



City of Pendleton Bicycle, Pedestrian, & Transit Plan





Bicycle, Pedestrian, & Transit Plan

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Bicycle, Pedestrian, & Transit Plan

PREFACE

The development of this plan was guided by the Project Management Team (PMT), Advisory Committee (AC), and transit stakeholders. Each individual devoted their time/effort and their participation was instrumental in the development of the plan update.

Project Management Team (PMT)

City of Pendleton

Bob Patterson, P.E.
Tim Simons, P.E.
Haley Meisenholder
George Clough
Evan Mackenzie

ODOT/TGM Grant Manager

Cheryl Jarvis-Smith

Advisory Committee (AC)/ Stakeholders

Linda Carter
Bob Waldher
Meghan DeBolt
Taylor Smith
Stan Gertz
JD Tovey
Janine Gordon

Majid Seecarry
Phil Nachbar
Pat Terjeson
Tim Guenther
Stewart Wuest
Christine Guenther
Chuck Wood

Stephanie Meyers
Mark Parm
Rod Johlke
Darrin Umbarger
Gail Nelson
Pat Beard
Cam Preus

Consultant Team

Kittelson & Associates, Inc.

Matt Hughart, AICP
Sara Muse
Marc Butorac, P.E.

Nelson\Nygaard, Inc.

Mathew Berkow
Stephanie Wright

Angelo Planning Group, Inc.

Shayna Rehberg, AICP
Darci Rudzinski, AICP

Anderson Perry & Associates

Andy Lindsey, P.E.

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Section 1 Introduction



1. INTRODUCTION

Overview

The City of Pendleton Bicycle, Pedestrian, & Transit Plan was developed in conjunction with the Oregon Department of Transportation (ODOT), an Advisory Committee (AC), community stakeholders, and a wealth of public input. The plan serves as an amendment to the City's Transportation System Plan (TSP, 2007) and provides further details on the condition of bicycle, pedestrian, and transit facilities in the City and opportunities for future improvement.

Plan Background and Regulatory Context

The Oregon Revised Statutes require that the TSP be based on the current Comprehensive Plan land uses and that it provide for a transportation system that accommodates the expected growth in population and employment that will result from implementation of the land use plan. Development of this TSP was guided by Oregon Revised Statute (ORS) 197.712 and the Department of Land Conservation and Development (DLCD) administrative rule known as the Transportation Planning Rule (TPR, OAR 660-012).

The TPR requires that alternative travel modes be given consideration along with the automobile, and that reasonable effort be applied to the development and enhancement of the alternative modes in providing the future transportation system. In addition, the TPR requires that local jurisdictions adopt land use and subdivision ordinance amendments to protect transportation facilities and to provide bicycle and pedestrian facilities between residential, commercial, and employment/institutional areas. It is further required that local communities coordinate their respective plans with the applicable county, regional, and state transportation plans.

Project Guidance

The TSP planning process provided the City of Pendleton constituents with the opportunity to identify their vision and priorities for the future bicycle, pedestrian, and transit system within the city. The planning process was directly guided by an Advisory Committee (AC) and project stakeholders. The AC was comprised of key stakeholder agencies, including the City of Pendleton, Umatilla County, and the Oregon Department of Transportation. The project stakeholders were comprised of community leaders, local business owners and residents.

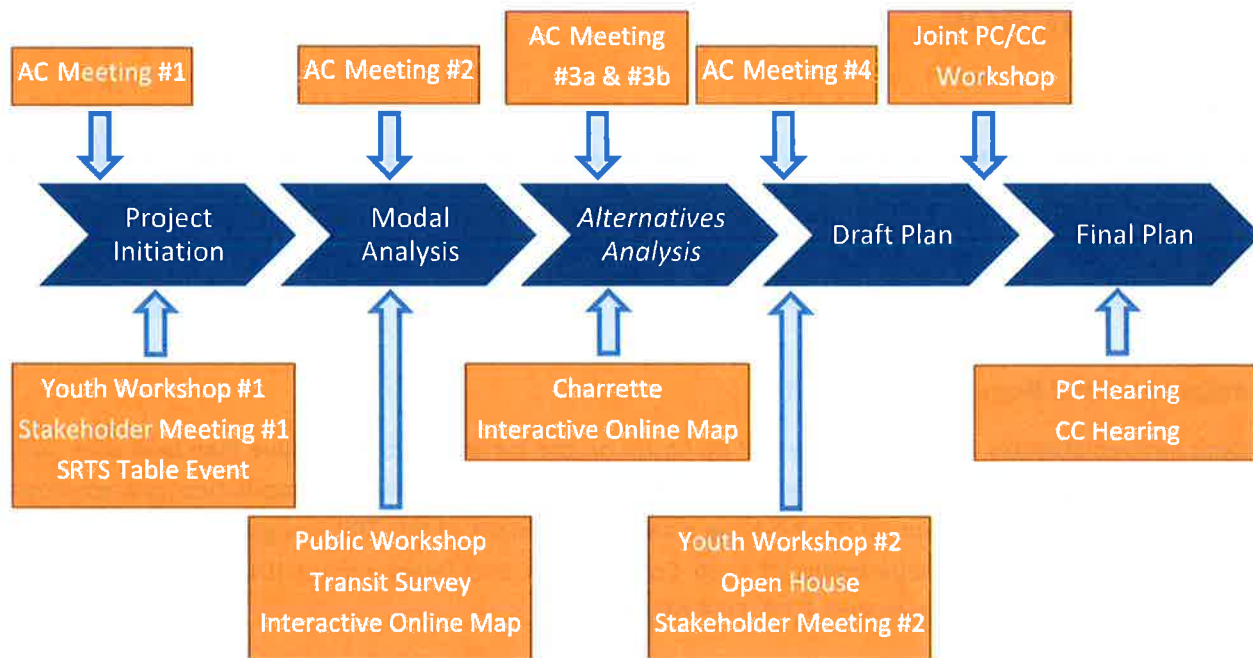
Members of the AC and stakeholders reviewed the technical aspects of the TSP. They held four AC meetings and two stakeholder meetings that focused on all aspects of the TSP development, including the evaluation of existing deficiencies and forecast needs; the selection of transportation options; the presentation of the draft TSP and funding plan; and the presentation of recommended ordinance amendments.

In addition to the established advisory committees, two community workshops were held at key junctures in the process to gather public input regarding transportation needs and priorities. This input was incorporated in the options analysis and final plan development. Finally, the draft plans were discussed with the Planning Commission and City Council at work sessions and at public hearings. Details of the public involvement process are provided in Volume II.



Introduction

Bicycle, Pedestrian, & Transit Plan



Organization of the TSP

The Pendleton Bicycle, Pedestrian, and Transit Plan is comprised of a main document (Volume I) and one volume of technical appendices (Volume II).

Volume I is the Bicycle, Pedestrian, and Transit Plan. It is organized into the following sections.

- Section 1 – Introduction (current section)
- Section 2 – Active Transportation Plan (Bicycle and Pedestrian)
- Section 3 – Multi-Use Trails
- Section 4 – Transit Plan
- Section 5 – Funding and Implementation
- Section 6 – Health Impact

Volume II (under separate cover) contains the technical memorandums prepared during the development of the Bicycle, Pedestrian, and Transit Plan including the detailed data and analysis that informed the final plan.



Section 2 Active Transportation Plan





Active Transportation Bicycle, Pedestrian, & Transit Plan

2. ACTIVE TRANSPORTATION PLAN

The active transportation plan presents those projects focused on facilitating bicycle and pedestrian travel. The projects were identified based on a review of the existing TSP, analysis of existing and future travel conditions, and input from the AC, youth stakeholders, and general public. Each identified project was prioritized based on their proximity to schools/parks/activity centers, the multi-modal connections that they provide, and the overall benefit to the transportation network.

This section provides a review of the projects that are needed to enhance the City of Pendleton's active transportation network. Prospectus sheets are included for each project that include a detailed project description, prioritization, cost estimate, and potential funding sources.

Pedestrian System Needs



Sidewalks are present on most streets within the established grid network and most segments of the urbanized state highway network. However, there are many more streets where sidewalks are needed to improve pedestrian access to essential destinations and enhance connectivity for all users, regardless of ability. The following provides a summary of the pedestrian system needs.

Pedestrian Access

Pendleton's pedestrian network should provide access to all essential destinations and key activity centers in the city. Specific centers and destinations that are a focus area of this plan update include:

- Schools – Pendleton School District (Early Learning Center, four elementary schools, two middle schools, a high school, an alternative high school, and a charter school), a private school, and Blue Mountain Community College.
- Parks – Stillman Park, Little League Park, Grecian Heights Park, Community Park, Rudy Rada Skate park/Babe Ruth Ball Park, Olney Cemetery, Til Taylor Park, Roy Raley Park, Aldrich Park, Pioneer Park, May Park, Rice-Blakey Park, McKay Park, and River Walk (or River Parkway).
- Activity Centers – Pendleton Round-Up Arena, Farmers Market, Pendleton Family Aquatic Center.
- Commercial Centers – Downtown Pendleton, Walmart/Safeway shopping area.
- Employment Centers – St Anthony Hospital, Eastern Oregon Correctional Institute and Umatilla County Corrections, Eastern Oregon Regional Airport and Industrial Center.

Pedestrian Connectivity

A connected pedestrian network provides continuous sidewalks and other pedestrian facilities between essential destinations, such as residential neighborhoods, schools, parks, and commercial areas. Strategies to improve pedestrian connectivity include identifying, prioritizing, and ultimately constructing new sidewalks, pedestrian crossings, and connections between neighborhoods. The following provides a summary of pedestrian system connectivity needs.





Active Transportation Bicycle, Pedestrian, & Transit Plan

Sidewalks

Sidewalks provide a dedicated travel space for people to comfortably, conveniently, and safely walk between destinations. They also provide an important means of mobility for people with disabilities and families with strollers, and others who may not be able to travel on an unimproved roadside surface. It is the intent of the City of Pendleton to construct (or in the case of new development, require sidewalks) sidewalks on all new public roadways. Where feasible, Pendleton will also strive to retrofit streets without sidewalks with a particular focus on those corridors that serve essential destinations and activity centers. Given Pendleton's topographic constraints, it may be more feasible and/or cost effective to construct sidewalks on one side of the street particularly when dealing with steep slopes.



Pedestrian Crossings

Pedestrian crossings enable pedestrians to safely cross streets, railroad tracks, and other transportation facilities. Planning for appropriate pedestrian crossings requires the community to balance vehicular mobility needs with providing crossing locations that accommodate desired walking routes. There are several different types of pedestrian crossing treatments that can be used in Pendleton. The images below show pedestrian crossings in a variety of settings.





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Neighborhood Connections

Connections between neighborhood streets and adjacent parks/schools/commercial centers can significantly reduce travel distances for pedestrians, thereby encouraging more pedestrian trips.





Active Transportation

Bicycle, Pedestrian, & Transit Plan

Planned Pedestrian Projects

Based on the planning process, specific pedestrian projects have been identified for the City in order to enhance access to essential destination and activity centers and address gaps and deficiencies in the existing network. Table 2-1 and Figure 2-1 identify the pedestrian projects. Prospectus sheets are provided following the table that offer more detailed information on each project.

Table 2-1 Pedestrian Projects

Project # (Fig 2-1)	Project Description	Project Benefit	Priority	Planning Level Cost Estimate ¹
P1	Add a dedicated walking/biking pathway to the Old Airport Road alignment. Project may be phased and implemented over time starting out as a low cost unpaved pathway and ultimately built as a paved walking/biking pathway.	A multi-purpose walking/biking route on Old Airport Road would provide pedestrian access to this emerging employment center on a facility with no vehicular or truck traffic.	Low	\$1M
P2	Install a formal sidewalk on the north side of Carden Avenue between OR 37 and the Blue Mountain Community College access drive.	There is a significant amount of pedestrian travel between Pendleton High School and Blue Mountain Community College. These sidewalks will provide a formal pedestrian connection between these two educational facilities.	High	\$60,000
P3	Install sidewalks on both sides of NW 12 th Street between Carden Avenue and Despain Avenue.	The majority of the NW 12 th Street corridor has sidewalks on both sides of the street, but there is a short gap between Carden Avenue and Despain Avenue. When filled in, it would create a continuous north-south pedestrian corridor that would improve access to Lincoln Primary School and the north side residential neighborhoods.	Medium	\$95,000
P4	Fill in the sidewalk gaps on NW 12 th Street (King Avenue to Johns Avenue, Ingram Avenue to Horn Avenue, Despain Place to Despain Avenue).	NW 12 th Avenue is a significant north/south corridor serving the residential neighborhoods on the north side of town. It will ensure a continuous sidewalk network from Despain Avenue to Aldrich Park.	Medium	\$105,000
P5	Fill in the sidewalk gaps on NW Furnish Avenue.	NW Furnish Avenue is an important east-west travel way and the last continuous east-west corridor north of NW Despain Avenue.	Medium	\$220,000
P6	Reconstruct the curb section on the north side of NW Despain Avenue and widen the sidewalk.	This is a heavily traveled pedestrian route to/from Pendleton High School. It is also a heavily traveled route for vehicles during peak school time periods. A reconstructed sidewalk will improve pedestrian safety and enhance connectivity to the residential neighborhoods to the east.	High	\$100,000
P7	Fill in the sidewalk gap on NW Carden Avenue and reconstruct the northwest corner of the NW Carden Avenue/NW 9 th Street intersection.	This segment represents the last remaining gap in the sidewalk network along NW Carden Avenue. It will ensure a continuous east-west sidewalk environment that links the Aquatic Park, Pendleton High School, and Pioneer Park.	High	\$15,000
P8	Install sidewalk on the east side of NW 7 th Street.	Installing sidewalks on the east side of the street will fill in a significant gap on the NW 7 th Street corridor.	Medium	\$30,000
P9	Install sidewalks on the east side of N. Main Street.	This segment is the last remaining sidewalk gap along Main Street. A completed sidewalk will ensure continuous network linking the north side neighborhoods to Downtown Pendleton.	Medium	\$20,000
P10	Install sidewalks on the south/west side of NW Horn Avenue.	NW Horn Avenue provides indirect access to the West Hills Intermediate School and Pendleton High School via several unofficial pathways. A complete sidewalk network along Horn Avenue will provide enhanced pedestrian connections between the two schools and the residential neighborhoods to the northeast.	Medium	\$320,000
P11	Install a sidewalk on the west side of SW 10 th Street	Would provide a walking environment for all pedestrians using the stairway that is more formally defined and separated from the adjacent parking areas.	High	\$16,000
P12	Install sidewalks on the north side of SW Frazier Avenue.	Would complete the sidewalk network along the four key east-west arterials through downtown Pendleton.	Medium	\$275,000



Active Transportation Bicycle, Pedestrian, & Transit Plan

Project # (Fig 2-1)	Project Description	Project Benefit	Priority	Planning Level Cost Estimate ¹
P13	Install sidewalk on the west side of SW 20 th Street.	Adding a sidewalk on the west side of the street will complete the pedestrian environment on SW 20 th Street from Walmart to SW Emigrant Avenue. Would improve the pedestrian MMLOS score from Poor to Good. Would improve access to a possible transit park-n-ride lot on or near the Walmart site.	High	\$45,000
P14	Complete the sidewalk on the west side of SW 17 th Street between SW Court Avenue and SW Emigrant Avenue.	Completing the sidewalk between SW Court Avenue and SW Emigrant Avenue will enhance connectivity to the adjacent commercial uses. Would improve access to a possible transit park-n-ride lot on or near the Walmart site.	Medium	\$40,000
P15	Replace the SW Frazier Avenue sidewalk with a wider more accessible version.	Provides for a safer walking environment and better defines the crossing of the railroad tracks.	High	\$200,000
P16	Replace the SW 13 th Street stairway or develop an alternate pathway.	One of two pedestrian stair connections linking the adjacent hillside neighborhoods to Downtown Pendleton, commercial areas, and Hawthorn School.	High	\$210,000
P17	Install an enhanced pedestrian crossing at the OR 11/Isaac Avenue intersection when warranted/needed.	Would provide a safer pedestrian crossing opportunity on a high speed, high volume arterial and improve pedestrian access to May Park and nearby school bus stops.	Low	\$35,000
P18	Install sidewalk on the west side of SE 3 rd Street.	This is a residential neighborhood and constructing sidewalks on both sides of the street will make the area safer for children to access May Park.	Low	\$35,000
P19	Install a multi-use pathway connection through the vacant filed separating the end of SE Court Place and SE Court Avenue/US 30.	This pedestrian/bicycle connection would help establish SE Court Place as a lower speed/lower volume east-west alternative to US 30.	Medium	\$145,000
P20	Install sidewalk on the south side of US 30.	Given this facility is an arterial and heavily utilized by vehicles, filling in the sidewalk gap will make the area more comfortable for pedestrians and provide enhanced connectivity to the businesses on the south side of the highway.	Medium	\$190,000
P21	Install a multi-use pathway or sidewalk along the south side of NE Riverside Avenue.	Would provide a formal active transportation zone in an area that is underserved from a pedestrian perspective.	High	\$500,000- \$1,000,000
P22	Install sidewalk on the south side of SE Beyers Avenue from SE 11 th Street to SE 12 th Street.	This portion of Byers Avenue one block east of Washington Elementary School. There is heavy pedestrian and vehicle traffic during peak school periods. Installing sidewalks on the south side of the street will create a safer route to school for children.	High	\$30,000
P23	Install sidewalk on the south side of SE Beyers Avenue from SE 12 th Street to SE 15 th Street.	This portion of Byers Avenue is directly in front of Washington Elementary School. There is heavy pedestrian and vehicle traffic during peak school periods. Installing sidewalks on the south side of the street will create a safer route to school for children and better connect the school to the Ken Milton Little League Park.	High	\$90,000
P24	Install sidewalks on both sides of SE Beyers Avenue from SE 15 th Street to SE 17 th Street.	This portion of Byers Avenue is one block west of Washington Elementary School. There is heavy pedestrian and vehicle traffic during peak school periods. Installing sidewalks on both sides of the street will create a safer route to school for children and better connect the school to the Ken Milton Little League Park.	High	\$75,000
P25	Install sidewalks on the west side of SE 12 th Street from SE Court Place to SE Beyers Avenue.	This portion of SE 12 th Street is one block south of Washington Elementary School. There is heavy pedestrian and vehicle traffic during peak school periods. Installing sidewalks on both sides of the street will create a safer route to school for children.	High	\$35,000
P26	Install sidewalks on the west side of SE 17 th Street from Court Place to SE Beyers Avenue.	SE 17 th Street is a major north-south corridor linking Court Avenue to SE Beyers Avenue. It is also the only corridor that crosses the railroad tracks in this part of the City. This project would improve access to Ken Milton Little League Park and Washington Elementary School.	Medium	\$70,000
P27	Install sidewalk on the north side of Court Place from SE 14 th Street to SE 17 th Street.	Completing the sidewalks on the north side of the street will enhance Court Place as an alternate east-west walking corridor to Court Avenue. This project would improve access to Ken Milton Little League Park and Washington Elementary School.	Medium	\$65,000





Active Transportation

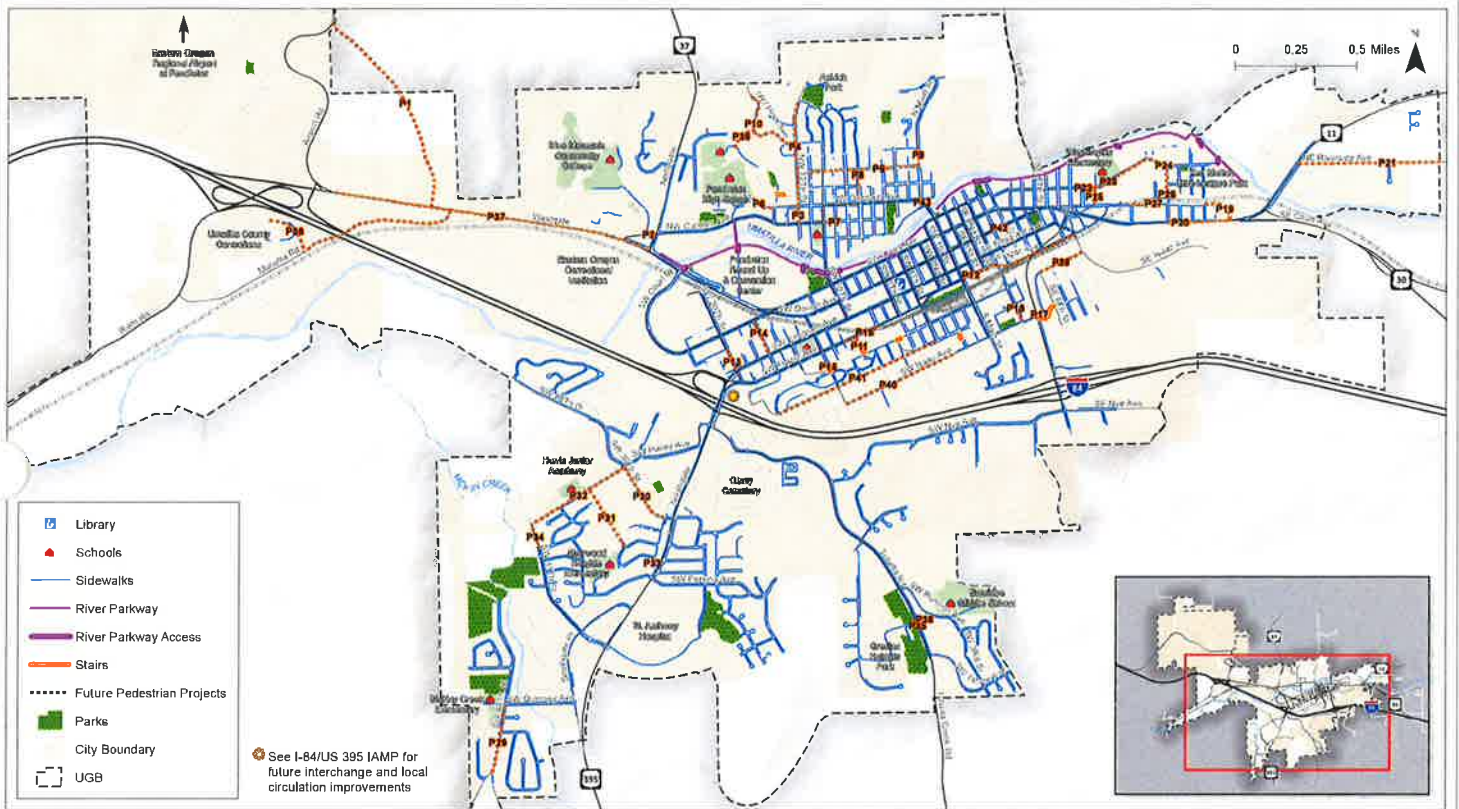
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Project # (Fig 2-1)	Project Description	Project Benefit	Priority	Planning Level Cost Estimate ¹
P28	Install sidewalks on both sides of SE Goodwin Avenue from SE 6 th Street to SE 10 th Street.	The residential neighborhood served by Goodwin Street would have better connectivity and access to Downtown Pendleton.	Low	\$500,000
P29	Install sidewalks on both sides of SW 44 th Street from Quinney Avenue to south UGB.	There is heavy pedestrian and vehicle traffic in this area since it is one block south of McKay Elementary School. Installing sidewalks on both sides of the street will provide a safer walking environment for parents and students living south of Sheridan Avenue.	High	\$365,000
P30	Install sidewalks on both sides of SW 30 th Street from SW 28 th Avenue to SW Hailey Avenue.	Residents indicated SW 30 th Street is one of the primary routes children use to access Sherwood Heights Elementary and Harris Junior Academy.	Medium	\$240,000
P31	Install sidewalks on both sides of SW 31 st Street or install a multi-use pathway along the south side of the street.	Would provide a dedicated walking/biking lane, enhancing safe routes to school initiatives.	High	\$240,000
P32	Install sidewalks on both sides of SW Hailey Avenue from SW 30 th Street to SW 37 th Street.	Residents indicated Hailey Avenue is one of the primary routes children use to access Harris Junior Academy and Sherwood Heights Elementary.	Medium	\$550,000
P33	Install a sidewalk along the west side of SW 28 th Street.	Would provide a formal pedestrian connection between the adjacent neighborhood and the US 395 corridor.	Low	\$20,000
P34	Install sidewalks on the south side of SW 37 th Street from Jay Avenue to SW Hailey Avenue.	SW 37 th Street provides access to the Pendleton Community Park. Coupled with a separate sidewalk on SW Hailey Avenue, this sidewalk link would help complete a continuous sidewalk loop serving the residential neighborhoods west of US 395.	Medium	\$65,000
P35	Install an enhanced pedestrian crossing at the Tutuila Road/Athens Avenue intersection when warranted/needed.	Would better connect Sunridge Middle School to Grecian Heights Park and the residential neighborhood to the west of the park.	Medium	\$15,000
P36	Develop a formal pedestrian pathway (via easement or right of way purchase) between Tutuila Road and Runnion Avenue.	Would better connect Sunridge Middle School to Grecian Heights Park and the residential neighborhood to the west of the park.	High	\$45,000
P37	Install either a multi-use pathway along the north side of US 30 or improve the highway to accommodate sidewalks and bike lanes.	Installing sidewalks on this portion of Westgate was highly recommended by Pendleton residents. The speed limit along Westgate is 35 mph, and without any pedestrian facility, it is unsafe for pedestrians to walk on.	High	\$2M
P38	Install sidewalks or a pathway on the south side of Murrietta Road.	Would provide a low volume/low speed alternative to US 30 and the I-84 interchange overpass (which lacks sidewalks). Would connect the Umatilla County Corrections facility to the rest of Pendleton.	Medium	\$1M
P39	Develop a formal pedestrian pathway (via easement or right of way purchase) between NW Horn Avenue and NW 15 th Drive.	Would better connect the West Hills Intermediate School and Pendleton High School with the residential neighborhoods to the north and east.	High	\$90,000
P40	Install sidewalks on the south side of SW Isaac Avenue from SW 3 rd Street to SW 14 th Street.	Installing a complete set of sidewalks on Isaac Avenue will provide a continuous sidewalk network and make it easier/safer for kids to walk to the school bus stop near the Main Street/SE Isaac Avenue intersection.	High	\$340,000
P41	Install sidewalks on the north side of SW Hailey Avenue from SW Goodwin Place to SW 5 th Street.	Installing a complete set of sidewalks on SW Hailey Avenue will provide a continuous east-west pedestrian network in this residential neighborhood.	Medium	\$410,000
P42	Install sidewalks on both sides of SE Dorion Avenue from SW 5 th Street to SE 6 th Street.	Would provide a complete sidewalk network along the entire length of Dorion Avenue. Would improve access to nearby transit stops.	Medium	\$60,000
P43	Perform a geometric refinement study to narrow/calm the Main Street/NW Despain Avenue intersection.	Would potentially "calm" the intersection through the use of narrower travel lanes, pedestrian bulb-outs, and enhanced pedestrian crossings.	Medium	\$1M

Note:

¹The cost estimates were developed using average unit costs and therefore, should be considered planning level estimates. More detailed cost estimates will be required as projects are pursued.





Planned Pedestrian Projects
Pendleton, Oregon

Figure
2-1



Active Transportation

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Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #P1

Old Airport Road from US 30 (Westgate) to Airport Road

Description: Add a dedicated walking/biking pathway to the Old Airport Road alignment. Project may be phased and implemented over time starting out as a low cost unpaved pathway and ultimately built as a paved walking/biking pathway.

Benefit: A multi-purpose pathway on the Old Airport Road alignment would provide pedestrian access to this emerging employment center on a facility with no vehicular or truck traffic.

Category: Bike/Ped   **Time Frame:** Long Term **Priority:** Low 

Cost: \$1,000,000 (ultimate) **Potential Funding Sources:** Grant Funds; Private Development, CIP

Potential Project Partners: Private property owner, Adjacent property owners; Umatilla County

How Does the Project Rank Against Transportation Goals?



Project Location/Images:



Note: Alignment shown generally follows the Old Airport Road alignment. Actual alignment and design would be determined through a more detailed engineering study.



Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #P2

Carden Avenue from OR 37 (Northgate) to BMCC Access

Description:

Install a sidewalk on the north side of Carden Avenue between OR 37 and the Blue Mountain Community College (BMCC) access drive. Install a striped crosswalk across the BMCC access drive. Install a Rectangular Rapid Flash Beacon (RRFB) or other appropriate enhanced pedestrian crossing treatment at the OR 37/Carden Avenue intersection when warranted/needed.

Benefit:

There is a significant amount of pedestrian travel between Pendleton High School and BMCC. This sidewalk and enhanced pedestrian crossing will fill in a critical sidewalk gap and improve pedestrian safety across OR 37.

Category: Pedestrian; Safety   **Time Frame:** Near-Term **Priority:** High 

Cost: \$60,000 **Potential Funding Sources:** Private Development; CIP; STIP; Grant Funds

Potential Project Partners: BMCC; ODOT

How Does the Project Rank Against Transportation Goals?



Project Location/Images:



Sidewalk Gap on Carden Avenue and lack of formal pedestrian crossing across OR 37





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #P3 NW 12th Street from Carden Avenue to Despain Avenue

Description: Install sidewalks on both sides of NW 12th Street between Carden Avenue and Despain Avenue.

Benefit: The majority of the NW 12th Street corridor has sidewalks on both sides of the street, but there is a short gap between Carden Avenue and Despain Avenue. When filled in, it would create a continuous north-south pedestrian corridor that would improve access to Lincoln Primary School and the north side residential neighborhoods.

Category: Pedestrian  **Time Frame:** Near-Term **Priority:** Medium 

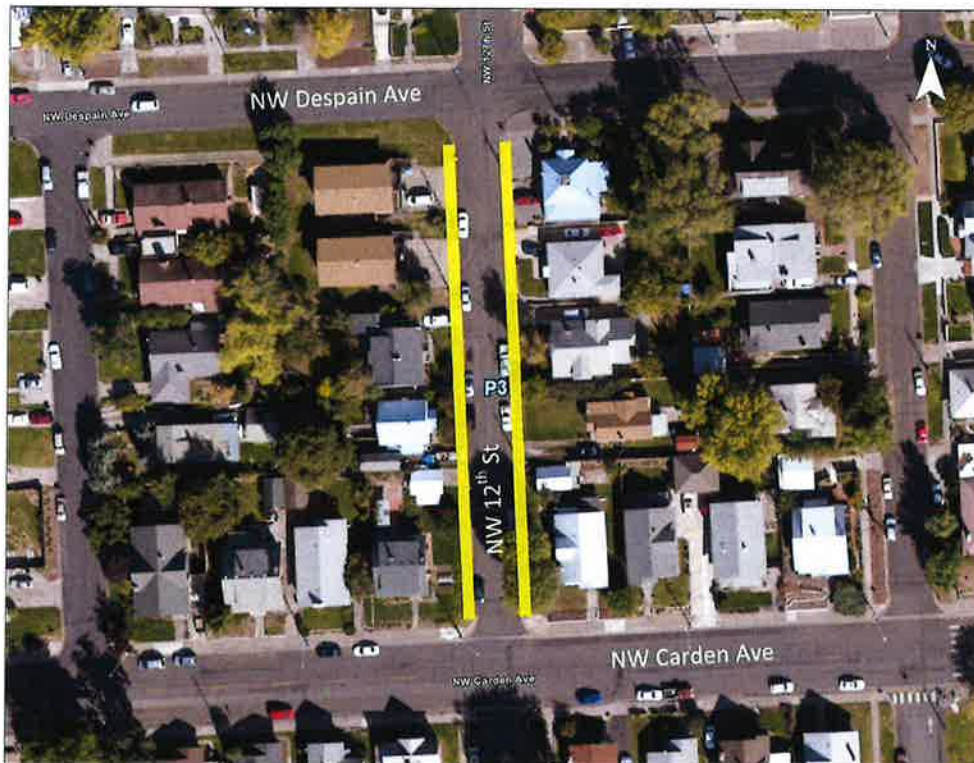
Cost: \$95,000 **Potential Funding Sources:** Private Development; CIP

Potential Project Partners: Adjacent property owners, Grant Funds

How Does the Project Rank Against Transportation Goals?



Project Location/Images:





Project #P4

NW 12th Street from Despain Avenue to King Avenue

Description: Fill in the sidewalk gaps (King Avenue to Johns Avenue, Ingram Avenue to Horn Avenue, Despain Place to Despain Avenue)

Benefit: NW 12th Avenue is a significant north/south corridor serving the residential neighborhoods on the north side of town. Filling in the sidewalk gaps will ensure a complete sidewalk network from Despain Avenue to Aldrich Park.

Category: Pedestrian



Time Frame: Near-Term

Priority: Medium



Cost: \$105,000 **Potential Funding Sources:** Private Development; CIP

Potential Project Partners: Adjacent property owners, Grant Funds

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



Livability



Economic Impact



Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #P5

NW Furnish Avenue from NW 12th Street to Main Street

Description: Fill in the various sidewalk gaps between NW 12th Street and Main Street.

