APPENDIX B–TECHNICAL MEMO #1 PLANS & POLICY REVIEW

TECHNICAL MEMORANDUM #1

Date:	February 10, 2024	Kittelson Project No: 27003.31
To:	Project Management Team (PMT)	
From:	Andrew Parish, AICP; Meg Grzybowski – MIG	
Subject:	Plans and Policy Review - FINAL	

Introduction

Umatilla County is in the process of updating the Umatilla County Transportation System Plan (TSP). This TSP update will address transportation facility and service updates that align with planned land use and future development over the next 20 years. It will integrate regional and statewide strategies and policies that promote safe, efficient, and conscious transportation system efforts and accommodate the significant growth that has occurred throughout the County and in the surrounding jurisdictions since its last TSP update.

This memorandum summarizes local and statewide planning documents applicable to the TSP, as outlined by the Oregon Department of Transportation (ODOT) Transportation System Plan Guidelines. These documents consist of existing conditions, access management standards, funding opportunities, circulation standards, infrastructure improvements, and demographic targets that must be in compliance with the TSP Guidelines. This memorandum serves as the groundwork for the proposed policy and development code amendments scoped as part of the TSP and any future implementation work.

Umatilla County is also undertaking a separate but related “Safe Streets and Roads for All” (SS4A) planning effort, which is expected to incorporate this and other TSP documents throughout the process.

Plans and Policy Review

This section highlights the plans, policies, and standards that have an impact on Umatilla County’s transportation system, including the transportation systems of cities within Umatilla County. The section is organized into two tables: Local documents in Table 1 and State documents

in Table 2. The tables are comprised of an overview of each document, the relevance to the TSP update, and suggested recommendations for consistency across documents. The following documents are included in the review:

Local Plans, Policies, and Ordinances

- Umatilla County Comprehensive Plan, 1983 (revised 2022)
- Umatilla County Development Code (UCDC)
- Umatilla County Transportation System Plan (TSP), 2002
- Incorporated Cities and their TSPs
    - City of Adams TSP, 2003
    - City of Athena TSP, 2001
    - City of Echo TSP, 2001
    - City of Helix TSP, 2001
    - City of Hermiston TSP, 1997
    - City of Milton-Freewater TSP, 2005
    - City of Pendleton TSP, 2007
    - City of Pilot Rock TSP, 2005
    - City of Standfield TSP, 2001
    - City of Ukiah TSP, 2001
    - City of Umatilla TSP, 2023
    - City of Weston TSP, 2001
- The Confederated Tribes of the Umatilla Indian Reservation (CTUIR) Transportation System Plan, 2023
- The Confederated Tribes of the Umatilla Indian Reservation (CTUIR) Transportation Safety Plan, 2024
- Umatilla County Westland Road/I-84/I-82 Interchange Area Transportation Plan, 2004
- Stanfield IAMP, 2006
- Umatilla County I-84 Barnhart Road Interchange Access Management Plan (IAMP), Volumes 1 and 2, 2007
- City of Pendleton I-84/US 395 IAMP, 2010
- City of Umatilla & Umatilla County I-82/US 730 IAMP, 2011
- Umatilla County I-84/Army Depot Access Road IAMP, 2014
- Umatilla County I-82/Lamb Road IAMP, 2014

- Umatilla County US 395 North Corridor Plan, 2000
- Umatilla County US HWY 73 Corridor Refinement Plan, 2007
- Pendleton-La Grande I-84 VSL and Corridor Management Project, 2018
- Eastern Oregon Regional Airport at Pendleton Airport Master Plan, 2018
- Hermiston Airport Master Plan, 2020
- Umatilla County Road Standards
    - FIGURE 7-2A: Future Rural Road Design Standards - Private Roads and Public Rights of Way
    - FIGURE 7-2B: Future Rural Road Design Standards - Local Roads
    - FIGURE 7-2B: Future Rural Road Design Standards - Collector and Arterial Roads
- Umatilla County's Fiscal Year 2023 and 2024 Adopted Budget Book
- Umatilla County River Trail Concept Plan, 2021
- Blue Mountain Region Trails Plan, 2018
- Umatilla County Transit Development Plan, 2023

Statewide Plans and Policies

- Oregon Statewide Planning Goals
- Oregon Administrative Rules, Chapter 660, Division 12 (Transportation Planning Rule)
- OAR Chapter 734, Division 051 (ODOT – Highway Division – Highway Approaches, Access Control, Spacing Standards, and Medians)
- Oregon Transportation Plan (2023) and its modal and topic plans
- Oregon Highway Plan, 1999
- Oregon Roadways Departure Implementation Plan, 2017
- Oregon Aviation Plan, 2018
- Oregon Public Transportation Plan, 2018
- Oregon State Rail Plan, 2020
- Oregon Pedestrian and Bicycle Safety Implementation Plan, 2020
- ODOT Intersection Safety Implementation Plan, 2023
- Statewide Transportation Improvement Program (STIP), 2024-2027
- ODOT Highway Design Manual, 2024

Table 1. Local Plans, Policies, and Ordinances

Document	Overview	TSP Relevance and Recommendations
Umatilla County Comprehensive Plan, 1983 (Amended 2022)	The Comprehensive Plan provides a policy framework for long-range land use decisions that impact housing, employment, and transportation planning over a 20-year growth period. Chapter 15 – Transportation includes 31 "findings" that speak to the current state and situation with corresponding policies (or recommendations) in how to achieve Statewide Planning Goal 12. Chapter 12 – Economy includes findings that speak to the importance of efficient transportation connections and the impacts of facilities on growth in an area. Chapter 14 – Public Facilities and Services includes references to congestion and poor road infrastructure. Chapter 18 - The Rural Residential Plan Map Section D includes policies on road improvements, County standards, and access management for rural areas throughout the County.	***Relevance:*** The Comprehensive Plan documents the County's current and future land use and transportation needs, infrastructure, and facilities based on the County's projected 20-year population growth. The County TSP and Comprehensive Plan will need to align. Additionally, the incorporated cities' TSPs will need to align with the County TSP. ***Recommendations:*** • Replace background information in Chapter 15 with a reference to the updated TSP, or with actual, relevant updated TSP content. • Update the corresponding findings and policies in Chapter 15 to integrate policies resulting from the TSP update. • Include updated bicycle and pedestrian transportation goals and policies in accordance with the TSP and OAR 660-012-0020. • Consider revisions to Chapters 12 and 14 to reflect updated TSP policies that pertain to traffic congestion, infrastructure, and future facilities. • Revise Chapter 18 to reflect updated TSP content, including any changes to standards or functional classifications of roadways and facilities.

Document	Overview	TSP Relevance and Recommendations
Umatilla County Development Code (UCDC)	The UCDC establishes zones and regulations for development throughout the County that correspond to the Comprehensive Plan, Oregon Revised Statutes (ORS) 92 and 215, and Oregon Statewide Planning Goals. Section 152.010 includes regulations for private driveway access and easements for major arterials. Section 152.018 references access management and connectivity. Section 152.019 addresses Traffic Impact Study regulations. Section 152.021 references the County's TSP and sets standards for pedestrian connectivity and access.	***Relevance:*** The TSP update process will review and update standards for access management, circulation and connectivity, and requirements for Traffic Impact Studies, as necessary. Additionally, the Comprehensive Plan, TSP, and Development Code for the County will need to align and reinforce one another. ***Recommendations:*** • Review land use zones and transportation uses that are permitted outright and consider whether transportation facilities and improvements in each land use zone are consistent with updated TSP recommendations. • As needed, amend transportation standards and variances within Sections 152.010, 152.018, 152.019, 152.021 to align with the updated TSP. • Identify other code changes necessary for consistency with TSP update recommendations and regulations such as OAR 660-012-000 (also known as the Transportation Planning Rule or TPR).
Umatilla County Transportation System Plan (TSP), 2002	The current TSP guides the management of the existing transportation facilities and systems, as well as the design for future facilities and improvements over a 20-year period (planning horizon year 2020). The Plan includes Guiding Principles that help the County work towards and achieve their vision and mission for transportation throughout the County. The Plan consists of nine key elements:	***Relevance:*** The TSP update process will be informed by current and future needs, based on transportation forecasts and modeling. The planning process will need to reflect updated community goals and identified needs through public engagement activities that focus, in particular, on underserved communities. ***Recommendations:*** • Update the following to reflect current and forecasted conditions. The organization of the updated TSP is expected to differ from the current TSP; chapters may be renumbered and/or consolidated.

