

The City of Troutdale is located on the traditional indigenous homeland of the Cascade people. Around 1855, the United States Government relocated the Cascade people to the Grande Ronde Reservation, near the headwaters of the South Yamhill River. Today, descendants are citizens of the Confederated Tribes of Grand Ronde Community of Oregon, enriching and improving lives in their communities and across Oregon.

The authors would like to thank Genevieve Middleton for authoring the land acknowledgment in *A People's Guide to Eugene Oregon*. We have adapted this land acknowledgement to honor native land in Troutdale.

This report represents original student work and recommendations prepared by students in the University of Oregon's Sustainable City Year Program for the City of Troutdale. Text and images contained in this report may not be used without permission from the University of Oregon.

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## **About SCI**

The Sustainable Cities Institute (SCI) is an applied think tank focusing on sustainability and cities through applied research, teaching, and community partnerships. We work across disciplines that match the complexity of cities to address sustainability challenges, from regional planning to building design and from enhancing engagement of diverse communities to understanding the impacts on municipal budgets from disruptive technologies and many issues in between.

SCI focuses on sustainability-based research and teaching opportunities through two primary efforts:

**1.** Our Sustainable City Year Program (SCYP), a massively scaled university-community partnership program that matches the resources of the University with one Oregon community each year to help advance that community's sustainability goals; and

**2.** Our Urbanism Next Center, which focuses on how autonomous vehicles, e-commerce, and the sharing economy will impact the form and function of cities.

In all cases, we share our expertise and experiences with scholars, policymakers, community leaders, and project partners. We further extend our impact via an annual Expert-in-Residence Program, SCI China visiting scholars program, study abroad course on redesigning cities for people on bicycle, and through our co-leadership of the Educational Partnerships for Innovation in Communities Network (EPIC-N), which is transferring SCYP to universities and communities across the globe. Our work connects student passion, faculty experience, and community needs to produce innovative, tangible solutions for the creation of a sustainable society.

## **About SCYP**

The Sustainable City Year Program (SCYP) is a year-long partnership between SCI and a partner in Oregon, in which students and faculty in courses from across the university collaborate with a public entity on sustainability and livability projects. SCYP faculty and students work in collaboration with staff from the partner agency through a variety of studio projects and service-

learning courses to provide students with real-world projects to investigate. Students bring energy, enthusiasm, and innovative approaches to difficult, persistent problems. SCYP's primary value derives from collaborations that result in on-the-ground impact and expanded conversations for a community ready to transition to a more sustainable and livable future.

## About City of Troutdale

Troutdale is a dynamic suburban community in Multnomah County, situated on the eastern edge of the Portland metropolitan region and the western edge of the Columbia River Gorge. Settled in the late 1800s and incorporated in 1907, this “Gateway to the Gorge” is approximately six square miles in size with a population of nearly 17,000 residents. Almost 75% of that population is aged 18-64.

Troutdale’s median household income of \$72,188 exceeds the State of Oregon’s \$59,393. Troutdale’s neighbors include Wood Village and Fairview to the west, Gresham to the south, and unincorporated areas of Multnomah County to the east.

For the first part of the 20th century, the city remained a small village serving area farmers and company workers at nearby industrial facilities. Starting around 1970, Troutdale became a bedroom community in the region, with subdivisions and spurts of multi-family residential housing occurring. In the 1990s, efforts were made to improve the aesthetics of the community’s original core, contributing to an award-winning “Main Street” infill project that helped with placemaking. In the 2010s, the City positioned itself as a jobs center as it worked with stakeholders to transform a large superfund area to one of the region’s most attractive industrial centers – the Troutdale-Reynolds Industrial Park.

The principal transportation link between Troutdale and Portland is Interstate 84. The Union Pacific Railroad main line runs just north of Troutdale’s city center. The Troutdale area is the gateway to the famous Columbia River Gorge Scenic Area and Sandy River recreational areas, and its outdoor pursuits. Troutdale’s appealing and

beautiful natural setting, miles of trails, and parkland and conservation areas draw residents and visitors alike. The City’s pride in place is manifested through its monthly gatherings and annual events, ranging from “First Friday” art walks to the city’s long-standing Summerfest celebration each July. A dedicated art scene and an exciting culinary mix have made Troutdale an enviable destination and underscore the community’s quality of life. Troutdale is home to McMenamins Edgefield, one of Portland’s beloved venues for entertainment and hospitality.

In recent years, Troutdale has developed a robust economic development program. The City’s largest employers are Amazon and FedEx Ground, although the City also has numerous local and regional businesses that highlight unique assets within the area. Troutdale’s recent business-related efforts have focused on the City’s Town Center, where 12 “opportunity sites” have been identified for infill development that respects the small-town feel while offering support to the existing retail environment. The next 20 years promise to be an exciting time for a mature community to protect what’s loved and expand opportunities that contribute to Troutdale’s pride in place.

## Course Participants

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## **Executive Summary**

In this report, students critically examined potential redesigns to existing infrastructure with the intent of promoting higher rates of bicycle ridership in Troutdale. Students worked in small groups to create recommendations, using case studies of other cities and small towns, including both domestic and international examples. Teams focused on the following projects:

- Redesigning Main Street in downtown Troutdale as a safe cycling route connecting a potential bike shop to the rest of Troutdale. This includes creating new protected bike lanes downtown, reimagining parking on Main Street, incentivizing the creation of a bike shop in the old City Hall location, and increasing bike parking capacity downtown.
- Designing safe cycling infrastructure along Halsey Street to promote access to McMenamins Edgefield via bike, including the establishment of an off-street path adjacent to Halsey Street and a neighborhood park.
- Redesigning 2nd Street to create a safe neighborhood bicycling corridor, including the development of bioswales, green-painted bike lanes, and other strategies that slow car traffic and encourage cycling on the route.
- Connecting Glenn Otto Park to downtown via bike and promoting cycling at Glenn Otto Park.
- Promoting Troutdale as the gateway to the 40-Mile Loop.
- Planning events and cultural initiatives that instill a sense of pride in Troutdale as a regional leader in cycling.

The resulting proposals utilize ideas from all groups and are categorized into 'Gold,' 'Silver,' and 'Bronze' tiers based on the strength of the proposal in improving bicycle infrastructure and the level of investment required for implementation.

