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UMATILLA COUNTY  
RECORDS

THE BOARD OF COMMISSIONERS OF UMATILLA COUNTY

STATE OF OREGON

In the Matter of Co-Adopting            )  
 City of Hermiston Transportation        )        ORDINANCE NO. 2014-14  
 System Plan, and Ordinance No.        )  
 2219 Amending City of Hermiston       )  
 Transportation System Plan             )

WHEREAS the City of Hermiston and Umatilla County have previously entered into a Joint Management Agreement applying to lands within the City Urban Growth Area, and pursuant to the agreement, amendments to the City of Hermiston Comprehensive Plan and Implementing Ordinances for application to the Urban Growth Area, are referred to Umatilla County for adoption;

WHEREAS the City of Hermiston originally adopted its Transportation System Plan December 13, 1999 by Ordinance No. 2002, and amended the plan on July 23, 2000 by Ordinance No. 2019, and on June 9, 2003 by Ordinance No. 2070;

WHEREAS on June 9, 2014, the Hermiston City Council adopted Ordinance No. 2219 to amend its Transportation System Plan to incorporate 2014 JRH Transportation System Plan Update, which includes traffic volumes reflecting current traffic, a capital improvement project list, and the increased list of intersections that have been studied;

WHEREAS Ordinance No. 2219 was referred to Umatilla County to co-adopt, Text Amendment #T-14-057;

WHEREAS, at its September 25, 2014 meeting, the Umatilla County Planning Commission reviewed the ordinance and recommended that the Board of Commissioners co-adopt the plan and the amendment;


WHEREAS the Board of Commissions held a public hearing on November 5, 2014, to consider the co-adoption and voted to co-adopt the plan and the ordinance.

NOW, THEREFORE the Board of Commissioners of Umatilla County ordains the co-adoption by Umatilla County, Oregon, of the City of Hermiston Transportation System Plan, as amended (including Ordinance Nos. 2002, 2019 and 2070), and Ordinance No. 2219,

amending City of Hermiston Transportation System Plan to include 2014 JRH Transportation System Plan Update, a copy of which ordinance is attached to this document and incorporated by this reference.

DATED this 5th day of November, 2014.

UMATILLA COUNTY BOARD OF COMMISSIONERS

  
\_\_\_\_\_  
William J. Elfering, Chair

  
\_\_\_\_\_  
George L. Murdock, Commissioner

  
\_\_\_\_\_  
W. Lawrence Givens, Commissioner

ATTEST:  
OFFICE OF COUNTY RECORDS

  
\_\_\_\_\_  
Records Officer



**ORDINANCE NO. 2002**

AN ORDINANCE AMENDING THE HERMISTON COMPREHENSIVE PLAN, ADOPTED BY ORDINANCE NO. 1505 ON AUGUST 9, 1984 AND AMENDED BY ORDINANCE NO. 1775 ON OCTOBER 12, 1992, TO MEET THE REQUIREMENTS OF THE TRANSPORTATION PLANNING RULE AND IMPLEMENT THE HERMISTON TRANSPORTATION SYSTEM PLAN, AND DECLARING AN EMERGENCY.

**WHEREAS**, the City of Hermiston is required to adopt a Transportation System Plan (TSP) and related amendments to the Hermiston Comprehensive Plan and implementing ordinances to comply with the requirements of the Transportation Planning Rule (OAR 660, Division 12); and

**WHEREAS**, the factual base for the Hermiston TSP is contained in the text of the TSP and will not be repeated here; and

**WHEREAS**, a joint public workshop of the Hermiston Planning Commission and Hermiston City Council was held on July 19, 1999 to review the Draft TSP and recommended plan and ordinance amendments to implement the TSP; and

**WHEREAS**, minor revisions to the TSP and implementing provisions were completed following the July 19, 1999 public workshop; and

**WHEREAS**, the Hermiston Planning Commission held a public hearing on October 13, 1999 to receive public testimony and consider proposed amendments to the Hermiston Comprehensive Plan, Zoning Ordinance and Subdivision Ordinance to implement the Hermiston TSP; and

**WHEREAS**, the Hermiston City Council held a public hearing on December 13, 1999 to receive public testimony and consider proposed amendments to the Hermiston Comprehensive Plan, Zoning Ordinance and Subdivision Ordinance to implement the TSP; and

**WHEREAS**, notice of the Planning Commission and City Council hearings was provided to the Department of Land Conservation and Development and published in a newspaper of general circulation in accordance with statutory requirements and local ordinance requirements for notice of legislative amendments; and

**WHEREAS**, a staff report on the proposed amendments was available seven days prior to the October 13, 1999 public hearing and seven days prior to the December 13, 1999 public hearing and included background information on the requirements of the Transportation Planning Rule and findings in support of the amendments to the Comprehensive Plan, Zoning Ordinance and Subdivision Ordinance to implement the Hermiston TSP.

**THE CITY OF HERMISTON ORDAINS AS FOLLOWS:**

**SECTION 1.** Include a new policy and implementing actions in the Transportation Chapter of the Hermiston Comprehensive Plan to implement the Transportation System Plan:

**POLICY 33: TRANSPORTATION SYSTEM PLAN**

The Hermiston Transportation System Plan (TSP) is adopted by reference as the Transportation Element of the Hermiston Comprehensive Plan. The TSP will guide

transportation planning within Hermiston's urban growth boundary (UGB). The City will base its transportation policies, actions and investments on the adopted TSP.

33 THE CITY OF HERMISTON WILL COMPLY WITH THE REQUIREMENTS OF THE TRANSPORTATION PLANNING RULE WITH THE ADOPTION OF THE TRANSPORTATION SYSTEM PLAN AND RELATED AMENDMENTS TO IMPLEMENTING ORDINANCES.

NOTICE AND COORDINATION. THE CITY OF HERMISTON WILL NOTIFY AND COORDINATE WITH ALL APPROPRIATE LOCAL, STATE AND FEDERAL AGENCIES AND TRANSPORTATION INTEREST GROUPS WHEN A LAND USE APPLICATION IS SUBMITTED AND POTENTIALLY IMPACTS A TRANSPORTATION FACILITY. NOTIFICATION WILL HELP IDENTIFY AGENCY STANDARDS AND PROVIDE AN OPPORTUNITY FOR AGENCY INPUT TO THE LOCAL LAND USE DECISION PROCESS.

PROTECTION OF TRANSPORTATION FACILITIES. THE FUNCTION OF EXISTING AND PLANNED ROADWAYS WILL BE PROTECTED THROUGH THE APPLICATION OF APPROPRIATE ACCESS MANAGEMENT MEASURES AS IDENTIFIED IN THE ADOPTED TSP. THESE MEASURES WILL BE COORDINATED WITH ODOT ACCESS MANAGEMENT STANDARDS.

CONFORMANCE TO ADOPTED TSP. ALL PLAN MAP AMENDMENTS AND ZONE CHANGES SHALL CONFORM TO THE ADOPTED TSP. PROPOSED AMENDMENTS SHALL NOT SUBSTANTIALLY IMPACT THE FUNCTIONAL CLASSIFICATION OR OPERATION OF TRANSPORTATION FACILITIES. TO ENSURE PROPER REVIEW AND MITIGATION, A TRAFFIC IMPACT STUDY MAY BE REQUIRED FOR PROPOSALS THAT MAY IMPACT TRANSPORTATION FACILITIES.

CONNECTED STREET NETWORK. THE CITY WILL SUPPORT AND DEVELOP A CONNECTED NETWORK OF STREETS, ACCESSWAYS AND OTHER IMPROVEMENTS, INCLUDING BIKEWAYS, SIDEWALKS, AND SAFE STREET CROSSINGS, TO PROMOTE SAFE AND CONVENIENT BICYCLE AND PEDESTRIAN CIRCULATION WITHIN THE COMMUNITY.

#### IMPLEMENTING ACTIONS

⌘ Has adopted by reference the *Hermiston Transportation System Plan* as part of the comprehensive plan. Implement its recommendations by means of the capital improvement plan.

⌘ Has modified the zoning and subdivision ordinances to comply with the Transportation Planning Rule and implement the Transportation System Plan.

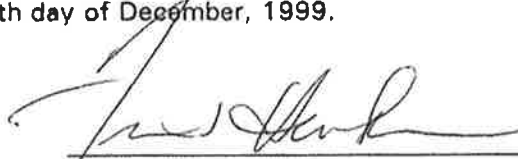
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- ⌘ Has adopted a Street Classifications Map and Street Standards as part of the TSP. The Map and Standards provide the conceptual framework of future streets. Final street alignments will be refined through the development review process.
- ⌘ Has adopted a Bikeway Plan and a Pedestrian Plan as elements of the TSP. Standards for the design of bikeways, sidewalks and accessways are established in the TSP and implemented through the Zoning and Subdivision Ordinances.