Document	Overview	TSP Relevance and Recommendations
	• Chapter 1 includes in-process or completed plans; • Chapter 2 includes goals and associated planning process objectives; • Chapters 3 and 4 review existing plans and the current conditions for transportation; • Chapter 5 evaluates travel forecasts; • Chapter 6 looks at travel system improvements; • Chapter 7 provides operational plans for transportation systems throughout the County; • Chapter 8 evaluates funding and financial plans available; and • Chapter 9 includes the recommended transportation policies.	o Chapter 1: Review plans and include additional updates and improvements made since the last TSP update o Chapter 2: Revise goals and objectives to align with the TSP update and community needs across the County and its incorporated cities o Chapters 3 and 4 (and corresponding Appendix B): Update the facility inventory, bridges under inspections, broader current transportation system and facilities, and Levels of Service (LOS) evaluations for roadways, intersections, and highways o Chapter 5: Revise to address projected growth for the next 20 years and the corresponding travel forecast associated with that growth o Chapters 6 and 8: Update with new improvement projects and associated costs o Chapter 7: Revise to reflect updated TSP and functional classifications, design standards, access management, and supporting modal plans o Chapter 9: Revise recommended transportation policies that reflect the incorporated cities' TSP goals and policies
City of Adams TSP, 2003	The Adams TSP guides the management of the existing transportation facilities and systems, as well as the design for future facilities and improvements over the next 20 years (through 2021). It aligns with the City's Comprehensive Plan, particularly Goal 11: Transportation.	***Relevance:*** A TSP sets the stage for transportation policies and planning over a 20-year period. The County TSP update will need to consider relevant goals and objectives from the City TSP and incorporate them into the framework for consistency amongst the area. ***Recommendations:***

Document	Overview	TSP Relevance and Recommendations
	There are four goals: • Work to preserve the capacity, LOS, and functionality of the transportation system in Adams • Ensure accessibility and convenience for disadvantaged communities • Coordinate with the County on roadways that enter City limits (County Road 973/Adams and College Road and County Road 745/Sand Hollow and Spring Hollow Road) • Increase alternative transportation modalities	• Umatilla County TSP should be aware of relevant policies and standards in the City TSP and include recommendations in the update. • Consider recommended improvements in Table 6-1 that fall under County jurisdiction: o Along Adams Road (County Road 973) between Adams and Pendleton o Umatilla County Bridge Replacement Project (East Commercial Street over Wild Horse Creek) • Review Table 7-4 for cost evaluations and recalculate based on 2024 dollars for Project #4 (Umatilla County Bridge). • Review the Summary of Estimated Project Costs and reassess funds available through Vehicle Registration Fees and the County Allotment Program that have been identified as additional funding for existing transportation priority projects that remain.
City of Athena TSP, 2001	The Athena TSP guides the management of the existing transportation facilities and systems, as well as the design for future facilities and improvements over the next 20 years (through 2021). It aligns with the City's Comprehensive Plan, particularly Goal 11: Public Facilities and Services and Goal 12: Transportation. There are five goals for the City of Athena: • Work to preserve the capacity, LOS, and functionality of the transportation system in Adams	***Relevance:*** The County's TSP update sets the stage for transportation policies and planning over a 20-year period. Local jurisdictions' TSPs will need to be consistent with the County's, and as such the County's update process should incorporate local priorities. ***Recommendations:*** • Umatilla County TSP should be aware of relevant policies and standards in the City TSP and include recommendations in the update. • Consider recommended transit improvements in Chapter 6 that identify opportunities for a countywide carpool program.

Document	Overview	TSP Relevance and Recommendations

	• Ensure accessibility and convenience for disadvantaged communities
	• Coordinate with the County on roadways that enter the City's UGB:
	  o Waterman Road (No. 725)
	  o Sherman Street (No. 676)
	  o Pambrun Road (No. 737)
	  o S. 3rd Street (No. 683)
	• Increase alternative transportation modalities
	• Consider airport facilities
		• Review Chapter 7 for collector street standards, as they pertain to County roadways.

City of Echo TSP, 2001	The Echo TSP guides the management of the existing transportation facilities and systems, as well as the design for future facilities and improvements over the next 20 years (through 2021).
	
	It aligns with the City's Comprehensive Plan but has the strongest impact on two goals in Transportation as well as Public Services and Facilities.
	
	There are four goals for the City:
	
	• Work to preserve the capacity, LOS, and functionality of the transportation system in Echo
	• Ensure accessibility and convenience for disadvantaged communities
		Relevance: The County's TSP update sets the stage for transportation policies and planning over a 20-year period. Local jurisdictions' TSPs will need to be consistent with the County's, and as such the County's update process should incorporate local priorities.
		
		Recommendations:
		• Consider improvements in Table 6-2 that fall under County jurisdiction:
		  o Umatilla County Bridge No. 59C703 replacement and the inclusion of bike lanes
		  o Umatilla County Roadway Project (Thielsen Road)
		  o Umatilla County Pathway Project (Rieth Road)
		• Review Table 7-4 for cost evaluations and recalculate based on 2024 dollars for Project #11 (Rieth Road).
		• Review Table 7-5 (Capital Improvement Program) for cost evaluations of Projects #18 and #16.

Document	Overview	TSP Relevance and Recommendations

	• Coordinate with the County on roadways that enter the City's UGB:
	  o Thielsen Street and Rieth Road (Co. Road 1300)
	  o Kennedy Road (Co. Road 1357)
	• Increase alternative transportation modalities
		• Incorporate suggested revenue sources through Vehicle Registration Fees and the County Allotment Program that have been identified for existing transportation priority projects that remain.
		• Umatilla County TSP should be aware of relevant policies and standards in Chapter 9 and include recommendations.

City of Helix TSP, 2001	The Helix TSP guides the management of the existing transportation facilities and systems, as well as the design for future facilities and improvements over the next 20 years (through 2021). It aligns with the City's Comprehensive Plan but has the strongest impact on two goals in Transportation as well as Public Services and Facilities. There are four goals for the City: • Work to preserve the capacity, LOS, and functionality of the transportation system in Helix • Ensure accessibility and convenience for disadvantaged communities • Coordinate with the County on roadways that enter the City's UGB:	***Relevance:*** The County's TSP update sets the stage for transportation policies and planning over a 20-year period. Local jurisdictions' TSPs will need to be consistent with the County's, and as such the County's update process should incorporate local priorities. ***Recommendations:*** • Consider recommended transit improvements in Chapter 6 that identify opportunities for a countywide carpool program. • Review Table 7-4 for Capital Improvement Program cost evaluations and recalculate based on 2024 dollars for Project #1 (repaving road near Harrison and Columbia Street). • Incorporate suggested revenue sources through Vehicle Registration Fees and the County Allotment Program that have been identified for existing transportation priority projects that remain.

