

City of Pendleton Transportation System Plan

Prepared for

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CITATION

This project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. This TGM grant is financed, in part, by federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), local government, and State of Oregon funds.

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Parametrix. 2007.
City of Pendleton Transportation System Plan.
Prepared by Parametrix, Portland, Oregon. March 2007.

CERTIFICATION

The technical material and data contained in this document were prepared under the supervision and direction of the undersigned, whose seal, as a professional engineer licensed to practice as such, is affixed below.

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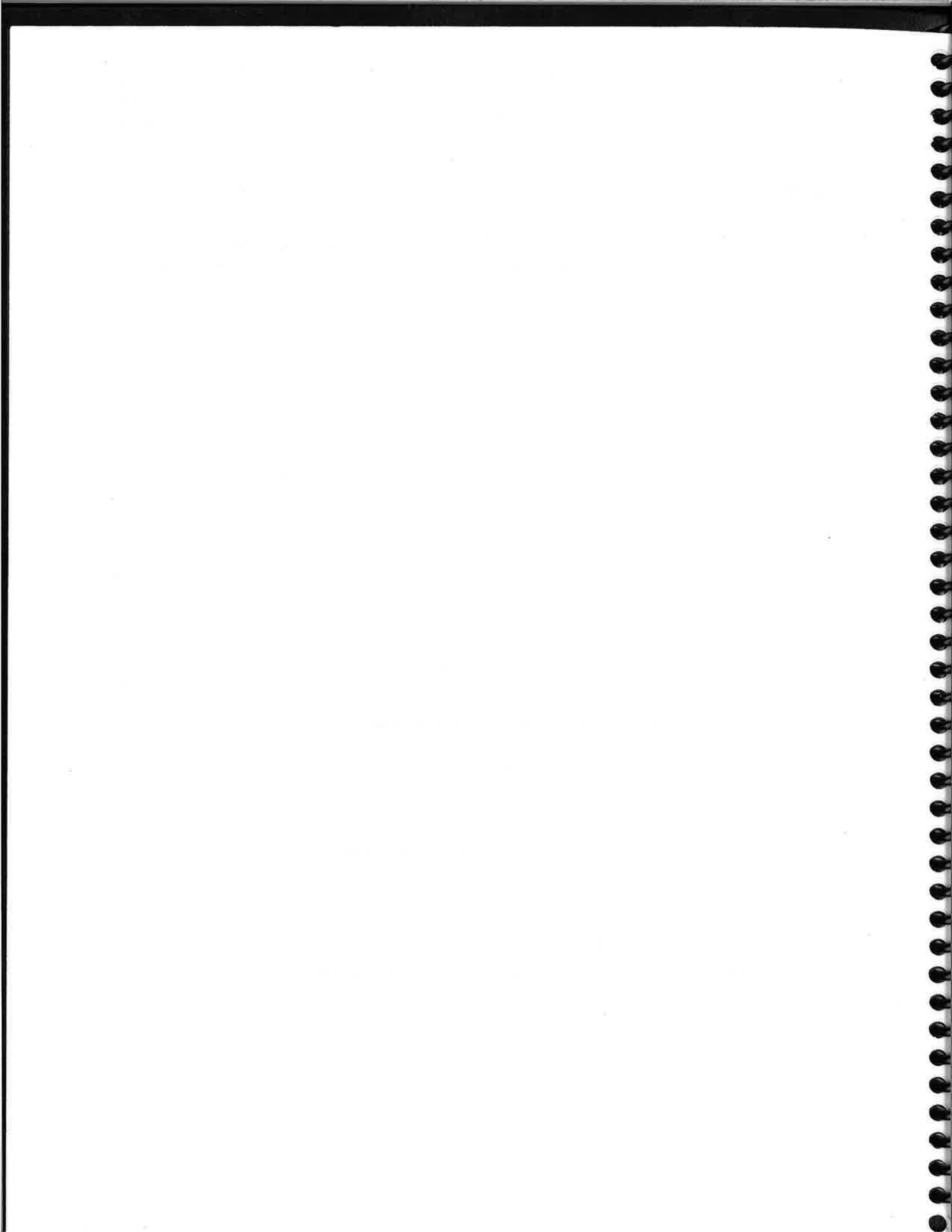


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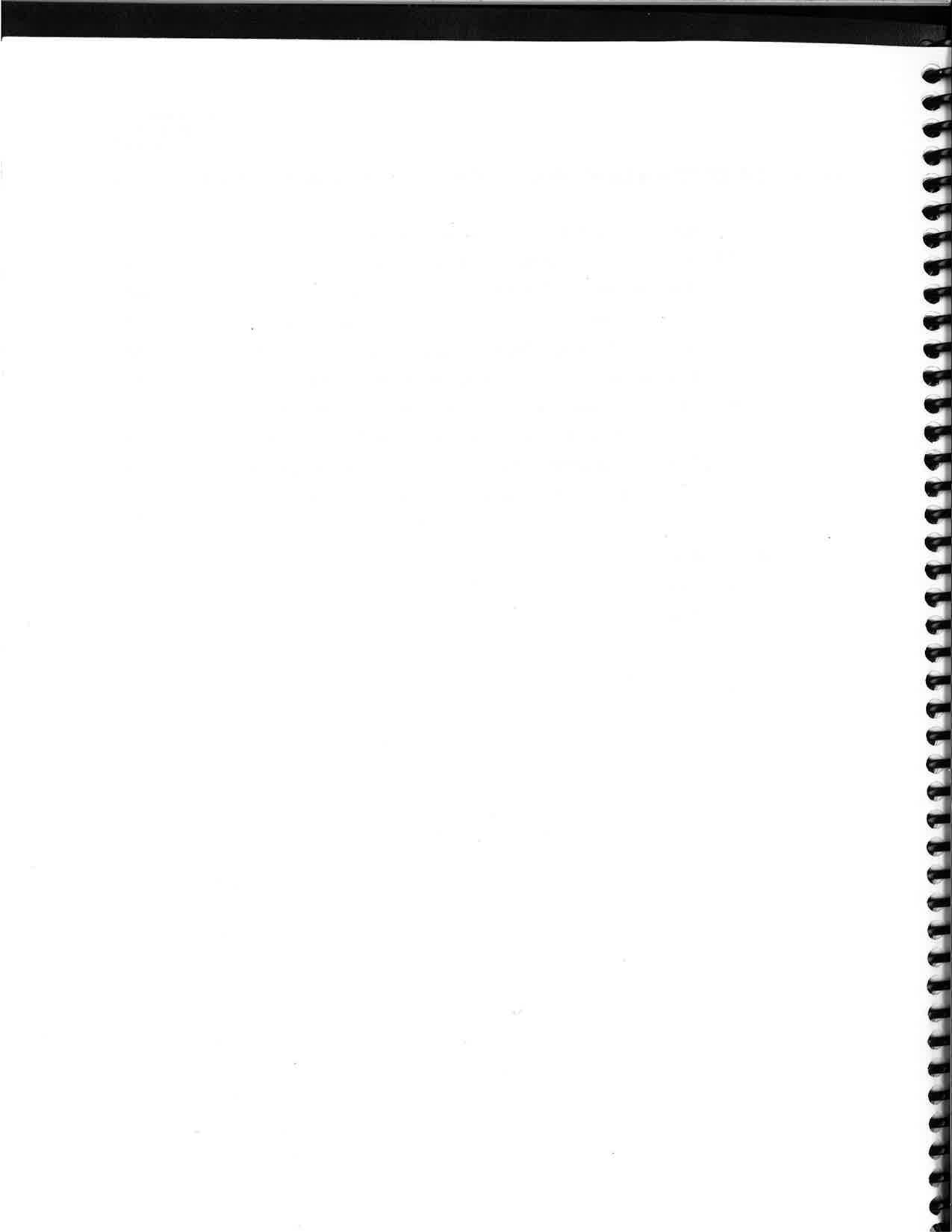
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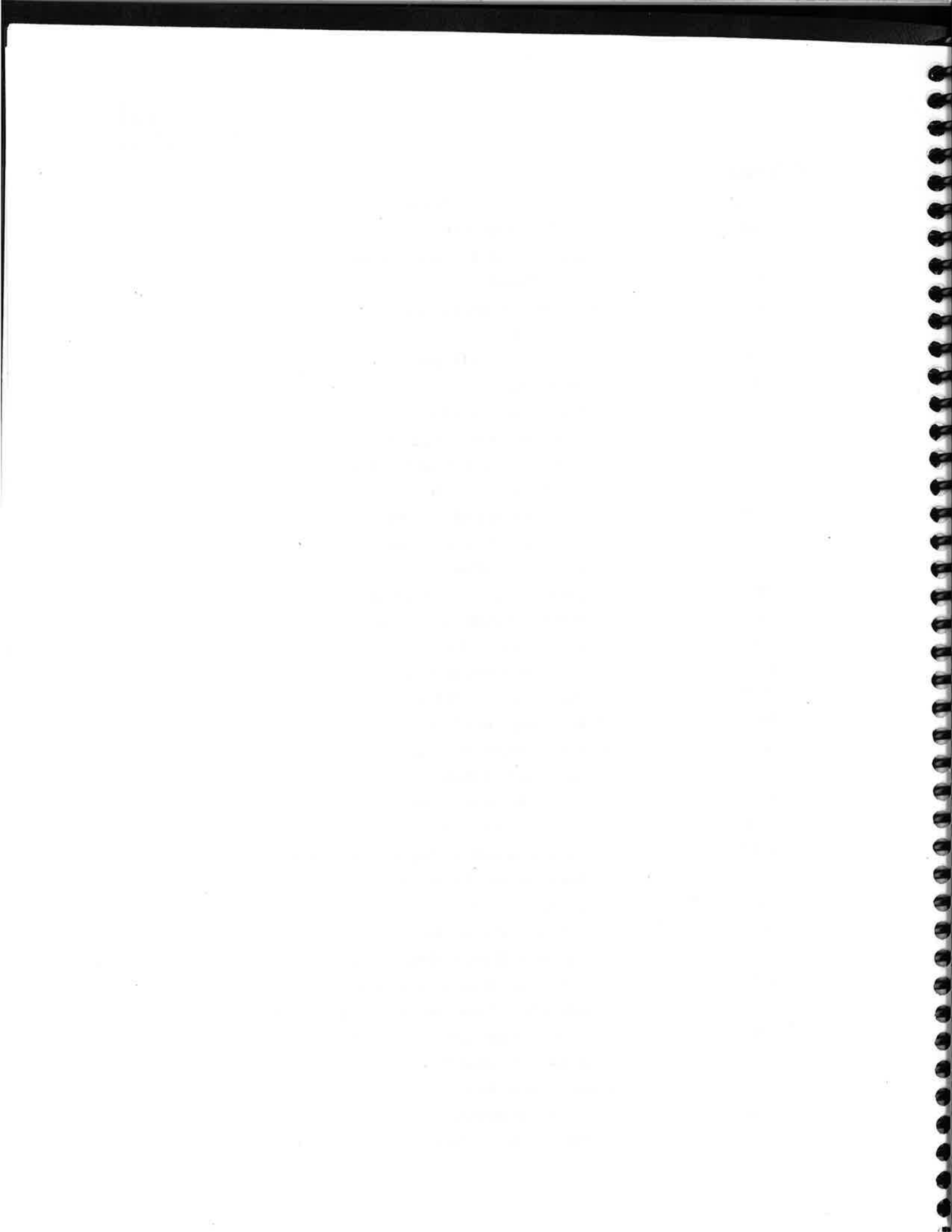
APPENDICES

