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PROJECT IMPLEMENTATION

Pendleton TSP Pedestrian, Bicycle, & Transit Update

Date: March 18, 2016 Project #:18685
To: Project Management Team (PMT)
From: Matt Hughart (KAI), Sara Muse (KAI), Stephanie Wright (N\N), Mathew Berkow (N\N)
cc: Advisory Committee (AC)

This memorandum outlines in greater detail the various implementation components of each identified bicycle, pedestrian, multi-use trail, and transit project under consideration in the Pendleton TSP Pedestrian, Bicycle, & Transit Update.

BACKGROUND

The Pendleton TSP Pedestrian, Bicycle, & Transit Update will identify and coordinate opportunities to create seamless connections between key city attractions/destinations/schools/neighborhoods and the pedestrian, bicycle, multi-use trail, and transit infrastructure. The intent of the TSP is to identify key active transportation and transit connections to the existing system and to identify key gaps and deficiencies for future implementation.

Technical Memorandum #5 identified the initial set of bicycle, pedestrian, multi-use trail and transit projects. The following tables expand upon the initial project lists providing implementation details, detailed cost estimates, potential funding sources, phasing, and prioritization.

Technical Memorandum #6.6 outlined the preferred transportation projects and their respective cost estimates that are intended to appear in the Pendleton TSP Update. In addition to summarizing the results found in both Technical Memorandum #5 and #6.6, this memorandum identifies recommendations to the City of Pendleton Comprehensive Plan and Unified Development Code (UDC). Appendix A details findings prepared by Angelo Planning Group on the recommended approach to creating transportation policy language for the updated Pendleton TSP.

Table 1 – Future Pedestrian Project Implementation Details

ID*	Location	Issues	Project Description	Benefits	Cost *	Considerations	Potential Funding Sources	Implementation and Phasing
P1	Old Airport Road from Westgate to Airport Road	There are currently no pedestrian connections to the Airport or surrounding industrial lands.	Repurpose the Old Airport Road as a dedicated walking/biking route.	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.	\$1,103,000	<ul style="list-style-type: none"> US 30/Westgate currently lacks sidewalks, effectively disconnecting Airport Road from the rest of the City. 	GF, PDF, CIP	Low until increased development occurs in the industrial area
P2	Carden Avenue from US 30 (Westgate) to OR 37 (Northgate)	This key access road to/from Blue Mountain Community College lacks sidewalks on the north side of the street between the community college drive and US 30.	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. This project will improve pedestrian MMLOS score from Fair to Good.	\$90,000	<ul style="list-style-type: none"> No significant considerations. 	PDF, CIP, STIP, GF	High
P3	NW 12 th Street from Carden Avenue to Despain Avenue	The majority of the NW 12 th Street corridor has sidewalks on both sides of the street. There is a gap on NW 12 th Street between Carden Avenue and Despain Avenue.	Install sidewalks on both sides of NW 12 th Street between Carden Avenue and Despain Avenue.	This segment represents a significant sidewalk gap in the NW 12 th Street corridor. The pedestrian MMLOS score will improve from Poor to Good.	\$95,000	<ul style="list-style-type: none"> Installation of sidewalks would likely require some right-of-way acquisition and utility relocations. Some gaps could be filled in as part of future redevelopment of adjacent properties. 	PDF, CIP	Medium
P4	NW 12 th Street from Despain Avenue to King Avenue	Several sidewalk gaps exist on NW 12 th Street from NW Despain Avenue to NW King Avenue.	Fill in the sidewalk gaps (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.	\$105,000	<ul style="list-style-type: none"> Some segments will require right-of-way acquisition and/or utility relocation. Some gaps could be filled in as part of future redevelopment of adjacent properties. 	PDF, CIP	Medium
P5	NW Furnish Avenue from NW 12 th Street to Main Street	Several sidewalk gaps exist on NW Furnish Avenue, limiting east-west pedestrian travel on the north side of town.	Fill in the sidewalk gaps.	NW Furnish Avenue is an important east-west travel way and the last continuous east-west corridor north of NW Despain Avenue.	\$220,000	<ul style="list-style-type: none"> Some segments will require right-of-way acquisition and/or utility relocation. Some gaps could be filled in as part of future redevelopment of adjacent properties. 	PDF, CIP	Medium
P6	NW Despain Avenue from SW 14 th Street to Pendleton High School	The existing sidewalk on the north side of the street is narrow. Cars parking along this side of the road often park on the sidewalk due to its low profile and lack of a defined curb.	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.	\$100,000	<ul style="list-style-type: none"> Sidewalk reconstruction may require some right-of-way acquisition and retaining wall construction if a wider cross section is desired. 	PDF, CIP, GF	High
P7	NW Carden Avenue from NW 10 th Street to NW 9 th Street	There is an existing sidewalk gap on the north side of the street.	Fill in the sidewalk gap 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.	\$15,000	<ul style="list-style-type: none"> Redevelopment of and adjacent parcel would likely address this gap. 	PDF, CIP	High
P8	NW 7 th Street from Ellis Avenue to Furnish Avenue	There is a sidewalk on the west side of this segment of NW 7 th Street, but no sidewalk on the east side.	Install sidewalk on the east side of the street.	Installing sidewalks on the east side of the street will fill in a significant gap on the NW 7 th Street corridor.	\$30,000	<ul style="list-style-type: none"> Installation of sidewalks may require utility relocations. 	PDF, CIP	Medium
P9	Main Street north of Furnish Avenue	Sidewalks are incomplete on a short segment of the east side of Main Street just north of Furnish Avenue.	Install sidewalks on the east side of the street.	This segment is the last remaining sidewalk gap along Main Street. Will ensure a pedestrian MMLOS score of Good along the entire corridor.	\$20,000	<ul style="list-style-type: none"> Main Street is wide enough to accommodate the sidewalk without impacting the adjacent property owners front lawn/landscaping. 	PDF, CIP, GF	Medium
P10	NW Horn Avenue from NW 12 th Street to King Avenue	There are no sidewalks on this portion of Horn Avenue.	Install sidewalks on both sides of the street.	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.	\$320,000	<ul style="list-style-type: none"> Installation of sidewalks would impact multiple home frontages and require utility relocations. Installation of sidewalks on the east/north side of Horn Avenue will require some retaining wall construction. 	PDF, GF	Medium
P11	SW 10 th Street south of Frazer Avenue	There are no pedestrian accommodations on SW 10 th Street between Frazer Avenue and the existing pedestrian stairway.	Install a sidewalk on the east 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.	\$15,000	<ul style="list-style-type: none"> Will require a modification of the parking lot currently serving the adjacent preschool. 	PDF, CIP	High

