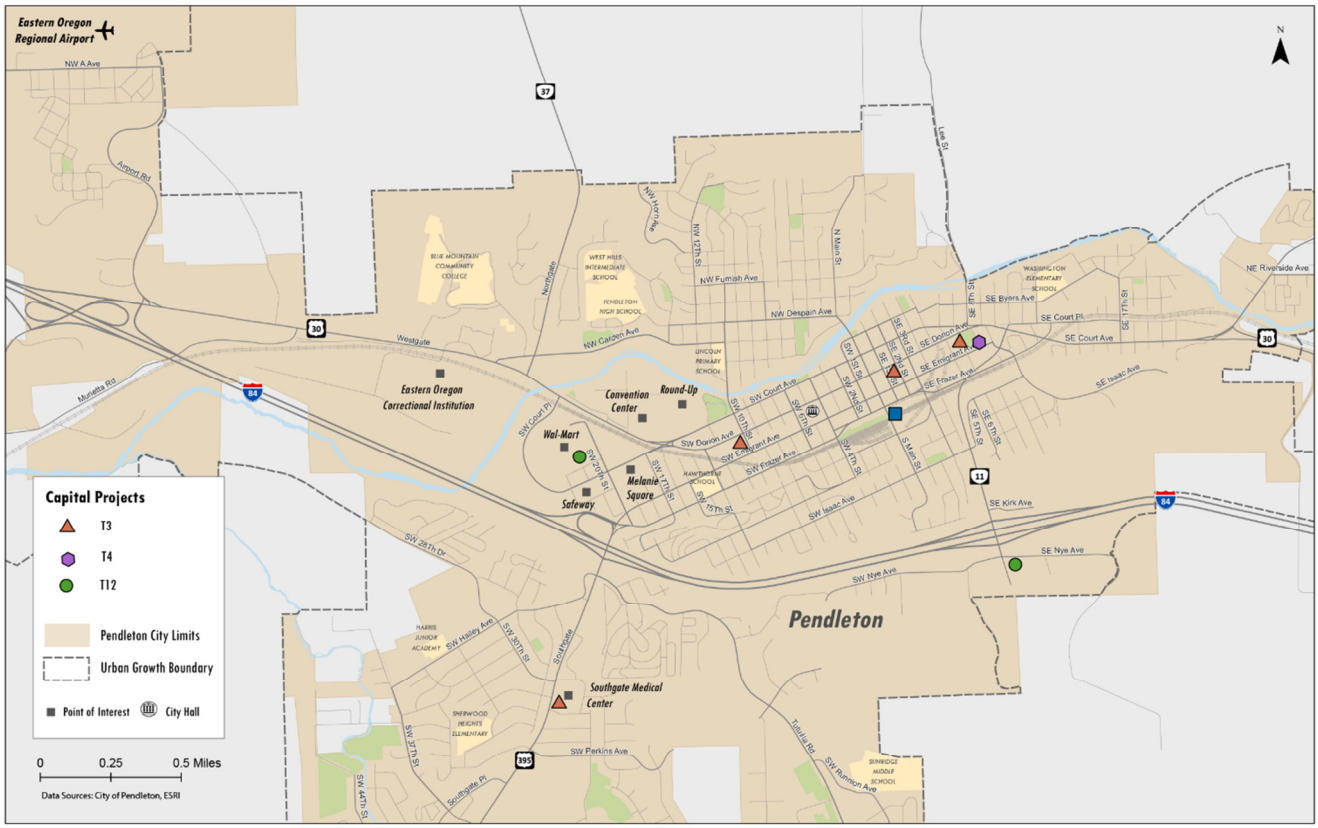
Section 4 Transit Plan

4. TRANSIT PLAN

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

Figure 4-1 Transit Capital Project Locations



Planned Transit Projects

Table 4-1 Transit Projects

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

Project #	Project Description	Project Benefit	Priority	Planning Level Cost Estimate
T12	Work with Kayak to enhance service in downtown Pendleton. This might entail creating Pendleton-focused system maps, converting flag stops to set stops on all routes, increasing service to key locations such as Southgate Medical Center, or shifting routes to serve a future park-and-ride (see T11).	Kayak has an already-established system that can be used to support Pendleton's transit goals.	Medium	Depends on level of service desired
T13	As BID formation continues, work with hotels, convention center, and business leaders to evaluate feasibility for a downtown shuttle. Some hotels already run shuttle service.	Shuttles reduce the amount of people trying to drive and park in downtown.	High	Depends on routing, frequency, and operator
T14	Locate, design, and build a transit maintenance facility for Let'er Bus vehicles.	Today Let'er Bus vehicles are maintained out of a gas station. A facility would accommodate future program growth and provide a more formal space for fueling and maintenance.	Medium	Depends on facility size and amenities
T15	Let'er Bus programs include six separate programs. This can be confusing to determine eligibility and fares. Streamlining service, especially since all are contracted to one provider, can improve data tracking and legibility.	One transit program allows for better understanding of system costs and ridership; reporting; and utilization. One main brand for the program also improves passenger legibility.	Low	Staff time
T16	Create fixed-route transit route using one of Pendleton's buses and using Kayak for east-west service. Pendleton buses would serve the area north of downtown, Walmart/ Safeway, and the Southgate area every 60 minutes seven days per week. All Kayak's current flag stops would become set stops. Provide ADA paratransit service ¾-mile around fixed-route	This option joins forces with Kayak routes and supplements its service with north-south transit, which is currently lacking in the Kayak network. Due to the high demand at Southgate, both Kayak and Pendleton would serve that area.	Medium	Operating: $334,666 Capital: $40,000-$100,000 per vehicle
T17	Create city-run fixed route network using two of Pendleton's buses. Maintain taxi voucher program only for those who meet ADA requirements. This service would require two vehicles – east-west service every hour and north-south service every 90 minutes.	This option provides a local counterpart to Kayak services.	Medium	Operating: $594,501 Capital: $40,000-$100,000 per vehicle
T18	Implement either Project # T13 or T14 but make city service flexible, meaning drivers can deviate a certain distance off-route to serve pick-ups requested in advance. This would cover the city's ADA requirement.	This option does not require ADA paratransit because it does not operate as a fixed-route.	Low	Operating: $243,123-486,246 Capital: $40,000-$100,000 per vehicle
T19	Create an intercity weekend shuttle using Pendleton vans to Tri-Cities, Walla Walla, or other major regional destinations.	As trips become longer, people are willing to sacrifice some level of convenience to take transit and avoid driving a car or have time to do something else during the ride to a regional destination.	Low	Varies

Project #T1

Continue Let'er Bus Services

Description: During FY 2015, Let'er Bus carried more than 37,000 Pendleton residents throughout the city. Maintain current service programs and levels until resources exist to implement additional projects from the TSP.

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

Category: Transit

Time Frame: Short-Term

Priority: High

Cost: $226,000 (FY 2015)

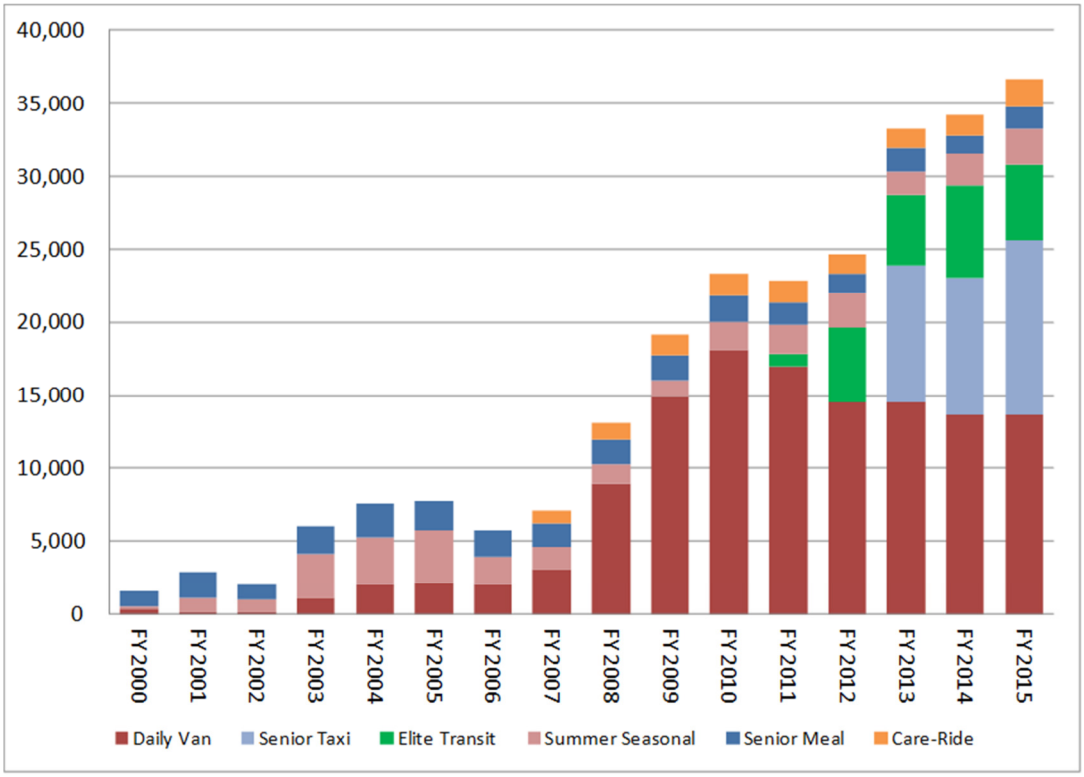
Potential Funding Sources: STF, 5311, 5310, General Fund

Potential Project Partners: Elite Taxi, ODOT

How Does the Project Rank Against Transportation Goals?