- A Worksheets
- B Traffic Volume Data



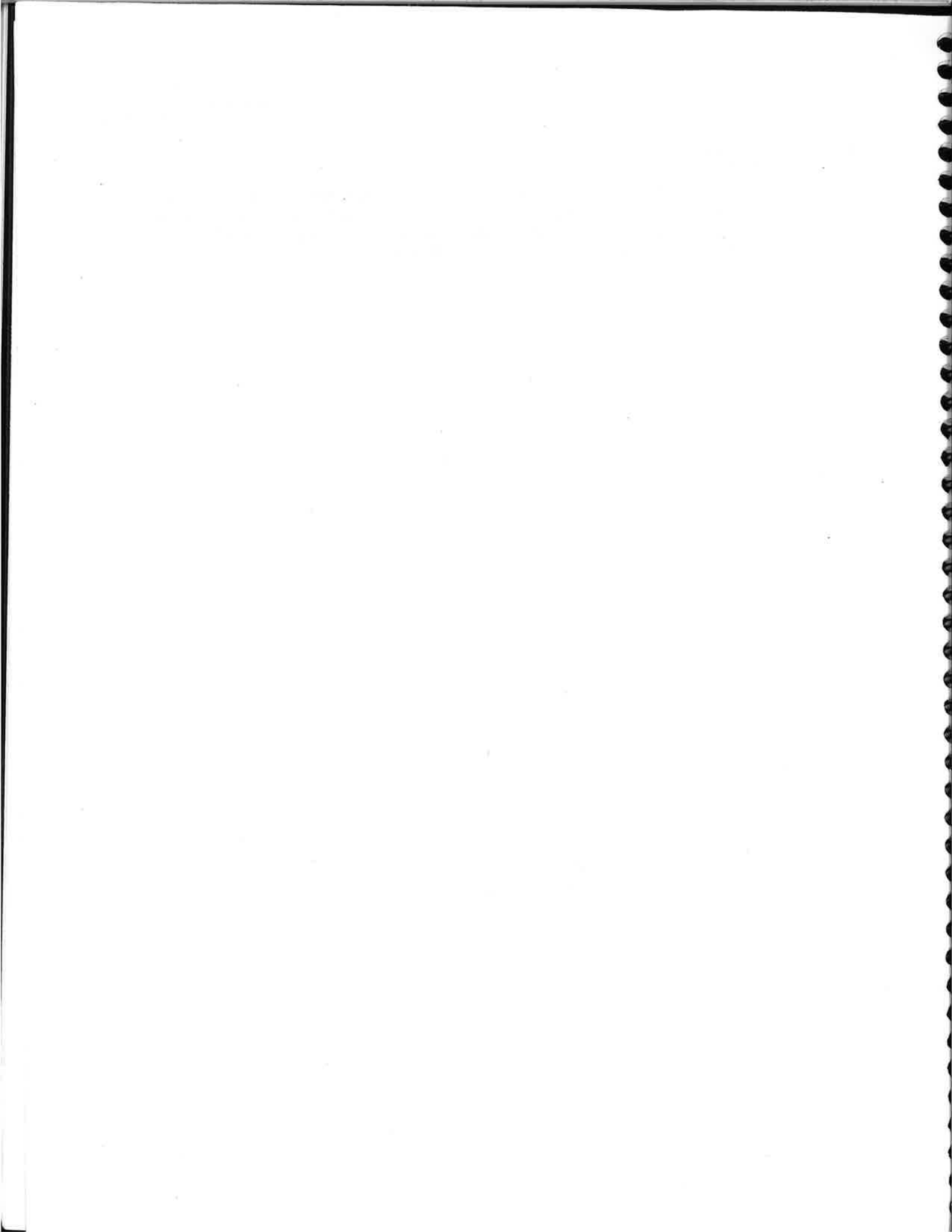
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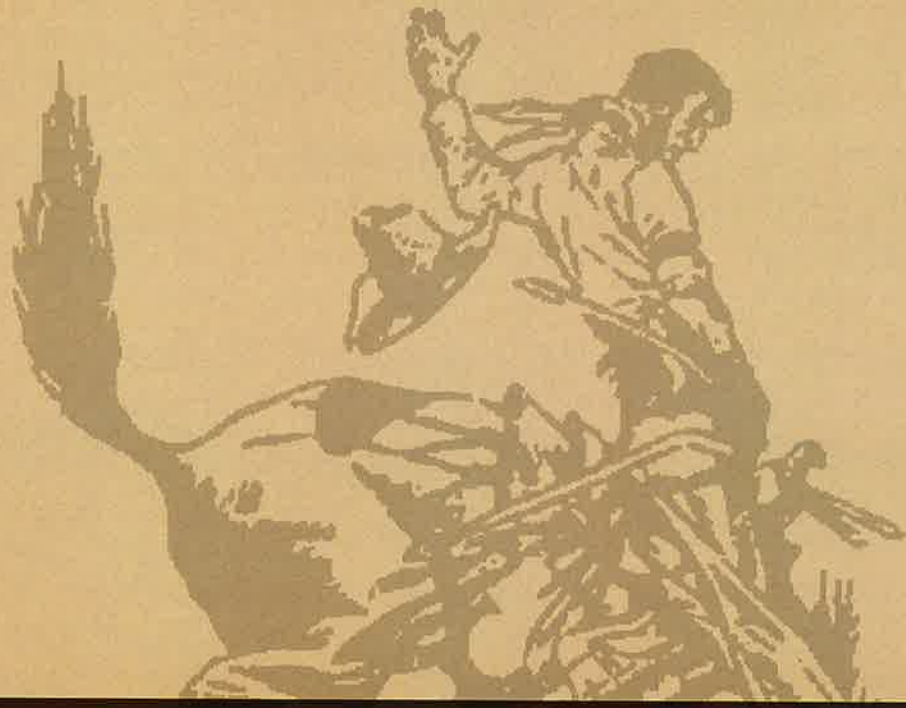
AAGR	Average Annual Growth Rate
AMP	Access Management Plan
ATR	Automatic Traffic Recording Station
EFU	Exclusive Farm Use
EIS	Engineering Information Services
IV	Indicator Values
LID	Local Improvement District
LOS	Level of Service
MEV	Million Entering Vehicles
MPO	Metropolitan Planning Organization
MTC	Metropolitan Transportation Commission
OAR	Oregon Administrative Rule
ODOT	Oregon Department of Transportation
OEA	Oregon Office of Economic Analysis
OHP	Oregon Highway Plan
OPTP	Oregon Public Transportation Plan
OTIA	Oregon Transportation Investment Act
PCI	Pavement Condition Index
PERS	Public Employees Retirement System
PMP	Pavement Management Program
PMT	Project Management Team
SDC	System Development Charges
SOV	Single Occupant Vehicle
SPIS	Safety Priority Index System
STA	Special Transportation Area
STIP	Statewide Transportation Improvement Program
TAC	Technical Advisory Committee
TAZ	Traffic Analysis Zone
TBD	Transportation Benefit District
TDM	Transportation Demand Management
TGM	Transportation and Growth Management
TPAU	Transportation Planning and Analysis Unit (of ODOT)
TPR	(Oregon) Transportation Planning Rule
TSP	Transportation System Plan
UBA	Urban Business Area
UGB	Urban Growth Boundary
V/C	Volume-to-Capacity (ratio)



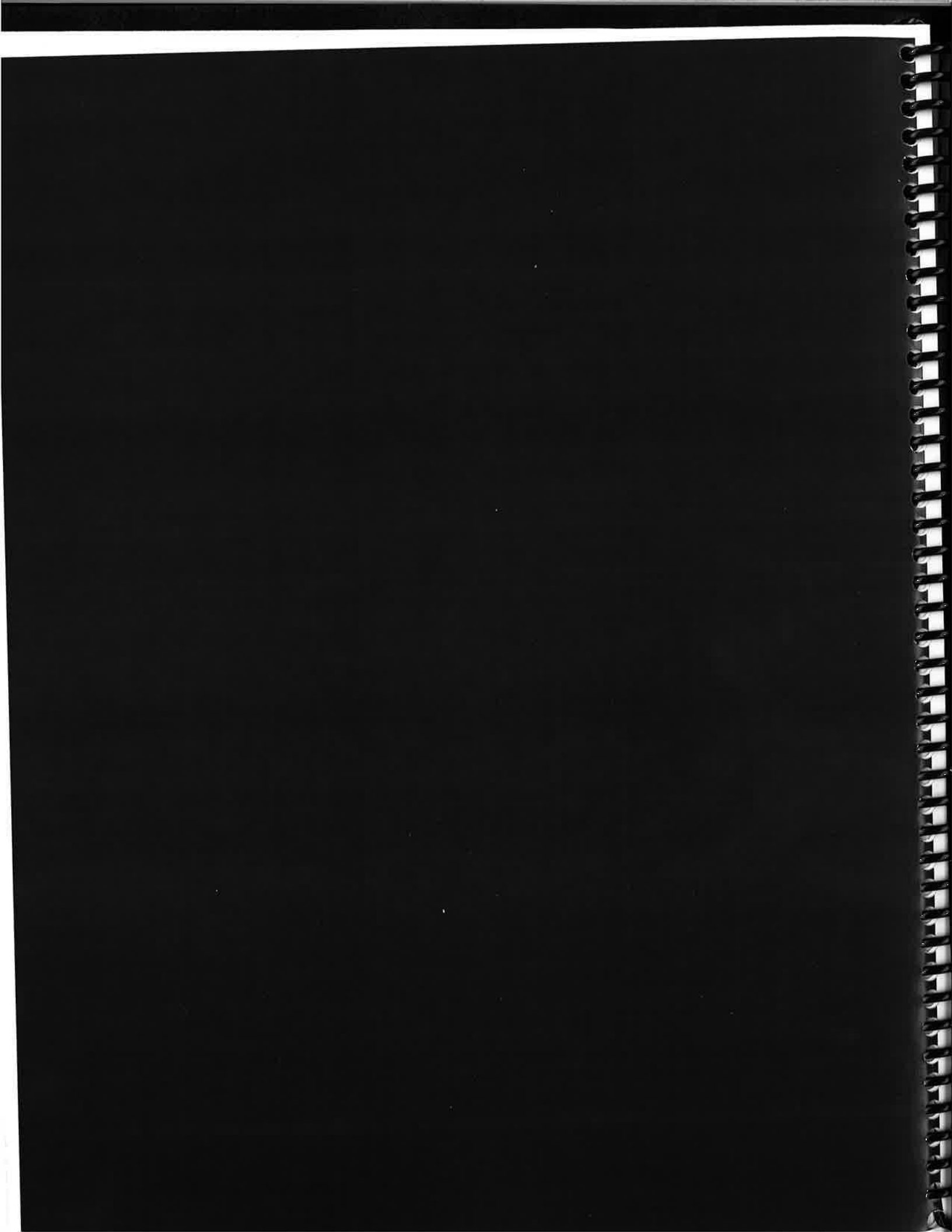
1. SUMMARY

This TSP Summary document is intended as a stand-alone report which speaks directly to the citizens and policy makers of the City of Pendleton. The Summary also provides the Capital Facilities Plans, maps, and other items needed by technicians and city staff. It is based upon this updated and complete Transportation System Plan (TSP).