**SECTION 2.** Inasmuch as it is necessary for the health, safety, comfort and convenience of the people of the City of Hermiston that this ordinance have immediate effect, an emergency is hereby declared to exist, and this ordinance shall be in full force and effect from and after its passage and approval.

PASSED by the Common Council this 13th day of December, 1999.

APPROVED by the Mayor this 13th day of December, 1999.

  
\_\_\_\_\_  
MAYOR

ATTEST: \_\_\_\_\_

  
CITY RECORDER

**ORDINANCE NO. 2019**

AN ORDINANCE AMENDING THE HERMISTON TRANSPORTATION SYSTEM PLAN THROUGH THE ADOPTION OF THE SOUTH HERMISTON LOCAL ACCESS AND CIRCULATION PLAN AND DECLARING AN EMERGENCY.

WHEREAS, the Hermiston Planning Commission held a public hearing on July 12, 2000 to receive public testimony and consider an amendment to the Hermiston Transportation System Plan, and

WHEREAS, the Hermiston City Council held a public hearing on July 24, 2000 to receive public testimony and consider an amendment to the Hermiston Transportation System Plan, and

WHEREAS, notice of the Planning Commission and City Council hearings was provided to the Department of Land Conservation and Development and published in a newspaper of general circulation in accordance with statutory requirements and local ordinance requirements for notice of legislative amendments, now therefore

THE CITY OF HERMISTON DOES ORDAIN AS FOLLOWS:

**SECTION 1.** The 1999 Hermiston Transportation System Plan is hereby amended to include the South Hermiston Local Access and Circulation Plan (SHLACP).

**SECTION 2.** The May 23, 2000 Hermiston Transportation System Plan Amendment submitted by Kittelson & Associates Inc. is attached as Exhibit A and is incorporated herein by reference.

**SECTION 3.** Inasmuch as it is necessary for the health, safety, comfort and convenience of the people of the City of Hermiston that the SHLACP for Evelyn Avenue east of HWY 395 have immediate effect, an emergency is hereby declared to exist, and that portion of SHLACP for Evelyn Avenue east of HWY 395 as adopted by this ordinance shall be in full force and effect from and after passage and approval of this ordinance.

**SECTION 4.** That portion of SHLACP inside the Urban and Urbanizable area of the UGB shall be referred to Umatilla County for co-adoption.

PASSED by the Common Council this 24th day of July, 2000.

SIGNED by the Mayor this 24th day of July, 2000.



MAYOR

ATTEST:

  
CITY RECORDER

**ORDINANCE NO. 2070**

**AN ORDINANCE AMENDING THE HERMISTON TRANSPORTATION SYSTEM PLAN THROUGH THE ADOPTION OF THE US 395 CORRIDOR REFINEMENT PLAN.**

**WHEREAS, the City of Hermiston adopted a Transportation System Plan (TSP) and related amendments to the Hermiston Comprehensive Plan and implementing ordinances to comply with the Transportation Planning Rule (OAR 660, Division 12) in December, 1999; and**

**WHEREAS, the City of Hermiston adopted an amendment to the TSP to implement the South Hermiston Local Access and Circulation Plan in July, 2000; and**

**WHEREAS, the factual base for the Hermiston TSP is contained in the text of the TSP and will not be repeated here; and**

**WHEREAS, the Oregon Department of Transportation has proposed to construct a planted median barrier on Highway 395 from SE Kelli Blvd to E Feedville Road; and**

**WHEREAS, to mitigate the effects of the proposed planted median, a circulation plan is needed for future roadways to the east and west of Highway 395 south of SE Port Drive; and**

**WHEREAS, four public workshops were conducted to solicit on the proposed access and circulation plan for the south Hermiston area; and**

**WHEREAS, the Hermiston Planning Commission held public hearings on March 12, 2003 and May 14, 2003 to receive public testimony and consider amendments to the Hermiston TSP; and**

**WHEREAS, the Hermiston City Council held a public hearing on May 19, 2003 to receive public testimony and consider amendments to the Hermiston TSP; and**

**WHEREAS, notice of the Planning Commission and City Council hearings was provided to the Department of Land Conservation and Development and published in a newspaper of general circulation in accordance with statutory requirements and local ordinance requirements for notice of legislative amendments; now therefore**

**THE CITY OF HERMISTON DOES ORDAIN AS FOLLOWS:**

**SECTION 1. The 1999 Hermiston Transportation System Plan is hereby amended to include the US 395 Corridor Refinement Plan.**

**Ordinance No. 2070**

- 2 -

**SECTION 2.** The January 17, 2003 Hermiston Transportation System Plan Amendment submitted by Kittelson & Associates is attached as Exhibit A and is incorporated herein by reference.


**SECTION 3.** That portion of the amendment areas inside the Urban and Urbanizable areas of the UGB shall be referred to Umatilla County for co-adoption.

**SECTION 4.** The effective date of this ordinance shall be the thirtieth day after enactment.

First reading in full on the 19th day of May, 2003.

**PASSED** by the Common Council this 9th day of June 2003.

**SIGNED** by the Mayor this 9th day of June, 2003.

  
\_\_\_\_\_  
MAYOR

ATTEST:

  
\_\_\_\_\_  
CITY RECORDER



**EXHIBIT "A"  
TO  
ORDINANCE NO.2070**

**Section 1**

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Proposed  
Transportation  
System Plan  
Amendments

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**KITTELSON & ASSOCIATES, INC.**

**TRANSPORTATION PLANNING/TRAFFIC ENGINEERING**

610 SW ALDER, SUITE 700 • PORTLAND, OR 97205 • (503) 228-6230 • FAX (503) 273-8169

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**MEMORANDUM**

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**Date:** January 17, 2003

**Project #:** 5504

**To:** Ed Brookshier, City of Hermiston  
Teresa Penninger, ODOT Region 5

**cc:** Planning Project Team Members

**From:** Marc Butorac, P.E., P.T.O.E.  
Matt Hughart, AICP

**Project:** US 395 (Port Drive to Feedville Road) Corridor Refinement Plan

**Subject:** Hermiston Transportation System Plan and US 395 North Corridor Plan Amendment

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**INTRODUCTION**

In July 2000, the Oregon Department of Transportation's (ODOT) *US 395 North Corridor Plan* was adopted by the Oregon Transportation Commission. As part of this plan, a raised median was recommended along a portion of US 395 (Kelli Boulevard to Rosalyn Drive) to enhance the long-term travel safety and provide better access management. Thus, the *US 395: Kelli Blvd. (Hermiston) – Rosalynn Dr. (Stanfield) Sec.* median project was placed on the Statewide Transportation Improvement Plan (STIP) and funded for the 2002-2003 fiscal year.

While the *US 395: Kelli Blvd. (Hermiston) – Rosalynn Dr. (Stanfield) Sec.* STIP median project meets the objective of the *US 395 North Corridor Plan*, the City of Hermiston Transportation System Plan (TSP) has not been expanded to address the local access and circulation needs within the City of Hermiston's Urban Growth Boundary south of Port Drive. As a result, this area does not have an established or planned street network capable of supporting a highly access-controlled corridor. Based on this concern and the aesthetics of the raised median on US 395, the City of Hermiston requested that a refinement study be completed prior to the implementation of the median project. This project became known as the *US 395 (Port Drive to Feedville Road) Corridor Refinement Plan*. The overall goal of the refinement study is to develop a long-term circulation and corridor preservation strategy that will allow economic development based on quality development principles within the City of Hermiston Urban Growth Boundary, while maintaining the integrity and safety of the US 395 corridor.

This memorandum contains proposed amendments to the City of Hermiston Transportation System Plan that implements the work completed as part of the *US 395 (Port Drive to Feedville Road) Corridor Refinement Plan*. The proposed amendment was developed to directly

supplement the various plan maps, street standards, and improvement projects previously identified in the May 2000 Transportation System Plan amendment that resulted in an updated transportation system plan for the City of Hermiston. The information in this memorandum is also intended to supplement and update ODOT's July 2000 *US 395 North Corridor Plan*. These plans will either be referred to or directly incorporated into the next published update of this plan.

