

## Adoption of 2026 Transportation System Plan (TSP)

### Comprehensive Plan Amendment #P-142-26 and UCDC Text Amendment #T-103-26

#### Proposed UCDC Text Amendments

## Regulatory Amendments

The Umatilla County Development Code (UCDC) (Municipal Code Section 152) contains regulations that govern land use and development across the County and the unincorporated areas within the County. The following code sections contain information and/or requirements related to transportation:

**Section 152.003** Definitions

**Section 152.007** Consistency with plan and laws (*No changes recommended*)

**Section 152.017** Conditions for development proposals (*No changes recommended*)

**Section 152.018** Access management and street connectivity

**Section 152.019** Traffic impact study (*No changes recommended*)

**Section 152.021** Pedestrian access and circulation

**Section 152.250** RSC, Retail/service commercial zone; Dimensional and design standards (including, Table 152.250-1) (*No changes recommended*)

**Section 152.390 and 405** H and AH-P overlay zones (*No changes recommended*)

**Section 152.560 and 152.562** Off-street parking requirements

Part 1 General provisions for land divisions (**Section 152.647** Improvement agreements and **152.648** Creation of roads, easements and rights-of-way; minimum standard)

**Section 152.751** Compliance with Comprehensive Plan

**Section 152.767** Conditions to Amendments

**Section 152.770** Public notices

The goal of the State of Oregon's Transportation Planning Rule (TPR) is to provide and advance safe, accessible, affordable, and convenient transportation opportunities in an economic way for the residents of Oregon. The TPR includes extensive guidance for implementation of Statewide Land Use Planning Goal 12 (Transportation). Updated Development Code language will ensure that future development implements this long-range vision. **Table 1** provides a summary of proposed code amendments in some of the code sections identified above in order to provide consistency with the Updated TSP and the following TPR sections:

**TPR Section -0045**, which details land use regulation requirements that implement the TSP

**TPR Section -0060**, which ensures that land uses are consistent across Development Codes

The table is organized by reference number, UCDC section, proposed code amendments, and the corresponding compliance citation, including TPR citations. **Attachment A** includes proposed code language that corresponds to the amendments in Table 1.

**Table 1. Recommended Umatilla County Development Code Updates**

Reference Number	UCDC Section	Proposed Amendments	Compliance Citation
<b>Transit-Oriented Development, Access, and Circulation</b>			
1	152.018	<b>Access Management and Street Connectivity.</b> Include reference to the TSP for densities and transit-oriented development and cross-sectional standards or access spacing standards based on functional classification standards in the updated TSP.	-0045(2)(a)(b) -0045(4)(f) -0045(4)(g) TSP Consistency
2	152.021	<b>Pedestrian Access and Circulation.</b> Include transit-specific requirements to ensure that future land use decisions are supportive of planned transit service. Provisions could include site design options, including bus stop shelters, and similar facilities. In addition, add a new provision that restricts on-street parking within a certain distance of bus stops/shelters to ensure transit vehicles have adequate space to pull in.	-0045(3)(b) -0045(4)(a)
<b>Off-Street Parking and Loading</b>			
3	152.560	<b>Bicycle Parking.</b> Add bicycle parking minimum requirements to institutional developments, transit transfer stations, transit stops with frequent service, and park-and-ride lots. Consider modifying Table 152.250-1 to increase points awarded for additional bicycle parking spaces.	-0045(3)(a)
4	152.560	<b>Pedestrian Access in Parking Lots.</b> Include pedestrian access/circulation requirements in Section 152.560 Off-Street Parking Requirements for parking lots over a certain size.	-0045(3)(b)
5	152.560	<b>Parking Requirements.</b> Allow exceptions to minimum parking requirements in exchange for development of transit facilities such as bus stops and pullouts, park and ride stations, and other facilities named in -0045(4)(e).	-0045(4)(e)
6	152.562	<b>Additional Off-street Parking Requirements.</b> Include preferential parking provisions for parking areas in commercial, retail, institutional, or light industrial zones with employee parking. Consider including a minimum portion of off-street parking spaces for vanpool, carpool, or rideshare parking.	-0045(4)(d)
7	152.647	<b>Improvement Agreements.</b> Provisions should be made to include specific pedestrian access requirements or reference the TSP update for cross-section standards.	-0045(3)(c)
8	152.648	<b>Bikeways.</b> Provisions should include cul-de-sacs or dead end roads.	-0045(3)(b)