PENDLETON TRANSPORTATION SYSTEM PLAN



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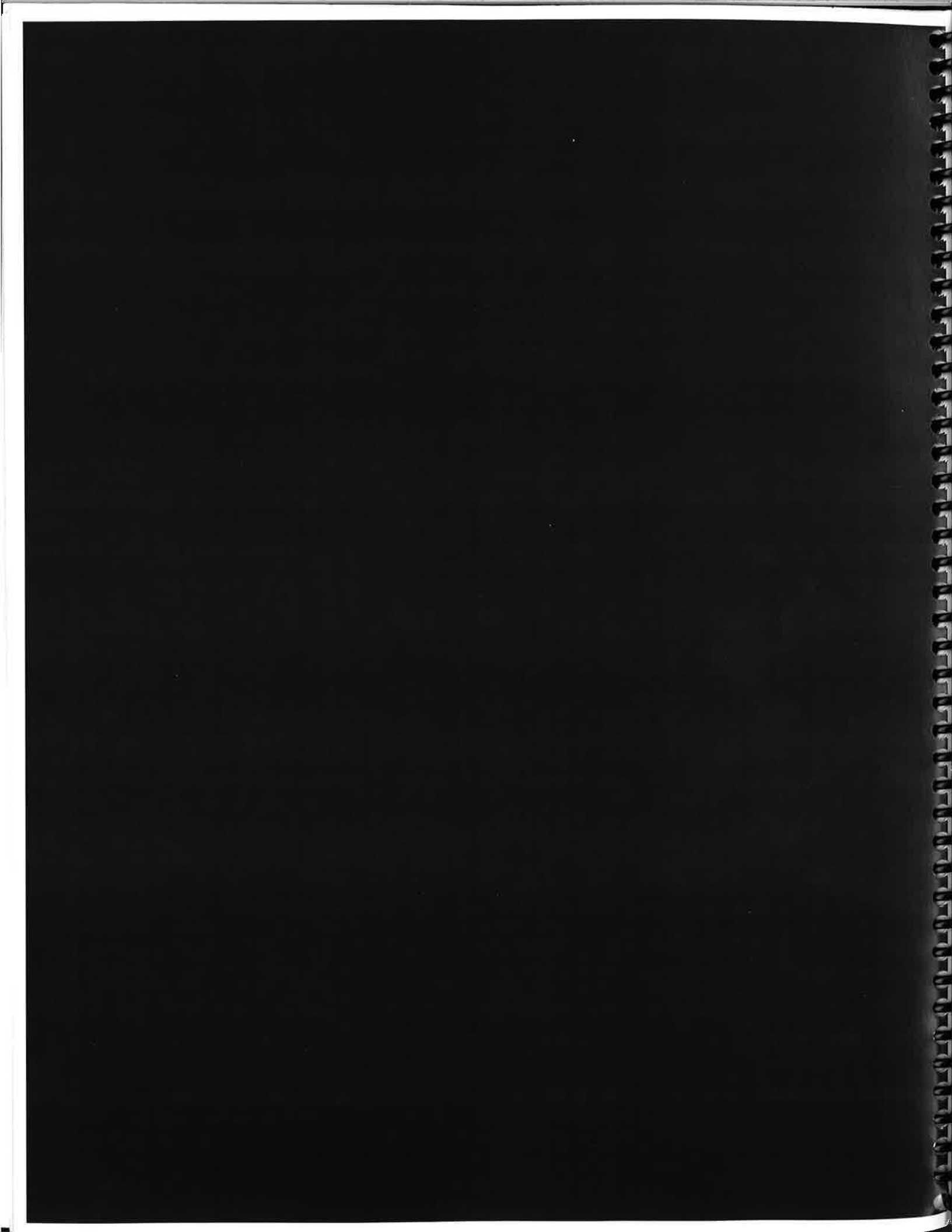
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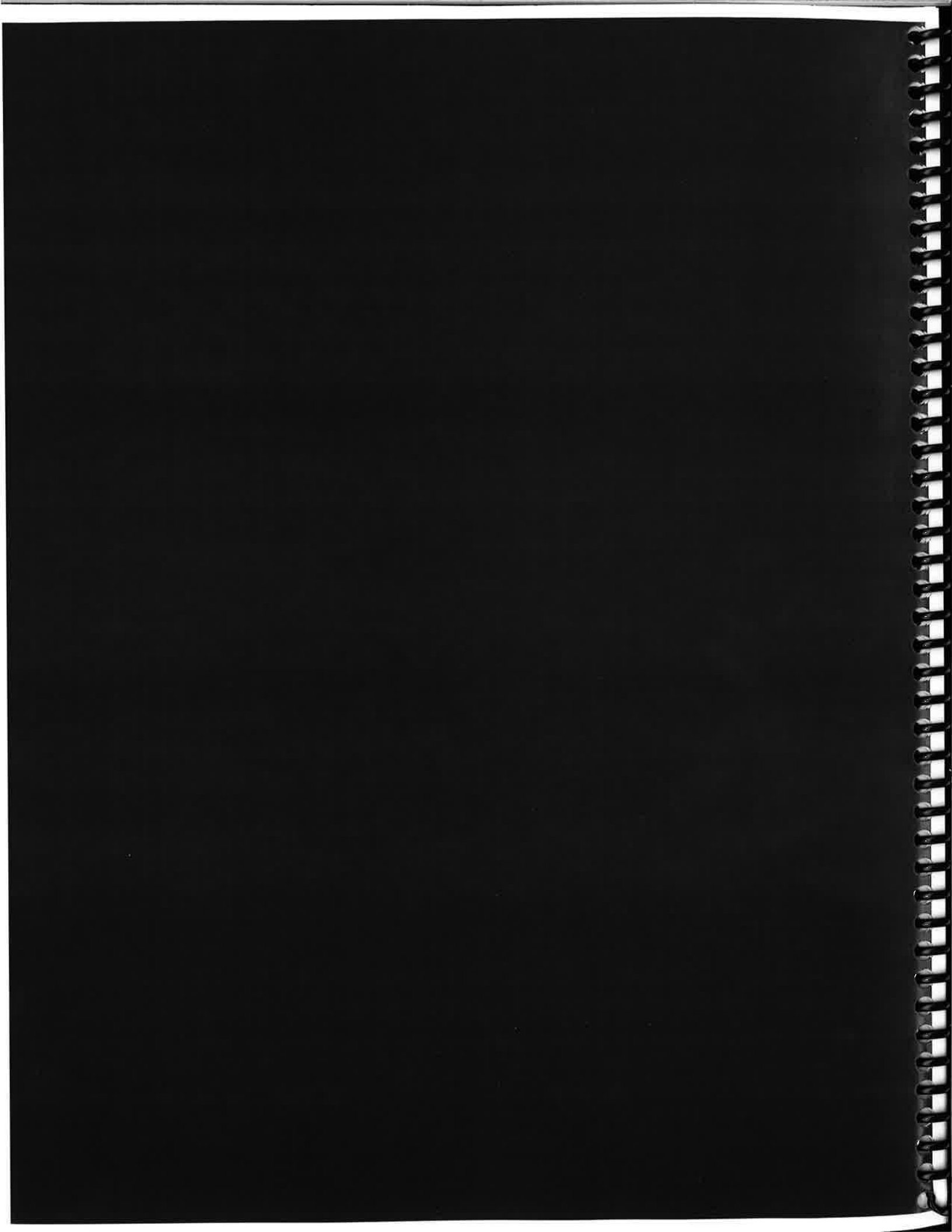
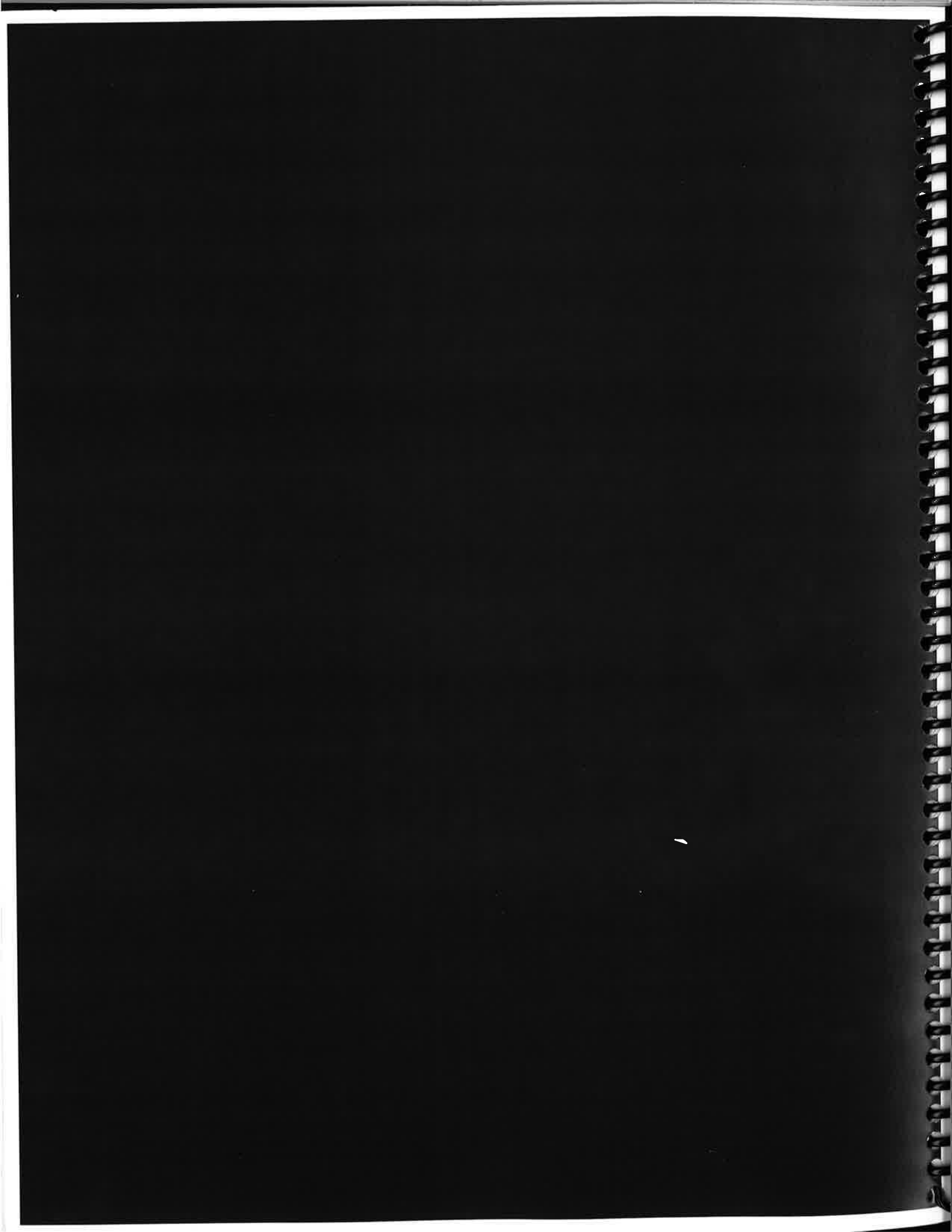


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Why is Transportation Important?

Our transportation system is part of everyday life. The entire community, from corner store to large industrial employer, from elementary school student to retiree, from 9-to-5 professional to soccer-and-everything-else mom, depends on all elements of the transportation system everyday. We rely on the system to get us where we are going, to bring goods to and from the community, and to connect us to the services we need.

The transportation system is the backbone of our community. Not only do our lives and economic livelihood depend on our access to transportation—to move or to be moved around—it can also affect how our community looks and how we live. Transportation facilities can define the character of your neighborhood. With proper planning, they can also be a source of convenient and unprecedented mobility and provide safe and efficient ways of travel. Alternately, a poorly designed transportation system can be a source of frustration and danger.

The transportation system also affects how we spend our money. Transportation infrastructure is the single largest public investment or asset that the City of Pendleton owns and manages. The taxes that you pay help to support development and maintenance of the system, and the efficiency of the system can affect the price of goods and services by reducing or increasing how long it takes people and goods to get around.

This plan is a blueprint for how the community can act; make good decisions, and build the transportation system. The plan has been developed through a broad public involvement program to reflect the desires of the people who live and travel in Pendleton. That is why transportation, and planning for it, is important to you, and to all of us.

Pendleton has experienced population, employment, and traffic growth in the last decade. As a result, traffic congestion in many areas of the city is becoming troublesome and neighborhood livability and traffic safety could be jeopardized. To address these challenges, Pendleton's Mayor and City Council directed City staff to work with the community to develop a vision of Pendleton's future transportation system, consistent with the overall community vision developed fully in the Comprehensive Plan. The Oregon State Department of Transportation provided a grant to the City and is a partner in the planning of the transportation system.



What does transportation do for us?

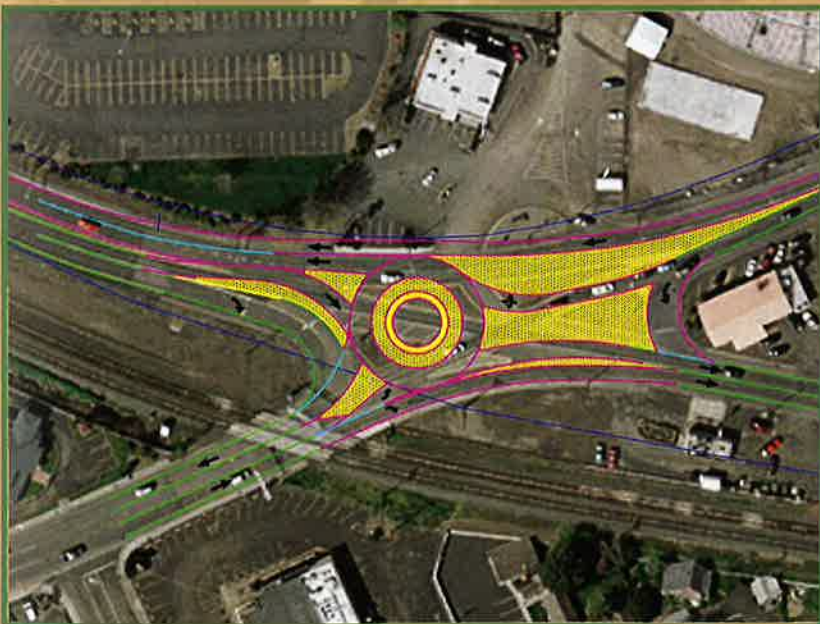
- Provides Convenience. We can travel almost anytime, anywhere—for work and non-work purposes.
- Encourages Economic Development. Transportation investments spur economic growth, both in terms of direct construction spending and associated economic benefits that infuse the economy. Transportation is the glue that keeps the economy together.
- Increases Personal Mobility. Contemporary transportation networks provide unprecedented choices in workplace and home locations. They allow individuals and families to choose where they live independently of where they work. In addition, effective transportation networks increase personal mobility, which makes it easier for people to make multiple stops and complete multiple errands on a single trip.
- Creates Choices. Multimodal transportation systems offer users many different ways to access and use the system: car, bike, walk, transit, and others. The flexibility and mobility offered by these diverse systems can give individuals and households freedom to choose from a wide variety of social and recreational activities.
- Reduces the Cost of Goods and Services. Investments in comprehensive transportation networks have effectively reduced the transportation costs associated with labor and distribution, which in turn reduces the cost of goods and services borne by consumers. As a result, consumers have been provided a broader range of goods and services from increasingly distant markets.