ID*	Location	Issues	Project Description	Benefits	Cost *	Considerations	Potential Funding Sources	Implementation and Phasing
P12	Frazer Avenue from Main Street to SE 10 th Street	Sidewalks are incomplete on both sides of the street.	Install sidewalks on the north side of Frazer Avenue	Would complete the sidewalk network along the four key east-west arterials through downtown Pendleton. Would improve the pedestrian MMLOS score from Fair/Poor to Good.	\$275,000	<ul style="list-style-type: none"> Sidewalks on the south side of Frazer Avenue would likely require the removal of some old railroad lines. 	PDF, CIP, STIP, GF	Medium
P13	SW 20 th Street from Emigrant Avenue to Dorion Avenue	There is a sidewalk on the east side of the street, but no sidewalk on the west side. This represents a significant gap in the pedestrian network given that the segment is part of the link that connects South Pendleton to the Wal-Mart/Safeway shopping area.	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.	\$45,000	<ul style="list-style-type: none"> This portion of SW 20th Street is identified for future realignment as part of the I-84/US 395 Interchange Area Management Plan. 	PDF, CIP	High
P14	SW 17 th Avenue from Emigrant Avenue to Court Avenue	There is a sidewalk gap on the west side of 17 th Street.	Complete the sidewalk on the west side of the 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.	\$40,000	<ul style="list-style-type: none"> May require some utility relocation. 	PDF, CIP	High
P15	Frazer Avenue from SW 11 th Street to SW 8 th Street	The sidewalk on the north side of Frazer Avenue is very narrow on either side of the railroad tracks and there are utility poles in the middle of the narrow sidewalk.	Replace the sidewalk with a wider more accessible version.	Provides for a safer walking environment and better defines the crossing of the railroad tracks. Would improve the pedestrian MMLOS score from Fair to Good.	\$200,000	<ul style="list-style-type: none"> Will require utility relocation. Will likely require additional right-of-way from adjacent properties. Will require coordination with Union Pacific Railroad. 	STIP, PDF, CIP, GF	High
P16	SW 13 th Street Stairs	The existing stairway connecting the lower and upper portions of SW 13 th Street has been deemed unsafe and unfit for continued use.	Replace the existing stairway or develop an alternate pathway connection up the hillside.	One of two pedestrian stair connections linking the adjacent hillside neighborhoods to Downtown Pendleton, commercial areas, and Hawthorn School.	\$95,000	<ul style="list-style-type: none"> No special considerations. 	GF, CIP	High
P17	OR 11/Issac Avenue Intersection	This is an existing uncontrolled pedestrian crossing.	Install a Rectangular Rapid Flash Beacon (RRFB) or other appropriate enhanced pedestrian crossing treatment at the 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.	\$35,000	<ul style="list-style-type: none"> Would be installed when warranted by a more detailed study. 	CIP, STIP, GF	Medium
P18	SE 3 rd Street from Hailey Avenue to Isaac	There are sidewalks on the east side of the street, but no facilities on the west side of SE 3 rd Street.	Install sidewalk on the west side of the 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.	\$35,000	<ul style="list-style-type: none"> Gap could be filled in a part of a future redevelopment project of the adjacent property. 	GF, CIP	Medium
P19	SE Court Place from SE 19 th Drive to SE Court Avenue/US 30.	SE Court Place currently dead ends before connecting to SE Court Avenue/US 30.	Install a sidewalk/pathway connection through the vacant parcel 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.	\$145,000	<ul style="list-style-type: none"> The establishment of a multi-use pathway would require right-of-way acquisition through the vacant field. There is a significant grade differential between SE Court Place and SE Court Avenue through the vacant field. 	STIP, GF, CIP	Medium
P20	Highway 30 from SE 17 th Street to SE 20 th Street/OR 11	There are sidewalks on the north side of the street, but no facilities on the south side of Highway 30.	Install sidewalk on the south side of the street.	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. This project would improve the pedestrian MMLOS score from Poor to Good conditions.	\$190,000	<ul style="list-style-type: none"> Sidewalk construction will likely require some retaining walls and utility relocations. 	STIP, GF, CIP	Medium
P21	NE Riverside Avenue to east city limits	NE Riverside Avenue currently lacks sidewalks or other pedestrian accommodations.	Install a multi-use pathway 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. This project would result in a pedestrian MMLOS score of Good.	\$500,000- \$1,000,000	<ul style="list-style-type: none"> Would likely require the removal on on-street parking along one side of NE Riverside Avenue. Many of the adjacent residents utilize the on-street parking. 	PDF, GF, CIP, LID	High
P22	Byers Avenue from SE 11 th Street to SE 12 th Street	There are sidewalks on the north side of the street, but no facilities on the south side of Byers Avenue. This is a significant sidewalk gap that is adjacent to Washington Elementary School.	Install sidewalk on the south side of the 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.	\$30,000	<ul style="list-style-type: none"> Sidewalk construction may require some utility relocation. 	PDF, GF, CIP	High

ID*	Location	Issues	Project Description	Benefits	Cost *	Considerations	Potential Funding Sources	Implementation and Phasing
P23	Byers Avenue from SE 12 th Street to SE 15 th Street	There are sidewalks on the north side of the street, but sidewalks are incomplete on the south side of Byers Avenue.	Install sidewalk on the south side of the 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.	\$90,000	<ul style="list-style-type: none"> Sidewalk construction may require some utility relocation. 	PDF, GF, CIP	High
P24	Byers Avenue from SE 15 th Street to SE 17 th Street	Sidewalks are incomplete on the north side of the street and there are no facilities on the south side of the street.	Install sidewalks on both sides of the 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.	\$75,000	<ul style="list-style-type: none"> Will require some right-of-way acquisition and modification to fence lines on the south side of the street. 	PDF, GF, CIP	High
P25	SE 12 th Street from Court Avenue to Byers Avenue	There are sidewalks on the east side of SE 12 th Street, but no facilities on the west side of the street. This is a significant sidewalk gap that is adjacent to Washington Elementary School.	Install sidewalks on the west side of the street.	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.	\$35,000	<ul style="list-style-type: none"> Sidewalk construction may require some right-of-way acquisition and utility relocation. 	PDF, GF, CIP	High
P26	SE 17 th Street from Court Place to Byers Avenue	There are sidewalks on the east side of SE 17 th Street, but no facilities on the west side of the street.	Install sidewalks on the west side of the street.	SE 17 th 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.	\$70,000	<ul style="list-style-type: none"> Sidewalk construction will likely require some retaining walls and utility relocations. 	PDF, GF, CIP	Medium
P27	Court Place from SE 14 th Street to SE 17 th Street	There are sidewalks on the south side of Court Place, but sidewalks are incomplete on the north side of the street.	Install sidewalk on the south side of the 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.	\$65,000	<ul style="list-style-type: none"> Sidewalks could be constructed on the old parking area for the former hospital (between Court Place and the railroad tracks). 	PDF, GF, CIP	Medium
P28	SE Goodwin Avenue from SE 6 th Street to SE 10 th Street	There are multiple sidewalk gaps along the SE Goodwin Avenue corridor.	Install sidewalks on both sides of the street.	The residential neighborhood served by Goodwin Street would have better connectivity and access to Downtown Pendleton.	\$245,000	<ul style="list-style-type: none"> Sidewalk construction will likely require some retaining walls and utility relocations. 	PDF, CIP	Low
P29	SW 44 th Street from Quinney Avenue to UGB (South)	There are incomplete sidewalks on both sides of the street south of SW Sheridan Avenue.	Install sidewalks on both sides of the street.	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. This project would improve the pedestrian MMLOS score from Poor to Good conditions.	\$365,000	<ul style="list-style-type: none"> No special considerations. 	PDF, GF, CIP	High
P30	SW 30 th Street from SW 28 th to Hailey Avenue	There are no sidewalks on this segment of SW 30 th Street. SW 30 th Street is a major travel corridor between the adjacent residential neighborhoods and US 395.	Install sidewalks on both sides of the street.	Residents indicated SW 30 th Street is one of the primary routes children use to access Sherwood Heights Elementary and Harris Junior Academy. This project would improve the pedestrian MMLOS score from Poor to Good conditions.	\$240,000	<ul style="list-style-type: none"> Installing sidewalks will impact the front yard and landscaping of all adjacent residences. Some sidewalk construction will likely require retaining walls and utility relocations. 	PDF, GF, CIP	Medium
P31	SW 31 st Street from SW Hailey Avenue to SW Marshall Avenue	SW 31 st Street is a major walking route for students attending Sherwood Heights Elementary School. It currently lacks sidewalks.	Install sidewalks on both sides of the street or install a multi-use pathway along the south side of the road.	Would provide a dedicated walking/biking lane, enhancing safe routes to school initiatives.	\$240,000	<ul style="list-style-type: none"> The multi-use pathway would likely eliminate on-street parking on the south side of the road. 	PDF, GF, CIP	High
P32	Hailey Avenue Upgrade from SW 30 th Street to SW 37 th Street	There are no sidewalks on this portion of Hailey Avenue and it is a major north-south travel corridor west of US 395.	Install sidewalks on both sides of the street.	Residents indicated Hailey Avenue is one of the primary routes children use to access Harris Junior Academy and Sherwood Heights Elementary. This project would improve the pedestrian MMLOS score from Poor to Good conditions.	\$550,000	<ul style="list-style-type: none"> Would likely need to be accompanied by a major roadway improvement project. 	PDF, GF, CIP	Medium
P33	SW 28 th Street from SW Nye Avenue to Athletic Club	There is no formal pedestrian connection between SW Nye Avenue and the commercial uses at the US 395/SW Perkins Avenue intersection	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.	\$20,000	<ul style="list-style-type: none"> No special considerations 	PDF, GF, CIP	Medium