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	○ Holdman Road, which connects the City to Highway 37 ○ Havana-Helix Highway • Increase alternative transportation modalities	
City of Hermiston TSP, 1997	The Plan has one overarching goal and seven objectives that aim to guide and identify priority projects for the City. The objectives include: • Satisfying the TPR • Involving transportation-user groups and the general public • Promoting coordination of the City, County, and ODOT • Consideration for all modes of transportation • Improvement of traffic circulation • Protection and enhancement of neighborhood livability • Consideration for new revenue sources for transportation projects	***Relevance:*** The County's TSP update sets the stage for transportation policies and planning over a 20-year period. Local jurisdictions' TSPs will need to be consistent with the County's, and as such the County's update process should incorporate local priorities. ***Recommendations:*** • Review Chapter 3 for existing street system inventory and functional classifications of roadways and note changes to services. Hermiston has one highway of regional significance (Hwy 207) and one highway of district significance (Hwy 395) that need to be considered in the County TSP update. • The following County roadway improvements in Chapter 6 will need to be reviewed to confirm which ones are still considered priority projects for inclusion in the updated TSP: ○ East 10th Street and two bridges with culvert crossings • Review funding sources and transportation-related revenues flagged from the County in Chapter 8 to determine if funding is still available through these resources and if priority projects have been completed; particularly as it pertains to the City/County Urban Growth Management Agreement (UGMA) for County roads, the

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		revenue sharing program between Hermiston and Umatilla County, and a county-wide transportation SDC.
City of Milton-Freewater Special Transportation Area (STA) Plan and TSP update, 2005	The City of Milton-Freewater TSP guides the management of the existing transportation facilities and systems over the next 20 years. There was a focus on maintaining through-movement on Highway 11 and making Downtown more accessible and safer to navigate for residents. The summary report contains an existing conditions summary, preferred redevelopment options, and impact to policies in certain zoning districts.	***Relevance:*** The County's TSP update sets the stage for transportation policies and planning over a 20-year period. Local jurisdictions' TSPs will need to be consistent with the County's, and as such the County's update process should incorporate local priorities. ***Recommendations:*** • Page 4 includes priority projects of the City of Milton-Freewater. These projects should be assessed for continued relevance and priority ranking for the County: o Access management and spacing standards for ORE 11 through Milton-Freewater • Consider Traffic Analysis, including parking demand, access management, crash conditions, impacts of adjustments to ORE 11 and current facilities, as well as bike and pedestrian modal facilities and services.
City of Pendleton TSP, 2007	The City of Pendleton TSP guides the management of the existing transportation facilities and systems over a 20-year planning period (through 2027). Chapter 3 includes a Plan and Policy Review of transportation documents from surrounding jurisdictions.	***Relevance:*** The TSP update will need to reflect key community recommendations and priority projects from the city, as they pertain to funding sources, code changes, infrastructure projects, and services. ***Recommendations:*** • Integrate the Traffic Analysis Zones (TAZs) and corresponding densities from Chapter 4. • Review and update the projects for Downtown Pendleton in Chapter 4 that may impact transportation investments. For example:

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	Chapter 4 integrates land use planning and transportation and incorporates forecasts population growth through 2025. Chapter 5 conducts an analysis of the future transportation system alternatives posed for the city.	o Strengthen the entrances to downtown from the I-84 freeway and US 30 o Main Street Improvements o Special Transportation Recommendations and grid system modifications • Evaluate key recommendations proposed in Chapter 5 that overlap with Umatilla County: o Umatilla River Parkway
City of Stanfield TSP, 2001	The City of Stanfield TSP guides the management of the existing transportation facilities and systems, as well as the design for future facilities and improvements over the next 20 years (through 2021). It aligns with the City's Comprehensive Plan but has the strongest impact on four goals: flood management, economic development, public facilities and services, and transportation. There are five goals for the City of Stanfield: • Work to preserve the capacity, LOS, and functionality of the transportation system in Adams • Ensure accessibility and convenience for disadvantaged communities	***Relevance:*** The County's TSP update sets the stage for transportation policies and planning over a 20-year period. Local jurisdictions' TSPs will need to be consistent with the County's, and as such the County's update process should incorporate local priorities. ***Recommendations:*** • Incorporate suggested revenue sources through Vehicle Registration Fees and the County Allotment Program that have been identified for existing transportation priority projects that remain.

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	• Coordinate with the County on roadways that enter the City's UGB: o Seymour Street (No. 1332) o Harding Avenue (No. 1182) o South Edwards Road (No. 1201) o Hoosier Road (No. 1331) • Increase alternative transportation modalities • Improve the rail services and facilities for the Union Pacific Railroad into the Hinkle Railyard and the Hermiston Amtrak Terminal	
City of Ukiah TSP, 2001	The Ukiah TSP guides the management of the existing transportation facilities and systems, as well as the design for future facilities and improvements over the next 20 years (through 2021). It aligns with the City's Comprehensive Plan and zoning/subdivision ordinances included in Chapter 9. There are four goals for the City of Ukiah: • Work to preserve the capacity, LOS, and functionality of the transportation system in Adams	***Relevance:*** The County's TSP update sets the stage for transportation policies and planning over a 20-year period. Local jurisdictions' TSPs will need to be consistent with the County's, and as such the County's update process should incorporate local priorities. ***Recommendations:*** • Review Chapter 3 for existing street system classifications, particularly OR 244 (the Ukiah-Hilgard Highway), Camas Street and Albee Street. • Review Improvement Options considered for Ukiah, including: o Speed control measures along OR 244 o Transportation demand strategies

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	• Ensure accessibility and convenience for disadvantaged communities • Coordinate with the County on roadways that enter the City's UGB: o Soap Hill Road (No. 1475) o Albee Road (No. 1447) o Wait Street (No. 1446) • Increase alternative transportation modalities	• Consider Table 7-5 Capital Improvement Program and the projects associated with the County: o City Park Phase I Sidewalks o Main Street (OR 244) Phase III • Incorporate suggested revenue sources through Vehicle Registration Fees and the County Allotment Program that have been identified for existing transportation priority projects that remain.
City of Weston TSP, 2001	The Weston TSP guides the management of the existing transportation facilities and systems, as well as the design for future facilities and improvements through 2021. It aligns with the City's Comprehensive Plan but mostly involves the segments related to economic development and transportation. There are five goals for the City of Weston: • Work to preserve the capacity, LOS, and functionality of the transportation system in Adams • Ensure accessibility and convenience for disadvantaged communities	***Relevance:*** The County's TSP update sets the stage for transportation policies and planning over a 20-year period. Local jurisdictions' TSPs will need to be consistent with the County's, and as such the County's update process should incorporate local priorities. ***Recommendations:*** • Review Improvement Options and associated costs considered in Chapter 6, summarized in Table 6-2. Determine which improvements have yet to be completed and which ones are still considered priority projects for inclusion in the updated TSP. o Umatilla County roadway project (Key Road improvements) • Review street improvements along Kirk Road and Key Road in Table 7-3, as well as the associated funds in Table 7-4. • Incorporate suggested revenue sources through Vehicle Registration Fees and the County Allotment Program that

Document	Overview	TSP Relevance and Recommendations

	• Coordinate with the County on roadways that enter the City's UGB:
	  o Key Road (No. 682)
	  o McLean Road (No. 675)
	  o Kirk Road (No. 648)
	  o Bannister Road (No. 750)
	  o OR 204 (Weston-Elgin Highway)
	• Increase alternative transportation modalities
	• Improve the rail services and transportation of goods, particularly through the Blue Mountain rail line.
		have been identified for existing transportation priority projects that remain.

City of Pilot Rock TSP, 2001	The City of Stanfield TSP guides the management of the existing transportation facilities and systems, as well as the design for future facilities and improvements over the next 20 years (through 2021). It aligns with the City's Comprehensive Plan but has the strongest impact on two goals: Goal K – Transportation and Goal J – Public Facilities and Services. There are five goals for the City of Pilot Rock:	***Relevance:*** The County's TSP update sets the stage for transportation policies and planning over a 20-year period. Local jurisdictions' TSPs will need to be consistent with the County's, and as such the County's update process should incorporate local priorities. ***Recommendations:*** • Incorporate suggested revenue sources through Vehicle Registration Fees and the County Allotment Program that have been identified for future transportation projects, as none of the existing projects fall under the county's purview. • Umatilla County TSP should be aware of relevant policies and standards in Chapter 9, specifically as it pertains to providing notice to public agencies.