9	152.648 Table 1 Table 2	<b>Creation of Roads, Easements, and Rights-of-Way: Minimum Standards.</b> Update tables to include revised standards in the TSP Update.	TSP Consistency
<b>Amendments, Administration, and Enforcement</b>			
10	152.751	<b>Compliance with Comprehensive Plan.</b> Include or expand provisions to address plan amendment consistency with functional plans, transportation facility function, capacity, and performance standards or targets.	-0060
11	152.767	<b>Conditions to Amendments.</b> Include provisions for consolidated application and land use review for transportation projects.	-0045(1)(c)
12	152.770	<b>Public Notices.</b> Include additional language for transportation agencies or service providers as clarifications for those requiring notice.	-0045(2)(f)
<b>Definitions</b>			
13	152.003	<b>Transportation Definitions.</b> Add or amend definitions for transportation system or facility terms outlined in the updated TSP.	-0045(3)(b) -0045(3)(d) -0045(4)(b) TSP Consistency

# Attachment A. Umatilla County Proposed Development Code Changes

The following proposed regulatory changes to the UCDC are based on the recommended code updates (Table 1) and development code evaluation (Appendix C). The proposed changes are formatted as underline (text additions) or ~~strikethrough~~ (text removal) to indicate modifications to the adoption-ready text. Relevant text from the UCDC has been included and ellipses [...] have been included where UCDC text has been omitted to reduce document length. Recommendations and commentary provided in blue boxes.

## 1 Access Management and Street Connectivity

### *Recommendation*

Although the county does not need to add provisions for land densities and development that supports transit, consider adding a reference to the General Provisions Section that defers to the TSP update regarding future land use densities or transit-oriented development specifications. Include reference to the cross-sectional standards or access spacing standards based on functional classification standards in the updated TSP.

### *Proposed Amendment*

#### 152.018 ACCESS MANAGEMENT AND STREET CONNECTIVITY:

(A) The intent of this code is to manage access to land development while preserving the flow of traffic in terms of safety, capacity, functional classification, and level of service. Major roadways, including highways, arterials, and collectors serve as the primary network for moving people and goods. These transportation corridors also provide access to businesses and homes and have served as the focus for commercial and residential development. If access points are not properly designed, these roadways will be unable to accommodate the needs of development and retain their primary transportation function. This code balances the right of reasonable access to private property with the right of the citizens of Umatilla County and the State of Oregon to safe and efficient travel. To achieve this policy intent, state and local roadways have been categorized in the Transportation System Plan by function and classified for access purposes based upon their level of importance and function. Regulations have been applied to these roadways for the purpose of reducing traffic accidents, personal injury, and property damage attributable to poorly designed access systems, and to thereby improve the safety and operation of the roadway network. This will protect the substantial public investment in the existing transportation system and reduce the need for expensive remedial measures. These regulations also further the orderly layout and use of land, consider future land use densities that support transit-oriented development, protect community character, and conserve natural resources by promoting well-designed road and access systems and discouraging the unplanned subdivision of land.

(B) This section shall apply to all arterials and collectors within the County and to all properties that abut these roadways.

(C) This section is adopted to implement the access management recommendations, policies, roadway design standards, intersection spacing standards, and cross-sectional standards for the County as set forth in the Transportation System Plan.

## **2 Pedestrian Access and Circulation**

### *Recommendation*

Include transit-specific requirements to ensure that future land use decisions are supportive of planned transit service. Provisions could include site design options, including bus stop shelters, and similar facilities. In addition, add a new provision that restricts on-street parking within a certain distance of bus stops/shelters to ensure transit vehicles have adequate space to pull in.

### *Proposed Amendment*

#### 152.648 CREATION OF ROADS, EASEMENTS, AND RIGHTS-OF-WAY; MINIMUM STANDARDS

(A) *Creation of roads.* The creation of a road shall be in conformance with the requirements of this chapter and the Transportation System Plan adopted by the county or other policy implementing the County's Comprehensive Plan. No street or road shall be established without the Planning Commission first reviewing the proposal and the Board of Commissioners accepting the road for public use. All streets and roads shall be dedicated. ~~Any dedication of a~~ Streets and roads cannot be dedicated by deed ~~is not effective~~ and cannot be recorded without the consent and the acceptance of the Board of Commissioners. ~~Streets cannot be dedicated by deed.~~

(b) Transit Improvements along Roadways. Development that is proposed adjacent to an existing or planned transit stop, as designated in an adopted transportation or transit plan, shall provide easements and/or transit stop improvements (e.g., seating, shelters, and/or lighting) in coordination with the transit service provider and consistent with the Umatilla County Transit Development Plan or the County's Transportation System Plan (TSP).