ID*	Location	Issues	Project Description	Benefits	Cost *	Considerations	Potential Funding Sources	Implementation and Phasing
P34	SW 37 th Street from Jay Avenue to SW Hailey Avenue	There are no sidewalks on the existing portion of SW 37 th Street north of Jay Avenue.	Install sidewalks on the south side of the street.	SW 37 th Street provides access to the Pendleton Community Park. This project would improve the pedestrian MMLOS score from Poor to Good conditions.	\$65,000	<ul style="list-style-type: none"> May require right-of-way acquisition and utility relocations. 	PDF, GF, CIP	Medium
P35	Western edge of Olney Cemetery	There is a narrow asphalt sidewalk along US 395, but no parallel north-south walking routes.	Install a walking pathway along the western edge of Olney Cemetery connecting Tutuila Road to SW 30 th Street	Would provide a parallel walking route to US 395. Portions of the US 395 corridor have a pedestrian MMLOS score of Fair.	\$15,000	<ul style="list-style-type: none"> Cemetery officials may not want pedestrian access through the cemetery. There are grade challenges connecting to SW 30th Street. 	PDF, CIP, GRF	Medium
P36	Tutuila Road to Runnion Avenue	There is an unofficial pedestrian pathway connecting Tutuila Road to Runnion Avenue that students use to access Sunridge Middle School	Formalize the pathway with a multi-use trail connection	Would better connect Sunridge Middle School to Grecian Heights Park and the residential neighborhood to the west of the park.	\$45,000	<ul style="list-style-type: none"> Would require right-of-way acquisition. Significant grade challenges. Would require a formal pedestrian crossing on Tutuila Road. 	PDF, GF, CIP	High
P37	US 30/Westgate Upgrade from Oregon 37 to I-84	There are no sidewalks on this portion of Westgate and pedestrians are forced to walk in the paved shoulder.	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. This project would improve the pedestrian MMLOS score from Fair to Good conditions.	\$2,000,000	<ul style="list-style-type: none"> A multi-use path located on the north side of US 30 might make more sense from a constructability standpoint. Requires coordination with ODOT. 	PDF, GF, CIP, STIP	Low
P38	Murrietta Road from US 30/Westgate to Umatilla County Corrections	There are no sidewalks on this segment of Murrietta Road.	Install sidewalks on the south side of the street.	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.	\$1,00,000	<ul style="list-style-type: none"> Would have some grade challenges near US 30/Westgate. Requires coordination with Umatilla County. 	GF, CIP	Low
P39	Undeveloped land between NW Horn Avenue and NW 15 th Drive	There is an unofficial pathway that has been created by kids through the undeveloped parcel between NW Horn Avenue and NW 15 th Drive.	Formalize the pathway with a multi-use trail connection	Would better connect the West Hills Intermediate School and Pendleton High School with the residential neighborhoods to the north and east.	\$90,000	<ul style="list-style-type: none"> Would require right-of-way acquisition. Significant grade challenges. 	PDF, GF, CIP	Medium
P40	SW Isaac Avenue from SW 3 rd Street to SW 14 th Street	There are no sidewalks along this segment of SW Isaac Avenue and there is a major bus stop located near the Main Street/SE Isaac Avenue intersection.	Install sidewalks on the north side of the 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. This project would improve the pedestrian MMLOS score from Poor to Good conditions.	\$340,000	<ul style="list-style-type: none"> Would require right-of-way acquisition. Significant grade challenges. 	PDF, GF, CIP	Medium
P41	SW Hailey Avenue from SW Goodwin Place to SW 5 th Street	There are no sidewalks along this segment of SW Hailey Avenue.	Install sidewalks on the south side of the street.	Installing a complete set of sidewalks on SW Hailey Avenue will provide a continuous east-west pedestrian network in this residential neighborhood. This project would improve the pedestrian MMLOS score from Poor to Good conditions.	\$410,000	<ul style="list-style-type: none"> Would require right-of-way acquisition. Significant grade challenges. 	PDF, GF, CIP	Low
P42	SE Dorion Avenue from SE 5 th Street to SE 6 th Street	Sidewalks are limited along this portion of Dorion with large parking lot curb cuts that break up the sidewalk network.	Install sidewalks on both sides of the street.	Would provide a complete sidewalk network along the entire length of Dorion Avenue. Would improve access to nearby transit stops.	\$60,000	<ul style="list-style-type: none"> Would need to be completed in cooperation with adjacent property owners to modify driveways and parking areas. 	PDF, GF, CIP, STIP	High
P43	Main Street/NW Despain Avenue intersection	This is a very popular and very difficult pedestrian crossing. There is limited sight distance in both directions. Drivers going from North Main onto Despain go too fast to see people crossing Despain, and those going the other direction go too fast to see people crossing Main Street in front of the Art Center.	Perform a geometric refinement study.	Would potentially "calm" the intersection through the use of narrower travel lanes, pedestrian bulb-outs, and enhanced pedestrian crossings.	\$1,000,000	<ul style="list-style-type: none"> No special considerations. 	PDF, GF, CIP	Low

Table 2 – Future Bicycle Project Considerations

ID*	Location	Issue	Project Description	Benefits	Cost Estimate*	Considerations	Potential Funding Sources	Implementation and Phasing
B1	NW Carden Avenue from 10 th Street to Highway 30 (Westgate)	This segment of NW Carden Avenue is classified as an existing bike route. Sufficient width exists to stripe in a formal set of bicycle lanes.	Install bicycle lanes on both sides of the street.	Bicycle lanes will provide a formal east-west bicycle connection along Carden Avenue, linking Blue Mountain Community College, the aquatic center, Pendleton High School, and 10 th Street. Installing bicycle lanes would also improve the bicycle LTS score from existing conditions.	\$40,000	<ul style="list-style-type: none"> Sufficient width exists to stripe in the bicycle lane. Would require the removal of on-street parking. 	CIP	High
B2	Undeveloped land between NW Horn Avenue and NW 15 th Drive	There is an unofficial pathway that has been created by kids through the undeveloped parcel between NW Horn Avenue and NW 15 th Drive.	Formalize the pathway with a multi-use trail connection.	This project would better connect the West Hills Intermediate School and Pendleton High School with the residential neighborhoods to the north and east.	\$100,000	<ul style="list-style-type: none"> Would require right-of-way acquisition. Significant grade challenges. 	GF, CIP	Medium
B3	NW 4 th Street from NW Johns Lane to Despain Avenue	There are no bicycle facilities or recognition of this significant north-south corridor as a potential bicycling route.	Install bike route/mixed-traffic signage on both sides of the corridor.	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.	\$25,000	<ul style="list-style-type: none"> No special considerations. 	CIP	Medium
B4	NW Furnish Avenue from N Main Street to NW 12 th Avenue	There are no bicycle facilities or recognition of this significant east-west corridor as a potential bicycling route.	Install bike route/mixed-traffic signage on both sides of the corridor.	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.	\$30,000	<ul style="list-style-type: none"> No special considerations. 	CIP	Medium
B5	NW King Avenue from NW Horn Avenue to NW 10 th Street	There are no bicycle facilities or recognition of this significant east-west corridor as a potential bicycling route.	Install bike route/mixed-traffic signage on both sides of the corridor.	NW King Avenue connects Horn Avenue to Aldrich Park and other significant north-south travel corridors.	\$20,000	<ul style="list-style-type: none"> No special considerations. 	CIP	Medium
B6	NW 15 th Drive from NW 14 th Street to West Hills Intermediate School	There are no formal bicycle route designations on these roadways that connect NW Despain Avenue to the West Hills Intermediate School.	Install bike route/mixed-traffic signage on both sides of the corridor.	Formalizing the segment as a bicycling route will make drivers more aware of the potential for bicycle usage in this predominately residential area.	\$10,000	<ul style="list-style-type: none"> There is already some bicycle striping on NW 14th Street. 	CIP	Medium
B7	NW 10 th Street from Carden Avenue to NW King Avenue	There are no bicycle facilities or recognition of this significant north-south corridor as a potential bicycling route.	Install bike route/mixed-traffic signage on both sides of the corridor.	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.	\$25,000	<ul style="list-style-type: none"> No special considerations. 	CIP	Medium
B8	N Main Street from NW Despain Avenue to NW Johns Lane	There are no bicycle facilities or recognition of this significant north-south corridor as a potential bicycling route.	Install bike route/mixed-traffic signage on both sides of the corridor.	This segment of N. Main Street connects Downtown Pendleton to the residential neighborhoods on the north side of town.	\$30,000	<ul style="list-style-type: none"> No special considerations. 	CIP	Medium
B9	South Main Street from Frazer Avenue to Isaac Avenue	There are no bicycle facilities or recognition of this significant north-south corridor as a potential bicycling route.	Install bike route/mixed-traffic signage on both sides of the corridor.	Bicycle lanes are installed on Main Street from SW Frazer 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.	\$15,000	<ul style="list-style-type: none"> No special considerations. 	CIP	Medium
B10	Oregon 11 from Nye Avenue to SE 10 th Street	There are no bicycle facilities on this major north-south route.	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.	\$50,000	<ul style="list-style-type: none"> The reallocation of a travel lane to establish bicycle lanes would likely constitute a reduction in vehicle carrying capacity. Such a project will require coordination with ODOT and the freight community. 	CIP, STIP	Low
B11	SW 15 th Street/SW Goodwin Lane/SW 13 th Street	There are no bicycle facilities on this route connecting the south Pendleton neighborhoods to Downtown Pendleton and the commercial facilities.	Install bike route/mixed-traffic signage on both sides of the corridor.	This project would better connect the south Pendleton neighborhoods to Downtown Pendleton, the commercial centers, and the Hawthorne School.	\$35,000	<ul style="list-style-type: none"> No special considerations. 	CIP	Medium
B12	SW Nye Avenue from SE 3 rd Street to OR 11	There is a gap in the SW Nye Avenue Bike Route designation	Install bike route/mixed traffic signage on both sides of the corridor.	This project will complete the bike route designation for SW Nye Avenue	\$10,000	<ul style="list-style-type: none"> No special considerations. 	GF, CIP	Low