Document	Overview	TSP Relevance and Recommendations

	• Work to preserve the capacity, LOS, and functionality of the transportation system in Adams
	• Ensure accessibility and convenience for disadvantaged communities
	• Coordinate with the County on roadways that enter the City's UGB:
	  o East Birch Creek Road (Co. Road 1375)
	  o Circle Road (Co. Road 1386)
	  o Steward Creek Road (Co. Road 1150)
	  o Delwood Street (Co. Road 1391)
	  o Elm Street (Co. Road 1151)
	  o Stock Drive Road (Co. Road 1388)
	• Increase alternative transportation modalities
	• Maintain rail services for the Union Pacific Railroad	

City of Pilot Rock Pedestrian Transportation Development Plan (TDP), 2005	The Pedestrian TDP focuses on the 20-year framework for pedestrian and bicycle improvements and opportunities across the city of Pilot Rock. The proposed projects look to update corridors, improve crossings, increase	***Relevance:*** The TSP update will need to reflect additional bicycle and pedestrian considerations, projects, and policies for consistency across documents and standards. Local projects from the TDP may be relevant to the County's update. ***Recommendations:***

Document	Overview	TSP Relevance and Recommendations
	linkages between areas, and support maintenance of existing facilities.	• Review the Proposed Projects included in Part II – Final Plan and incorporate priority projects in the TSP update. o Birch Street Corridor Improvement o NE 4th Street Improvement o Bicycle improvements on US 395 o Birch Street crossings at US 395 o NE 4th Street crossings at US 395 o ADA compliance along county roads • Assess funding sources in Section 4.5 and compare the updated CIP budget as well as the availability of partner resources. o Particularly as it relates to the County's responsibility for Birch Street.
City of Umatilla Transportation System Plan, 2023	The City of Umatilla TSP guides the management of the existing transportation facilities and systems, as well as the design for future facilities and improvements over the next 20 years. It also focuses on the Road Plan Element. There are four main goals that work to: • Promote a balanced, safe, and efficient transportation system • Ensure adequacy of the roadway network in terms of function, capacity, level of service, and safety • Promote alternative modes of transportation • Identify and prioritize transportation improvement needs	***Relevance:*** The County's TSP update sets the stage for transportation policies and planning over a 20-year period. Local jurisdictions' TSPs will need to be consistent with the County's, and as such the County's update process should incorporate local priorities. ***Recommendations:*** • Incorporate future growth conditions for the City and design standards in Chapter 4 based on 2045 estimates. • Assess alternatives posed in Chapter 6 pertaining to: o Powerline Road/US 730 o Umatilla River Road/US 730 o I-82/Northbound ramps/US 730 o US 395/US 730 o Willamette Street/US 730 o Beach Access Road/US 730 o Powerline Road/Madison Road

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	in the City of Umatilla and identify a set of reliable funding sources that can be applied to these improvements	• Incorporate CIP projects that have yet to be completed from Table 8-1 as their timeframe of 2023, 2028, 2033, or 2043 would overlap with the TSP update.
Confederated Tribes of the Umatilla Indian Reservation (CTUIR) TSP, 2023	The CTUIR TSP identifies projects, plans, policies, and programs that are required to address gaps and deficiencies in current transportation systems and services over the next 20 years. As the CTUIR is the sovereign tribal government and road authority on the Umatilla Indian Reservation, the TSP serves as the Long-Range Transportation Plan (LRTP) as well. There are seven goals and supporting objectives identified in the TSP. They include: • Safety • Environment and Cultural Heritage • Health • Equity and Accessibility • Connectivity • Coordination • Financial Stability	***Relevance:*** The TSP update process will provide transit options that best suit the community, as presented in the CTUIR TSP. It will also look at future service opportunities and costs associated with future implementation. ***Recommendations:*** • The seven goals and objectives served as the criteria by which the CTUIR determined its priority projects. Incorporate the project criteria into the updated TSP. • CTUIR roads include those owned and regulated by the Bureau of Indian Affairs (BIA), and they will need to be included as a partner in the updated TSP. • Assess Priority Projects, costs, and responsible entity in the following tables for consistency with or inclusion in the updated TSP: o Table 2 (Roadways) o Table 3 (Pedestrian Infrastructure) o Table 4 (Bicycle Systems) o Table 5 (Transit)

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Confederated Tribes of the Umatilla Indian Reservation (CTUIR) Transportation Safety Plan, 2024	The CTUIR Transportation Safety Plan (also known as a "Local Road Safety Plan" or LRSP) is an update of a 2016 analysis which incorporates new data, implemented projects, and policies integrated from 2017-2021. Overall, this updated plan focuses on local road safety for the CTUIR. The goals and supporting objectives are categorized into three categories. They include: • Ongoing safety and department coordination • Identify priority project locations • Achieve zero deaths or serious injuries by 2040	***Relevance:*** The County TSP update process will incorporate specific safety recommendations and project partners identified in the Plan. ***Recommendations:*** • Assess low-cost strategies in the realm of Enforcement and Education that could be included as project criteria in the updated TSP. • Consider integration of the recommended transportation improvement priorities, projects and practices identified in the Implementation Section (Table 7 and Table 8). Short term recommendations and high-priority projects are included in Table 9.
Umatilla County Westland Road/I-84/I-82 Interchange Area Transportation Plan, 2004	The Interchange Area Transportation Plan is intended to specifically addressing the subarea of Westland Road/I-84/I-82. Needs, improvements, and policy recommendations will be included to support 20-year growth. This interchange area also includes level of service (LOS), and volume-to-capacity (v/c) ratios as outlined by the Highway Capacity Manual. The Plan incorporates six goals: • Balancing land use and transportation planning	***Relevance:*** The TSP update process will evaluate and potentially incorporate specific study-area policies, project recommendations, and funding sources identified in the Plan. ***Recommendations:*** • Integrate the recommended capital improvement projects identified in Section 6.0: o Amend the railroad crossing at Westland Road north of Westport Lane (funding to be provided by Umatilla County) o Realignment of Westland Road/Lamb Road/Walker Road o Widen Westland Road

Document	Overview	TSP Relevance and Recommendations
	• Maximizing transportation management techniques in the study area to mitigate future impacts • Community engagement • Developing a comprehensive list of deficiencies • Developing future alternatives to address said deficiencies • Creating a conceptual 20-year land use plan	
Stanfield IAMP, 2006	The Stanfield IAMP pertains to the Stanfield Interchange area at Exit 188 (along I-84) near the cities of Stanfield and Echo, in Umatilla County. The IAMP identifies three main goals: • Enhance congestion management and maintain adequate freight mobility • Increase safety for all travel modes • Coordinate transportation plans and relevant land development standards between jurisdictions	***Relevance:*** The TSP update process will assess and potentially incorporate specific study-area project recommendations and funding sources into the Plan. ***Recommendations:*** • Consider integration of the recommended transportation improvement projects identified in Chapter 6 (Table 13). Short term recommendations address the I-84 eastbound section of the Umatilla River Bridge. • The plan identifies long-term recommendations for replacement of the Stanfield/I-84 interchange bridge, roadway reconfigurations, multi-use paths, and sidewalks. To the extent that these needs remain, incorporate them into the updated TSP.
Umatilla County I-84 Barnhart Road Interchange Area	The 2007 I-84 Barnhart Road IAMP assesses the Interstate 84 (I-84) interchange at Barnhart Road to ensure continued functionality and efficiency within the study area. The IAMP looks at all	***Relevance:*** The TSP update process will evaluate and potentially incorporate specific study-area policies, project recommendations, and funding sources identified in the Plan. ***Recommendations:***

Document	Overview	TSP Relevance and Recommendations
Management Plan (IAMP), Volumes 1 and 2, 2007	land uses and roadways within approximately 1,320 feet of the study area and existing interchange. The IAMP looks at the short- and long-term transportation objectives and improvements, access management goals, land use management, and funding strategies. The eight identified objectives include: • Protect the function and operation of the Barnhart Road interchange and Interstate-84 as a facility of statewide significance. • Develop an access management plan for the Barnhart Road interchange that is compatible with the Barnhart Road-Airport Road Connector through a collaborative effort involving design professionals, jurisdictional representatives, and local citizens and business owners. • Ensure that the access management plan meets projected near-term and long-term travel demands between I-84, Barnhart Road, and the Barnhart Road-Airport Road Connector. • Protect the long-term function of the interchange through access management techniques and the development of a planned,	• Consider relevance of IAMP evaluation criteria to TSP evaluation criteria, namely: o Transportation Operations o Land Use o Cost o Environmental/Social o Accessibility • Plan and project recommendations evaluated against the criteria include short-, medium-, and long-term improvements, which are located in Tables 6-1 and 6-2. Assess recommendations and determine which projects will be carried over into the Street and Highway project list in the TSP update. • Consider integration of the interchange policy statement: o *The transportation function of the I-84/Barnhart Road diamond interchange will be to provide connections between the Airport Industrial Area and the existing industrial and commercial exception lands and I-84. With respect to land use and development, the function of the I-84/Barnhart Road Interchange will be to serve the existing and planned land uses in the interchange area, the Airport Industrial Area, and resource lands activities in and around the interchange management area. It is not the function of the interchange to facilitate further urbanization of resource lands in the area or land that is not otherwise identified for future development in existing land use plans.* • Ensure access locations on IAMP facilities are implemented through County development review standards.

