



ADOPTED OCTOBER 11, 2018

Wenatchee Valley
BICYCLE MASTER PLAN

2018 Update to the 2013 Bicycle Master Plan

Prepared by:



Additional copies of this document may be obtained
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**RESOLUTION No. 3-2018 A RESOLUTION TO ADOPT THE 2018
WENATCHEE VALLEY BICYCLE MASTER PLAN**

WHEREAS, the Chelan-Douglas Transportation Council (CDTC) is the lead agency for the Metropolitan Planning Organization and the Regional Transportation Planning Organization with responsibility for transportation planning and programming in the Wenatchee Metropolitan Statistical Area encompassing Chelan County and Douglas County; and

WHEREAS, CDTC appoints and provides staff support to a Regional Bicycle Advisory Committee to develop and periodically update a bicycle plan and to provide recommendations on policies and programs to improve bicycle mobility, access and safety; and

WHEREAS, the Regional Bicycle Advisory Committee has assisted with broader public outreach to determine community priorities, while investing significant volunteer time and local knowledge to help CDTC staff prepare the 2018 Wenatchee Valley Bicycle Master Plan; and

WHEREAS, CDTC encourages member jurisdictions to individually adopt the 2018 Wenatchee Valley Bicycle Master Plan and incorporate the plan into local comprehensive plan updates;

NOW, THEREFORE, BE IT RESOLVED, that the Chelan-Douglas Transportation Council adopts the 2018 Wenatchee Valley Bicycle Master Plan.

ADOPTED by the CDTC governing board at a regular meeting thereof held on the 11th day of October, 2018.

DATED this 11th day of October, 2018:


Cheryl K. Farivar, 2018 Board Chair

Attest: 
Jeff Wilkens, Executive Director

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PREFACE

Chelan-Douglas Transportation Council is responsible for regional transportation planning and programming in Chelan and Douglas counties, including regional bicycle planning. In 2013, CDTC completed the Greater Wenatchee Valley Bicycle Master Plan which covers the urbanized areas of the region (Wenatchee, East Wenatchee and Rock Island). This plan is an update to the 2013 bike plan. CDTC will follow this update with subarea bicycle plans for the Upper Valley and the Lake Chelan area.

This plan is a supporting document to the regional transportation plan – Transportation 2040. The plan will be adopted by the Chelan-Douglas Transportation, and can also be adopted or referenced in the local comprehensive plan updates. The original direction from the CDTC Governing Board reaffirmed at the outset of this plan update, is to develop a blueprint for connecting the entire urban area with safe and comfortable cycling routes that will provide residents with alternative and economical transportation options.

All bike network projects and program recommendations identified in the plan are guidelines for implementation. Further studies, engineering work and community outreach may be needed to determine exact project needs.

Progress on the plan will be tracked annually and reported to the CDTC governing board. The plan will also be updated approximately every five years, providing CDTC, the RBAC, and the Technical Advisory Committee (TAC) the opportunity to review and refine projects identified in this document.

This plan is a collaborative product of CDTC and the RBAC. RBAC members, which include representation from the TAC, spent almost two years reviewing bicycle network projects and developing program recommendations. RBAC and TAC members attended outreach events, shared the survey, audited bike routes and reviewed drafts.

This plan is the direct result of their enthusiasm for bicycling in the Wenatchee Valley and the time and energy they put into this process.

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Additional planning documents can be found online at:

<https://www.bikewenatcheevalley.org/bicycle-master-plan-update/>

CHAPTER 1 | INTRODUCTION

Updating the 2013 Greater Wenatchee Bicycle Master Plan

From 2011-2013, the Greater Wenatchee Valley Bicycle Master Plan (bike plan) was developed with input from local agency staff, elected officials and citizens. The goal of the plan was to develop a long-term vision for the regional bicycle network, and to make recommendations for policies and programs to support bicycling. The plan was adopted in May 2013 and has been used to guide the work of local agencies and the Regional Bicycle Advisory Committee (RBAC).

This document is an update to the 2013 bike plan.

Major changes from 2013

Reviewing the 2013 plan, CDTC heard that agency staff and the RBAC were generally satisfied with the long-term vision outlined in the 2013 plan. The 2013 plan was developed with extensive public engagement and prepared over a two-year period. This plan updates and refines the visions and goals and replaces the 2013 objectives and action items with updated recommendations.

The goals for this plan update were to:

- **Track progress:** What have we accomplished since 2013?
- **Focus on implementation:** How can we turn the ideas generated in 2013 into actionable programs and projects?
- **Make the update easy to use:** How can we improve the document to be shorter and more to the point?

Examples of this include:

- Identifying areas that need further study – areas where bicycle improvements are recommended but a more holistic transportation and land use review is needed, or is currently underway, to determine the best options
- Developing a wayfinding plan that can be implemented in the coming years (Appendix B)
- Developing a prioritized project list that focuses on filling bike network gaps, connecting to the Loop Trail, adding bike facilities in the areas of greatest need (both in terms of potential demand and socioeconomic factors), and looking at what projects have already made progress on implementation
- Identifying potential partners and estimating resources needed for bicycle programs in chapter 4 (i.e. Bicycle education or equity programs)
- The bike share and bike parking projects identified in chapter 5

About this plan

This document outlines the long-term vision for bicycle programs and provides prioritized network recommendations. Implementation of the bike plan will be completed by local agencies, as well as community partners, and guided by the RBAC.

In this plan, you will find:

- Information about the planning process
- Current bicycling conditions in 2018
- Vision and goals for bicycling
- Recommendations for bicycling programs
- Recommendations for bike share and bike parking
- Implementation strategies and plans for tracking progress
- Wayfinding plan
- Bicycle network project details and priorities

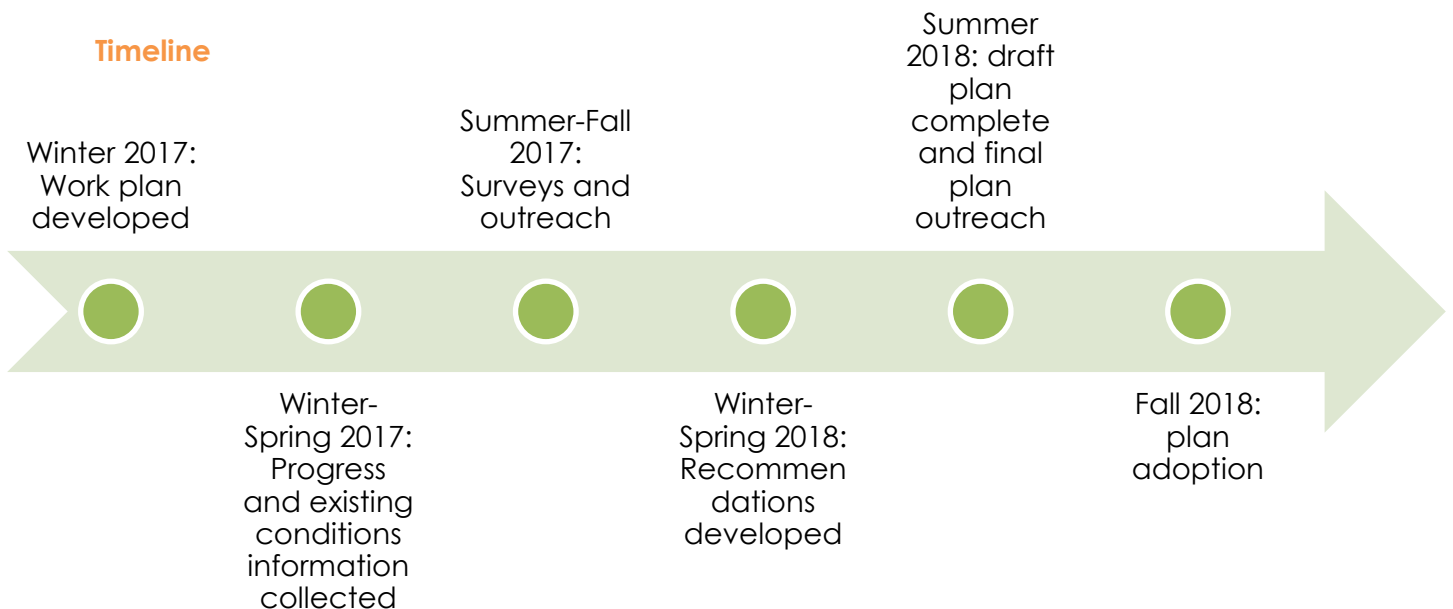
On the plan website (www.bikewenatcheevalley.org), you will find the following documents:

- Community Engagement Summary
- 2013- 2017 Progress Report
- Interactive Bicycle Network Map
- North Wenatchee Avenue RBAC Memo

Planning Process

In late 2016, the RBAC selected updating the 2013 bike plan as the CDTC priority for bicycle planning in 2017. Work began on the bike plan update in early 2017 and continued until the draft plan was complete in August 2018. The plan was prepared by CDTC and guided by the RBAC. The process included:

- Surveys and outreach at events
- A monthly RBAC subcommittee meeting focused on the bike plan
- Bike audits and special topic meetings
- Regular updates to the CDTC governing board and Technical Advisory Committee
- Fall outreach and public comment period



Community Engagement

During the summer and fall of 2017 CDTC, engaged the community through events, social media and surveys.