Benefit: NW Furnish Avenue is an important east-west travel way and the last continuous east-west corridor north of NW Despain Avenue.

Category: Pedestrian



Time Frame: Near-Term

Priority: Medium



Cost: \$220,000 **Potential Funding Sources:** Private Development; CIP

Potential Project Partners: Adjacent property owners

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



Livability



Economic Impact



Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #P6

NW Despain Ave from NW 14th St to Pendleton High School

Description: Reconstruct the curb section on the north side of NW Despain Avenue and widen the sidewalk.

Benefit: This is a heavily traveled pedestrian route to/from Pendleton High School. It is also a heavily traveled route for vehicles during peak school time periods. A reconstructed sidewalk will improve pedestrian safety and enhance connectivity to the residential neighborhoods to the east.

Category: Pedestrian; Safety   **Time Frame:** Near-Term **Priority:** High 

Cost: \$100,000 **Potential Funding Sources:** Private Development; CIP; Grant Funds

Potential Project Partners: Adjacent property owners, Pendleton School District

How Does the Project Rank Against Transportation Goals?



Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #P7

NW Carden Avenue from NW 10th Street to NW 9th Street

Description:

Fill in the sidewalk gap and reconstruct the northwest corner of the NW Carden Avenue/NW 9th Street intersection.

Benefit:

This segment represents the last remaining gap in the sidewalk network along NW Carden Avenue. It will ensure a continuous east-west sidewalk environment that links the Aquatic Park, Pendleton High School, and Pioneer Park.

Category: Pedestrian



Time Frame: Near-Term

Priority: High



Cost: \$15,000

Potential Funding Sources: Private Development; CIP

Potential Project Partners: Adjacent property owners

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



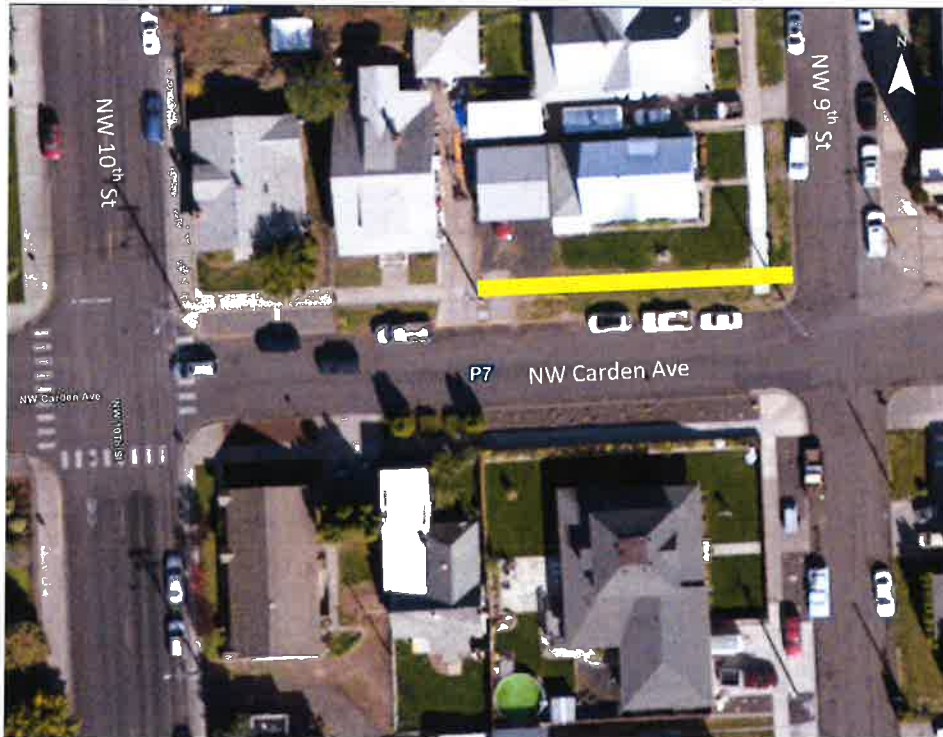
Livability



Economic Impact



Project Location/Images:





Active Transportation

Bicycle, Pedestrian, & Transit Plan

Project #P8

NW 7th Street from Ellis Avenue to Furnish Avenue

Description: Install sidewalk on the east side of the street.

Benefit: Installing sidewalks on the east side of the street will fill in a significant gap on the NW 7th Street corridor and better connect the residential neighborhood to the north.

Category: Pedestrian



Time Frame: Near-Term

Priority: Medium



Cost: \$30,000

Potential Funding Sources: Private Development; CIP

Potential Project Partners: Adjacent property owners

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



Livability



Economic Impact



Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #P9

Main Street north of Furnish Avenue

Description: Install sidewalks on the east side of the street.

Benefit: This segment is the last remaining sidewalk gap along Main Street north of the Umatilla River. A completed sidewalk will ensure continuous network linking the north side neighborhoods to Downtown Pendleton.

Category: Pedestrian



Time Frame: Near-Term

Priority: Medium



Cost: \$20,000

Potential Funding Sources: Private Development; CIP

Potential Project Partners: Adjacent property owners

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



Livability



Economic Impact



Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #P10

NW Horn Avenue from NW 12th Street to King Avenue

Description: Install sidewalks on the south/west sides of the street.

Benefit:

NW Horn Avenue provides indirect access to the West Hills Intermediate School and Pendleton High School via several unofficial pathways. A complete sidewalk network along Horn Avenue will provide enhanced pedestrian connections between the two schools and the residential neighborhoods to the northeast.

Category: Pedestrian



Time Frame: Long-Term

Priority: Medium



Cost: \$320,000

Potential Funding Sources: Private Development; CIP; Grant Funds

Potential Project Partners: Adjacent property owners

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



Livability



Economic Impact



Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #P11

SW 10th Street south of Frazier Avenue

Description: Install a sidewalk on the west side of SW 10th Street.

Benefit: Would provide a walking environment for all pedestrians using the stairway that is more formally defined and separated from the adjacent parking areas.

Category: Pedestrian



Time Frame: Near-Term

Priority: High



Cost: \$16,000 **Potential Funding Sources:** Private Development; CIP

Potential Project Partners: Adjacent property owners

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



Livability



Economic Impact



Project Location/Images:



Lack of Sidewalks on SW 10th St





Active Transportation

Bicycle, Pedestrian, & Transit Plan

Project #P12

Frazier Avenue from SE 3rd Street to SE 6th Street

Description: Install sidewalks on the north side of Frazier Avenue

Benefit: Would complete the sidewalk network along the four key east-west arterials through downtown Pendleton.

Category: Pedestrian



Time Frame: Long-Term

Priority: Medium



Cost: \$275,000 **Potential Funding Sources:** Private Development; CIP; STIP; Grant Funds

Potential Project Partners: Adjacent property owners, ODOT

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



Livability



Economic Impact



Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #P13

SW 20th Street from Emigrant Avenue to Dorion Avenue

Description: Install sidewalk on the west side of SW 20th Street as part of any near-term adjacent property redevelopment.

Benefit: Adding a sidewalk on the west side of SW 20th Street will complete the pedestrian environment from Walmart/adjacent commercial area to SW Emigrant Avenue. Would improve access to a potential transit park-n-ride lot on or near the Walmart site.

Category: Pedestrian



Time Frame: Near-Term

Priority: High



Cost: \$45,000

Potential Funding Sources: Private Development

Potential Project Partners: Adjacent property owners

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



Livability



Economic Impact



Project Location/Images:



Note: Realignment of SW 20th Street is identified as part of the I-84/US 395 IAMP.





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #P14

SW 17th Avenue from Emigrant Avenue to Court Avenue

Description:

Complete the sidewalk on the west side of the street between SW Court Avenue and SW Emigrant Avenue.

Benefit:

Completing the sidewalk between SW Court Avenue and SW Emigrant Avenue will enhance connectivity to the adjacent commercial uses. Would improve access to a possible transit park-n-ride lot on or near the Walmart site.

Category: Pedestrian



Time Frame: Near-Term

Priority: High



Cost: \$40,000

Potential Funding Sources: Private Development; CIP

Potential Project Partners: Adjacent property owners

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



Livability



Economic Impact



Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project
#P15

Frazier Avenue from SW 11th Street to SW 8th Street

Description: Replace the sidewalk with a wider more accessible version that is free of utility conflicts.

Benefit: Provides for a safer walking environment and better defines the crossing of the railroad tracks.

Category: Pedestrian



Time Frame: Near-Term

Priority: High



Cost: \$200,000 **Potential Funding Sources:** Private Development; CIP; STIP; Grant Funds

Potential Project Partners: Adjacent property owners, ODOT, Railroad, Utility Company

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



Livability



Economic Impact



Project Location/Images:



Narrow Sidewalk and Utility Conflicts on SW Frazier Ave





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #P16

SW 13th Street Stairs

Description: Replace the existing stairway and/or develop an alternate pathway connection up the hillside.

Benefit: One of three pedestrian stair connections linking the adjacent hillside neighborhoods to Downtown Pendleton, commercial areas, and Hawthorn School.

Category: Pedestrian



Time Frame: Near-Term

Priority: High



Cost: \$210,000 **Potential Funding Sources:** CIP; Grant Funds

Potential Project Partners: Adjacent property owners, Pendleton School District

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



Livability



Economic Impact



Project Location/Images:



Note: Alignments are conceptual.





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #P17

OR 11/Issac Avenue Intersection

Description:

Install a Rectangular Rapid Flash Beacon (RRFB) or other appropriate enhanced pedestrian crossing treatment at the intersection when warranted/needed.

Benefit:

Would provide a safer pedestrian crossing opportunity on a high speed, high volume arterial and improve pedestrian access to May Park and nearby school bus stops.

Category: Pedestrian



Time Frame: Long-Term

Priority: Medium



Cost: \$35,000

Potential Funding Sources: CIP; STIP; Grant Funds

Potential Project Partners: Adjacent property owners, ODOT

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



Livability



Economic Impact



Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #P18

SE 3rd Street from Hailey Avenue to Isaac

Description: Install sidewalk on the west side of the street.

Benefit: This is a residential neighborhood and constructing sidewalks on both sides of the street will make the area safer for children to access May Park.

Category: Pedestrian  **Time Frame:** Long-Term **Priority:** Medium 

Cost: \$35,000 **Potential Funding Sources:** CIP; Grant Funds

Potential Project Partners: Adjacent property owners

How Does the Project Rank Against Transportation Goals?



Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #P19 SE Court Place from SE 19th Drive to SE Court Avenue/US 30

Description: Install a sidewalk/pathway connection through the vacant parcel separating the end of SE Court Place and SE Court Avenue/US 30.

Benefit: This pedestrian/bicycle connection would help establish SE Court Place as a lower speed/lower volume east-west alternative to US 30.

Category: Pedestrian



Time Frame: Long-Term

Priority: Medium



Cost: \$145,000 **Potential Funding Sources:** CIP; STIP; Grant Funds

Potential Project Partners: Adjacent property owners, ODOT

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



Livability



Economic Impact



Project Location/Images:



Note: Alignment is conceptual.





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #P20

US 30 from SE 17th Street to SE 20th Street/OR 11

Description: Install sidewalk on the south side of US 30.

Benefit: Given this facility is an arterial and heavily utilized by vehicles, filling in the sidewalk gap will make the area more comfortable for pedestrians and provide enhanced connectivity to the businesses on the south side of the highway.

Category: Pedestrian



Time Frame: Long-Term

Priority: Medium



Cost: \$190,000 **Potential Funding Sources:** CIP; STIP; Grant Funds

Potential Project Partners: Adjacent property owners, ODOT

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



Livability



Economic Impact



Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #P21

NE Riverside Avenue to East City Limits

Description: Install a multi-use pathway along the south side of NE Riverside Avenue.

Benefit: Would provide a formal active transportation zone in an area that is underserved from a pedestrian perspective.

Category: Pedestrian



Time Frame: Near-Term

Priority: High



Cost: \$500,000-\$1,000,000

Potential Funding Sources: Local Improvement District; CIP; Grant Funds

Potential Project Partners: Adjacent property owners

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



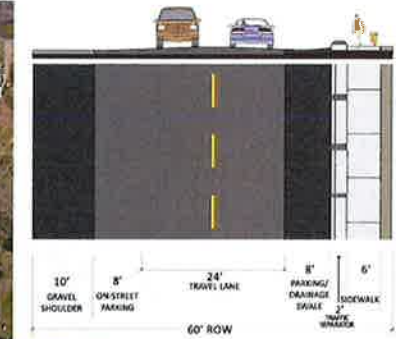
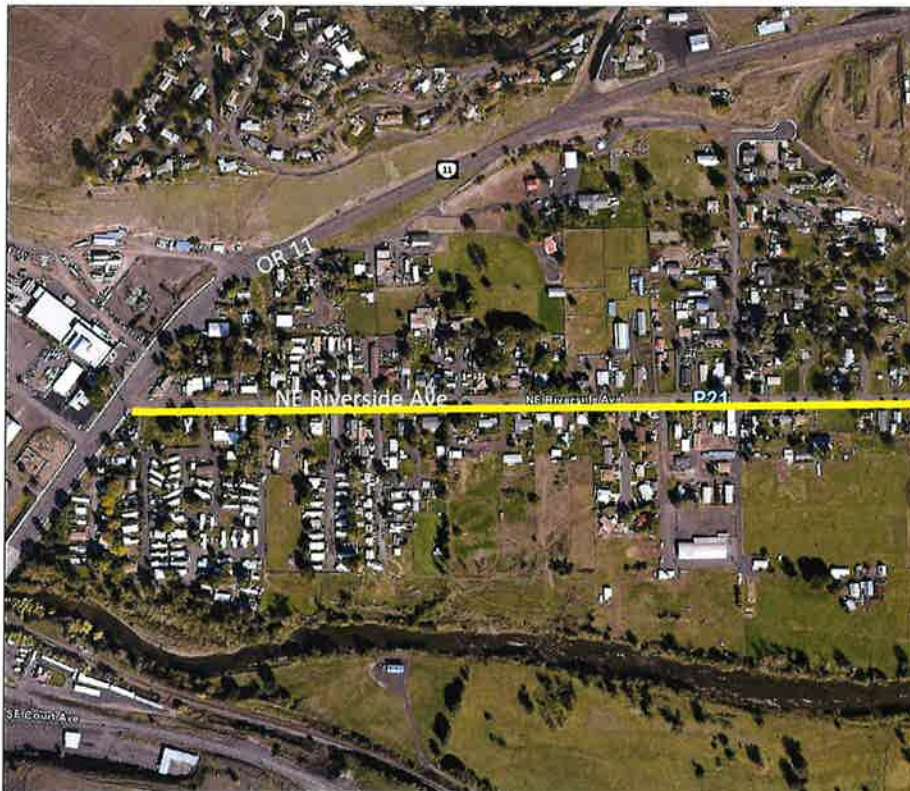
Livability



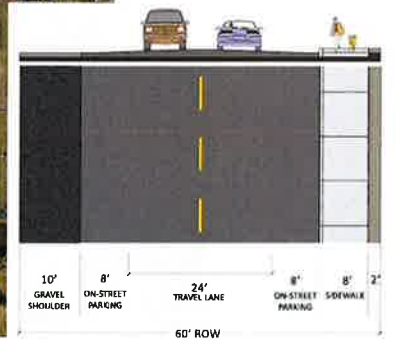
Economic Impact



Project Location/Images:



Option A



Option B



Active Transportation

Bicycle, Pedestrian, & Transit Plan

Project #P22

Byers Avenue from SE 11th Street to SE 12th Street

Description: Install a sidewalk on the south side of the street.

Benefit: This portion of Byers Avenue one block east of Washington Elementary School. There is heavy pedestrian and vehicle traffic during peak school periods. Installing sidewalks on the south side of the street will create a safer route to school for children.

Category: Pedestrian



Time Frame: Near-Term

Priority: High



Cost: \$30,000

Potential Funding Sources: Private Development; CIP; Grant Funds

Potential Project Partners: Adjacent property owners, Pendleton School District

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



Livability



Economic Impact



Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #P23

Byers Avenue from SE 12th Street to SE 15th Street

Description: Install a sidewalk on the south side of the street.

Benefit:

This portion of Byers Avenue is directly in front of Washington Elementary School. There is heavy pedestrian and vehicle traffic during peak school periods. Installing sidewalks on the south side of the street will create a safer route to school for children and better connect the school to the Ken Milton Little League Park.

Category: Pedestrian



Time Frame: Near-Term

Priority: High



Cost: \$90,000

Potential Funding Sources: Private Development; CIP; Grant Funds; Local Improvement District

Potential Project Partners: Adjacent property owners, Pendleton School District

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



Livability



Economic Impact



Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #P24

Byers Avenue from SE 15th Street to SE 17th Street

Description: Install sidewalks on both sides of the street.

Benefit:

This portion of Byers Avenue is directly in front of Washington Elementary School. There is heavy pedestrian and vehicle traffic during peak school periods. Installing sidewalks on the south side of the street will create a safer route to school for children and better connect the school to the Ken Milton Little League Park.

Category: Pedestrian



Time Frame: Near-Term

Priority: High



Cost: \$75,000

Potential Funding Sources: Private Development; CIP; Grant Funds

Potential Project Partners: Adjacent property owners

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



Livability



Economic Impact



Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #P25

SE 12th Street from Court Avenue to Byers Avenue

Description: Install sidewalks on the west side of the street.

Benefit: This portion of Byers Avenue one block south of Washington Elementary School. There is heavy pedestrian and vehicle traffic during peak school periods. Installing sidewalks on the west side of the street will create a safer route to school for children.

Category: Pedestrian



Time Frame: Near-Term

Priority: High



Cost: \$35,000

Potential Funding Sources: Private Development; CIP; Grand Funds

Potential Project Partners: Adjacent property owners

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



Livability



Economic Impact



Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #P26

SE 17th Street from Court Place to Byers Avenue

Description: Install sidewalks on the west side of the street.

Benefit: SE 17th Street is a major north-south corridor linking Court Avenue to SE Byers Avenue. It is also the only corridor that crosses the railroad tracks in this part of the City. This project would improve access to Ken Milton Little League Park, and Washington Elementary School.

Category: Pedestrian



Time Frame: Long-Term

Priority: Medium



Cost: \$70,000

Potential Funding Sources: Private Development; CIP; Grant Funds

Potential Project Partners: Adjacent property owners

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



Livability



Economic Impact



Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #P27

Court Place from SE 14th Street to SE 17th Street

Description: Install sidewalk on the north side of the street.

Benefit: Completing the sidewalks on the north side of the street will enhance Court Place as an alternate east-west walking corridor to Court Avenue. This project would improve access to Ken Milton Little League Park and Washington Elementary School.

Category: Pedestrian



Time Frame: Long-Term

Priority: Medium



Cost: \$65,000

Potential Funding Sources: Private Development; CIP; Grant Funds

Potential Project Partners: Adjacent property owners

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



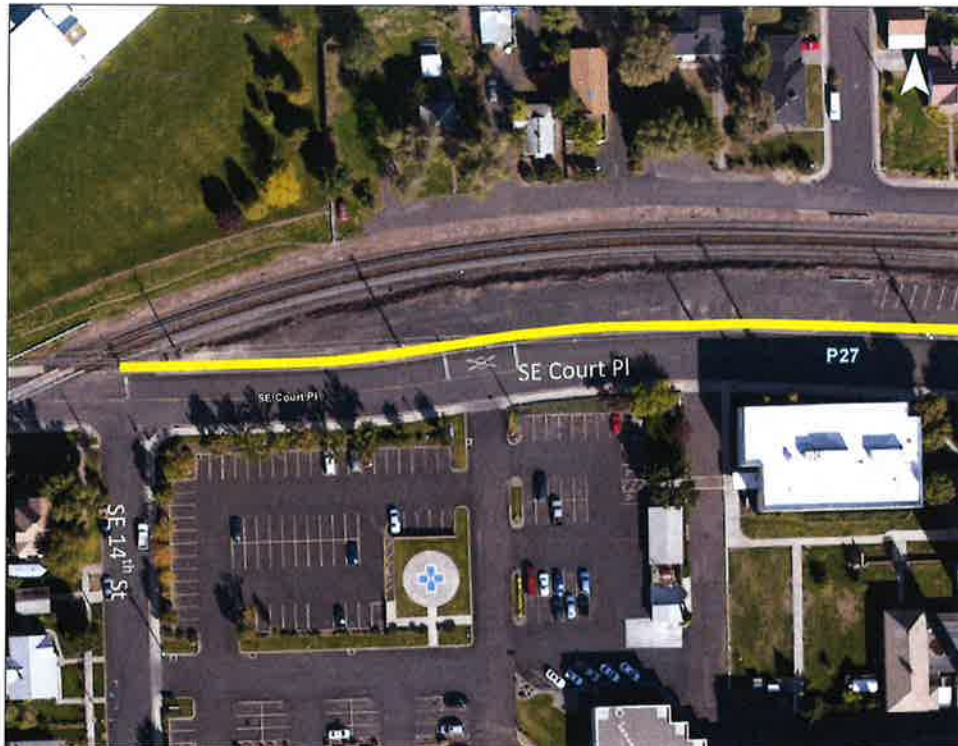
Livability



Economic Impact



Project Location/Images:





Active Transportation

Bicycle, Pedestrian, & Transit Plan

Project #P28 SE Goodwin Avenue from SE 6th Street to SE 10th Street

Description: Install sidewalks on both sides of the street.

Benefit: The residential neighborhood served by Goodwin Street would have better connectivity and access to Downtown Pendleton.

Category: Pedestrian  **Time Frame:** Long-Term **Priority:** Low 

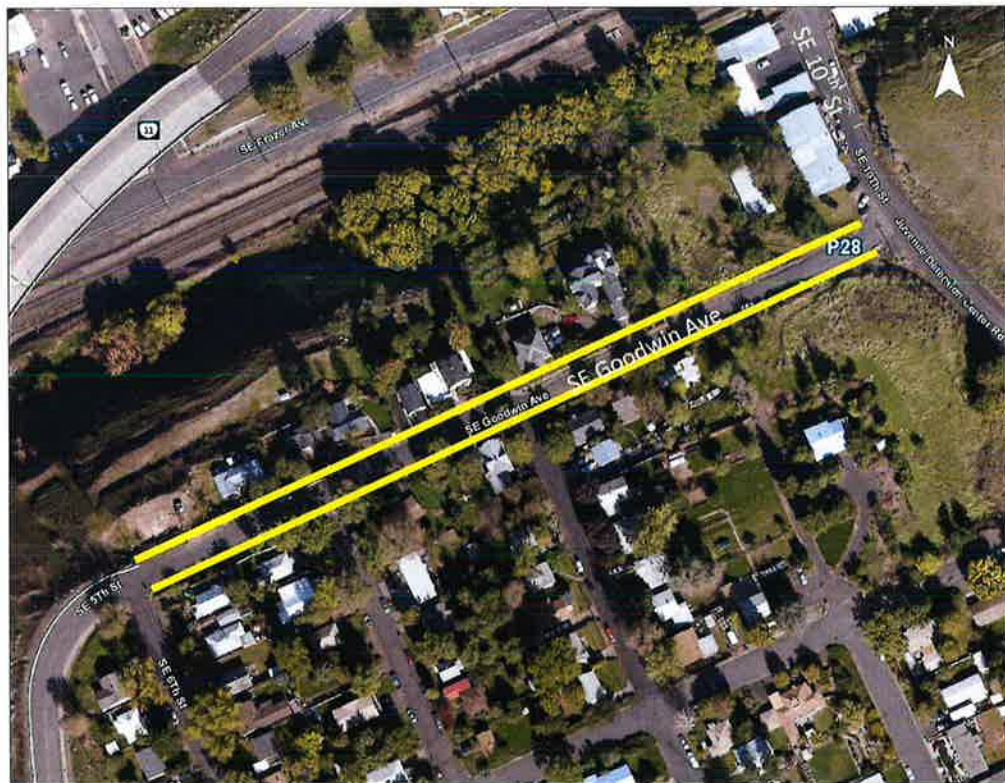
Cost: \$500,000 **Potential Funding Sources:** Private Development; CIP

Potential Project Partners: Adjacent property owners

How Does the Project Rank Against Transportation Goals?

Feasibility	Connectivity	Accessibility	Encourages Bike/Ped Travel	Health/Safety	Livability	Economic Impact
						

Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #P29

SW 44th Street from Quinney Avenue to UGB (South)

Description: Install sidewalks on both sides of the street.

Benefit: There is heavy pedestrian and vehicle traffic in this area since it is one block south of McKay Elementary School. Installing sidewalks on both sides of the street will provide a safer walking environment for parents and students living south of Sheridan Avenue.

Category: Pedestrian



Time Frame: Near-Term

Priority: High



Cost: \$365,000 **Potential Funding Sources:** Private Development; CIP; Grant Funds

Potential Project Partners: Adjacent property owners

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



Livability



Economic Impact



Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #P30

SW 30th Street from SW 28th to Hailey Avenue

Description: Install sidewalks on both sides of the street.

Benefit: Residents indicated SW 30th Street is one of the primary routes children use to access Sherwood Heights Elementary and Harris Junior Academy. SW 30th Street is also a primary corridor to/from US 395 and its regional sidewalk/bike lane/transit routes.

Category: Pedestrian



Time Frame: Near-Term

Priority: Medium



Cost: \$240,000 **Potential Funding Sources:** Private Development; CIP; Grant Funds

Potential Project Partners: Adjacent property owners

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



Livability



Economic Impact



Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #P31

SW 31st Street from SW Hailey Avenue to SW Marshall Avenue

Description: Install sidewalks on both sides of the street or install a multi-use pathway along the south side of the road.

Benefit: Would provide a dedicated walking/biking lane, enhancing safe routes to school between Sherwood Heights Elementary School and adjacent neighborhoods to the north.

Category: Pedestrian



Time Frame: Near-Term

Priority: High



Cost: \$240,000

Potential Funding Sources: Private Development; CIP; Grant Funds

Potential Project Partners: Adjacent property owners

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



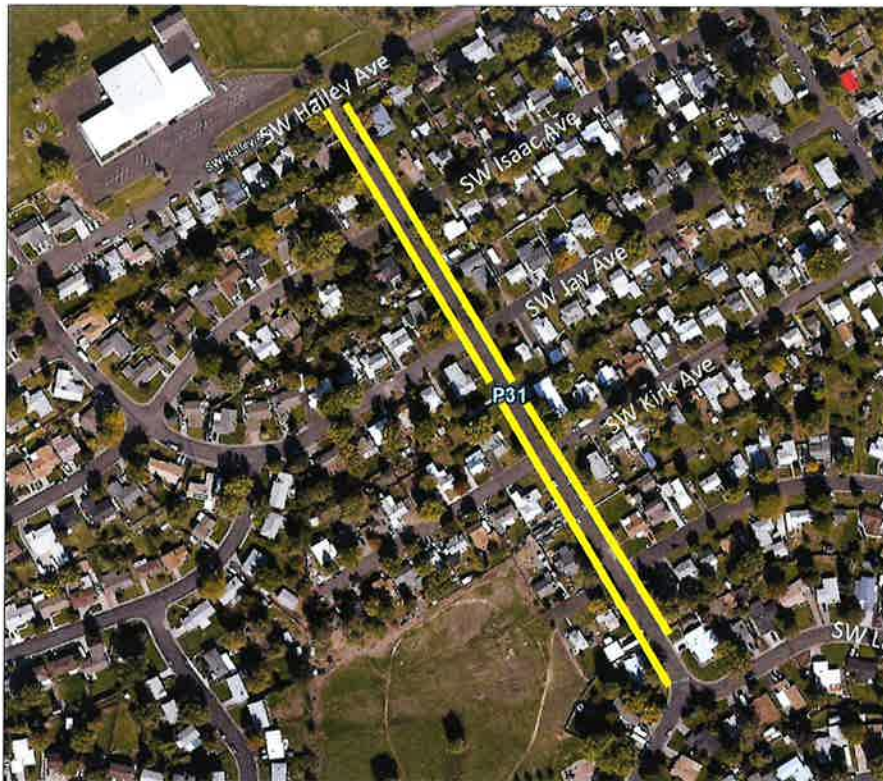
Livability



Economic Impact



Project Location/Images:



Low Cost Option



Full Sidewalk Option



Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #P32

Hailey Avenue Upgrade from SW 30th Street to SW 37th Street

Description: Install sidewalks on both sides of the street.

Benefit: Residents indicated Hailey Avenue is one of the primary routes children use to access Harris Junior Academy and Sherwood Heights Elementary.

Category: Pedestrian



Time Frame: Mid-Term

Priority: Medium



Cost: \$550,000 **Potential Funding Sources:** Private Development; CIP; Grant Funds

Potential Project Partners: Adjacent property owners

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



Livability



Economic Impact



Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #P33

SW 28th Street from SW Nye Avenue to Athletic Club

Description: Develop a sidewalk along the west side of SW 28th Street.

Benefit: Would provide a formal pedestrian connection between the adjacent neighborhood and the US 395 corridor.

Category: Pedestrian



Time Frame: Mid-Term

Priority: Medium



Cost: \$20,000

Potential Funding Sources: Private Development

Potential Project Partners: Private property owner

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



Livability



Economic Impact



Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #P34 SW 37th Street from Jay Avenue to SW Hailey Avenue

Description: Install sidewalks on the south side of the street.

Benefit: SW 37th Street provides access to the Pendleton Community Park. Coupled with a separate sidewalk project on SW Hailey Avenue, this sidewalk link would help complete a continuous sidewalk loop serving the residential neighborhoods west of US 395.

Category: Pedestrian  **Time Frame:** Mid-Term **Priority:** Medium 

Cost: \$65,000 **Potential Funding Sources:** Private Development; CIP; Grant Funds

Potential Project Partners: Adjacent property owners

How Does the Project Rank Against Transportation Goals?



Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project
#P35

Tutuila Road/Athens Avenue Intersection

Description:

Install a Rectangular Rapid Flash Beacon (RRFB) or other appropriate enhanced pedestrian crossing treatment at the intersection when warranted/needed.

Benefit:

Would better connect Sunridge Middle School to Grecian Heights Park and the residential neighborhood to the west of the park.

Category: Pedestrian; Safety



Time Frame: Near-Term

Priority: Medium



Cost: \$15,000

Potential Funding Sources: Private Development; CIP; Grant Funds

Potential Project Partners: Adjacent property owners

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



Livability



Economic Impact



Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #P36

Tutuila Road to Runnion Avenue Pathway

Description:

Develop a formal pedestrian pathway (via easement or right of way purchase) between Tutuila Road and Runnion Avenue

Benefit:

Would better connect Sunridge Middle School to Grecian Heights Park and the residential neighborhood to the west of the park.

Category: Pedestrian



Time Frame: Near-Term

Priority: High



Cost: \$45,000

Potential Funding Sources: CIP; Grant Funds

Potential Project Partners: Private property owner, Pendleton School District

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



Livability



Economic Impact



Project Location/Images:



Note: Alignment is conceptual.





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #P37

US 30/Westgate Upgrade from Oregon 37 to Airport Road

Description:

Install either a multi-use pathway along the north side of US 30 or improve the highway to accommodate sidewalks and bike lanes.

Benefit:

Installing sidewalks on this portion of Westgate was highly recommended by Pendleton residents. The speed limit along Westgate is 35 mph, and without any pedestrian facility, it is unsafe for pedestrians to walk on.