ID*	Location	Issue	Project Description	Benefits	Cost Estimate*	Considerations	Potential Funding Sources	Implementation and Phasing
	Interchange							
B13	SW 37 th Street from Southgate Place to Hailey Avenue	There are bicycle lanes 400-feet west of the SW 37 th Street and Southgate Place intersection, but no other facilities are provided on SW 37 th Street.	Install bicycle lanes on both sides of the street 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.	\$30,000	<ul style="list-style-type: none"> • Would likely require the removal of on-street parking along the north/east sides of NW 37th Street. 	GF, CIP	Medium
B14	SW 31 st Street from SW Hailey Avenue to SW Marshall Avenue	SW 31 st Street is a major walking/biking route for students attending Sherwood Heights Elementary School. It currently lacks sidewalks.	Install sidewalks on both sides of the street or install a multi-use pathway along the south side of the road.	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.	\$230,000	<ul style="list-style-type: none"> • The multi-use pathway would likely eliminate on-street parking on the south side of the road. 	GF, CIP	High
B15	Hailey Avenue from SW 30 th Street to SW 37 th Street	There are no bicycle facilities on this portion of Hailey Avenue.	Install bicycle lanes on both sides of the 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.	\$90,000	<ul style="list-style-type: none"> • Would likely require the removal of on-street parking. 	GF, CIP	High
B16	SW Hailey Avenue from US 395 to SW 30 th Street	There are no bicycle facilities on this portion of Hailey Avenue.	Install bicycle lanes on both sides of the street.	This project would provide an alternate bicycle route to access the southwest Pendleton neighborhoods compared to US 395.	\$90,000	<ul style="list-style-type: none"> • The existing roadway width can accommodate bicycle lanes. 	GF, CIP	High
B17	SW Perkins Avenue from US 395 (Southgate) to End	There are no bicycle facilities or recognition of this significant east-west corridor as a potential bicycling route.	Install bike route/mixed-traffic signage on both sides 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.	\$30,000	<ul style="list-style-type: none"> • No special considerations. 	GF, CIP	Medium
B18	SW 24 th Street from SW Perkins Avenue to SW 37 th Street	There are no bicycle facilities on this roadway segment	Install bicycle lanes on both sides of the 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.	\$30,000	<ul style="list-style-type: none"> • No special considerations. 	GF, CIP	High
B19	SW 30 th Street from US 395 to SW Hailey Avenue	There are no bicycle facilities or recognition of this significant east-west corridor as a potential bicycling route.	Install bike route/mixed-traffic signage on both sides of the corridor.	This project would provide a more formal bicycle route that bisects the southwest Pendleton neighborhoods.	\$15,000	<ul style="list-style-type: none"> • No special considerations. 	GF, CIP	Medium
B20	SW 28 th Drive from SW Hailey Avenue to City Limits	There are no bicycle facilities or recognition of this significant east-west corridor as a potential bicycling route.	Install bike route/mixed-traffic signage on both sides of the corridor.	This project would provide a more formal bicycle route that extends a potential bike route along SW 30 th Street.	\$35,000	<ul style="list-style-type: none"> • No special considerations. 	GF, CIP	Medium
B21	SW 44 th Street from SW Sunset Drive to Pendleton Community Park	There are no bicycle facilities or recognition of this significant north-south corridor as a potential bicycling route.	Install bike route/mixed-traffic signage on both sides of the corridor.	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.	\$40,000	<ul style="list-style-type: none"> • No special considerations. 	GF, CIP	Medium
B22	US 30/Westgate Upgrade from Oregon 37 to I-84	There are no bicycle facilities on this portion of Westgate except a narrow shoulder	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. Installing a wider shoulder will improve bicycle LTS score from existing conditions.	\$1,400,000	<ul style="list-style-type: none"> • A shared multi-use path located on the north side of US 30 might make more sense from a constructability standpoint. 	GF, CIP, STIP	High
B23	Old Airport Road from Westgate to Airport Road	There are currently no formalized bicycle connections to the Airport or surrounding industrial lands.	Repurpose the Old Airport Road as a dedicated walking/biking route.	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.	\$660,000	<ul style="list-style-type: none"> • No special considerations 	GF, CIP	Low
B24	Tutuilla Road to Runnion Avenue	There is an unofficial pedestrian pathway connecting Tutuilla Road to Runnion Avenue that students use to access Sunridge Middle School	Formalize the pathway with a multi-use trail connection	This project would better connect Sunridge Middle School to Grecian Heights Park and the residential neighborhood to the west of the park.	\$90,000	<ul style="list-style-type: none"> • Would require right-of-way acquisition. • Significant grade challenges. • Would require a formal pedestrian crossing on Tutuilla Road. 	GF, CIP	High

Table 3 – Multi-Use Trail Project Implementation Details

ID*	Location	Issue	Project Description	Benefits	Cost Estimate*	Considerations	Implementation and Phasing
M1	North side of Umatilla River	A trail exists on only one side of the Umatilla River through the center of Pendleton, limiting trail access for residences and destinations on the north side of the river.	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.	\$1,950,000 (\$1,250,000 without bridge)	<ul style="list-style-type: none"> Most of alignment is on city-owned land Trail could include new bridge at 4th, which would require consideration of environmental impacts A few parcels are privately owned 	<ul style="list-style-type: none"> The bridge at 4th could be implemented as a stand-alone project, which would reduce the cost of this project
M2	River Walk extension to east city limits	There is no comfortable bicycle route to connect jobs and housing on the Umatilla Indian Reservation and in Mission to the City of Pendleton.	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.	\$2,450,000	<ul style="list-style-type: none"> New bridge required to connect to existing River Walk; requires consideration of environmental impacts Coordination with CTUIR required to connect with a potential alignment on the Reservation 	<ul style="list-style-type: none"> The timing of pursuing this project could be coordinated to coincide with CTUIR planning efforts for the connecting segment on the reservation
M3	Trail along City and District #1 levees	An existing levee could be leveraged into a recreational asset for the community at a relatively low cost per mile.	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.	\$3,850,000	<ul style="list-style-type: none"> Trail could be implemented in three phases Crossing under I-84 would require excavation City could take over levee from Umatilla County Commissioners 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. 	<ul style="list-style-type: none"> M3A is required to connect M4 to the River Walk; M3A and M3B are required to connect M5 to the River Walk. These sections 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 occurring later
M4	Sewer easement to Grecian Heights Park	Lack of a comfortable walking and bicycling route between Southgate and destinations such as Sunridge Middle School, Grecian Heights Park and adjacent neighborhoods.	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.	\$4,650,000 (\$2,150,000 without M3 segments)	<ul style="list-style-type: none"> High-visibility crosswalk needed near Tutuilla and 2nd Street Potential environmental impacts near the culvert under Hwy 395 Trail would require upgrades along two private property frontages 	<ul style="list-style-type: none"> This trail requires M3A to connect to the River Walk. It could be implemented as a stand-alone project at first, with the connection back to the River Walk occurring later
M5	McKay Creek Drainage	Lack of access to a multi-use trail for the densely populated neighborhoods west of Hwy 395.	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.	\$5,850,000 (\$2,700,000 without M3 segments)	<ul style="list-style-type: none"> Requires coordination with three property owners to ensure public access to trail 	<ul style="list-style-type: none"> This trail requires M3A and M3B to connect to the River Walk. It could be implemented as a stand-alone project at first, with the connection back to the River Walk occurring later
M6	Trail to Adams/Athena	Old rail right-of-way represents a potential untapped recreational opportunity.	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.	\$4,250,000	<ul style="list-style-type: none"> Requires identifying all applicable property owners and establishing an old right-of-way. New bridge is required to connect to the existing River Walk Coordination with Umatilla County as project is outside city limits 	<ul style="list-style-type: none"> NA