Events and meetings – The CDTC and RBAC staffed a bike plan table at eleven events and two organization meetings. Bike maps, bike plan info, and bike safety information was shared with the community. During the events bike plan surveys were collected and there was an opportunity to talk with community members about bicycling.

- National Night Out
- Columbia Valley Community Health back to school health fair
- Pybus Public Market
- Wenatchee Slow Ride
- First Street Bikeway Open House
- Wenatchee Valley Farmers Market
- Seattle Children's Helmet Giveaway
- Fiestas Mexicanas - Wenatchee
- Coastal Kids Day
- Healthy Living Wenatchee Valley coalition meeting
- Apple Valley Kiwanis meeting



CDTC event table

Bikewenatcheevalley.org website and social media

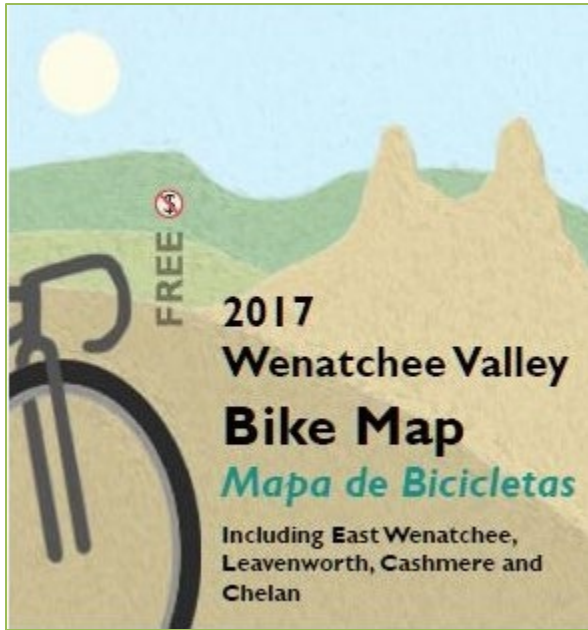
– The 2013 plan called for the development of an online resource center with local information. The website (www.bikewenatcheevalley.org) was developed to share the new bike map (discussed below) and be a home for the bike plan update. Instagram and Facebook pages were also created to help share information.

Bike Plan business card- A small card with the plan information was left in agency offices, handed out at events, and used by RBAC members to share the survey and plan website. The card included both English and Spanish.



Bike plan business card

Survey – A survey, available in English and Spanish, was available online and as a paper survey at events. The survey asked questions about bicycle use, how to improve the bicycle network, and questions about programs to support bicycling. A summary of the results can be found on the www.bikewenatcheevalley.org website.



Bicycle maps – In 2017, CDTC launched a new bike map for the city and region- the first for the region and an update to a previous Wenatchee map. The bike map was distributed throughout the community and handed out at events. The map brought people to the table, got them talking about specific routes, and also drew people to the map website where bike plan update information is also stored. This map is prepared in a format that can be periodically updated to reflect changes in local bicycle infrastructure. The map is also geo-referenced and useable as a GPS map using the free Avenza PDF Maps smart phone app.

Other information – At the start of the plan, CDTC sent a news release to local newspapers and CDTC staff shared info to a local radio station. During the summer outreach period, we participated in the Wenatchee Valley Chamber of Commerce's quarterly mailer. The mailer is sent to all Chamber members in the region.

Regional Bicycle Advisory Committee (RBAC)

The entire RBAC was involved in the planning process and plan review. The RBAC bike plan subcommittee did a significant amount of work to guide and develop this plan with CDTC. The subcommittee met eleven times over the two-year planning period, in addition to regular RBAC meetings.

The bike plan subcommittee included a mix of citizen members, organization members and agency staff. The group spent the bulk of the time reviewing the bicycle network recommendations, but also dedicated meetings to the North Wenatchee Avenue corridor, completion of a South Wenatchee and East Wenatchee Loop Trail connections bike audit, and spent multiple meetings developing the wayfinding plan.



RBAC members developing chapter 4 program recommendations

RBAC will support plan implementation

The RBAC has pride and ownership of the programs identified in this plan and will continue to review and offer feedback on bicycle network projects to support implementation by local agencies after adoption.

While the primary purpose of the RBAC is to advise CDTC and the local agencies on bicycling issues, annually the RBAC selects additional work plan items to support bicycling in the Wenatchee Valley. The bike plan recommendations identified herein will serve as a guide for future work. The RBAC also hopes to help engage new partners and find champions for these programs. The RBAC will continue to serve as a resource for other agencies or organizations that may implement these programs in the future.

The RBAC welcomes dialogue and feedback to work with agencies and project partners to make Wenatchee a better place to live, and cycle!



RBAC members meeting for an August 2017 bike ride and audit

CHAPTER 2 | BICYCLING IN THE WENATCHEE VALLEY

2013-2017 Progress Report

In 2017, CDTC reviewed the 2013 bike plan goals, objectives, and action items to examine the progress achieved on each initiative. The following infographic is a snapshot of the progress made between 2013 and 2017.

The document includes:

- 2013 Greater Wenatchee Bicycle Master Plan summary
- Bicycle network progress map
- Ridership and safety since 2013
- Bike network progress
- Bike programs progress

The full progress report can be found online:

<https://www.bikewenatcheevalley.org/bicycle-master-plan-update/>



Highline Drive completed in 2017



City of Wenatchee First Street Pop-up Protected Bikeway Open House in 2017

WENATCHEE VALLEY BICYCLE MASTER PLAN

2013 - 2017 PROGRESS REPORT

9
NEW
BICYCLE
PROJECTS

16
MILES OF NEW
BICYCLE
FACILITIES

28%
OF PROPOSED
BIKE NETWORK
COMPLETE

Progress on Priority Bikeways

Complete	5%
Partially Complete	37%
In Progress	16%
Not Started	40%

· Achieved ·

*National Bicycle
Friendly Community*
Status Designation in 2014



400+



OVER 400 VOLUNTEER HOURS
SINCE THE REGIONAL BICYCLE ADVISORY
COMMITTEE REFORMED IN 2015

LAUNCHED

www.bikewenatcheevalley.org

CREATED

2017 Wenatchee Valley Bicycle Map

PROMOTED

Local bicycle awareness and
education events

Bicycling in 2018

The progress report documented progress on projects and programs identified in the 2013 BMP. Since that time, several new initiatives which have a positive impact on bicycling in the Wenatchee Valley have occurred. The following list includes some examples of the significant progress made in recent years:

Local Planning Efforts

Our Valley Our Future (OVOF): This grassroots, community-driven action plan lays out strategies in six focus areas to improve the quality of life in the Wenatchee Valley. The plan was developed in 2016 and has significant community involvement and agency support. There are multiple action items that impact bicycling and bicycle planning including an action item to develop more bike lanes and trails throughout the valley.

Website: <http://www.ourvalleyourfuture.org/>

Outdoor Recreation Economic Impact Study of Chelan and Douglas Counties: The study, completed in August 2017, was identified as an action item in the OVOF plan. The study surveyed users, compiled information, and made recommendations to improve the outdoor recreation experience and grow the economy in the region. The survey found that **almost 50% of residents ride a bicycle** for recreation, and 25-55% of recreation visitors come to the region for mountain biking or road biking.