Category: Bike/Ped



Time Frame: Long Term

Priority: Low



Cost: \$2,000,000 **Potential Funding Sources:** Private Development; CIP; STIP; Grant Funds

Potential Project Partners: Adjacent property owners; ODOT

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



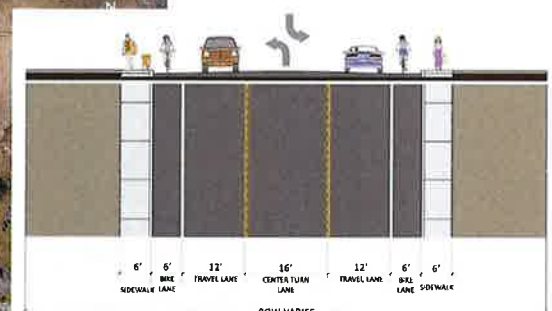
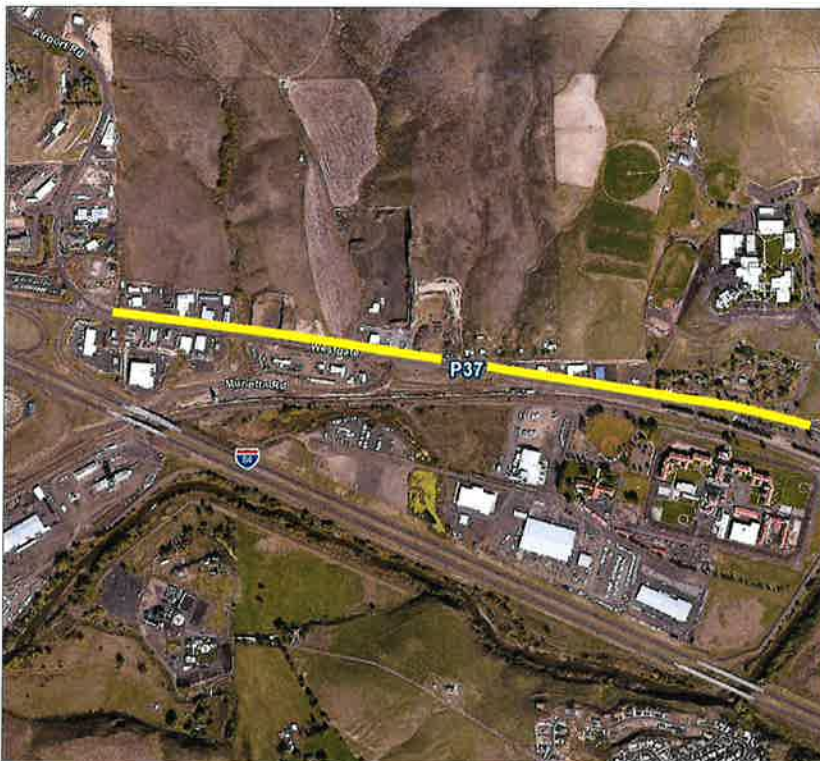
Livability



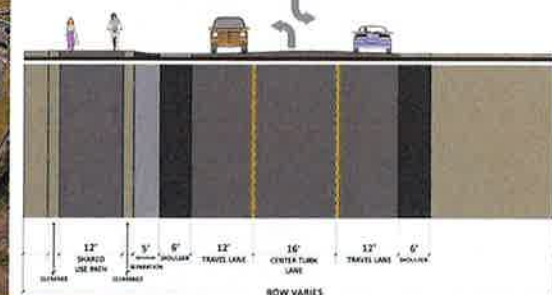
Economic Impact



Project Location/Images:



Full Sidewalk/Bike Lane Option



Multi-Use Pathway Option



Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #P38

Murrietta Rd from US 30 to Umatilla County Corrections

Description: Install sidewalk/pathway on the south side of the street.

Benefit: Would provide a low volume/low speed alternative to US 30 and the I-84 interchange overpass (which lacks sidewalks). Would connect the Umatilla County Corrections facility to the rest of Pendleton.

Category: Bike/Ped



Time Frame: Long Term

Priority: Low



Cost: \$1,000,000 **Potential Funding Sources:** CIP; Grant Funds

Potential Project Partners: Adjacent property owners; ODOT; Umatilla County

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



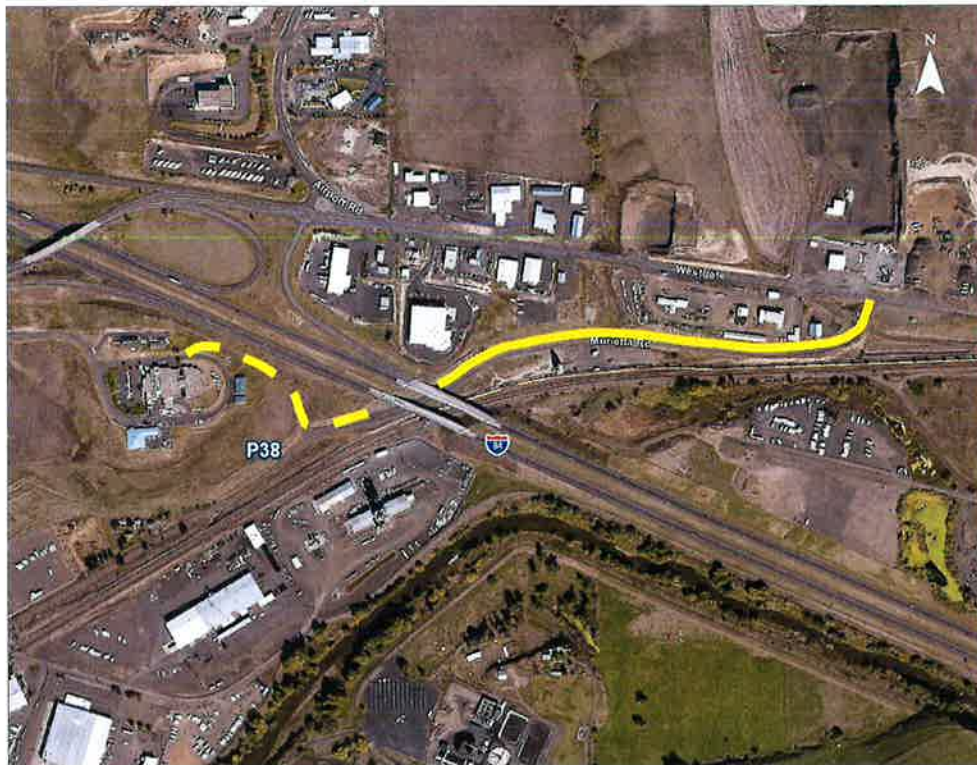
Livability



Economic Impact



Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #P39 Undeveloped land between NW Horn Ave and NW 15th Drive

Description: Develop a formal pedestrian pathway (via easement or right of way purchase) between NW Horn Avenue and NW 15th Drive.

Benefit: Would better connect the West Hills Intermediate School and Pendleton High School with the residential neighborhoods to the north and east.

Category: Pedestrian; Safety  **Time Frame:** Near-Term **Priority:** Medium 

Cost: \$90,000 **Potential Funding Sources:** Private Development; CIP; Grant Funds

Potential Project Partners: Private property owner, Adjacent property owners

How Does the Project Rank Against Transportation Goals?



Project Location/Images:



Note: Alignment is conceptual.





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #P40

SW Isaac Avenue from SW 3rd Street to SW 14th Street

Description: Install sidewalks on the south side of the street.

Benefit: Installing a complete set of sidewalks on Isaac Avenue will provide a continuous sidewalk network and make it easier/safer for kids to walk to the school bus stop near the Main Street/SE Isaac Avenue intersection.

Category: Pedestrian



Time Frame: Long Term

Priority: Medium



Cost: \$340,000 **Potential Funding Sources:** Private Development; CIP

Potential Project Partners: Adjacent property owners

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



Livability



Economic Impact



Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #P41

SW Hailey Avenue from SW Goodwin Place to SW 5th Street

Description: Install sidewalks on the north side of the street.

Benefit: Installing a complete set of sidewalks on SW Hailey Avenue will provide a continuous east-west pedestrian network in this residential neighborhood.

Category: Pedestrian



Time Frame: Long Term

Priority: Low



Cost: \$410,000 **Potential Funding Sources:** Private Development; CIP;

Potential Project Partners: Adjacent property owners

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



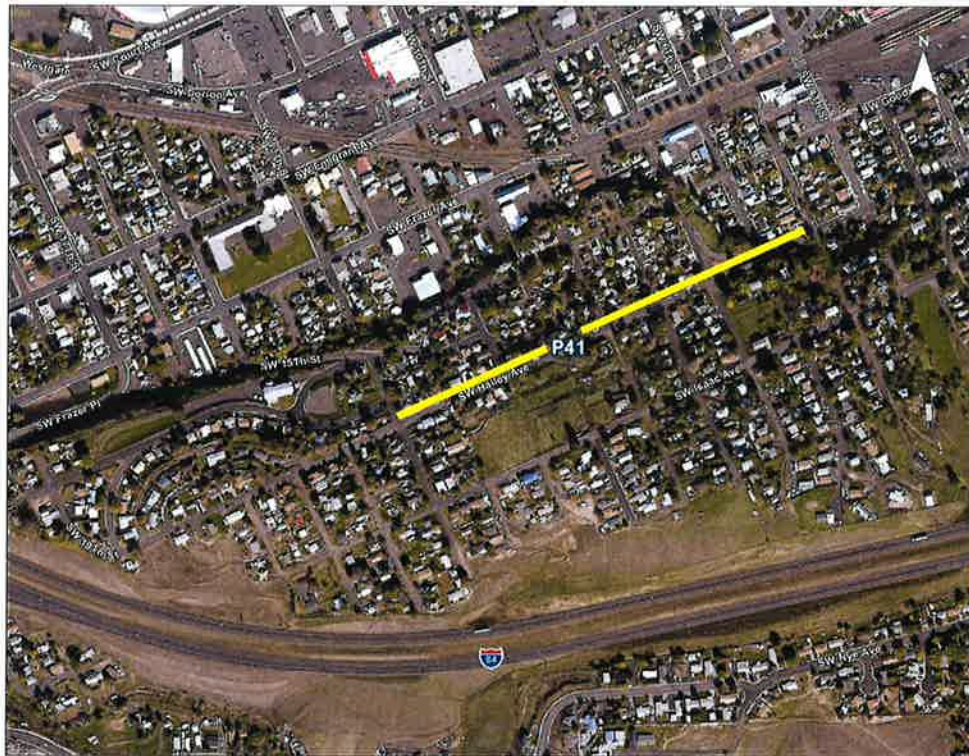
Livability



Economic Impact



Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #P42 SE Dorion Avenue from SE 5th Street to SE 6th Street

Description: Install sidewalks on both sides of the street.

Benefit: Would provide a complete sidewalk network along the entire length of Dorion Avenue. Would improve access to nearby transit stops.

Category: Pedestrian  **Time Frame:** Near-Term **Priority:** High 

Cost: \$60,000 **Potential Funding Sources:** Private Development; CIP

Potential Project Partners: Adjacent property owners; ODOT

How Does the Project Rank Against Transportation Goals?



Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #P43 Main Street/NW Despain Avenue Intersection

Description: Reconstruct the intersection.

Benefit: Would "calm" the intersection through the use of narrower travel lanes, pedestrian bulb-outs, and enhanced pedestrian crossings.

Category: Pedestrian



Time Frame: Long Term

Priority: Low



Cost: \$1,000,000 **Potential Funding Sources:** CIP; Grant Funds

Potential Project Partners: Adjacent property owners

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



Livability



Economic Impact



Project Location/Images:





Active Transportation

Bicycle, Pedestrian, & Transit Plan





Active Transportation Bicycle, Pedestrian, & Transit Plan

Bicycle System Needs



Bicycle lanes or wide shoulders are present on most state highway segments and select city arterials; however they are fragmented on a number of key segments throughout the City. Bicycle lanes are not provided on most collector and local streets. The following provides a summary of the bicycle system needs.

Bicycle Access

Pendleton's bicycle network should provide access to all essential destinations and key activity centers in the city as previously outlined in the pedestrian system.

Bicycle Connectivity

A connected bicycle network provides continuous bike lanes and other bicycle facilities between essential destinations, such as residential neighborhoods, schools, parks, and commercial areas. Strategies to improve bicycle connectivity include identifying, prioritizing, and ultimately constructing new on-street bicycle lanes, shared-use pavement markings, and bicycle parking.

On-Street Bike Lanes

Bike lanes are on-street facilities that provide designated space for bicycles separated from vehicles by pavement markings. Bike lanes are generally used on collector and arterial streets with adequate space to accommodate the bike lane width where vehicular travel volumes and speeds make it difficult for drivers and bicyclists to "share the road." While Pendleton's street standards include bicycle facilities along both sides of arterial and collector streets, it may not be feasible or cost effective to construct on-street bike lanes along both sides of all streets. Some streets may be suitable for bikes to share the roadway while others could have a parallel multi-use path that could accommodate two directions of bicycle travel.





Active Transportation Bicycle, Pedestrian, & Transit Plan

Shared-Use Streets

Shared-use pavement markings, or sharrows, are pavement markings that are used where space does not allow for a bike lane and/or where vehicular travel speeds and volumes allow bicyclists to comfortably and conveniently “share the road” with motorists. Sharrows remind motorists of the presence of bicycles and indicate to bicyclists where to safely ride within the roadway.

Bicycle Parking

The availability of bicycle parking is an important component of a well-designed bicycle system. Lack of proper storage facilities discourages potential riders from traveling by bicycle. Bike racks should be located at significant activity generators including schools, parks, and commercial areas. Racks should be placed in highly-visible locations and within convenient proximity to main building entrances. Bike racks should be designed to provide two points of contact to the bicycle (i.e., so the user can lock both the wheel and the frame to the rack). Bike lockers or other storage facilities would be helpful at locations where long-term parking is expected, such as major employment centers. The attractiveness of bicycle parking may also be improved by providing covered parking and/or secured facilities where bicycles may be locked away.





Active Transportation Bicycle, Pedestrian, & Transit Plan

Planned Bicycle Projects

The bicycle plan is intended to establish a network of bicycle lanes and routes that connect the City's bicycle generators and provide an enhanced and useful bicycle travel system. The planned bicycle network for Pendleton is detailed in Table 2-2 and shown in Figure 2-2. Project sheets are provided following the table that offer more detailed information on each bicycle improvement project.

Table 2-2 Bicycle Projects

Project # (Fig 2-2)	Project Description	Project Benefit	Priority	Planning Level Cost Estimate
B1	Install bike route/mixed-traffic signage on NW Carden Avenue from NW 10 th Street to OR 37.	Will provide a formal east-west bicycle connection along NW Carden Avenue, linking Blue Mountain Community College, the aquatic center, Pendleton High School, and 10th Street.	High	\$20,000
B2	Develop a formal pedestrian pathway (via easement or right of way purchase) between NW Horn Avenue and NW 15th Drive.	Would better connect the West Hills Intermediate School and Pendleton High School with the residential neighborhoods to the north and east.	High	\$90,000
B3	Install bike route/mixed-traffic signage on NW 4 th Street from Johns Lane to NW Despain Avenue.	This segment of NW 4 th Street connects Vincent Park to Furnish Avenue and Despain Avenue. Formalizing the segment as a bicycling route will make drivers more aware of the potential for bicycle usage in this predominately residential area.	Medium	\$25,000
B4	Install bike route/mixed-traffic signage on both sides NW Furnish Avenue from N. Main Street to NW 12 th Street.	NW Furnish Avenue is the last continuous east-west corridor through the residential neighborhoods of North Pendleton. Formalizing the segment as a bicycling route will make drivers more aware of the potential for bicycle usage in this predominately residential area.	Medium	\$30,000
B5	Install bike route/mixed-traffic signage on both sides of NW King Avenue from NW Horn Avenue to NW 10 th Street.	NW King Avenue connects Horn Avenue to Aldrich Park and other significant north-south travel corridors.	Medium	\$20,000
B6	Install bike route/mixed-traffic signage on both sides of NW 15 th Drive from NW 14 th Street to West Hills Intermediate School.	Formalizing the segment as a bicycling route will make drivers more aware of the potential for bicycle usage in this predominately residential area.	Medium	\$10,000
B7	Install bike route/mixed-traffic signage on both sides of NW 10 th Street from NW Carden Avenue to NW King Avenue.	This segment of NW 10 th Street connects Aldrich Park to NW Carden Avenue and ultimately to Roy Raley Park. Formalizing the segment as a bicycling route will make drivers more aware of the potential for bicycle usage.	Medium	\$25,000
B8	Install bike route/mixed-traffic signage on both sides of N. Main Street from NW Despain Avenue to NW Johns Lane.	This segment of N. Main Street connects Downtown Pendleton to the residential neighborhoods on the north side of town.	Medium	\$30,000
B9	Install bike route/mixed-traffic signage on both sides of S. Main Street from SW Frazier Avenue to SW Goodwin Avenue.	Bicycle lanes are installed on Main Street from SW Frazier Avenue to SW Goodwin Avenue. Formalizing this extended segment south of the railroad tracks to Isaac Avenue will make drivers more aware of the potential for bicycle usage.	Medium	\$15,000
B10	Perform a refinement study to determine the feasibility of reallocating the four existing travel lanes on OR 11 in order to develop a bicycle lane or multi-use pathway on one side of the highway.	This project would provide bicyclists with a formal connection to the north and south ends of town without having to travel through Downtown.	Low	\$50,000
B11	Install bike route/mixed-traffic signage on both sides of the SW 15 th Street/SW Goodwin Lane/SW 13 th Street corridor.	This project would better connect the south Pendleton neighborhoods to Downtown Pendleton, the commercial centers, and the Hawthorne School.	Medium	\$35,000
B12	Install bike route/mixed traffic signage on both sides of SW Nye Avenue from SE 3 rd Street to SE 3 rd Drive.	This project will complete the bike route designation for SW Nye Avenue	Low	\$10,000
B13	Install bicycle lanes on both sides of SW 37 th Street from Southgate Place to SW Hailey Avenue consistent with the existing segment near Southgate Place.	This project would provide a more formal bicycle route that bisects the southwest Pendleton neighborhoods and links US 395 to Pendleton Community Park.	Medium	\$30,000





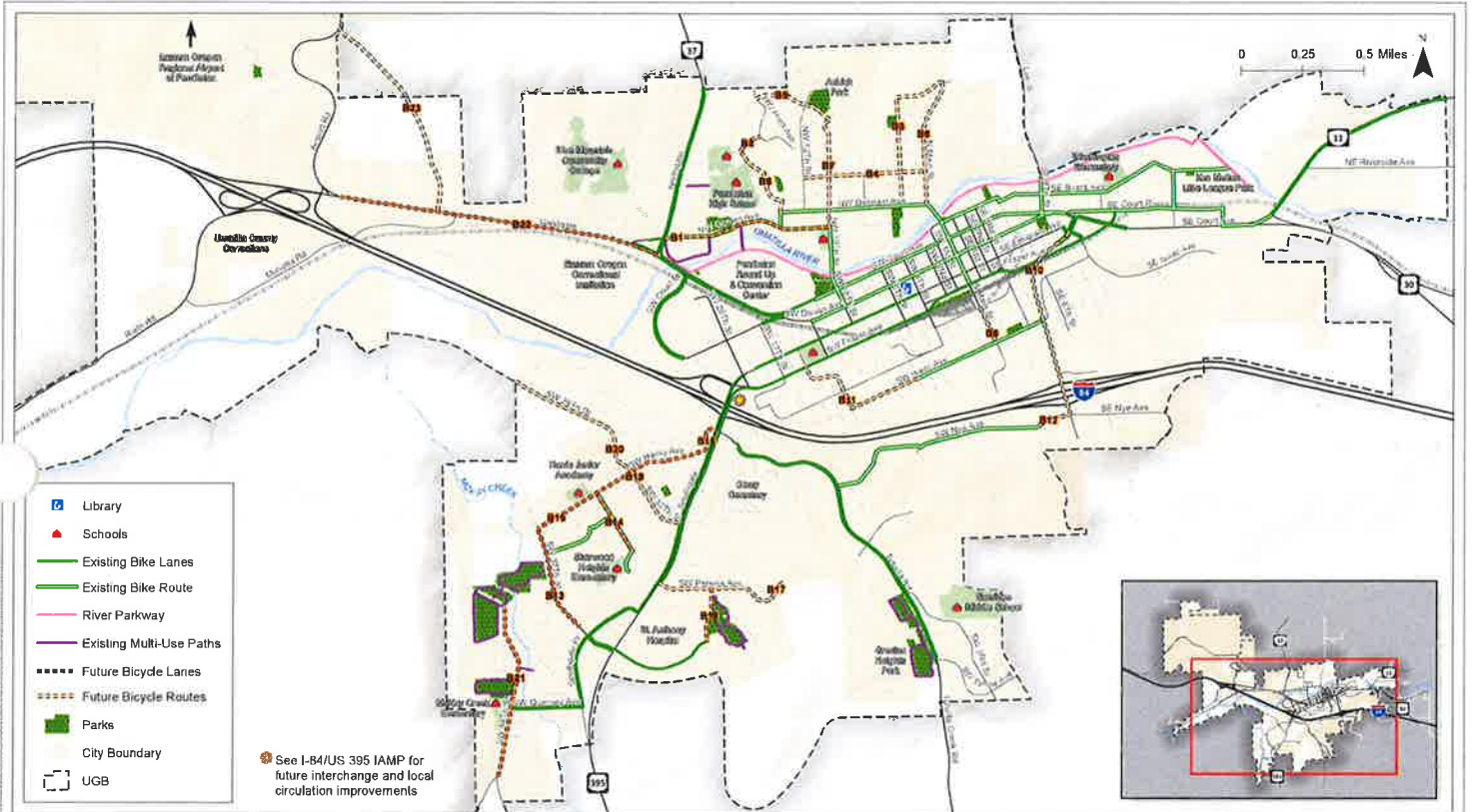
Active Transportation Bicycle, Pedestrian, & Transit Plan

Project # (Fig 2-2)	Project Description	Project Benefit	Priority	Planning Level Cost Estimate
B14	Install sidewalks on both sides of SW 31 st Street or install a multi-use pathway along the south side of the street.	This project would provide a dedicated walking/biking lane, enhancing safe routes to school initiatives for Sherwood Heights Elementary School and the Harris Junior Academy.	High	\$230,000
B15	Install bike route/mixed-traffic signage on both sides of SW Hailey Avenue from SW 30 th Street to SW 37 th Street.	Residents indicated Hailey Avenue is one of the primary routes children use to access Harris Junior Academy, Sherwood Heights Elementary, and Pendleton Community Park.	High	\$90,000
B16	Install bicycle lanes on both sides of SW Hailey Avenue from US 395 to SW 28 th Street.	This project would provide an alternate bicycle route to access the southwest Pendleton neighborhoods compared to US 395.	High	\$30,000
B17	Install bike route/mixed-traffic signage on both sides of SW Perkins Avenue from US 395 to the end of the corridor.	This is a residential area with nearby schools and parks; therefore, installing bicycle facilities will encourage people to use alternative modes of transportation to access nearby facilities.	Medium	\$30,000
B18	Install bike route/mixed-traffic signage on both sides of SW 24 th Street from SW Perkins Avenue to SW 37 th Street.	This project would complete the bicycle route that has emerged with the development of St. Anthony Hospital. This project would also improve access to Rice-Blakey Park.	High	\$15,000
B19	Install bike route/mixed-traffic signage on both sides of SW 30 th Street from US 395 to SW Hailey Avenue.	This project would provide a more formal bicycle route that bisects the southwest Pendleton neighborhoods.	Medium	\$15,000
B20	Install bike route/mixed-traffic signage on both sides of SW 28 th Drive from SW Hailey Avenue to City limits.	This project would provide a more formal bicycle route that extends a potential bike route along SW 30 th Street.	Medium	\$35,000
B21	Install bike route/mixed-traffic signage on both sides of SW 44 th Street from SW Sunset Drive to Pendleton Community Park.	SW 44 th Street is an important north-south corridor that links residential neighborhoods to McKay Creek Elementary School and Pendleton Community Park. Formalizing the segment as a bicycling route will make drivers more aware of the potential for bicycle usage.	Medium	\$40,000
B22	Install either a multi-use pathway along the north side of US 30 or improve the highway to accommodate sidewalks and bike lanes.	This project would link the western part of Pendleton from a multi-modal perspective. This project would also provide a stronger connection between the skatepark, Pendleton High School, the Round-Up Stadium, and the Umatilla County Corrections center.	High	\$1.4M
B23	Repurpose the Old Airport Road as a dedicated walking/biking route. Project may be phased and implemented over time starting out as a low cost unpaved pathway and ultimately built as a paved walking/biking pathway.	A multi-purpose walking/biking route on Old Airport Road would provide comfortable bicycle access to this emerging employment center on a facility with no vehicular or truck traffic. It would also provide an alternative biking route to Airport Road which is characterized as an uncomfortable biking environment for most levels of cyclists.	Low	\$1M

Note:

¹Planning level cost estimates are for construction and engineering





**Planned Bicycle Projects
Pendleton, Oregon**

**Figure
2-2**





Active Transportation Bicycle, Pedestrian, & Transit Plan





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #B1 NW Carden Avenue from 10th Street to OR 37 (Westgate)

Description: Install bike route/mixed-traffic signage on both sides of the corridor.

Benefit: Will provide a formal east-west bicycle connection along NW Carden Avenue, linking Blue Mountain Community College, the aquatic center, Pendleton High School, and 10th Street.

Category: Bicycle



Time Frame: Near-Term

Priority: High



Cost: \$20,000 **Potential Funding Sources:** CIP

Potential Project Partners: -

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



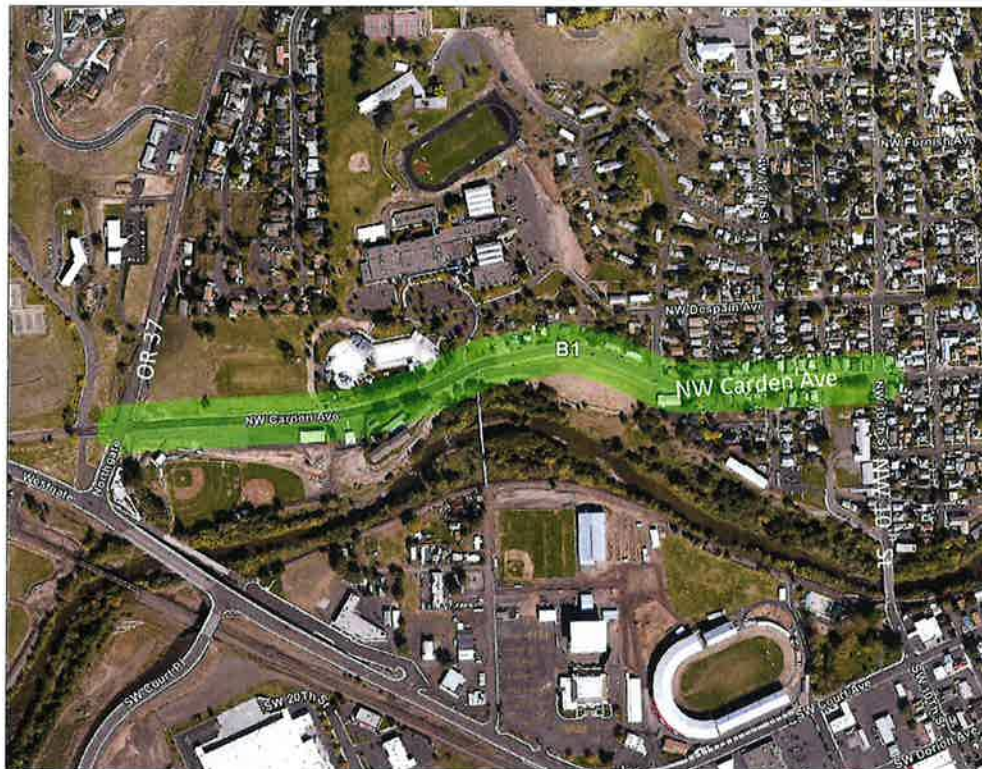
Livability



Economic Impact



Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #B2 Undeveloped land between NW Horn Ave and NW 15th Drive

Description: Develop a formal pedestrian pathway (via easement or right of way purchase) between NW Horn Avenue and NW 15th Drive.

Benefit: This project would better connect the West Hills Intermediate School and Pendleton High School with the residential neighborhoods to the north and east.

Category: Bicycle  **Time Frame:** Near-Term **Priority:** Medium 

Cost: \$90,000 **Potential Funding Sources:** CIP; Grant Funds

Potential Project Partners: Private property owner, Pendleton School District

How Does the Project Rank Against Transportation Goals?

Feasibility	Connectivity	Accessibility	Encourages Bike/Ped Travel	Health/Safety	Livability	Economic Impact
						

Project Location/Images:



Note: Alignment is conceptual.





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #B3

NW 4th Street from NW Johns Lane to Despain Avenue

Description: Install bike route/mixed-traffic signage on both sides of the corridor.

This segment of NW 4th Street connects Vincent Park to Furnish Avenue and Despain Avenue.

Benefit: Formalizing the segment as a bicycling route will make drivers more aware of the potential for bicycle usage in this predominately residential area.

Category: Bicycle



Time Frame: Near-Term

Priority: Medium



Cost: \$25,000

Potential Funding Sources: CIP

Potential Project Partners: -

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



Livability



Economic Impact



Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #B4 NW Furnish Avenue from N Main Street to NW 12th Street

Description: Install bike route/mixed-traffic signage on both sides of the corridor.

Benefit: NW Furnish Avenue is the last continuous east-west corridor through the residential neighborhoods of North Pendleton. Formalizing the segment as a bicycling route will make drivers more aware of the potential for bicycle usage in this predominately residential area.

Category: Bicycle



Time Frame: Near-Term

Priority: Medium



Cost: \$30,000

Potential Funding Sources: CIP

Potential Project Partners: -

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



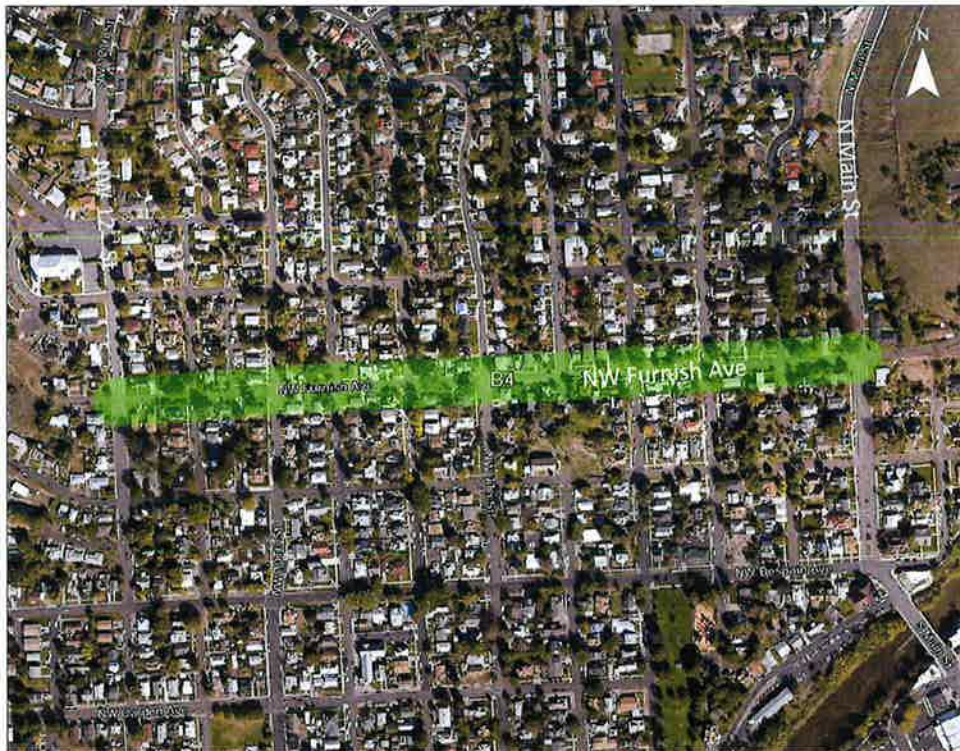
Livability



Economic Impact



Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #B5 NW King Avenue from NW Horn Avenue to NW 10th Street

Description: Install bike route/mixed-traffic signage on both sides of the corridor.

Benefit: NW King Avenue connects Horn Avenue to Aldrich Park and other significant north-south travel corridors.

Category: Bicycle



Time Frame: Near-Term

Priority: Medium



Cost: \$20,000 **Potential Funding Sources:** CIP

Potential Project Partners: -

How Does the Project Rank Against Transportation Goals?



Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #B6 NW 15th Drive from NW 14th Street to West Hills Intermediate School

Description: Install bike route/mixed-traffic signage on both sides of the corridor.

Benefit: Formalizing the segment as a bicycling route will make drivers more aware of the potential for bicycle usage in this predominately residential area.

Category: Bicycle



Time Frame: Near-Term

Priority: Medium



Cost: \$10,000 **Potential Funding Sources:** CIP

Potential Project Partners: -

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



Livability



Economic Impact



Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #B7

NW 10th Street from Carden Avenue to NW King Avenue

Description: Install bike route/mixed-traffic signage on both sides of the corridor.

Benefit: This segment of NW 10th Street connects Aldrich Park to NW Carden Avenue and ultimately to Roy Raley Park. Formalizing the segment as a bicycling route will make drivers more aware of the potential for bicycle usage.

Category: Bicycle



Time Frame: Near-Term

Priority: Medium



Cost: \$25,000

Potential Funding Sources: CIP

Potential Project Partners: -

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



Livability



Economic Impact



Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #B8 N Main Street from NW Despain Avenue to NW Johns Lane

Description: Install bike route/mixed-traffic signage on both sides of the corridor.

Benefit: This segment of N. Main Street connects Downtown Pendleton to the residential neighborhoods on the north side of town.

Category: Bicycle  **Time Frame:** Near-Term **Priority:** Medium 

Cost: \$30,000 **Potential Funding Sources:** CIP

Potential Project Partners: -

How Does the Project Rank Against Transportation Goals?



Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #B9

South Main Street from Frazier Avenue to Isaac Avenue

Description: Install bike route/mixed-traffic signage on both sides of the corridor.

Bicycle lanes are installed on Main Street from SW Frazier Avenue to SW Goodwin Avenue.

Benefit: Formalizing this extended segment south of the railroad tracks to Isaac Avenue will make drivers more aware of the potential for bicycle usage.