Table 4 - Transit Project Implementation

ID*	Location	Issue	Project Description	Benefits	Cost Estimate*	Considerations	Implementation & Phasing
T1	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	Circuitous existing downtown routing to serve bus shelters (triangles). 	Install bus shelters at locations described.	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.	\$2,000-\$10,000 capital plus maintenance	<ul style="list-style-type: none"> Additional city maintenance would be needed Existing shelters were purchased with ARRA – funding may not be readily available for new shelters 	<ul style="list-style-type: none"> Confirm locations for shelters Prioritize based upon average daily boardings Determine exact shelter cost based on previous purchases Reach out to adjacent business owners for interest in supporting – similar to Old West Credit Union stop Include high priority shelter in capital program Work with Kayak to roll out new schedules / maps
T2	Til Taylor Park bus stop (southeast corner)	No curb ramps exist to access the current stop	Prioritize ADA-compliant ramps at this location as funding is available, given that this stop serves a significant number of riders per day as observed through fieldwork.	Curb ramps assist everyone – including older adults, people with strollers, or people with disabilities – navigate the community.	\$4,000-\$15,000 per ramp depending upon utilities and drainage ¹		<ul style="list-style-type: none"> Identify curb ramp construction in capital program Add “transit stop” as a prioritization factor
T3	None	Many community members are not aware of Let'er Bus service. Kayak service routing is circuitous and difficult to understand; however, a fairly high level of service is provided to key destinations in downtown Pendleton.	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.	Staff time to ride routes. Cost to create maps. Printing cost typically 40 cents per map depending on quantity. ²	<ul style="list-style-type: none"> Need to keep up to date with any Kayak service changes City has no control over Kayak service quality 	<ul style="list-style-type: none"> Ride all Kayak routes to determine exact routing through downtown. Create GIS maps of Kayak routes Create graphic brochure explaining both Let'er Bus and Kayak Have point person contact Kayak every quarter for service change updates.
T4	None	Numerous transportation providers serve the Pendleton area, including public and private operators (Kayak, CAPECO, Safe T Transport, Clearview Mediation, Mid-Columbia Bus Company, Paul's Medical Taxi, hotel shuttles, etc.) but coordination between providers has not been present.	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.	A typical mobility management grant covers a person's salary, ranging from \$40,000-\$60,000 depending on the market. This could be funded through 5310.		<ul style="list-style-type: none"> Determine if mobility manager gets included in Umatilla County Coordinated Plan update Determine ongoing cost to fund position Use STF committee as forum to figure out need for mobility manager and potential partners
T5	None	Pendleton includes several major employers and trip generators. The state's Transportation Options plan is geared toward getting people aware of alternate transportation options.	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.	In small communities, sometimes ridepool and vanpool are the most attractive options.	Staff time		<ul style="list-style-type: none"> Use STF committee as forum to figure out top mobility needs Coordinate with ODOT to include items in TO Coordinator work plan
T6	None	The current Let'er Bus program has more demand than funding; about two months' worth of trips are turned away each year because the city has run out of funding.	Purchase scheduling software and require contractor to group trips to accommodate more customers. Evaluate trip times and determine if current service hours (22 hours per day on Elite Transit) are warranted.	Serve more people with the same resources. Acquire data to understand system usage and how to modify service to better meet demand.	Basic scheduling software includes RouteMatch, Ecolane, or Schedule View. Schedule View is on the low end of the price spectrum at \$1200 capita purchase and no maintenance fee.	<ul style="list-style-type: none"> Scheduling programs have various strengths; need to pick the one most suitable to Pendleton. Current Elite Taxi contract includes some trips charged by ride and some by hour – less incentive for contractor to group trips 	<ul style="list-style-type: none"> Conduct research into software options suited to rural communities / small towns Conduct research into contract structure options that incentivize grouping trips from the contractor perspective Request funding / write grant to receive software

¹ Based on data from the City of Portland

² Based upon data from Cascades East Transit, who used Connexion Printing using 18" x 20" maps printed in color. CET ordered 5,000 maps at a cost of \$2,049.50 total.

ID*	Location	Issue	Project Description	Benefits	Cost Estimate*	Considerations	Implementation & Phasing
T7	None	Over time, the city has added more programs to handle demand. This resulted in several programs that are funded and operated similarly but are administered separately.	Consolidate Let'er Bus programs: Daily Van, senior and disabled taxi, Elite Transit. Create a registration system to track ridership. Consider trip number limits or fares by distance, to control demand and ensure everyone has access to the service.	One transit program allows for better understanding of system costs and ridership; reporting; and utilization. For example, Daily Van boarding and alightings are not recorded, whereas Elite Transit data is recorded.	Staff time		<ul style="list-style-type: none"> Choose one name for the service for future branding Evaluate fare structure based on peers Gather data on current ridership – number of unique riders, average trip length, origins and destinations – over a typical week Notify the public
T8	None	Currently Let'er Bus has more demand than available funding. Service is open to the general public. If the city wishes to ensure vulnerable populations have access first, it could add eligibility factors such as age, disability status, or income.	Add eligibility factors to Daily Van and Elite Transit.	Ensures that those most in need have access to transportation.	Staff time	<ul style="list-style-type: none"> Let'er Bus may primarily serve vulnerable populations today – therefore this might not reduce demand by much. 	<ul style="list-style-type: none"> Survey existing customers to determine breakdown of older adults, people with disabilities, and income levels Create factors for all services – not just the senior and disabled taxi Create ID card or pass once person has been verified to ride
T9	Walmart Transit Center	Park and ride and park and pool is implicitly allowed at Walmart but not officially.	Install signage stating that parking is allowed for park and ride or park and pool. Publish brochure promoting service. Install additional shelters, landscaping, bicycle parking, and other amenities.	Those whose schedules align with Kayak services can take the bus to work or school. By providing secure park and ride / park and pool spaces, the city can use underutilized parking.	Signage:\$0.75-\$2.75 per square foot Shelters: \$2,000-\$10,000 Trees: TBD Bike rack: \$660 ³ Bike lockers: \$2,090 ⁴ Lighting: \$300-\$13,900 (depends on fixture type and utilities) ⁵ Sidewalk/landscaping modifications for bus stops	<ul style="list-style-type: none"> Paves the way for a shared parking ordinance Need to minimize disruption on Walmart lot during Roundup, when RVs park on site. The current bus turnaround on 20th Avenue by Walmart is technically illegal and a transit center design includes that illegal turn. 	<p>Short-Term</p> <ul style="list-style-type: none"> Set up discussion with Walmart over installing signage Install signage Add park and ride notation to Kayak schedules <p>Long-Term</p> <ul style="list-style-type: none"> Track ridership / usage through surveys in the field Expand as demand grows Notify regional employers and build incentives into TO implementation plan
T10	Main & Frazer Transit Center	Park and ride and park and pool is implicitly allowed at Main & Frazer but not officially (current sign says 10-hour parking).	Install signage stating that parking allowed for park and ride or park and pool. Publish brochure promoting service. Install additional shelters, landscaping, bicycle parking, and other amenities.	By providing secure park and ride / park and pool spaces, the city can use underutilized parking.	Signage:\$0.75-\$2.75 per square foot Shelters: \$2,000-\$10,000 Trees: TBD Bike rack: \$660 ⁶ Bike lockers: \$2,090 ⁷ Lighting: \$300-\$13,900 (depends on fixture type and utilities) ⁸ Sidewalk/landscaping modifications for bus stops	<ul style="list-style-type: none"> Paves the way for a shared parking ordinance Potential development at the site at the southeast corner of Main and Frazer Streets must be considered when moving forward with infrastructure investments into a transit center. 	<p>Short-Term</p> <ul style="list-style-type: none"> Install signage Promote location for park and pool Determine future of site – will it become a market? <p>Long-Term</p> <ul style="list-style-type: none"> Track ridership / usage through