Relevant to this plan, the study identified recreation access as a key area for improvement and suggests that "shuttles, public transit, bike routes, ride-sharing and other means to lower transportation costs and information costs for those unfamiliar with the resources will increase overall participation, value, and economic impact".

TREAD: Trails Recreation Education Advocacy and Development (TREAD) was identified as a "game changer" strategy in the OVOF plan and launched in 2017. The organization is still in the early stages of forming but intends to develop a regional trails plan that includes bicycling trails (among other trails) that can be used for both recreation and transportation, similar to the Loop Trail.

Website: <https://www.wvtread.org/>

Local Agency Planning & Bikeway Projects: Local agency staff is currently very active in the RBAC and bicycle projects. WSDOT, City of East Wenatchee, City of Wenatchee and Douglas County have all been working on new bicycling projects for 2018 (and beyond). In the summer of 2018, the City of Wenatchee alone has eight active construction projects that will improve conditions for bicycling and implement recommendations from the 2013 bike plan.

Local agencies have also continued to support the bike plan through their comprehensive plans (updated in 2017) and through complementary work on parking studies, development, and housing.

Other highlights:

- The City of East Wenatchee is currently working on the Gateway Park Project at 9th Street NE and Valley Mall Parkway. The project will improve the connections to the Loop Trail from the downtown area.
- The City of Wenatchee was recently awarded *Best Complete Streets Policy of the Year* in 2017 by the national organization *Smart Growth America*.
- The City of Wenatchee is working on the first Pedestrian Plan in the region (will be completed in late 2018 or early 2019).
- The City of Wenatchee is pursuing development of improved bicycle and pedestrian connections on First Street between downtown and the neighborhoods west of Miller Street. As part of the planning and community engagement process, the City hosted a Pop-Up Protected Bike lane Open House and demonstrated what bicycle facilities on First Street could look like in the future.
- The Port of Douglas County and Douglas County have been working on development and transportation studies for the North End (north of East Wenatchee) and Rock Island.
- The City of Wenatchee and WSDOT are currently studying the North Wenatchee Avenue Corridor to determine what future improvements should be made to improve the corridor for all users.

Bicycle Organizations

Central Washington Evergreen Mountain Bike Alliance: This non-profit organization focuses on mountain bike advocacy, educating riders of all abilities, especially youth, and building and maintaining sustainable trails in the greater Wenatchee Valley area. The region stretches from Leavenworth to Chelan and includes some of the best riding in the state. Evergreen is currently developing a number of new trails and has weekly work parties to support trail building and maintenance.

Website: <https://cwevergreenmtb.org/>

Complete the Loop Coalition: Complete the Loop Coalition has been advocating for funding and developing public trails in the Wenatchee Valley since 1990. The organization was involved in getting the Rocky Reach trail built in 2015, and has helped supply funding for improvements along the trail since that time. In 2017, they helped secure property and add a trail at the Peshastin Mill Waterfront and they are currently working on building new trail through the Wenatchee River Valley.

Wenatchee Valley Velo: Wenatchee Valley Velo Club is a Wenatchee-based cycling group that welcomes both road cyclists and mountain bikers. Their goal is to promote the sport through advocacy, including educating the community about safe cycling, and by holding events and social rides. Events and activities include Saturday club

group rides during the warmer-weather months, the Tour de Bloom Omnium the first weekend of May, the Ride of Silence in mid-May, the Dark Side Festival in late September, the Fall Classic Ride in October, and the Yeti Ride on New Year's Day. Velo supports communities and businesses throughout the Wenatchee Valley. They are a member of Washington Bikes, formerly known as the Washington State Bike Alliance.

Website: <http://www.wenatcheevalleyvelo.com/>

Other Organizations and Events

The Wenatchee Valley is home to several races and regular group rides. In recent years there have been new organizations and events started that promote bicycling for transportation and fun. The following are a few of the new events and organizations:

Tread Lightly Friday/Sustainable Wenatchee: Sustainable Wenatchee is a new non-profit organization focused on improving sustainability in the region. Participants can earn discounts at participating local businesses for riding your bike on Fridays.

Website: <https://www.sustainablewenatchee.org/>

NCW EcoChallenge: In 2017, the first EcoChallenge took place and included a number of challenges related to bicycling. Participants can commute by bike, practice loading their bike on the bus, or participate in a May bike event. The event returned in 2018 with 65 teams participating.

Website: <https://ncw.ecochallenge.org/>

Goathead Warriors: Goathead weeds, also known as puncturevine, are an invasive species with thorns that can cause bicycle flat tires. The mission of the Goathead Warriors is to convert neighborhoods and the riverfront trail system into "goathead free zones." Goathead Warriors launched in 2016 by attacking goatheads on the riverfront trail system. In 2017 they expanded their work into neighborhoods in Wenatchee and East Wenatchee.

Website: <http://goatheadwarriors.com/>

Life is a Cycle Bike Ride: For bike to work day 2017, the City of Wenatchee hosted the national Life Is a Cycle Bike Ride to promote beginner and family friendly biking. Participants completed a ride around the city and received info from local organizations.

Wenatchee Slow Ride: In the summer of 2017, Cycle Central hosted a community bike ride starting from Pybus Public Market. Several hundred participants showed up, some in costumes, for a sweaty 90 degree day in August for the fun event and casual bike ride.

Tour de Bloom: The Tour de Bloom Stage Race is a three-day cycling event held annually during Wenatchee's famous Apple Blossom Festival. Organized by the

Wenatchee Valley Velo Club, Tour de Bloom features a road race in Plain on Friday, a Merckx-style Time Trial on Saturday morning, a twilight criterium in historic downtown Wenatchee on Saturday afternoon and evening, and a road race among the rolling wheat fields near Waterville in adjacent Douglas County on Sunday. Tour de Bloom benefits a kids' riding safety program (including the giveaway of 500 custom bike helmets to kids), a sustainable trails network in the Wenatchee Valley, and bicycle advocacy programs and outreach.

Youth Programs: Recent years have also seen an increase in events and programs specifically for youth. Examples include:

- Eastmont Parks annual bike rodeo
- Safe Kids Worldwide wheeled sports safety grant (2017)
- Evergreen Mountain Bike Alliance Youth Bike Camps
- Wenatchee School District was awarded grant for bicycle fleet to teach bike safety, joining other local schools already offering the curriculum
- Eastmont High School Mountain Bike Club expanded to be a Wenatchee Valley racing team. The team participated in the State championships in 2018, hosted locally at Squilchuck State Park.
- Wenatchee Valley Velo sponsored Make A Difference day, holiday drives, and helmet giveaways supporting youth bicycling with helmets and bicycles

Mobility Council: In 2017, Link Transit hosted a Mobility Summit and formed a Mobility Council with local government, social service agencies, non-profits, and clinical providers to look at human services transportation and how to improve transportation in the region. The group has been surveying the community seeking public input public transportation, bicycling and walking, including support and interest in bike sharing.

Wenatchee Valley College Bike Committee: While the committee is on a hiatus in 2018, the WVC Bike Committee was active from 2016-2018. The committee developed a bike map of campus, is working on student designed bike parking, recently added transportation info to the college website, and has hosted bike rides and events for bike to work week.

Barriers to Bicycling

While significant progress has been made since the 2013 plan was adopted, the CDTC and RBAC have identified a number of areas for improvement.

The community survey results identified a lack of bicycle lanes, trails, and routes as the #1 barrier to bicycling for transportation.

In July of 2017, the RBAC completed a planning exercise to think about the vision and goals for the

The 2017 community survey results (100 surveys) identified the following barriers to bicycling:

- #1 Lack of bike lanes, trails, or routes (30%)
- #2 Lack of safety around vehicles (16%)
- #3 Weather (15%)
- #4 Other (9%)
- #5 Bike parking (8%)

bike plan. The group shared what they would like to see the plan achieve, preserve, avoid, and eliminate.

Eliminating barriers to biking, especially making comfortable connections between commerce, employment, and neighborhoods was identified as a priority for this update.

From the surveys and discussions, we have also identified weaknesses in certain bicycle programs. All of areas identified for improvement can be found in Chapter 4, *Bicycle Program Recommendations*.