Document	Overview	TSP Relevance and Recommendations
	supporting, local roadway infrastructure. • Protect the function and operation of the existing local street network within the IAMP study area. • Ensure changes to the planned land use system are consistent with protecting the long-term function of the interchange and the local street system. • Ensure that the interchange will function to support local economic development. • Comply with the intent of Statewide Planning Goal 2: Land Use Planning, 3: Agricultural Lands, 5: Natural Resources, 11: Public Facilities, 12: Transportation, and 14: Urban Growth Boundaries.	• Consider the promotion or inclusion of an Interchange Management Overlay Area that the IAMP addresses to better assess impacts to the area in the future.
City of Pendleton I-84/US 395 IAMP, 2010	This IAMP addresses the I-84/US 395 interchange area in the City of Pendleton, as one of the five main interchanges that serve the city and provide access to downtown. The study area includes properties within ½ mile of the interchange as well as all intersections and access points within ¼ mile of the interchange area. The plan forecasts impacts through the year 2030. Ten main goals and objectives are identified as the focus of this IAMP, which	***Relevance:*** The TSP update process will need to incorporate specific study-area evaluation criteria, project recommendations and priority projects, and funding sources identified in the Plan. ***Recommendations:*** • Consider relevance of IAMP evaluation criteria to TSP evaluation criteria, namely: o Transportation Operations o Land Use o Economic Development o Cost o Environmental, Social, and Equity factors o Accessibility

Document	Overview	TSP Relevance and Recommendations
	operate and abide by Policy 3C of the *Oregon Highway Plan, "it is the policy of the State of Oregon to plan for and manage grade-separated interchange areas to ensure safe and efficient operation between connecting roadways."*	• Review preferred transportation improvement plan concepts in Figures 6-38 through 6-40 to determine if they should be included or prioritized in the TSP update. • Review the list of suggested phased improvements and estimated planning cost in Table 7-1. • Integrate the Function and Policy Definition identified for the I-8284/US 395 interchange into the updated TSP. • Consider the addition of a proposed IAMP Overlay District for consistency with development code.
City of Umatilla & Umatilla County I-82/US 730 IAMP, 2011	This IAMP assesses the Interstate 82 (I-82) and US 730 interchange to preserve the capacity and ensure continued efficiency and safety within the study area. This interchange pertains to an urban interchange that connect US 730, US 395, and I-82 as well as the properties within a ½ mile of the interchange study area. The IAMP looks at the long-term transportation objectives and improvements, access management goals, land use management, and funding strategies over the next 20 years (through 2021). Eight main objectives have been identified based on the primary goal of the IAMP, which is: *"…to protect the function of the interchange by anticipating changes in land use and traffic patterns and planning for*	***Relevance:*** The TSP update process will need to incorporate specific study-area policies, project recommendations, and funding sources identified in the Plan. ***Recommendations:*** • Consider relevance of IAMP evaluation criteria to TSP evaluation criteria, namely: o Transportation Operations o Land Use o Economic Development o Cost o Environmental, Social, and Equity factors o Accessibility • IAMP improvements in Table 7-1 should be included in the TSP update. • Umatilla County should update and adopt a clear definition of the I-82/US 730 interchange area corridor. • The TSP should adopt an IAMP Management Area to guide future development and land use actions.

Document	Overview	TSP Relevance and Recommendations
	necessary improvements over a 20-year planning horizon."	
Umatilla County I-84/Army Depot Access Road IAMP, 2014	This IAMP plans for the infrastructure, access management of Army Depot Access Road and Frontage Road, and land use regulations associated with the transition from the Umatilla Army Chemical Depot (UMCD) previous services to those that will accommodate the Oregon National Guard (ONG) and their operations. The project area pertains to a 7,500-acre ONG training base, 5,678-acre habitat refuge, and 3,000-acre warehouse development. The Interchange Management Study Area (IMSA) includes: • The UMCD site • Westland Road Exception Area (east of I-82 and north of I-84) • Industrial-zoned land north of the Paterson Ferry Road interchange	***Relevance:*** The TSP update process will need to incorporate specific study-area policies, project recommendations, and funding sources identified in the Plan. ***Recommendations:*** • Review the list of suggested near- and long-term improvements, estimated planning cost, and potential funding sources identified in Table 1. • Integrate the Policy Definition identified for the I-84/Army Depot Access Road interchange into the updated TSP. • Amend the TSP to include the Access Management Plan and planned local street network identified for the area.
Umatilla County I-82/Lamb Road IAMP, 2014	This IAMP assesses the impacts from the reuse and redevelopment of the Umatilla Chemical Depot (UMCD) and identifies future transportation needs, access, and land use regulations within the interchange area as a result of this transition. It aims to protect the functionality and efficiency of the interchange area.	***Relevance:*** The TSP update process will need to incorporate specific study-area policies, project recommendations, and funding sources identified in the Plan. ***Recommendations:*** • Review the list of suggested near- and longer-term improvements, estimated planning-level cost, and potential funding sources identified in Table 1.

Document	Overview	TSP Relevance and Recommendations
		• Integrate the Function and Policy Definition identified for the I-82/Lamb Road interchange into the updated TSP. • Amend the TSP to include the recommended transportation improvements. • Assess countywide development code and ensure consistency regarding Section 152.018 and .019 (Access Management and Street Connectivity and Traffic Impact Analysis) requirements.
Umatilla County US 395 North Corridor Plan, 2000 (Volume 1)	The 2000 Umatilla County US Highway 395 North Corridor includes the connection between I-84 and I-82. The corridor is a 12.9 mile stretch that includes the cities of Umatilla, Hermiston, Stanfield, and Echo. This Plan's purpose is to provide, *"both short and long-term management direction for all modes of transportation in the corridor and to make major transportation tradeoff decisions."* Key management themes that guide the management direction and that are seen throughout the plan include: • Enhance travel safety • Manage access • Promote alternative modes	***Relevance:*** The TSP update will evaluate and potentially incorporate identified study-area policies, project recommendations, and funding sources relevant to Umatilla County. ***Recommendations:*** • Consider the Overall Management Direction in Section 3 and the recommended incremental approaches suggested for each of the three key themes. • Review the Corridor Plan Objectives in Section 3.B for consistency with TSP objectives and goals, in order to align priority projects and guide development. The eight objectives include: o Pedestrian o Regional connectivity o Highway congestion and facility management o Safety o Environmental impacts o Social and land use o Energy o Economic Development • Review proposed Implementing Actions in Section 4, Table 1 and consider which projects should be included in the

Document	Overview	TSP Relevance and Recommendations
		TSP Update, and which jurisdiction with be tasked with the responsibility, or which projects have since been completed. • Review Funding Priority table to identify remaining cost estimates of priority projects to be included in the update.
Umatilla County US HWY 730 Corridor Refinement Plan, 2007	The 2007 Umatilla County US Highway 730 Corridor Refinement Plan provides the continued guidance necessary to manage the near- and long-term safety, circulation, and access needs of the Safety Corridor portion of US Hwy 730. The Safety Corridor refers to the portion from the east of the city limits of Irrigon to the west city limits of Umatilla. and efficiency within the study area.	***Relevance:*** The County TSP does not contain specifications for this Safety Corridor (nor does the Morrow County TSP or City of Umatilla TSP). The TSP update will evaluate and potentially incorporate identified study-area policies, project recommendations, and funding sources relevant to Umatilla County. ***Recommendations:*** • Consider the inclusion of existing conditions and the land use characteristics of the study area in the TSP update. Subareas include: o Sub Area A – Morrow County o Sub Area B – Rural Umatilla County o Sub Area C – City of Umatilla UGB • Review Section 4 (Future Travel Demand set through 2027) for consistency with TSP assumptions, in order to align priority projects and accurately assess growth. • Integrate Section 5 recommendations for circulation, access management, and safety opportunities into the TSP project list as appropriate. Considerations include: o Low-cost access management techniques vs more costly management strategies o Driveway closures/consolidations of existing highway approaches o Passing sight distance investigations o Traffic enforcement