³ http://www.pedbikeinfo.org/cms/downloads/Countermeasure%20Costs_Report_Nov2013.pdf

⁴ http://www.pedbikeinfo.org/cms/downloads/Countermeasure%20Costs_Report_Nov2013.pdf

⁵ http://www.pedbikeinfo.org/cms/downloads/Countermeasure%20Costs_Report_Nov2013.pdf

⁶ http://www.pedbikeinfo.org/cms/downloads/Countermeasure%20Costs_Report_Nov2013.pdf

⁷ http://www.pedbikeinfo.org/cms/downloads/Countermeasure%20Costs_Report_Nov2013.pdf

⁸ http://www.pedbikeinfo.org/cms/downloads/Countermeasure%20Costs_Report_Nov2013.pdf

ID*	Location	Issue	Project Description	Benefits	Cost Estimate*	Considerations	Implementation & Phasing
							<ul style="list-style-type: none"> surveys in the field Work with Kayak to modify routing to serve location directly Notify regional employers and build incentives into TO implementation plan
T11	None	Kayak serves a number of Pendleton destinations (Southgate medical complex, BMCC, Airport) as “flag” stops meaning the bus only goes there if a passenger requires a drop-off. These key destinations are only set stops on the Mission Metro Route.	Work with Kayak to convert flag stops to set stops and pair with publicity around Pendleton.	Schedules should already accommodate flags, thus this action should not incur operating expenses for Kayak. Make more use of existing services by getting riders onto buses already serving major Pendleton destinations.	Cost neutral as this does not require Kayak to run any additional operating hours; may require nominal funding for coordination		<ul style="list-style-type: none"> Work with Kayak to complete test runs of buses making set stops at current flags to ensure does not increase running time Add stops to schedules Promote service change
T12	None	Many stakeholders and community residents are interested in linking the hotels just south of I-84 with downtown and the Convention Center.	As BID formation continues, work with hotels, convention center, and business leaders to evaluate feasibility for a downtown shuttle.	Shuttles reduce the amount of people trying to drive and park in downtown.	Staff time	<ul style="list-style-type: none"> The hotels already run shuttles. Ideally these shuttles become also open to the general public, but this may present challenges in terms of funding and operations. 	<ul style="list-style-type: none"> Determine exact schedules, routes, and fleet owned by hotels Work out operating scenarios for hotel shuttles to serve downtown and convention centers on a somewhat regular basis
T13	Throughout city	A local Pendleton circulator has been of interest since the previous TSP. Allowable densities in the city support transit service.	Create fixed-route transit route using one of Pendleton’s buses and using Kayak for east-west service. This allows Pendleton buses to serve the area north of downtown, downtown, Walmart/Safeway, and the Southgate area every 60 minutes seven days per week. Kayak’s services would run as they do today, but all current flag stops would become set stops. Provide ADA paratransit service ¼-mile around fixed-route (Error! Reference source not found.)	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.	Operating: \$346,868 Capital: \$80,000-\$100,000 per vehicle	<ul style="list-style-type: none"> The ADA paratransit requirement would mean another vehicle or two dedicated to ADA; in addition, the city would need policies/procedures in place to ensure eligibility processes. This avoids duplicating service by building upon what Kayak already provides. 	<ul style="list-style-type: none"> Continue exploring fixed-route transit feasibility as Let’er Bus demand grows Over the next several years, track Let’er Bus demand changes, especially in tandem with short-term project implementation (T1-T12) Create closer working relationship with regional partners (counties, providers) to track transit demand Develop ridership thresholds for transitioning service to fixed-route
T14	Throughout city	A local Pendleton circulator has been of interest since the previous TSP. Allowable densities in the city support transit service.	Create city-run fixed route network using two of Pendleton’s buses serving east-west and north-south corridors. 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 (Error! Reference source not found.)	This option provides a local counterpart to Kayak services.	Operating: \$693,736 Capital: \$80,000-\$100,000 per vehicle	<ul style="list-style-type: none"> The ADA paratransit requirement would mean another vehicle or two dedicated to ADA; in addition, the city would need policies/procedures in place to ensure eligibility processes. 	<ul style="list-style-type: none"> Continue exploring fixed-route transit feasibility as Let’er Bus demand grows Over the next several years, track Let’er Bus demand changes, especially in tandem with short-term project implementation (T1-T12) Create closer working relationship with regional partners (counties, providers) to track transit demand Develop ridership thresholds for transitioning service to fixed-route
T15	Throughout city	A local Pendleton circulator has been of interest since the previous TSP. Allowable densities in the city support transit service.	Implement either T11 or T13 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	Operating: \$243,123-\$486,246 Capital: \$80,000-\$100,000 per vehicle	<ul style="list-style-type: none"> The operator would still continue to have to dispatch and schedule trips for those who cannot access the fixed route. 	<ul style="list-style-type: none"> Continue exploring fixed-route transit feasibility as Let’er Bus demand grows Over the next several years, track Let’er Bus demand changes, especially in tandem with short-term project implementation (T1-T12) Create closer working relationship with regional partners (counties, providers) to track transit demand Develop ridership thresholds for transitioning service to fixed-route
T16	Pendleton to Tri-Cities / Walla Walla	Many survey respondents stated they would use transit to travel to intercity locations.	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	Varies		<ul style="list-style-type: none"> Pick a few special events in Tri-Cities or Walla Walla and try a couple weekend intercity trips using

ID*	Location	Issue	Project Description	Benefits	Cost Estimate*	Considerations	Implementation & Phasing
				have time to do something else during the ride to a regional destination.			existing Let'er Bus vehicles and Elite Taxi driver as pilot. Match with event promotion and provide a minimum of two round trip options in terms of time. <ul style="list-style-type: none"> Gauge success of pilot and determine interest in continuing.

Table 5 - Transit Projects Evaluation and Prioritization

	Project Summary	Feasibility	Connectivity	Accessibility	Destination Served	Safety Impact	Population Served	Economic Impact	Cost	Potential Funding Mechanisms	Cost Efficiency	Project Prioritization
T1	Bus Shelters	●	○	●	●	●	●	○	○	5339, city capital funds	●	Low
T2	Curb Ramps	●	○	●	●	●	○	○	○	City capital or maintenance funds	●	Low
T3	Information ⁹	●	●	●	○	○	●	●	○	General funds	●	High
T4	Mobility Manager	●	●	●	●	○	●	○	○	5311 or 5310	●	Medium
T5	TO Coordination	●	●	●	○	●	●	●	○	TO funds	●	Low
T6	Scheduling software	●	●	●	●	○	●	○	○	STF, 5311	●	Low
T7	Consolidate Let'er Bus	●	○	●	○	○	●	○	○	Cost-neutral	●	High
T8	Eligibility factors	●	○	●	○	○	○	○	○	Cost-neutral	○	Low
T9	Walmart Transit Center	● (P&R/P&P)	○	○	●	○	●	●	○	5339, city capital funds	●	High
T10	Main & Frazer Transit Center	● (P&R/P&P)	○	○	●	○	●	●	○	5339, city capital funds	●	High
T11	Convert Kayak flag stops to fixed	●	●	●	●	○	●	○	○	Cost-neutral	●	Medium
T12	Evaluate downtown shuttle	●	●	●	●	○	○	●	○	BID income	○	High
T13	One fixed-route + Kayak	●	●	●	●	○	●	●	●	STF, 5311, 5310	●	High
T14	Two fixed-routes + Kayak	○	●	●	●	○	●	●	●	STF, 5311, 5310	●	Low
T15	Deviated flex routes	●	●	●	●	●	●	○	●	STF, 5311, 5310	●	Low
T16	Intercity service	●	●	●	●	○	●	●	●	5311f, 5310	●	Low

Note: ○ denotes "Low"; ● denotes "Medium"; ● denotes "High"

⁹ Creating maps and brochures of Let'er Bus and Kayak services geared toward Pendleton residents received the most votes out of all the strategies.