## **Introduction**

Troutdale has a unique opportunity to develop its bicycle transportation infrastructure due to its geographic positioning, with recreational opportunities of the Columbia River Gorge to the east and a metropolitan area with the highest number of bicycle commuters per capita in the United States (Move.org). Obstacles to such development include steep and hilly terrain in some neighborhoods. Troutdale also has a distinctly suburban character and strives to maintain its small town feel.

This report acknowledges that developing bicycle infrastructure in a suburban environment offers unique challenges, and recommendations are crafted with an understanding that residents of suburban hilly environments such as Troutdale will likely continue to utilize automobile transportation in different circumstances.

Recommendations for the city of Troutdale are organized in a tiered system of 'Gold,' 'Silver,' and 'Bronze.' Gold recommendations require the highest level of investment, and contain what students identify as the most effective and comprehensive steps of implementation. Gold tier recommendations are typically

more expensive and require broader political buy-in to be accomplished. Gold tier recommendations will incorporate Silver and Bronze recommendations into their guidance. 'Silver' recommendations require less drastic changes to the environment, less investment, and less political buy-in. Silver tier recommendations include upgrading bicycling facilities, but to less of an extent than a Gold recommendation. Bronze tier recommendations represent 'quick fixes' Troutdale can make to improve bicycle infrastructure. Students created tiered recommendations to create a road map for Troutdale to improve its bicycle transportation infrastructure within varying timelines and investment.

Improving bicycle infrastructure within Troutdale offers numerous benefits for the City. First, the establishment of dedicated bicycle infrastructure can promote a safer environment for cyclists and motorists alike. Enhanced bicycle infrastructure alerts motorists to the presence of cyclists, making interactions between the two modes of transport safer and more predictable. Second, cycling is linked to a variety of health benefits, including better mental health, weight loss, and reduced risk of cancer and heart disease. Infrastructure that increases the accessibility of cycling is one method of promoting a healthy population. Third, connecting popular destinations in Troutdale has potential economic benefits to the City. Businesses that have clientele that commute via bike can be more

accessible to customers as bikes use less space compared to car parking. Fourth, Troutdale can capitalize on the numerous outdoor recreational biking opportunities located outside of the City. By encouraging biking instead of driving, car congestion may decrease and demand for car parking can be reduced. Cycling is also an environmentally sustainable form of transportation: by promoting cycling, Troutdale can work toward reducing carbon emissions in compliance with local, statewide, and national climate goals. Promoting cycling within Troutdale can strengthen the City's unique sense of place as the gateway to the gorge, make neighborhoods easily accessible via bicycle, and allow the town to maintain and enhance its small town feel.

## Project Areas

### MAIN STREET

Main Street is a busy road, serving as the primary route for drivers, cyclists, and pedestrians to access downtown. To the west, the street becomes Halsey Street, leading to McMenamins Edgefield and eventually the neighboring towns of Fairview and Wood Village. To the east, Main Street becomes the Historic Columbia River Highway leading to Glenn Otto Park and the Columbia River Gorge. Troutdale has incorporated bicycle infrastructure on Main Street, including bike lanes and green marking on bike lanes in some sections. However, cars must cross the bike lane to access on-street parking on Main Street. Enhanced bicycle parking can make downtown Troutdale a more attractive and practical destination for cyclists. This section of the report acknowledges the potential plan to use the old City Hall location as a bike shop and incorporates these plans into its recommendations.

### Gold Proposal

The Gold proposal presents a two-way protected bike lane on the north side of Main Street. The combination of eastbound and westbound bike lanes with a single protected bike lane could increase cyclist safety and allow for automobile parking on the south side of Main Street. The National Association of City Transportation Officials recommends bollards as a strategy for separating bike lanes from car traffic. However, Troutdale-themed art installations could also serve as barriers between car and bike traffic. The two-way bike path can be paired with two stage queue boxes that facilitate easier access to side streets south of Main Street.

FIG. 1  
Protected bike lane





FIG. 2  
Art installation barrier

**Main Street & SE Dora Ave**

**Now:**



**Our Design:**



**Main Street & Buxton Rd**

**Now:**



**Our Design:**



FIG. 3  
Queue boxes with bike lane

In congruence with current city of Troutdale plans, the former City Hall location in downtown can serve as a bicycle hub, including a bike shop and bicycle café. Bicycle cafes are hybrid locations that function as both bicycle shops and coffee shops. This dual function is inclusive of both experienced cyclists and residents that may be unfamiliar with cycling. The creation of a bicycle hub at this location can be incentivized by the City with the provision of reduced first year rent in the City Hall space. By establishing

a bicycle hub with multiple amenities that functions as a key destination and launching point for cyclists in Troutdale, the City can foster a culture of cycling via a centrally located and accessible community space.

The addition of bicycle parking at Mayor's Square Park and other locations can make downtown a more accessible cycling destination. Bicycle parking can include creative designs that contribute to Troutdale's unique sense of place. Local artists can be commissioned to design such bike parking designs.

FIG. 4  
Bike parking designs



Reverse angled parking can be implemented on the south side of Main Street to compensate for the loss of parking on the north side of Main Street. Reverse angled parking allows

for users of multiple transportation modes because motorists are able to enter and exit the parking spots with a higher level of visibility.



FIG. 5

Reverse angled parking

In addition to the above proposals, we suggest implementing some recommendations from the Silver and Bronze tier recommendations listed below, including the provision of increased greenery such as parklets, bioswales, and vertical gardens; the renovation of the crosswalk across Main Street at the intersection of Kibling Street; and the addition of wayfinding signage for cyclists.

### Silver Proposal

Strategically placed parklets downtown can contribute to downtown Troutdale's unique sense of place and emphasize downtown as a destination as opposed to a throughway for cars. Parklets are sidewalk extensions with seating often utilized for restaurants, but can also include public seating or other uses. These can encourage pedestrians and cyclists to stop and support local businesses.



FIG. 6

Parklet

In addition to parklets, vertical gardens are an aesthetic way to emphasize Troutdale's downtown area. Potential locations for a vertical garden include the Bandit Bar and Grill parking lot and the Taste of Village parking lot. In vertical gardens, plants are planted

along a wall, increasing air quality and water quality, creating beautiful visuals, and contributing to unique placemaking. Vertical gardens can increase attention for downtown businesses and create a distinct aesthetic for the downtown district.

