

Confederated Tribes of the Umatilla Indian Reservation (CTUIR) Transportation System Plan (TSP) Update

Technical Advisory Committee (TAC) Meeting #1

May 18, 2022 | 1:00 – 2:30 PM

Cayuse and Walla Walla Conference Room - Nixyaawii Governance Center (46411 Timine Way)

Attend.	Name	Org.
<input checked="" type="checkbox"/>	Dani Schulte	CTUIR Planning
<input checked="" type="checkbox"/>	Cheryl Jarvis-Smith	ODOT
<input type="checkbox"/>	Bob Waldher	Umatilla Cty Planning
<input type="checkbox"/>	Megan Davchevski	Umatilla Cty Planning
<input type="checkbox"/>	Tom Fellows	Umatilla Cty Roads
<input type="checkbox"/>	Brian Johnson	Umatilla Cty Roads
<input type="checkbox"/>	Cindy Freston	Kayak Rider Rep
<input checked="" type="checkbox"/>	Roberta Carver-Carson	Kayak Public Transit
<input checked="" type="checkbox"/>	Bill Tovey	DECD
<input checked="" type="checkbox"/>	Alaina Mildenerger	CTUIR Public Works
<input checked="" type="checkbox"/>	Justin Northern	CTUIR Public Works

Attend.	Name	Org.
<input checked="" type="checkbox"/>	Sandra Alexander	CTUIR Public Works
<input checked="" type="checkbox"/>	Patty Perry	CTUIR Planning
<input checked="" type="checkbox"/>	Shaun Oliver	USFS
<input checked="" type="checkbox"/>	Lynette Minthorn	Yellowhawk Com. Health
<input type="checkbox"/>	Damon McKay	Yellowhawk Com. Health
<input checked="" type="checkbox"/>	Dave Franklin	Wildhorse Resort & Casino
<input checked="" type="checkbox"/>	Nick Foster	Kittelson
<input checked="" type="checkbox"/>	Molly McCormick	Kittelson
<input checked="" type="checkbox"/>	Andrew Parish	MIG APG
<input checked="" type="checkbox"/>	Colin Roberts	Sera Design

Meeting Purpose: The purpose of TAC Meeting #1 was to provide an orientation to the project; outline major tasks completed; consider the draft project vision statement, goals, objectives, and evaluation criteria presented in Draft Tech Memo #3; and review the context and existing conditions presented in Draft Tech Memo #2.

Notes:

1. Introductions/Roles and Responsibilities
 - a. Dani applied for a grant from ODOT/DLCD through the Transportation and Growth Management program.
 - b. Have completed draft existing conditions work and currently gathering input from TAC members, CTUIR and ODOT staff, and the public.
2. Project Overview
 - a. Project schedule
 - i. Planning to adopt the updated TSP in winter 2023.
 - b. Meetings/Milestones
 - i. There will be two more meetings of this group over the next year.
 - c. Major Tasks/Deliverables
 - i. No questions at this time.
3. Draft Tech Memo #3: Vision Statement and Guiding Principles
 - a. Does the vision statement describe the future transportation system you want to see?
 - i. Yes, no comments at this time.
 - b. Goal 1: Safety

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- i. Concern over term “tribal community”. **Prefer “Umatilla Indian Reservation Community” to be all-encompassing.**
 - c. Goal 2: Environment and Cultural Heritage
 - i. Not obvious what “culturally-oriented” means. What would achieving that objective mean? **Change to “culturally sensitive.”**
 - ii. There may be differences of what people think is culturally significant, and it can be politically charged. Discussions occur about what counts as culture, what teachings get practiced, and what information is shared/private/public.
 - iii. There is a Cultural Resources Committee that might be a good sounding board to ask for input. **Suggest engaging the group once there is a project list.**
 - iv. The goal is broad enough to support, especially like Objective C.
 - v. There has been ongoing concern on the reservation about maintaining access to traditional lands and supporting access routes that may or may not be legal currently.
 - vi. This goal could get to land use strategy. Don’t want to look like all of America with commercial focus. Want to celebrate the beauty of the area.
 - d. Goal 3: Health
 - i. Is river access and views part of this goal?
 1. Most of the river is essentially private land, including some fisheries. The river itself isn't set up for public access currently. Informal swimming holes happen, wouldn't show up on a map or anything.
 2. Staff have been exploring a public park in the impacted areas from the 2020 flood.
 - ii. A hub for bike/transportation checkout or rental would be beneficial. Electronic scooters are pretty popular in other Oregon locations.
 1. One potential challenge – there is not a lot of extra pavement or sidewalk space to store them when not in use.
 - e. Goal 4: Equity and Accessibility
 - i. Same comment as Goal 1.
 - f. Goal 5: Connectivity
 - i. Definitely interested in sidewalks and multi-use path connectivity.
 - g. Goal 6: Coordination
 - i. **Add “Federal” to the description.**
 - h. Goal 7: Financial Stability
 - i. No comments at this time.
 - 4. Draft Tech Memo #2: Context and Site Analysis
 - a. Roadway system
 - i. Recent projections from a development traffic study suggest that there would be queuing on eastbound off-ramps.
 1. **Make sure this is clearly described in the memo.**