The Transportation System Plan

What does transportation do to us?

- **Increases Driving.** Americans are driving 137% farther than in 1969 and sacrificing time that could be spent with family, at work, or doing other activities for time stuck behind the wheel.
- **Affects Safety.** Every year more than 41,000 people in the United States are killed in traffic collisions. Another 5 million are injured. In recent years, Pendleton has been fortunate to lose few lives in accidents. Yet, the property damages and personal injuries total in the millions of dollars.
- **Costs Money.** In 1998 the average American family spent \$6,312 on transportation, or \$17.29 per day. In smaller metropolitan regions such as Pendleton, the average expenditures may be lower, but are still a large portion of a family or individuals income.
- **Affects Health.** As a nation we're chronically obese, and driving and transportation system and community design are contributing factors to this trend.
- **Increases Air Pollution.** Nationally, autos account for 58% of all carbon monoxide, 30% of nitrogen oxide, 27% of volatile organic compounds, and 9% of particulate matter.

Automobile emissions account for than 25% of all ozone pollution, which occurs when volatile organic compounds and nitrogen oxides react with sunlight to create smog. Unlike the ozone layer high in the atmosphere, which protects us from ultra-violet rays, ground-level ozone causes smog, and has been directly linked to asthma attacks.



The City of Pendleton Transportation System Plan provides the background, data, policies, projects, and other elements necessary to attain an effective and efficient transportation system.

Our community will face many issues over the next 20 years. Those issues most important to the long-term performance of the transportation system are discussed below.

Does this Plan address future population growth?

Yes. Growth is a complex issue, and city residents have mixed views about it. Some see growth as an essential element of prosperity, while others see it as a threat to livability. During the next 20 years, Pendleton's population is expected to increase from 18,000 to 23,000 and employment is expected to increase from 10,000 to 12,000 jobs. Technical analyses for this Plan were completed using growth estimates, and the information gleaned from those analyses was used to identify projects, programs, and initiatives needed to respond to that growth. The recommendations outlined in this plan provide a blueprint for coping with future growth and demand for new transportation investments by outlining projects that specifically address the impacts of growth. Other recommended programs and initiatives are aimed at heading off future issues using strategic, up-front investments.

Will this Plan eliminate traffic congestion?

No. A good plan does not make promises it cannot keep—plans that promise to eliminate all congestion are unrealistic and viewed by the public with skepticism. This Plan supports the City's Transportation Vision and presents a process for implementing workable solutions. Traffic projections derived from the population and employment growth forecasts clearly indicate that future auto, truck, and transit trips will all increase significantly over the next 20 years. That means that traffic congestion will continue to get worse; however, some of the improvements



PLANNING

As directed by the Comprehensive Plan, the policies, objectives, programs, and projects identified in this Transportation System Plan update will support future growth and development of the city. The Transportation System Plan update will provide the policy foundation for Pendleton decision makers, staff, advisory bodies, and citizens. The goals, objectives, and policies of this Plan will be considered in all decision-making processes regarding the transportation system.

The intent of this Plan is to create a blueprint for transportation system investments needed to achieve the Transportation Vision while accommodating the community's increased transportation demand. Many of Pendleton's citizens participated in a comprehensive public involvement program during the development of this Plan and it reflects what the community said it wants and expects from the future transportation system. It also identifies the types and locations of needed investments and how future investments in the system should be prioritized.

recommended in this Plan should help alleviate the worst problems. This Plan supports growth by building and managing a multimodal system that is designed for urban traffic conditions.

Does this Plan only address cars?

No. Over the past two years, the citizens and businesses of Pendleton have set high expectations for a truly multimodal transportation system. A multimodal approach will best meet the varied interests and broad needs of the community. The City's transportation system is not currently, nor will it ever be, solely based on the automobile. In addition, there is increasing sentiment that automobiles are only one element of the transportation system to be considered to accommodate growth and enhance community livability. A primary goal of the Transportation System Plan is to support a vibrant city with strong transportation links to its neighborhoods and activity centers. To meet that goal, the Plan focuses on roadway solutions, but also supports bicycling, walking, and transit.

Does this Plan provide direction to resolve our current funding crisis?

No. Pendleton has a large shortfall in its current transportation investment budget, leaving very little money available for new transportation system development or existing system maintenance. Nonetheless, through our public outreach program, residents and businesses have mandated that we must improve the transportation system to keep pace with growth and maintain a competitive business environment and our high quality of life. This Plan presents a detailed assessment of available funding and what it will cost to deal with the shortfall. Options are provided for increased funding, but difficult decisions will need to be made to implement any of the recommendations.



What is the Vision of this Plan?

The adopted Comprehensive Plan for the City of Pendleton includes a section on transportation, as discussed in the technical memorandum entitled *The Review of Existing Plans*. In this and other sections of the Comprehensive Plan there is considerable language relevant to the issues of concern to this project. The Comprehensive Plan also includes adopted goals and strategies that constitute a vision for the city. The 1996 Transportation System Plan also includes numerous related policies. Because it has been nearly 10 years since the adoption of these plans and because of changes in state policy, road conditions, and municipal finance, the 2006 Transportation System Plan update project revisited the Transportation Vision for the city. The Technical Advisory Committee established for this project held a visioning session on November 15, 2006. Committee members were asked to provide aspirational statements regarding the future transportation system in Pendleton. The Vision was further refined through work with the Project Management Team and two public meetings.

Better Bike and Pedestrian Access

The City of Pendleton is blessed to have a traditional grid pattern in much of its urban core. This grid pattern can be helpful to keep speeds low and maintain traffic conditions that are pleasing for walkers and cyclists. Additionally, recent projects to extend the River Parkway and other routes have added to the levels of access for cyclists and walkers. Furthermore, the proposed changes to local code and the robust list of pedestrian projects in this plan will greatly enhance the transportation system for pedestrians and cyclists.



THE TRANSPORTATION VISION

- Better bike and pedestrian access
- Establish a fixed route bus service
- Improve the aesthetic appearance of the street*
- Enhance the street environment, particularly for pedestrians*
- Provide other routes for local traffic*
- Encourage drivers to drive at desired speed*
- Increase the economic vitality of a community*
- Minimize conflicts between highway users: pedestrians, bicyclists, transit, freight carriers, and motorists*

*As discussed in "A Highway Runs Through It"



Establish a Fixed Route Bus Service

Pendleton residents and businesses support and expect the development of a multimodal system—one that provides a range of travel choices. This will require planning and providing facilities for automobile, bus transit, pedestrian, and bicycle travel. While visitors and residents currently can take advantage of a number of transit programs, there is no regular service providing functional alternatives to driving to work. A fixed route bus service would provide an alternate means of commuting to work, medical appointments, educational facilities, events, and more.

Improve the Aesthetic Appearance of the Street

Most people who live in Pendleton view the community's streets as more than simply concrete and asphalt. Throughout the city, streets affect the way we live, work, and play. Balancing the different types of improvements that can make streets more livable will help achieve the overall community transportation vision. Streets should be viewed as part of a dynamic, integrated land use and transportation system in which streets and adjacent land work together to create safe and great

places to live, work, and play. Street treatments should address the needs, issues, and demands of regular users and the surrounding area.

Enhance the Street Environment, Particularly for Pedestrians

Pendleton residents and businesses have indicated that they equate a walkable community with a high quality of life. In addition, through the Plan's public involvement process, citizens made it clear that more work needs to be done to make our streets more walkable and accessible. This plan has also identified ways to improve the pedestrian environment with new development projects.

Provide Other Routes for Local Traffic

Many of the contemporary development patterns lack connectivity, meaning that even simple errands—like going to the store or visiting a friend—require significant travel. Connected, continuous street systems make travel for those simple errands shorter and much more convenient. Early development in the City of Pendleton was based on a grid street system. As development continued, a basic grid framework was established based on the major corridors;

however, many connections still have not been developed. In many areas, connectivity is lacking for auto travel, pedestrians, and bicyclists. New connections will be more convenient and increase route choices.

Encourage Drivers to Drive at Safe Speeds

There are many ways, in addition to enforcement, to encourage drivers to drive at the appropriate speeds. Much of this can be influenced through design. Drivers are encouraged to drive too fast when streets are wide and appear to be safe places for excessive acceleration. The addition of options for skinny streets should significantly improve the safety of local streets.

Increase the Economic Vitality of a Community

The economic health of Pendleton is dependent on an effective, efficient transportation system. Customers must have ready access to commercial areas by multiple modes of travel. Freight must be able to move with few impediments and numerous modes of travel. Lastly, the design of the transportation system goes a long way toward defining an area, giving a city a sense of place, and representing quality development practices.

Minimize Conflicts Between Highway Users: Motorists, Pedestrians, Bicyclists, Transit, and Freight Carriers

Accessibility ensures that all users of the transportation system have equal access to safe and quality facilities. Motorists, pedestrians, bicyclists, and transit riders should all be able to use the transportation system in a safe, efficient, and uniform way. Transportation is a means to an end, but seldom an end in itself. By focusing on accessibility rather than mobility, we look at the more critical issue of how people can accomplish daily activities more efficiently. Through intersection design and comprehensive planning of the capital improvement projects, the City will minimize conflicts between users of the system.



WHO CREATED THE PLAN?

The citizens of Pendleton created this Plan.

Built directly from a full-year public involvement process, this Plan articulates the wants, needs, and willingness to pay for investments of a broad spectrum of the community—from those who love to drive their car for the sake of driving, to those who have nearly given up the automobile for other modes, and those who have limited transportation choices. This Plan considers the broadly expressed sentiment throughout the community that citizens expect accountability and efficiency from government. It reflects the Transportation Vision and what the community hopes its streets and neighborhoods will become. The community was asked to get involved and it responded.

Those responses, preferences, and technical conclusions were assessed during development of this Plan and throughout the public involvement process. This Plan is the community's best effort. Your ongoing participation in building Pendleton's future is needed.



Planned Projects

The projects outlined on the following pages will improve connectivity and access throughout the community, encourage alternative transportation choices, and support and encourage development as outlined in the City of Pendleton Comprehensive Plan. Whether you drive, walk, bike, or ride transit, these improvements will increase your access to goods and services throughout the community and preserve the quality of life that makes Pendleton special. During development of this Plan, the Project Management Team and Technical Advisory Committee identified specific projects that are needed to make the elements work together efficiently.

Our street system is Pendleton's most valuable infrastructure asset. Like most assets, the street system requires constant maintenance and incremental improvements and modifications to ensure that the system is creating the highest value (in terms of mobility, livability, and economic prosperity) for the community. While the analysis of future traffic conditions indicates that congestion problems will only worsen if no action is taken, Pendleton residents want solutions but also understand there are no "silver bullets" to make traffic congestion go away. The community wants significant

strides to be made to complete the major street upgrades, make new street connections, and keep pace with the ongoing maintenance needs on Pendleton's streets. The community wants a street system that is complete, has few congestion hotspots, and is safe from frequent accidents.

Why invest in the street network?