Category: Bicycle



Time Frame: Near-Term

Priority: Medium



Cost: \$15,000

Potential Funding Sources: CIP

Potential Project Partners: -

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



Livability



Economic Impact



Project Location/Images:





Active Transportation

Bicycle, Pedestrian, & Transit Plan

Project #B10

Oregon 11 from Nye Avenue to SE 10th Street

Description: Perform a refinement study to determine the feasibility of reallocating the four existing travel lanes on OR 11 in order to develop a bicycle lane or multi-use pathway on one side of the highway.

Benefit: This project would provide bicyclists with a formal connection to the north and south ends of town without having to travel through Downtown.

Category: Bicycle



Time Frame: Long-Term

Priority: Low



Cost: \$50,000

Potential Funding Sources: CIP, STIP

Potential Project Partners: - ODOT

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



Livability



Economic Impact



Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #B11

SW 15th Street/SW Goodwin Lane/SW 13th Street

Description: Install bike route/mixed-traffic signage on both sides of the corridor.

Benefit: This project would better connect the south Pendleton neighborhoods to Downtown Pendleton, the commercial centers, and the Hawthorne School.

Category: Bicycle



Time Frame: Long-Term

Priority: Medium



Cost: \$35,000

Potential Funding Sources: CIP

Potential Project Partners: -

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



Livability



Economic Impact



Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #B12 SW Nye Avenue from SE 3rd Street to OR 11 Interchange

Description: Install bike route/mixed-traffic signage on both sides of the corridor.

Benefit: This project will complete the bike route designation for SW Nye Avenue.

Category: Bicycle  **Time Frame:** Long-Term **Priority:** Low 

Cost: \$10,000 **Potential Funding Sources:** CIP, Grant Funds

Potential Project Partners: -

How Does the Project Rank Against Transportation Goals?



Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #B13

SW 37th Street from Southgate Place to Hailey Avenue

Description:

Install bicycle lanes on both sides of the street consistent with the existing segment near Southgate Place.

Benefit:

This project would provide a more formal bicycle route that bisects the southwest Pendleton neighborhoods and links US 395 to Pendleton Community Park.

Category: Bicycle



Time Frame: Near-Term

Priority: Medium



Cost: \$30,000

Potential Funding Sources: CIP, Grant Funds

Potential Project Partners: -

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



Livability



Economic Impact



Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #B14 SW 31st Street from SW Hailey Avenue to SW Marshall Avenue

Description: Install sidewalks on both sides of the street or install a multi-use pathway along the south side of the road.

Benefit: This project would provide a dedicated walking/biking lane, enhancing safe routes to school initiatives for Sherwood Heights Elementary School and the Harris Junior Academy.

Category: Bicycle  **Time Frame:** Near-Term **Priority:** High 

Cost: \$230,000 **Potential Funding Sources:** CIP, Grant Funds

Potential Project Partners: Pendleton School District

How Does the Project Rank Against Transportation Goals?



Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #B15

Hailey Avenue from SW 30th Street to SW 37th Street

Description: Install bicycle lanes on both sides of the street or install bike route/mixed-traffic signage

Benefit: Residents indicated Hailey Avenue is one of the primary routes children use to access Harris Junior Academy, Sherwood Heights Elementary, and Pendleton Community Park.

Category: Bicycle



Time Frame: Near-Term

Priority: High



Cost: \$90,000

Potential Funding Sources: CIP, Grant Funds

Potential Project Partners: -

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



Livability



Economic Impact



Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #B16 SW Hailey Avenue from US 395 to SW 28th Street

Description: Stripe bicycle lanes on both sides of the street from SW 28th Street to US 395.

Benefit: This project would provide an alternate bicycle route to access the southwest Pendleton neighborhoods compared to US 395.

Category: Bicycle  **Time Frame:** Near-Term **Priority:** High 

Cost: \$30,000 **Potential Funding Sources:** CIP

Potential Project Partners: -

How Does the Project Rank Against Transportation Goals?



Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #B17

SW Perkins Avenue from US 395 (Southgate) to End

Description: Install bike route/mixed-traffic signage on both sides of the corridor.

Benefit: This is a residential area with nearby schools and parks; therefore, installing bicycle facilities will encourage people to use alternative modes of transportation to access nearby facilities.

Category: Bicycle



Time Frame: Long-Term

Priority: Medium



Cost: \$30,000

Potential Funding Sources: CIP, Grant Funds

Potential Project Partners: -

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



Livability



Economic Impact



Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #B18 SW 24th Street from SW Perkins Avenue to SW 37th Street

Description: Install bike route/mixed-traffic signage on both sides of the street.

Benefit: This project would complete the bicycle route that has emerged with the development of St. Anthony Hospital. This project would also improve access to Rice-Blakey Park.

Category: Bicycle  **Time Frame:** Near-Term **Priority:** High 

Cost: \$15,000 **Potential Funding Sources:** CIP, Grant Funds

Potential Project Partners: Hospital

How Does the Project Rank Against Transportation Goals?



Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #B19

SW 30th Street from US 395 to SW Hailey Avenue

Description: Install bike route/mixed-traffic signage on both sides of the corridor.

Benefit: This project would provide a more formal bicycle route that bisects the southwest Pendleton neighborhoods.

Category: Bicycle



Time Frame: Near-Term

Priority: Medium



Cost: \$15,000 **Potential Funding Sources:** CIP, Grant Funds

Potential Project Partners: -

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



Livability



Economic Impact



Project Location/Images:





Active Transportation

Bicycle, Pedestrian, & Transit Plan

Project #B20 SW 28th Drive from SW Hailey Avenue to City Limits

Description: Install bike route/mixed-traffic signage on both sides of the corridor.

Benefit: This project would provide a more formal bicycle route that extends a potential bike route along SW 30th Street.

Category: Bicycle  **Time Frame:** Near-Term **Priority:** Medium 

Cost: \$35,000 **Potential Funding Sources:** CIP, Grant Funds

Potential Project Partners: Adjacent property owners

How Does the Project Rank Against Transportation Goals?



Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #B21

SW 44th Street from SW Sunset Drive to Pendleton Community Park

Description: Install bike route/mixed-traffic signage on both sides of the corridor.

Benefit: SW 44th Street is an important north-south corridor that links residential neighborhoods to McKay Creek Elementary School and Pendleton Community Park. Formalizing the segment as a bicycling route will make drivers more aware of the potential for bicycle usage.

Category: Bicycle



Time Frame: Near-Term

Priority: Medium



Cost: \$40,000

Potential Funding Sources: CIP, Grant Funds

Potential Project Partners: Adjacent property owners

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



Livability



Economic Impact



Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #B22

US 30/Westgate Upgrade from Oregon 37 to I-84

Description:

Install either a multi-use pathway along the north side of US 30 or improve the highway to accommodate sidewalks and bike lanes.

Benefit:

This project would link the western part of Pendleton from a multi-modal perspective. This project would also provide a stronger connection between the skatepark, Pendleton High School, the Round-Up Stadium, and the Umatilla County Corrections center.

Category: Bicycle



Time Frame: Near-Term

Priority: High



Cost: \$1,400,000 **Potential Funding Sources:** CIP, Grant Funds, STIP

Potential Project Partners: Adjacent property owners, ODOT

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



Livability



Economic Impact



Project Location/Images:





Active Transportation Bicycle, Pedestrian, & Transit Plan

Project #B23

Old Airport Road from Westgate to Airport Road

Description: Repurpose the Old Airport Road as a dedicated walking/biking route. Project may be phased and implemented over time starting out as a low cost unpaved pathway and ultimately built as a paved walking/biking pathway.

Benefit: A multi-purpose walking/biking route on Old Airport Road would provide comfortable bicycle access to this emerging employment center on a facility with no vehicular or truck traffic. It would also provide an alternative biking route to Airport Road which is characterized as an uncomfortable biking environment for most levels of cyclists.

Category: Bicycle



Time Frame: Long-Term

Priority: Low



Cost: \$1,000,000 **Potential Funding Sources:** CIP; Grant Funds

Potential Project Partners: Adjacent property owners

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Encourages Bike/Ped Travel



Health/Safety



Livability



Economic Impact



Project Location/Images:





Active Transportation

Bicycle, Pedestrian, & Transit Plan



Section 3 Multi-Use Trails Plan





Multi-Use Trails Bicycle, Pedestrian, & Transit Plan

3. MULTI-USE TRAILS

The trail network establishes a network of multi-use paths that serve the City's recreational needs as well as enhance the overall network of bicycle and pedestrian facilities. The projects were refined based on input received through the Alternatives Analysis process and input from the PMT, AC, youth stakeholders, and general public.



The planned trail network for Pendleton is detailed in Table 3-1 and shown in Figure 3-1. Prospectus sheets are provided in the following table that offer more information on each project including a detailed project description, prioritization, cost estimate, and potential funding sources.



Multi-Use Trails Bicycle, Pedestrian, & Transit Plan

Planned Multi-Use Trails

Table 3-1 Multi-Use Trail Projects

Project # (Fig 3-1)	Project Description	Project Benefit	Priority	Planning Level Cost Estimate
M1	Paved multi-use trail from Westgate to S Main Street for 1.2 miles along the north side of the Umatilla River.	Trail would provide school connections, recreational opportunities for residences on the north side of the Umatilla river, and opportunities for loop walks along both sides of the river.	Medium	\$1,950,000
M2	Paved multi-use trail extending from the eastern terminus of the River Walk for 1.4 miles along an existing levee on the south side of the river to Pendleton city limits.	A River Walk extension would provide a comfortable off-street connection between Pendleton and the Umatilla Indian Reservation, with the potential for CTUIR to develop a trail on the reservation creating an off-street connection to Mission and employment at the CTUIR Governance Center.	Medium	\$2,450,000
M3	Multi-use trail (hard surface, soft surface, or both) extending 3.9 miles from the western terminus of the River Walk along the Flood District #1 levee.	This trail would provide recreational opportunities to walk, horseback ride or mountain bike to areas west of Pendleton. Completion of the eastern portion of this trail opens up opportunities for several other potential trails in the western and southern parts of the city.	High	\$3,850,000
M4	Paved multi-use trail extending 2.0 miles trail along Tutuilla Creek and then along a sewer easement out to Grecian Heights Park.	Trail would enhance walk and bicycle access to a school and Grecian Heights Park, providing an alternate route to both Southgate Road and Tutuilla Road. Trail would also create recreational opportunities and a connection to the beautiful trails in Olney Cemetery which are open to the public during the day.	Medium	\$4,650,000
M5	Paved multi-use trail extending 1.2 miles project from the Umatilla River to SW 37th Street along the McKay Creek drainage channel.	This trail would provide recreational opportunities and, with the completion of other trails, could form a comfortable alternative route to Southgate Road.	Low	\$5,850,000
M6	A soft-surface multi-use trail extending along an old rail right-of-way east of Pendleton out to Adams and Athena.	This trail would create recreational opportunities walking, mountain biking, and equestrian trips of various lengths.	Low	\$4,250,000

Note: Land acquisition is not included in the planning level cost estimates. Annual maintenance costs for new trails are estimated to require ¼ FTE per mile.

Potential Multi-Use Trail Phasing Options

This planning process resulted in the identification of options for phasing the implementation of select trails:

- M1 includes a proposed pedestrian/bicycle bridge at 4th which could be implemented as a stand-alone project, which would reduce the cost of this trail project.
- M3 was divided into three segments (M3A, M3B and M3C) as illustrated in Figure 3-1, because implementation of certain segments of M3 would allow for connecting trails M4 (requires M3A) and M5 (requires M3A and M3B) to the existing River Walk. M3A and M3B could be implemented first to open up opportunities for these other trails. Alternatively M3B and M3C could be implemented first with the connection across the freeway back to the River Walk, which requires excavation, occurring later.
- M4 – Requires M3A to connect to the existing River Walk. M4 could be implemented as a stand-alone project at first, with the connection back to the River Walk (M3A) occurring later.
- M5 - Requires M3A and M3B to connect to the existing River Walk. M5 could be implemented as a stand-alone project at first, with the connection back to the River Walk (M3A and M3B) occurring later.



Multi-Use Trails

Bicycle, Pedestrian, & Transit Plan



Multi-Use Trails Bicycle, Pedestrian, & Transit Plan

Project #M1

North side of Umatilla River

Description: Paved multi-use trail from Westgate to S Main Street for 1.2 miles along the north side of the Umatilla River.

Benefit: Trail would provide school connections, recreational opportunities for residences on the north side of the Umatilla river, and opportunities for loop walks along both sides of the river.

Category: Bicycle; Pedestrian



Time Frame: Long-Term

Priority: Medium



Potential Funding Sources: Various federal grants, Statewide Transportation Improvement Program (STIP) "Enhance" process, Oregon Parks and Recreation Recreational Trails Grants, CIP, SDCs

Potential Project Partners: Private property owners

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Destinations Served



Health/Safety



Population Served



Economic Impact



Project Location/Images:

NORTH SIDE OF UMATILLA RIVER (MT)

EXTENT

From Westgate to S Main Street

LENGTH

1.2 miles

DESTINATIONS

- Pendleton High School
- Aquatic Center
- Pioneer Park
- Pendleton Center for the Arts
- Rusty Rada Skatepark

POTENTIAL BENEFIT

- Connections to schools
- Recreational opportunities for residences on north side of river
- Opportunities for loop walks along both sides of the river

OPPORTUNITIES

- The majority of this alignment is on city-owned land, including an abandoned railroad alignment, which reduces costs
- There is adequate room for a trail to pass under the 10th Street Bridge
- Trail could include a new pedestrian and bicycle bridge at 4th to create a connection to the existing River Walk at Pioneer Park
- The pedestrian/bicycle bridge could be implemented as a stand alone project, which would reduce the cost of this project.

CONSTRAINTS

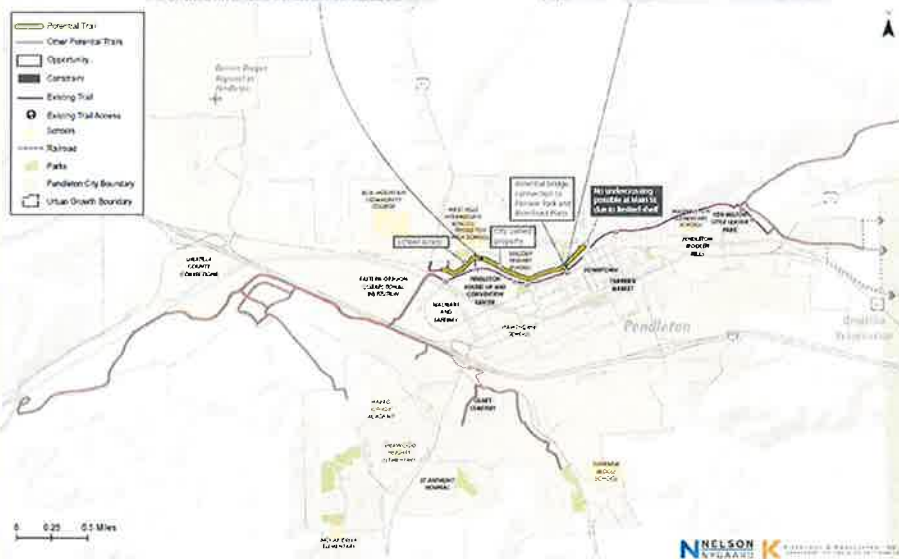
- A few parcels in this alignment are not owned by the city, necessitating coordination with property owners to identify partnering opportunities
- The new potential connection to the River Walk via a new bridge at 4th would require a look at environmental impacts.



This trail would enhance access to the north side of the Umatilla River. Source: In-house Consultant: David Ballinger



A new pedestrian and bicycle bridge at 4th could be included as part of this project to create a connection to the existing River Walk at Pioneer Park.



NORTH SIDE OF UMATILLA RIVER (M1)

EXTENT
From Westgate to S Main Street

LENGTH
1.2 miles

DESTINATIONS

- Pendleton High School
- Aquatic Center
- Pioneer Park
- Pendleton Center for the Arts
- Rudy Rada Skatepark

POTENTIAL BENEFIT

- Connections to schools
- Recreational opportunities for residences on north side of river.
- Opportunities for loop walks along both sides of the river.

OPPORTUNITIES

- The majority of this alignment is on city owned land, including an abandoned railroad alignment, which reduces costs.
- There is adequate room for a trail to pass under the 10th Street Bridge.
- Trail could include a new pedestrian and bicycle bridge at 4th to create a connection to the existing River Walk at Pioneer Park.
- The pedestrian/bicycle bridge could be implemented as a stand alone project, which would reduce the cost of this project.

CONSTRAINTS

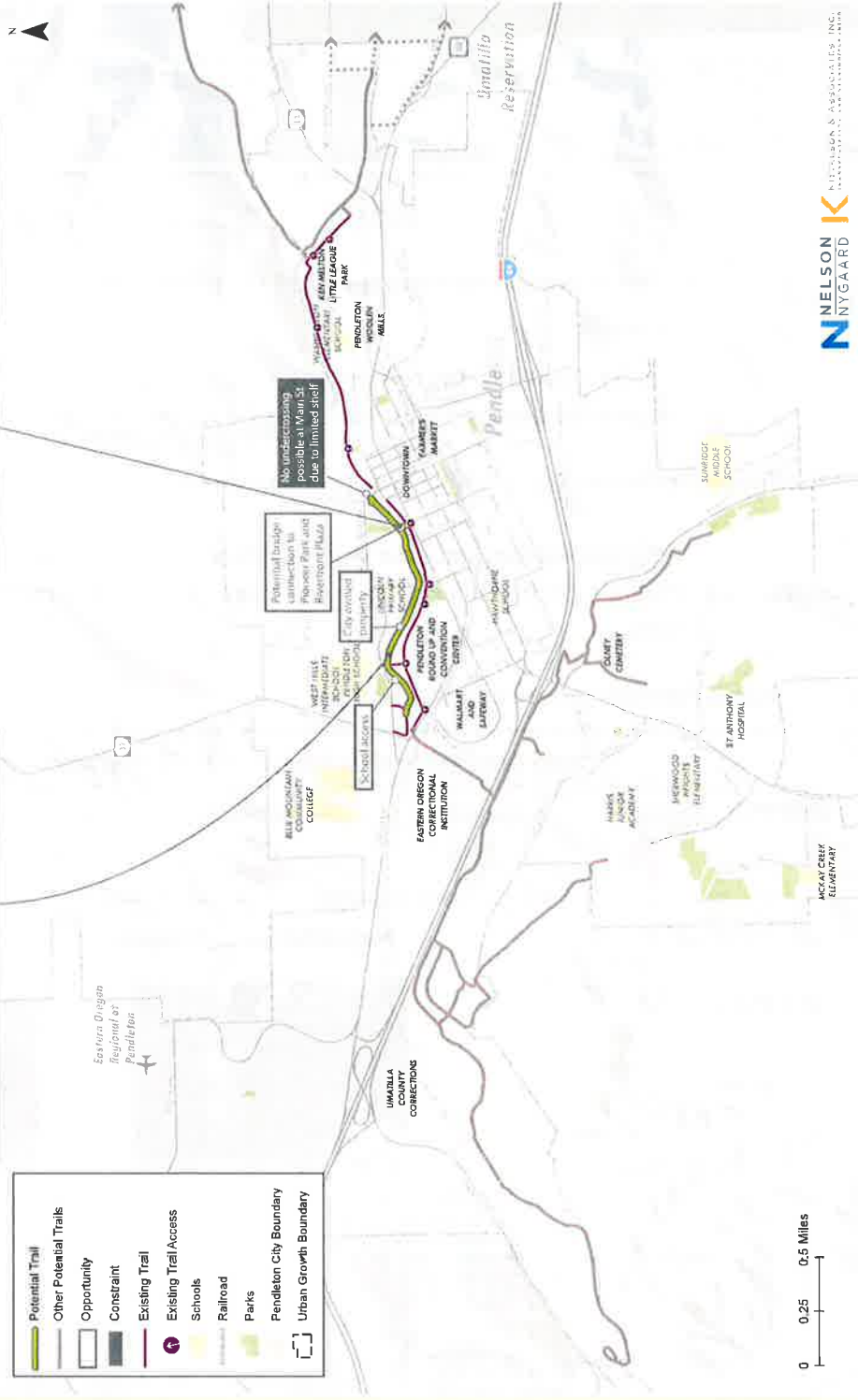
- A few parcels in this alignment are not owned by the city, necessitating coordination with property owners to identify partnering opportunities.
- The new potential connection to the River Walk via a new bridge at 4th would require a look at environmental impacts.



This trail would enhance access to the north side of the Umatilla River. Source: Vizmedia Commons / Alex Baskham



A new pedestrian and bicycle bridge at 4th could be included as part of this project to create a connection to the existing River Walk at Pioneer Park.





Multi-Use Trails Bicycle, Pedestrian, & Transit Plan

Project #M2



River Walk Extension to East City Limits

Description:

Paved multi-use trail extending from the eastern terminus of the River Walk for 1.4 miles along an existing levee on the south side of the river to Pendleton city limits.

Benefit:

A River Walk extension would provide a comfortable off-street connection between Pendleton and the Umatilla Indian Reservation, with the potential for CTUIR to develop a trail on the reservation creating an off-street connection to Mission and employment at the CTUIR Governance Center.

Category: Bicycle; Pedestrian  

Time Frame: Long-Term

Priority: Medium 


Cost: \$2,450,000 **Potential Funding Sources:** Various federal grants, STIP "Enhance" process, Oregon Parks and Recreation Recreational Trails Grants, CIP, SDCs

Potential Project Partners: Coordination with CTUIR required to connect with a potential alignment on the Reservation; Umatilla County

Project Goals:

Feasibility 


Connectivity 

Accessibility 

Destinations Served 

Health/Safety 

Population Served 

Economic Impact 

Project Location/Images:

RIVERWALK EXTENSION TO EAST CITY LIMITS (M2)

EXTENT
From eastern extent of River Walk to city limits

LENGTH
1.4 miles

DESTINATIONS

- Umatilla Indian Reservation/Mission
- Downtown Pendleton

POTENTIAL BENEFIT

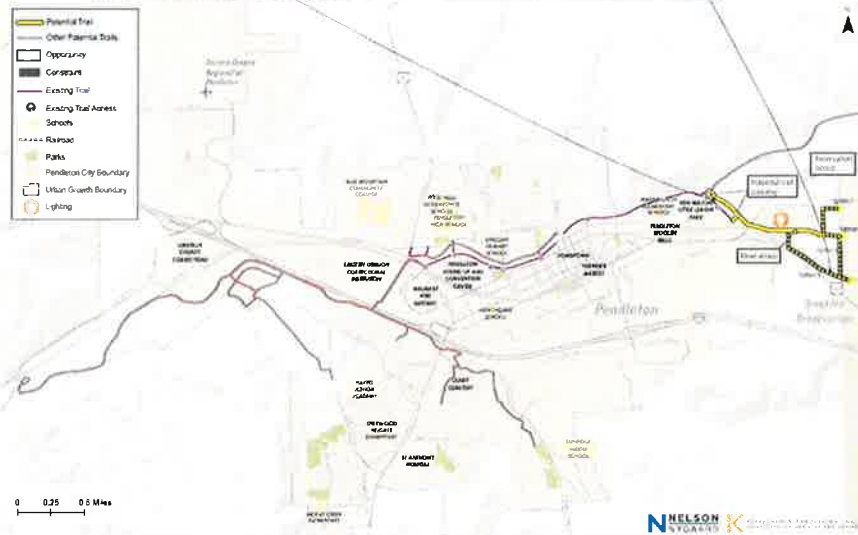
- Would create a comfortable off-street connection between jobs and housing in the Umatilla Indian Reservation/Mission and the City of Pendleton
- Would provide an off-street connection to Umatilla Governance Center, which is the largest employer in the region.

OPPORTUNITIES

- Project would come off of the existing levee on the south side of river. There is no levee on north side of river, but the city does have some easements that could be used for public trail access on the north side.
- There are multiple potential alignments possible for community discussion with regards to the proximity of the trail to the river.
- There is the potential to add a barrier to the north side of Mission Road to create a two-way separated bicycle facility to Mission. This would require approximately two feet of additional pavement and no additional right-of-way.

CONSTRAINTS

- New bridge required to connect with the existing River Walk impacts cost and need to assess environmental impacts.
- Coordination with the CTUIR in regards to a future alignment within the Umatilla Indian Reservation, to inform Pendleton's decision whether the trail within Pendleton should traverse above the Umatilla River or along it.



RIVERWALK EXTENSION TO EAST CITY LIMITS (M2)

EXTENT
From eastern extent of River Walk to city limits

LENGTH
1.4 miles

DESTINATIONS

- Umatilla Indian Reservation/Mission
- Downtown Pendleton

POTENTIAL BENEFIT

- Would provide a comfortable off-street connection between jobs and housing in the Umatilla Indian Reservation/Mission and the City of Pendleton.
- Would provide an off-street connection to CTUJP Governance Center, which is the largest employer in the region.

OPPORTUNITIES

- Project would come off of the existing levee on the south side of river. There is no levee on north side of river, but the city does have some easements that could be used for public trail access on the north side.
- There are multiple potential alignments possible for public utility discussion with regards to the proximity of the trail to the river.
- There is the potential to add a barrier to the north side of Mission Road to create a two-way separated bicycle facility to Mission. This would require approximately two feet of additional pavement and no additional right-of-way.

CONSTRAINTS

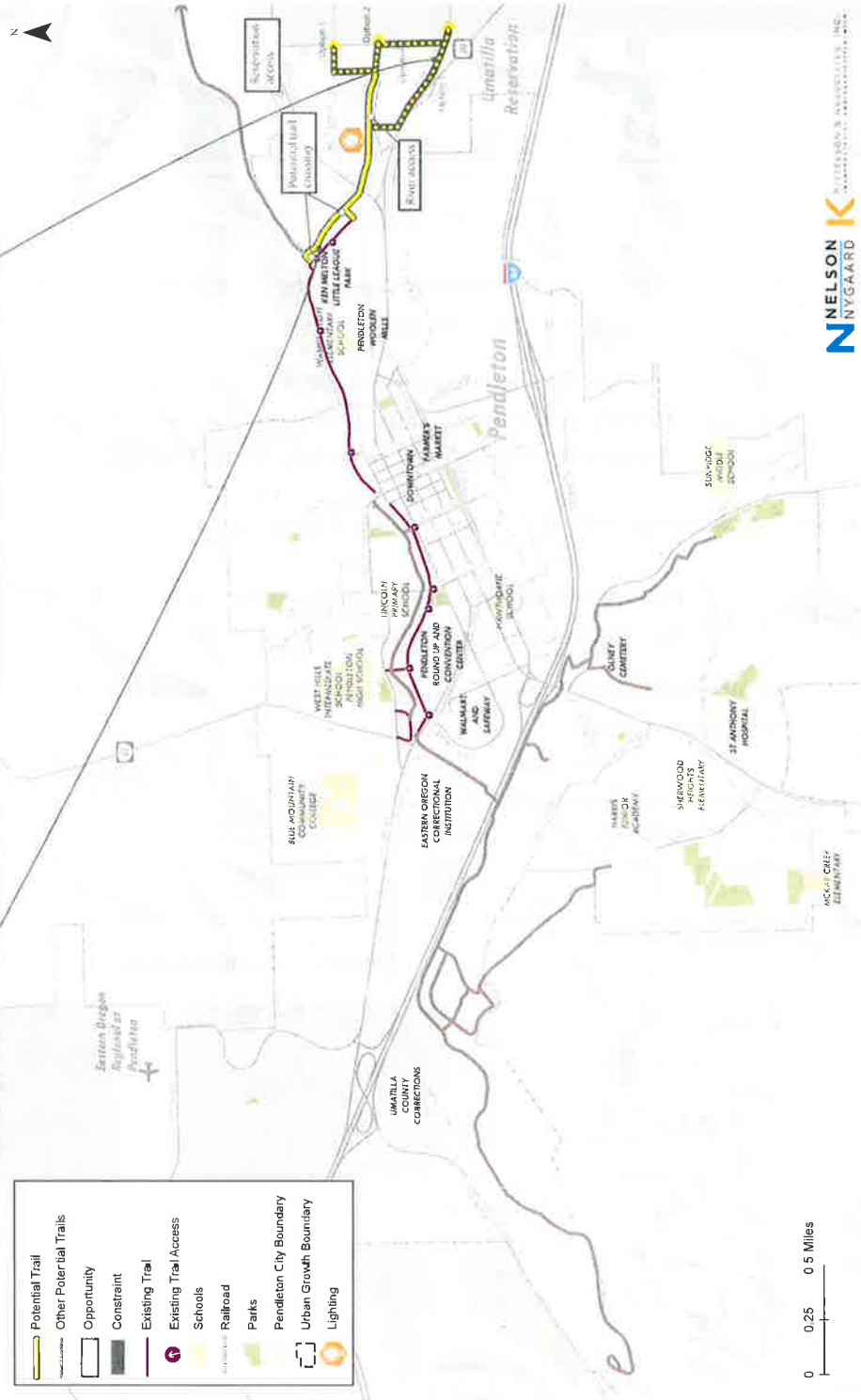
- New bridge required to connect with the existing River Walk (impacts cost and need to assess environmental impacts).
- Coordination with the CTUJP in regards to a future alignment within the Umatilla Indian Reservation to inform Pendleton's decision on whether the trail within Pendleton should traverse above the Umatilla River or along it.



This project would extend the River Walk east of its current end point. Source: Pacific Northwest Institute, Dan Rindler



There is an opportunity to create a barrier-separated bicycle facility to Mission along Mission Road.





Multi-Use Trails Bicycle, Pedestrian, & Transit Plan

Project #M3

Trail Along City and District #1 Levees

Description:

Multi-use trail (hard surface, soft surface, or both) extending 3.9 miles from the western terminus of the River Walk along the Flood District #1 levee.

Benefit:

This trail would provide recreational opportunities to walk, horseback ride or mountain bike to areas west of Pendleton. Completion of the eastern portion of this trail opens up opportunities for several other potential trails in the western and southern parts of the city.

Category: Bicycle; Pedestrian



Time Frame: Long-Term

Priority: High



Cost: \$3,850,000

Potential Funding Sources: Various federal grants, STIP "Enhance" process, Oregon Parks and Recreation Recreational Trails Grants CIP, SDCs

Potential Project Partners: City could take over District #1 levee from Umatilla County Commissioners; Property owners / adjacent property owners

Project Goals:

Feasibility



Connectivity



Accessibility



Destinations Served



Health/Safety



Population Served



Economic Impact



Project Location/Images:

TRAIL ALONG CITY AND DISTRICT #1 LEVEES (M3)

EXTENT

From Westgate Pt southwest along Flood District #1 levee to cul-de-sac near the train tracks

LENGTH

3.9 miles

DESTINATIONS

- Eastern Oregon Correctional Institute
- Umatilla River

POTENTIAL BENEFIT

- Would provide recreational opportunities and a comfortable facility for kids and other members of the community to access downtown Pendleton
- Would provide access to large employment area, and opportunities for fishing and/or boating access
- This trail alignment would form the backbone for other potential trail alignments.

OPPORTUNITIES

- Opportunity for the city to discuss taking over the Flood District #1 levee from the Umatilla County Commissioners and maintain it at some level of flood protection
- Opportunity to provide parallel hard and soft surface trails to accommodate equestrian and mountain bike demands
- This trail could be implemented in two phases

CONSTRAINTS

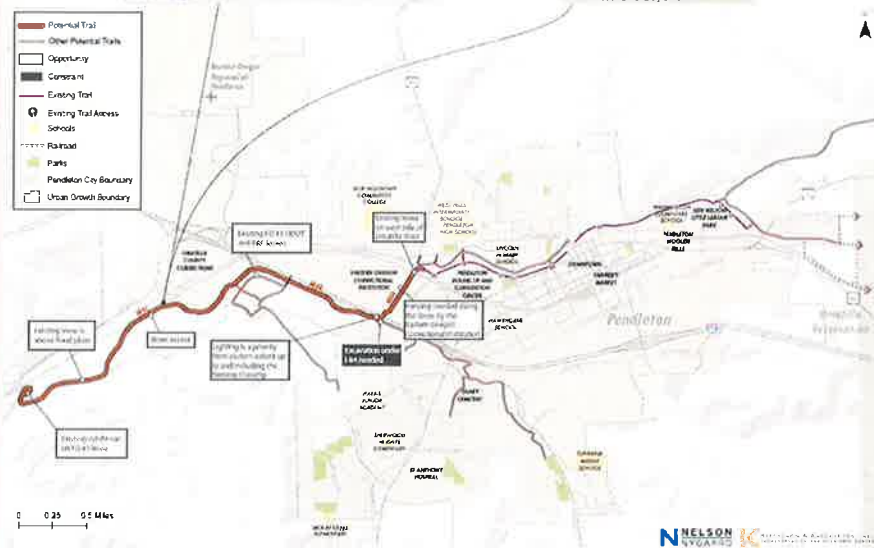
- Crossing under the I-84 bridge will require excavation
- Extending the trail beyond the existing levee to Rielin Road would be a separate project due to additional coordination needed to cross an active rail line



This trail would serve equestrian demand in this area



This trail would open up opportunities for a variety of other trails that could become part of a network of off-street paths in Pendleton and beyond



NELSON AAKERSON ASSOCIATES

TRAIL ALONG CITY AND DISTRICT #1 LEVEES (M3)

EXTENT
From Westgate Pl southwest along Flood District #1 levee to cul-de-sac near the train tracks

LENGTH
3.9 miles

DESTINATIONS

- Eastern Oregon Correctional Institute
- Umatilla River

POTENTIAL BENEFIT

- Would provide recreational opportunities and a comfortable facility for kids and other members of the community to access downtown Pendleton.
- Would provide access to large employment area and opportunities for fishing and/or boating access.
- This trail alignment would form the backbone for other potential trail alignments.