Feasibility	Connectivity	Accessibility	Destinations Served	Safety Impact	Population Served	Economic Impact
●	●	●	●	●	●	●

Project Image:



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

Project #T2

Replace Let'er Bus Capital Equipment

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

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

Category: Transit

Time Frame: Short-Term

Priority: High

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

Potential Funding Sources: 5310, STF, General Fund

Potential Project Partners: ODOT

How Does the Project Rank Against Transportation Goals?

Feasibility	Connectivity	Accessibility	Destinations Served	Safety Impact	Population Served	Economic Impact

Project Image:

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

Project #T3

New Bus Shelter Locations

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

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

Category: Transit; Pedestrian

Time Frame: Short-Term

Priority: High

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

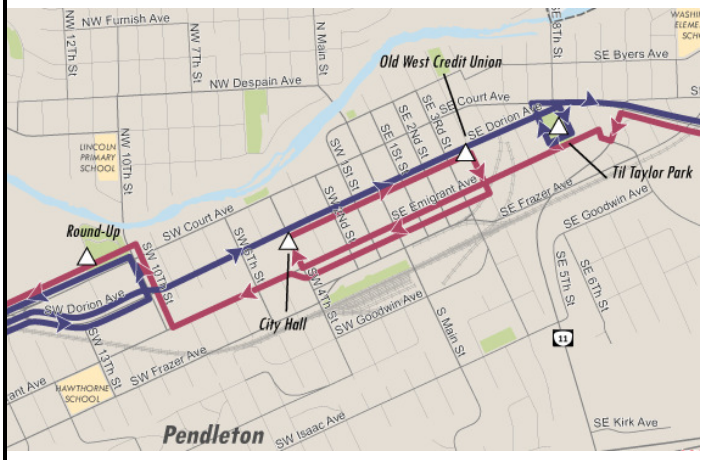
Potential Funding Sources: 5339, city capital funds, grants

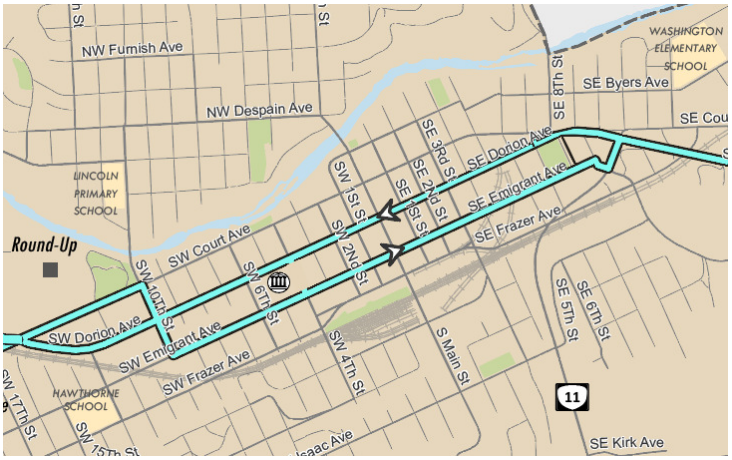
Potential Project Partners: Adjacent business owners, Kayak

How Does the Project Rank Against Transportation Goals?

Feasibility	Connectivity	Accessibility	Destinations Served	Safety Impact	Population Served	Economic Impact
Orange	Orange	Green	Green	Orange	Green	Red

Project Images:





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

Project #T4

Curb Ramps

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

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

Category: Transit; Pedestrian

Time Frame: Short-Term

Priority: Medium

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

Potential Funding Sources: City capital or maintenance funds

Potential Project Partners: Kayak

How Does the Project Rank Against Transportation Goals?

Feasibility	Connectivity	Accessibility	Destinations Served	Safety Impact	Population Served	Economic Impact

Project Images:

Project #T5

Information

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

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

Category: Transit

Time Frame: Short-Term

Priority: High

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

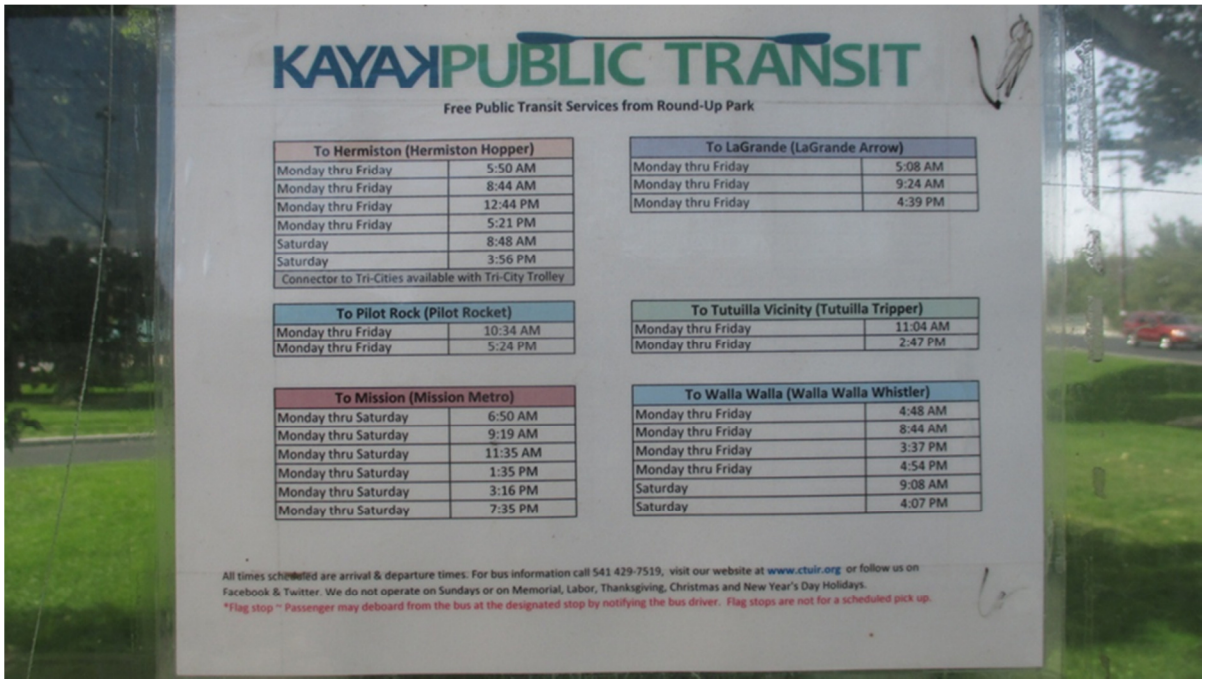
Potential Funding Sources: General funds

Potential Project Partners: Adjacent business owners, Kayak

How Does the Project Rank Against Transportation Goals?