FIG. 7  
Vertical garden



**Bronze Proposal**

The Bronze proposal represents changes the City of Troutdale can make in the short-term to improve bicycle transportation.

Downtown Troutdale currently has green-painted bike lanes in some areas where likelihood of interaction with car traffic is high. This green paint can be extended for the entirety of a bike lane to alert motorists to the presence of cyclists.



FIG. 8  
Green bike lane

At the location of the potential new bicycle shop, wayfinding signs are recommended to encourage downtown as a launching point and hub for cyclists. Signs directing cyclists to the

Columbia River Gorge, Glenn Otto Park, McMennamins Edgefield, and other destinations in and around Troutdale can encourage residents to consider cycling as an option for transportation.

FIG. 9  
Wayfinding signage



## Benefits

- A dedicated two-way protected bike path increases cyclist safety and decreases the level of interaction between cyclists and motorists that are attempting to turn or park.
- The two-way path allows for more frequent bike traffic through downtown Troutdale, utilizing space that was previously for car parking allows for more cyclists that can patronize the downtown businesses.
- The bike path creates space so storefronts are easily seen from across the street, whereas car parking can conceal the storefront.
- The bike shop downtown combined with the two-way bike path establishes Troutdale as a hub for cyclists and a space where new and curious bicyclists can participate.
- The incorporation of cycling in the core of downtown promotes active and sustainable transportation as a viable option for Troutdale residents.
- Combined with added features like parklets and vertical gardens, bicycling infrastructure links Troutdale to its identity as the Gateway to the Gorge and the beautiful outdoor recreation opportunities.

## HALSEY STREET

To the west of downtown Troutdale, Main Street becomes Halsey Street. Upon leaving the central core of Troutdale, the speed limit for car traffic increases from 20 MPH to 35 MPH. A majority of the route has no sidewalks. Bike lanes are present but unprotected, with little separation from car traffic. Proximity to fast-moving cars can make this route unappealing for potential cyclists. Furthermore, this route is an important corridor for access to the McMenamins Edgefield location, Fairview and Wood Village to the west, and several residential neighborhoods along Halsey Street. Making Halsey Street a more welcoming route for cyclists can expand Troutdale's comprehensive bicycle network.

## Gold Proposal

Students recommend moving the car lanes to the north side of Halsey Street and establishing a protected two-way bike path south of the street. This path would be accessible from neighborhood paths to the south of Halsey Street and facilitate easier access to McMenamins Edgefield.

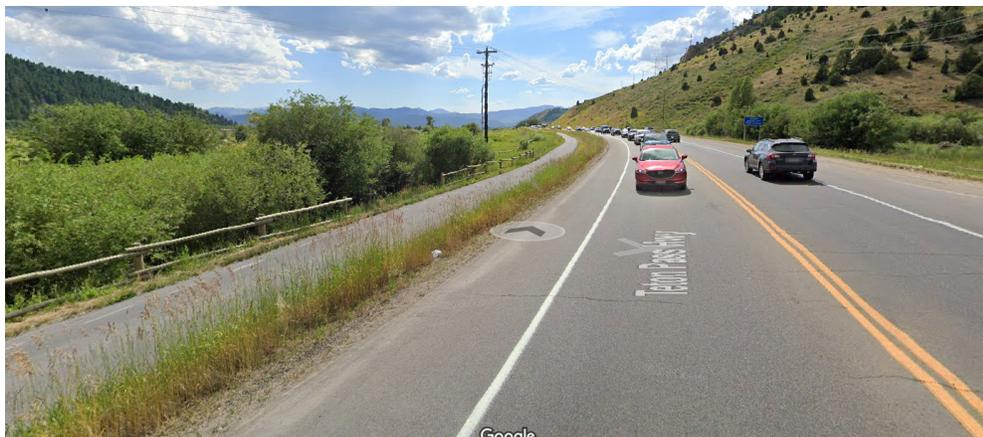


FIG. 10

Off-street adjacent path

Additionally, the outer Edgefield property can be converted into a park that is primarily accessible by bike, thereby promoting the path as a destination as well as a throughway for cyclists.

In addition to the creation of the two-way bike path, bike and pedestrian access to McMenamins Edgefield can be made more accessible with sharrows and sidewalks. The addition of sidewalks would also narrow the road

slightly, ensuring that car traffic slows down for pedestrians and cyclists.

### **Silver Proposal**

Students recommend on-street protected bike lanes as a secondary option to the Gold proposal. These bike lanes can be modified into elevated one-way cycle tracks on each side of the route creating safer conditions for cyclists on Halsey Street.

FIG. 11  
Cycle track Halsey



### Bronze Proposal

Similar to sections of Main Street, the bike lanes along Halsey Street can be lined with green paint to alert motorists to the presence of cyclists and serve as additional protection for cyclists.

The Bronze proposal also includes the addition of sharrows and sidewalks at the entrance of McMenamins Edgefield. Doing so can encourage alternative modes of transportation to access the popular destination.



FIG. 12

Sharrows McMenamins Edgefield

### Benefits

- The proposed recommendations are essential to making Halsey Street a space where individuals feel free to travel by bicycle safely.
- Establishing Halsey Street as a space where travel by bike is not only feasible but desirable makes Halsey Street a destination for cyclists.
- The addition of a bike-accessible park and an off-street path can transform Halsey Street into a new outdoor recreation opportunity.
- The renovations proposed provide non-car transportation as a viable option for McMenamins's Edgefield and other destinations located along the route.
- The accessibility of McMenamins Edgefield to alternative modes of transportation has the potential to bring new customers to McMenamins and encourage more frequent use among existing customers.

### GLENN OTTO PARK

Glenn Otto Park is a popular destination for residents and visitors alike, situated on the banks of the Sandy River at the eastern edge of Troutdale. Located just east of downtown on the Historic Columbia River Highway, the park includes Sugarpine Drive-In, a popular ice cream stop on the way to the Columbia River Gorge with limited parking availability. The park also has a small beach along the Sandy River that is popular during the summer months. The Historic Columbia River Highway has unprotected bike lanes running from downtown to Glenn Otto Park. The interior of the park is forested and not frequently utilized, with informal dirt trails.