Arterial streets are the primary arteries in the circulatory system of the urban street network. Arterial streets provide efficient community-wide traffic flow and may provide access to adjacent properties. To best serve its intended purpose, the arterial system must allow for safe travel, have a basic and continuous pattern, and meet urban standards.

Safety - Improvements that enhance street safety are essential. The City monitors street safety and has identified hotspot improvements and programs aimed at correcting existing safety problems. Improvements that enhance safety may include intersection modifications, medians, core roadway enhancements, and in some cases, roadway widening.

System Completion / Congestion Relief - Completion of the basic segments of the arterial network is one of the purposes of the planned projects. Planned improvements will provide continuity in the street

network by filling gaps in the system, eliminating or enhancing congestion bottlenecks, and disjointed intersections, widening select corridors and major intersections to increase capacity, and providing new street extensions into areas of planned urban growth.

Urban Upgrade - Upgrades to urban standards include improvements to add sidewalks, bike lanes, water drainage facilities, street lighting, and transit-supportive facilities (where appropriate). It is essential that the urban street network provide the core facilities for a multimodal transportation system.

Recommended Projects

The recommended street improvement projects are proposed to safely and efficiently accommodate future demand on Pendleton's street system. These projects include new arterial streets; street widening to add travel or turn lanes; street upgrades, including design treatments to improve safety and multimodal circulation; intersection improvements (new turn lanes and traffic signals); and programs and projects to better manage traffic (e.g., neighborhood traffic calming, arterial access management, and traffic signal system management). Many of the recommended street improvement projects include pedestrian, bicycle, and transit enhancements.

Our Pedestrian and Bicycle Systems

Pedestrian and bicycle facilities are an indicator of a community's health and livability to its residents, particularly the young and the elderly. National and local polls frequently cite the lack of safe and accessible facilities as the number one reason more people do not walk or bicycle to their destinations. During development of the Plan's vision and goals, the community clearly indicated its desire for an increase in safe and efficient pedestrian and bicycle facilities.

Walking in Pendleton

At some point during the day nearly everyone becomes a pedestrian - whether walking through the parking lot of a grocery store or going out to grab some lunch. Because walking trips occur so frequently and in so many different circumstances, the need for improvements to ensure pedestrian safety and mobility is extensive. Sidewalks are the primary pedestrian facility that allow for safe and easy access to the transportation system, but many other aspects also need to be considered, including curb ramps, crosswalks, traffic signals,

lighting, landscaping, parking lot design, and police enforcement.

Biking in Pendleton

Bicycles can provide wonderful recreational opportunities or they can be used as a means to get to work. The City has taken significant steps over the last few years to improve cycling facilities, including the River Parkway, but



there are still serious gaps in the system. As with the pedestrian network, the bicycle network on many of the roads is substandard. When there are no safe on-street bicycle facilities, people are either forced to share the roadway with cars or ride on the sidewalk. In some neighborhoods, sharing the road may not be that dangerous because auto speeds and volumes are relatively low. But, riding on an arterial roadway with no extra space can be a harrowing

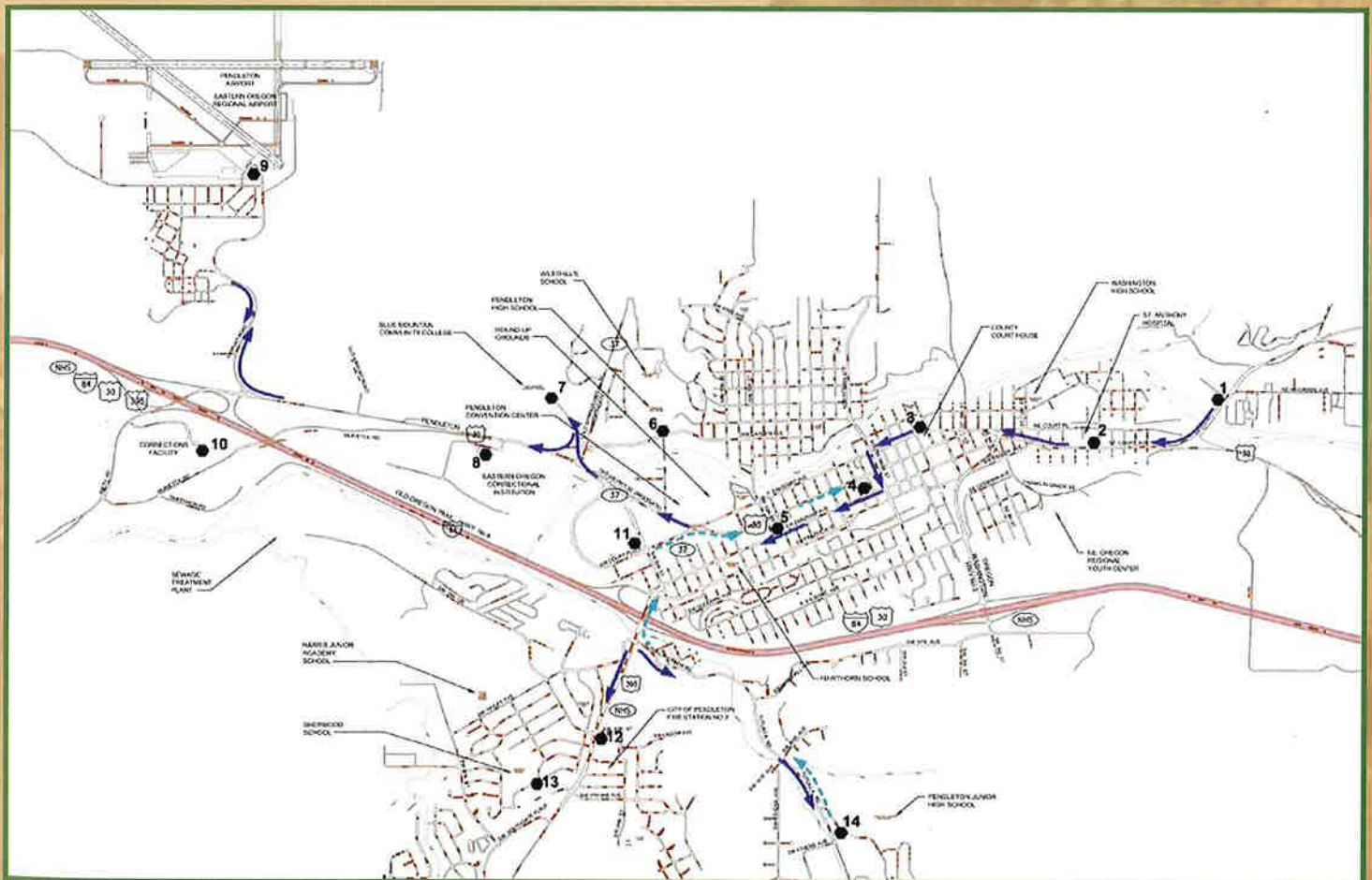
experience for the bicyclist and nearby motorists. Riding on the sidewalk along a busy roadway also puts a bicyclist at significant risk of an accident, because every driveway is a conflict point where a bicyclist can get hit. The proposed bicycle network in this Plan will use a combination of bicycle lanes, bicycle boulevards, and multi-use paths. The intention is to provide a bicycle system that gets cyclists to

their destinations in an efficient and safe manner. Bike lanes will provide the most direct routes, but if streets cannot be retrofitted with bike lanes, bicycle routes will be designated on parallel routes. Bicycle routes typically are not striped with bike lanes, but are shared-use facilities

on slower streets with less traffic than larger arterial roadways. To provide bicycle lanes, the City may reduce travel or parking lane widths, remove a travel or parking lane, widen shoulder areas, or widen a street. Because widening streets is enormously expensive, all other alternatives are considered before a street is widened just to supply bike lanes. Roads usually are widened to include bicycle lanes when upgrade projects are undertaken.

Our Transit System

For those who currently use transit, and for those who may choose to in the future, the street system should be as safe and accommodating to transit as possible. In addition, as congestion on the community's roadways continues to increase, making transit as competitive as possible with the automobile is an effective way to maximize the capacity of the existing street system. Transit is and will continue to be an integral component of Pendleton's transportation system. With the completion of this Transportation Plan System update, the community has taken a significant step in expressing its readiness for a general purpose, fixed-route system.



Key Recommendations

While there are many more recommendations in the completed Transportation System Plan update (addressing transit services, improvement project financing, development codes, etc.), these Key Recommendations provide succinct direction enabling the realization of the Plan's vision.

- 1) Further consideration of the Gateway Roundabout at the Court/Dorion/Westgate intersection.

While this is one of many projects that need to be completed, it project provides a special opportunity which can be lost without quick coordination with ODOT. The location is ideal for a gateway feature for both the city and the Round-Up Grounds.

- 2) Establish new funding sources and increase existing revenues streams.

With existing revenue sources, the City is not able to complete this plan. New revenues must be established to improve the street preservation program and to complete more capital projects.

- 3) Adopt all recommended code changes.

The nearly two dozen recommended amendments to City policy and ordinances are vital for the realization of the Transportation System Plan vision as well as that of the Comprehensive Plan.

- 4) Within the next 2 years, install signage for all new proposed bike routes.

Better signing of the bike routes is inexpensive and will be key in completing the bicycle network and improving safety along these corridors.

- 5) Complete road, bike, and pedestrian projects.

These projects are necessary for freight mobility, easing congestion, providing better connectivity and emergency access, and completing the transportation system.

- 6) Continue to develop the Umatilla River Parkway.

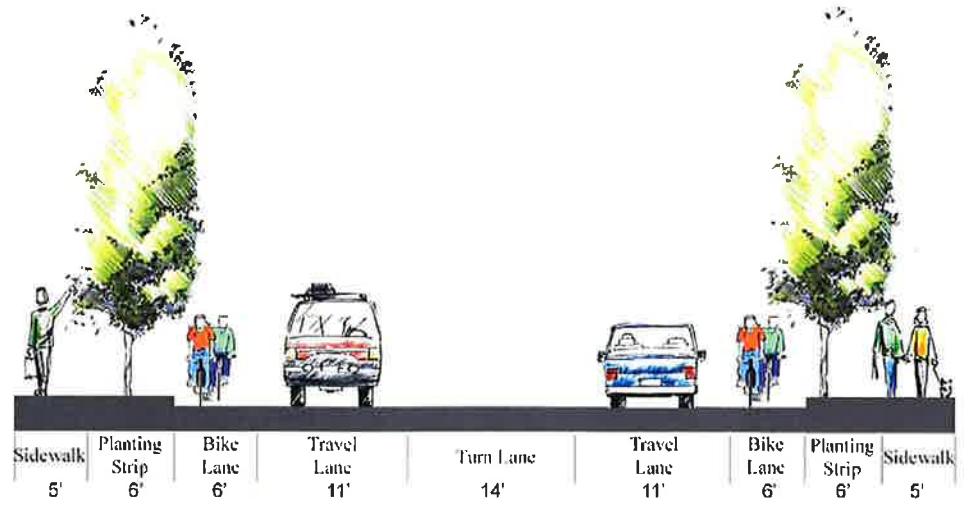
The Umatilla River Parkway provides a safe and attractive pathway through the city and improves livability and economic vitality.

- 7) Investigate and, as appropriate, implement fixed-route transit service.

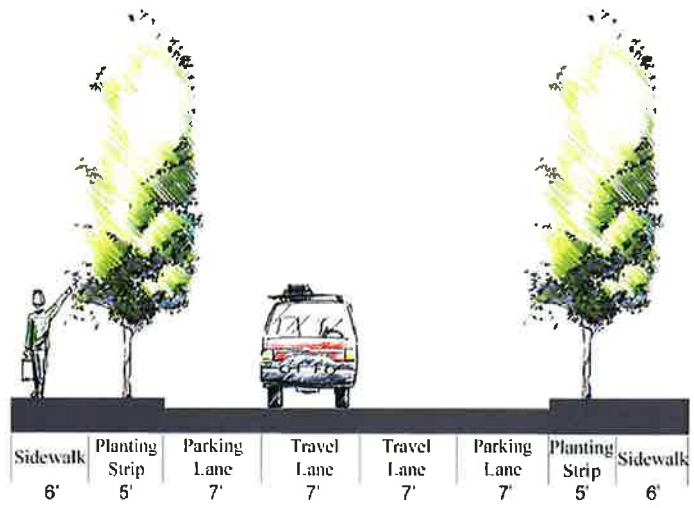
A regular, reliable, medium-sized bus running a loop through town should be planned to serve the general public as well as those with special needs.