## **3 Bicycle Parking**

### *Recommendation*

Add bicycle parking minimum requirements to institutional developments, transit transfer stations, transit stops with frequent service, and park-and-ride lots to the language in Section 152.560.

### *Proposed Amendment*

#### 152.560 OFF-STREET PARKING AND LOADING

[...]

(C) Bicycle parking requirements.

(1) Applicability. Bicycle parking spaces are required for new development, or changes of use, under the following conditions:

- (a) A site with 10 or more off-street vehicle parking spaces,
- (b) All properties zoned RSC or LI that have frontage on Highway 395, or
- (c) That are part of new multi-family developments that contain four units or more

(2) Exemptions. This section does not apply to single-family and duplex housing, home occupations, and agricultural uses.

(3) Standards. A minimum of two bicycle spaces for the first 10 motorized vehicle parking areas is required, plus one additional bicycle space for each additional 10 motorized vehicle parking spaces thereafter.

- (a) Exemptions. For development or redevelopment of transit transfer stations or transit stops with frequent service (headways of 30 minutes or less) a minimum of two bicycle parking spaces shall be provided.

#### **4 Pedestrian Access in Parking Lots**

##### *Recommendation*

Pedestrian access and circulation through parking lots and to transit facilities are not included in the UCDC. Recommendations include updates to the overarching Pedestrian Access and Circulation Section 152.021 and parking lot standards in Section 152.562.

##### *Proposed Amendment*

#### **152.021 PEDESTRIAN ACCESS AND CIRCULATION**

(A) Purpose. This section implements the pedestrian access and connectivity policies of the Umatilla County Transportation System Plan. It is intended to provide for safe, reasonably direct, and convenient pedestrian access and circulation.

(B) Applicability. The provisions of this Section apply to:

- (1) Properties in the RSC zone.
- (2) Properties in the LI zone that have frontage on Hwy 395 south of Bensel Road and north of E Punkin Center Road.

(C) Standards. Developments shall conform to all of the following standards for pedestrian access and circulation:

- (1) Continuous Walkway System. A pedestrian walkway system shall extend throughout the development site and connect to adjacent existing or planned sidewalks, if any, and to all future phases of the development, as applicable.
- (2) Safe, Direct, and Convenient. Walkways within developments shall provide safe, reasonably direct, and convenient connections that are free from hazards that would interfere with or discourage travel for short trips; provide a direct route of travel between destinations; and meet

the travel needs of pedestrians and bicyclists considering destination and length of trip and considering that the optimum trip length of pedestrians is ¼ to ½ mile. Walkways between primary building entrances and all adjacent parking areas, transit stops, and public rights-of-way conforming to the following standards:

(a) ~~The walkway is reasonably direct. A walkway is reasonably direct when it follows a route that does not deviate unnecessarily from a straight line or it does not involve a significant amount of out-of-direction travel.~~ A walkway is direct when it follows a route for which the length is not more than 20 feet longer or 120 percent of the straight-line distance, whichever is less, unless otherwise approved through the land use review process.

(b) The walkway is designed primarily for pedestrian safety and convenience, meaning it is reasonably free from hazards and provides a reasonably smooth and consistent surface and direct route of travel between destinations. The county road master may require landscape buffering between walkways and adjacent parking lots or driveways to mitigate safety concerns.

(c) The walkway network connects to all primary building entrances consistent with Americans with Disabilities Act (ADA) requirements.

(3) Vehicle/Walkway Separation. Except as required for crosswalks, per subsection (d4), below, where a walkway abuts a driveway or street it shall be raised six inches and curbed along the edge of the driveway or street. Alternatively, the County road master may approve a walkway abutting a driveway at the same grade as the driveway if the walkway is physically separated from all vehicle-maneuvering areas. An example of such separation is a row of bollards (designed for use in parking areas) with adequate minimum spacing between them to prevent vehicles from entering the walkway.

(4) Crosswalks. Where a walkway crosses a parking area or driveway (“crosswalk”), it shall be clearly marked with contrasting paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrasting material) or painted crosswalk striping. The crosswalk may be part of a speed table to improve driver-visibility of pedestrians.