To increase Glenn Otto Park's viability as a destination for cyclists, students recommend creating safer routes to access Glenn Otto Park from downtown, including both on-street cycle tracks and off-street paths, increasing bicycle parking capacity at Sugarpine Drive-In, and utilizing the interior of Glenn Otto Park as a bicycling destination with a 'skill-building track.'

### **Gold Proposal**

To facilitate easy access to Glenn Otto Park from downtown, students propose the creation of an off-street multi-use path running along the Sandy River. The path would connect the future bike shop at the former City Hall to Glenn Otto Park. The path can include pedestrian lighting to increase safety for users and contribute to Troutdale's unique sense of place.

FIG. 13  
Off-street bike path  
along river



In addition to the off-street path along the Sandy River, the bike lanes along the Historic Columbia River Highway can be renovated. Between downtown and Glenn Otto Park, the bike lane can be raised level with the sidewalk and marked with green paint to give cyclists an added level of safety. This raised bike lane serves as a continuation of

the protected two-way bike lane in downtown. Furthermore, a crosswalk with a bump-out at the intersection of the Historic Columbia River Highway and Kibling Street can facilitate easier access to the eastbound raised bike lane, and to the 2nd Street neighborhood bikeway a block to the south.



FIG. 14  
Cycle track Columbia

Additional bike parking at Sugarpine Drive-In can alleviate the demand for excess parking at Glenn Otto Park. Bike parking can also utilize creative designs enhancing Troutdale's artistic presence.

We also recommend adding more bicycling facilities to Glenn Otto Park, including paved bike paths within the park. This includes a potential 'skill-building' track that could serve as a mini-bike park in the interior of the park.



FIG. 15  
Skill building track

### Silver Proposal

The Silver tier of recommendations emphasizes the off-street path along the Sandy River as a viable option for the city. The cycle tracks on the Historic Columbia River Highway may require more political buy-in, but the off-street path is an easy connection to the downtown bike shop.

### Bronze Proposal

The implementation of bicycle parking at Sugarpine Drive-In is a low cost and short-term strategy that can encourage higher levels of bike use at Glenn Otto Park.

Additionally, the renovation of the crosswalk with a bump-out at the intersection of the Historic Columbia River Highway can facilitate easier crossing of the street for bikes. This can create a smooth transition from the Glenn Otto Park area to the Main Street bike path or the 2nd Street neighborhood bikeway.

FIG. 16  
Sugarpine bike parking



### Benefits

- The proposed changes to Glenn Otto Park can help the park function as a destination for cycling and a launching point into the Columbia River Gorge.
- The proposed paths create safe methods to access Glenn Otto Park for cyclists and create new recreation opportunities on the way to the park.
- The increased bicycling facilities at Glenn Otto Park make it a destination that promotes outdoor recreation and healthy outdoor activity.
- Increased bicycle parking capacity at Glenn Otto Park make Sugarpine Drive-In an easy and stress-free destination to access by bike.

**40-MILE LOOP**

The 40-Mile Loop is a bike path that allows for access to parks and outdoor recreation areas neighboring Troutdale. The proposed 40-Mile Loop would allow community members and visitors alike to enjoy the scenic river stretch of Troutdale, as well as connect parks such as Depot City, Sandy River greenway, and Pelfrey park to a larger system

of trails and outdoor opportunities. Troutdale can use a stretch of available urban/green space to transition the 40-Mile Loop into a fully formed bike path and include access to multiple scenic areas. The inclusion and active promotion of the new bikeable corridor could reduce vehicle use, and yield an influx of biker-tourism, contributing to economic stimulation.



FIG. 17  
40-Mile Loop

### **Gold Proposal**

To help with marketing and advertising the 40-Mile Loop, we recommend adding a structure that attracts tourists and encourages locals to use the path. A gateway design or an art installation by a local artist could make the trail more inviting to guests. Such an installation could be the face of social media campaigns, city proposals, and tourist attractions. The locality of the art promotes a sense of community in Troutdale, with the added benefit of attracting tourists.

### **Silver Proposal**

Including an icon or piece of art at each scenic moment can market the 40-Mile Loop path as a connected tour. Tourists can enjoy the beautiful scenery from Blue Lake park to NE Harlow Road, and gain exposure to community art while on the 40-Mile Loop.

### **Bronze Proposal**

As a way to guide people to and along the 40-Mile Loop, wayfinding signage is encouraged. Placing wayfinding signs along the loop will help people stay on the path and having wayfinding signs in Troutdale will help promote the loop as well as indicate the closest access point to the 40-Mile Loop.

### **Benefits**

- Connect many of the neighboring outdoor recreation areas together and increase accessibility by bicycle.
- Stimulate social activities, such as family outings or a marathon along the loop. The 40-Mile Loop is an opportunity to bring together people from across the region and the state.
- May appeal to different kinds of cyclists, both avid and casual cyclists, due to the ability to enter and exit along the path in many places.
- The associated health benefits with biking are more accessible because more people could use the path for recreational purposes.
- The bike path is an opportunity for the city of Troutdale to uplift local businesses after an assumed reduction in the local economy due to the global pandemic.
- The implementation of the 40-Mile Loop within Troutdale could have lasting effects, such as city rejuvenation due to the influx of people who would ride through the City and buy from local businesses.

## 2ND STREET

Recommendations for improving 2nd Street focus on increasing hospitality toward cyclists, as well as connecting 2nd Street to other existing bicycle infrastructure. Through new infrastructure, community engagement, and a direct route to the bike hub, the 2nd Street bikeway can be a bike-friendly route that reaches multiple destinations including the bike hub. These are important implementations because they can increase the comfort of bicyclists in spaces normally dominated by cars. Increasing safety of bicyclists can reduce vehicle use, which can contribute to a happier and healthier community and environment.

### Gold Proposal

Implement a bike signal on Kibling Street to allow safer crossing for bicyclists. Green painted bike lanes along this same street will dictate where the bicyclists will ride thus alerting cars to their presence.