### **US 395 (PORT DRIVE TO FEEDVILLE ROAD) CORRIDOR REFINEMENT PLAN**

The *US 395 (Port Drive to Feedville Road) Corridor Refinement Plan* has been funded jointly by the City of Hermiston and the Oregon Department of Transportation to address the overall management direction established by the *US 395 North Corridor Plan* and the short- and long-term access and circulation issues raised as part of the ongoing *US 395: Kelli Blvd. (Hermiston) – Rosalynn Dr. (Stanfield) Sec. STIP median project*. Through a series of technical correspondence and meetings, future highway access and roadway alignments were identified to provide for the safe and efficient movement of vehicles, pedestrians, and bicyclists within the area bounded by Port Drive, Hermiston-Hinkle Road, Feedville Road, and Ott Road.

### **PROPOSED TSP AMENDMENT/CHANGES TO MODAL PLANS**

The last major update/modification to the City of Hermiston's Transportation System Plan was completed in May 2000. At that time, TSP amendments were adopted to implement elements of a sub-area plan known as the South Hermiston Access and Circulation Plan. Similar to this last update, an expanded set of access, circulation, pedestrian, and bicycle plans have been developed by the City, ODOT, and interested citizen stakeholders throughout the duration of the *US 395 (Port Drive to Feedville Road) Corridor Refinement Plan*. To ensure the elements of these plans are carried out, the material will need to be incorporated into the City's Transportation System Plan, the *US 395 North Corridor Plan*, and the Umatilla County Transportation System Plan.

To fully implement the modified access and circulation plans, it will be necessary to supplement the following elements to the City of Hermiston's Transportation System Plan:

- Street Classifications and Traffic Signal Plan,
- Pedestrian Facility Plan,
- Bicycle Facility Plan, and
- Project Implementation Plan.

The following sections highlight the proposed changes to the City's TSP. The transportation components presented in these sections were developed to address the requirements of Oregon's Transportation Planning Rule (TPR). These recommendations have been developed in accordance with the findings presented in Technical Memorandums #1, #2, and #3, the interests of local citizen stakeholders and business owners, and City of Hermiston/ODOT staff.

#### **Functional Classification and Traffic Signal Plan**

The Hermiston Functional Classification and Traffic Signal Plan reflects the anticipated operational and circulation needs of the City and provides guidance on how to best facilitate that

travel through the TSP horizon year. Figure 1 illustrates the proposed updated Street Classifications and Traffic Signal Plan for the City of Hermiston. This plan is identical to the plan identified in the May 2000 TSP update (Figure 1 of the May 2000 Proposed Transportation System Plan Amendment prepared by Kittelson & Associates, Inc.), with the exception of the additional roadway alignments and traffic signals developed as part of the *US 395 (Port Drive to Feedville Road) Corridor Refinement Plan*. A detailed description of these functional classification and signal components as they relate to the Functional Classification and Traffic Signal Plan are provided in the separate section of this memorandum titled "US 395 Corridor Refinement Plan Study Area."

#### **Pedestrian Facility Plan**

Providing connections between major activity centers is a key objective of the Hermiston Pedestrian Facility Plan. For the US 395 Corridor Refinement study area, this network of pedestrian connections is important for the following reasons:

- serving shorter pedestrian trips between adjacent activity centers such as businesses, commercial establishments, and existing/future transit services;
- meeting the City of Hermiston's recreational needs; and
- providing non-motorized transportation alternatives.

Figure 2 illustrates the proposed Pedestrian Facility Plan. This plan illustrates those existing urban arterial and collector street segments that currently do not have a sidewalk on either side of a given street, as well as future roadway alignments that will be developed with sidewalk facilities. It should be noted that this plan is identical to the plan identified in the May 2000 TSP update (Figure 2 of the May 2000 Proposed Transportation System Plan Amendment prepared by Kittelson & Associates, Inc.), with the exception of the additional pedestrian elements created as part of the *US 395 (Port Drive to Feedville Road) Corridor Refinement Plan*.

The City of Hermiston's current street standards call for sidewalks to be provided along all new urban arterial, collector, and local streets. As development and redevelopment occurs, and as City funding permits, sidewalk gaps in the existing roadway system will be filled.

The desire to develop a multi-use pathway system carries forward into this TSP amendment. Of particular interest is a multi-use path along the west side of US 395 that could potentially link to the existing multi-use path in the City of Stanfield. To link this path to the remainder of the City of Hermiston, a multi-use path bridge crossing of the irrigation canal and railroad tracks running along the north side of the study area will be required. A further description of this pedestrian plan component as it relates to the Pedestrian Facility Plan is provided in the separate section of this report titled "US 395 Corridor Refinement Plan Study Area."

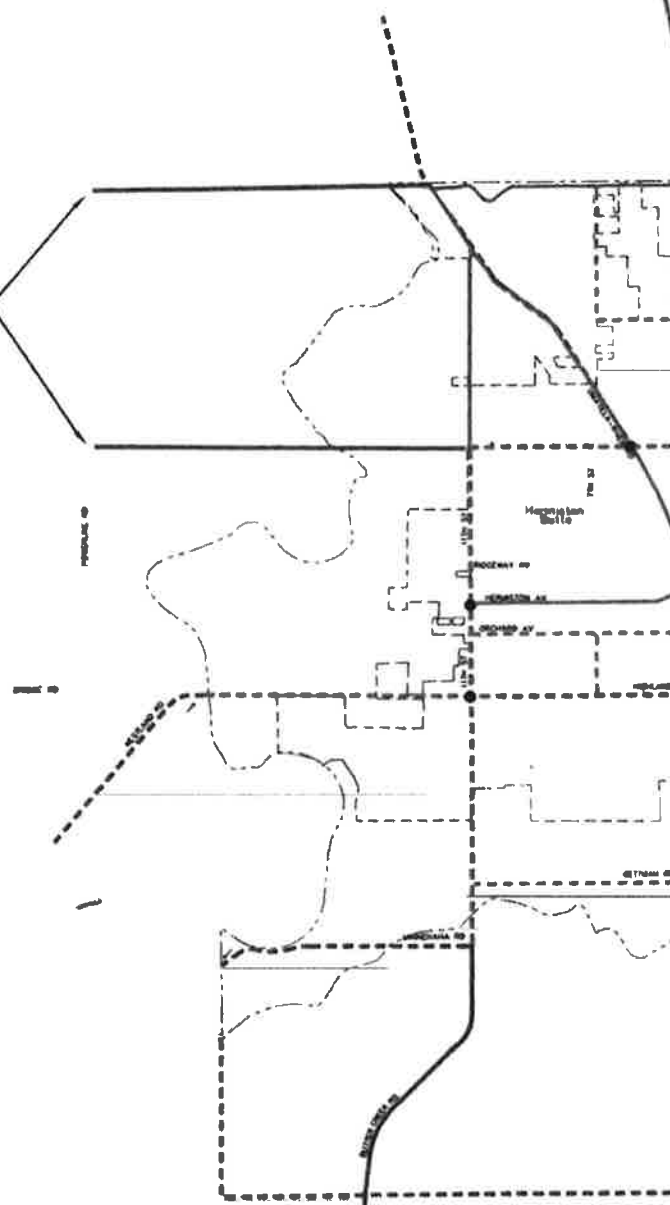
#### **Bicycle Facility Plan**

The bicycle plan establishes a network of bicycle lanes and routes that are designed to connect the City's bicycle trip generators. Figure 3 illustrates the proposed updated Bicycle Facility Plan for the city of Hermiston. This plan is also identical to the plan identified in the May 2000 TSP update (Figure 3 of the May 2000 Proposed Transportation System Plan Amendment prepared by

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*Kittelson & Associates, Inc.*








NOTE: NEW UMATILLA RIVER  
BRIDGE CROSSING ON EITHER  
PUNKIN CENTER RD. OR ELM AVE.