Feasibility	Connectivity	Accessibility	Destinations Served	Safety Impact	Population Served	Economic Impact

Project Images:



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

Project #T6

Interagency Coordination

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

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

Category: Transit

Time Frame: Short-Term

Priority: High

Cost: Staff Time

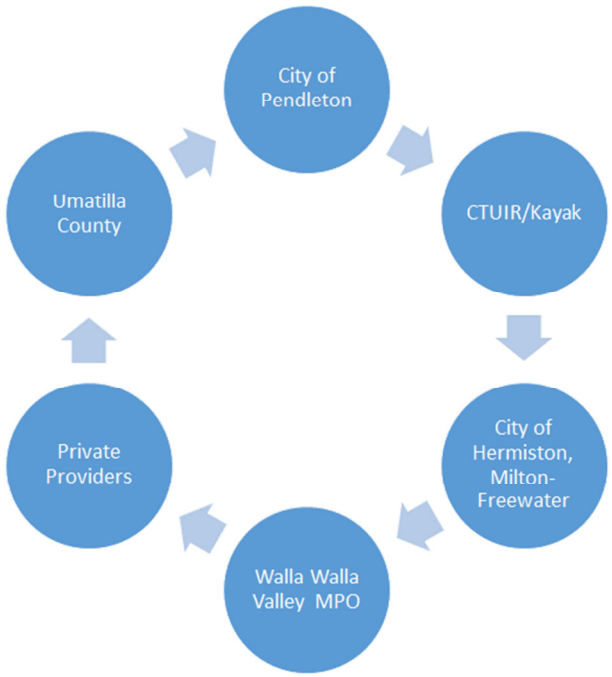
Potential Funding Sources: N/A

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

How Does the Project Rank Against Transportation Goals?

Feasibility	Connectivity	Accessibility	Destinations Served	Safety Impact	Population Served	Economic Impact
●	●	●	●	●	●	●

Project Images: Potential coalition partners



Project #T7

Mobility Manager

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

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

Category: Transit 

Time Frame: Short-Term

Priority: Medium 

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

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

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

How Does the Project Rank Against Transportation Goals?

Feasibility	Connectivity	Accessibility	Destinations Served	Safety Impact	Population Served	Economic Impact
						

Project Images:

Project #T8

TO Coordination

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

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

Category: Transit

Time Frame: Short-Term

Priority: Low

Cost: Staff Time

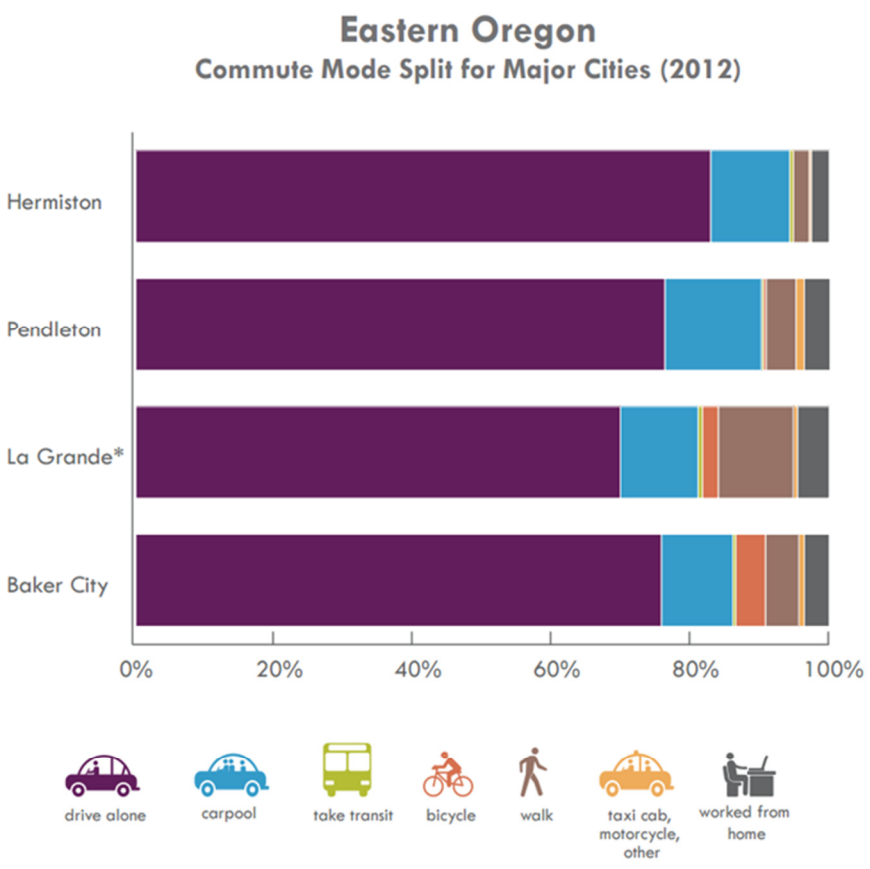
Potential Funding Sources: TO funds

Potential Project Partners: STF Committee, ODOT

How Does the Project Rank Against Transportation Goals?

Feasibility	Connectivity	Accessibility	Destinations Served	Safety Impact	Population Served	Economic Impact
●	●	●	●	●	●	●

Project Images:



Project #T9

Scheduling Software

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

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

Category: Transit

Time Frame: Short-Term

Priority: Low

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

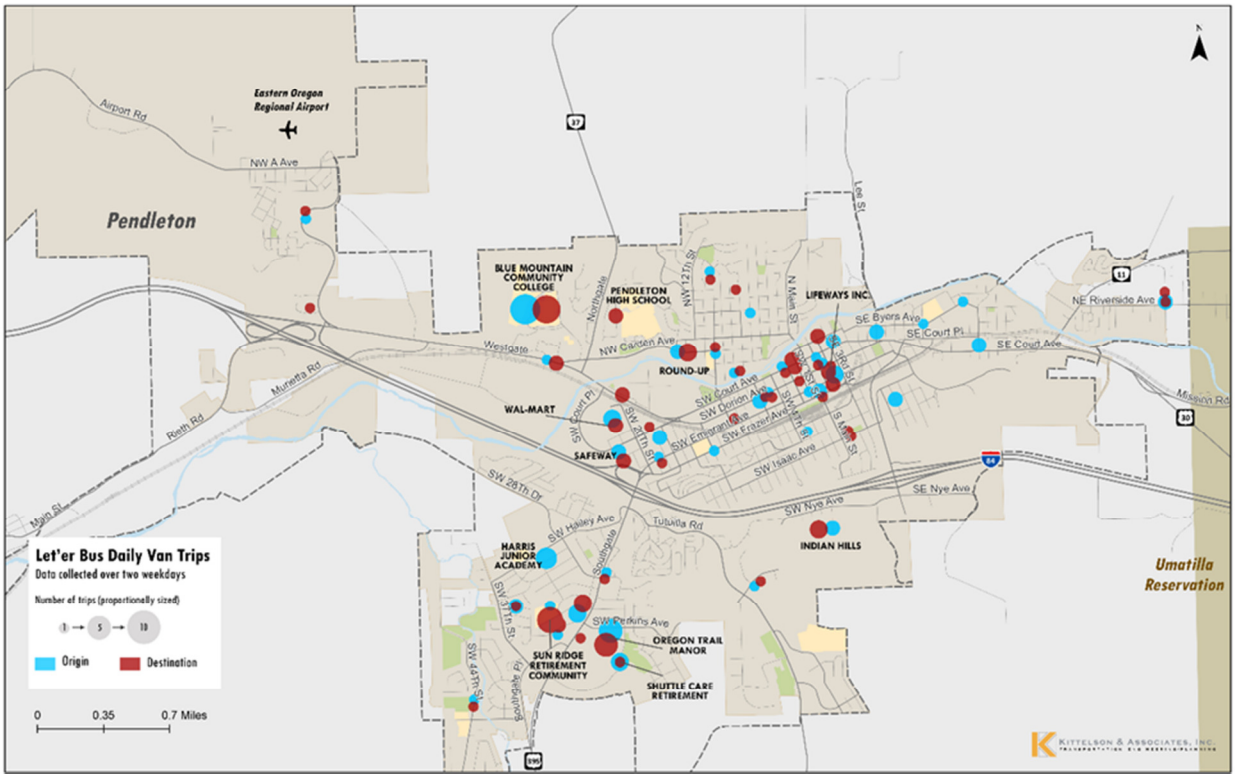
Potential Funding Sources: STF, 5311

Potential Project Partners: Software manufactures, other transit providers

How Does the Project Rank Against Transportation Goals?