A few curb extension bioswales will be implemented by removing a few of the parking spots along 2nd Street. The addition of these bioswales will enhance the likelihood of cars following the speed limit, as well as volume control. The road narrowing that is caused by these curb extensions will reduce car speed due to increased awareness of other cars and bicycles on the road because there will be less space for them to occupy (NACTO). The curb bioswale extension will also act as stormwater management, catching and cleaning stormwater and other possible contaminants. The additional vegetation of the bioswale will also reduce the urban heat island effect by removing some pavement that originally retains heat from the sun. In addition the curb extension bioswales will add vegetation that will enhance the ecology and aesthetic of 2nd Street.



FIG. 18  
Bioswale

### Silver Proposal

Art along 2nd Street would allow for community engagement in the design process and painting process to make 2nd Street a place where bicyclists

will feel safe and comfortable. This street art will alert cars to the potential bicyclists on the road creating a shared space.

FIG. 19  
Street art



We suggest that the city of Troutdale install a new four-way crosswalk on Buxton road. Having a four-way crosswalk located on Buxton road will slow down traffic and also assist with maintaining safety. The 20 mph speed limit should also be posted along this road to ensure that cars will drive slowly and make bicyclists feel more comfortable.

2nd Street allows parking on both sides of the street and there is little room for bicyclists if there was car traffic moving through the area. Our

idea for street redesign is adding a protected two-way bike lane on the right side of 2nd Street. This would allow cyclists to feel safe and that they are noticed while using this road. Cars will still be able to move up and down 2nd Street like normal. This is silver and not gold because it likely reduces car access and speed to a degree that would make the residents too uncomfortable and thus unlikely to agree with the implementation of this on 2nd Street.



FIG. 20  
2nd Street bike path

**Bronze Proposal**

Sharrow markings, wayfinding signage, and lighting are important additions to 2nd Street because they can increase the comfort and safety of bicyclists and pedestrians.

**Benefits**

- Increased safety due to the suggested elements that will increase automobile driver awareness.

- Promotion of local artists through street art and other art installations on 2nd Street.
- Health benefits due to increased bicycle usage with 2nd Street a safe and comfortable space.
- An increase in sustainability in Troutdale as increasing the access to bicycles and bicycle infrastructure encourages less car usage and reduces air pollution.



FIG. 21  
Sharrow marking

## **Events and Culture Initiatives**

Establishing attractive bicyclists' destinations and activities can bring people together, educate/inform the community, and emphasize the safety and comfort of alternative transportation types and lifestyles. One method that achieves the aforementioned goals is hosting events for the public to engage with alternative transportation methods, such as bicycling.

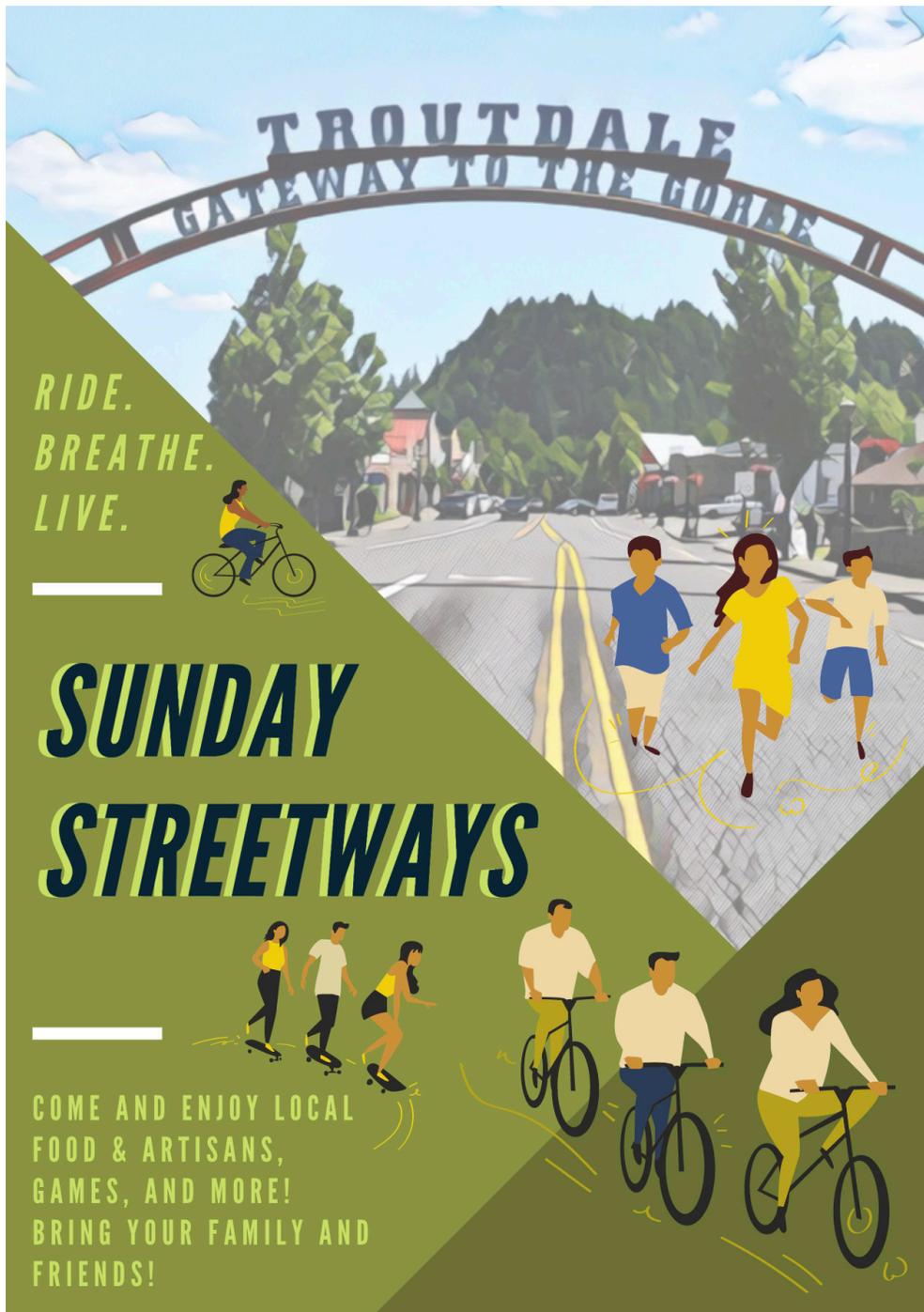


FIG. 22  
Sunday Streetways  
front

### POSSIBLE EVENTS

#### Sunday Streetways

A weekly event dedicated to promoting active transportation, with an emphasis on cycling. Students recommend four different venues where Sunday Streetways can alternate: Downtown,