Document	Overview	TSP Relevance and Recommendations
		o Right-of-way reestablishment o Center turn lane alternative o Frontage Road alternative o Limited access hybrid alternative • Assess Preferred Concept in Table 13 for the study area and evaluate if the concept is necessary to incorporate into the TSP update. o Construct a south side frontage road from Pleasant View Road to Fox Lane and close existing private highway approaches o Widen US 730 to a full three-land cross section from Fox Lane to just west of Powerline Road o Establish safety performance measures for US 730 o Construct a U-turn/jughandle land at median break locations along Fox Lane, Moorlando Lane/South Shore Drive (east and west), and Oxbow Lane • Review proposed Transportation Implementation Plans for Subareas A, B, and C (Tables 14 through 19). • Review proposed Access Management Implementation Plan in Tables 20 and 21 for application in the TSP update. • Section 3 includes the transportation funding opportunities identified for the study area's projects. Assess funding on page 124 and 125 for relevance to continued projects and availability of resources.
Pendleton-La Grande I-84 VSL and Corridor	The Corridor Management Plan provides safety and operations improvement recommendations that invest in existing infrastructure along the Study Corridor. The Study Corridor pertains to all of I-84 and I-82 in ODOT Region 5.	***Relevance and Recommendations:*** The TSP update will evaluate and potentially incorporate proposed strategies relevant to Umatilla County. ***Recommendations:***

Document	Overview	TSP Relevance and Recommendations
Management Plan, 2018	The top five strategies identified for the corridor include: • Weather-responsive variable speed systems (VSL) • Enhanced delineation • Curve treatments • Chain-up areas • Remotely operated gates	• Consider including projects from the Proposed Phasing (Table 3) that are located in Umatilla County into the TSP update. Project targets that pertain to Umatilla County include: o Near term – Curve warning and enhanced delineation at high-priority locations o Long term – Chain-up areas and remotely-operated gates along 1-84 mainline
Eastern Oregon Regional Airport at Pendleton Master Plan, 2018	This 2015-2035 Master Plan is intended to provide for the short- and long-term needs of the airport through an evaluation of the current conditions and facilities, as well as the FAA airport planning and design standards over the next 20 years. The airport provides service for eastern Oregon with daily flights to Portland. It is also owned and operated by the City of Pendleton. Based on the existing population forecasts, facility demand trends, and airfield capacity, the recommended projects and some potential expansions were proposed in Table 5-1: • Airside facilities (runways, taxiways, navigational aids, lighting systems) • Landside facilities (hangars, terminal, and fixed base operator	***Relevance:*** The TSP update process will consider the ways in which the community accesses the airport and how the airport impacts the surrounding transportation system. ***Recommendations:*** • Current recommendations for facility requirements are included in Table 5-9. • The TSP update will need to review the 20-year Airport Capital Improvement Program (ACIP) proposed for the Eastern Oregon Regional Airport, summarized in Table 10-1. • The Preferred Development Option for the airport (in the Airport Layout Plan (ALP)), should be considered for incorporation into the TSP update.

Document	Overview	TSP Relevance and Recommendations
	(FBO) facilities, aircraft paring aprons, aircraft fueling) • Support facilities (surface access, auto paring, security, utilities)	
Hermiston Airport Master Plan, 2020	This Master Plan is intended to provide for the short- and long-term needs of the airport through an evaluation of the current conditions and facilities, as well as the FAA airport planning and design standards over the next 20 years. It is also intended to guide improvements so that they maintain a safe and efficient airport that remains economical, environmentally-sound, and socially sustainable. The airport is approximately 267 acres and owned and operated by the City of Hermiston.	***Relevance:*** The TSP update process will need to incorporate ways in which the community accesses the facilities and how the airport impacts the surrounding transportation system, land use, and environment. ***Recommendations:*** • Based on the existing population forecasts, facility demand trends, and airfield capacity, the recommended projects and some potential expansions were proposed in Figures 5-5 through 5-8: o Airside improvements (runways, taxiways, navigational aids, lighting systems) o Two additional terminal area landside configurations (hangars, terminal, and fixed base operator (FBO) facilities, aircraft paring aprons, aircraft fueling) o West landslide area amendments (surface access, auto paring, security, utilities) • The TSP update will need to review the 20-year Airport Capital Improvement Program (ACIP) summarized in Chapter 8 (through 2037).
Umatilla County Road Standards	The Umatilla County Road Standards include those for:	***Relevance:*** The TSP includes these standards, and the update process will need to incorporate up-to-date standards for rural roads that align with the incorporated cities' TSPs.

Document	Overview	TSP Relevance and Recommendations
	• Future Rural Road Design Standards - Private Roads and Public Rights of Way • Future Rural Road Design Standards - Local Roads • Future Rural Road Design Standards - Collector and Arterial Roads They are intended to provide uniform standards for rural roads across the County and the incorporated cities.	***Recommendations:*** • Integrate updated rural road designs that create safe and efficient roadways and reduce crashes.
Umatilla County's Fiscal Year (FY) 2023 and 2024 Adopted Budget Book	The 2023 and 2024 Annual Budgets for the County included Capital Improvement Transportation projects. The 2023 Budget requirements for Highways and Streets was $20,414,072. The 2024 Budget requirements for Highways and Streets was $17,573,592.	***Relevance:*** The TSP update will need to assess whether the projects on the transportation lists were completed, moved the community closer to their objectives, or if they continue to remain a priority. ***Recommendations:*** Incorporate the County's budget realities into the updated TSP's project lists and priorities.
Umatilla River Trail Concept Plan, 2021	The Umatilla River Trail Concept Plan focuses on the trail system connecting the cities of Umatilla, Hermiston, Stanfield, and Echo in order to increase community livability and recreational opportunities. The project identified six main goals: Provide access to recreation opportunities for waling, bicycling, horseback riding, mountain biking, nature	***Relevance:*** The TSP update will need to assess whether the projects on the transportation lists were completed, got the community closer to their objectives, or if they remain a priority. ***Recommendations:*** • The Preferred Alternative (identified on page 31) will need to be considered and incorporated in the TSP update for the Umatilla River Trail. The Preferred Route includes recommendations for the trail route and surrounding lands: o The City of Umatilla Park Trailhead

Document	Overview	TSP Relevance and Recommendations
	viewing, kayaking, fishing, and other activities; Create an interconnected trail system that supports choices for safe, active, non-motorized transportation; Connect community business districts and neighborhoods with the Umatilla and Columbia Rivers, parks, and other regional trails; Enhance community health and well-being by providing more opportunities for citizens to get outside and be physically active; Provide educational opportunities and information that highlight regional and community historical, cultural, and natural resources; and Boost local tourism and economic development by becoming a regional trail destination.	o Umatilla Pedestrian Bridge o USACE Land o Nobles Property o I-82 Crossing o Private Land and Recreation Easement Considerations o Nobles Park o USBR Land o West Extension Diversion / Three Mile Falls Dam o Fish Hatchery o Hermiston Wastewater Treatment Plant o NW 11th Street o Desert Disc Golf Course o Oxbow Trail o Good Shepherd Hospital o Butte Par o Riverfront Park Trailhead o Highland Avenue Urban Trail o 11th Street o Minnehaha Road o Feedville Road o Union Pacific Land Adjacent to the Umatilla River o Highway 207 ODOT Right-of-Way o Highway 207 Crossing over Umatilla River o Panelview RV Park o Stanfield Meadows Park and Road o Seymour Street Bridge over Umatilla River o Coe Park o Bard Park o Downtown Stanfield o Charlotte Rauch Park o South Main Street o I-84 over the Umatilla River

Document	Overview	TSP Relevance and Recommendations
		o Stanfield Drain o City of Echo Wastewater Treatment Plant o Stanfield Drain above Echo o Thielsen Street into Echo o Echo Ridge Cellars o Downtown Echo Trailhead • The Plan also makes project recommendations for trail design that include: signage, wayfinding, environments, trailheads, public art considerations, fencing, screening, lighting, and crossings that should be considered and included in the TSP update. • Grants and funding sources should be incorporated, as applicable, for the continued development of projects and acquisition of lands (page 81-83). o Appendix C includes additional potential funding sources, and which users or applicants can access them. These should be considered for inclusion in the TSP update.
Blue Mountain Region Trails Plan, 2018	The Blue Mountain Region consists of Columbia and Walla Walla counties in Washington state and portions of Umatilla County in Oregon state. There are 354 proposed new or improved trails or trail segments as part of the trails plan. The vision of the trail improvements focuses on four main goals: • Improving Health • Enhancing Mobility • Increasing Quality of Life, and Livability	***Relevance:*** The TSP update will need to assess whether the preferred projects and trail segments got the community closer to their objectives, or if they remain a priority. They will also need to consider whether the trail recommendations will have an impact on the surrounding transportation system of Umatilla and if it should be incorporated into the TSP. ***Recommendations:*** • Assess the detailed Capital Improvement Program (CIP) information and the segments that lie within Umatilla County and consider which segments of the Regional Connections Umatilla County is responsible for.