OPPORTUNITIES

- Opportunity for the city to discuss taking over the Flood District #1 levee from the Umatilla County Commissioners and maintain it at some level of flood protection.
- Opportunity to provide parallel hard and soft surface trails to accommodate equestrian and mountain bike demand.
- This trail could be implemented in two phases.

CONSTRAINTS

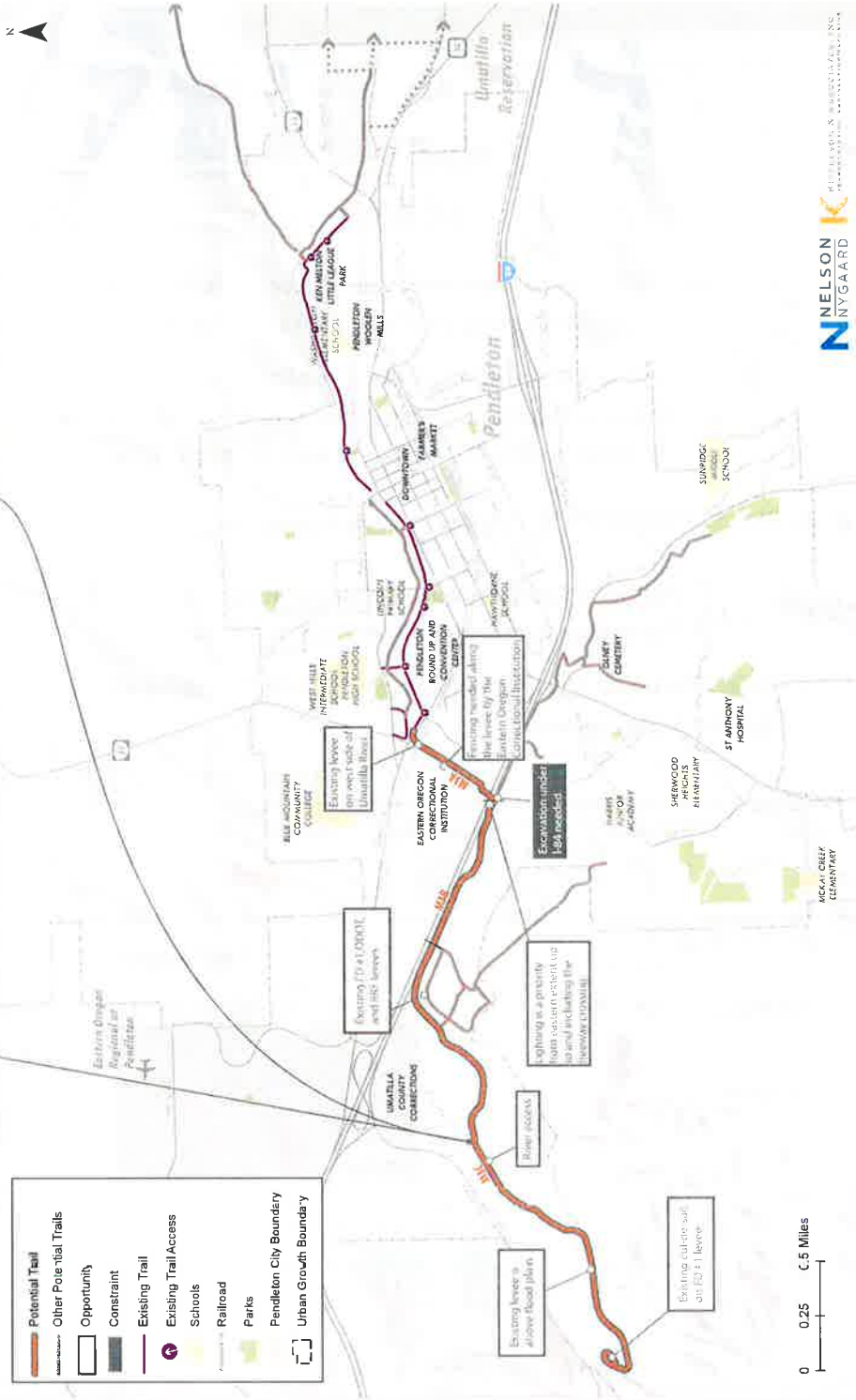
- Crossing under the I-84 bridge will require excavation.
- Extending the trail beyond the existing levee to Rieth Road would be a separate project due to additional coordination needed to cross an active rail line.



This trail would serve equestrian demand in this area.
Source: Bill Orphan



This trail would open up opportunities for a variety of other trails that could become part of a network of off-street paths in Pendleton and beyond.





Multi-Use Trails Bicycle, Pedestrian, & Transit Plan

Project #M4

Sewer Easement to Grecian Heights Park

Description: Paved multi-use trail extending 2.0 miles trail along Tutuilla Creek and then along a sewer easement out to Grecian Heights Park.

Benefit: Trail would enhance walk and bicycle access to a school and Grecian Heights Park, providing an alternate route to both Southgate Road and Tutuilla Road. Trail would also create recreational opportunities and a connection to the beautiful trails in Olney Cemetery which are open to the public during the day.

Category: Bicycle; Pedestrian **Time Frame:** Long-Term **Priority:** Medium

Cost: \$4,650,000 **Potential Funding Sources:** Various federal grants, STIP "Enhance" process, Oregon Parks and Recreation Recreational Trails Grants, CIP, SDCs

Potential Project Partners: Olney Cemetery, Private property owners (to renegotiate easements)

Project Goals:



Project Location/Images:

SEWER EASEMENT TO GRECIAN HEIGHTS PARK (M4)

EXTENT
From Tutuilla Creek to Grecian Heights Park

LENGTH
2.0 Miles

DESTINATIONS

- Grecian Heights Park
- Olney Cemetery
- Sundridge Middle School

POTENTIAL BENEFIT

- Opportunity to create a connection that would enhance access to schools and recreational walking and biking access to Grecian Heights Park.
- Would create an alternate route to Southgate and take advantage of the beautiful trails in the Cemetery which are open to the public during the day which is not currently well known to the public.

OPPORTUNITIES

- City owned right of way along the edge of Olney Cemetery and an existing sewer easement leading to the northwestern edge of Grecian Heights Park reduces right-of-way costs.
- The low speed, low traffic environment along 300 Street represents a potential on-street connection to Hwy 595 at the northern edge of this alignment.

CONSTRAINTS

- Requires developing a high visibility crossing at or near Tutuilla and 2nd Street to facilitate safe passage to the sewer easement on the south side of Tutuilla.
- Potential wetland issues near the area of the culvert under Hwy 595. Requires thorough upgrades along private property on Tutuilla (two property owners).

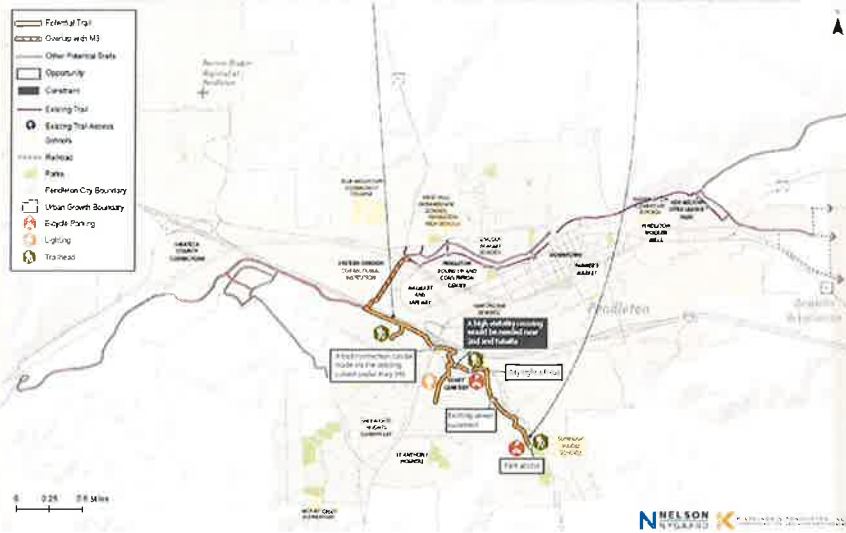
This trail requires cooperation of a portion of the City and Division of Parks and Recreation, which are the lead agencies on this project. The above information describes the project as currently proposed, while the planning trail alignment details are described in M4.



Portions of this trail would travel alongside the 1st Street corridor between Hwy 595 and 300 Street.



This trail would provide access to Grecian Heights Park and Sundridge Middle School.



SEWER EASEMENT TO GRECIAN HEIGHTS PARK HEIGHTS PARK (M4)

EXTENT
From Tutuilla Creek to Grecian Heights Park

LENGTH
2.0 miles

DESTINATIONS

- Grecian Heights Park
- Olney Cemetery
- Sunridge Middle School

POTENTIAL BENEFIT

- Opportunity to create a connection that would enhance access to schools and residential walking and biking access to Grecian Heights Park.
- Would create an alternate route to Southgate and take advantage of the beautiful trails in the Cemetery which are open to the public during the day, which is not currently well known to the public.

OPPORTUNITIES

- City owned right of way along the edge of Olney Cemetery and an existing sewer easement leading to the northwestern edge of Grecian Heights Park reduces right-of-way costs.
- The low speed, low traffic environment along 2nd Street represents a potential on-street connector to Hwy 395 at the northern edge of this alignment.

CONSTRAINTS

- Requires developing a high visibility crossing at or near Tutuilla and 2nd Street to facilitate safe passage to the sewer easement on the south side of Tutuilla.
- Potential wetland issues near the area of the culvert under Hwy 395. Requires frontage upgrades along private property on Tutuilla (two property owners).

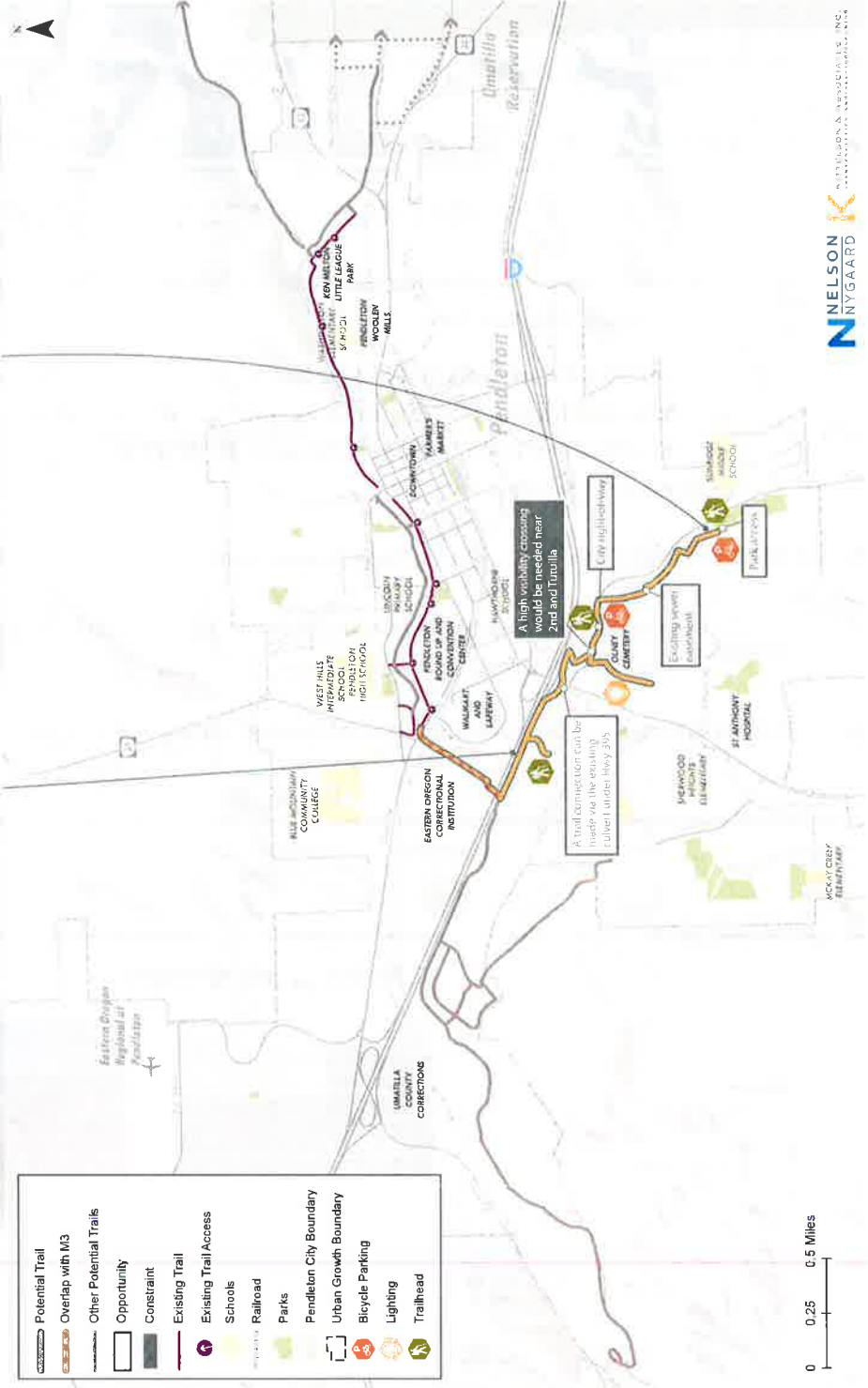
This trail requires the inclusion of a portion of the City and District of Lane Trail #13, shown as the dashed line on this map. The above constraints describe the Sewer Easement Trail only, with the overlapping trail segments, also indicated, described in ATE.



Portions of this trail would travel alongside the I-84 Corridor. Source: Flickr / Daniel Orms



This trail would provide access to Grecian Heights Park and Sunridge Middle School.





Multi-Use Trails Bicycle, Pedestrian, & Transit Plan

Project #M5

McKay Creek Drainage

Description:

Paved multi-use trail extending 1.2 miles project from the Umatilla River to SW 37th Street along the McKay Creek drainage channel.

Benefit:

This trail would provide recreational opportunities and, with the completion of other trails, could form a comfortable alternative route to Southgate Road.

Category: Bicycle; Pedestrian



Time Frame: Long-Term

Priority: Low



Cost: \$5,850,000

Potential Funding Sources: Various federal grants, STIP "Enhance" process, Oregon Parks and Recreation Recreational Trails Grants CIP, SDCs

Potential Project Partners: Private property owners (to renew/re negotiate right-of-way agreements/easements)

Project Goals:

Feasibility



Connectivity



Accessibility



Destinations Served



Health/Safety



Population Served



Economic Impact



Project Location/Images:

MCKAY CREEK DRAINAGE (M5)

EXTENT

From Umatilla River to SW 37th Street

LENGTH

1.2 miles

DESTINATIONS

- Umatilla River
- Downtown Pendleton (with completion of Westward River Walk extension)
- Community Park
- McKay Park
- Harris Junior Academy
- Sherwood Heights Elementary
- McKay Creek Elementary

POTENTIAL BENEFIT

- Offers a recreational opportunity in the densely populated area west of Hwy 395.
- Would provide alternate trail access to the trail along Flood District 43 (also potential trail 43) and potentially downtown Pendleton.
- This trail would provide a comfortable alternative to traveling along Southgate Road.

OPPORTUNITIES

- City-owned property near Umatilla River and a sewer easement to SW 37th Street reduces right-of-way costs.

CONSTRAINTS

- Requires coordination with third property owners to make sewer easement open to public access.

The trail segment depicted is a portion of the City and State's all-ages trail project. All the shaded areas on this map are potential trail alignments. The above characteristics describe the McKay Creek Drainage trail segment only, while the overlapping trail segments described are described in M5.



This trail would provide for recreational opportunities and a comfortable alternative to traveling along Southgate Road. (Source: Nelson\Axe\Gardner & Associates)



Neighborhood access points to the trail can include signage directing residents to destinations and recreational opportunities. (Source: Nelson\Axe\Gardner & Associates)



MCKAY CREEK DRAINAGE (M5)

EXTENT
From Umatilla River to SW 37th Street

LENGTH
1.2 miles

DESTINATIONS

- Umatilla River
- Downtown Pendleton (with completion of westward River Walk extension)
- Community Park
- McKay Park
- Harris Junior Academy
- Sherwood Heights Elementary
- McKay Creek Elementary

POTENTIAL BENEFIT

- Offers a recreational opportunity in the densely populated area west of Hwy 395.
- Would provide off-street trail access to the trail along Flood District #1 Level (see potential trail #37) and potentially downtown Pendleton.
- This trail would provide a comfortable alternative to traveling along Southgate Road

OPPORTUNITIES

- City-owned property near Umatilla River and a sewer easement to SW 37th Street requires right-of-way costs

CONSTRAINTS

- Requires coordination with three property owners to make sewer easement open to public access

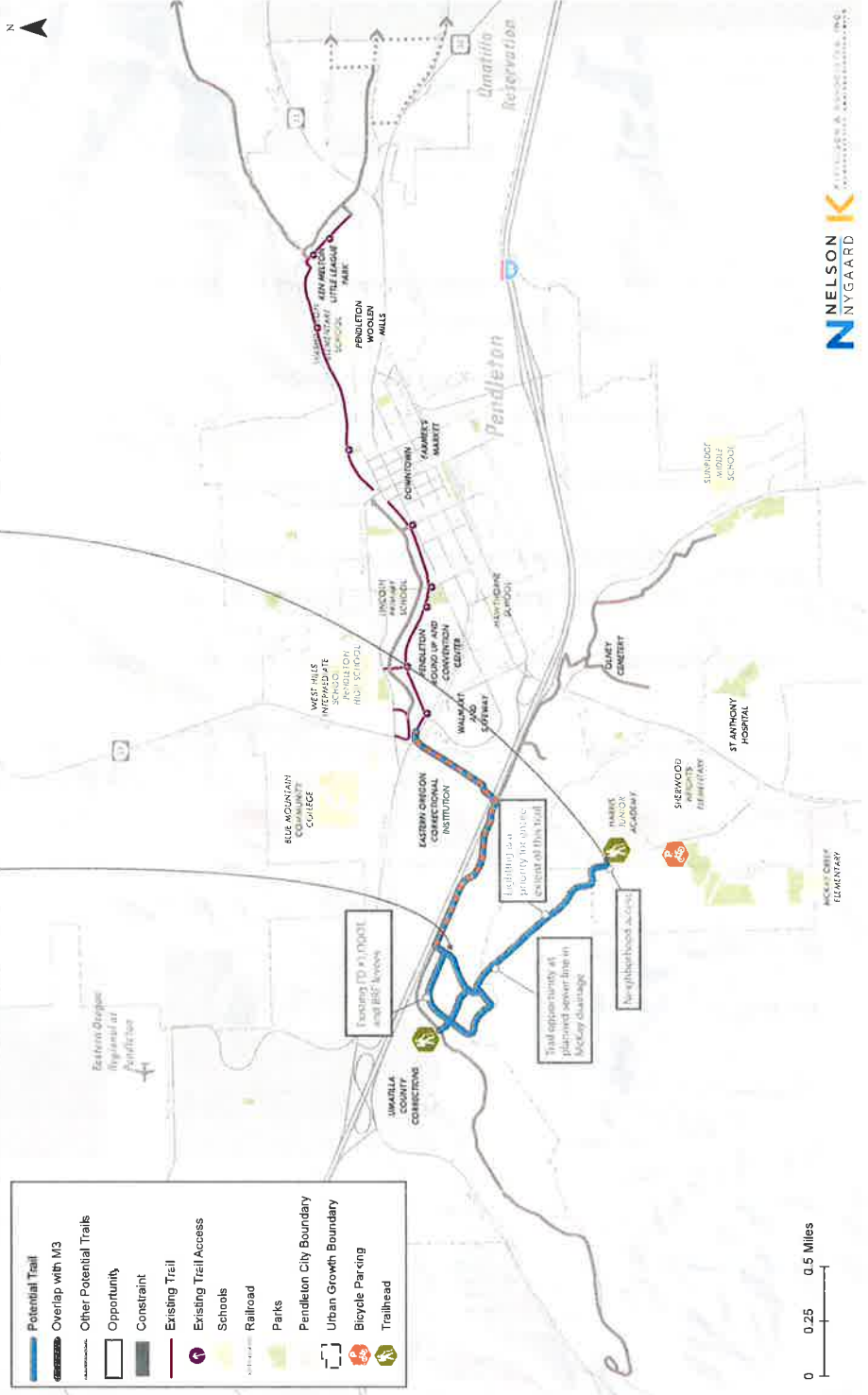
This trail is planned to be built in a future phase of the City's Umatilla River Trail project. The trail is shown on this map as a potential trail. The above information is for informational purposes only. The City is not responsible for any errors or omissions in this information. The City is not responsible for any damages or liabilities arising from the use of this information.



This trail would provide for recreational opportunities and a comfortable alternative to traveling along Southgate Road. Source: PedBikePlanning.org / Carl Kurbatov



Neighborhood access points to the trail can include signage directing residents to destinations and recreational opportunities. Source: Bike / Chris Pflig





Multi-Use Trails Bicycle, Pedestrian, & Transit Plan

Project #M6

Trail to Adams/Athena

Description: A soft-surface multi-use trail extending along an old rail right-of-way east of Pendleton out to Adams and Athena.

Benefit: This trail would create recreational opportunities walking, mountain biking, and equestrian trips of various lengths.

Category: Bicycle; Pedestrian



Time Frame: Long-Term

Priority: Low



Cost: \$4,250,000 **Potential Funding Sources:** Various federal grants, STIP "Enhance" process, Oregon Parks and Recreation Recreational Trails Grants, rails to trails grants, CIP, SDCs

Potential Project Partners: Coordination with Umatilla County as project is outside city limits, Private property owners

Project Goals:

Feasibility



Connectivity



Accessibility



Destinations Served



Health/Safety



Population Served



Economic Impact



Project Location/Images:

TRAIL TO ADAMS/ATHENA (M6)

EXTENT

From Pendleton city limits to Adams/Athena

LENGTH

12 to 15+ miles to Adams
17 to 20+ miles to Athena

DESTINATIONS

- Adams
- Athena
- Weston
- Blue Mountains

POTENTIAL BENEFIT

- Potential for longer walks or bicycle rides, as well as a connection to Adams and Athena for long distance recreational riding.
- This would be a soft-surface trail for walking, equestrian and mountain bike use.
- This trail could eventually continue past Athena to Weston and then connect to the Blue Mountains, which would create an incredible long distance bike route.

OPPORTUNITIES

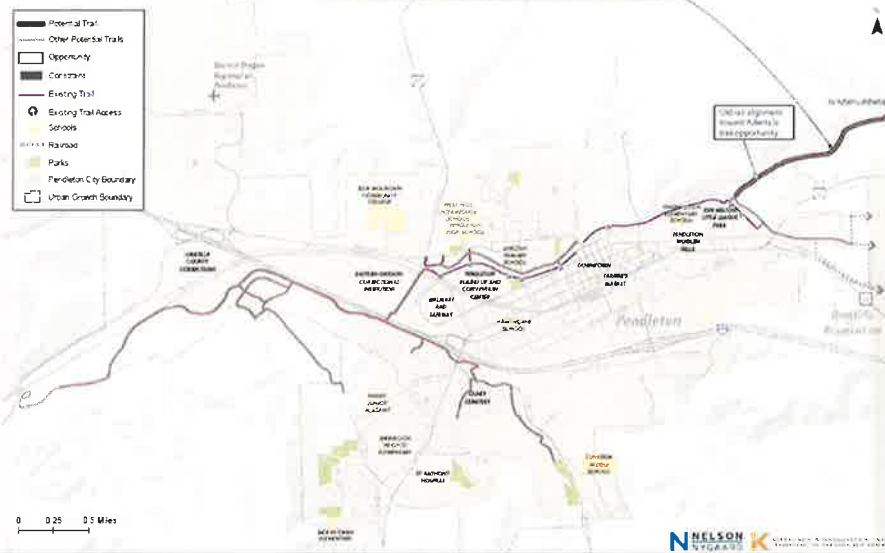
- Old railroad grade that extends from the Pendleton little league parks out to Adams and Athena

CONSTRAINTS

- New bridge required to connect with existing River Walk (cost and need to assess environmental impacts)
- Would require partnerships with Umatilla County to develop this project as it is outside of the Pendleton city limits
- Requires identifying all applicable property owners and establishing an old right-of-way



This trail would be soft surface and open to people on foot, mountain bikes and horses



TRAIL TO ADAMS/ATHENA (M6)

EXTENT
From Pendleton city limits to Adams/Athens

LENGTH
-12 to 15+ miles to Adams
-17 to 20+ miles to Athens

DESTINATIONS

- Adams
- Athena
- Weston
- Blue Mountains

POTENTIAL BENEFIT

- Potential for longer walks or bicycle rides, as well as a connection to Adams and Athena for long distance recreational riding.
- This would be a soft-surface trail for walking, equestrian and mountain bike use.
- This trail could eventually continue past Athena to Weston and then connect to the Blue Mountains, which would create an incredible long distance bike route.

OPPORTUNITIES

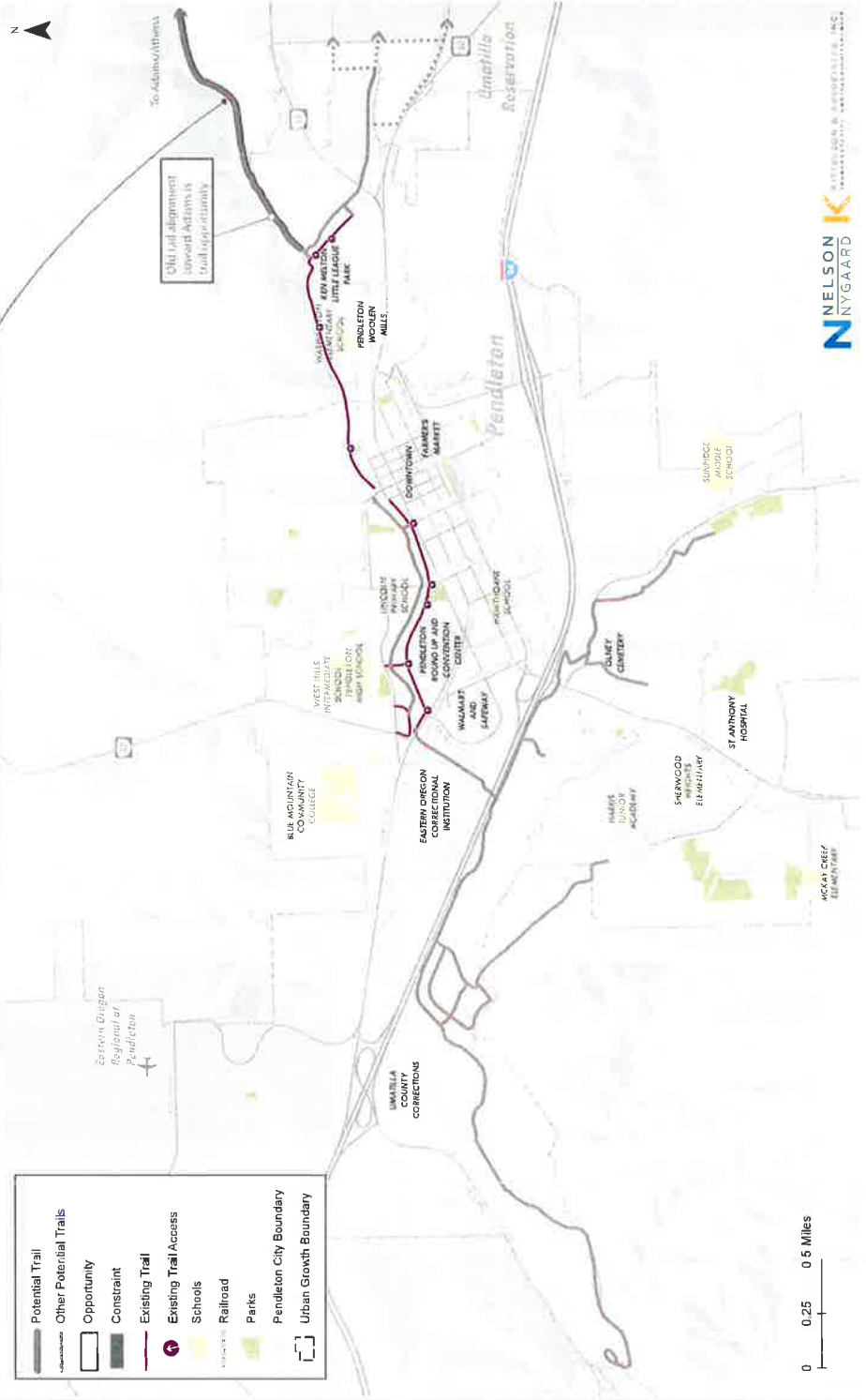
- Old railroad grade that extends from the Pendleton Little League parks out to Adams and Athena.

CONSTRAINTS

- New bridge required to connect with existing River Walk (cost and need to assess environmental impacts)
- Would require partnerships with Umatilla County to develop this project as it is outside of the Pendleton city limits.
- Requires identifying all applicable property owners and establishing an old right-of-way.



This trail would be soft surface and open to people on foot, mountain bikes and horses.



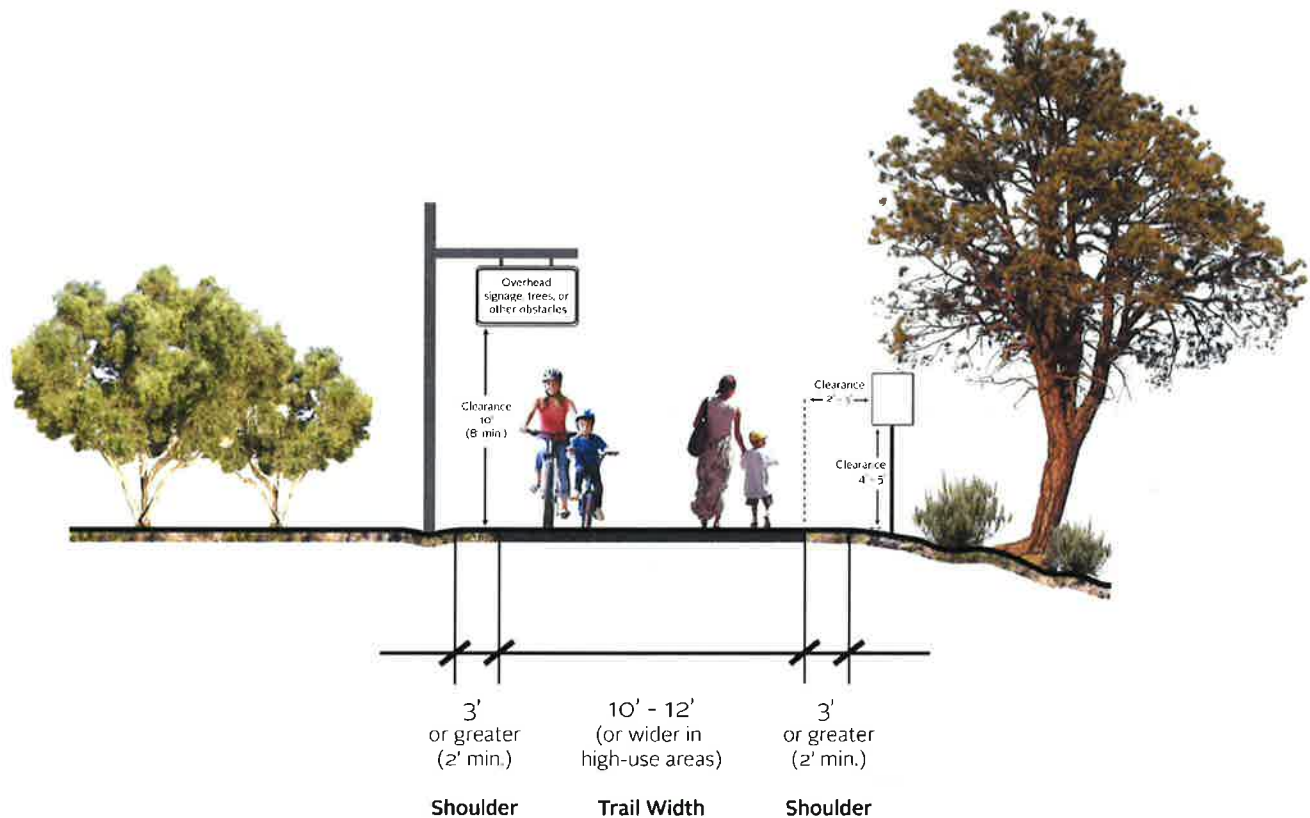


Multi-Use Trails Bicycle, Pedestrian, & Transit Plan

Multi-Use Trail Standards

A trail cross section standard has been developed as part of this plan that identifies guidelines and standards that should be used for the development and design of future multi-use trails in Pendleton. Refer to ODOT’s Bicycle and Pedestrian Design Guide (2011) or the AASHTO Guide for the Development of Bicycle Facilities for more information. The AASHTO guide should be consulted for geometric design standards such as sight-distance, and horizontal and vertical curves.