- 8) Develop a multimodal circulation plan for downtown Pendleton.

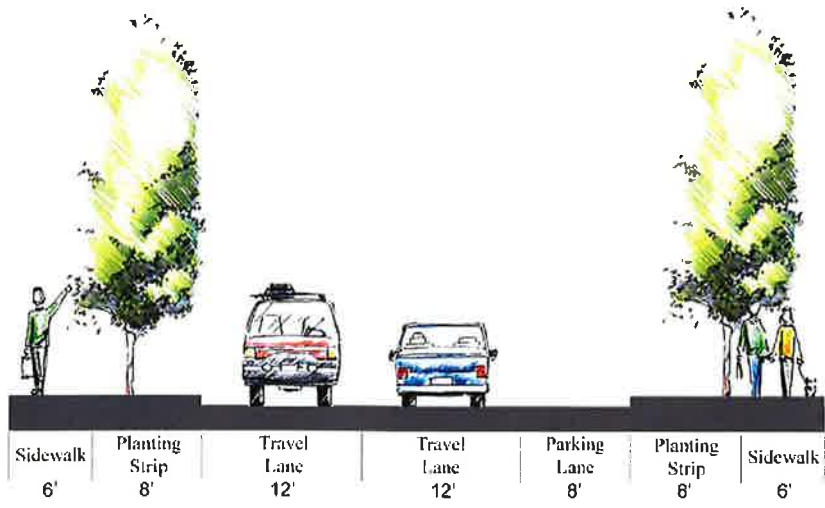
The City has completed important planning for the downtown area. A final plan should be selected and refined to include analysis and recommendations regarding traffic, street design, planted medians, parking, and pedestrian and vehicular circulation.



Local Commercial 70' ROW

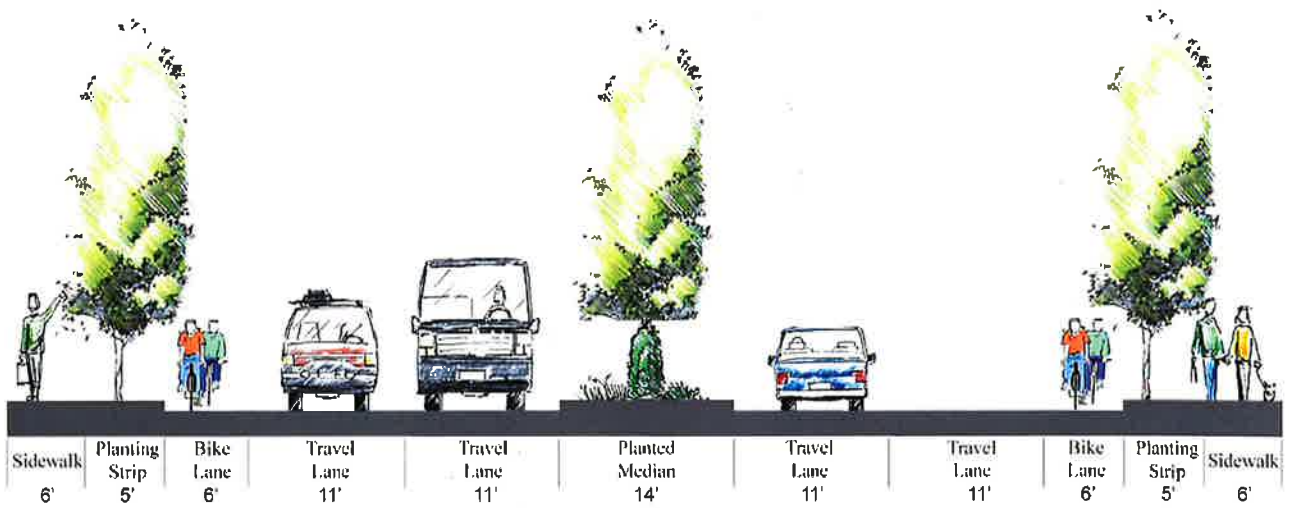


Minor Residential (Queuing Street) 50' ROW

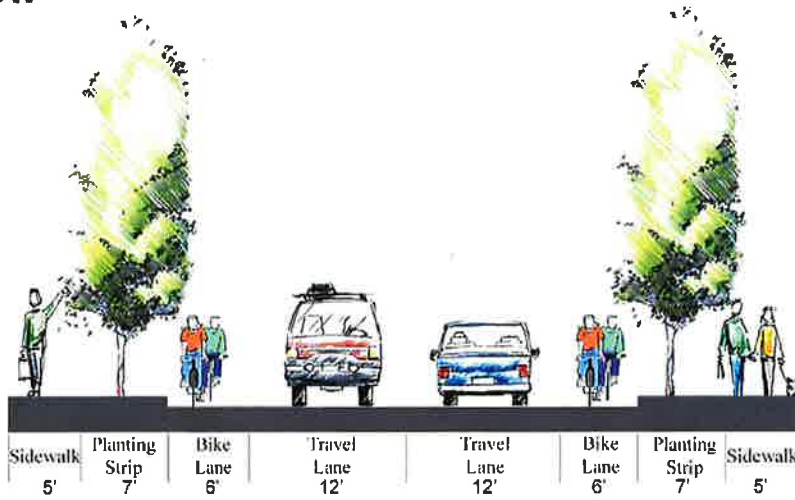


Major Residential 60' ROW

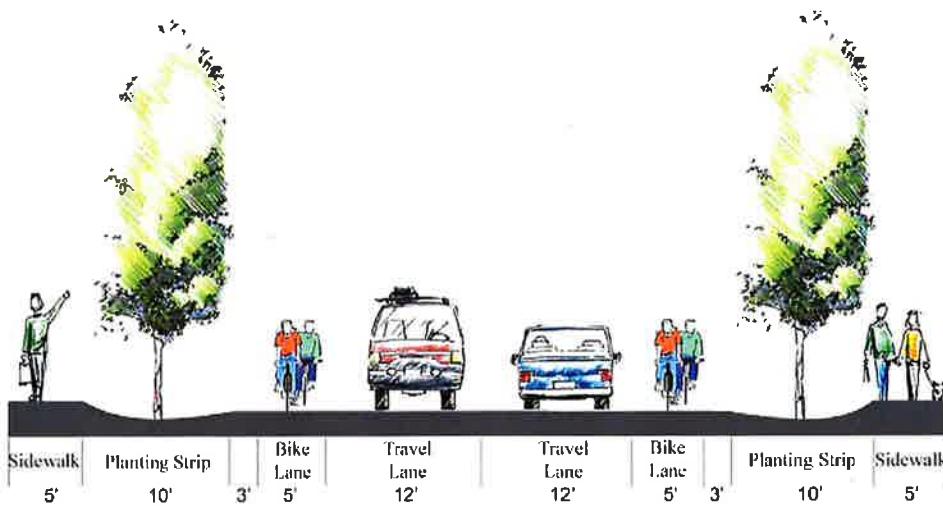
Pendleton sample street standards (as per Ordinance 3251 Article VII, Section 31)



Arterial 90' ROW



Collector 60' ROW



Industrial 70' ROW

Roadway Improvements Preliminary Capital Cost Estimates

Project Name	Facility	Priority	Beginning	End	Estimated Cost
20-YEAR ROADWAY CAPITAL PROJECT LIST					
Barnhart Road	Arterial	High	I-84 (exit 205)	Stage Gulch Road	\$5,930,000
Hailey Avenue Upgrade	Collector	High	SW 30th	SW 37th	\$1,120,400
Hailey Avenue Extension	Collector	High	SW 37th	SW 44th	\$2,340,000
SW Quinney Ave	Collector	High	Southgate Place	SW 44th St	\$1,533,392
Perkins Avenue	Collector	High	eastern terminus	Tutuilla	\$900,000
Tahoe Ave	Collector	High	Tutuilla Rd	eastern UGB	\$1,247,237
SW Nye Ave	Collector	High	SW Marshall Ave	East term. of Nye	\$749,865
SW 44th St (phase 1)	Collector	High	Northern terminus	SW Hailey Ave	\$1,024,721
Westgate Upgrade	Arterial	High	Hwy 37	Interstate 84	\$6,509,913
NW Westgate Drive (to River)	Local	Medium	eastern terminus	bridge	\$507,351
NW Westgate Drive (East)	Collector	Medium	bridge	SW Court Place	\$6,318,376
SW 28th Drive Upgrade	Collector	Medium	Private Drive	City limits	\$887,864
SW 37th St. Ext. (phase 2)	Arterial	Medium	Jay	Northern Term	\$3,800,522
SW 44th St (phase 2)	Collector	Medium	Sunset Ave	SW Quinney Ave	\$775,465
Airport Road/ NW A Ave	Arterial	Medium	Westgate	NW 56th St	\$3,065,245
NW 15th St	Local	Medium	NW 21st St	West Hills School	\$153,387
SW 19th St	Local	Medium	Tutuilla	SW Ladow	\$920,320
NW King St	Collector	Medium	Hwy 37	NW Horn Ave	\$969,331
SW Isaac Upgrade	Collector	Medium	SW 6th	SW 13th	\$707,939
SW 37th St. Ext. (phase 1)	Arterial	Medium	Southgate Place	Southgate/ Hwy 395	\$304,803
SW Ladow	Local	Medium	eastern terminus	SW Perkins Ave	\$1,227,093
NE 8th St. and Bridge	Arterial	Medium	Bridge	Meacham	\$10,000,000
SW 20th St. Upgrade	Arterial	Medium	Emigrant	Court	\$542,493
SE Kirk Avenue Extension	Collector	Low	Intercourt	Goad Road	\$1,310,656
NW 20th St	Local	Low	NW 23th St	NW King Ave	\$377,567
SW 37th St. South loop (phase 3)	Arterial	Low	Southgate/ Hwy 395	Tutuilla Ave	\$467,364
Murrietta Rd (Clopton) Upgrade	Collector	Low	Rieth Road	Western terminus	\$2,917,267
SW 24th St	Local	Low	Southern terminus	37th (southern loop)	\$755,134
SE 8th St Ext	Local	Low	existing terminus	prop. E Kirk Ave	\$353,969
SE 9th St Ext	Local	Low	existing terminus	prop. SE 9th Ext	\$566,351
SE 10th Upgrade and 15th St.	Collector	Low	Frazer	SE Kirk	\$681,000
Patawa Creek Avenue (phase 1)	Local	Low	SW Nye Ave	Eastern UGB	\$1,321,485
SW 28th Drive Upgrade	Collector	Low	City limits	prop. SW 37th St	\$1,247,237
SW 44th St (phase 3)	Local	Low	Sunset Ave	southern UGB	\$913,941
Sw Runnion Drive	Local	Low	existing terminus	SW 37th (south loop)	\$448,361
SE Goodwin Upgrade	Collector	Low	SE 8th	SE 10th	\$283,175
Meacham Ave	Collector	Low	eastern terminus	prop. NE 8th Street	\$498,513
TOTAL					\$63,677,738

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Roadway Improvements Preliminary Capital Cost Estimates

Project Name	Facility	Priority	Beginning	End	Estimated Cost
LONG RANGE (POST 20 YEAR) PROJECTS					
SW 37th St. Ext. (phase 3)	Arterial	Low	SW Hailey	McKennon Road	\$3,358,022
NE 8th Street	Arterial	Low	Meacham	north UGA boundary	\$1,731,539
NE 8th Street Upgrade	Arterial	Low	bridge	SE Court Ave	\$919,094
Old Airport Road	Collector	Low	Westgate	Airport Road	\$1,259,851
Patawa Creek Avenue (phase 2)	Local	Low	Eastern UGB	prop. SW 3rd St	\$519,155
SW Perkins Ave	Local	Low	SW Nye Ave	prop. SW 3rd St	\$1,345,083
SW 3rd St	Arterial	Low	southern terminus	Tutuilla Rd	\$2,330,271
SW 2nd St	Local	Low	southern terminus	Patawa	\$1,329,803
NW 12th St	Collector	Low	North UGB	prop. northern loop	\$110,781
SE Marshall Ave	Collector	Low	SE 6th St	Goad Rd	\$2,044,448
NW 12th St	Collector	Low	northern terminus	North UGB	\$166,171
Northern Loop	Collector	Low	Hwy 37	prop. northern loop	\$3,216,262
NW Horn St	Local	Low	NW King Ave	prop. northern loop	\$280,219
Southern Loop	Arterial	Low	Tutuilla Rd	Goad Road	\$3,780,114
LONG RANGE TOTAL					\$22,390,813
GRAND TOTAL					\$86,068,551