Feasibility	Connectivity	Accessibility	Destinations Served	Safety Impact	Population Served	Economic Impact
●	●	●	●	●	●	●

Project Images:



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

Project #T10

Eligibility Factors

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

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

Category: Transit

Time Frame: Short-Term

Priority: Low

Cost: Staff Time

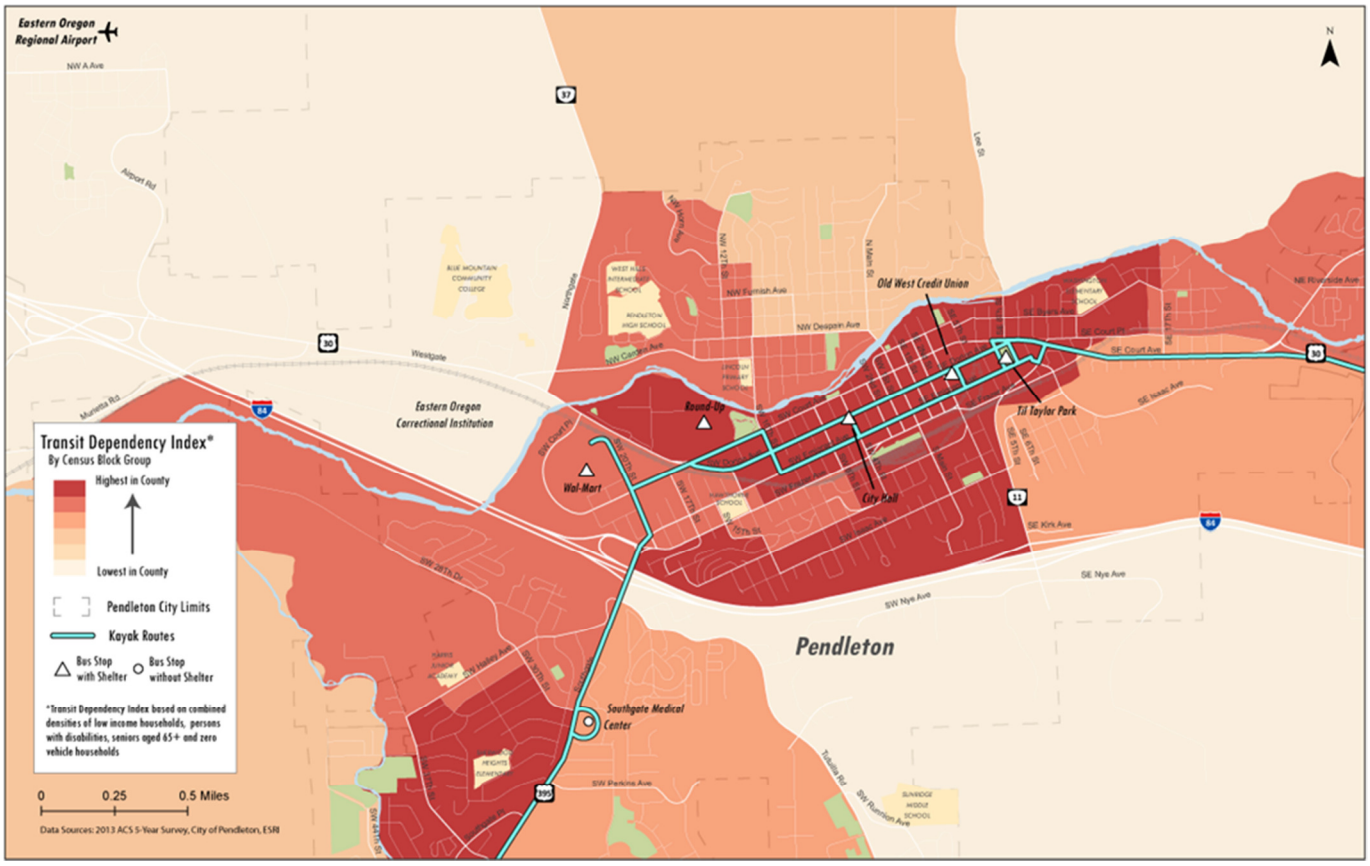
Potential Funding Sources: Cost-neutral

Potential Project Partners: None

How Does the Project Rank Against Transportation Goals?

Feasibility	Connectivity	Accessibility	Destinations Served	Safety Impact	Population Served	Economic Impact
●	●	●	●	●	●	●

Project Images:



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

Project #T11

Park-and-Ride / Park-and-Pool

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

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

Category: Transit

Time Frame: Medium- to Long-Term

Priority: High

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

Potential Funding Sources: 5339, city capital funds

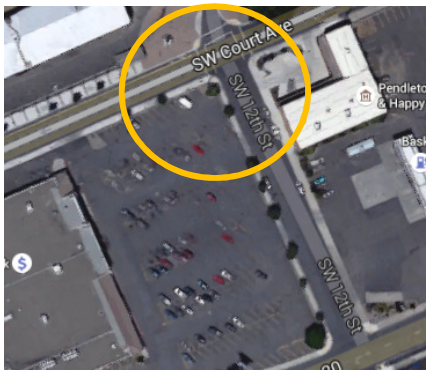
Potential Project Partners: Kayak, local/regional employers

How Does the Project Rank Against Transportation Goals?

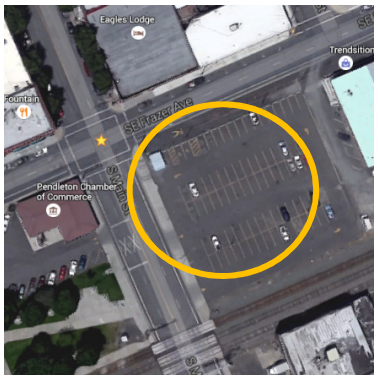
Feasibility	Connectivity	Accessibility	Destinations Served	Safety Impact	Population Served	Economic Impact

Project Images:

Walmart Site



Main & Frazer



Bi-Mart site

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

Project #T12

Enhance Kayak Service in Pendleton

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

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

Category: Transit

Time Frame: Short-Term

Priority: Medium

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

Potential Funding Sources: Depends on level of service desired

Potential Project Partners: Kayak

How Does the Project Rank Against Transportation Goals?

Feasibility	Connectivity	Accessibility	Destinations Served	Safety Impact	Population Served	Economic Impact
●	●	●	●	●	●	●

Project Images:

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

Project #T13	Downtown Shuttle Feasibility Study
Description:	As BID formation continues, work with hotels, convention center, and business leaders to evaluate feasibility for a downtown shuttle. Some hotels already run shuttle service.
Benefit:	Shuttles reduce the amount of people trying to drive and park in downtown.

Category: Transit	**Time Frame:** Short-Term	**Priority:** High
Time Frame: Short-Term	**Priority:** High	
Cost: Depends on routing, frequency, and operator		**Potential Funding Sources:** Local businesses
Potential Project Partners: Hotels		

How Does the Project Rank Against Transportation Goals?

Feasibility	Connectivity	Accessibility	Destinations Served	Safety Impact	Population Served	Economic Impact

Project Images:

Project #T14	Construct Maintenance Facility

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

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

Category: Transit 

Time Frame: Long-Term

Priority: Medium

Cost: Depends on facility size and amenities

Potential Funding Sources: 5310, 5339

Potential Project Partners: Property owner, service contractor

How Does the Project Rank Against Transportation Goals?

Feasibility	Connectivity	Accessibility	Destinations Served	Safety Impact	Population Served	Economic Impact
						

Project Images:

Project #T15

Consolidate Streamlining Let'er Bus

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

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

Category: Transit

Time Frame: Short-Term

Priority: Low

Cost: Staff Time

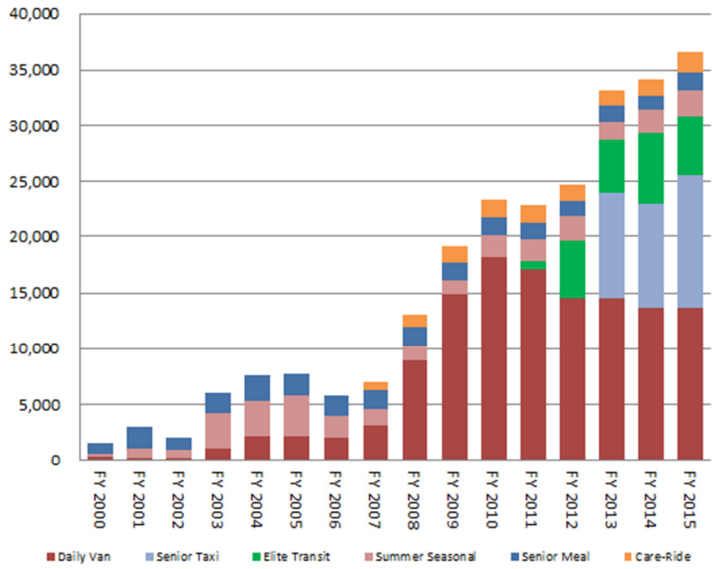
Potential Funding Sources: Cost-neutral

Potential Project Partners: ODOT, other transit providers

How Does the Project Rank Against Transportation Goals?