Figure 3-8 Multi-Use Trail Standard



Trail and Shoulder Width

A two-way trail width of 10' is recommended, with a minimum of 8' at constrained points. Trails in high demand areas, where a variety of user types is expected, can be 12' or more in width.

A clear shoulder width of 3' (2' minimum) should be provided on both sides of the trail.

Slope/ADA Compatibility

Trails should be designed not to exceed a 5% grade or 2% cross-slope for user comfort and ADA compliance. Steeper grades are permitted for short segments, provided there is sufficient sight distance, good horizontal alignment and sufficient width. For more guidance, consult "Designing Sidewalks and Trails for Access" (Publication: FHWA-EP-01-027) and <https://www.access-board.gov/guidelines-and-standards/streets-sidewalks>.



Multi-Use Trails

Bicycle, Pedestrian, & Transit Plan

Sight Distance/Curvature

Visibility of the areas surrounding trails can enhance security and comfort of trail users. Clear sight distances, especially in secluded areas, is important to creating an attractive trail network that serves multiple user types. Additionally, sight distances can improve safety when trails cross roadways so that drivers can see approaching trail users. At tunnels or undercrossings, trail users should be able to see through to the other end.

Curves may require striping, especially when a curve limits sight distances, to ensure separation of bi-directional traffic.

Wayfinding

Wayfinding signage directs people to the trail, directs trail users to key destinations, and can orient trail users to their location within the city. Wayfinding signage for the trail network should utilize consistent design and colors, and generally be provided wherever a trail crosses a roadway or intersects with another trail. Signage with street names can be provided at roadway crossings and access points.

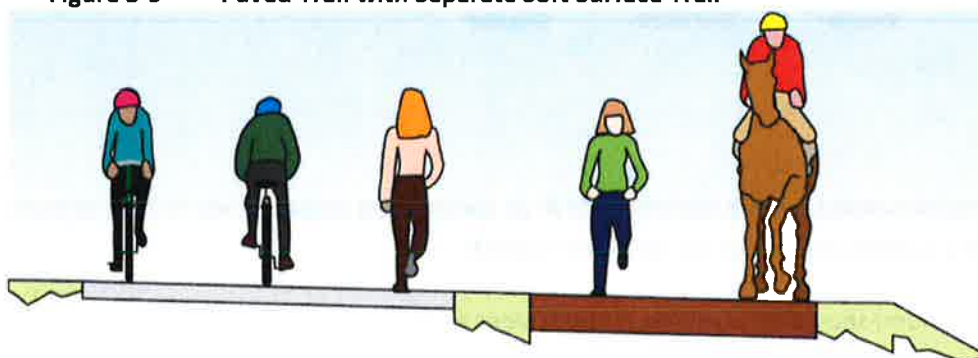
Surface Type/Materials

Trails should be designed with sufficient structural depth for the subgrade soil type and to support occasional maintenance and emergency vehicles. Although individual trails should be individually designed to meet local conditions, the Oregon Bicycle and Pedestrian Design Guide provides sample designs. Concrete surfacing is recommended, even though initial construction costs are higher, because it assures a smooth ride and lower maintenance costs over time.

Pervious pavement can be considered in circumstances where sub-grade is poor or where the area is environmentally sensitive. However, this surface requires careful maintenance.

If equestrians are expected to use the trail, both soft surface and paved trails could be located adjacent to each other, as shown below.

Figure 3-9 Paved Trail with Separate Soft Surface Trail



Source: CDOT Bicycle & Pedestrian Guide

Section 4 Transit Plan



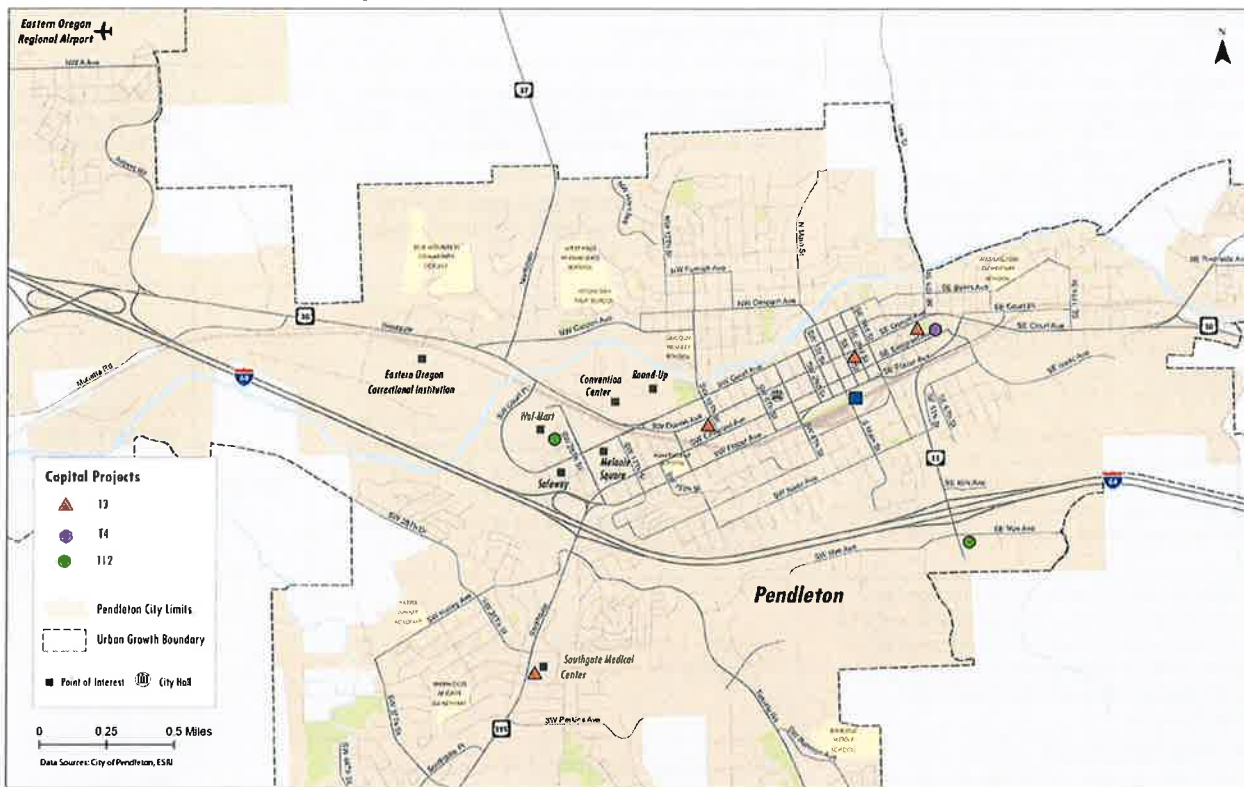


Transit Plan Bicycle, Pedestrian, & Transit Plan

4. TRANSIT PLAN

Public transportation has long been a topic of interest for the City of Pendleton. Today, the city's transit network includes a mix of demand-response service within Pendleton as well as fixed routes connection to regional destinations. Transit is operated primarily by the City of Pendleton, Kayak Public Transit (operated by CTUIR); however, additional small providers in the area include Medicaid transportation, hotel shuttles, and taxi companies. At this point in time, Pendleton has numerous options for how transit can and should evolve over a short- and long-term period. Regional coordination efforts including CTUIR, the Walla Walla Valley MPO, and the counties surrounding and including Umatilla County have placed a heightened focus on creating an effective and cost-efficient public transportation network throughout eastern Oregon.

Figure 4-1 Transit Capital Project Locations





Transit Plan Bicycle, Pedestrian, & Transit Plan

Planned Transit Projects

Table 4-1 Transit Projects

Project #	Project Description	Project Benefit	Priority	Planning Level Cost Estimate
T1	Continue Let'er Bus Service at the same service levels.	The program provides mobility for those who have no transportation options and is a crucial link to jobs and services.	High	\$226,000
T2	Replace Let'er Bus Capital Equipment. The City of Pendleton owns six transit vehicles.	Capital replacement ensures that passengers have safe and comfortable transit vehicles. Bus breakdowns and maintenance problems can be minimized if equipment is replaced in a timely fashion.	High	\$40,000-\$104,537 depending on vehicle type
T3	New Bus Shelter Locations at: Northwest corner of Til Taylor Park; southeast corner of Emigrant Avenue and SE 3 rd or 2 nd ; south side of City Hall parking lot; southeast corner of Dorion Avenue and SW 10 th Street; Southgate Medical Center.	Kayak routes will no longer have to make circuitous routing through downtown to serve shelters. This produces travel time savings and makes routes more legible to customers.	High	\$2,000-\$10,000 plus maintenance
T4	Prioritize ADA-compliant ramps at Til Taylor Park bus stop (southeast corner of park) as funding is available, given that this stop serves a significant number of riders per day.	Curb ramps assist everyone with accessing shelter – including older adults, people with strollers, or people with disabilities – navigate the community.	Medium	\$4,000-\$15,000 per ramp depending on utilities and drainage
T5	Create a system map geared toward Pendleton residents. Keep up to date on service changes. Create a transportation brochure to educate the public on both Let'er Bus and Kayak service options.	Information is often the biggest barrier to using a service. Information tailored to Pendleton residents can overcome this barrier.	High	Staff time
T6	Interagency coordination: Establish formal quarterly check-ins between just Pendleton and Kayak, or expand more broadly to include other providers and partners.	Given limited transportation resources, coordination will seek to minimize any service duplication or redundancies.	High	Staff time
T7	Umatilla County has been exploring hiring a mobility manager for several years. Hire a mobility manager at a regional agency or at the county to support transportation marketing and information, service coordination, and service promotion.	Especially in rural areas, mobility managers provide both a personalized touch as well as transportation expertise to make sure that people are aware of transportation options available. Often times a mobility manager engages in travel training, outreach events, and trip planning.	Medium	A typical mobility management grant covers a person's salary, ranging from \$40,000-\$60,000 depending on the market.
T8	As part of the state's Transportation Options implementation project, determine status of a IO coordinator for the Pendleton area; have that person work to implement vanpools, promote transit service, work with businesses and employers, etc.	In small communities, sometimes ridepool and vanpool are the most attractive options.	Low	Staff time
T9	Purchase scheduling software and require contractor to group trips to accommodate more customers. Data from existing service shows common destinations throughout the city.	Serve more people with the same resources. Acquire data to understand system usage and how to modify service to better meet demand.	Low	\$0-\$1,200
T10	Add eligibility factors to Daily Van and Elite Transit.	Ensures that those most in need have access to transportation.	Low	Staff time
T11	Designate spaces for park-and-ride or park-and-pool. Publish brochure promoting service. Install additional shelters, landscaping, bike parking, and other amenities. Reach out to businesses with excess parking to reach agreements on sharing parking facilities for transit and carpooling. Over time, a park-and-ride can be transitioned into a transit center.	The ability to take transit or carpool for long-distance destinations saves money and reduces emissions. Three sites are suggested below. As the transit network evolves, a site outside of town, such as the Bi-Mart location, would allow a great deal of operational efficiencies for Kayak by removing the need to circulate through downtown Pendleton.	High	Signage:\$0.75-\$2.75 per square foot, Shelters: \$2,000-\$10,000, Bike rack: \$660, Bike lockers: \$2,090, Lighting: \$300-\$13,900, Sidewalk/landscaping modifications for bus stops





Transit Plan Bicycle, Pedestrian, & Transit Plan

Project #	Project Description	Project Benefit	Priority	Planning Level Cost Estimate
T12	Work with Kayak to enhance service in downtown Pendleton. This might entail creating Pendleton-focused system maps, converting flag stops to set stops on all routes, increasing service to key locations such as Southgate Medical Center, or shifting routes to serve a future park-and-ride (see T11).	Kayak has an already-established system that can be used to support Pendleton's transit goals.	Medium	Depends on level of service desired
T13	As BID formation continues, work with hotels, convention center, and business leaders to evaluate feasibility for a downtown shuttle. Some hotels already run shuttle service.	Shuttles reduce the amount of people trying to drive and park in downtown.	High	Depends on routing, frequency, and operator
T14	Locate, design, and build a transit maintenance facility for Let'er Bus vehicles.	Today Let'er Bus vehicles are maintained out of a gas station. A facility would accommodate future program growth and provide a more formal space for fueling and maintenance.	Medium	Depends on facility size and amenities
T15	Let'er Bus programs include six separate programs. This can be confusing to determine eligibility and fares. Streamlining service, especially since all are contracted to one provider, can improve data tracking and legibility.	One transit program allows for better understanding of system costs and ridership; reporting; and utilization. One main brand for the program also improves passenger legibility.	Low	Staff time
T16	Create fixed-route transit route using one of Pendleton's buses and using Kayak for east-west service. Pendleton buses would serve the area north of downtown, Walmart/ Safeway, and the Southgate area every 60 minutes seven days per week. All Kayak's current flag stops would become set stops. Provide ADA paratransit service ¼-mile around fixed-route	This option joins forces with Kayak routes and supplements its service with north-south transit, which is currently lacking in the Kayak network. Due to the high demand at Southgate, both Kayak and Pendleton would serve that area.	Medium	Operating: \$334,666 Capital: \$40,000-\$100,000 per vehicle
T17	Create city-run fixed route network using two of Pendleton's buses. Maintain taxi voucher program only for those who meet ADA requirements. This service would require two vehicles – east-west service every hour and north-south service every 90 minutes.	This option provides a local counterpart to Kayak services.	Medium	Operating: \$594,501 Capital: \$40,000-\$100,000 per vehicle
T18	Implement either Project # T13 or T14 but make city service flexible, meaning drivers can deviate a certain distance off-route to serve pick-ups requested in advance. This would cover the city's ADA requirement.	This option does not require ADA paratransit because it does not operate as a fixed-route.	Low	Operating: \$243,123-486,246 Capital: \$40,000-\$100,000 per vehicle
T19	Create an intercity weekend shuttle using Pendleton vans to Tri-Cities, Walla Walla, or other major regional destinations.	As trips become longer, people are willing to sacrifice some level of convenience to take transit and avoid driving a car or have time to do something else during the ride to a regional destination.	Low	Varies



Transit Plan

Bicycle, Pedestrian, & Transit Plan





Transit Plan Bicycle, Pedestrian, & Transit Plan

Project #T1

Continue Let'er Bus Services

During FY 2015, Let'er Bus carried more than 37,000 Pendleton residents throughout the city.

Description: Maintain current service programs and levels until resources exist to implement additional projects from the TSP.

Benefit: The program provides mobility for those who have no transportation options and is a crucial link to jobs and services. A survey of the Pendleton community found that 80% of respondents think public transportation is "moderately important" or "very important" for Pendleton.

Category: Transit



Time Frame: Short-Term

Priority: High



Cost: \$226,000 (FY 2015)

Potential Funding Sources: STF, 5311, 5310, General Fund

Potential Project Partners: Elite Taxi, ODOT

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Destinations Served



Safety Impact



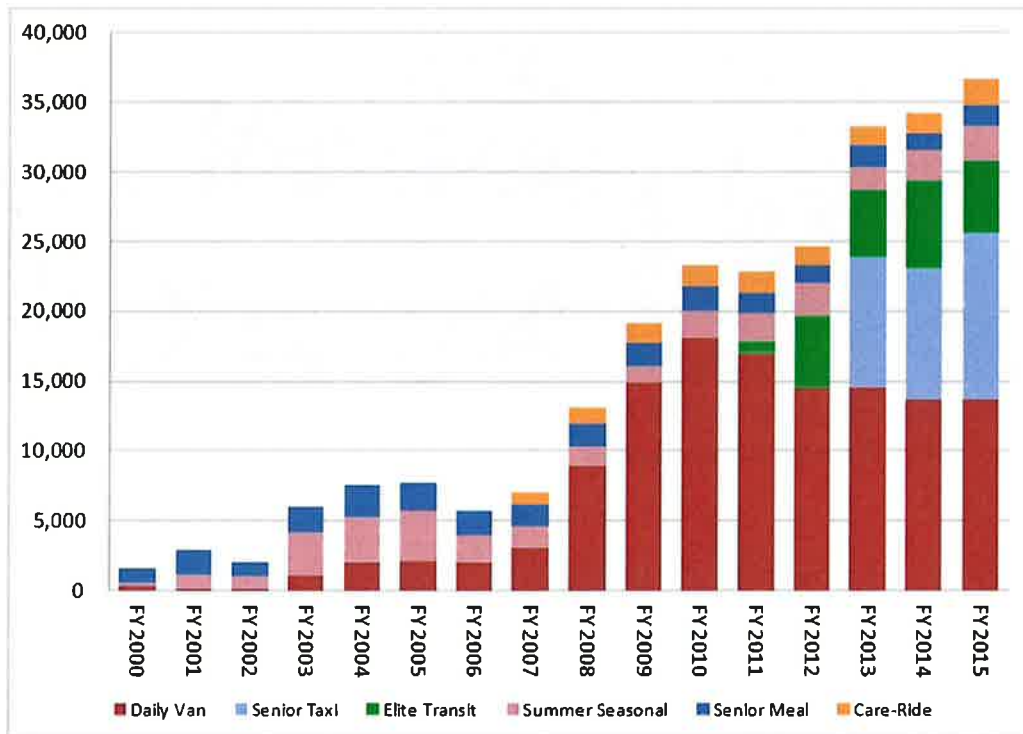
Population Served



Economic Impact



Project Image:



Over the years, the city has added numerous transportation programs. Ridership has climbed steadily.





Project #T2

Replace Let'er Bus Capital Equipment

Description: The City of Pendleton owns six transit vehicles (four minivans and two 14-passenger vehicles). Replace vehicles per ODOT vehicle replacement policy. Should service expand, purchase a larger 22-passenger vehicle.

Benefit: Capital replacement ensures that passengers have safe and comfortable transit vehicles. Bus breakdowns and maintenance problems can be minimized if equipment is replaced in a timely fashion.

Category: Transit



Time Frame: Short-Term

Priority: High



Cost: Cost of vehicles in present dollars: Minivan (\$40,000-\$43,000), 14-passenger bus (\$70,000-\$75,000), 22-passenger bus \$104,537

Potential Funding Sources: 5310, STF, General Fund

Potential Project Partners: ODOT

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Destinations Served



Safety Impact



Population Served



Economic Impact



Project Image:



Pendleton's current 14-passenger transit vehicle (left) and a potentially larger vehicle that would be purchased in the long-term if Let'er Bus demand increases (right).



Transit Plan Bicycle, Pedestrian, & Transit Plan

Project #T3

New Bus Shelter Locations

Description: Install new bus shelters at these locations: Northwest corner of Til Taylor Park; southeast corner of Emigrant Avenue and SE 3rd or 2nd; south side of City Hall parking lot; southeast corner of Dorion Avenue and SW 10th Street; Southgate Medical Center.

Benefit: Kayak routes will no longer have to make circuitous routing through downtown to serve shelters. This produces travel time savings and makes routes more legible to customers.

Category: Transit; Pedestrian



Time Frame: Short-Term

Priority: High



Cost: \$2,000-\$10,000 capital plus maintenance

Potential Funding Sources: 5339, city capital funds, grants

Potential Project Partners: Adjacent business owners, Kayak

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Destinations Served



Safety Impact



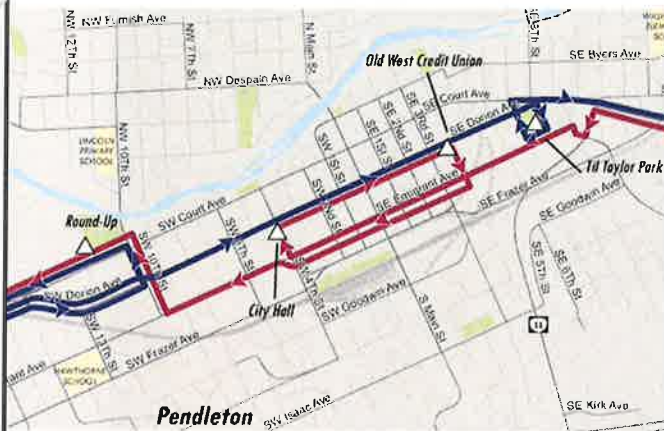
Population Served



Economic Impact



Project Images:



Today, transit vehicles loop around Til Taylor Park and the downtown area to serve the existing bus shelters shown as white triangles (left). With new shelters, routing could be streamlined, making service more legible and reducing travel times through downtown Pendleton (right).





Transit Plan Bicycle, Pedestrian, & Transit Plan

Project #T4

Curb Ramps

Description:

Prioritize ADA-compliant ramps at Til Taylor Park bus stop (southeast corner of park) as funding is available, given that this stop serves a significant number of riders per day.

Benefit:

Curb ramps assist everyone with accessing shelter – including older adults, people with strollers, or people with disabilities – navigate the community.

Category: Transit; Pedestrian



Time Frame: Short-Term

Priority: Medium



Cost: \$4,000-\$15,000 per ramp depending upon utilities and drainage

Potential Funding Sources: City capital or maintenance funds

Potential Project Partners: Kayak

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Destinations Served



Safety Impact



Population Served



Economic Impact



Project Images:





Project #T5

Information

Description: Create a system map geared toward Pendleton residents. Keep up to date on service changes. Create a transportation brochure to educate the public on both Let'er Bus and Kayak service options.

Benefit: Information is often the biggest barrier to using a service. Information tailored to Pendleton residents can overcome this barrier.

Category: Transit



Time Frame: Short-Term

Priority: High



Cost: Staff time to ride routes. Cost to create maps. Printing cost typically 40 cents per map depending on quantity.

Potential Funding Sources: General funds

Potential Project Partners: Adjacent business owners, Kayak

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Destinations Served



Safety Impact



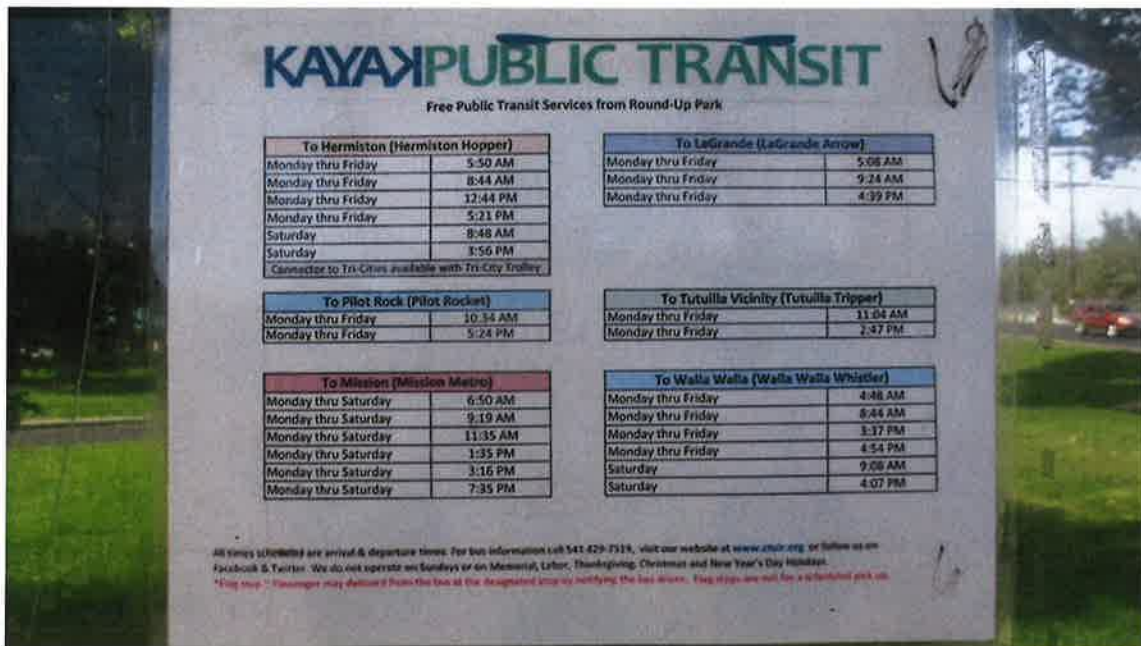
Population Served



Economic Impact



Project Images:



At bus stops, Information About Routes Serving Each Stop plus a map is provided.



Project #T6

Interagency Coordination

Description:

Multiple agencies provide transportation in Umatilla County and Pendleton, but little awareness exists of these options. The future of transit in the city is not yet clear; agencies such as the city and Kayak must work together to ensure a coordinated transportation system. Establish formal quarterly check-ins between just Pendleton and Kayak, or expand more broadly to include other providers and partners.

Benefit:

Given limited transportation resources, coordination will seek to minimize any service duplication or redundancies. Establishing a close working relationship will ultimately provide the best customer service and transit network for Umatilla County and Pendleton residents.

Category: Transit



Time Frame: Short-Term

Priority: High



Cost: Staff Time

Potential Funding Sources: N/A

Potential Project Partners: Kayak, Umatilla County, cities, private transportation providers

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Destinations Served



Safety Impact



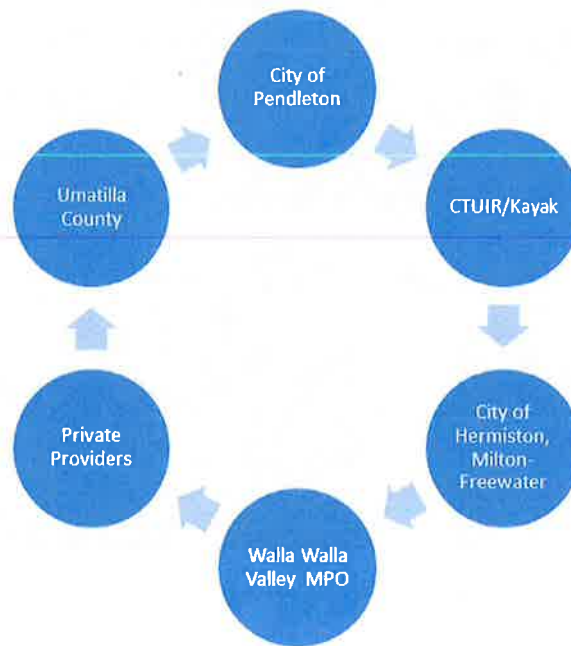
Population Served



Economic Impact



Project Images: Potential coalition partners





Transit Plan Bicycle, Pedestrian, & Transit Plan

Project #T7

Mobility Manager

Description:

Umatilla County has been exploring hiring a mobility manager for several years. Hire a mobility manager at a regional agency or at the county to support transportation marketing and information, service coordination, and service promotion.

Benefit:

Especially in rural areas, mobility managers provide both a personalized touch as well as transportation expertise to make sure that people are aware of transportation options available. Often times a mobility manager engages in travel training, outreach events, and trip planning.

Category: Transit



Time Frame: Short-Term

Priority: Medium



Cost: A typical mobility management grant covers a person's salary, ranging from \$40,000-\$60,000 depending on the market.

Potential Funding Sources: 5310, General funds, STF, grants

Potential Project Partners: Umatilla County, STF Committee, Transit providers (Kayak, CAPECO), private providers (Safe T Transport, Clearview Mediation, Mid-Columbia Bus Company, Paul's Medical Taxi, hotel shuttles, etc.)

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Destinations Served



Safety Impact



Population Served



Economic Impact



Project Images:





Project #T8

TO Coordination

Description:

As part of the state's Transportation Options implementation project, determine status of a TO coordinator for the Pendleton area; have that person work to implement vanpools, promote transit service, work with businesses and employers, etc.

Benefit:

In small communities, sometimes ridepool and vanpool are the most attractive options.

Category: Transit



Time Frame: Short-Term

Priority: Low



Cost: Staff Time

Potential Funding Sources: TO funds

Potential Project Partners: STF Committee, ODOT

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Destinations Served



Safety Impact



Population Served



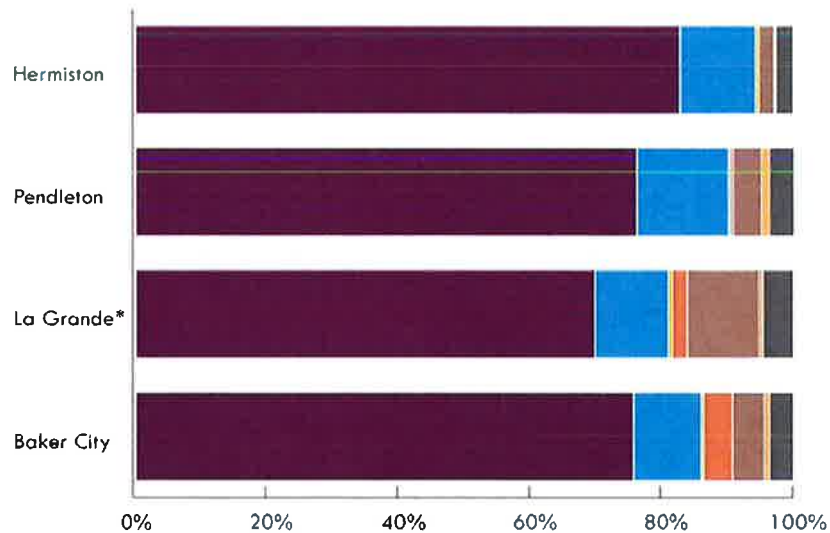
Economic Impact



Project Images:

Eastern Oregon

Commute Mode Split for Major Cities (2012)



drive alone



carpool



take transit



bicycle



walk



taxi cab,
motorcycle,
other



worked from
home



Transit Plan Bicycle, Pedestrian, & Transit Plan

Project #T9

Scheduling Software

Description:

Purchase scheduling software and require contractor to group trips to accommodate more customers. Data from existing service shows common destinations throughout the city.

Benefit:

Serve more people with the same resources. Acquire data to understand system usage and how to modify service to better meet demand.

Category: Transit



Time Frame: Short-Term

Priority: Low



Cost: Basic scheduling software programs are available for free. More robust models include RouteMatch, Ecolane, or Schedule View. Schedule View costs \$1200.

Potential Funding Sources: STF, 5311

Potential Project Partners: Software manufactures, other transit providers

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Destinations Served



Safety Impact



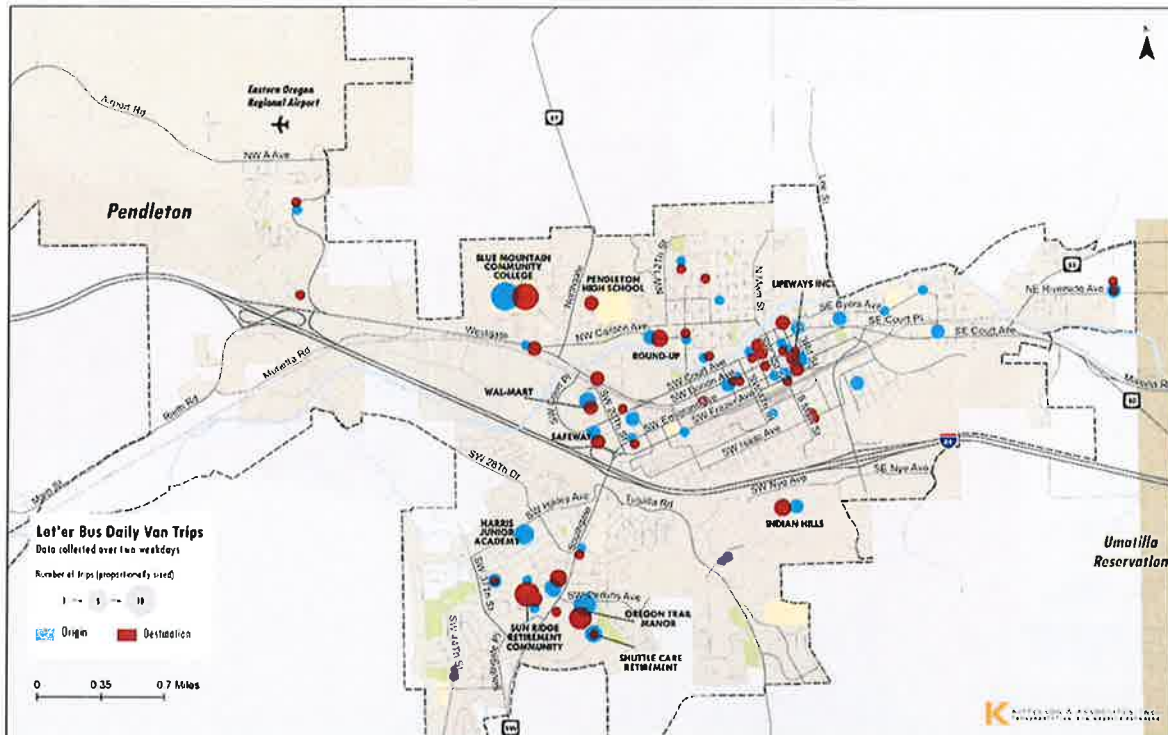
Population Served



Economic Impact



Project Images:



Let'er Bus trips generally go to similar destinations. Software can help group trips in one vehicle.