Vision and Goals

When beginning the update, the RBAC discussed and modified the 2013 bike plan vision, goals and objectives.

The 2013 BMP identified two main goals:

1. Encourage and increase bicycle use;
2. Improve bicycling safety;

The plan also identified three main objectives:

1. Build a comprehensive bike network;
2. Increase roadway safety;
3. Encourage bicycling acceptance and use;

In addition to the 2013 goals and objectives, the following goals identified by the RBAC during planning have helped guide this work:

- **Achieve a higher League of American Bicyclists designation in 2018 and beyond**
- **Develop more diverse partnerships (Confluence Health, implementation partners, more diversity at RBAC meetings)**
- **Make bicycling a normal part of life – *not just for recreation!***
- **Add more bike infrastructure and better connections for transit, recreation, work, commerce, dining, and daily life**

VISION

The Wenatchee Valley is a bicycle friendly community where everyone can safely and confidently choose to ride for commuting, transport, or pleasure; and where the community supports bicycling through progressive multi-modal transportation planning, policy, and infrastructure development which results in a world class place to live, work, and ride!

CHAPTER 3 | BICYCLE NETWORK RECOMMENDATIONS

Goal: Build a comprehensive bike network

The 2013 bike plan recommended action steps to build a comprehensive bike network. This update looks at what has been accomplished and what the region can do to build a high-quality bike network.

CDTC learned the following from the public outreach:

- Bike lanes and routes which terminate unexpectedly are a major barrier for biking.
- The Loop trail and many neighborhood streets are comfortable for biking, but safe connections and wayfinding are necessary to help visitors, newcomers and residents know how to get around barriers and safely reach their destination.
- While a significant number of bike lane miles have been added in the region, the survey and comments during the update show that improvements are still needed. Some streets with bike lanes or routes lack intersection detection, drivers don't always know how to share the facilities with bicyclists, or they don't connect to other existing routes/destinations.

Process

The 2013 bike plan identified a long term vision for a comprehensive bicycle network and a list of priority projects based on public feedback during development of the plan.

To update the bike network recommendation, the following data was used:

Community Survey and outreach at events: From May – October 2017, CDTC staff and RBAC members collected surveys and attended events to ask for public feedback on the bike network and priorities for the updates (see Chapter 1 for details).

Bike Plan Subcommittee: Members of the RBAC met several times throughout the planning process to review and discuss existing bicycle facilities, the 2013 recommendations and brainstorm recommendations for this update.

Bike audits: The RBAC completed a bike audit of South Wenatchee and the connections to East Wenatchee via the Loop Trail in August 2017. Several RBAC members also completed their own audits of routes to assist with the planning process.

Bicycle comfort level index: In 2017, CDTC staff completed a bicycle comfort index which considers the following criteria: vehicle speed, number of vehicles, through streets vs. dead ends, slope, lane width, and presence of bicycle facilities. This data was used to develop the first bicycle map for the region.

2013 BMP Progress Report: Information on implementation of the plan between 2013 and 2017 was collected and compiled into a progress report (See

www.bikewenatcheevalley.org). This also included compiling available crash data, bicycle count data, and developing existing conditions maps.

Review of the 20-year vision map: The 2013 bicycle master plan included a 20-year vision for the bike network. The RBAC spent several meetings reviewing the 20-year vision map in detail. The 20-year vision included confusing terminology which was clarified in this plan.

Other Planning efforts: A review of other plans, studies and funding programs for each city and county was also completed by CDTC staff.

Technical Documents

As outlined in chapter 1, the goals for this plan update were to:

- **Track progress:** What have we accomplished since 2013?
- **Focus on implementation:** How can we turn the ideas generated in 2013 into actionable programs and projects?
- **Make the update easy to use:** How can we improve the document to be shorter and more to the point?

To meet the above goals, the following information will not be included in the main document and will instead be available online at www.bikewenatcheevalley.org:

1. An interactive, ArcGIS online map will be kept up to date with the existing bicycle network, the planned bicycle network, wayfinding plan details and progress on priority projects.

4. The RBAC memo on North Wenatchee Avenue. This project is a priority for the region and the RBAC took time in 2018 to review and develop a list of priorities for bicycling in the corridor.

Detailed project information and wayfinding information can be found in the Appendices.

Areas Identified as Needs Further Study

Several large development and corridor planning studies are currently underway in the region. There are also other areas identified where further study is needed but is not currently in progress. This plan identified those areas where bicycle improvements are recommended but a specific recommendation cannot be determined at this time as “areas in need of further study”.

They are identified on the map on page 34 and detailed information can be found in Appendix A.

Bike Network Recommendations

The following recommendations will help address the bicycling barriers identified by the community and move the region closer towards achieving the goal of developing a comprehensive bicycle network.

Fill in the network gaps by building the priority projects

This update recommends projects that fill bike network gaps and prioritize connections to the Loop Trail.

Filling some of the more serious gaps in the network, providing safer or more comfortable alternatives, and improving roadways to accommodate bikes will make it easier for more people to bike in the Wenatchee Valley.

Maintain the bike network

One of the simplest ways to fill the network gaps is to maintain existing bicycle infrastructure. Bicycles, as more-vulnerable roadway users with narrow tires and greater susceptibility to roadway imperfections, can be disproportionately affected by lack of maintenance. Basic maintenance can make a huge difference for comfort, safety, and ridership.

Funds should be budgeted to appropriately maintain existing bicycle facilities. Funding for maintenance should also be increased regularly as the number of facilities increase and improvements are made to existing routes, as recommended in this plan.

Examples of maintenance include:

- Street sweeping (including soon after snowmelt)
- Signage and wayfinding repair/replacement
- Re-striping and replacement of pavement markings
- Pavement and pothole repairs
- Vegetation management

Make incremental improvements to existing bicycle facilities

Many bicycle facilities can be greatly benefited by making relatively simple and modest improvements to aid functionality, comfort, and safety. Many of the improvements are low-cost and high-benefit to existing bicycle routes.

Examples of improvements:

- Adding better lighting on busy corridors,
- Adding bicycle detection at signalized intersections,
- Adding barriers or bike lane separation,
- Striping through intersections,

- Adding “Green Boxes” and other modern pavement markings.

Improve safety and comfort on existing bicycle facilities

Many routes have good and well-maintained infrastructure, but usage remains limited because of rider discomfort. This can be especially prevalent along busy corridors, or areas with significant and heavily used driveways. In these cases, more robust improvements to existing routes can provide safe and comfortable routes which promote bicycle access.

Examples of improvements include:

- Creating separated bikeways through installation of a physical barrier or relocation of a bike lane/route
- Widening bike lanes to meet or exceed standards
- Providing a physical barrier between bikes and traffic
- Providing enhanced conditions at intersections to protect cyclists
- Providing separated crossings (bridges or tunnels) of busy routes

Add new bike routes when opportunities arise

Completing the priority projects identified in this plan can be expected to have the largest benefit for implementing the bike network; however, it is still important to be aware of the long-term bike network vision and look for opportunities to make incremental bike network improvements when the opportunities arise. Projects on streets identified for long-term bikeway projects in the bike plan, or those that create new connections, can be an opportunity to incrementally and cost-effectively advance the bike network. This is already happening, and the cities, counties and WSDOT are encouraged to continue this practice.

Re-paving/re-stripping activities, annexation of lands into the cities, new development, and large-scale district redevelopment are examples of opportunities to incorporate bicycle infrastructure and build out the bike network.

Implement the new wayfinding plan

During the planning process the RBAC worked with CDTC staff to develop a wayfinding plan as a supplement to this plan update.

The wayfinding plan includes:

- An inventory of existing signs
- A recommended design for the region
- Prioritized routes and recommendations for implementation
- Regional guidance and other sign recommendations

The wayfinding plan will be adopted with this plan and is considered a priority for implementation by the RBAC.

Review and adopt standards for bike lane markings and other design features

Working through the Technical Advisory Committee, cities should review and adopt standards for bike lane markings and signage to be consistent across the region.