(5) Walkway Width and Surface. Walkways shall be constructed of concrete, asphalt, brick or masonry pavers, or other durable surface, as approved by the county road master, and not less than six feet wide. Multi-use paths (i.e., designed for shared use by bicyclists and pedestrians) shall be concrete or asphalt and shall conform to County transportation standards. (Ord. 2019-09, passed 11-6-19;)

(6) Continuous pedestrian walkways shall be provided to any existing or planned public transit bus stop that is within 300 feet of the primary entrance of the site’s primary structure(s).

152.562 ADDITIONAL OFF-STREET PARKING AND LOADING REQUIREMENTS.

[...]

(l) Design requirements for parking lots:

(1) Areas used for standing and maneuvering of vehicles shall have paved surfaces maintained adequately for all weather use and so drained as to avoid flow of water across public sidewalks;

(2) Except for parking to serve residential use, parking and loading areas adjacent to residential use shall be designed to minimize disturbance of residents by the erection between the uses of a sight obscuring fence of not less than five feet in height except where vision clearance is required;

(3) Parking spaces along the outer boundaries of a parking lot shall be contained by a curb at least four inches high and set back a minimum of four and one-half feet from the property line, or by a bumper rail;

(4) Off-street parking areas that are over half an acre in size shall include pedestrian access and circulation facilities (or improvements), in accordance with Section 152.021.

## 5 Parking Requirements

### *Recommendation*

Currently, the UCDC does not include provisions for transit-oriented uses in retail or commercial parking areas. Include additional design standard points in Table 152.250-1 that allows the exchange of individual parking spaces for rideshare spaces. Additionally, Section 152.560 could allow exceptions to minimum parking requirements in exchange for development of transit facilities listed in -0045 (4)(e).

### *Proposed Amendment*

Table 152.250-1

Site Design Features				SUBTOTAL Use this column to tally points
<b>Parking location.</b> Parking areas that are located to the side or rear of buildings allow for a more appealing view from the street and a more comfortable pedestrian experience.	Some parking located between the street-facing facade and a public street. +0 points	All parking located to the side, or side and rear of the building + 3 point	All parking located behind the building + 5 points	
<b>Shared parking with adjacent uses.</b> Sharing	No shared parking + 0 points	More than one (1) space but less than half of	More than half of required parking spaces shared	

<p>parking spaces with adjacent uses is a more efficient means of providing off-street parking and can reduce impervious surface area. Must meet requirements of § 152.562(D).</p>		<p>required parking spaces shared with adjacent uses + 4 points</p>	<p>with adjacent uses + 5 points</p>	
<p><b><u>Space Dedicated to Transit Uses.</u></b> <u>Space within or adjacent to the site made available for transit uses, including bus stops and pullouts, bus shelters, and park and ride stations.</u></p>	<p><u>No parking available for transit-oriented uses</u> + 0 points</p>		<p><u>Space made available for transit uses, as documented by service provider letter from a transit provider.</u> +5 points</p>	

152.560 OFF-STREET PARKING REQUIREMENTS.

(A) Each use shall provide the following minimum off-street parking spaces. Each parking space shall be a minimum of nine feet wide and 20 feet in length.

(B) Off-street parking requirements.

[...]

(C) Parking Redevelopment

Parking spaces and parking areas may be put in place of previous or existing parking areas and can be repurposed for transit-related uses such as transit stops, transit shelters, bicycle parking, and park-and-ride/rideshare areas.

(D) (€) Bicycle parking requirements.

**6 Additional Off-Street Parking Requirements**

*Recommendation*

Section 152.562 establishes Umatilla County’s off-street parking and loading standards. However, this section does not address provisions for carpool or vanpool parking. Additionally, provisions for “sufficient” employee off-street parking are included, though the term is not defined. Include preferential parking provisions for parking areas in commercial, retail, institutional, or light industrial zones with employee parking and include a minimum portion of off-street parking spaces for vanpool, carpool, or rideshare parking.