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- ii. Closures on I-84 occur as well, which are outlier events. It becomes a bigger regional issue. These types of closures aren't typically analyzed for a TSP update, but if it's something that happens regularly, we can discuss it in the plan.
 - 1. 32 closures this last year. **Getting a history of how many closures have occurred in the last several decades would be good.** An average of nine closures per year as of 2019.
 - 2. On the eastbound off-ramp during these events, personal vehicles and trucks park on the shoulder and cause issues.
 - 3. Some trucks and try to go around the closures and can get stuck on local roads or tear up dirt roads.
 - a. 56th Street, Cayuse Road, and Old Emigrant Road are the most attempted alternate routes.
 - iii. Safety concerns on OR 331 where there is increased pedestrian travel to Subway and McDonalds/Arrowhead. People, including kids, have to cross a high-speed, wide road.
 - 1. There is interest in improving the crossing of OR 331 at Kusi Road and/or Spilya Road. CTUIR staff are interested in considering a RRFB and/or median islands
 - 2. Staff have explored constructing a roundabout at Spilya Road or Kusi Road. They believe they have plenty of right-of-way for a design that will accommodate trucks.
 - 3. Future growth in business park area will exacerbate needs on OR 331.
 - 4. Reducing speeds on OR 331 would also be beneficial.
 - b. Transit system
 - i. Staff comment to carry forward into final TM #2 and rest of project: remove the place names on the transit routes (i.e. "Hermiston Hopper" just becomes "Hopper")
 - c. Pedestrian system
 - i. Lower campus area needs attention
 - 1. Between Wetlands Park and lower campus community area: High use by children and residents, and a new playground is being built. There are no street or path lights, no designated walking areas along Cayuse Road.
 - 2. There is a rock pit and heavy trucks near that area and people feel there are visibility issues, especially in the fog.
 - 3. There is a crossing of Cayuse Road in the area, but it doesn't connect any designated walking facilities or provide accessibility.
 - 4. The gym is still the afterschool hub and the school speed zone remains there.
 - ii. CTUIR is planning to construct a pathway from the NGC to the Mission Road/OR 331 intersection.
 - iii. There is housing planned by the school and NGC.

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- iv. Should the school speed zone be adjusted?
 - 1. The distance standard (might be 100 feet) would only include a portion of Mission Road.
 - v. There are a number of reasons for a speed limit being what it is. Are there obstacles, traffic-calming, design of the road, etc?
 - 1. For roadways like Mission Road, staff suggests implementing traffic calming first and then conducting a speed study to help adjust posted speed.
 - 2. Speed feedback signs could be helpful
 - 3. There is interest in a speed study and changing the speed limit on OR 331 between Arrowhead and Mission Road. The current changes in the speed limit from 45 to 55 are a bit confusing to some people.
 - vi. For roads owned by the Tribe, they don't have specific cross-section standards.
- d. Bicycle system
- i. More people would bike if good infrastructure was available. It doesn't feel safe in many places now.
 - ii. Mission Road toward Pendleton has a bike lane.
 - 1. people walk in it, too, which is OK. More bike lanes could improve walking conditions.
 - iii. With price of gas going up, people seem to be opting to walk more.
 - iv. Electric bikes are increasing in use and could help with the area's topography and in the long distances some need to travel.
 - v. Risk area map does point out areas where staff expects people would be walking for longer distances.
 - vi. Used to have an annual bike ride in the area. Took Emigrant Road and some other routes. Hasn't been happening recently.
 - vii. The main informal path used by pedestrians and bicyclists is along OR 331.
 - 1. Was in the 2001 plan but haven't been able to acquire the land to create a formal connection yet.
 - 2. Providing for improved walking and biking along OR 331 is a priority for CTUIR.
- e. Land use
- i. Does this look at land ownership?
 - 1. Yes, have that included in the memo. Was used to understand potential future changes.
 - ii. Some of the zones have been updated as a result of the Mission Community Master Plan. The GIS data has not been updated, yet. The changes were adopted about two months ago.
 - 1. Higher density residential zone was adopted, as well as neighborhood commercial zoning. Neighborhood commercial zoning allows residential above commercial, north of the governance center.

5. Next Steps and Public Outreach Opportunities

- a. Please provide comments to Dani by May 25th.