Feasibility	Connectivity	Accessibility	Destinations Served	Safety Impact	Population Served	Economic Impact
●	●	●	●	●	●	●

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



Project #T16	One fixed-route + Kayak
Description:	Create fixed-route transit route using one of Pendleton's buses and using Kayak for east-west service. Pendleton buses would serve the area north of downtown, Walmart/ Safeway, and the Southgate area every 60 minutes seven days per week. All Kayak's current flag stops would become set stops. Provide ADA paratransit service ¾-mile around fixed-route
Benefit:	This option joins forces with Kayak routes and supplements its service with north-south transit, which is currently lacking in the Kayak network. Due to the high demand at Southgate, both Kayak and Pendleton would serve that area.

Category: Transit; Pedestrian

Time Frame: Long-Term

Priority: Medium

Cost: Operating: $334,666
Capital: $40,000-$100,000 per vehicle

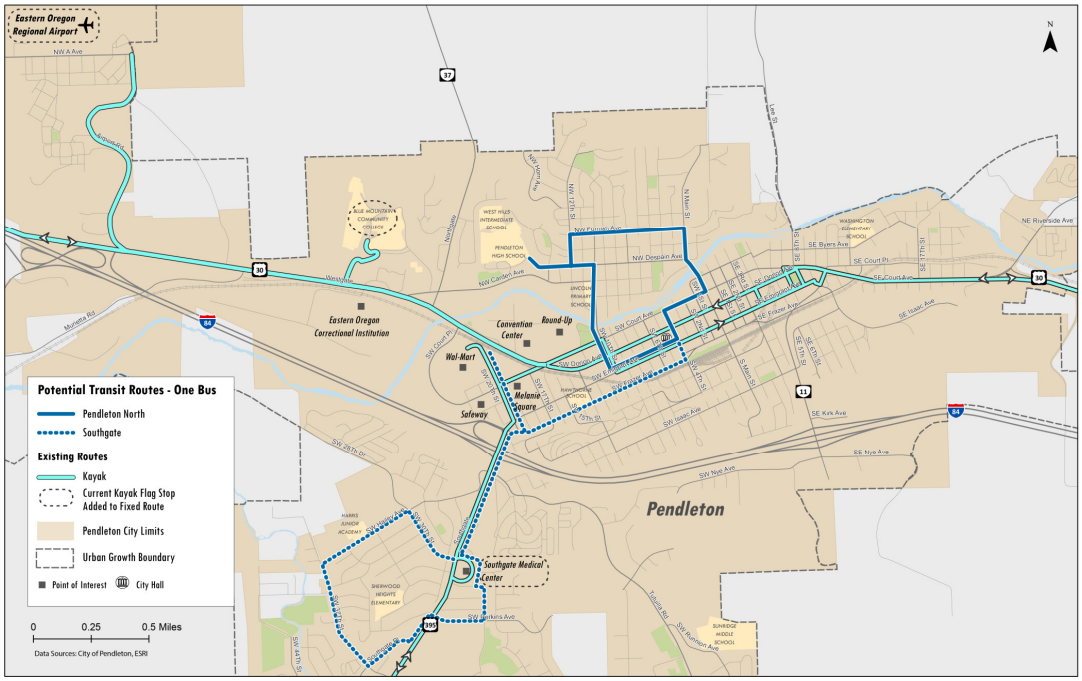
Potential Funding Sources: STF, 5311, 5310

Potential Project Partners: Counties, Regional providers

How Does the Project Rank Against Transportation Goals?

Feasibility	Connectivity	Accessibility	Destinations Served	Safety Impact	Population Served	Economic Impact
●	●	●	●	●	●	●

Project Images:



Potential Routing

Project #T17	Two fixed-routes + Kayak
Description:	Create city-run fixed route network using two of Pendleton's buses. Maintain taxi voucher program only for those who meet ADA requirements. This service would require two vehicles – east-west service every hour and north-south service every 90 minutes.
Benefit:	This option provides a local counterpart to Kayak services.

Category: Transit 

Time Frame: Long-Term

Priority: Medium 

Cost: Operating: $594,501
Capital: $40,000-$100,000 per vehicle

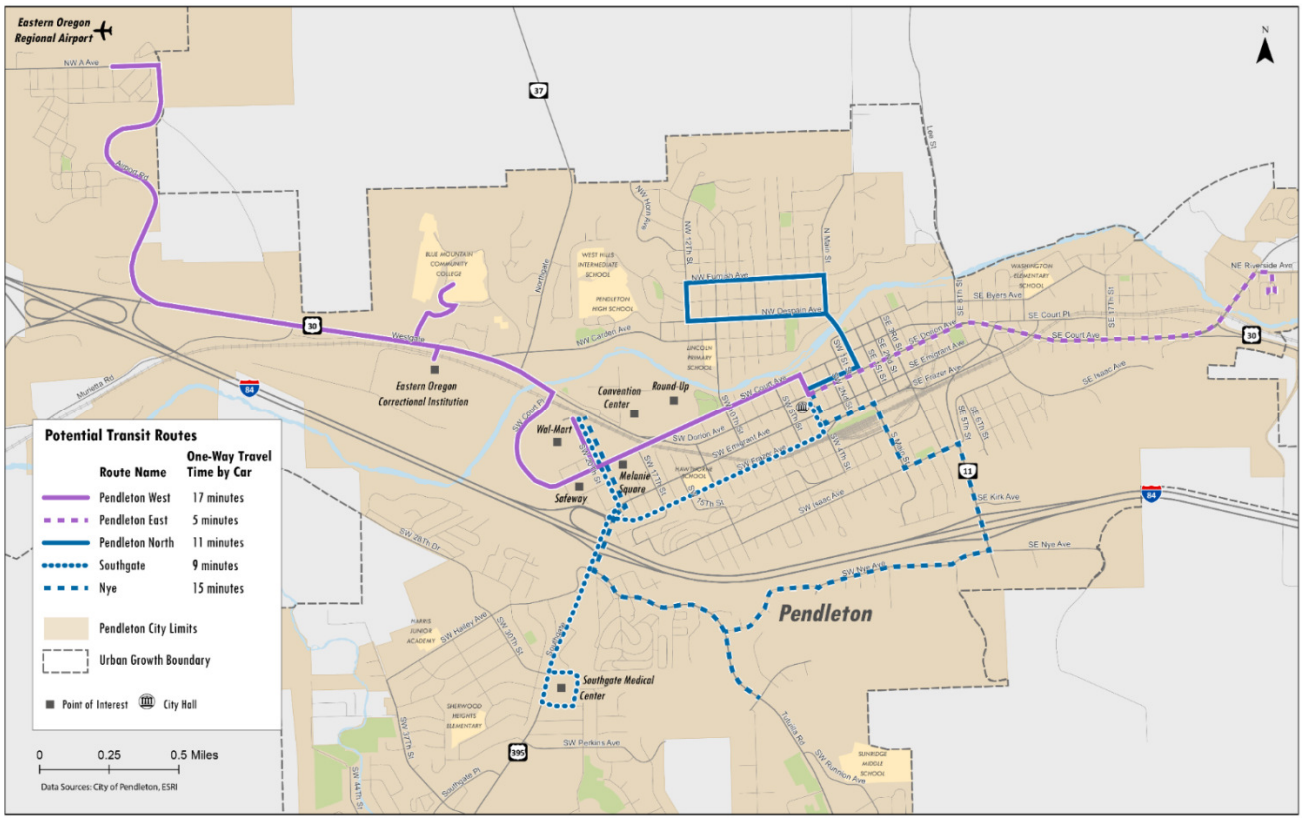
Potential Funding Sources: STF, 5311, 5310

Potential Project Partners: Counties, Regional providers

How Does the Project Rank Against Transportation Goals?

Feasibility	Connectivity	Accessibility	Destinations Served	Safety Impact	Population Served	Economic Impact
						

Project Images:



Potential Routing

Project #T18	Deviated flex routes
Description:	Implement either Project #T13 or T14 but make city service flexible, meaning drivers can deviate a certain distance off-route to serve pick-ups requested in advance. This would cover the city's ADA requirement.
Benefit:	This option does not require ADA paratransit because it does not operate as a fixed-route.