Document	Overview	TSP Relevance and Recommendations
	• Supporting Economic Development and Tourism	o Beginning on page 47, the Plan dives deeper into the acreage of regional improvement, why types of paths are being considered, the managing agency, and the estimated costs and sources of funding available. The main projects that could be considered for the TSP update include: ▪ Milton-Freewater to National Forest ▪ Ridge Route – Near Windmills ▪ Walla Walla to National Forest ▪ Community Connection 10 – Milton-Freewater and Walla Walla ▪ Community Connection 9 – Milton-Freewater and Walla Walla ▪ Community Connection 11 – Milton-Freewater Cemetery Loop ▪ Community Connection 8 – Milton-Freewater and Walla Walla
Umatilla County Transit Development Plan (TDP), 2023	This TDP is meant to guide future transit investments and coordinate services and access to transit across Umatilla County. The vision and goals focus on: • Equity • Health and Safety • Mobility, Connectivity, and Convenience • Sustainability • Coordination • Information, Marketing, and Technology	***Relevance:*** The updated TSP update will incorporate background information and will reflect TDP recommendations in the transit element of the Plan. The Update will also consider policy updates and recommended expansion of services or facilities in developing the planned project list, as well as consider the funding sources available for transit projects. ***Recommendations:*** • Assess the current conditions and services to determine if the transit markets and service enhancements identified in the TDP will have implications on the types of needed roadway improvements or timing of their implementation. Enhancements and recommendations include:

Document	Overview	TSP Relevance and Recommendations
		○ Providing additional or modified services in Hermiston and Pendleton ○ Expanding services to neighboring counties ○ Modifying service between Umatilla and Walla Walla counties ○ Increasing long-distance services ○ Serving the growing population inside the UGB ○ Enhancing access for transit-dependent populations ○ Increasing service frequency and hours available ○ Improving education and marketing to increase ridership rates ○ Updating the vehicle fleet ○ Improving bus stop amenities and access ○ Updating tools and technology to monitor improvements • Consider local, federal, and state funding opportunities, as well as the funding scenarios outlined through 2042 (Table 3). • Assess project prioritization (Table 4), as some recommendations include the expansion of services or improvements to facilities, including: ○ A new Tri-Cities route ○ Improved amenities at Pendleton Walmart, Hermiston Walmart, Til Taylor Park, 3rd and Orchard, and Nixyaawi Governance Center/Tribal Health Center stops ○ A centralized transit center in Pendleton ○ Additional services for weekends and weekdays • Incorporate Transit-Supportive Policies for land uses, development density, transportation system connectivity and access, parking, and urban form (Table 6).

Document	Overview	TSP Relevance and Recommendations

Table 2. Statewide Plans and Policies

Document	Overview	TSP Relevance and Recommendations
Oregon Statewide Planning Goals	Oregon has a total of 19 statewide planning goals that pertain to land use and other related topics. The Transportation Planning Rule (TPR) (OAR 660-012) implements Statewide Planning Goal 12 – Transportation.	***Relevance:*** The TPR requires aligning the County's Comprehensive Plan, Development Code, and TSP. The TPR is discussed in further detail in the section below. ***Recommendations:*** The TSP will need to consider the integration of supporting and other pertinent statewide planning goals, such as, Land Use Planning (Goal 2), Natural Resources (Goal 5), Air and Water Quality (Goal 6), Economic Development (Goal 9), Housing (Goal 10), Public Facilities and Services (Goal 11), Energy Conservation (Goal 13), and Urbanization (Goal 14).
Oregon Administrative Rules (OAR) Chapter 660, Division 12 (Transportation Planning Rule – TPR)	The TPR implements Statewide Planning Goal 12 – Transportation. There is extensive guidance for implementation of the goal. TSP Section -0020 outlines the require elements of the TSP. TSP Section -0045 details how jurisdictions need to amend land use regulations to implement and support the TSP.	***Relevance and Recommendations:*** TPR Section -0020 outlines the required elements of the TSP update. The TSP update process will need to review changes that have occurred that pertain to Sections -0020 or -0150, and that were not already included in the TSP; such as transportation needs within the community, transportation services, infrastructure and circulation, and transportation facility inventories or providers.

Document	Overview	TSP Relevance and Recommendations
	TSP Section -0060 ensures that land uses are consistent across development code, TSP, and Comprehensive Plans. TSP Section -0150 ensures the coordination of transportation and facility and service providers.	Development Code amendments will be developed as part of the TSP update process to ensure consistency with requirements in TPR Sections -0045 and -0060, as well as TSP recommendations.
OAR Chapter 734, Division 51 (Highway Approaches, Access Control, Spacing Standards, and Medians)	OAR 734-051 establishes procedures, standards, and approval criteria for governing highway approach permitting and access management. Umatilla County has two interstate highways (I-82 and I-84) and 16 state highways, improvements to which must comply with OAR 734-051: • US 30 • US 395 (Pendleton-John Day Hwy) • US 395 (Pendleton-Stanfield Hwy) • US 730 • Oregon Highway 11 • Oregon Highway 37 • Oregon Highway 74 • Oregon Highway 204 • Oregon Highway 207 (Hermiston Hwy) • Lexington-Echo Hwy • Oregon Highway 244 • Umatilla Mission Highway • Athena-Holdman Highway	***Relevance and Recommendations:*** Any recommended changes to interchanges or their approaches within Umatilla County that result from the TSP update will need to comply with this rule. Any modifications to a public approach (City or County streets) to a State facility will need to comply with this rule – in particular, Section -1050. Private approaches must align with Section -3010 and include the public in the planning process.

Document	Overview	TSP Relevance and Recommendations
	• Havana-Helix Highway • Freewater Highway • Sunnyside-Umapine Highway Division 51 also includes standards related to spacing distance, sight distance, permitting for approaches, and additional considerations.	
Oregon Transportation Plan (OTP) (2023), and its modal and topic plans	The OTP is a statewide, long-range transportation systems plan that looks to guide transportation policy, frameworks, and strategies through 2050. The Plans look at transportation networks for different modes and elements – aviation, bicycle and pedestrian infrastructure, freight, public transportation, state and local roadways, rail, safety, options, and funding. The OTP and its modal and topic plans have been updated since the last Umatilla County TSP update. Modal and topic plans are discussed in more detail below and include: • Oregon Highway Plan • Oregon Aviation Plan • Oregon Public Transportation Plan • Oregon Rail Plan • Oregon Bicycle and Pedestrian Plan • Oregon Transportation Safety Action Plan (TSAP)	***Relevance:*** The TSP update will build upon the OTP Vision and Values, especially as they pertain to safety, equity, and climate impacts – with a focus on meeting the transportation needs of underserved communities. In accordance with the OTP, the TSP update will address building up a resilient transportation system that integrates context-sensitive solutions through public participation and involvement. ***Recommendations:*** • Review OTP and modal/topic plan goals and objectives for potential incorporation into the TSP goals or policies. • Integrate roadway and bicycle/pedestrian design guidance from the modal plans into TSP recommendations as appropriate. • Integrate TSAP goals and strategies aimed at reducing or eliminate roadway deaths and life-changing injuries.