Appendix A Draft Implementation
Plan/Plan and Development
Code Amendment
Recommendations

Memorandum

Date: March 3, 2016

To: Pendleton TSP Project Management Team

From: Darci Rudzinski and Shayna Rehberg, Angelo Planning Group

cc:

Re: Pendleton Transportation System Plan (TSP) Pedestrian, Bicycle, and Transit Update – Draft Implementation Plan/Plan and Development Code Amendment Recommendations (Task 8.1)

I. Overview

This memorandum identifies recommended modifications to the City of Pendleton Comprehensive Plan and Unified Development Code (UDC) as part of adoption of the updated Pendleton Transportation System Plan (TSP). Section II of this memorandum describes the recommended approach to creating transportation policy language. Specific recommendations regarding amendments to the UDC are presented in Table 1 in Section III of this memorandum. Recommendations regarding both development code and comprehensive plan policies are primarily based on goals and objectives established for this TSP update process (presented in Technical Memorandum #2, dated September 10, 2016). As indicated in the commentary in Table 1, development code amendment recommendations also address administrative clarity, consistency between and within documents, and compliance with provisions of the Oregon Transportation Planning Rule (TPR) related to land use regulations. This memorandum is a component of the Draft Implementation Plan and will be integrated into the Draft Implementation Plan being prepared by Kittelson & Associates.

Sample language for the recommended development code amendments and transportation policies is provided in a companion memorandum (“Draft Policy and Development Code Amendments,” Task 8.2). City staff can use this sample language as a basis for developing adoption-ready language (i.e., underlined and ~~struck-out~~ formatting indicating language proposed to be added and removed).¹ City staff will be responsible for finalizing policy and code language that will be packaged together with the updated TSP for adoption review and approval.

¹ Language prepared by the City will be reviewed by Angelo Planning Group before being forwarded to the Project Management Team (PMT) and Advisory Committee (AC) in advance of PMT, AC, and Stakeholder Committee meetings in mid-March.

II. Comprehensive Plan Policies

The City of Pendleton Comprehensive Plan is a long-range policy guide for land use within the City’s urban growth boundary (UGB). The City’s 1996 and 2007 TSPs have served as the Transportation Element of the Comprehensive Plan; the updated TSP, once adopted, will serve in the same capacity. As noted in Technical Memorandum #1: Plans, Goals and Policies Document Review (dated September 28, 2015), City staff reported that there is no one single City Comprehensive Plan document currently, but rather a collection of documents and reports that contain the City’s land use policies.²

Transportation policies need to be consistent with the updated TSP and to provide City staff with up-to-date, relevant policy on which to base findings of consistency for proposed zone changes and other legislative amendments. Pedestrian, bicycle, and transit policies will be developed and adopted as part of this TSP update.³ These transportation policies should be incorporated into the draft updated TSP as either a subsection of the implementation chapter or included in an appendix.

An approach to developing City pedestrian, bicycle, and transit policies is presented below. As described in Section I of this memorandum, this approach is reflected in a companion memorandum that provides sample language.

1. **Develop transportation goals and policies from the TSP update project goals and objectives** – A vision and corresponding goals and objectives were established for the TSP update process in Technical Memorandum #2: Vision Statement and Transportation Access Evaluation, dated September 10, 2016. These goals and objectives can be used to develop new policies that reflect the vision and outcomes of the TSP update. Some of the project goals and objectives will translate more directly into goal and policy language while other objectives will need to be modified to be appropriate for future legislative land use decision making. In some cases, one project goal or objective may be broken up into discrete elements that give rise to more than one goal or policy statement.
2. **Integrate policy language from plans adopted since the 2007 TSP update** – The Pendleton Downtown Plan (2011) included specific recommendations for new Goal 12 transportation policies. These recommended policies should be included in the new set of transportation policies.

² Elements of the Comprehensive Plan that were updated during a periodic review work program in 2011-2013 addressed historic resources, residential and commercial buildable lands, and comprehensive plan map amendments related to residential and mixed-use “opportunity areas.”

³ Other policies are needed to make a complete set of transportation policies. However, given the targeted nature of this TSP update, these policies are outside the scope of this project.

III. Development Code

Elements of the City of Pendleton TSP are implemented in the requirements of the City’s UDC. The UDC regulates development within the city and implements the long-range land use vision embodied in the City of Pendleton Comprehensive Plan, of which the TSP is part. The UDC has been evaluated to ensure that City’s development requirements reflect the goals and objectives of the TSP update as well as applicable provisions of the TPR.

Table 1 presents recommendations resulting from this evaluation. The recommendations span the following articles within the UDC:

- Articles III, IV, and V (Residential, Commercial, and Industrial Zones)
- Article VIII (Standards Applicable in all Zones)
- Article IX (Design Standards for Land Divisions)
- Article XI (Zoning and Related Decisions)
- Article XVI (Definitions)

The recommendations are generally presented sequentially (i.e., in the order that they appear in the development code). They address a number of topic areas that are raised in the updated TSP and applicable sections of the TPR and that are indicated in Table 1:

- Bicycle parking
- Transit access and supportive facilities
- Pedestrian environment
- Carpool and vanpool parking
- Sidewalk policy
- Multi-use trails
- Street design standards
- Transportation terms and definitions
- Transportation uses as permitted uses

As described in the overview of this memorandum, these recommendations will be accompanied by a set of sample language to assist the City in preparing draft adoption-ready amendment language intended for PMT, AC, stakeholder, and public review.

Table 1: Recommended Unified Development Code (UDC) Amendments

	Topic	Recommendation	UDC Section	Commentary
1.	Bicycle parking	Add bicycle parking requirements for banks/offices, high schools, colleges/ commercial schools, parks, transit centers and park-and-rides/park-and-pools.	Section 8.03.2	Advances project objectives (TM #2) to increase opportunities for people to bike and to address safety and

	Topic	Recommendation	UDC Section	Commentary
				<p>security of bicycling</p> <p>Pursuant to TPR Section -0045(3)(a) regarding bicycle parking for retail, office, institutional, and transit development</p>
2.	Transit access and supportive facilities	Modify existing requirements for pedestrian/bicycle connections from streets to buildings to apply to all development that includes or abuts an existing or planned transit stop or facility.	Section 8.05.1	<p>Advances project objectives (TM #2) to increase opportunities for people to walk and bike and to address safety and security of walking and bicycling</p> <p>Pursuant to TPR Sections -0045(3)(b) and -0045(4)(b) regarding on-site bicycle and pedestrian circulation and connections to adjacent uses and transportation facilities</p>
3.	Transit access and supportive facilities	Add allowances for the use of parking spaces and parking areas for transit-related uses such as stops and park-and-rides/park-and-pools, provided minimum parking requirements can still be met.	Section 8.06.7	<p>Advances project objectives (TM #2) to increase opportunities for people to take transit and to use existing park-and-ride/ park-and-pool sites to increase transportation options</p> <p>Pursuant to TPR Section -0045(4)(e) regarding use of parking areas for</p>