Other potential elements to review include:

- Signage for new types of bicycle infrastructure (contraflow bike lane signs)
- Designs for neighborhood bikeways, off-road paths, shared roadways and providing separation on bike lanes
- Bicycle in roundabouts

Review the development review process

Review local development policies and consider establishing a formal process to ensure bicycling projects (such as bike parking and infrastructure improvements) are coordinated during the building of new subdivisions, businesses, multifamily buildings, and new parks and trails projects.

It is recommended that new development be reviewed against bicycle network gaps and consider the potential for demand increases. The results of this review should be incorporated into the development process. Formation of isolated areas without access to the bicycle and pedestrian network should be avoided wherever possible. Adding new bicycle infrastructure, at the development review level, can reduce the costs of adding new facilities by incorporating them into initial site development, rather than seeking costly retrofits or land acquisitions in the future.

Maintain and expand the Goathead Warriors Program

Since 2016, community volunteers organized within the Goathead Warriors Program have been removing goatheads, also known as puncture vine, from the Loop Trail. The spiny seeds of these plants are regionally known to cause many flat bicycle tires. Anecdotally we know this to be a barrier for biking for many youth and families in the region, which makes it a key maintenance issue for the region.

In 2017, the Goathead Warriors Program began expanding this program into the local neighborhoods with an ultimate goal to eradicate goatheads from the region. Public outreach and expanded programs could eradicate goatheads in the Wenatchee Valley. This program should be maintained, encouraged, and expanded.

Continue planning projects after Plan adoption to develop intercity regional bike connections

This plan leaves several corridors identified as Needs Further Study (see the Project Details and Priorities Appendix) and it also does not include the “distance bikeways” identified in the 2013 bike plan.

Following adoption of this plan, the following planning studies could be completed to improve regional connections between Wenatchee, East Wenatchee, Rock Island and nearby cities and recreational routes:

- Update to the Upper Valley Trails plan and identify connections into Sunnyslope and Wenatchee from the Upper Valley (2019)
- Consider US 2/97A bicycle connections between Wenatchee, Entiat and Chelan While developing the Chelan Valley bicycle master plan (2018)
- Work with WSDOT to designate the Adventure Cycling routes that pass through the region as U.S. Bike Routes through the American Association of State Highway Transportation Officials (AASHTO) process
- Participate in TREAD's regional trails plan and WSDOT's Active Transportation Plan

Trails, Distance Bikeways & Outdoor Recreation

The Wenatchee Valley is a fantastic place for outdoor recreation, especially bicycling. There is an active road and mountain bike community. TREAD, a new organization has recently formed to develop and advocate for regional trails.

While the focus of this update is on improving the routes within our cities, many residents and visitors bike for fitness and recreation. Trails and road biking were often discussed during the planning process.

Trails & Distance Bikeways

The topic of trails came up frequently during the planning process. Widen the Loop Trail, extend it to Rock Island, and build the Upper Valley Trail were all comments we heard repeatedly.

Within our cities, there are few opportunities to add new trails for bike commuting. However, there is an opportunity to use trails to connect the Wenatchee Valley to our neighbors and to improve connections to mountain biking and hiking trails.

We have also removed the distance bikeway recommendations from the 2013 vision map. While the CDTC supports these distance routes, they are largely beyond the scope of this plan. Future planning efforts by CDTC, TREAD, and WSDOT's statewide active transportation plan update will explore this topic more in the coming years. Wenatchee is included on multiple Adventure Cycling routes and could be home to a future AASHTO U.S. Bike Route.

Outdoor Recreation Study

The 2017 study recommends that non-motorized connections to outdoor recreation and trailheads be a priority for the region. Safe biking and walking access is important for many residents to access recreation due to income or mobility limitations, and it can also help to manage parking demand and congestion at trailheads and parks—an issue that is growing across the region as population increases and recreational tourism grows.

Bike Network Maps

An interactive map with the following information can also be found online at:
www.bikewenatcheevalley.org.

Map 1: Existing Conditions (page 33)

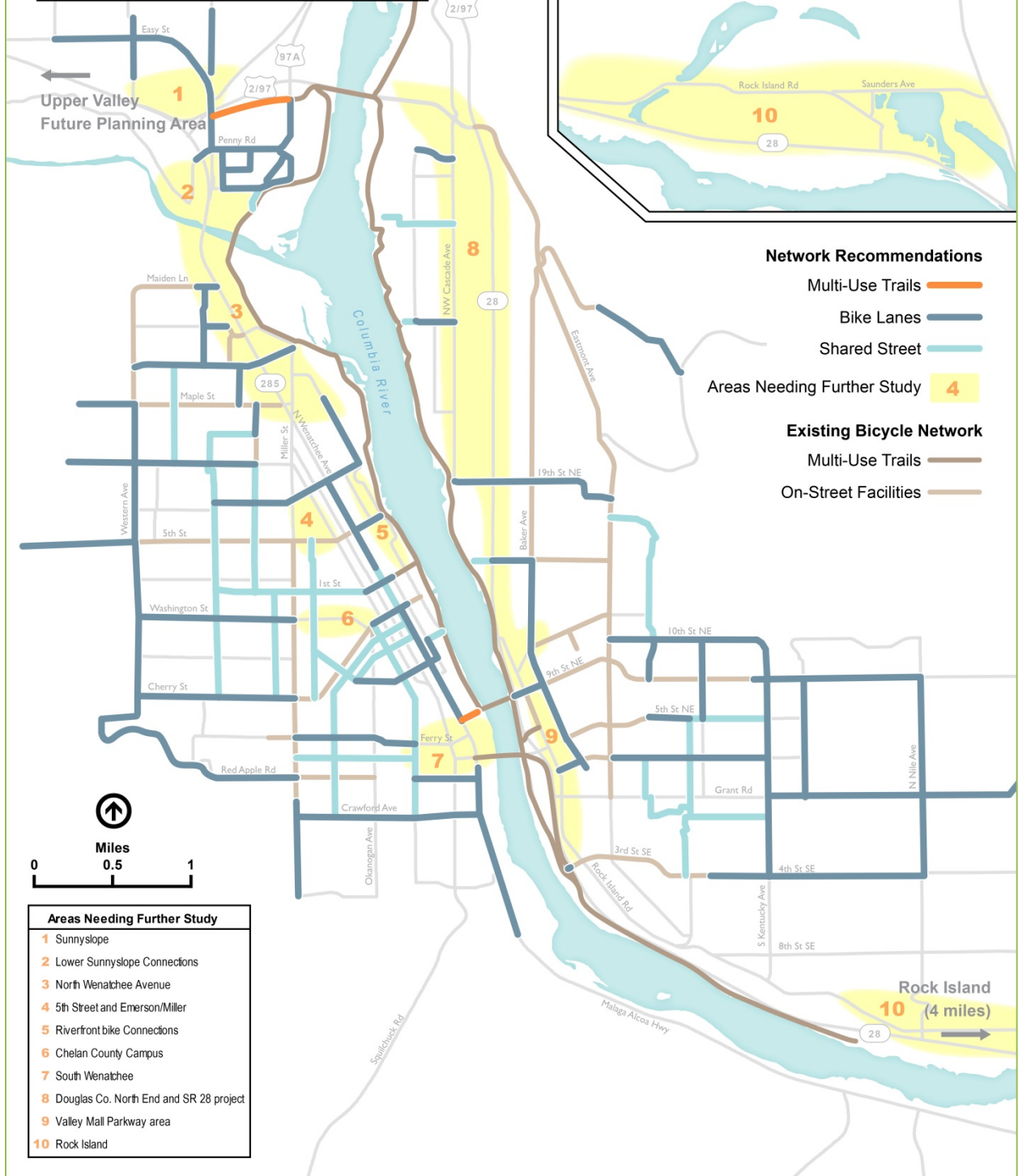
Map 2: Bicycle Network Recommendations (page 34)

Map 3: Bicycle Network Priority Projects (page 35)