Category: Transit

Time Frame: Long-Term

Priority: Low

Cost: Operating: $243,123-$486,246
Capital: $40,000-$100,000 per vehicle

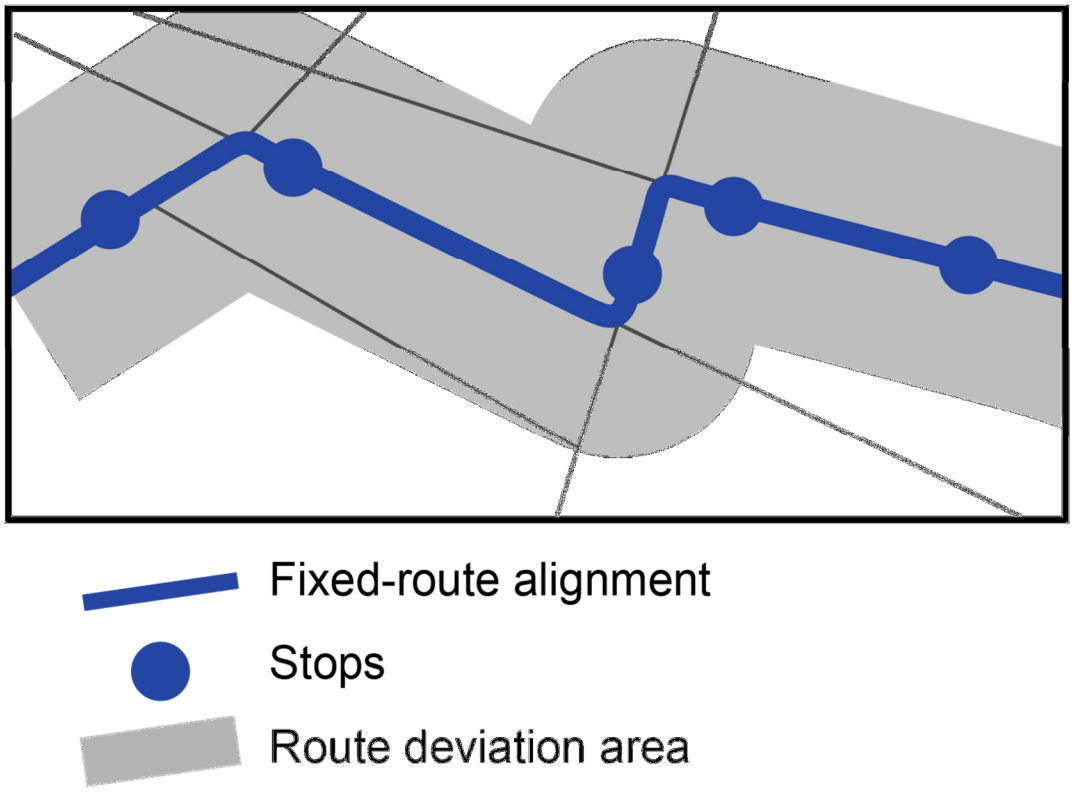
Potential Funding Sources: STF, 5311, 5310

Potential Project Partners: Counties, Regional providers

How Does the Project Rank Against Transportation Goals?

Feasibility	Connectivity	Accessibility	Destinations Served	Safety Impact	Population Served	Economic Impact

Project Images:



Project #T19

Intercity service

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

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

Category: Transit

Time Frame: Long-Term

Priority: Low

Cost: Varies

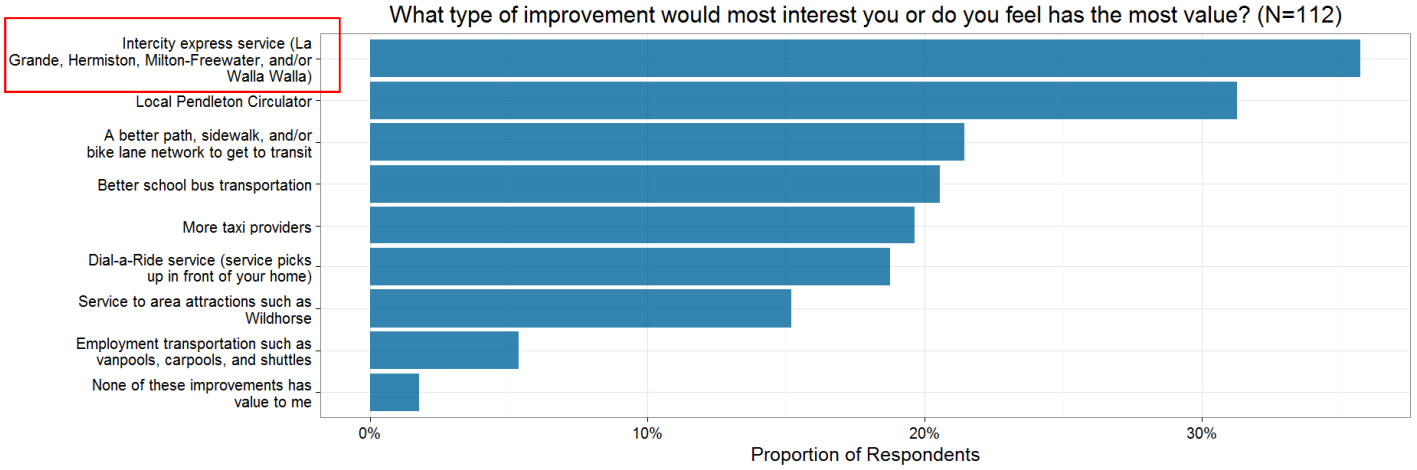
Potential Funding Sources: 5311f, 5310

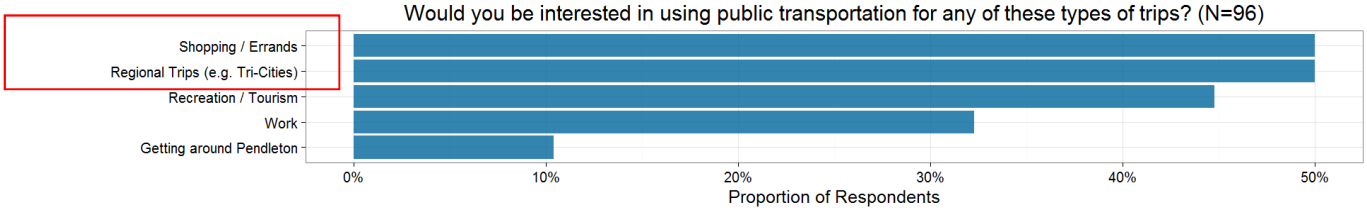
Potential Project Partners: Tri-Cities or Walla Walla event organizers

How Does the Project Rank Against Transportation Goals?

Feasibility	Connectivity	Accessibility	Destinations Served	Safety Impact	Population Served	Economic Impact

Project Images:





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

Section 5 Funding and Implementation Plan

5. FUNDING AND IMPLEMENTATION

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

History of Transportation Funding in Pendleton

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

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

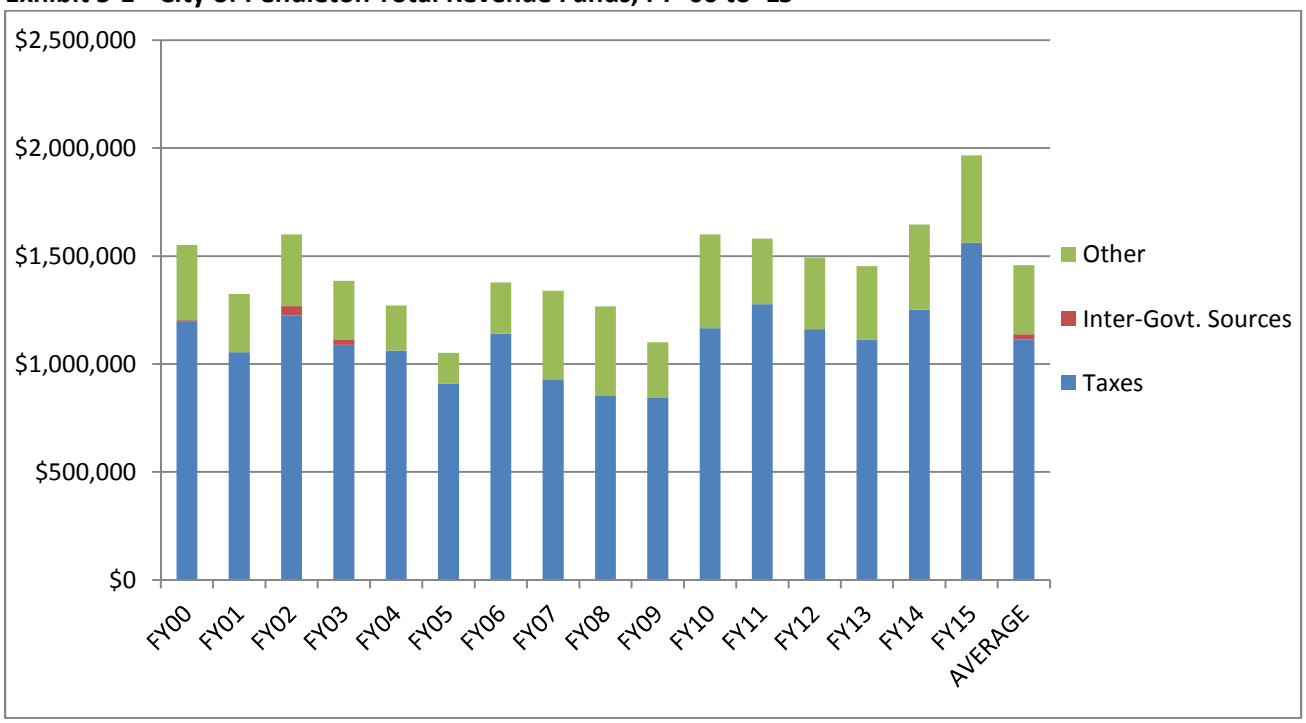
Program Name	Definition of Program	Funding Source(s)	Current Services
Transportation Services Fund 225	Provides general public and senior/disabled citizens with transportation options by contracting with private taxi company to increase transportation options.	Umatilla County Special Transportation Fund,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