Transit Plan

Bicycle, Pedestrian, & Transit Plan

Project #T10

Eligibility Factors

Description: Add eligibility factors to Daily Van and Elite Transit.

Benefit: Ensures that those most in need have access to transportation.

Category: Transit



Time Frame: Short-Term

Priority: Low



Cost: Staff Time

Potential Funding Sources: Cost-neutral

Potential Project Partners: None

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Destinations Served



Safety Impact



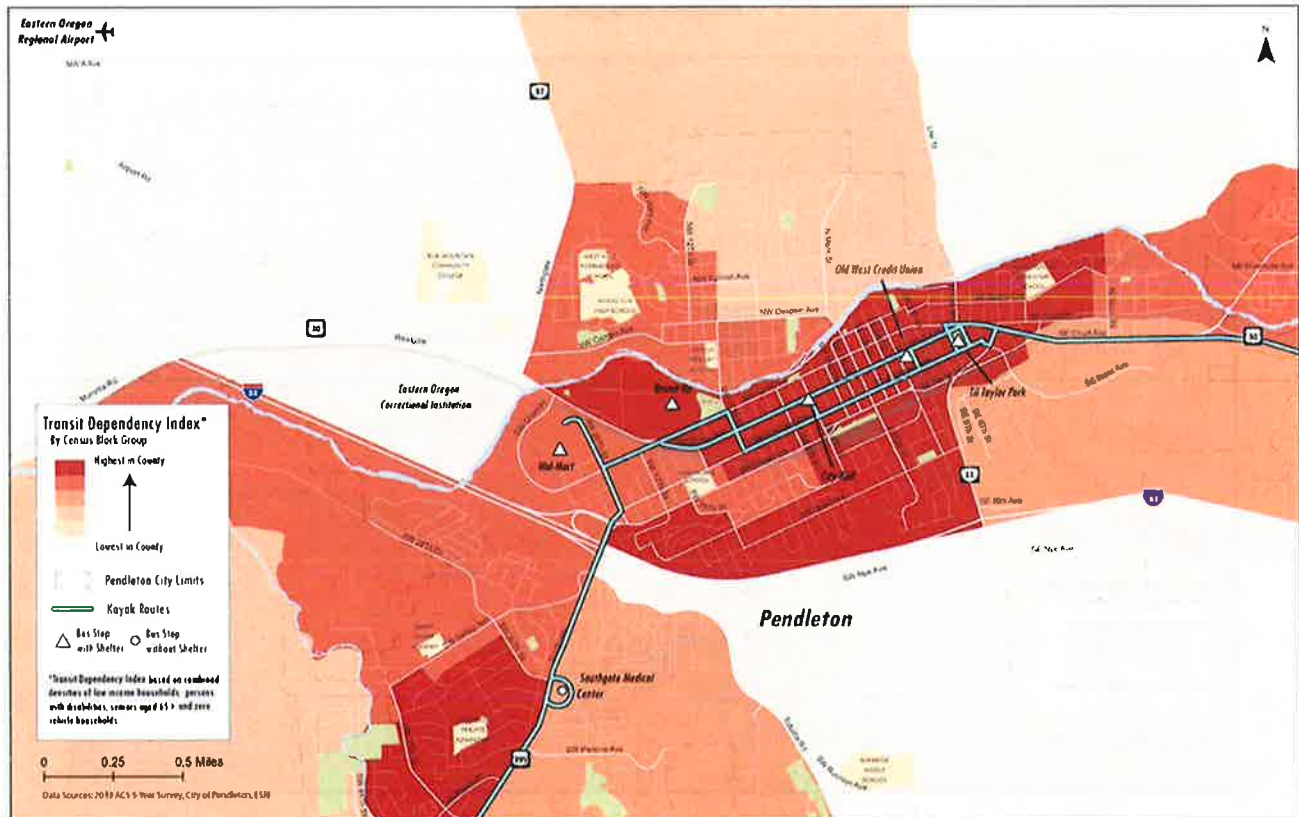
Population Served



Economic Impact



Project Images:



Transit-dependent populations could be served before the general public.





Transit Plan Bicycle, Pedestrian, & Transit Plan

Project #T11

Park-and-Ride / Park-and-Pool

Description:

Designate spaces for park-and-ride or park-and-pool. Publish brochure promoting service. Install additional shelters, landscaping, bike parking, and other amenities. Reach out to businesses with excess parking to reach agreements on sharing parking facilities for transit and carpooling. Over time, a park-and-ride can be transitioned into a transit center.

Benefit:

The ability to take transit or carpool for long-distance destinations saves money and reduces emissions. Three sites are suggested below. As the transit network evolves, a site outside of town, such as the Bi-Mart location, would allow a great deal of operational efficiencies for Kayak by removing the need to circulate through downtown Pendleton.

Category: Transit



Time Frame: Medium- to Long-Term

Priority: High



Cost: Signage:\$0.75-\$2.75 per square foot, Shelters: \$2,000-\$10,000, Bike rack: \$660, Bike lockers: \$2,090, Lighting: \$300-\$13,900, Sidewalk/landscaping modifications for bus stops

Potential Funding Sources: 5339, city capital funds

Potential Project Partners: Kayak, local/regional employers

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Destinations Served



Safety Impact



Population Served



Economic Impact



Project Images:

Walmart Site



Main & Frazer



Bi-Mart site



In addition, numerous churches and other destinations have underutilized parking lots that could be used for park-and-ride or park-and-pool.





Project #T12

Enhance Kayak Service in Pendleton

Description:

Work with Kayak to enhance service in downtown Pendleton. This might entail creating Pendleton-focused system maps, converting flag stops to set stops on all routes, increasing service to key locations such as Southgate Medical Center, or shifting routes to serve a future park-and-ride (see T11).

Benefit:

Kayak has an already-established system that can be used to support Pendleton’s transit goals.

Category: Transit



Time Frame: Short-Term

Priority: Medium



Cost: Cost depends upon the level of service desired from Kayak. Additional trips through Pendleton could be charged at cost per revenue hour. Smaller changes such as converting flag stops to fixed might be fairly cost-effective as those stops are already likely included in scheduled running times.

Potential Funding Sources: Depends on level of service desired

Potential Project Partners: Kayak

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Destinations Served



Safety Impact



Population Served



Economic Impact



Project Images:



Existing Kayak stop at City Hall is not served on every trip through Pendleton.





Transit Plan Bicycle, Pedestrian, & Transit Plan

Project #T13

Downtown Shuttle Feasibility Study

Description: As BID formation continues, work with hotels, convention center, and business leaders to evaluate feasibility for a downtown shuttle. Some hotels already run shuttle service.

Benefit: Shuttles reduce the amount of people trying to drive and park in downtown.

Category: Transit



Time Frame: Short-Term

Priority: High



Time Frame: Short-Term

Priority: High



Cost: Depends on routing, frequency, and operator

Potential Funding Sources: Local businesses

Potential Project Partners: Hotels

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Destinations Served



Safety Impact



Population Served



Economic Impact



Project Images:





Project #T14

Construct Maintenance Facility

Description: Locate, design, and build a transit maintenance facility for Let'er Bus vehicles.

Benefit: Today Let'er Bus vehicles are maintained out of a gas station. A facility would accommodate future program growth and provide a more formal space for fueling and maintenance.

Category: Transit



Time Frame: Long-Term

Priority: Medium

Cost: Depends on facility size and amenities

Potential Funding Sources: 5310, 5339

Potential Project Partners: Property owner, service contractor

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Destinations Served



Safety Impact



Population Served



Economic Impact



Project Images:





Transit Plan Bicycle, Pedestrian, & Transit Plan

Project #T15

Consolidate Streamlining Let'er Bus

Description:

Let'er Bus programs include six separate programs. This can be confusing to determine eligibility and fares. Streamlining service, especially since all are contracted to one provider, can improve data tracking and legibility. For example, Daily Van and Elite Transit serve the general public but Daily Van requires 24-hour advance scheduling. Rather than having two names for the service, it could have one name with a fare that varies based on when the passenger books the trip.

Benefit:

One transit program allows for better understanding of system costs and ridership; reporting; and utilization. One main brand for the program also improves passenger legibility.

Category: Transit



Time Frame: Short-Term

Priority: Low



Cost: Staff Time

Potential Funding Sources: Cost-neutral

Potential Project Partners: ODOT, other transit providers

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Destinations Served



Safety Impact



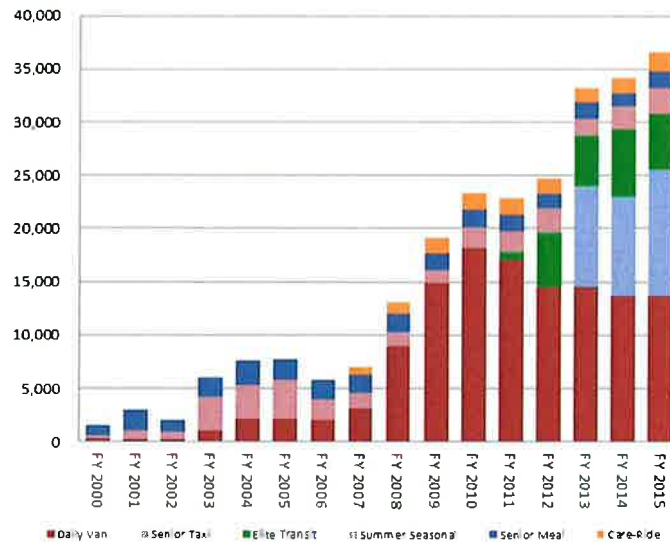
Population Served



Economic Impact



Project Images: Over the years, Let'er Bus has added many new programs





Transit Plan Bicycle, Pedestrian, & Transit Plan

Project #T16

One fixed-route + Kayak

Description:

Create fixed-route transit route using one of Pendleton’s buses and using Kayak for east-west service. Pendleton buses would serve the area north of downtown, Walmart/ Safeway, and the Southgate area every 60 minutes seven days per week. All Kayak’s current flag stops would become set stops. Provide ADA paratransit service ¼-mile around fixed-route

Benefit:

This option joins forces with Kayak routes and supplements its service with north-south transit, which is currently lacking in the Kayak network. Due to the high demand at Southgate, both Kayak and Pendleton would serve that area.

Category: Transit; Pedestrian



Time Frame: Long-Term

Priority: Medium



Cost: Operating: \$334,666

Potential Funding Sources: STF, 5311, 5310

Capital: \$40,000-\$100,000 per vehicle

Potential Project Partners: Counties, Regional providers

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Destinations Served



Safety Impact



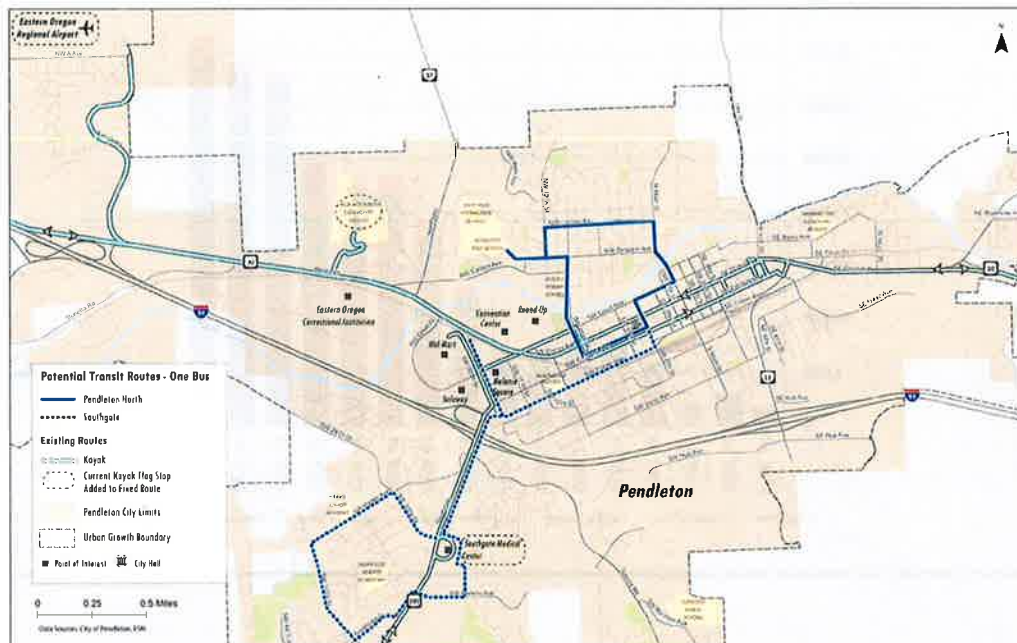
Population Served



Economic Impact



Project Images:



Potential Routing



Transit Plan Bicycle, Pedestrian, & Transit Plan

Project #T17

Two fixed-routes + Kayak

Description: Create city-run fixed route network using two of Pendleton’s buses. Maintain taxi voucher program only for those who meet ADA requirements. This service would require two vehicles – east-west service every hour and north-south service every 90 minutes.

Benefit: This option provides a local counterpart to Kayak services.

Category: Transit



Time Frame: Long-Term

Priority: Medium



Cost: Operating: \$594,501

Capital: \$40,000-\$100,000 per vehicle

Potential Funding Sources: STF, 5311, 5310

Potential Project Partners: Counties, Regional providers

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Destinations Served



Safety Impact



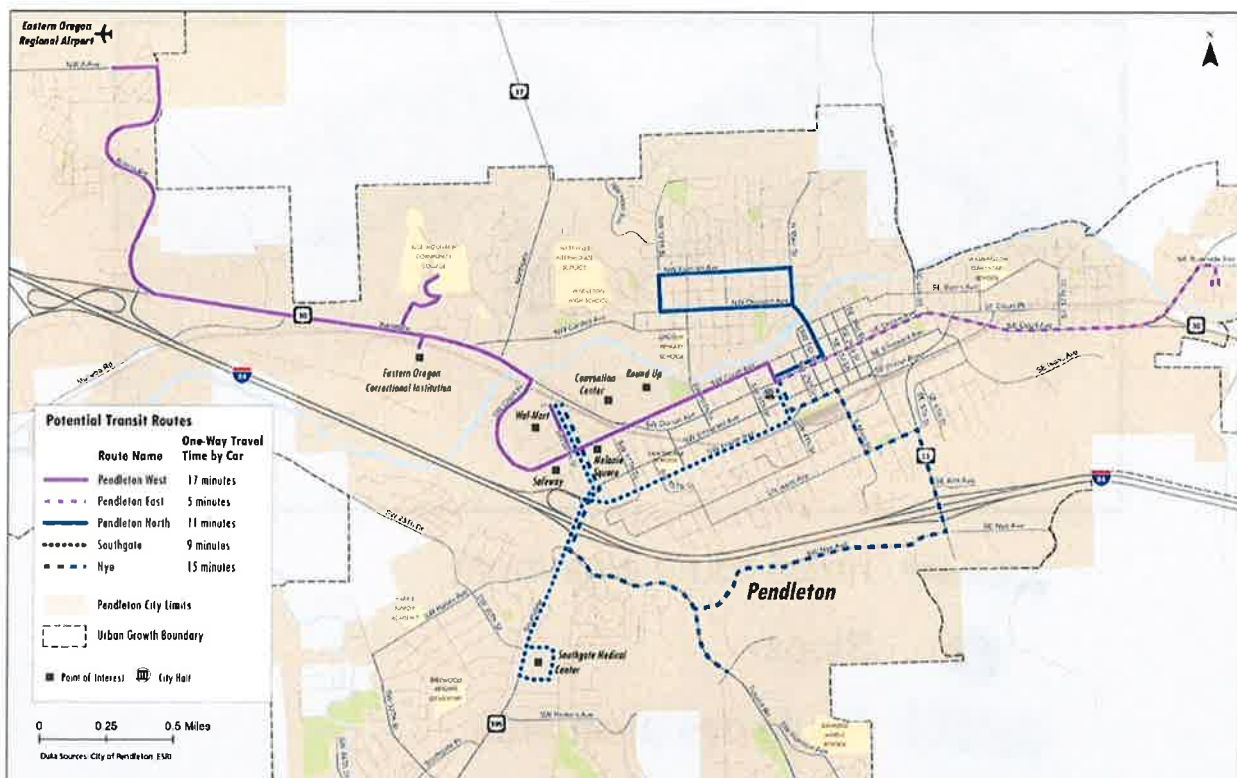
Population Served



Economic Impact



Project Images:



Potential Routing





Project #T18

Deviated flex routes

Description: Implement either Project #T13 or T14 but make city service flexible, meaning drivers can deviate a certain distance off-route to serve pick-ups requested in advance. This would cover the city's ADA requirement.

Benefit: This option does not require ADA paratransit because it does not operate as a fixed-route.

Category: Transit



Time Frame: Long-Term

Priority: Low



Cost: Operating: \$243,123-\$486,246

Capital: \$40,000-\$100,000 per vehicle

Potential Funding Sources: STF, 5311, 5310

Potential Project Partners: Counties, Regional providers

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Destinations Served



Safety Impact



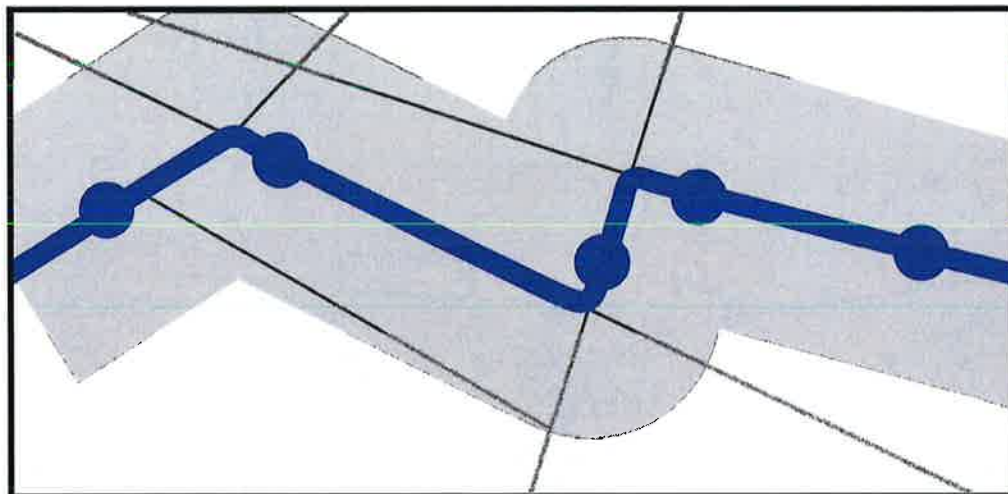
Population Served






Economic Impact



Project Images:



-  Fixed-route alignment
-  Stops
-  Route deviation area





Transit Plan Bicycle, Pedestrian, & Transit Plan

Project #T19

Intercity service

Description: Create an intercity weekend shuttle using Pendleton vans to Tri-Cities, Walla Walla, or other major regional destinations.

Benefit: As trips become longer, people are willing to sacrifice some level of convenience to take transit and avoid driving a car or have time to do something else during the ride to a regional destination.

Category: Transit



Time Frame: Long-Term

Priority: Low



Cost: Varies

Potential Funding Sources: 5311f, 5310

Potential Project Partners: Tri-Cities or Walla Walla event organizers

How Does the Project Rank Against Transportation Goals?

Feasibility



Connectivity



Accessibility



Destinations Served



Safety Impact



Population Served

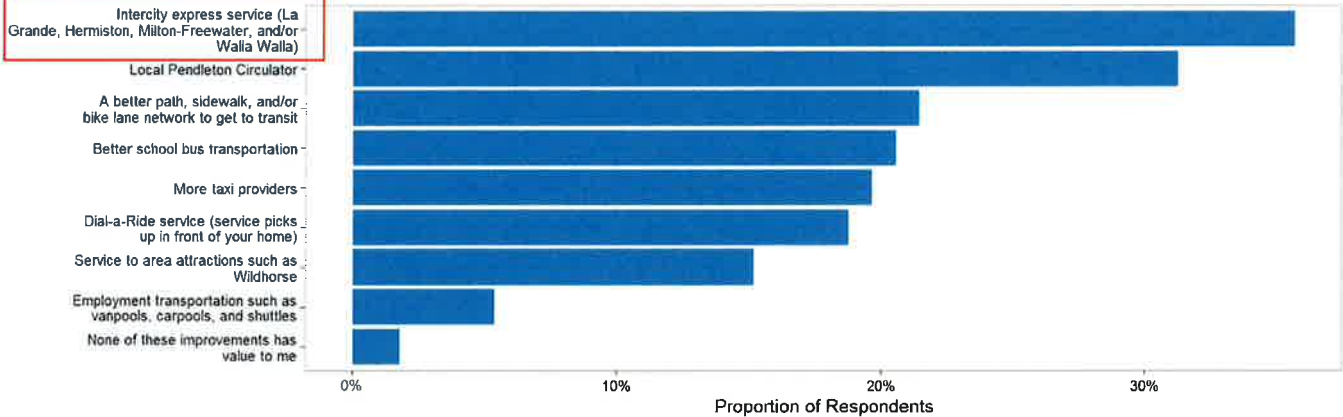


Economic Impact

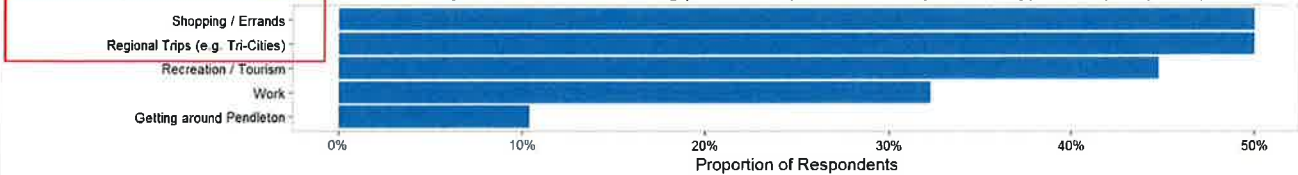


Project Images:

What type of improvement would most interest you or do you feel has the most value? (N=112)



Would you be interested in using public transportation for any of these types of trips? (N=96)



The transit survey revealed that community members are most interested in intercity service for shopping/errands.





Transit Plan

Bicycle, Pedestrian, & Transit Plan



Section 5 Funding and Implementation Plan



Funding and Implementation Bicycle, Pedestrian, and Transit Plan

5. FUNDING AND IMPLEMENTATION

Financing a large contingent of bicycle, pedestrian, and transit improvements is unlikely in today's constrained financial environment. However, there are a variety of options available to fund active and transit-based improvements. This section presents an overview of existing and future transportation funding estimates and identifies potential opportunities for the City to expand its transportation funding options.

History of Transportation Funding in Pendleton

Key funding sources that have contributed to transportation projects within the city over the past fifteen years are summarized in Table 5-1 below.

Table 5-1 Key Funding Sources for Transportation Projects in Pendleton

Program Name	Definition of Program	Funding Source(s)	Current Services
Transportation Services Fund 225	Provides general public and senior/disabled citizens with transportation options by contracting with private taxi company to increase transportation options.	Umatilla County Special Transportation Fund, Umatilla County Discretion Fund, Small Cities.	Senior/disabled citizens take the form of subsidized taxi tickets and citizens, who have been determined by the City to be eligible for the program, receive a packet of taxi tickets. One ticket plus a small fee paid of \$1.75 directly to the taxi company is good for a one-way ride. The program also provides subscription rides to designated places for \$1 per one-way ride.
State Tax Street Fund 210	Each time gas is purchase in Oregon, a small portion of that money goes to repair and maintain streets.	State of Oregon and Federal Aid Urban (FAU).	This program provides for the cleaning and maintenance for every roadway type including state highways, storm drainage catch basins, costs for city street lights, and the inclement weather services necessary to keep the streets, public stairways, parking lots, bridges, and public sidewalks passable.
Bike Fund 212	The fund receives one percent of the state road tax, which is set aside for bike lanes and other alternative modes of transportation. These amounts are used to construct and maintain City's bike lanes.	The primary revenue source for the fund is one percent of the City's share of the State's tax funds.	This program makes expenditures related to the construction and maintenance of the City's bike lanes.
System Development Fees Fund 289	Resources for this fund are from development fees assessed at the time of new development.	System Development Fees Fund consists of revenues from the following three transportation-related sources: estimated traffic impact fees, assessment payments, and investment income.	The System Development Fees Fund holds system development fees in reserve until the development of the infrastructure is assessed for and made. Separate system development fees are being developed for water, sewer, and storm systems.
Street Utility Fee	Provides funding specific to non-arterial, non-collector residential streets. 70% of revenue is applied to street pavement in good condition t to keep it in good condition. 30% of revenue is applied to street pavement in worst condition to bring it to good condition.	\$5 per month per residential utility connection. Charges are pro-rated based on meter equivalent size and for in-city versus out-of-city utility location.	The fee is to be used for maintaining the pavement condition of city-owned streets. It can only be used for residential streets that are not rated as arterial (highest traveled) or collector (slightly less) streets. Fee to be implemented in early 2016. It is estimated to bring in about \$480,000 per year in additional funding for the street utility.



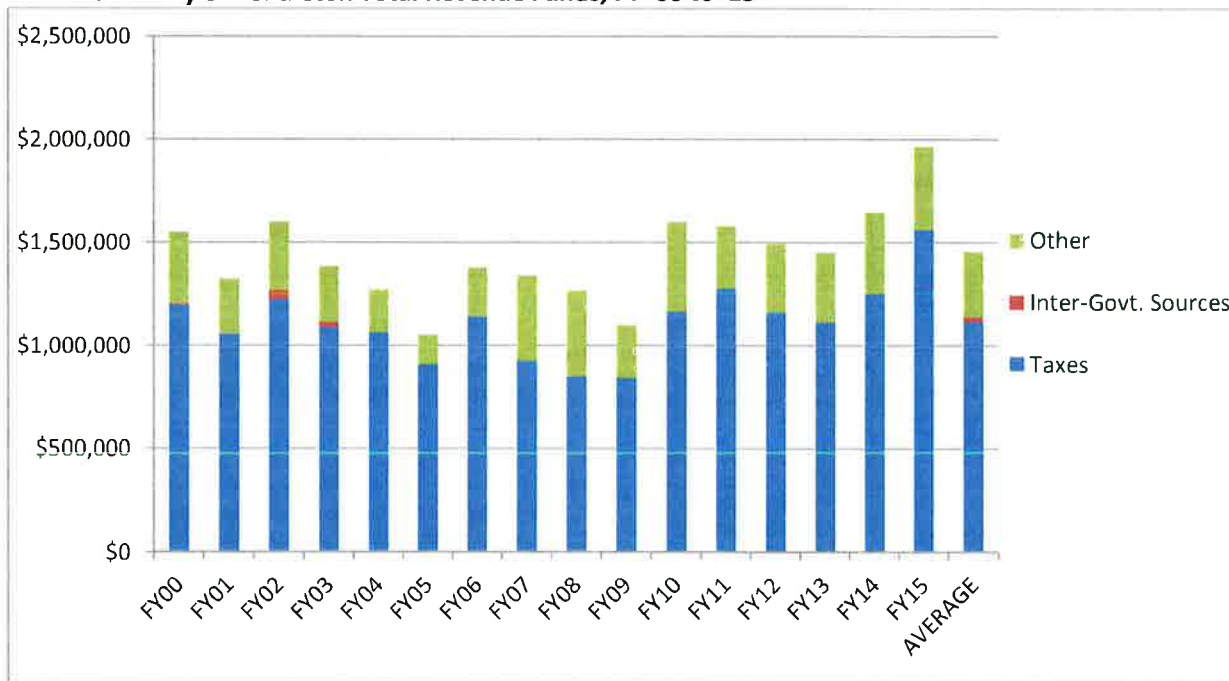
Funding and Implementation Bicycle, Pedestrian, and Transit Plan

Special Revenue Sources

As outlined in Table 5-1, there are five major funding programs within the City of Pendleton’s budget. Each funding program has a self-contained set of financial books. The City uses the modified accrual basis for accounting for governmental fund types including special revenue sources. Exhibit 5-1 displays the total special revenue funds by year to support transportation projects within the city over the past fifteen years. The total for each amount depends on outside revenue such as grants, taxes, or state and federal money.

Based on a detailed summary of historical revenue, the City of Pendleton has generated an average of \$1,437,999 per year in total revenue for transportation related projects. As seen in Exhibit 5-1, total revenue funds have significantly increased from FY 2009-2010 (\$1,110,768) to FY 2015-2016 (\$1,965,450) due to additional monies from the Transportation Program, State Tax Street Fund, and Bike Fund. Although not illustrated in the exhibit, the largest revenue source for the city has traditionally been the motor vehicle tax source. Inter-Government Services were not reported on a regular yearly basis; therefore, averages for this revenue source do not reflect a fifteen year range.

Exhibit 5-1 City of Pendleton Total Revenue Funds, FY '00 to '15



In the past fifteen years, there has been a consistent amount of tax dollar revenue in Pendleton. The most significant increase in taxes occurred during the current fiscal cycle, 2015-2016 (Exhibit 5-1). This was due to an increase in tax dollars from the Transportation Program and the State Tax Street Fund. The average amount of tax dollar revenue over the past fifteen years is \$1,114,402 per year.

The ‘other’ category, which includes miscellaneous revenue, has experienced a few periods of influx and efflux, but overall there has been an increase in funds when comparing FY 2000-2001 (\$348,598) and FY 2015-2016 (\$404,650). The most significant increase in other revenues was FY 2010-2011 (Exhibit 5-1). This was due to an





Funding and Implementation

Bicycle, Pedestrian, and Transit Plan

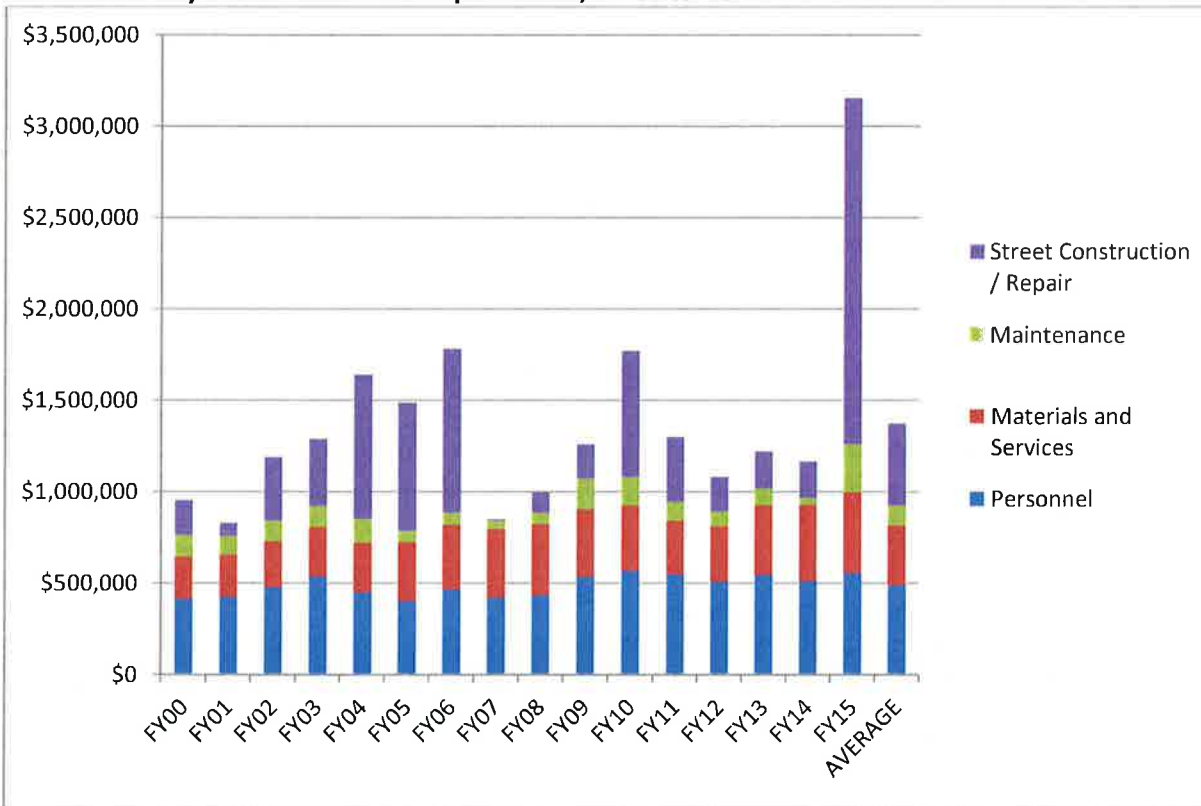
additional \$198,267 in the State Tax Street fund. The average amount of other revenue over the past fifteen years is \$319,128.

