



## TECHNICAL MEMORANDUM #2

### Pendleton Transportation System Plan Pedestrian, Bicycle, and Transit Update

Vision Statement and Transportation Access Evaluation

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Date: September 10, 2015 Project #:18685  
To: Advisory Committee (AC)  
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cc: Project Management Team (PMT)

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This memorandum provides the vision statement, goals, objectives, and evaluation criteria for the City of Pendleton Transportation System Plan Pedestrian, Bicycle, and Transit Update. The content of this memorandum will be used throughout the project to help guide the development and evaluation of multi-modal transportation improvements throughout the city. The goals and objectives in this memorandum will also inform recommendations for policy language that will be prepared in Task 8.2 (Draft Policy and Unified Development Code Amendments). That policy language will serve as criteria in future land use decision making, such as zone changes and comprehensive plan amendments.

## VISION STATEMENT

The City of Pendleton's Pedestrian, Bicycle, and Transit Update will plan for an active transportation system that makes the use of non-automobile based forms of transportation for local and regional trips safe and pleasant. The City's most recent Transportation System Plan (TSP) was adopted in 2007 and mainly addressed motorized transportation needs. By updating the transit, bicycle, and pedestrian components of the TSP, the City intends to identify infrastructure, policy, and programming actions that create a safe and efficient environment for these forms of transportation. The Project will result in amendments to the 2007 update including designing for active transportation modes and exploring opportunities for improving and expanding the existing multi-use trail system, expanding transit stops, siting a new transit center, and identifying park-and-ride and/or park-and-pool facilities.

## DRAFT EVALUATION METRICS

Evaluation metrics are a helpful means of ensuring that the plan is in line with the City's vision. In order to ensure a consistent understanding of the evaluation metrics used in this memorandum, definitions are provided below:

- Goals – provide direction for where the City would like to go. A goal is met when outcomes can be cited for that goal.
- Objectives – provide a more detailed breakdown of goals with more specific ends the City desires to achieve.
- Evaluation criteria – provide a quantitative or qualitative tool to assess progress towards the established objectives.

The measures and evaluation criteria will be used throughout the plan update for two key purposes:

1. Evaluate the existing transportation system and identify areas for improvement; and
2. Compare and select preferred projects/elements to be included in the plan update.

## Goals

Project goals provide broad guidance that help direct where the City and its constituents would like to go with the plan. The goals were developed with the project vision statement in mind and include:

- **Accessibility:** Develop an enhanced bicycle and pedestrian system that is accessible for all ages, skill levels, abilities, and interests. Develop efficient transit opportunities that provide both local and regional travel options.
- **Connectivity:** Provide multi-modal infrastructure that increases connections to all areas of the city and works to overcome the existing topographical constraints.
- **Health and Safety:** Enable people to safely walk, run, and cycle throughout the city.
- **Livability:** Provide for a high quality of life by providing attractive transportation options and considering community values and interests.
- **Financial Responsibility:** Invest in financially feasible infrastructure projects that will serve the city for years to come.
- **Community:** Encourage community interest and participation in walking, biking, and transit use for both required and discretionary travel.
- **Equity:** Provide sustainable transportation options that are affordable and available to all residents regardless of income or physical ability.
- **Economy:** Create a transportation network that supports economic stability and growth by connecting people to jobs, education, and recreation.

## Project Objectives

The following project objectives more specifically describes the project purpose and ends the City intends to achieve.

- Increase the opportunities for people to walk, bike, and use transit in Pendleton.
- Increase transportation choices between the north and south sides of I-84 by adding more bicycle and pedestrian routes and connections to transit.
- Increase the length of the River Parkway through logical extensions of adjacent levees and creek corridors.
- Plan for a complementary trail corridor on the north side of the Umatilla River.
- Address safety and security of bicycle and pedestrian route users.
- Provide adequate funding to maintain the existing active transportation system while prioritizing investments in future facilities.
- Establish a collaborative and healthy relationship with the Confederated Tribes of the Umatilla Indian Reservation (CTUIR) to make best use of Kayak Public Transit for Pendleton residents.
- Enhance marketing, information, and messaging around transit to ensure residents are aware of existing transit options.
- Streamline City-run transportation services and provide local service that best meets community needs.
- Utilize existing parking facilities for park-and-ride and park-and-pool sites to increase transportation options and reduce transportation costs for commuters.

## Evaluation Criteria

The evaluation criteria provide a means of measuring progress and a quantitative or qualitative way of comparing plan elements. These criteria will be applied later in the planning process to assess plan elements and define priorities. As stated, the plan elements may include projects, policies, programs, pilot projects, and future studies.

- Cost – What is the planning-level cost estimate of the element?
- Potential Funding Mechanisms – Are funding sources available that could potentially fund further study or implementation of the element?
- Feasibility – Are there any significant barriers to the element, such as ownership of the connection, limited right-of-way, the presence of significant natural resources, or topographic constraints?
- Connectivity – Does the element fill an existing gap in the bicycle or pedestrian network or create a new connection? Does it fill a gap in the transit network?
- Accessibility – Does the element enhance access to the active transportation system for all users, regardless of ability?

- Destinations served by element – Does the element enhance connections to existing and planned schools, job sites, services, or recreation areas? Does the transit service follow demographic, commuter, and major destination patterns?
- Expected safety impact – Is the element expected to improve the safety performance of a facility, based on available research on pedestrian/bicyclist safety?
- Level of traffic stress – According to the methodology presented in the ODOT Analysis and Procedures Manual, does the element improve the bicycle level of traffic stress score for the applicable roadway segment?
- Population served – Does the element effectively serve people that live in, work in, and/or visit Pendleton? I.e., Is it located in an area with a demand for walking/biking? Does it appeal to riders of multiple skill levels?
- Anticipated economic impact – Does the element increase bicycle or pedestrian activity in the downtown core or near schools? Does it connect more commuters to jobs or education?
- Vulnerable populations – Does the element ensure that transit-dependent populations have low-cost transportation options available?
- Cost efficiency – Does the element provide the highest transit quality and level of service for the cost? Does the element work to maximize existing infrastructure and services?
- Health impacts – Does the element increase or help promote physical activity.