Special Revenue Sources

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

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

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



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

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

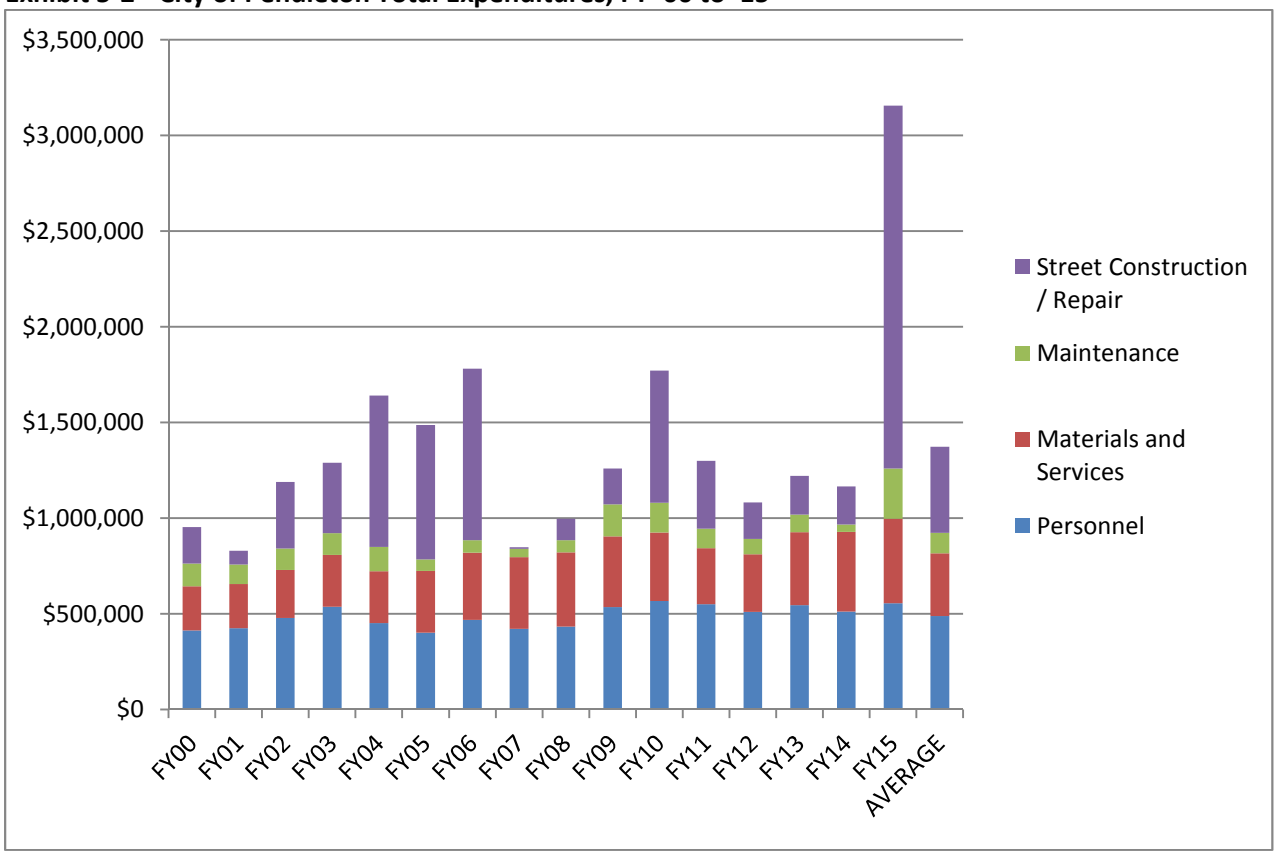
additional $198,267 in the State Tax Street fund. The average amount of other revenue over the past fifteen years is $319,128.

Expenditure History

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

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

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



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

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

Transportation Funding Forecast

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

Table 5-2 Future Transportation Funding Projections

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

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

Planned Active Transportation System Costs

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

Table 5-3 Future Active Transportation Funding Projections

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

Potential Active Transportation Funding Sources

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

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

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

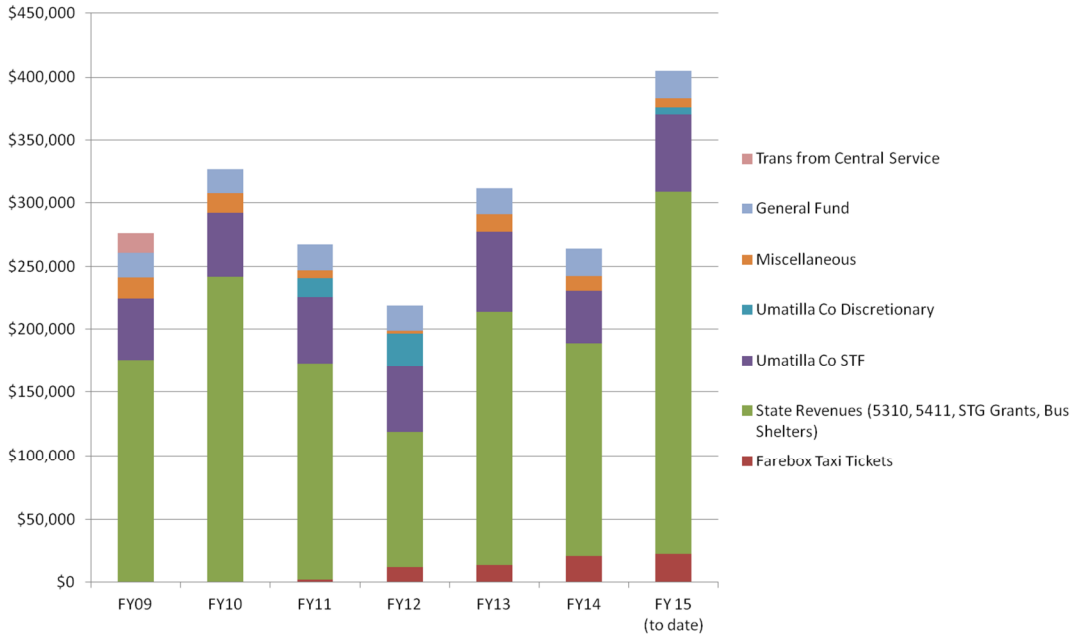
Table 5-5 Potential New Funding Sources for Active Transportation in Pendleton