Halsey, Hungry Hill, and Eastside. The goal of rotating locations is to engage various parts of the community. At the venue, guests can visit booths where local businesses can sell food, drinks or handmade crafts. Furthermore, the city can organize games, live music,

FIG. 23  
Sunday Streetways  
back

# RIDE. BREATHE. LIVE. EVERY SUNDAY FROM 10AM-5PM

## CITY OF TROUTDALE

### VENUES FOR SUNDAY STREETWAYS

**DOWNTOWN**  
 Corner of Buxton Rd. & Historic Columbia River Hwy.  
 06/20/2021

**HALSEY**  
 SW Halsey St.  
 06/20/2021

**HUNGRY HILL**  
 SE 8th St.  
 07/04/2021

**EASTSIDE**  
 Corner of SE Jackson Park Rd. & Historic Columbia River Hwy.  
 07/11/2021

**DOWNTOWN BIKE SHOP**  
**DEPOT RAIL TOURIST HUB**  
**HALSEY BRIDGE**

Leave your car at home and **WALK** or **RIDE** a bike, skateboard, or scooter! Try a more active method of transportation that will help your mental and physical well-being.

Slow down and **BREATHE** in what Troutdale has to offer. Experience and know the city and your fellow Oregonians in a new way.

Realize the potential of your city and **LIVE** in a community that puts a priority in taking care of nature and you.


**Be aware of automobile restricted routes!**

For more information and the latest updates please follow us on social media or email us at [SundayStreetways@troutdaleoregon.gov](mailto:SundayStreetways@troutdaleoregon.gov)


  
[@SundayStreetwaysTroutdale](https://twitter.com/SundayStreetwaysTroutdale)

bicycling workshops, children’s bike races, guest speakers, and more. Guest speakers can speak on topics that include active transportation, advantages of cycling, bike safety, and bicycling infrastructure, as well

as the future of cycling in the city. It is important to highlight that an event of this nature will require cooperation and participation from the government, private business, and the residents of Troutdale.

THE OREGON BICYCLE RACING ASSOCIATION  
AND THE CITY OF TROUTDALE PRESENT

# RACE THE GORGE 2021

Join us for a fun and competitive bicycling race  
through the breathtaking scenery of the  
Columbia River Gorge. Sign up today!

**9AM | JUNE 12TH, 2021**  
**DOWNTOWN TROUTDALE**

FIG. 24

Race the Gorge! front

### **Race the Gorge!**

The Columbia River Gorge is a scenic area of the Columbia River that is known for stunning views, sweeping landscapes, and gorgeous waterfalls and forests. The area is a hotspot for outdoor recreation with ample opportunities for water sports, cycling,

hiking, and many other activities. Some of the major attractions include "... the historic Columbia River Highway, the visitors center and fish hatchery at Bonneville Dam and Locks, iconic Multnomah Falls, and touring and tasting along the Hood River Valley Fruit Loop" (Brown, 2019). Given

FIG. 25  
Race the Gorge! back





## RACE DETAILS

**Race distance:** 40 miles  
**Race route:** Historic Columbia River HWY  
**Experience level:** Intermediate  
**Registration cost:** \$20 per person

## RACE MAP



**Cash and prizes available!**  
**Online registration open now!**

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To reach out and learn more about the event, call  
 Chris Damgen at (503)-674-7228/ You may also  
 email us at [chris.damgen@troutdaleoregon.gov](mailto:chris.damgen@troutdaleoregon.gov).



that Troutdale is uniquely positioned between the Gorge and the Portland-metropolitan area, the city has an opportunity to capitalize on its unique geographic location. Specifically, the City could be rebranded as a “long-distance cycling capital” and

emphasize the long-distance cycling trails throughout the Gorge. This initiative could help create a bicycling culture in Troutdale, and help support the local economy by attracting tourists and cyclists from across the country with cycling events, tours, and more.

**Annual Bike Festival**

An annual bike festival with events and activities could educate people about bicycles and encourage biker user comfort levels. The goal of this festival would be to encourage fun and safe bike usage in Troutdale. Events could include races, challenges, and trivia. Activities could include carnival games, food booths, and a social media project.

**CULTURE INITIATIVES****Sugar Pine Drive-In incentives for cyclists**

Coupons or discounts could encourage people to use their bikes to visit Sugar Pine Drive-Thru.

**Community Bike Map**

Bike paths/bike destinations and bike tourist destination maps could be posted around the City and be available at the bike hub to educate people on how they can use their bicycles to reach key destinations around Troutdale.