2018 Bicycle Network Recommendations

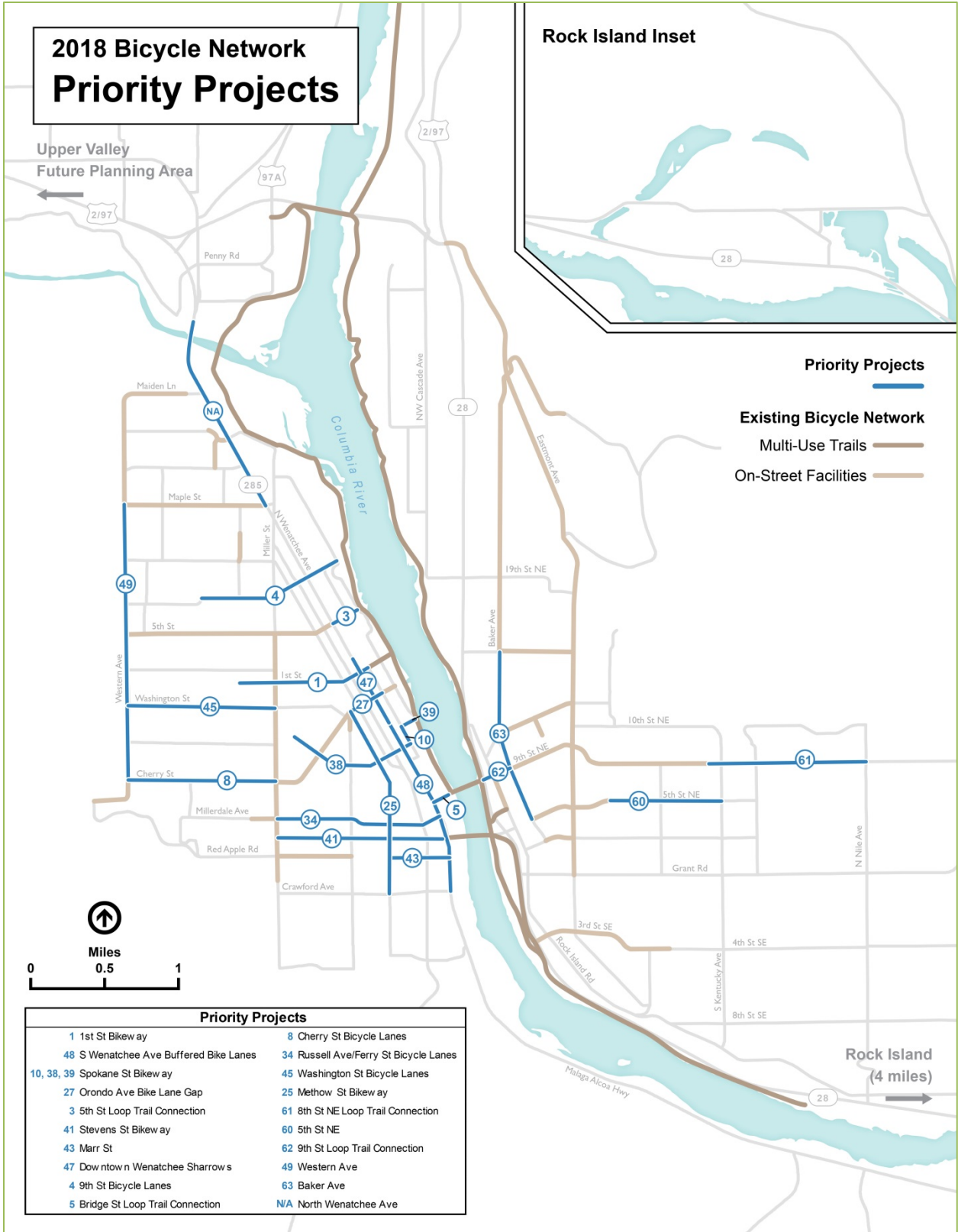
Rock Island Inset



2018 Bicycle Network Priority Projects

Upper Valley
Future Planning Area

Rock Island Inset



Priority Projects	
1 1st St Bikeway	8 Cherry St Bicycle Lanes
48 S Wenatchee Ave Buffered Bike Lanes	34 Russell Ave/Ferry St Bicycle Lanes
10, 38, 39 Spokane St Bikeway	45 Washington St Bicycle Lanes
27 Orondo Ave Bike Lane Gap	25 Methow St Bikeway
3 5th St Loop Trail Connection	61 8th St NE Loop Trail Connection
41 Stevens St Bikeway	60 5th St NE
43 Marr St	62 9th St Loop Trail Connection
47 Downtown Wenatchee Sharrow	49 Western Ave
4 9th St Bicycle Lanes	63 Baker Ave
5 Bridge St Loop Trail Connection	NA North Wenatchee Ave

CHAPTER 4 | BICYCLE PROGRAM RECOMMENDATIONS

Process

The 2013 Plan identified multiple programs to support bicycling in the Wenatchee Valley. The updated programs recommendations fall into the following categories:

- Education
- Enforcement
- Encouragement
- Evaluation & Planning
- Equity
- Engineering (Chapter 3)

Developing recommendations

The program recommendations were developed in coordination with the RBAC through several years of meetings. Community input was collected in the 2017 BMP update survey and during 2017 community events. Also, League of American Bicyclists (LAB) feedback and the 2013 recommendations were also considered in the development of these recommendations.

The program recommendations described here contribute to achievement of long-term bike plan goals:

1. Encourage and increase bicycle use; and
2. Improve bicycling safety

The RBAC estimated the amount of resources needed (time, funding, staff support, political capital), in addition to potential partners who might be involved in implementation. Where possible, ideas for specific programs have been identified. Some of these programs may be under development or consideration currently, and others are long-term ideas that may take many years to implement. None of these projects have specific funding identified for implementation at this time, but many could be eligible for state, federal or foundation grants.

The RBAC has some ownership of the programs identified in this plan. While the primary purpose of the RBAC is to advise CDTC and the local agencies on bicycling issues, annually the RBAC selects additional work plan items to support bicycling in the Wenatchee Valley. The bike plan recommendations identified will serve as a guide for future work. The RBAC also hopes to help engage new partners and find champions for these programs. The RBAC will continue to serve as a resource for other agencies or organizations that may implement these programs in the future.



Bike to School Day 2017 at Columbia Elementary (PC: Eveline Roy)



2017 Bike Everywhere Month Poster

The 5E's of a bicycle friendly community, according to the League of American Bicyclists (LAB):

Education: Giving people of all ages and abilities the skills and confidence to ride

Encouragement: Creating a strong bike culture that welcomes and celebrates bicycling

Enforcement: Ensuring safe roads for all users

Evaluation & Planning: Planning for bicycling as a safe and viable transportation option

Engineering: Creating safe and convenient places to ride and park

Equity is often considered a 6th "E".

Equity: Ensuring our planning can meet the needs of all community members, particularly underserved populations (which the Federal Highway Administration defines as communities or individuals that are low income, minority, older adults, limited English proficiency, and individuals with disabilities)

Recommendations

Education and Enforcement

Develop & Support Coordinated Safe Routes to School (SRTS) Programs

The desire and need to do more in this area comes up continually from the RBAC, public comments, elected officials, and agency staff. Right now there are no coordinated programs at the regional or school district level. Both cities generally work with their school districts to apply for Safe Routes to School grants and fix safety needs around the schools. Teachers and staff at individual schools have also taken on coordinating events for bike-to-school day and applying for grants to support bike education or after school bike clubs.

Across the country and Washington State there are examples of successful, long-term programs at schools and in communities of every shape and size. One of the first steps for our region may be convening all of the partners to determine what is needed to improve biking and walking to school and developing a coordinated approach.

Potential SRTS Program	Resources Needed	Potential Partners	Timeline
Develop coordinated regional SRTS plan. Look at ways to fund and support SRTS improvements across the region/districts, identify infrastructure needs, and inventory existing activities.	Medium	CDTC, cities & counties, RBAC, STEM education, Educational Service District, health organizations	1-5 years
Conduct Bike and walk audits at schools. Develop walking/biking route maps for every school, look for needed safety improvements.	Medium	RBAC, cities & counties, Educational Service District, health organizations, CDTC	1-5 years
Institute formal bike education program. As an example, some WA school districts require every 5 th grader to participate in a bike education program in PE class.	High	Educational Service District, school districts	Long-term
Hire SRTS coordinators. Paid staff to coordinate SRTS program and grant applications. Other communities have staff at the school site, regional, or	High	Health district, health organizations, CDTC, cities and counties, Educational Service District	Long-term

district level.