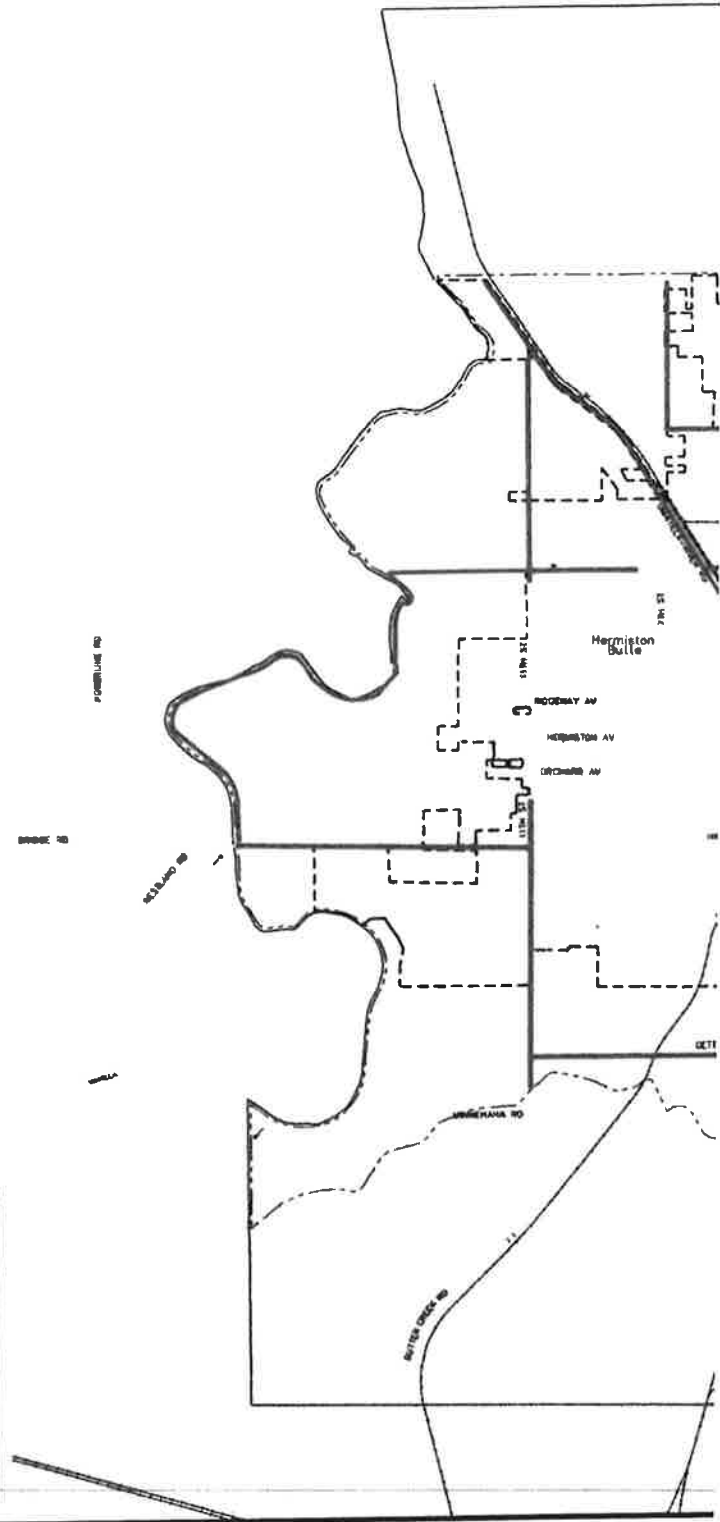


LEGEND	
	URBAN MAJOR ARTERIAL
	URBAN MINOR ARTERIAL
	URBAN MAJOR COLLECTOR
	URBAN MINOR COLLECTOR
	RURAL ARTERIAL
	RURAL COLLECTOR
	TRAFFIC SIGNAL
	STUDY AREA BOUNDARY
	UGB
	CITY LIMITS
	US 305 CORRIDOR REFINEMENT STUDY AREA

NOTE: THE ALIGNMENT FOR FUTURE STREETS SHOULD BE CONSIDERED CONCEPTUAL. THE INTERSECTIONS AND THE STREET ALIGNMENTS MAY VARY DEPENDING ON RIGHT-OF-WAY AND TOPOGRAPHIC CONSTRAINTS.

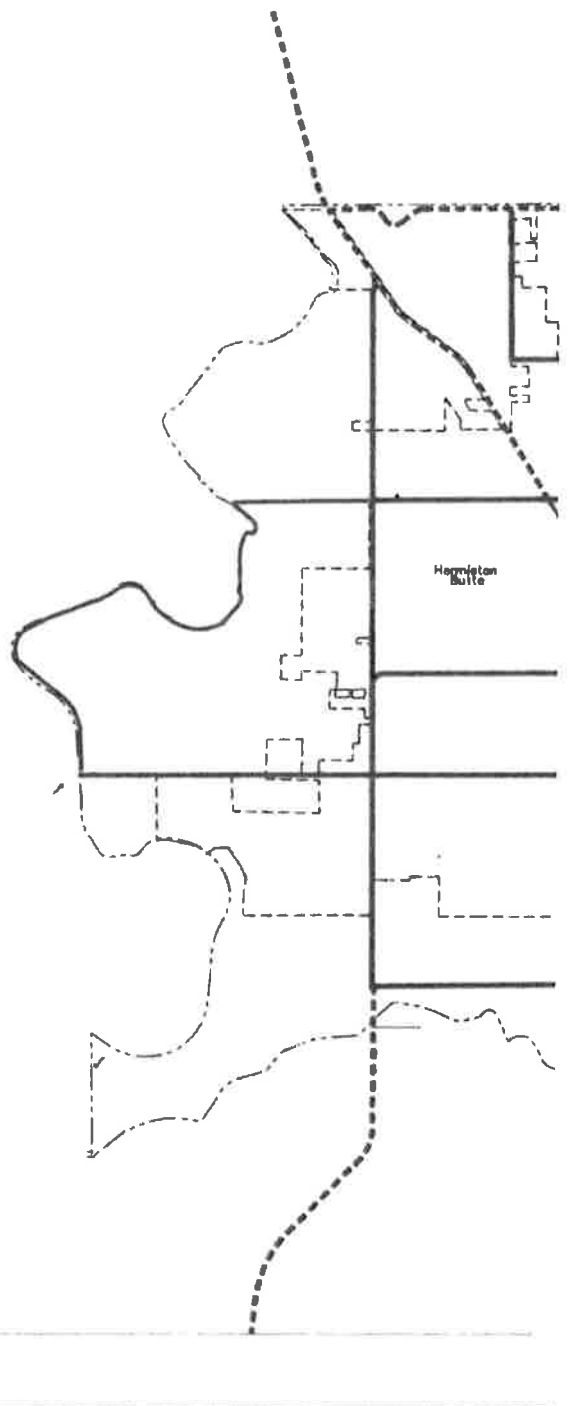
**LEGEND**

-  PROPOSED SIDEWALK IMPROVEMENTS  
(Urban Arterials & Collectors)
-  PROPOSED OFF-STREET (MULTI-USE)  
PATHWAY IMPROVEMENTS
-  FUTURE OFF-STREET (MULTI-USE)  
PATHWAY BRIDGE
-  STUDY AREA BOUNDARY
-  UGB
-  CITY LIMITS
-  US 395 CORRIDOR REFINEMENT STUDY AREA



**LEGEND**

- ON-STREET BIKE LANE
- - - - SHOULDER BIKEWAYS
- ON-STREET BIKE ROUTE
- OFF-STREET (MULTI-USE) PATHWAY
- STUDY AREA BOUNDARY
- - - - UGB
- - - - CITY LIMITS
- US 395 CORRIDOR REFINEMENT STUDY AREA



Kittelson & Associates, Inc.), with the exception of the additional elements created as part of the US 395 (Port Drive to Feedville Road) Corridor Refinement Plan. A detailed description of these bicycle components as they relate to the Bicycle Facility Plan are provided in the separate section of this report titled "US 395 Corridor Refinement Plan Study Area."