*Proposed Amendment*

152.562 ADDITIONAL OFF-STREET PARKING AND LOADING REQUIREMENTS.

(A) Should the owner or occupant of a lot or building change the use to which the lot or building is put, thereby increasing off-street parking or loading requirements, it shall be a violation of this chapter to begin such altered use until the required increase in off-street parking or loading is provided;

(B) Requirements for types of buildings and uses not specifically listed herein shall be determined by the Planning Commission or Hearings Officer, based upon the requirements of comparable uses listed;

(C) In the event several uses occupy a single structure or parcel of land, the total requirements for off-street parking shall be the sum of the requirements of the several uses computed separately;

(D) Owner of two or more uses, structures or parcels of land may agree to utilize jointly the same parking and loading spaces when the hours of operation do not overlap, provided that satisfactory legal evidence is presented to the Planning Director in the form of deeds, leases, or contracts to establish the joint use;

(E) Carpool and vanpool parking. Commercial, industrial, or other employment areas with employee parking shall include provisions for carpool/vanpool parking under the following conditions:

- a. Uses with at least 25 or more required parking spaces shall include designated carpool or vanpool parking.
- b. At least 10% of the employee, student, or commuter parking spaces shall be carpool or vanpool parking.
- c. Carpool and vanpool designated spaces must be the closest non-ADA parking spaces to the primary employee, student, or commuter entrance.
- d. Carpool and vanpool parking may count toward the minimum parking requirements by use in Section 152.560 (B).
- e. Carpool and vanpool parking shall be marked “Reserved – Carpool/Vanpool Only.”

**7 Improvement Agreements**

*Recommendation*

Section 152.017 (C) includes requirements for mitigation impacts in the way of “sidewalks, bikeways, accessways, or paths.” Section 152.647 (G)(3) also includes access improvement requirements for

developments, stating that any developer is responsible to bring rights-of-way or abutting county or public road up to road/county standards for Type 1 or 2 Land Divisions.

Include reference to pedestrian access requirements, pertinent sections of the Development Code for ease of access, or reference to the TSP update for cross-sections.

*Proposed Amendment*

152.647 IMPROVEMENT AGREEMENTS.

[...]

(G) Access improvements requirements.

[...]

(3) In all cases, the developer shall be responsible for the dedication of rights-of-way on any abutting county or public road, if necessary, to bring that road to county standards pursuant to 152.021 and the cross-sectional street design standards included in the Transportation System Plan. Any agreement to improve the affected roads to the required standard and to dedicate the required rights-of-way shall be a condition of granting a Type I or Type II Land Division, shall be binding on the developer, his/her heirs and assigns, and shall be filed by the developer with the County Recorder upon execution. Improvements shall be guaranteed through the provision set forth in division (C) of this section.

**8 Bikeways**

*Recommendation*

Amend Section 152.648 to include cul-de-sacs or dead end roads.

Section 152.648 (E) Bikeways. Should be updated to say: Bikeways shall be required along ~~urban arterials and collector~~ all roads with ADTs greater than 3,000 and along cul-de-sac or dead end roads (with a maximum length of 600 feet). Alternatively, there can be deference to local governments for urban streets and roadways where County regulations/ownership do not apply.

**9 Roadway Standards**

*Recommendation*

Amend Section 152.648 to include the updated Transportation System Plan roadway design standards.

*Proposed Amendment*

TABLE 1. RURAL ROAD STANDARDS

Functional Classification	Right-of-way	Paved Surface Width	Paved Shoulder Width
Rural Major Collector	60-ft	36–40 ft	6-8 ft <sup>1</sup>

<b>Rural Minor Collector</b>	60-ft	32-40 ft	4-8 ft <sup>1</sup>
<b>Rural Local (Residential)</b>	60-ft	28-36 ft	2-6 ft <sup>2</sup>
<b>Rural Local (Industrial)</b>	60-ft	30-42 ft	4-8 ft <sup>1</sup>
<b>Private Roads and Public Rights-of-Way (Option 1<sup>4</sup>)</b>	30-ft	16-ft crushed gravel surface	-
<b>Private Roads and Public Rights-of-Way (Option 2<sup>5</sup>)</b>	60-ft	22-ft crushed gravel surface	-

TABLE 2. INTERSECTION AND ACCESS SPACING STANDARDS

Functional Class	Intersections			
	Public Road		Private Drive	
	Type	Spacing	Type	Spacing
<b>Rural Major Collectors</b>	At- Grade	0.25 mi	L/R Turns	500 ft
<b>Rural Minor Collectors</b>	At- Grade	500 ft	L/R Turns	250 ft
<b>Local Road - Industrial</b>	At- Grade	250 ft	L/R Turns	Access to each lot
<b>Local Road</b>	At- Grade	100 ft	L/R Turns	Access to each lot
<p>Notes:            For most roadways, at-grade crossings are appropriate.            Allowed moves and spacing requirements at intersections may be more restrictive than those shown to optimize capacity and safety.            Also, see section below on "Access Control Rights" along state highways.</p>				

**10 Compliance with Comprehensive Plan**

*Recommendation*

Amend Section 152.751 to include provisions that address plan amendment consistency with Section - 0060, functional plans, and transportation facility function, capacity, and performance standards or targets. Include additional language for transportation agencies or service providers as clarifications for those requiring notice.