# City of Troutdale: Destinations and Resources for Bike Tourists

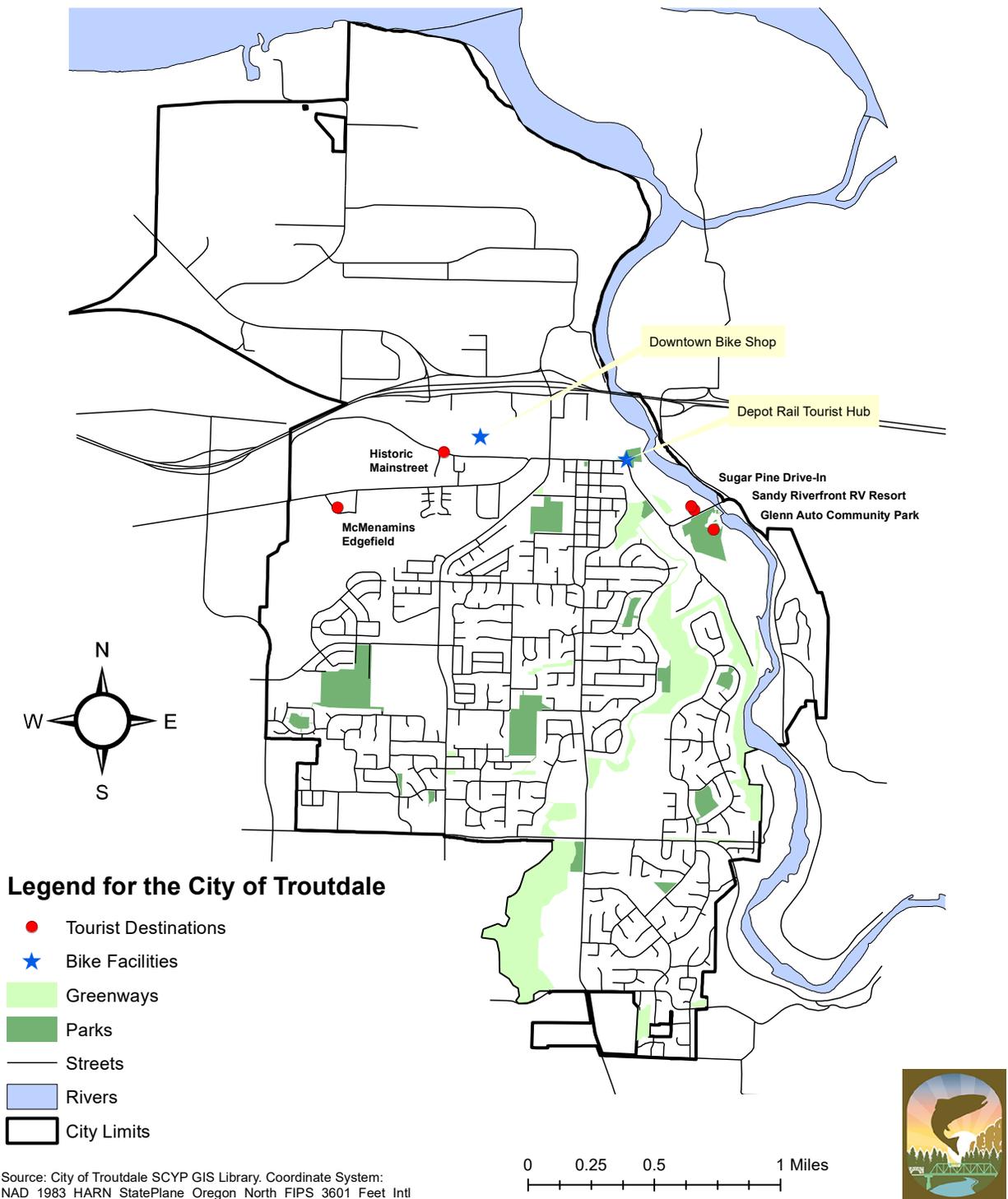


FIG. 26  
Troutdale Tourist Destination Map

# City of Troutdale: Bike Routes and Resources

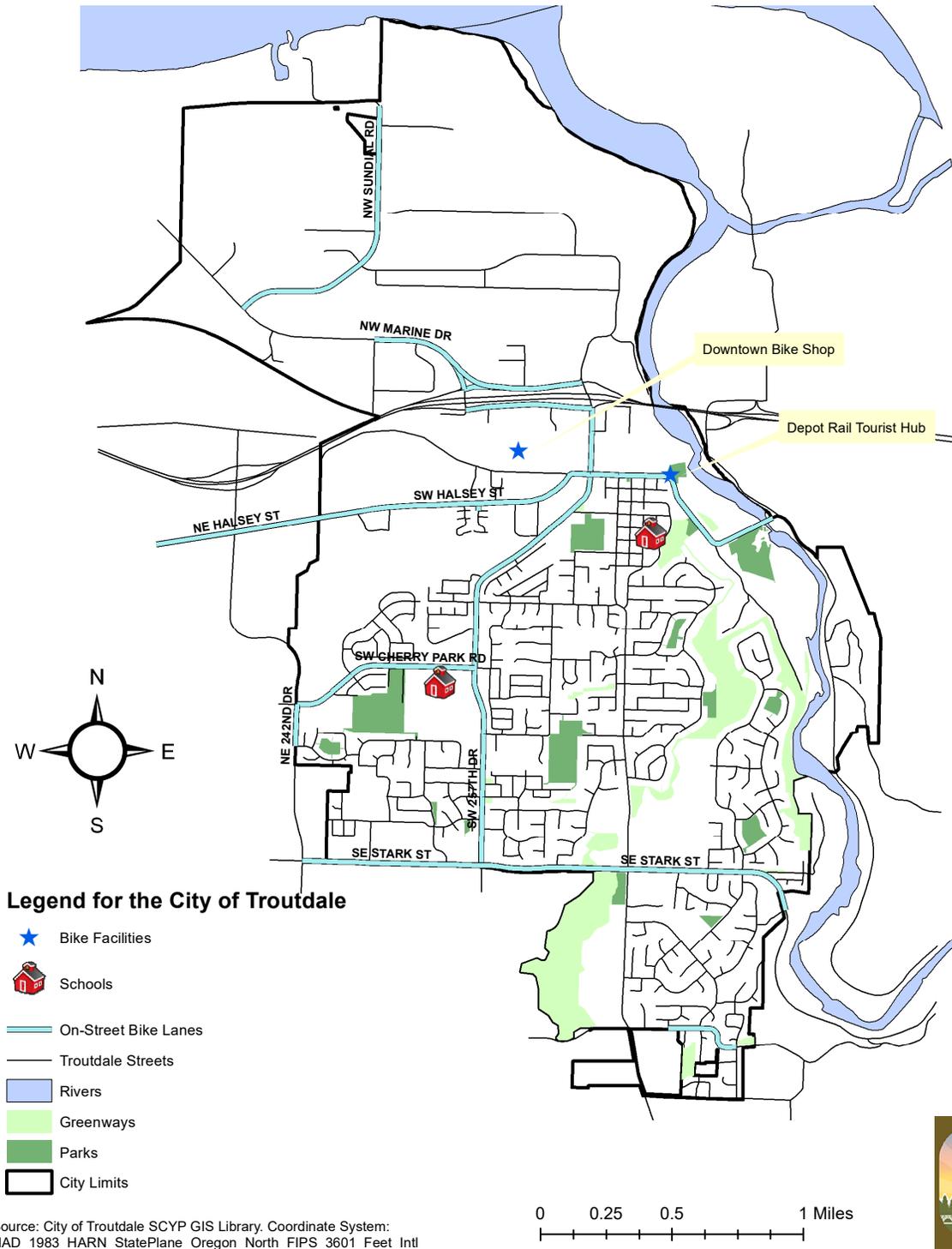


FIG. 27  
Troutdale Bike and Ped Map

**New bike shop as a community center**

The City can incentivize a bike shop opening in Troutdale by engaging community partners and potentially putting out a request for proposal. The main purpose of the bike shop is to create a space where Troutdale community members and tourists can gather over common interests in a welcoming environment. Ideally, this space will be the center of the community's attention by creating

a unique experience that blends food, drinks, cycling, and the love of outdoors. Creating amenities and bicycling spaces like a bike shop and a community bike hub expands infrastructure that adheres to the needs of alternative transportation users and helps support lifestyle changes. These spaces aim to bring more external exposure to Troutdale and local business, and make cycling more inclusive and a part of everyday life in Troutdale internally.