	Topic	Recommendation	UDC Section	Commentary
				transit-related uses
4.	Pedestrian environment	Add provisions regarding landscape islands to existing parking area landscaping requirements to break up large expanses of pavement in parking areas and enhance the pedestrian environment.	Section 8.06.8	Advances project goals and objectives (TM #2) to provide attractive transportation options and increase opportunities for people to walk
5.	Bicycle parking	Consider adding provisions allowing required bicycle parking to be provided in the right-of-way (in planting strips or curb extensions), provided other bicycle parking design and location requirements can be met.	Section 8.06.8	Advances project objectives (TM #2) to increase opportunities for people to bike and to address safety and security of bicycling
6.	Carpool and vanpool parking	Add a new subsection that requires preferentially located carpool/ vanpool parking in parking areas that have designated employee parking and that meet other criteria (e.g., size of parking area, number of required auto vehicle spaces).	Section 8.06.8 (new subsection)	Addresses project goals (TM #2) of accessibility, livability, community, equity, and economy Pursuant to TPR Section -0045(4)(d) regarding carpool and vanpool parking
7.	Transit access and supportive facilities	Add new general development regulations that require connections to, as well as easements or supportive facilities for, transit stops in coordination with CTUIR or other applicable transit service providers.	Section 8.12 (new section)	Advances project objectives (TM #2) to increase opportunities for people to take transit Pursuant to TPR Section -0045(4)(a) and (b) regarding connections to and amenities for transit stops
8.	Sidewalk policy	<ul style="list-style-type: none"> Make the reference to the variance procedure in this section consistent with changes made in Section 9.08.3 (below), if needed. 	Section 9.08.2	Proposed for administrative clarity and simplicity and to provide consistency between

	Topic	Recommendation	UDC Section	Commentary
		<ul style="list-style-type: none"> Replace sidewalk width dimension requirements with a reference to design standards tables and cross sections in the UDC, TSP, and/or another adopted document. 		documents
9.	Sidewalk policy	<p>Clarify whether it is a variance or a waiver that the Planning Commission can grant at the tentative plat stage.</p> <p>If a variance, then reconcile existing language in this section with variance requirements in Section 11.04.</p> <p>If a waiver, then only the criteria in Section 9.08.3 need to be satisfied.</p>	Section 9.08.3	<p>Flexibility in requiring sidewalks in constrained situations requested by the City</p> <p>Proposed for administrative clarity and simplicity and to provide consistency between documents</p>
10.	Street design standards	<ul style="list-style-type: none"> Replace narrative and discretionary language about street design standards in this section with clear references to standards tables and cross sections in UDC, TSP, and/or another adopted document. Allow Planning Commission to approve design alternatives, upon recommendation by the Community Development Director and/or City Engineer. Provide criteria for these alternative design recommendations, related to constraints (e.g., slope, wetlands and other identified natural resources, existing development, legal agreements) and to opportunities (e.g., the alternative design better serves the designated street functional classification and 	Section 9.11.1	<p>Provisions for deviating from adopted street design standards in constrained situations requested by the City</p> <p>Proposed for administrative clarity and simplicity and to provide consistency between documents</p>

	Topic	Recommendation	UDC Section	Commentary
		surrounding land use).		
11.	Street design standards	<ul style="list-style-type: none"> Identify standard specifications that all streets must be constructed in accordance with Include reference to allowance for design alternative established in Section 9.11.1. 	Section 9.12.1	<p>Proposed for administrative clarity and simplicity and to provide consistency between documents</p> <p>Provisions for deviating from adopted street design standards in constrained situations requested by the City</p>
12.	Street design standards	<ul style="list-style-type: none"> Ensure “Design Standards for Public Streets” table is consistent with standards proposed during the TSP update. Consider replacing the table with a reference to design standard tables and/or cross sections in updated TSP and/or adopted engineering documents. Include reference to allow for design alternative established in Section 9.11.1. 	Article IX (un-numbered table)	<p>Proposed for administrative clarity and simplicity and to provide consistency between documents</p> <p>Provisions for deviating from adopted street design standards in constrained situations requested by the City</p>
13.	Multi-use trails	For development permit applications, add to current site and circulation plan requirements that existing and proposed multi-use trails be shown, consistent with the TSP, in addition to existing and proposed streets.	Section 11.01.4(A)	<p>Proposed for administrative clarity</p> <p>Implements the updated TSP</p>
14.	Sidewalk policy and street design standards	<ul style="list-style-type: none"> Add specific criteria regarding topographic constraints to existing sidewalk waiver provisions 	Sections 11.01.4(D), (E)	Flexibility in requiring sidewalks and other right-of-way improvements in constrained

	Topic	Recommendation	UDC Section	Commentary
		<p>in Section 11.01.4(D) for site development⁴ with topographic constraints.</p> <ul style="list-style-type: none"> • Add specific criteria regarding topographic and locational constraints to existing improvement⁵ waiver provisions in Section 11.01.4(E) for site development⁶ with topographic and “locational” issues. • Add provisions in Section 11.01.4(E) that allow for deviation from street design standards given objective criteria regarding constraints (e.g., % slope, identified natural or cultural resources (Goal 5), existing development). • Modify the language in both sections so that the “City Planning Official or designee,” not the City Manager, grants the waiver. 		<p>situations requested by the City</p> <p>Proposed for administrative clarity and to provide consistency within the development code</p> <p>Pursuant to UDC Sections 11.01.5 and 12.01.3(A)(1), development permits are Type I decisions and must involve “non-discretionary criteria or criteria that require the exercise of professional judgment only about technical issues”</p> <p>Pursuant to UDC Section 13.02.2, “City Planning Official or designee” is the decision making authority for Type I applications</p>
15.	Street design standards	Ensure standards and references regarding bike lanes are consistent with those in the updated TSP.	Section 11.01.4(H)	Proposed for administrative clarity and to provide consistency between documents
16.	Transportation terms and definitions	<ul style="list-style-type: none"> • Define transportation terms that are to be used consistently between and 	Article XVI	Proposed for administrative clarity and to

⁴ This applies to situations where the site abuts existing curb and gutter, but there are no existing sidewalks on the abutting properties.

⁵ This section provides examples of applicable improvements including “storm drainage, pavement, curb, gutter, sidewalk and street right-of-way adjacent to the development.”

⁶ This applies to situations where “City standard public facilities” are not present adjacent to the proposed development.

	Topic	Recommendation	UDC Section	Commentary
		<p>within the UDC and updated TSP (e.g., bikeways, sidewalks, accessways, walkways, multi-use pathways, multi-use trails). Define these facilities as transportation uses (i.e., they are not just for recreational use), except for walkways or other on-site circulation facilities.</p> <ul style="list-style-type: none"> • Add a general definition for “transportation use” or “transportation facility” that includes the terms above (except for on-site circulation facilities). Reconcile this definition with the term “transportation facilities” that is currently used in residential and industrial zone use regulations⁷. 		provide consistency between documents
17.	Transportation uses as permitted uses	Once defined and reconciled, add the newly defined or amended term “transportation use” or “transportation facilities” as a use that is permitted outright in all base zones. ⁸	Sections 3.02, 3.03, 3.04, 4.01, 4.02, 4.03, 5.01, 5.02, 5.03, 5.04, 5.05, 5.06, 5.07	Proposed for administrative clarity and to provide consistency between documents and consistency within the development code

⁷ “Transportation facilities and services” are currently permitted outright in industrial M-1 and M-2 zones, and “transportation and communication facilities” are permitted conditionally in residential R-1, R-2, and R-3 zones. In the R-1 and R-2 zone, “transportation and communication facilities” are parenthetically specified to be “railroads, general warehouse/storage, air transportation, pipelines except natural gas, packing and crating, communication facilities by wire or airwave, electric/gas/sanitary services.” Neither set of terms is currently defined in the Definitions article of the development code (Article XVI).

⁸ Use regulations for “Infrastructure Improvements” are addressed per se, but not in way that development code users or administrators may find clear or accessible; they are included in the definition of infrastructure improvements in Article XVI, and not in base zone regulations in Articles III through V. Infrastructure improvements are defined as: “Facilities and structures such as streets, curbs, gutters, sidewalks, storm sewers, sanitary sewers, water lines, private utility poles/lines, bridges, traffic control mechanisms, fire hydrants, and other items commonly found within public rights of way or easements. Such improvements shall be considered outright uses within all zones.”



	Topic	Recommendation	UDC Section	Commentary
				Pursuant to TPR Section -0045(1)(a) and (b) regarding transportation facilities that are not subject to land use regulation or are permitted outright