Intersection Improvements Preliminary Capital Cost Estimates

Project Name	Improvement Description	COST
Westgate/Airport Road	Traffic Signal	\$225,000
US 395/I-84 WB	Traffic Signal	\$225,000
Frazer/Emigrant/SW 20th	Geometric	\$75,000
Highway 11/I-84-EB	Traffic Signal	\$225,000
Emigrant/SW 17th	Traffic Signal	\$225,000
Frazer/SW 17th	Traffic Signal	\$225,000
Emigrant/SW 20th	Traffic Signal Modification	\$75,000
Westgate/Court/Dorion	Geometric	\$800,000
TOTAL		\$2,075,000

Summary of the City of Pendleton Transportation System Needs and Revenues

Project Name	Reserves	Year 1	Year 2	Year 3	Year 4	Year 5	Years 1-5	Years 1-20
		2006-2007	2007-2008	2008-2009	2009-2010	2010-2011	2006-2011	2006-2026
REVENUE ESTIMATES								
Federal Earmark	\$0	\$200,000	\$2,235,000	\$3,055,000	\$0	\$0	\$5,490,000	\$5,490,000
State STP fund exchange (FAU)	\$0	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$750,000	\$3,000,000
State Gas Tax	\$0	\$838,035	\$850,605	\$863,364	\$876,315	\$889,460	\$4,317,779	\$18,744,132
Safe Routes to Schools	\$0	\$50,000	\$130,000	\$0	\$0	\$0	\$180,000	\$180,000
Transportation SDCs	\$770,000	\$75,000	\$75,000	\$75,000	\$80,000	\$75,000	\$1,150,000	\$2,275,000
ODOT	\$0	\$0	\$0	\$0	\$720,000	\$0	\$720,000	
County partner projects	\$0	\$0	\$0	\$120,542	\$0	\$0	\$120,542	\$1,120,542
HBRR (bridges)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTIA (bridges)	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000	\$12,000,000
LIDs	\$0	\$300,000	\$0	\$125,000	\$200,000	\$200,000	\$825,000	\$3,075,000
Sidewalk LIDs	\$0	\$100,000	\$170,000	\$200,000	\$0	\$200,000	\$670,000	\$2,070,000
TOTAL	\$770,000	\$1,713,035	\$3,610,605	\$4,588,906	\$2,026,315	\$5,514,460	\$18,223,321	\$48,674,674
COST ESTIMATES								
Existing Ops and Maint.		\$838,035	\$850,605	\$863,364	\$876,315	\$889,460	\$4,317,779	\$18,744,132
Existing Preservation		\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$750,000	\$3,000,000
Debt Service		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Outlay								
6-Year CIP								
<i>Barnhart Rd</i>		\$200,000	\$2,300,000	\$3,430,000	\$0	\$0	\$5,930,000	\$5,930,000
<i>8th St extension and bridge</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$10,000,000
<i>SW Hailey ext/ bridge</i>		\$0	\$0	\$2,340,000	\$0	\$0	\$2,340,000	\$2,340,000
<i>SW Quinney Street and bridge</i>		\$0	\$0	\$1,533,392	\$0	\$0	\$1,533,392	\$1,533,392
<i>SW Hailey (29th-37th)</i>		\$0	\$0	\$0	\$0	\$900,000	\$900,000	\$900,000
Remaining 20-year Road Projects								\$42,619,759
Bike projects		\$0	\$0	\$0	\$0	\$0	\$0	\$2,604,510
Pedestrian projects		\$0	\$0	\$0	\$0	\$0	\$0	\$6,200,760
TOTAL CAPITAL OUTLAY		\$200,000	\$2,300,000	\$7,303,392	\$0	\$900,000	\$10,703,392	\$73,128,421
TOTAL		\$1,188,035	\$3,300,605	\$8,316,756	\$1,026,315	\$1,939,460	\$15,771,171	\$85,067,283
POTENTIAL NEW REVENUE								
Utility Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0
City Gas Tax		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Undetermined		\$0	\$0	\$0	\$0	\$0	\$0	\$33,750,000
Increase to SDCs (triple)		\$0	\$150,000	\$150,000	\$150,000	\$150,000	\$600,000	\$2,850,000
TOTAL		\$0	\$150,000	\$150,000	\$150,000	\$150,000	\$600,000	\$36,600,000
CAPITAL BALANCE	\$770,000	\$1,513,035	\$1,146,605	(\$2,564,486)	\$2,176,315	\$4,764,460	\$8,119,929	\$13,146,253
Balance (excluding deferred)	\$770,000	\$525,000	\$460,000	(\$3,577,850)	\$1,150,000	\$3,725,000	\$3,052,150	\$207,391
Deferred Ops and Maint.	\$0	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000	\$5,004,718
Deferred Preservation (min)	\$0	\$1,350,000	\$1,350,000	\$1,350,000	\$1,350,000	\$1,350,000	\$6,750,000	\$27,000,000
Deferred Preservation (max)	\$0	\$2,247,750	\$2,247,750	\$2,247,750	\$2,247,750	\$2,247,750	\$11,238,750	\$44,955,000
FULL BALANCE	\$770,000	(\$2,148,875)	(\$2,213,875)	(\$6,251,725)	(\$1,523,875)	\$1,051,125	(\$10,317,225)	(\$54,274,827)

Bicycle System Capital Improvements

Project Name/Location	Facility	Beginning	End	Capital Cost Estimate
NORTH				
NW Carden	Lane	10th Street	Hwy 37	\$6,000
NW 15th St	Mixed Traffic	Nw 21st St	West Hills School/ King	*
Hwy 37	Lane	NW Gilliam	NW King	\$73,996
NW 4th	Mixed Traffic	Furnish	John's Lane	*
NW Furnish/ 8th/Gilliam	Mixed Traffic	NW 12th	NW 4th	*
NW King/Horn	Mixed Traffic	Hwy 37	NW 12th	*
NW 14th/NW 15th/Ellis	Mixed Traffic	Carden	End	*
NW 8th	Mixed Traffic	Umatilla River	UGB	*
DOWNTOWN				
SW 10th	Lane	Carden	Dorion	\$71,353
SW 7th	Mixed Traffic	Goodwin	Isaac	*
South Main Street	Lane	Frazier	Isaac	\$68,710
Highway 11	Mixed Traffic	Nye Avenue	SE 10th	*
SW Nye	Mixed Traffic	Tutuilla Creek Rd.	Highway 11	*
SE Frazier	Mixed Traffic	Hwy 11	SE Court Place	*
SE Goodwin	Mixed Traffic	Main	SE 3rd	*
EAST				
River Parkway (Umatilla)	Path	Existing bridge on East	City limits	\$355,000
SOUTHWEST				
River Parkway (Tutuilla)	Path	Southgate	Tutuilla Creek	\$348,073
River Parkway (Tutuilla)	Path	Tutuilla Creek	Grecian Hts Park	\$454,192
SW 37th	Lane	Southgate Place	Hailey	\$140,064
SW 31st	Mixed Traffic	Hailey Avenue	SW Nye Avenue	*
Hailey	Lane	SW 30th	SW 44th	**
SW Perkins	Lane	US 395	End	**
SW Quinney	Lane	SW 44th	Southgate Place	**
WEST				
River Parkway (Umatilla)	Path	Western terminus	Western UGB	972517
Community Corrections	Path	Facility	Murietta Rd	\$114,609
Westgate	Lane/ Path	City Limits	Northgate	**
TOTAL COST ESTIMATE				\$2,604,514
* Cost associated with signage and maintenance only.				
**Project to be completed and funded in conjunction with roadway improvement.				
	Priorities			
	1	Existing major roads		
	2	River Parkway		
	3	Connectivity		
	4	New roadway projects		

Pedestrian System Improvements

Project Name/Location	Beginning	End	Included in Roadway Project	Capital Cost Estimate
NORTH DISTRICT				
Airport Road	Westgate	"A" Avenue	No	\$652,125
Carden Avenue	Westgate	Northgate	No	\$169,920
NW 12th	Carden	Despain	No	\$75,520
NW 12th	Despain	King	No	\$217,120
NW 12th	King	End	No	\$188,800
Furnish	NW 8th	NW 7th	No	\$56,640
Furnish	NW 7th	Main	No	\$122,720
Furnish	NW 11th	NW 9th	No	\$47,200
NW 7th	Ellis	Furnish	No	\$37,760
Main	Ellis	End	No	\$509,760
Horn	NW 12th	King Avenue	No	\$283,200
DOWNTOWN				
Court	SE 4th	SE 10th	No	\$141,600
Frazer	SW 9th	SW 4th	No	\$132,160
Frazer	Main Street	SE 10th	No	\$245,440
SW 20th	Emigrant	Dorion	No	\$37,760
SW 17th	Frazer	Court	No	\$122,720
SE 10th	Frazer	Court	No	\$132,160
Intercourt/ Hwy 11	Jay (approx)	Nye Avenue	No	\$264,320
Goodwin/SW 4th	Main Street	SE 3rd	No	\$151,040
Isaac	SW 2nd	SE 6th	No	\$245,440
SE 3rd	Hailey	Isaac	No	\$37,760
SE 6th	Goodwin	End	No	\$132,160
EAST				
US 30	SE 17th	SE 20th	No	\$94,400
Highway 11	Private Rd	UGB	No	\$264,320
Byers	SE 11th	SE 12th	No	\$56,640
Byers	SE 12th	SE 15th	No	\$132,160
Byers	SE 15th	SE 17th	No	\$94,400
SE 12th	Court	Byers	No	\$75,520
SE 17th	Court	Byers	No	\$75,520
Court	SE 14th	SE 16th	No	\$56,640
Court	SE 17th	SE 20th	No	\$104,000
Goodwin	SE 6th	SE 8th	No	\$94,000
SOUTH				
US 395	Tutuilla Rd	prop' 37th St	No	\$510,000
SW 44th	Quinney	UGB (South)	No	\$283,000
SW 30th	SW 28th (South)	Hailey Avenue	No	\$302,000
Middle School	SW Runnion Ave	School building	No	\$55,000

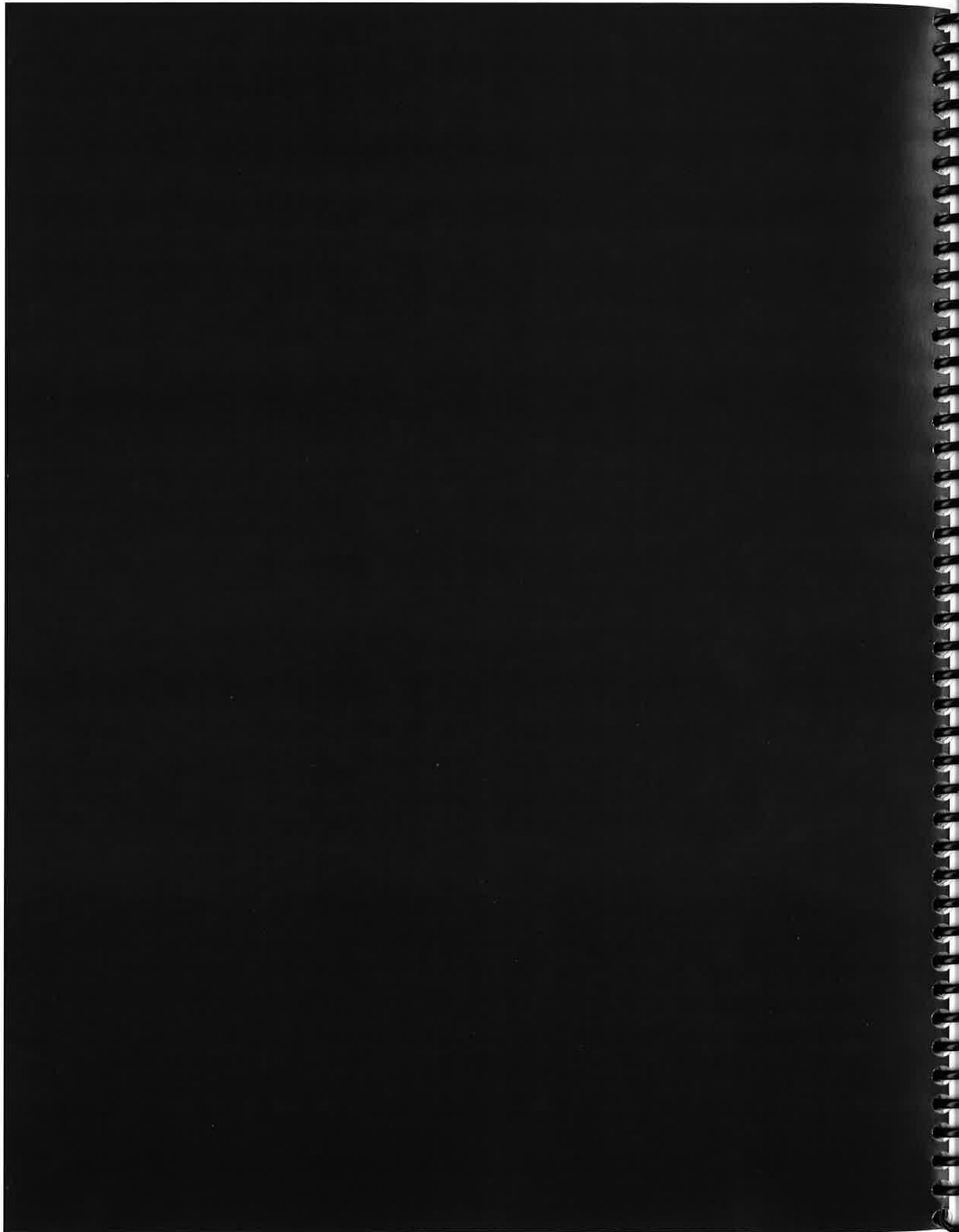
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Pedestrian System Improvements