FIG. 28  
Bike shop



FIG. 29  
Bike shop



### **Bike share program**

The bike share program, if brought to Troutdale, would use both sponsorships from local businesses as well as strategic placement to encourage riding and support a sense of community. Businesses could sponsor a rack and place their logo on the bicycles, the rack could also be placed out front or near their establishment as a draw for cyclists to park and explore the businesses within a close vicinity. Placing the racks out in front of local establishments would also encourage residents and visitors to bike between different destinations around Troutdale instead of using a car.

## **CONCLUSION AND RECOMMENDATIONS**

### **Implementation Phases**

The city of Troutdale can begin with small implementations, then engage with the community to receive public input to gauge community response. If the response is positive, additional action can be taken. If hesitant, the City could offer more ways for the community to learn about cycling and its benefits. Troutdale is an ideal size to encourage comfort on bicycles and foster a bike community for recreation and commuting.

We have created a tiered system to rank and separate the recommendations outlined in this report.

**Gold** - recommendations identified as most beneficial to the City, with the highest price costs and design alterations

**Silver** - moderate implementation difficulty and lower costs

**Bronze** - short term solutions with lowest relative costs

The implementation ranking table indicates the phases of the implementation process, starting with the Bronze ranked implementations, then as funding becomes more accessible, transition to the Silver or Gold ranked implementations. An asterisk denotes an implementation that is recommended in conjunction with other implementations. These implementations would work well on their own, but benefit from simultaneous implementation if the City of Troutdale would like to begin with Silver or Gold ranked recommendations.

## Recommendations

### IMPLEMENTATION PHASES

The city of Troutdale can begin with limited implementation, then engage with the community to receive public input to gauge community response. If the response is positive, additional action can be taken. If hesitant, the

City could offer more ways for the community to learn about cycling and its benefits. Troutdale is an ideal size to encourage comfort on bicycles and foster a bike community for recreation and commuting.

### TABLE OF TIERED RECOMMENDATIONS

	Gold	Silver	Bronze
Main Street	<ul style="list-style-type: none"> <li>• Two-way bike path with times cycle lights</li> <li>• Renovation of City Hall</li> <li>• Bicycle parking</li> <li>• Public art installations at Mayor Square Park</li> <li>• Reversed angled parking</li> </ul>	<ul style="list-style-type: none"> <li>• Increased vegetation*: Parklets, bioswales, and vertical gardens</li> <li>• Crosswalk renovation*</li> </ul>	<ul style="list-style-type: none"> <li>• Bike lanes with green paint</li> <li>• Provision of bike parking</li> <li>• Renovating City Hall into a bicycle shop*</li> <li>• Wayfinding signage</li> </ul>
Halsey Street	<ul style="list-style-type: none"> <li>• Multi-use path along West Halsey with two-way bike traffic</li> <li>• Outer Edgefield Park only accessible by bike</li> <li>• Pedestrian and bike access to McMenamins Edgefield</li> </ul>	<ul style="list-style-type: none"> <li>• Protected bike lanes in place of off-street path</li> </ul>	<ul style="list-style-type: none"> <li>• Green marked bicycle lanes*</li> <li>• Pedestrian and bike access to McMenamins Edgefield*</li> </ul>
2nd Street	<ul style="list-style-type: none"> <li>• Kibling Street signal and green painted bike intersection crossings</li> <li>• Bioswales along 2nd Street to facilitate road narrowing and slower speeds</li> </ul>	<ul style="list-style-type: none"> <li>• Two-way protected bike path</li> <li>• Art along the street at intersections*</li> <li>• Four-way crosswalk at Buxton*</li> </ul>	<ul style="list-style-type: none"> <li>• Lighting*</li> <li>• Sharrow markings*</li> <li>• Wayfinding signage</li> </ul>

<p><b>Glenn Otto</b></p>	<ul style="list-style-type: none"> <li>• Off-street path along Sandy River</li> <li>• Urban bike park</li> <li>• On-street protected bike lanes along Historic Columbia River Highway</li> </ul>	<ul style="list-style-type: none"> <li>• Off-street path along Sandy River</li> </ul>	<ul style="list-style-type: none"> <li>• Increase bicycle parking at Sugar Pine Drive-In*</li> </ul>
<p><b>40-Mile Loop</b></p>	<ul style="list-style-type: none"> <li>• Gateway installations</li> </ul>	<ul style="list-style-type: none"> <li>• Public art*</li> </ul>	<ul style="list-style-type: none"> <li>• Wayfinding signage*</li> </ul>
<p><b>Event/Culture</b></p>	<ul style="list-style-type: none"> <li>• Bike shop as a community center</li> <li>• Race the Gorge</li> </ul>	<ul style="list-style-type: none"> <li>• Bike share program*</li> </ul>	<ul style="list-style-type: none"> <li>• Sunday Streetways*</li> <li>• Community maps*</li> <li>• bike paths</li> <li>• local destination</li> </ul>

## **Conclusion**

The recommendations listed in this report aim to assist Troutdale in its goal of becoming a long-distance bicycle destination in addition to promoting bicycle use within city boundaries. Each of the recommendations contribute to Troutdale's goal of being a sustainable, healthy, and bike-friendly city. With improved infrastructure and increased education of cycling infrastructure benefits, more people can access an alternate mode of transportation. Implementation, education, and marketing can stimulate a transition from car-centric mobility to cycling. Troutdale has the opportunity to invest in bicycles, and students offered recommendations as a framework toward a more bike-friendly city.

## References

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