### **US 395 CORRIDOR REFINEMENT PLAN STUDY AREA**

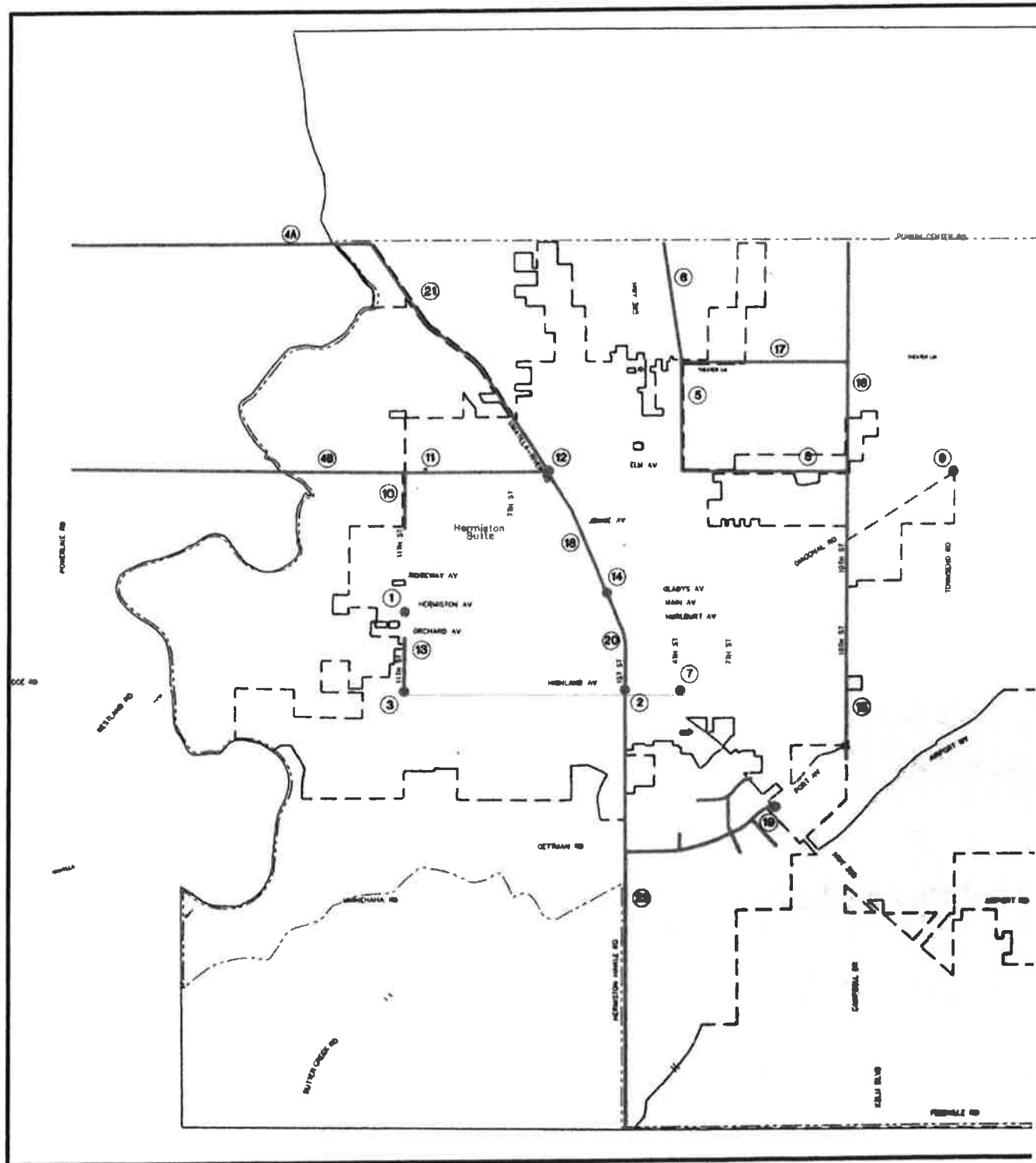
Recognizing the unique transportation needs of the study area defined in the US 395 Corridor Refinement Plan, transportation elements were developed to serve the local access needs of existing development while also providing future transportation (roadway, bicycle, and pedestrian) connections that support future growth. Each of the identified system treatments are intended to promote connectivity and efficient operations on the existing facilities while preserving the access integrity and safety of the US 395 corridor.

#### **Transportation Improvement Projects**

The May 2000 Transportation System Plan update identified nine additional roadway improvement projects for the 20-year planning horizon. These projects are summarized in Figures 4 and 5. As a result of consensus achieved through the US 395 (Port Drive to Feedville Road) Corridor Refinement planning efforts, twenty-two additional transportation improvement projects have been identified. These new improvements from the US 395 Corridor Refinement Plan are summarized in Figure 6 and Table 1. These projects include construction of new roadways and intersections, the extension of existing roadway corridors to provide better connectivity, implementation of access management measures as a result of the US 395 median project, and traffic control improvements. It should be noted that the order of projects listed in Table 1 do not reflect a prioritized ranking. Scheduling of the US 395 Corridor Refinement Study area projects is discussed in greater detail later in this memorandum.

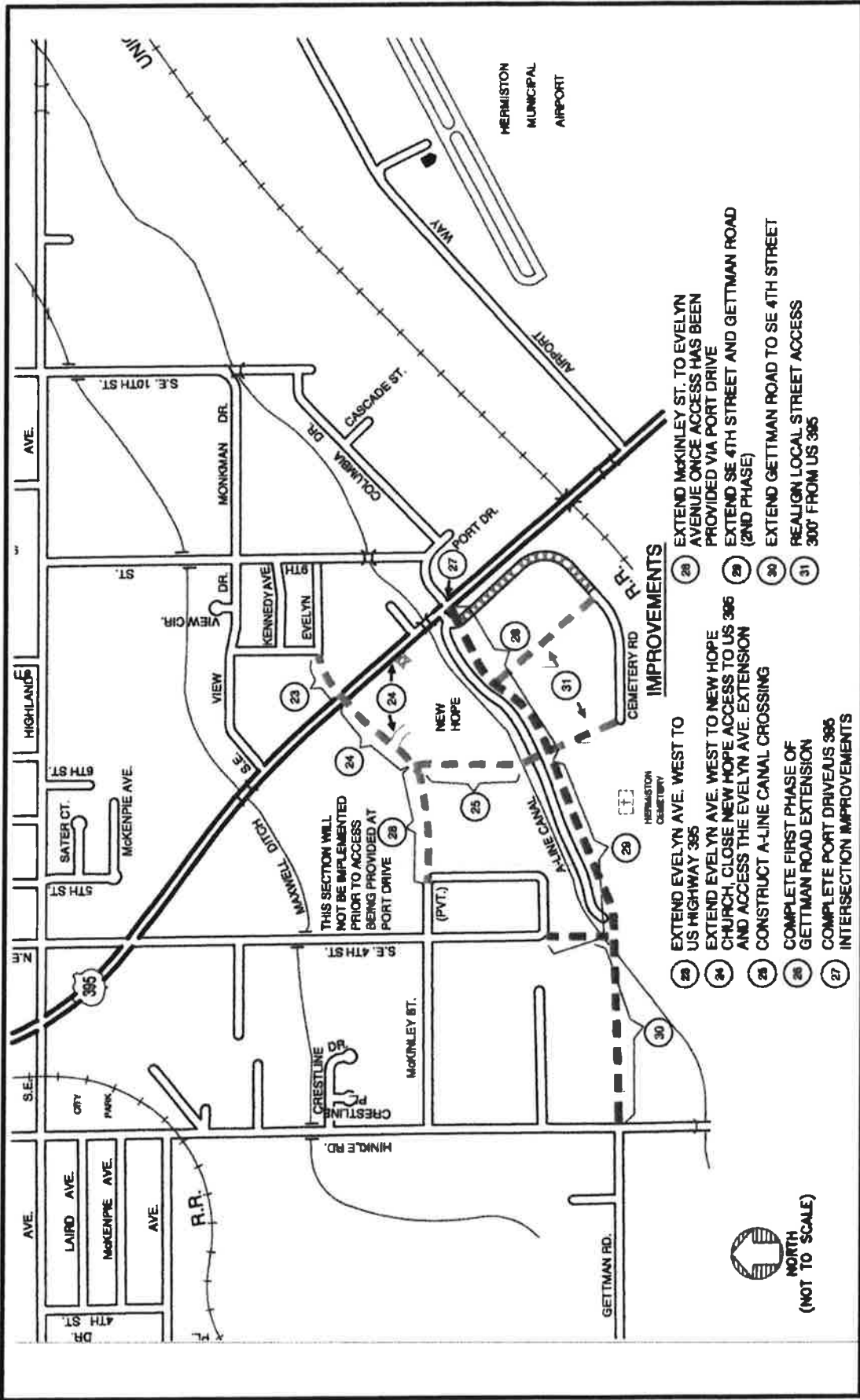
The additional projects are expected to be implemented gradually over the planning horizon in conjunction with local development activities and so have been categorized as short-term, mid-term, and long-term needs.