Develop bicycling programs. After-school programs or community programs to support youth bike education (e.g. bike repair, mountain bike clubs)	Medium	Schools, school districts, local bike groups, community education, Eastmont Parks & Wenatchee Parks	On-going
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Bike Education

There are currently no regularly scheduled classes offered for someone interested in learning about bicycle transportation in the region. Wenatchee Valley Velo and the local bike shops are a great resource and have learning opportunities and group rides for road and mountain biking, but there are no resources specific for transportation biking. It is recommended that community bicycle transportation programs be offered. Example program topics include; bike repair, traffic skills 101, bike commuting, winter biking, or how to ride a bike for the first time.

Potential Education Program	Resources Needed	Potential Partners	Timeline
Host a LAB Cycling Instructor training to train volunteers to teach traffic skills 101 classes	Low	Healthy Living Wenatchee Valley Coalition, local non-profits or health organizations, Wenatchee Valley Velo, bike shops, Wenatchee Valley College, RBAC, CDTC	1-5 years
Host more bike rodeos	Medium	Eastmont Parks, Safe-Kids Chelan-Douglas, Wenatchee Parks & Rec, Wenatchee Valley Velo	ongoing
Develop a local bike guide with laws, resources, & tips for biking locally	Medium	Cities & Counties, RBAC, CDTC	1-5 years
Develop resources, outreach, and materials to inform all road users (cyclists, pedestrians, drivers) on how to navigate new bike facilities	Medium	Cities & Counties, RBAC, CDTC, law enforcement agencies	ongoing
Conduct classes or events targeted seniors, Spanish-speaking residents, families, women, etc.	Medium	RBAC, CDTC, Eastmont Parks, Wenatchee Parks & Rec, WVC Community Education, Wenatchee Valley Velo, health organizations/non-profits, bike shops	1-5 years

Enforcement

While there has been law enforcement participation in the RBAC recently, there are no active bicycle enforcement programs locally.

Enforcement Program	Resources Needed	Potential Partners	Timeline
Review and evaluate bicycle-motorist crash data and use this information to guide bicycle infrastructure and education programs.	Medium	Wenatchee Police Department, East Wenatchee Police Department, County sheriffs, WA state police, RBAC, CDTC, volunteers	Ongoing
Encourage law enforcement participation in RBAC meetings, and explore opportunities for coordination between the RBAC and local law enforcement.	Low	RBAC, local law enforcement agencies, Safe Kids Chelan-Douglas	Ongoing

Potential programs and partnerships include coordinating on bicycle theft protection, getting bicycle laws into local driving education programs and working together on educational campaigns.

Encouragement

Resources for Employers and Businesses to Encourage Bicycle Transportation

In Washington State, the *Commute Trip Reduction Act* has funded and provided a structure for many employers to offer resources and incentives for employees to commute by biking, walking, transit or carpooling. The Wenatchee Valley has never been required to participate or been eligible to receive funding so there are no major employers that offer bicycle programs for employees. Some work has been happening in recent years at major employers, but there has been no coordinated efforts or staff dedicated to this topic in the region. As the region grows and transportation demand increases, it is recommended that appropriate programs be adopted to encourage bicycle commuting.

Potential Encouragement Program	Resources Needed	Potential Partners	Timeline
Develop regional campaigns, incentive programs, website materials, trainings, and/or outreach materials to encourage bike commuting. This could be combined with other	Medium	CDTC, RBAC, major employers, Link Transit, cities & counties, Sustainable Wenatchee, Climate Change NCW, health organizations	1-5 years

modes, such as transit, carpooling, and walking.			
Encourage major employers to develop bicycle or multimodal transportation (bike/walk/carpool/telework/bus) programs. Participating employers could develop plans, hire transportation coordinators, promote options, etc.	Low - high	Major employers and institutions, Wenatchee Valley College, Central Washington Hospital, cities and counties, CDTC, RBAC, Link Transit	ongoing
Develop a transportation management organization to do this promote transportation options. Examples include Commute Options (Bend, OR), Whatcom Smart Trips (Bellingham, WA), Transmanage (Bellevue, WA)	High	WSDOT, counties, cities, CDTC, etc	Long-term

Host More Bike Events

There are many bike events hosted weekly, monthly, and annually in the Wenatchee Valley. You can read more about the different events already happening in Chapter 2.

Potential Bike Events	Resources Needed	Potential Partners	Timeline
Current Bike Events: <ul style="list-style-type: none"> • Open Streets/Ciclovias • Family biking • Expanding bike to work day and bike month events • Slow rides, Ride of Silence • Themed rides (photography, brewery tours, bike to local farms) 	Low-high	RBAC, bike shops, local non-profits and bike clubs, community organizations, volunteers	Ongoing, and to be continued
Possible New Bike Events: <ul style="list-style-type: none"> • Brewery/winery/cidery tours • Locavore farm tours • Bicycle scavenger hunts • Architectural tours • Geology tours • Birdwatching tours 	Low-high	RBAC, bike shops, local non-profits and bike clubs, community organizations, volunteers...anyone really!	1-5 years and long-term

Evaluation & Planning

Develop a bicycle and pedestrian counting program

The Wenatchee Valley has more than five years of annual bike counts and multiple automated counters on the Loop Trail (WSDOT and Complete the Loop Coalition). WSDOT is also planning to install additional counters in the region.

CDTC currently manages the vehicular traffic counts for the region and has equipment that could be used to do more bicycle counting.

Program	Resources Needed	Potential Partners	Timeline
Develop a bicycle and pedestrian counting program	Medium	CDTC, TAC, RBAC, cities & counties, WSDOT, Cascade Bicycle Club	1-5 years

Equity

Improve access to bikes and bike repair services

Access to reliable bicycles and maintenance/repair services has been identified as a barrier to cycling in the region. Low-income community members who rely solely on bicycles for transportation may be helpless if that bicycle breaks, incurs a flat tire, or requires basic maintenance. Anecdotally, we have heard stories of community members who do not ride their bike because of simple problems like bicycle tune ups or flat tires. This barrier to cycling has been affirmed repeatedly through meetings, outreach at events, and while collecting existing conditions information for the Bike Plan update.

The community already has many successful one-day programs and events which provide bikes or helmets to youth, or to fix up a bike (e.g. Make a Difference Day, individual community volunteers, holiday drives, etc.). These efforts are typically well attended and provide a measurable benefit to cycling in the region, however; these opportunities are of limited scope and duration for daily riders. It is recommended that these types of programs be continued and expanded to make bicycles and repair services available to all community members, especially underrepresented or minority groups.

Potential Programs to increase availability of Bicycles and Repair	Resources Needed	Potential Partners	Timeline
Community/non-profit bike shops that offer used bikes, shop space, classes, and tools for community use	Medium-High	Churches, non-profits, health organizations, schools, Puget Sound organizations (Bike Works, Cascade Bicycle Club)	Long-term

Earn-a-bike programs/programs like the Major Taylor Bike Project At Cascade Bicycle Club	Medium	Non-profits, local bike shops, schools, community organizations, Puget Sound organizations (Bike Works, Cascade Bicycle Club), Wenatchee Valley College	1-5 years
Bike Swaps/Used Bike Marketplace (e.g. Cascade Bicycle Club sponsors Seattle's annual Bike Swap/fundraiser)	Medium	Wenatchee Valley Velo, community organizations, bike shops, Wenatchee Valley College	1-5 years

Increase the number of resources, events & programs in Spanish

The Wenatchee Valley community is more than 30% Latino and yet most of the events and bike planning efforts so far have not had success engaging these residents. Based on event outreach we know that there is latent demand and interest in biking from the Latino community that is not currently being met. It is recommended that implementation of this bike plan consider how we can better provide resources, events, and programs in Spanish.