Funding Source	Description	Potential Facility Benefit	Opportunities
User Fees	Fees tacked onto a monthly utility bill or tied to the annual registration of a vehicle to pay for improvements, expansion, and maintenance to the street system. This may be a more equitable assessment given the varying fuel efficiency of vehicles. Regardless of fuel efficiency, passenger vehicles do equal damage to the street system.	Primarily Street Improvements	The cost of implementing such a system could be prohibitive given the need to track the number of vehicle miles traveled in every vehicle. Additionally, a user fee specific to a single jurisdiction does not account for the street use from vehicles registered in other jurisdictions.
Street Utility Fees/Road Maintenance Fee	The fee is based on the number of trips a particular land use generates and is usually collected through a regular utility bill. For the communities in Oregon that have adopted this approach, it provides a stable source of revenue to pay for street maintenance allowing for safe and efficient movement of people, goods, and services.	Preservation, restoration, and reconstruction of existing paved residential streets. Includes sidewalks, ramps, curbs and gutters, and utility relocation.	Pendleton adopted the Street Maintenance Utility Fee in July 2015, which enables a $5.00 monthly fee charged to residential meters. Implemented in December 2015, it is estimated that the fee will generate approximately $481,000 per year from residential uses.
Local Fuel Tax	A local tax assessed on fuel purchased within the jurisdiction that has assessed the tax.	Limited to street maintenance, preservation and reconstruction of existing paved residential streets	This $0.05 per gallon fuel tax was voted on in November 2015 and subsequently not approved. If it was approved, it was estimated that it would raise approximately $550,000 per year for the next ten years.
Optional Tax	A tax that is paid at the option of the taxpayer to fund improvements. Usually not a legislative requirement to pay the tax and paid at the time other taxes are collected, optional taxes are usually less controversial and easily collected since they require the taxpayer to decide whether or not to pay the additional tax.	- Streets - Sidewalks - Bike lanes - Multi-Use Trails - Transit	The voluntary nature of the tax limits the reliability and stableness of the funding source.
Sponsorship	Financial backing of a project by a private corporation or public interest group, as a means of enhancing its corporate image.	- Multi-Use Trails - Transit	Sponsorship has primarily been used by transit providers to help offset the cost of providing transit services and maintaining transit related improvements. Potential sponsorship opportunities could potentially include the Pendleton Round-Up.
Federal Funding	Trails with a transportation purpose can compete for TIGER grant awards. Depending upon the location and purpose, trails can also be funded by HUD, CDBG funds, USDA rural development programs, or EPA funding.	- Trails	Projects in urban areas have traditionally been funded at a minimum of $10,000,000 and rural trails of lower project costs are considered for TIGER funding.

Transit Funding

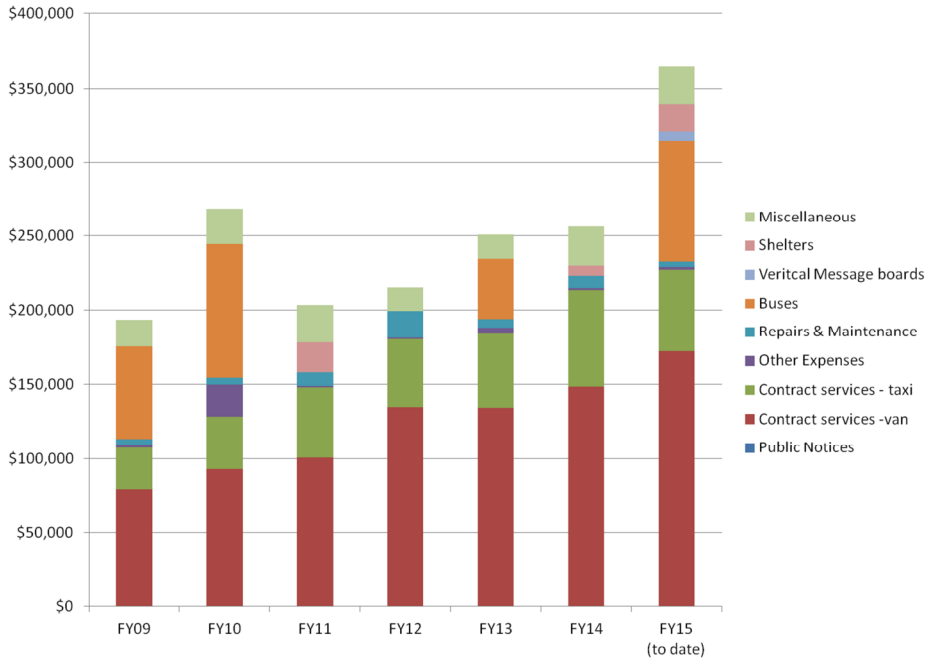
Funding for public transportation in Pendleton is primarily provided by federal transit grants, Oregon's Special Transportation Fund, and city general funds. Local match for Let'er Bus has remained fairly steady at $20,000 per year. The remaining balance of the cost to run the program comes from outside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

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



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

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



Transit Funding Forecast

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

Table 5-6 Transit Funding History and Trends

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

Source: ODOT

Transit Project Costs

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

Table 5-7 Transit Project Costs

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

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

Potential Funding Sources

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

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

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

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

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

Section 6 Health Impact

HEALTH IMPACT OVERVIEW

City of Pendleton

HOW DOES TRANSPORTATION RELATE TO YOUR HEALTH?

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

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

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

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

Challenges	TSP Response	LIKELY IMPACT
» Gaps in the bicycle network and limited pedestrian crossings restrict access to grocery stores in the southwest commercial area.	» TSP identifies projects that complete bicycle network and sidewalk gaps to improve walking and biking connections to grocery stores in the southwest commercial area.	+ + +
» Awareness of existing Kayak transit service to southwest commercial area is limited.	» TSP identifies a project to provide enhanced transit user information such as maps and brochures to increase awareness of Kayak transit options to grocery stores.	+ + +
» Riders have to request drop-offs at the Southgate Medical Center because it is not on the main Kayak transit route through town.	» TSP identifies a project to enhance frequency of Kayak stops at Southgate Medical Center.	+ + +

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

Challenges	TSP Response	LIKELY IMPACT
» Gaps in the pedestrian and bicycle networks limit access to schools, parks, and transit stops.	» TSP prioritizes investments such as sidewalk infill, marked crossings, and bicycle routes that provide comfortable access to schools, parks and transit stops.	➕➕➕
» People with disabilities cannot access transit stops that lack access ramps. » Utilities and signposts narrow some sidewalks and block access for wheelchair users.	» TSP prioritizes access ramp installation and sidewalk barrier removal near key destinations and transit stops.	➕➕➕
» There is a social stigma associated with taking transit.	» TSP identifies a project to promote transit services through transit user information such as enhanced maps and brochures. » TSP identifies a project to add bus shelters in five priority locations to protect passengers from weather.	➕

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

Challenges	TSP Response	LIKELY IMPACT
» Several large, high speed roads are uncomfortable to walk or bicycle along and across.	» TSP prioritizes pedestrian and bicycle projects that overcome barrier streets and/or provide for alternate routes. » TSP projects include multi-use trails, separated on-street facilities and enhanced crossings to provide comfortable alternatives to busy roads.	➕➕
» Gaps in sidewalks and ADA supportive elements force people to walk or roll in the street.	» TSP projects that fill gaps in the sidewalk network will be implemented per city standards using ADA supportive features including curb cuts, detectable warnings, auditory crossing signals, and other features.	➕➕

4. Access to schools and employment

Challenges	TSP Response	LIKELY IMPACT
» Gaps in the sidewalk and bicycle network limit the ability for students to walk or bicycle to school.	» TSP prioritizes proposed investments such as sidewalk infill and bicycle routes to school. » TSP identifies multi-use trails that would serve as comfortable walking and bicycling alternatives to busy roads such as Southgate.	➕➕➕
» Employers rarely provide information about available transportation options.	» TSP identifies a project to help fund a Umatilla County Mobility Manager to coordinate county and regional transportation services and distribute centralized transportation information. » TSP identifies a project to work with ODOT Region 5 Transportation Options coordinator to promote carpool and ridesharing. » TSP identifies a project to create a mobility hub that links regional services (Kayak and Greyhound), bicycle facilities, local services, carpools, and vanpools in one location.	➕➕

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

Challenges	TSP Response	LIKELY IMPACT
» Poor air quality is not uncommon in Pendleton , due to its valley presence.	» TSP investments in comfortable walking and bicycling infrastructure would support transit and active transportation on poor air quality days.	+

6. Access to parks and recreational trails

Challenges	TSP Response	LIKELY IMPACT
» Many residential areas in Pendleton are not close to multi-use trails.	» TSP projects include multi-use trails that provide recreational and transportation opportunities to places that lack trail access.	++
» Gaps in the pedestrian and bicycle network and busy roadway crossings influence the safety of walking and biking to Pendleton's many parks.	» TSP projects include multi-use trails that provide walking and bicycling access to parks such as Grecian Heights Park. » TSP includes paved multi-use trails to ensure access for wheelchair users.	++
» Security concerns on the River Walk.	» TSP identifies multi-use trail design standards that emphasize lighting and regular maintenance on existing and future multi-use trails.	++

7. Human services transport for seniors and people with disabilities

Challenges	TSP Response	LIKELY IMPACT
» Many people are not aware of existing Let'er Bus transit services (including the senior and disabled taxi ticket voucher program) provided by the City of Pendleton and fixed route service provided by Kayak.	» TSP identifies a project to publish maps and brochures to promote existing available transit services.	+++

8. Transportation to address health and well-being

Challenges	TSP Response	LIKELY IMPACT
» Recent studies have shown Umatilla County residents have obesity rates that far exceed the state average.	» TSP identifies and prioritizes active transportation projects that increase opportunities to walk and bike for recreation and to meet daily needs.	+++

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

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

PENDLETON
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