Document	Overview	TSP Relevance and Recommendations
Oregon Highway Plan (OHP), 1999 (Amended 2023)	The OHP is a modal plan of the OTP, as identified above, that provides guidance for ODOT's Highway Division as they look to develop planning, operations, and financing frameworks and policies. Policy elements include goals focused on system definition and management, access management, travel alternatives, and environmental or scenic resources. Umatilla County has two interstate highways (I-82 and I-84) and 16 state highways, improvements to which must comply with OAR 734-051: • US 30 • US 395 (Pendleton-John Day Hwy) • US 395 (Pendleton-Stanfield Hwy) • US 730 • Oregon Highway 11 • Oregon Highway 37 • Oregon Highway 74 • Oregon Highway 204 • Oregon Highway 207 (Hermiston Hwy) • Lexington-Echo Hwy • Oregon Highway 244 • Umatilla Mission Highway • Athena-Holdman Highway • Havana-Helix Highway • Freewater Highway • Sunnyside-Umapine Highway	***Relevance:*** The TSP update and policies associated with the County TSP must be consistent with the OHP policies and standards. ***Recommendations:*** • Integrate the management objectives and Actions from 1A.1 according to said classification. • Apply Policy 1B to all state highways in the County and integrate land use and transportation planning for long-term growth. o Make special considerations for Milton-Freewater STA. • Integrate highway mobility standard policies for state highways (Policy 1C and 1F). • Apply Policy 1G as it pertains to creating efficient and safe corridor plans and TSPs. • Consider which policies from Policy 3 (Access Management) should be integrated into the updated TSP that are not already included. Apply consistent spacing standards across all highways. • Assess rail and HOV facilities and consider application of policies from Policy 4.

Document	Overview	TSP Relevance and Recommendations
Oregon Roadway Departure Implementation Plan, 2017	The report analyses crash data from 2009-2015 and provides more detailed information on Systemic and Comprehensive Approaches that can improve roadway safety in order to save an estimated 48 lives annually. Some of the countermeasures with the most impact and reduction to roadway departure fatalities or injuries include: • Curve signing and marking • Rumble strips • Delineation • High friction surface treatments • Tree management • Shoulder widening • Alcohol and drug education and enforcement • Speed education and enforcement	***Relevance and Recommendations:*** As a safety plan, the Implementation Plan and its recommendations will need to be included in the TSP update, particularly for ODOT-owned roadways that pass-through Umatilla County. Strategies identified in this report should be evaluated for use in high crash areas or other sites of concern as part of the TSP update.
Oregon Aviation Plan (OAP), 2018	The OAP provides a framework for preserving and improving airports across the state of Oregon (of which there at 97). The OAP is one of the OTP's modal plans and needs to provide a consistent framework and strategies for long-range planning efforts. It is also required to be consistent with OAR 660-013, or the Airport Planning Rule.	***Relevance and Recommendations:*** Investment considerations in Chapter 7 will need to be compared to the priority projects listed in both the Eastern Oregon Regional Airport Plan and the Hermiston Airport Master Plan to determine funding levels available in Categories I and III.

Document	Overview	TSP Relevance and Recommendations
	Umatilla County contains two airports: • Eastern Oregon Regional Airport at Pendleton (or Pendleton Airport) which is a Category I Commercial Service Airport • Hermiston Airport which is a Category III Regional General Aviation Airport	
Oregon Public Transportation Plan (OPTP), 2018	The OPTP creates statewide policies and strategies for public transportation, as it looks towards 2045. It looks to create a public transportation system that is interconnected and an integral part of Oregon's transportation system. The Plan focuses on ten goals: • Mobility • Accessibility and Connectivity • Community Livability and Economic Vitality • Equity • Health • Safety and Security • Environmental Sustainability • Land Use • Funding and Strategic Investment • Communication, Collaboration, and Coordination	***Relevance and Recommendations:*** As a modal plan, the OPTP and its strategies will need to be included in the TSP update. Any policies or strategies identified in Chapter 3 of the OPTP will need to be integrated into the transit section of the updated TSP. Investment considerations in Chapter 4 will need to be assessed to determine funding levels available for priority projects in the public transportation arena.

Document	Overview	TSP Relevance and Recommendations
Oregon State Rail Plan (OSRP), 2020 (*Update underway*)	The OSRP is another modal plan that stresses the importance of freight and rail investments and opportunities. The vision includes a focus on a: *…safe, efficient, and commercially viable rail system that serves its businesses, travelers and communities through private resources leveraged, as needed, by strategic public investments*. Class I and Non-Class I rail systems are in or connecting to Umatilla County.	***Relevance and Recommendations:*** The Plan's intention is to provide guidance for jurisdictions as they integrate safety measures for crossings and corridors, adopt policies to increase economic viability and movement of people and goods throughout the region, and increase connectivity. In Chapter 3, consider which opportunities and issues would greatly impact the rail system and economic opportunities posed by rail in Umatilla. Key service needs are identified in the chapter as well. Consider current rail funding available to increase mobility, connectivity, and safety of passenger and freight rail systems throughout the County. Evaluation criteria are included in Chapter 4 (Table 15). Assess policies included (page 123) in the OSRP and include, as necessary.
Oregon Pedestrian and Bicycle Safety Implementation Plan (2020)	The Safety Implementation Plan (National Cooperative Highway Research Program (NCHRP) Research Report 893) provides a systemic 7-step pedestrian and bicycle safety analysis of ODOT's highway network. Based on crash data, 25 pedestrian sites and 25 bicycle sites on state highways were identified as high-risk locations for pedestrian and bicycle crashes. These sites are not itemized in the Plan, but the Plan outlines a	***Relevance and Recommendations:*** The Plan's intention is to provide guidance for ODOT and other jurisdictions and roadway authorities to implement countermeasures outlined in the Plan. These countermeasures in the Plan can be consulted for bicycle and pedestrian safety needs identified through the TSP update process.

Document	Overview	TSP Relevance and Recommendations
	countermeasure process to address high-risk sites.	
ODOT Intersection Safety Implementation Plan Update, 2023	The plan was developed as the result of a critical action item identified in the TSAP. This update is intended to replace the 2012 version. The updated plan assesses 2015-2021 intersection crash data to provide a cost-benefit analysis of countermeasures recommended in ODOT Regions.	***Relevance and Recommendations:*** The TSP Update will need to assess intersection countermeasures to roadways that serve Umatilla County. Appendix D identifies the top six intersections in Region 5 where improvements or projects could be implemented. The Implementation Plan will provide guidance for determining which low-, medium-, or high-cost countermeasures could be integrated into the TSP update.
Statewide Transportation Improvement Program (STIP), 2024-2027	The STIP is a short-term capital improvement program intended for regional and statewide transportation improvements and networks. It includes budgeting and financials for a four-year period.	***Relevance and Recommendations:*** Review projects in the STIP that are not already integrated into the TSP, and determine which ones need to be accounted for during the update process. Interstate 82/I-84 freight and congestion improvements (key 22942), curb ramps (key 22561), I-84 Frontage Road bridge replacement (key 20539), I-82/I-84 pavement repairs (key 20548), the Unified Planning Work Program (UPWP) (key 21868), sidewalk improvements (key 22055), ADA compliance (key 22560), and other priority projects are included in the STIP and should be considered for implementation in the TSP update. Consider funding gaps and how they can be addressed through the TSP update process.

Document	Overview	TSP Relevance and Recommendations
ODOT Highway Design Manual (HDM), 2024	The HDM provides uniform standards and procedures for ODOT, and all of their projects related to State highways. The Blueprint for Urban Design (BUD) was a Design Concurrence Document that was once a standalone document but has since been integrated into the HDM (Section 104: Design Guidance). The design policies and criteria have been brought into the document and are intended to offer more flexibility for the urban context.	***Relevance and Recommendations:*** The TSP Update will need to assess highway facilities that serve Umatilla County. Where needed improvements or projects include or affect state highway facilities, the HDM will provide the guidance for determining which design standards and practical design concepts need to be integrated into the TSP update. The BUD will provide transportation design guidance that is more sensitive to and flexible for urban contexts.