Examples of successful local bilingual outreach include:

- The 2017 Wenatchee Valley Bike Map and all BMP update materials included Spanish;
- Goathead Warriors did door to door outreach with Spanish materials in summer 2017;
- Team Naturaleza's programs and partnerships with the Chelan-Douglas Land Trust to provide hiking and recreation resources and event opportunities in Spanish; and
- City of Wenatchee's work with the South Wenatchee neighborhood organization on the South Wenatchee Action Plan focused heavily on transportation issues

CHAPTER 5 | REGIONAL BIKE SHARE & BICYCLE PARKING

In the 2013 bike plan, improving access to major destinations was identified as an action item. This included the following recommendations:

- Create permanent, convenient, secure and attractive bicycle parking
- Provide temporary special event parking
- Create safe routes through large parking lots
- Create bicycle commuter stations
- Develop bike share program
- Incentivize employment centers

Since the plan was adopted in 2013, the following has happened:

- The Our Valley Our Future (OVOF) plan identified the RBAC as a lead partner for bicycle amenities and information to support the use of bicycles, including bike racks at local businesses
- The RBAC began work on a bicycle parking inventory and plans to make recommendations for policies, funding, and programs to improve bike parking
- The NCW Mobility Council, a group working to improve human services transportation in the region, released a survey asking about transportation use (including bicycling) and what programs the public would support (includes bike share)

Programs to support bicycling:

Resources for businesses and employers to help employees commute by bike ranked #3 (out of six) on a list of programs to prioritize on the 2017 survey.



B-cycle bike share: An example of bike sharing in Boulder, Colorado.

Recommendation: Study the feasibility of bike share system in the region

What is bike share?

According to the Pedestrian and Bicycle Information Center, bike sharing is an innovative transportation program, ideal for short distance point-to-point trips providing users the ability to pick up a bicycle at a station and return it to a different station in the service area.

Bike share has grown in popularity across the U.S. in recent years and can be found on college campuses (WSU in Pullman is a local example), in large cities like Seattle, and in small to mid-size cities across the country (e.g.

Corvallis, OR; Truckee, CA; Carmel, IA)

Why bike share?

Bike sharing makes it easy to start bicycling! It can **introduce new riders to biking**, especially urban biking for transportation.

Bike sharing programs have been shown to improve safety because the **visibility of bicycles increases** with bike share. More people are biking for short trips in the city. The bikes are also often brightly colored and easily recognizable.

In our region specifically, bike share can help Link Transit better accommodate transportation needs by **improving first-mile last-mile connections to transit** for the intercity routes. Certain routes are maximum bus-mounted bike rack capacity during the summer months and riders are sometimes turned away or forced to wait another hour for the next bus.

Bike share can **boost the economy, support tourism, and help the region recruit new businesses and employees**. Cities across the country have developed bike share programs for these reasons and we can look to their examples for tips on developing our program.

Bike share can improve public health by getting people out moving for short trips during the day. As an example, a participant who drives from Waterville to Olds Station for work can use a bike share bike to run errands on their lunch break in Wenatchee, or ride the Loop Trail.

Bike Share Next Steps

This plan recommends applying to the WSDOT Consolidated Grant Program for a planning grant to complete a bike share feasibility study. The study would begin in 2019 and make recommendations for bike share implementation in the region. The study could help answer feasibility questions about the type of bike share program to develop and also assist in developing an implementation plan.

Preliminary Mobility Council Survey results

(498 of 829 responses)*

From May - September 2018, the NCW Mobility Council collected surveys on transportation behaviors, barriers and solutions from residents in Chelan, Douglas, Grant & Okanogan counties.

56% of respondents report that they use active transportation, **34% report using a bicycle**.

When asked why:

- The majority bike, walk or use a mobility device by choice or because of the health benefits
- Parking, transportation unavailable when needed, not having a car or sharing a car where other commonly selected reasons

Most popular destinations:

- Basic needs
- Social events
- Employment
- Medical Appointments

Do you ever difficulty reaching certain places when using forms of active transportation?

- Yes, all the time (9%)
- Yes, sometimes (18%)
- No, never (73%)

Would you use or support bike sharing?

- Yes (20%)
- No (58%)
- Not Sure (22%)

*Full results will be available late 2018

Key questions to be answered by the feasibility study:

- Is a bike share system feasible or needed in the region?
- What are the costs associated with bike share? Is it sustainable?
- Should the bike share system be regional or should each city develop their own as needed?
- Does it include stations or is it primarily dockless?
- Will bike share maximize and improve transit connections by bike?
- Will bike share support tourism goals and plans for the region?
- Is there interest or support from any major employers and local hospitals and clinics?
- What type of program would help ensure bike share is equitable and accessible to the widest audience possible? The study would explore payment methods, locations, languages, partners, etc.
- Can the program include adaptive bicycles to encourage ridership among the elderly and disabled populations in our region?
- Are e-bikes a possibility for the region?

Recommendation: Continue RBAC work to improve bike parking

A RBAC bike parking project is currently underway, and the group plans to complete the following action items by the end of 2019.

1. Finish Bike Parking Inventory and Needs Assessment;
2. Present policy findings or recommendations to city councils and county commissions;
3. Develop guidance for the website or as a brochure to share with businesses and landlords;
4. Work with partners to develop a regional bicycle parking program, apply for grants and install more bicycle racks and bicycle corrals;

APBP Bicycle Parking Guidelines

One likely recommendation of the bike parking needs assessment is to recommend the adoption bike parking standards. Many communities use the Association of Bicycle Professionals (APBP) Bicycle Parking Guidelines, 2nd Edition (2010). Found online at (<https://www.apbp.org/page/Publications>)

The bike corral at Mela Coffee in Wenatchee meets APBP guidelines



CHAPTER 6 | IMPLEMENTATION

A goal of this update was to focus on implementation. What are the priorities? Which projects are feasible? What programs does the RBAC want to work on developing with partners in the coming years?

Chapters 3 and 4, in addition to the online technical documents are intentionally focused on implementation.

This chapter breaks down the following information to support plan implementation:

- Summary of recommendations
- Implementation Strategies
- Progress Reporting

Summary of bike network recommendations

Facility Type	Year 1-2 miles (Funded)	Long Term miles (Unfunded)	Total Miles
Existing	-	-	38
Off-Street Paths	.50	.11	.62
Bike Lanes	1.16	38.02	39.18
Shared Street Facilities	0	15.54	15.54
Totals	1.66	52.82	93.34

Summary of bike program recommendations

	Ongoing	1-5 year	Long Term	Total # of programs recommended
Education and Enforcement	5	5	2	12
Encouragement	2	2	1	5
Evaluation & Planning	0	1	0	1
Equity	0	2	1	3
Totals	7	10	4	21

Implementation Strategies

The 2013 plan had a timeframe of 20 years (the network should be completed by 2023). This plan recognizes that the community would like to see the entire plan completed, but we do not currently have an identified funding source to ensure that 100% network completion is possible in that timeframe. However, the following strategies will help move us closer towards completing the comprehensive bicycle network.

1. Continue to implement bicycle facilities during road construction, road reconstruction and when doing annual pavement preservation and striping projects.
2. Apply to grants and look for new funding sources to implement both bicycle programs and bicycle network projects. The priority list in appendix x can help guide priorities for grant applications.
3. Continue to consider bicycles and walking during planning and corridors studies, and annually consider designating funding to study the needs further study corridors or areas where enhanced bikeways are desired (First Street Bikeway example).
4. East Wenatchee, Chelan County and Douglas County should consider developing a **Complete Streets ordinance** to be eligible for state funding.
5. CDTC currently allocates some STP funds for bicycle projects. CDTC should consider with the TAC whether some funding should be set aside for small, stand-alone bicycle projects.
6. CDTC and TAC should continue to explore new forms of revenue to pay for transportation projects in the region.

Progress Reporting

Annual reporting

CDTC and the RBAC will commit to updating the online, interactive maps regularly. Annually, a progress report and RBAC annual report will be completed and shared online and with the CDTC governing board.

Update every 5 years

CDTC proposes updating the entire bike plan every five years.

Ongoing studies and implementation

CDTC, the RBAC and TAC will continue to review and study bike network projects and select programs from Chapter 4 to focus on in their annual work plan.

Performance Measures

Transportation 2040, the regional plan has one measure for bicycling.

Measure: Presence of bikeway facility consistent with adopted Bicycle Master Plan.

Performance Target: Continuous progress toward full implementation of planned bicycle accommodations



Chelan-Douglas
TRANSPORTATION COUNCIL

It's our vision for Wenatchee Valley to be a bicycle friendly community where everyone can safely and confidently choose to ride for commuting, transport, or pleasure; and where the community supports bicycling through progressive multi-modal transportation planning, policy, and infrastructure development which results in a world class place to live, work, and ride!

www.bikewenatcheevalley.org