**LEGEND**

- IMPROVEMENT LOCATIONS
- STUDY AREA BOUNDARY
- - - UGB
- · · CITY LIMITS
- ▭ US 395 CORRIDOR REFINEMENT STUDY AREA



**SOUTH HERMISTON STUDY AREA ACCESS AND CIRCULATION IMPROVEMENT PLAN  
MAY 2000 TSP UPDATE**

HERMISTON TSP AMENDMENT  
HERMISTON, OREGON  
JANUARY 2003

**IMPROVEMENTS**

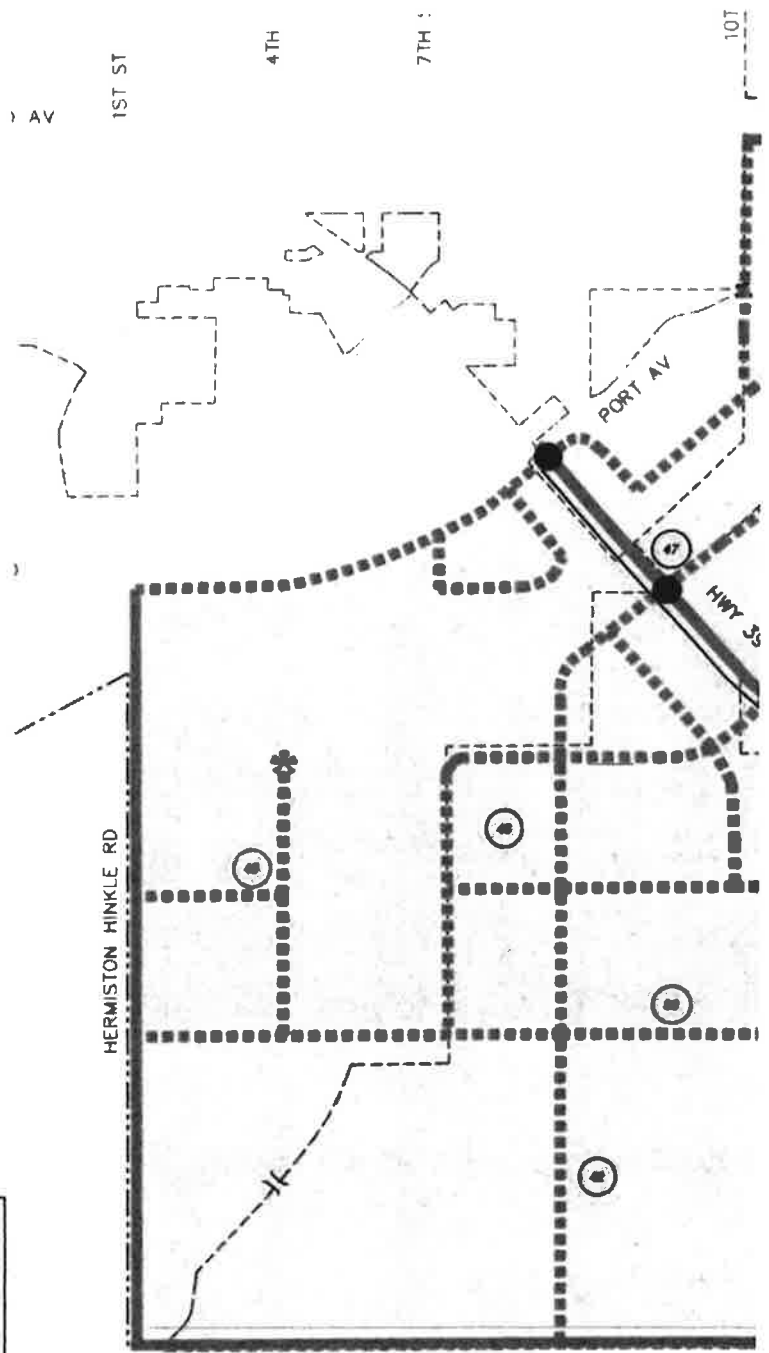
- 23 EXTEND EVELYN AVE. WEST TO US HIGHWAY 395
- 24 EXTEND EVELYN AVE. WEST TO NEW HOPE CHURCH, CLOSE NEW HOPE ACCESS TO US 396 AND ACCESS THE EVELYN AVE. EXTENSION
- 25 CONSTRUCT A-LINE CANAL CROSSING
- 26 COMPLETE FIRST PHASE OF GETTMAN ROAD EXTENSION
- 27 COMPLETE PORT DRIVE/US 395 INTERSECTION IMPROVEMENTS
- 28 EXTEND MCKINLEY ST. TO EVELYN AVENUE ONCE ACCESS HAS BEEN PROVIDED VIA PORT DRIVE
- 29 EXTEND SE. 4TH STREET AND GETTMAN ROAD (2ND PHASE)
- 30 EXTEND GETTMAN ROAD TO SE 4TH STREET
- 31 REALIGN LOCAL STREET ACCESS 300' FROM US 395

THIS SECTION WILL NOT BE IMPLEMENTED PRIOR TO ACCESS BEING PROVIDED AT PORT DRIVE

**LEGEND**

- NEW MINOR COLLECTOR
- NEW LOCAL STREET
- STREET CLOSURE





**LEGEND**

	URBAN MAJOR ARTERIAL
	URBAN MINOR ARTERIAL
	URBAN MAJOR COLLECTOR
	URBAN MINOR COLLECTOR
	TRAFFIC SIGNAL
	OFF-STREET (MULTI-USE) PATH
	UGB
	CITY LIMITS
	US 395 CORRIDOR REFINEMENT STUDY AREA

**##** CORRESPONDS TO IMPROVEMENTS LISTED IN TABLE 1

Table 1  
Recommended 20-Year Street Improvement Projects  
US 395 Corridor Refinement Study Area

Fig 6 Id #	Project Description	Priority	Estimated Cost (Yr. 2002 \$)	Potential Funding Source(s)
33	Provide a signalized access portal to US 395 (when warranted by a traffic engineering study) at the current Wal-Mart Distribution Center access to be served by a major collector roadway east of US 395 and a minor collector west of US 395.	Near-term	\$225,000	AMG, PDF, TEP, SDC, GF
34	Realign the north and south approaches to Ott Road such that they intersect US 395 at a complete 90-degree angle. The future intersections should be limited to right-in/right-out driveways to help preserve access management along the highway.	Mid-term, but not before improvements #33 and #52	\$550,000	AMG, PDF, TEP, SDC, GF
35	Develop a minor collector backage road that runs parallel to US 395 between Keili Boulevard and the Wal-Mart Distribution Center truck access road.	Near-term, but not before improvements #33.	\$1,750,000	PDF, LID, GF
36	Re-construct a limited access right-in/right-out driveway to US 395 near the current Hermiton Foods driveway to be served by minor collector roadways on both sides of the highway.	Mid-term, following improvements #33, #35, & #52	\$25,000	AMG, TEP, SDC, PDF, STIP
37	Re-construct a limited access intersection (left-in/right-in/right-out) at the US 395/Keili Boulevard intersection.	Mid-term, following the completion of improvements #33, #35, #38 & #40	\$25,000	AMG, TEP, SDC, PDF, STIP
38	Signalize the US 395/Campbell Drive/Airport Road intersection when warranted by a traffic engineering study.	Mid-term	\$225,000	STIP, PDF, LID, GF
39	Develop a minor collector roadway to facilitate east/west travel between Hermiton-Hinkie Road and US 395.	Long-term	\$5,375,000	PDF, LID, GF
40	Upon redevelopment of adjacent land parcels, develop a minor collector connection between Campbell Drive and Keili Boulevard.	Mid-term	\$275,000	PDF, GF, LID
41	Extend Campbell Drive at major collector standards south and east to Keili Boulevard (1 <sup>st</sup> Phase). Realign a portion of Keili Boulevard so that it intersects the extension of Campbell Drive (2 <sup>nd</sup> Phase).	Long-term	\$1,075,000	GF, LID, TEP
42	Develop a minor collector roadway to facilitate north/south travel between US 395 and Feedville Road.	Long-term	\$3,700,000	PDF, LID, GF
43	Develop a series of minor collector roadways to ensure circulation and connectivity upon redevelopment of the large agriculture plots within the western study area.	Long-term	\$5,825,000	PDF, LID, GF

Fig. # Id #	Project Description	Priority	Estimated Cost (Yr. 2002 \$)	Potential Funding Source(s)
44	#44 not used	-	-	-
45	Upon the redevelopment of the Hermiston Agriculture Experiment Station, provide a new minor collector roadway along the SE 4 <sup>th</sup> Street alignment. Upgrade and extend Experiment Station Road to this 4 <sup>th</sup> Street alignment.	Long-term	\$1,575,000	PDF, LID
46	Develop a full access intersection at US 395 to be served by a future extension of Able Drive. This intersection should be limited to a right-in/right-out/left-in access when warranted by a traffic engineering study.	Long-term, following the completion of improvements #43 & #47	\$225,000	STIP, AMG, PDF
47	Develop a signalized access intersection at the US 395/Airport Way intersection when warranted by a traffic engineering study.	Long-term, following completion of elements of improvement #43	\$225,000	GF, SDC, TEP, PDF, STIP
48	Complete a minor collector roadway system upon redevelopment of the vacant land north of the airport, irrigation canal, and rail line.	Mid-term	\$3,150,000	PDF, SDC, LID, TEP
49	Develop a major collector roadway to facilitate north/south travel within the northeast quadrant of the US 395 Refinement Plan study area.	Mid-term	\$3,300,000	PDF, SDC, LID, TEP
50	Develop a series of minor collector roadways to facilitate circulation south of the Hermiston Airport.	Mid-term	\$3,375,000	PDF, SDC, LID, TEP
51	Develop a series of minor collector roadways to facilitate circulation within the northeast quadrant of the US 395 Refinement Plan study area.	Long-term	\$7,125,000	PDF, SDC, LID, TEP
52	Develop a major collector backage road between Kelli Boulevard and Ott Road.	Near-term	\$2,875,000	PDF, SDC, LID, TEP
53	Extend Kelli Boulevard east of US 395 to connect into a minor collector roadway network.	Near-term	\$1,100,000	PDF, SDC, LID
54	Develop a multi-use path along the west side of US 395. This path will require a bridge crossing over the feed canal and rail line.	Mid-term	\$450,000	GF, STIP, TEP
55	Signalize the US 395/Feedville Road intersection when warranted by a traffic engineering study. (Improvement specific to the US 395 North Corridor Plan)	Long-term	\$225,000	STIP