Expenditure History

Pendleton’s expenses can be simplified to four sources: personnel, materials and services, maintenance, and street construction and repair. Personnel expenses are attributed to City employees’ wages, benefits, trainings, and payroll taxes. The material expense is synonymous with items that go into manufacturing of City property. Maintenance expenses are associated with the costs associated with regular upkeep of City road facilities. Street construction and repair expenses are any road construction-related costs.

Based on the information shown in Exhibit 5-2, the City of Pendleton has spent an average of \$488,617 per year on personnel (or approximately 36 percent of available resources); \$328,009 on materials and services (or approximately 24 percent), \$106,351 on maintenance (or approximately 8 percent), and \$450,671 on street construction/repair (or approximately 33 percent). Over the past fifteen years, there was an average of \$1,373,648 total expenditure dollars used each year.

Exhibit 5-2 City of Pendleton Total Expenditures, FY '00 to '15



Personnel charges have been the City’s largest expense over the past fifteen years. The most significant increase in personnel expenses occurred in FY 2010-2011 (Exhibit 5-2). This is linked to a \$31,422 increase in the State Tax Street Fund. The average amount of personnel charges over the past fifteen years was \$488,617 per year.





Funding and Implementation Bicycle, Pedestrian, and Transit Plan

The second largest expense in Pendleton over the past fifteen years was street construction and repair. The largest increase in street construction and repair expenses occurred during the current fiscal year, 2015-2016 (Exhibit 5-2). Total street expenses climbed \$1,696,925 from FY 2014-2015 to FY 2015-2016. This was due to a large increase from the previous fiscal year in the Transportation Program (\$129,960 additional funds) State Tax Street Fund (\$614,211 increase), and System Development Fees Fund 289 (\$952,754 increase). The average amount of street construction and repair charges over the past fifteen years was \$450,671 per year.

Transportation Funding Forecast

Table 5-2 provides a summary of the potential future project funding (in year 2015 dollars) over the next five, ten, and twenty years based on an assumed average funding level of approximately \$2,811,647 per year.

Table 5-2 Future Transportation Funding Projections

Revenue Source	Average Annual	5-Year Forecast	10-Year Forecast	20-Year Forecast
Total Revenue	\$2,811,647	\$14,058,235	\$28,116,470	\$56,232,940
Revenue for Capital Improvements (51%)	\$1,437,999	\$7,169,700	\$14,339,400	\$28,678,799
Revenue for Personnel/Overhead/Maintenance (49%)	\$1,373,648	\$6,888,535	\$13,777,070	\$27,554,141

As shown in Table 5-2, it is anticipated that approximately \$56.2 million will be available for transportation project funding over the next 20 years using historical funding trends. Under this methodology, approximately \$28.7 million can reasonably be assumed to be available for funding the transportation plan while the remaining \$27.5 million will be need to personnel/overhead/maintenance.

Planned Active Transportation System Costs

Table 5-3 provides a summary of the full cost of the planned active transportation (including multi-use trails) system. The full cost of the planned system is approximately \$38 million over the twenty year period, including approximately \$11 million in high priority projects, approximately \$14 million in medium priority projects, and \$13 million in low priority projects. Based on the projected funds available for capital improvement projects shown in Table 5-2, there will likely be a funding gap.

Table 5-3 Future Active Transportation Funding Projections

Project Type	High Priority	Medium Priority	Low Priority	Total
Pedestrian	\$4,956,000	\$4,915,000	\$1,590,000	\$11,461,000.00
Bicycle	\$1,875,000	\$340,000	\$1,060,000	\$3,275,000.00
Multi-Use Trail	\$3,850,000	\$9,050,000	\$10,100,000	\$23,000,000.00
Total Planned System	\$10,681,000	\$14,305,000	\$12,750,000	\$37,736,000.00





Funding and Implementation Bicycle, Pedestrian, and Transit Plan

Potential Active Transportation Funding Sources

The projected transportation funding analysis shows that the City of Pendleton will likely have insufficient funds that can be dedicated to active transportation-related capital improvement projects over the next twenty years. As such, the City is going to have to continue to rely upon transportation improvement grants, partnerships with regional and state agencies, and other funding sources to help implement future transportation-related improvements. Table 5-4 identifies a list of potential grant sources and partnering opportunities for the City to consider. Table 5-5 identifies a list of potential new funding sources for the City to consider in an effort to bolster funds for additional capital improvement projects.

Table 5-4 Potential Active Transportation Grant Sources and Partnering Opportunities

Funding Source	Description	Potential Facility Benefit	Opportunities
Federal Funding	Large trails or trail networks with a transportation purpose can compete for TIGER grant awards. Additional significant federal funding sources include TAP, STP and CMAQ. Depending upon the location and purpose, trails can also be funded by HUD CDBG funds, USDA rural development programs, or EPA funding.	- Multi-Use Trails	Projects in urban areas have traditionally been funded at a minimum of \$10,000,000 and rural trails of lower project costs are considered for TIGER funding.
Statewide Transportation Improvement Program (STIP)	The Statewide Transportation Improvement Program (STIP) is Oregon's 4-year capital improvement program for major state and regional transportation facilities. This scheduling and funding document is updated every two years. Projects included on the STIP are allocated into the five different ODOT regions.	- Sidewalks - Bike lanes - Multi-Use Trails	The next STIP (2018-2021) will be organized into two different categories that focus on projects that will fix/preserve the existing transportation network and enhance/improve the transportation network.
Oregon Bicycle and Pedestrian Program	The Oregon Pedestrian and Bicycle Grant program ended as a standalone solicitation process in 2012. Grant monies are now distributed through the "Enhance" process in the STIP program noted above.	See STIP above	See STIP above.
Oregon Parks and Recreation Funds	Recreational Trails Grants are federal funds managed by the Oregon Parks and Recreation Department (OPRD) for recreational trail-related projects, such as hiking, running, bicycling, off-road motorcycling and all-terrain vehicle riding. ORPD also has state funded grant programs open to bike/ped projects.	- Multi-Use Trails	OPRD distributes more than \$4 million annually to Oregon communities for outdoor recreation projects, and has awarded more than \$40 million in grants across the state since 1999. Grants can be awarded to non-profits, cities, counties, and state and federal agencies.
Public/Private Partnerships	Public/private partnerships are agreements between public and private partners that can benefit from the same improvements. They have been used in several places around the country to provide public transportation amenities within the public right-of-way in exchange for operational revenue from the facilities.	- Sidewalks - Bike lanes - Multi-Use Trails - Transit	These partnerships could be used to provide services such as charging stations, public parking lots, bicycle lockers, or carshare facilities.
Community Service Projects	Small-scale improvements could be organized, led and conducted by various members of the community to help implement and offset the costs of larger infrastructure projects.	- Multi-Use Trails - Sidewalk/bike lane enhancements	In Pendleton, partnerships for the installation of bicycle parking facilities, particularly for businesses in downtown, would be one potential opportunity.
Immediate Opportunity Fund (IOF)	The IOF is a discretionary fund that can be used for the construction and improvement of streets and roads that are needed to support primary economic development.	- Sidewalks - Bike lanes	Community service projects could be used to help clear brush for trail enhancement projects, remove goatheads, or improve existing walking /biking trails within the City





Funding and Implementation Bicycle, Pedestrian, and Transit Plan

Table 5-5 Potential New Funding Sources for Active Transportation in Pendleton

Funding Source	Description	Potential Facility Benefit	Opportunities
User Fees	Fees tacked onto a monthly utility bill or tied to the annual registration of a vehicle to pay for improvements, expansion, and maintenance to the street system. This may be a more equitable assessment given the varying fuel efficiency of vehicles. Regardless of fuel efficiency, passenger vehicles do equal damage to the street system.	Primarily Street Improvements	The cost of implementing such a system could be prohibitive given the need to track the number of vehicle miles traveled in every vehicle. Additionally, a user fee specific to a single jurisdiction does not account for the street use from vehicles registered in other jurisdictions.
Street Utility Fees/Road Maintenance Fee	The fee is based on the number of trips a particular land use generates and is usually collected through a regular utility bill. For the communities in Oregon that have adopted this approach, it provides a stable source of revenue to pay for street maintenance allowing for safe and efficient movement of people, goods, and services.	Preservation, restoration, and reconstruction of existing paved residential streets. Includes sidewalks, ramps, curbs and gutters, and utility relocation.	Pendleton adopted the Street Maintenance Utility Fee in July 2015, which enables a \$5.00 monthly fee charged to residential meters. Implemented in December 2015, it is estimated that the fee will generate approximately \$481,000 per year from residential uses.
Local Fuel Tax	A local tax assessed on fuel purchased within the jurisdiction that has assessed the tax.	Limited to street maintenance, preservation and reconstruction of existing paved residential streets	This \$0.05 per gallon fuel tax was voted on in November 2015 and subsequently not approved. If it was approved, it was estimated that it would raise approximately \$550,000 per year for the next ten years.
Optional Tax	A tax that is paid at the option of the taxpayer to fund improvements. Usually not a legislative requirement to pay the tax and paid at the time other taxes are collected, optional taxes are usually less controversial and easily collected since they require the taxpayer to decide whether or not to pay the additional tax.	<ul style="list-style-type: none"> - Streets - Sidewalks - Bike lanes - Multi-Use Trails - Transit 	The voluntary nature of the tax limits the reliability and stabledness of the funding source.
Sponsorship	Financial backing of a project by a private corporation or public interest group, as a means of enhancing its corporate image.	<ul style="list-style-type: none"> - Multi-Use Trails - Transit 	<p>Sponsorship has primarily been used by transit providers to help offset the cost of providing transit services and maintaining transit related improvements.</p> <p>Potential sponsorship opportunities could potentially include the Pendleton Round-Up.</p>
Federal Funding	Trails with a transportation purpose can compete for TIGER grant awards. Depending upon the location and purpose, trails can also be funded by HUD, CDBG funds, USDA rural development programs, or EPA funding.	- Trails	Projects in urban areas have traditionally been funded at a minimum of \$10,000,000 and rural trails of lower project costs are considered for TIGER funding.



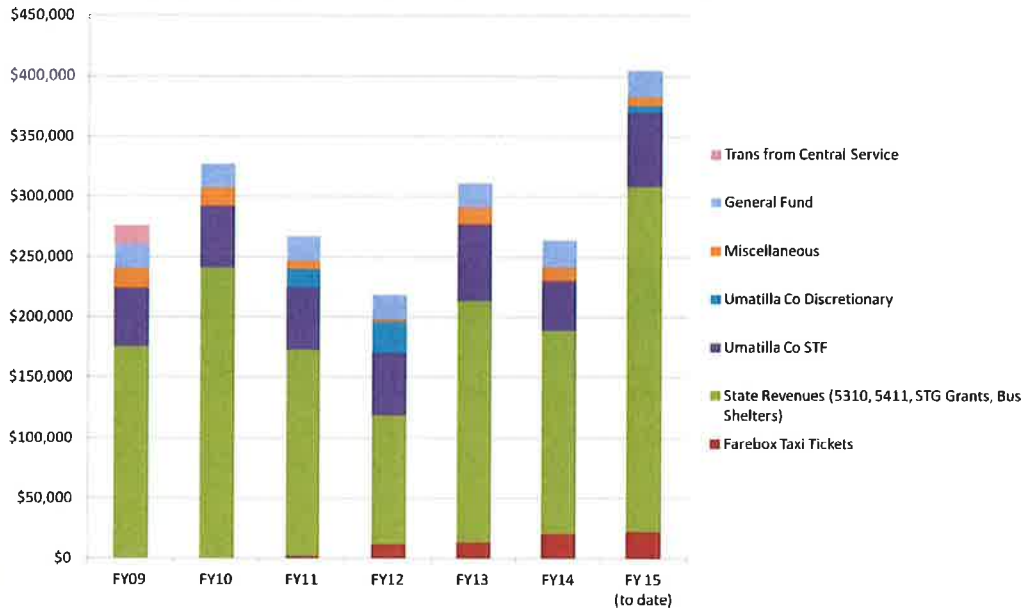


Funding and Implementation Bicycle, Pedestrian, and Transit Plan

Transit Funding

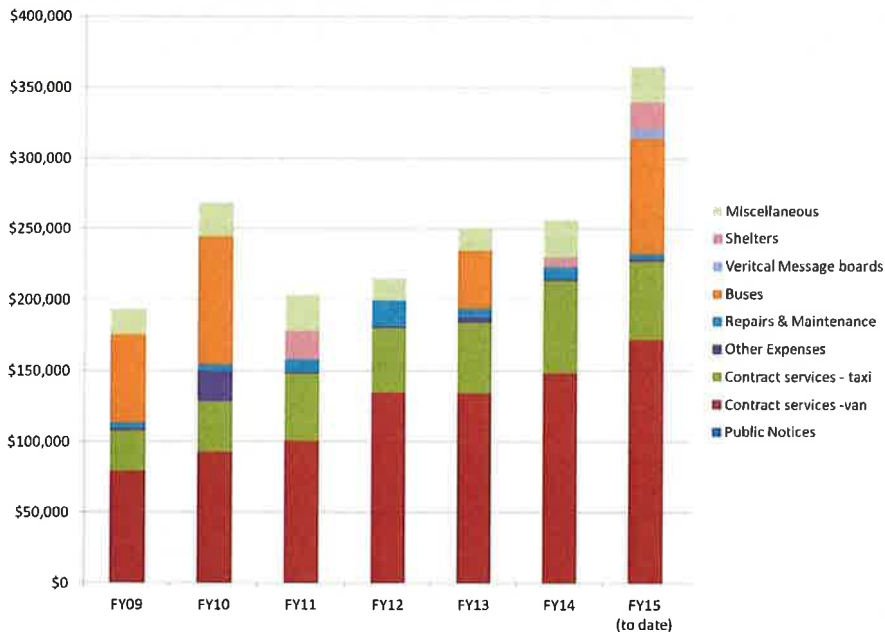
Funding for public transportation in Pendleton is primarily provided by federal transit grants, Oregon's Special Transportation Fund, and city general funds. Local match for Let'er Bus has remained fairly steady at \$20,000 per year. The remaining balance of the cost to run the program comes from outside sources (Exhibit 5-3).

Exhibit 5-3 Public Transportation Funds by Revenue Source, FY '09-'15



Since current transit service is contracted to Elite Taxi, much of the expense of service lies in "contract services" as shown in Exhibit 5-4.

Exhibit 5-4 Public Transportation Expenditures, FY '09-'15





Funding and Implementation Bicycle, Pedestrian, and Transit Plan

Transit Funding Forecast

ODOT distributes funding by biennium to counties or direct recipients of funds. The City of Pendleton's distribution of 5310 and 5311 has generally been on an upward trend, but will decrease slightly during the current biennium (see Table 5-6). Umatilla County's portion of STF funds, which is based partially on population, continues to grow as the county has the most people in all of Region 5. STF funds distributed to the county are allocated to individual providers of services to seniors and people with disabilities by the county's STF Committee. The distribution amounts of the key funding sources the City of Pendleton relies upon to operate Let'er Bus fluctuates from biennium to biennium, making planning for services difficult. The city must contract the number of passes it can distribute in lean years and expand in years when allocations increase. The city does not expect the local match contribution of \$20,000 from the general fund to vary in one way or another in the near or mid-term.

Table 5-6 Transit Funding History and Trends

	2007-2009	2009-2011	2011-2013	2013-2015	2015-2017
City of Pendleton (5310, 5311)	\$281,915	\$409,436	\$318,560	\$482,896	\$460,435
Umatilla County STF	\$240,852	\$484,902	\$284,328	\$451,593	\$471,085

Source: ODOT

Transit Project Costs

Table 5-7 provides a summary of the full cost of transit projects by priority level. Note that these projects are not additive, meaning one project could be implemented without another and the city could still have a transit network.

Table 5-7 Transit Project Costs

Project #	Project Description	Planning Level Cost Estimate
High Priority Projects		
T1	Continue Let'er Bus Service at the same service levels.	\$226,000
T2	Replace Let'er Bus Capital Equipment. The City of Pendleton owns six transit vehicles.	\$40,000-\$104,537 depending on vehicle type
T3	New Bus Shelter Locations at: Northwest corner of Til Taylor Park; southeast corner of Emigrant Avenue and SE 3 rd or 2 nd ; south side of City Hall parking lot; southeast corner of Dorion Avenue and SW 10 th Street; Southgate Medical Center.	\$2,000-\$10,000 plus maintenance
T5	Create a system map geared toward Pendleton residents. Keep up to date on service changes. Create a transportation brochure to educate the public on both Let'er Bus and Kayak service options.	Staff time
T6	Interagency coordination: Establish formal quarterly check-ins between just Pendleton and Kayak, or expand more broadly to include other providers and partners.	Staff time
T11	Designate spaces for park-and-ride or park-and-pool. Publish brochure promoting service. Install additional shelters, landscaping, bike parking, and other amenities. Reach out to businesses with excess parking to reach agreements on sharing parking facilities for transit and carpooling. Over time, a park-and-ride can be transitioned into a transit center.	Signage:\$0.75-\$2.75 per square foot, Shelters: \$2,000-\$10,000, Bike rack: \$660, Bike lockers: \$2,090, Lighting: \$300-\$13,900, Sidewalk/landscaping modifications for bus stops
T13	As BID formation continues, work with hotels, convention center, and business leaders to evaluate feasibility for a downtown shuttle. Some hotels already run shuttle service.	Depends on routing, frequency, and operator



Funding and Implementation Bicycle, Pedestrian, and Transit Plan

Project #	Project Description	Planning Level Cost Estimate
Medium Priority Projects		
T4	Prioritize ADA-compliant ramps at Til Taylor Park bus stop (southeast corner of park) as funding is available, given that this stop serves a significant number of riders per day.	\$4,000-\$15,000 per ramp depending on utilities and drainage
T7	Umatilla County has been exploring hiring a mobility manager for several years. Hire a mobility manager at a regional agency or at the county to support transportation marketing and information, service coordination, and service promotion.	A typical mobility management grant covers a person's salary, ranging from \$40,000-\$60,000 depending on the market.
T12	Work with Kayak to enhance service in downtown Pendleton. This might entail creating Pendleton-focused system maps, converting flag stops to set stops on all routes, increasing service to key locations such as Southgate Medical Center, or shifting routes to serve a future park-and-ride (see T11).	Depends on level of service desired
T14	Locate, design, and build a transit maintenance facility for Let'er Bus vehicles.	Depends on facility size and amenities
T16	Create fixed-route transit route using one of Pendleton's buses and using Kayak for east-west service. Pendleton buses would serve the area north of downtown, Walmart/ Safeway, and the Southgate area every 60 minutes seven days per week. All Kayak's current flag stops would become set stops. Provide ADA paratransit service ¾-mile around fixed-route	Operating: \$334,666 Capital: \$40,000-\$100,000 per vehicle
T17	Create city-run fixed route network using two of Pendleton's buses. Maintain taxi voucher program only for those who meet ADA requirements. This service would require two vehicles – east-west service every hour and north-south service every 90 minutes.	Operating: \$594,501 Capital: \$40,000-\$100,000 per vehicle
Low Priority Projects		
T8	As part of the state's Transportation Options implementation project, determine status of a TO coordinator for the Pendleton area; have that person work to implement vanpools, promote transit service, work with businesses and employers, etc.	Staff time
T9	Purchase scheduling software and require contractor to group trips to accommodate more customers. Data from existing service shows common destinations throughout the city.	\$0-\$1,200
T10	Add eligibility factors to Daily Van and Elite Transit.	Staff time
T15	Let'er Bus programs include six separate programs. This can be confusing to determine eligibility and fares. Streamlining service, especially since all are contracted to one provider, can improve data tracking and legibility.	Staff time
T18	Implement either Project # T13 or T14 but make city service flexible, meaning drivers can deviate a certain distance off-route to serve pick-ups requested in advance. This would cover the city's ADA requirement.	Operating: \$243,123-486,246 Capital: \$40,000-\$100,000 per vehicle
T19	Create an intercity weekend shuttle using Pendleton vans to Tri-Cities, Walla Walla, or other major regional destinations.	Varies

Potential Funding Sources

As mentioned above, current local funding levels from the City of Pendleton are not likely to expand to incorporate any major changes to Let'er Bus, such as transitioning the system to fixed-route. Federal and state sources, while generous to Umatilla County and the city, fluctuate from year to year. STF in particular is distributed at the county level; therefore, if more STF providers emerge, it means funding is split into smaller pieces. The key tradeoff for the city to consider is whether it can rebalance resources to maintain Let'er Bus but also initiate new services that reach different markets. For example, the city could introduce eligibility restrictions such as income levels of a limit on trips per week to Let'er Bus, and funnel some local match into a fixed or flex route. The city does not wish to become an operator of transit itself, but funds could be passed through to another provider to run service, similar to what the city does today with Elite Taxi. Let'er Bus is clearly well-used and ridership continues increasing, but may serve only a small portion of the community. All communities struggle with the question of whether to





Funding and Implementation Bicycle, Pedestrian, and Transit Plan

provide transit to those who really have no other option versus using transit to attract commuters or recreational users.

Table 5-8 shows some additional funding sources not currently tapped into today that the city could use to support transit.

Table 5-8 Potential New Funding Sources for Active Transportation in Pendleton

Funding Source	Description	Potential Benefit	Opportunities
FTA section 5339	The 5339 formula program was created in MAP-21 and replaces a portion of the previous 5309 State of Good Repair discretionary grant program. The new program provides capital funding related to replacement, rehabilitation, or purchase of buses, vans, related equipment, and bus-related facilities.	Capital equipment	Could fund vehicles or a future maintenance facility
STIP Enhance Program	Starting in summer 2012, the STIP program has been divided into two broad funding categories: Fix-It (76% of funds) and Enhance (24% of funds). Enhance funds are awarded to transportation projects that enhance, expand, or improve the transportation system.	Flex funds for transit	These projects can enhance access to transit and transit amenities
Connect Oregon	This program uses lottery-backed bonds to support multimodal transportation, including transit, rail, marine, aviation and bicycle and pedestrian capital infrastructure, including bridges, paths and ways, or a project that facilitates the transportation of materials, animals or people.	Can fund planning and capital for multimodal projects	Could help fund intermodal transit center, maintenance facility
Local Transit Access Fee	A transit access fee, sometimes referred to as a utility fee, is paid by households and potentially businesses within a transit provider's service area to support transit service over time.	Support transit operations and capital	Cost is borne by all households and is relatively minor
Property Tax	Property taxes generate revenues based on property value assessments. General fund monies used for transit operations often come from local property taxes, but property tax levies are also potential sources for dedicated transit revenues.	Support transit operations	Common funding source for transit in Oregon
Payroll Tax	A payroll tax is imposed directly on employers, based on wages paid to employees, and on self-employed workers.	Support transit operations	Would require creating a transit district
Public-Private Partnerships	A public private partnership is a mutually beneficial agreement between entities that seek to increase revenues or improve the value of an asset.	Support transit operations	Tap into private market for support
Fares	Fares comprise a relatively small component of transit operating revenues, typically about 10%. Yet many communities have found that even a nominal fare can help create community buy in and support for the system.	Support operating costs	Use fares to manage demand, or charge by zone to allow riders to travel further than current limits





Health Impact

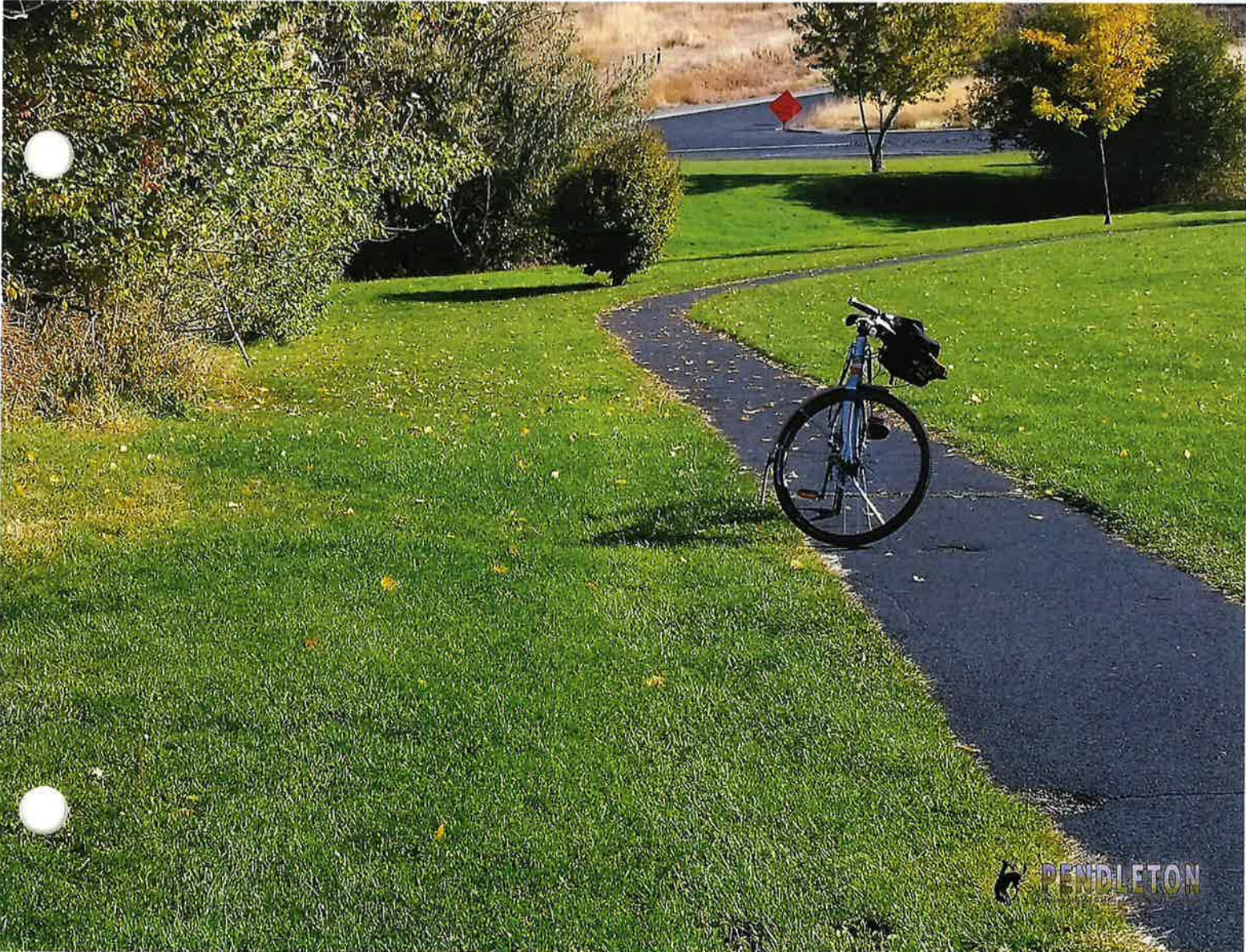
Bicycle, Pedestrian, and Transit Plan

Section 6 Health Impact



HEALTH IMPACT OVERVIEW

City of Pendleton



HOW DOES TRANSPORTATION RELATE TO YOUR HEALTH?

Transportation investments in walking, bicycling and transit infrastructure and programs can lead to positive public health outcomes resulting from injury prevention, increased physical activity, and better access to healthy food and medical services.

This high level health impact assessment highlights the City of Pendleton's health related challenges associated with accessibility, availability, and awareness of the existing transportation options, and suggests opportunities for improvement in eight issue areas. The *Likely Impact* column below evaluates the potential for Transportation System Plan (TSP) investments to have an impact on addressing each of the identified transportation-related health challenges.

- | | | | |
|--|---|---|---|
| <p>1 Access to health supportive resources, including medical care and healthy food</p> |  | <p>5 Exposure to transportation-related toxins and poor air quality</p> |  |
| <p>2 The ability to walk, bike, roll, and take transit</p> |  | <p>6 Access to parks and recreational trails</p> |  |
| <p>3 Injury prevention: the ability to walk, bike and roll safely</p> |  | <p>7 Human services transport for seniors and people with disabilities</p> |  |
| <p>4 Access to schools and employment</p> |  | <p>8 Transportation to address health and well-being</p> |  |

1. Access to health supportive resources, including medical care and healthy food



Challenges

- » Gaps in the bicycle network and limited pedestrian crossings restrict access to grocery stores in the southwest commercial area.
- » Awareness of existing Kayak transit service to southwest commercial area is limited.
- » Riders have to request drop-offs at the Southgate Medical Center because it is not on the main Kayak transit route through town.

TSP Response

- » TSP identifies projects that complete bicycle network and sidewalk gaps to improve walking and biking connections to grocery stores in the southwest commercial area.
- » TSP identifies a project to provide enhanced transit user information such as maps and brochures to increase awareness of Kayak transit options to grocery stores.
- » TSP identifies a project to enhance frequency of Kayak stops at Southgate Medical Center.

LIKELY IMPACT



2. The ability to walk, bike, roll, and take transit



Challenges

- » Gaps in the pedestrian and bicycle networks limit access to schools, parks, and transit stops.
- » People with disabilities cannot access transit stops that lack access ramps.
- » Utilities and signposts narrow some sidewalks and block access for wheelchair users.
- » There is a social stigma associated with taking transit.

TSP Response

- » TSP prioritizes investments such as sidewalk infill, marked crossings, and bicycle routes that provide comfortable access to schools, parks and transit stops.
- » TSP prioritizes access ramp installation and sidewalk barrier removal near key destinations and transit stops.
- » TSP identifies a project to promote transit services through transit user information such as enhanced maps and brochures.
- » TSP identifies a project to add bus shelters in five priority locations to protect passengers from weather.

LIKELY IMPACT



3. Injury prevention: the ability to walk, bike and roll safely



Challenges

- » Several large, high speed roads are uncomfortable to walk or bicycle along and across.
- » Gaps in sidewalks and ADA supportive elements force people to walk or roll in the street.

TSP Response

- » TSP prioritizes pedestrian and bicycle projects that overcome barrier streets and/or provide for alternate routes.
- » TSP projects include multi-use trails, separated on-street facilities and enhanced crossings to provide comfortable alternatives to busy roads.
- » TSP projects that fill gaps in the sidewalk network will be implemented per city standards using ADA supportive features including curb cuts, detectable warnings, auditory crossing signals, and other features.

LIKELY IMPACT



4. Access to schools and employment



Challenges

- » Gaps in the sidewalk and bicycle network limit the ability for students to walk or bicycle to school.
- » Employers rarely provide information about available transportation options.

TSP Response

- » TSP prioritizes proposed investments such as sidewalk infill and bicycle routes to school.
- » TSP identifies multi-use trails that would serve as comfortable walking and bicycling alternatives to busy roads such as Southgate.
- » TSP identifies a project to help fund a Umatilla County Mobility Manager to coordinate county and regional transportation services and distribute centralized transportation information.
- » TSP identifies a project to work with ODOT Region 5 Transportation Options coordinator to promote carpool and ridesharing.
- » TSP identifies a project to create a mobility hub that links regional services (Kayak and Greyhound), bicycle facilities, local services, carpools, and vanpools in one location.

LIKELY IMPACT



5. Exposure to transportation-related toxins and poor air quality



Challenges

- » Poor air quality is not uncommon in Pendleton, due to its valley presence.

TSP Response

- » TSP investments in comfortable walking and bicycling infrastructure would support transit and active transportation on poor air quality days.

LIKELY IMPACT



6. Access to parks and recreational trails



Challenges

- » Many residential areas in Pendleton are not close to multi-use trails.
- » Gaps in the pedestrian and bicycle network and busy roadway crossings influence the safety of walking and biking to Pendleton's many parks.
- » Security concerns on the River Walk.

TSP Response

- » TSP projects include multi-use trails that provide recreational and transportation opportunities to places that lack trail access.
- » TSP projects include multi-use trails that provide walking and bicycling access to parks such as Grecian Heights Park.
- » TSP includes paved multi-use trails to ensure access for wheelchair users.
- » TSP identifies multi-use trail design standards that emphasize lighting and regular maintenance on existing and future multi-use trails.

LIKELY IMPACT



7. Human services transport for seniors and people with disabilities



Challenges

- » Many people are not aware of existing Let'er Bus transit services (including the senior and disabled taxi ticket voucher program) provided by the City of Pendleton and fixed route service provided by Kayak.

TSP Response

- » TSP identifies a project to publish maps and brochures to promote existing available transit services.

LIKELY IMPACT



8. Transportation to address health and well-being



Challenges

- » Recent studies have shown Umatilla County residents have obesity rates that far exceed the state average.

TSP Response

- » TSP identifies and prioritizes active transportation projects that increase opportunities to walk and bike for recreation and to meet daily needs.

LIKELY IMPACT



The challenges and opportunities described here will influence the policies and infrastructure projects of the future Pendleton Transportation System Plan. For more information on the Transportation System Plan update:

<http://www.pendleton.or.us/community-development/tsp-update-pedestrian-bicycle-and-transit>