*Proposed Amendment*

152.751 COMPLIANCE WITH COMPREHENSIVE PLAN. An amendment to the text of this chapter or to a zoning map shall comply with the provisions of the County Comprehensive Plan Text and Comprehensive Land Use Map. Proposed amendments shall also comply with the applicable provisions of the Oregon Transportation Planning Rule, Oregon Administrative Rule (OAR) 660, Division 12, and the the Umatilla County Transportation System Plan (TSP), and are subject to the requirements of § 152.019, Traffic Impact Analysis. Any deviation from this section shall be preceded by an amendment to the Comprehensive Plan Text or to the Comprehensive Land Use Map. However, if the existing use of the property is allowed outright in the requested zone, compliance with the Comprehensive Plan is not necessary.

## **11 Consolidated Application Reviews**

### *Recommendation*

The UCDC does not include provisions for consolidated applications, including when land use review processes are needed for transportation facilities. Add language in the Form of Applications section that requires the consolidation of multiple applications for a project or proposal; and that allows for consolidated review when land use approvals are necessary for transportation projects in the TSP.

### *Proposed Amendment*

§ 152.767 FORM OF PETITIONS, APPLICATIONS AND APPEALS.

[...]

(D) When an applicant applies for more than one type of land use or development permit for the same one or more parcels of land, the proceedings shall be consolidated for review and decision. If more than one approval authority would be required to decide on the applications if submitted separately, then consolidated applications shall be processed according to the highest level of review required for any one of the applications.

(1) Consolidated review shall be allowed for land use decisions that involve permitting transportation projects identified in the Umatilla County Transportation System Plan, when permitting is required.

## **12 Public Notices**

### *Recommendation*

Section 152.770 (C) states that the County will send notice to ODOT if an application references land within an Interchange Management Area Plan (IAMP) or within ¼ mile of an ODOT facility. It also states that any relevant or affected local, state, or federal agencies will be notified, and includes a list of potentially affected agencies. While “might or would be affected by the request” may include transportation agencies or service providers aside from ODOT, recommend adding language to clarify that notice is required for affected transportation agencies or service providers.

### *Proposed Amendment*

152.770 PUBLIC NOTICES.

[...]

(C) The County ~~will~~ shall also send the notice to, and request comments from, all local, state, and federal agencies which staff can determine might or would be affected by the request, including, but not limited to, any public agencies providing transportation services or facilities, irrigation districts, rural fire districts or fire service providers, nearby municipalities, utility companies with known easements or facilities on the property, the County Road Department, the Watermaster, and the County Assessor. When the application is within an Interchange Management Area Plan (IAMP) Management Area or within a ¼ mile of an ODOT facility, the County shall provide written notification to ODOT when the application is deemed complete.

### 13 Definitions

#### *Recommendation*

Add or amend definitions for transportation system or facility terms outlined in the updated TSP that are not currently included in the UCDC or should be updated to reflect modified plan language.

#### *Proposed Amendment*

Carpool (see also Vanpool). Two or more people traveling within the same vehicle.

[...]

Pedestrian Connection. A route between two points intended and suitable for pedestrian use.

Pedestrian connections include, but are not limited to, accessways, sidewalks, walkways, stairways and pedestrian bridges.

[...]

“Safe and Convenient.” Bicycle and pedestrian routes that are: (1) Reasonably free from hazards, particularly types or levels of automobile traffic that would interfere with or discourage pedestrian or cycle travel for short trips and (2) Provides an accessible and reasonably direct route of travel between destinations, considering that the optimum travel distance and length of a trip, and considering the most common trip length is typically under one-half mile for pedestrians and three miles for bicyclists.

[...]

“Multi-Use Path,” or shared/separated paths. An off-street transportation and recreation facility shared by multiple transportation modes, including bicycles, pedestrians, and other non-motorized modes.

Multi-use paths typically feature the following: accommodate two-way travel; are constructed at grade; and are paved using asphalt or another hard-surface material.

[...]

Transit Stops (Major). Transportation stations that are most important to the functioning of the system or that provide a high level, volume, or with frequent service.

[...]

Vanpool (see also Carpool). Five or more people traveling in the same vehicle.