Note: Potential Funding Sources include the Following:

- STIP - State Transportation Improvement Program (ODOT)
- GF - City of Hermiston General Fund
- SDC - City of Hermiston Transportation System Development Charge
- TEP - Transportation Enhancement Program
- PDF - Private Development Funds
- AMG - Access Management Grant
- LID - Local Improvement District
- County - Umatilla County
- LSN - Local Street Network

### Implementation Requirements

The order of implementing the US 395 (Port Drive to Feedville Road) Corridor Refinement Plan projects were developed jointly by the City of Hermiston and ODOT to ensure the integrity of the US 395 corridor as well as local access and circulation. This implementation strategy is outlined in the following bullet points.

- Access improvements to US 395 will need to occur on an incremental basis depending upon the rate and location of new development.
  - The signalization of the US 395/Campbell Drive/Airport Road intersection (*Improvement #38*) in the near to mid-term will begin to shape future circulation patterns within the US 395 study area.
  - The signalization of the US 395/Wal-Mart Distribution Center driveway (*Improvement #33*) should occur when traffic signal warrants merit installation. The need for signalization will likely be facilitated by roadway *Improvements #35 and #52*.
  - *Improvement #36* will occur upon redevelopment of adjacent land parcels and the completion of *Improvements #35 and #52*.
  - The signalization of the US 395/Airport Way intersection (*Improvement #47*) will occur when upon the completion of future roadways associated with *Improvement #43* and when traffic signal warrants merit installation.
  - The future extension of Able Drive (*Improvement #46*) and its future intersection with US 395 should be limited to a right-in/right-out/left-in access upon the completion of *Improvements #43 and #47*.
  - The limited access modifications to the US 395/Kelli Boulevard (*Improvement #37*) should occur after completion of *Improvements #33, #35, #38, and #40*.
  - The limited access modifications to the US 395/Ott Road (*Improvement #34*) should occur after the completion of *Improvement #33 and #52*.
  - The signalization of US 395/Feedville Road (*Improvement #55*) should occur when traffic signal warrants merit installation. This is likely to be a long-term improvement that will be required upon the redevelopment of the large agricultural plots of the western US 395 study area. This improvement project is specific to the US 395 North Corridor Plan.
- The majority of the circulation roadways and necessary right-of-way can begin to be acquired and constructed upon the redevelopment of individual land parcels. Specific projects that should occur on a phased basis include the following:
  - To facilitate future circulation and access patterns, right-of-way and roadways associated with *Improvement #53* should begin to be acquired and constructed in the near term.
  - Future circulation roadways such as *Improvements #35 and #52* should occur upon the redevelopment of adjacent land parcels. These roadways will serve as

parallel roads to US 395 and will need to be planned in conjunction with future access opportunities to US 395 (*Improvements #33, #34, #36, #37 and #53*).

- *Improvement #40* should occur upon the redevelopment of adjacent land parcels to help facilitate access *Improvement #37*.
- *Improvement #41* should occur after signalization of the US 395/Campbell Drive intersection (*Improvement #38*) and the redevelopment of adjacent land parcels.

We trust that this memorandum adequately outlines the material proposed to be amended to the City of Hermiston's TSP and the *US 395 North Corridor Plan*. Should you have any questions or comments with respect to this information, please call us.

**ORDINANCE NO. 2219**

AN ORDINANCE AMENDING THE HERMISTON TRANSPORTATION SYSTEM PLAN THROUGH THE ADOPTION OF THE 2014 TSP UPDATE.

WHEREAS, the Hermiston Planning Commission held a public hearing on May 21, 2014 to receive public testimony and consider an amendment to the Hermiston Transportation System Plan, and

WHEREAS, the Hermiston City Council held a public hearing on June 9, 2014 to receive public testimony and consider an amendment to the Hermiston Transportation System Plan, and

WHEREAS, notice of the Planning Commission and City Council hearings was provided to the Department of Land Conservation and Development and published in a newspaper of general circulation in accordance with statutory requirements and local ordinance requirements for notice of legislative amendments, now therefore

THE CITY OF HERMISTON DOES ORDAIN AS FOLLOWS:

**SECTION 1.** The Hermiston Transportation System Plan is hereby amended to include the 2014 JRH Transportation System Plan Update.

**SECTION 2.** The 2014 JRH Transportation System Plan Update is attached as Exhibit A and is incorporated herein by reference.

**SECTION 3.** The findings of fact adopted by the city council on June 9, 2014 are incorporated herein by reference.

**SECTION 4.** The effective date of this ordinance shall be the thirtieth day after enactment.

PASSED by the Common Council this 9th day of June, 2014.  
SIGNED by the Mayor this 9th day of June, 2014.

  
MAYOR

ATTEST:

  
CITY RECORDER



**HERMISTON  
TRANSPORTATION SYSTEM PLAN  
UPDATE**

**HERMISTON, OREGON**

JUNE 9, 2014





Crash histories at all locations were investigated to locate areas of safety concern. Locations where the crash rate exceeded one per million vehicles entering the intersection per year were identified for safety improvements.

### **3.0 BACKGROUND**

This memorandum provides existing conditions and future year conditions for major roadways and intersections within Hermiston. This analysis evaluates roadways and intersections to determine which locations are projected to operate below adopted mobility standards by the end of the planning horizon. This memo identifies locations that will not meet mobility standards by the end of the planning horizon, identifies intersections with high crash rates, and locations that the City of Hermiston identified as having operational issues; followed by recommendations for improvements.

### **4.0 TRAFFIC VOLUME CALCULATIONS**

#### **4.1 Existing Traffic Volumes**

To determine baseline traffic volumes, turning movement traffic counts were taken for major intersections within Hermiston during the years 2011-2012 in July, August, and October. "Major intersections" are those which have intersecting roadways of collector or higher classification and locations that were identified by the City of Hermiston and Oregon Department of Transportation (ODOT) as having a significant effect on the transportation system. These intersections are identified in Table 1.

#### **4.2 Traffic Counts**

Vehicle counts were taken at all of the studied intersections during the weekday PM peak period of 3:30-5:30 pm during July, August, and October. Previously taken vehicle counts at intersections in the area illustrated peak hours within that time frame, therefore this timeframe is appropriate. The vehicle counts are included in Appendix A.



**Table 2: Seasonal Adjustment Factors**

ATR and Count Month	Seasonal Adjustment Factor
ATR: 30-019 Stanfield	
July	1.0335
August	1.000*
October	1.0528

\*August is peak month and therefore has no factor applied to it.

The 2012 PM peak hour-peak season traffic volumes are illustrated in Figure 1 and provided in Appendix B. The weekday PM peak hour is the time period usually representative of worst case traffic conditions.

## **5.0 FUTURE YEAR VOLUMES**

Traffic volumes projected at the end of the planning horizon, year 2033, are calculated by evaluating historical growth in the city, projected population growth trends, and build out of available buildable lands.

### **5.1 Highway 395 Growth**

Projected background growth on Highway 395 due to factors external to Hermiston were calculated using the ODOT Future Volume Tables (FVT). The FVT were also examined to project the anticipated Highway 395 growth through the city. The ODOT FVT provide year 2009-2010 and projected year 2033 traffic volumes. An average yearly growth rate of 0.06% per year at the Stanfield recorder and 0.95% per year at MP 3.30 just north of the city was calculated using these values. The growth rate calculations are provided in Appendix C. The yearly growth rate of 1.0% was applied to the through movements on Highway 395 as background traffic growth entering the city.

### **5.2 Available Buildable Lands**

An evaluation of the Hermiston Buildable Lands Inventory illustrates that there is a substantial amount of vacant commercial and industrially zoned land available within the Urban Growth Boundary (UGB). The current projected development trends do not support the assumption that all the buildable lands can be developed within the next 20 years. In coordination with the City of Hermiston, as a reasonable conservative estimate, approximately 30% of the commercial and industrial land capable of development is projected to be built out within the 20 year planning horizon.