Pedestrian projects incorporated into road designs. Refer to list of roadway improvements for specifics.				
Project Name/Location	Beginning	End	Included in Roadway Project	Capital Cost Estimate
Isaac upgrade	Kirk Ave	Tahoe Ave	Perkins Ave	SE 44th St
SE 8th St	SW 37th St (3)	SW 28th Drive (2)	SW Nye Ave	SE 46th St
Sw 24th St	NW King	Hailey Avenue (2)	Patawa Ave	SE 8th St
Goodwin upgrade	SW 44th St	Meacham	Westgate Drive (2)	SE 9th St
SW 20th ST	NW 12th ST	NW 19th St	SE Ladow Avenue	SW 2nd St
Murietta	Westgate	NW 15th St	Airport Road	SE 10th/ 15th
(#) - number of projects				
TOTAL COST ESTIMATE				\$6,200,765

*Cost included in roadway project

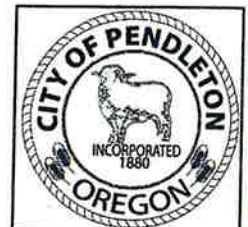


Pendleton Transportation System Plan Map Proposed Roadways



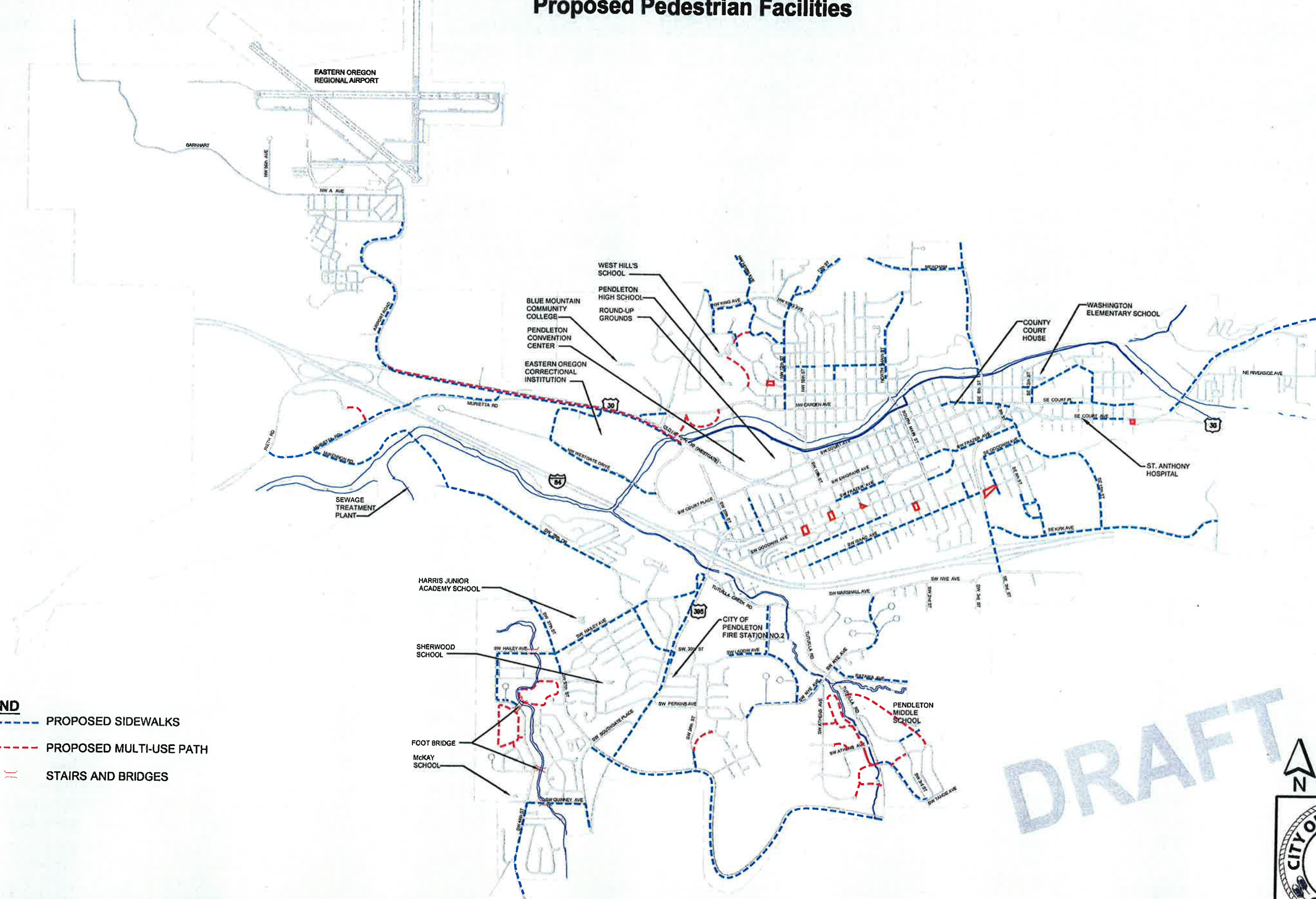
- LEGEND**
- URBAN GROWTH BOUNDARY
 - ARTERIAL
 - LOCAL
 - COLLECTOR
 - LONG RANGE LOCAL
 - LONG RANGE COLLECTOR
 - LONG RANGE ARTERIAL
 - PROPOSED TRAFFIC SIGNAL

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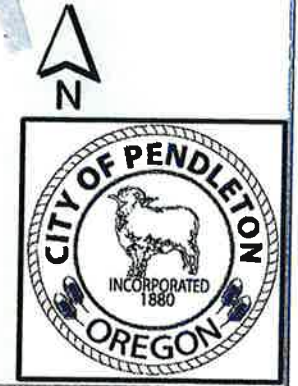


Pendleton Transportation System Plan Map Proposed Pedestrian Facilities

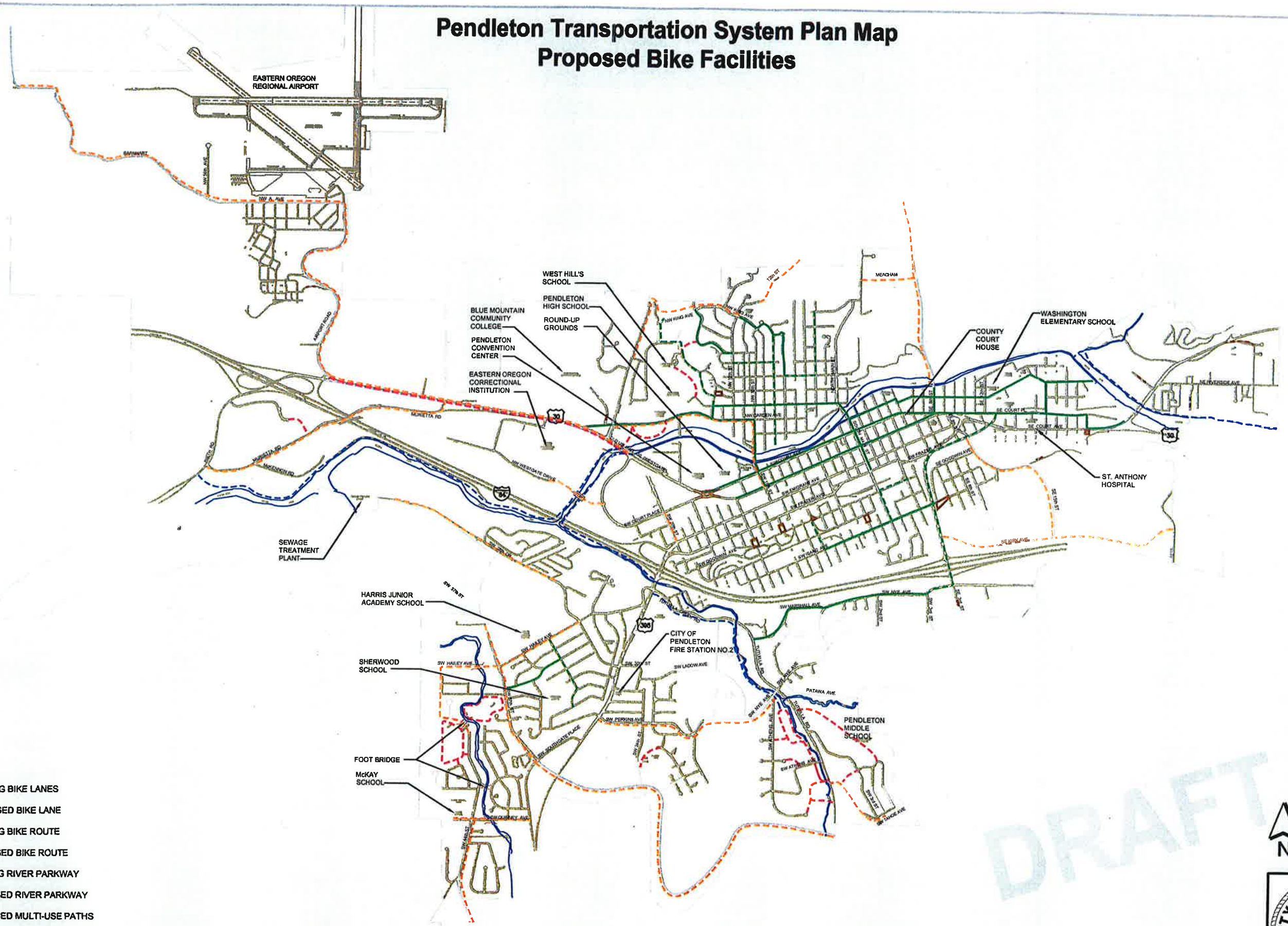
- LEGEND**
- - - PROPOSED SIDEWALKS
 - - - PROPOSED MULTI-USE PATH
 - ▴ ▾ STAIRS AND BRIDGES



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Pendleton Transportation System Plan Map Proposed Bike Facilities



- LEGEND**
- EXISTING BIKE LANES
 - - - PROPOSED BIKE LANE
 - EXISTING BIKE ROUTE
 - - - PROPOSED BIKE ROUTE
 - EXISTING RIVER PARKWAY
 - - - PROPOSED RIVER PARKWAY
 - - - PROPOSED MULTI-USE PATHS








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Pendleton Transportation System Plan Map Long Range Projects

LEGEND

-  URBAN GROWTH BOUNDARY
-  ARTERIAL
-  LOCAL
-  COLLECTOR
-  LONG RANGE LOCAL
-  LONG RANGE COLLECTOR
-  LONG RANGE ARTERIAL

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