The acreage of buildable land within the UGB within the 20-year planning horizon is estimated at:

- Commercial Retail: 205 acres
- Commercial Office/Medical Office: 40 acres
- Commercial/Industrial: 900 acres
- Industrial: 210 acres
- Residential: 1075 acres

Appendix C includes a map illustrating the buildable lands within the UGB.

#### Commercial and Industrial Zoned Lots

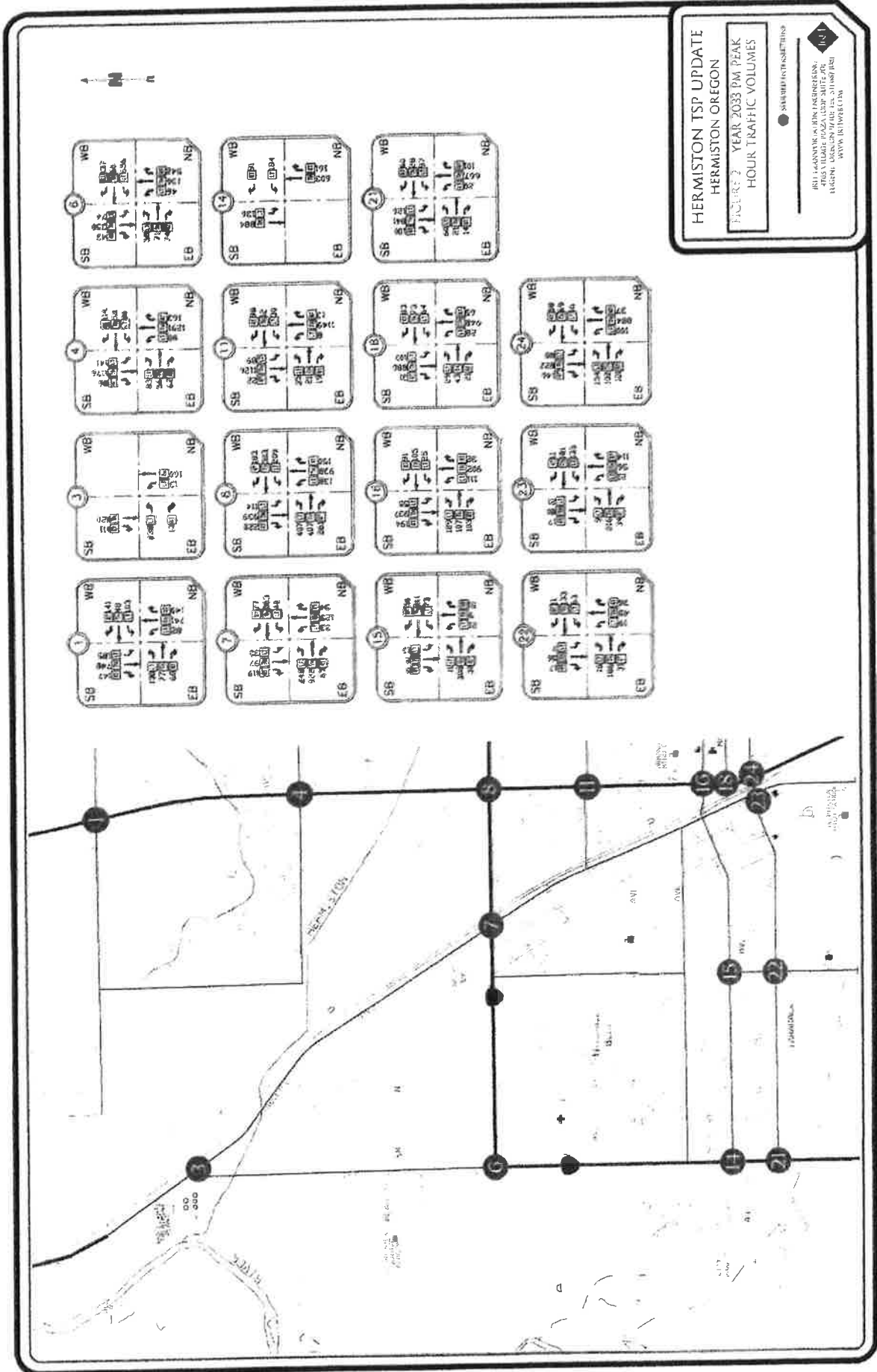
There are approximately 245 acres of commercially zoned lots (commercial retail, commercial office and medical office) available for development. Most of the buildable commercial land is in the north and west sides of the City. The major roadways serving the commercial lands are Highway 395, Elm Street and 11<sup>th</sup> Street. Given land development code requirements for commercially zoned lots and the buildable potential of the lots, it is estimated that on average the commercial lots would generate 33 PM peak hour trips per acre of land. There will, of course, be some developments that generate more traffic per acre (fast food restaurants) and developments that generate less (specialty retail stores). The 33 trips per acre is a reasonable average number for this area.

There are approximately 210 acres of buildable industrial land and 900 acres of buildable commercial/industrial land. Most of the buildable commercial/industrial and industrial land is found within the southeast area of the city. These lots are accessible by Highway 395 and S. First Street. Traffic generated to these lots can be estimated using an ITE trip generation rate for the number of trips per acre at a typical rate of 7.96 trip/acre for industrial and 8.84 trips per acre for commercial.

Traffic estimated to be generated to the industrial and commercial lots during the PM peak hour are illustrated in Table 3.

#### Residentially Zoned Lots

The City Buildable Lands Inventory indicates that there are approximately 1075 vacant and developable residential acres which by code can allow up to 6000 single family and multiple family residential housing units. This estimation includes vacant parcels currently zoned for residential, uses which have not been platted, and those which have been platted and approved but not yet built. The City of Hermiston's buildable land inventory indicates that there is a need to



HERMISTON TSP UPDATE  
HERMISTON OREGON

FIGURE 2 YEAR 2033 PM PEAK  
HOUR TRAFFIC VOLUMES

SHARPE CONSULTANTS  
1011 LAKEVIEW AVENUE, SEASIDE, OREGON 97138  
4555 VILLAGE CIRCLE, SEASIDE, OREGON 97138  
LUGHRAN, MORGAN, HARRIS, USA, JH@SHARPE.COM  
WWW.SHARPE.COM





**Table 6: Intersection Mobility Standard-ODOT Intersections**

Intersections	Mile Post	Segment Designation	Speed	Control	Mobility Standard (v/c)
<b>ODOT Intersections</b>					
Highway 395 at Punkin Center Road	3.79	NHS,FR,TR	45	Signal	0.75
Highway 395 at Theater Lane	4.33	NHS,FR,TR	45	Signal	0.75
Highway 395 at Elm Avenue	4.83	NHS,FR,TR	45	Signal	0.80
Highway 395 at Jennie Avenue	5.09	NHS,FR,TR	30	Signal	0.80
Highway 395 at Gladys Avenue	5.40	NHS,FR,TR	30	Signal	0.80
Highway 395 at Main Street	5.46	NHS,FR,TR	30	Signal	0.80
Highway 395 at Hurlburt Avenue	5.53	NHS,FR,TR	30	Signal	0.80
Highway 395 at Highland Avenue	5.87	NHS,FR,TR	30	Signal	0.80
Highway 395 at SE 4 <sup>th</sup> Street	6.03	NHS,FR,TR	30	Signal	0.80
Highway 395 at Kelli Boulevard	7.45	NHS,FR,TR	30	Signal	0.80
Highway 207/Elm Avenue at SW 11 <sup>th</sup> Street	7.95	TR	30	Stop	Uncontrolled Approach 0.85 Stopped Approach 0.90
Highway 207 at Hermiston Avenue	8.58	TR	30	Signal	0.85
Highway 207 at Orchard Avenue	8.70	TR	30	Stop	Uncontrolled Approach 0.85 Stopped Approach 0.90
Highway 207 at Highland Avenue	8.95	TR	30	Signal	0.85
Highway 207 at Feedville Road	10.82	TR	30	Stop	Uncontrolled Approach 0.85 Stopped Approach 0.90

NHS=National Highway System  
 FR=State Freight Route  
 TR=Federally Designated Truck Route



**Table 8: Intersection Operation Year 2012-ODOT Intersections**

Intersections	Control	Mobility Standard (v/c)	Year 2012 Intersection Operation (v/c)
<b>ODOT Intersections</b>			
Highway 395 at Punkin Center Road	Signal	0.75	0.42
Highway 395 at Theater Lane	Signal	0.75	0.40
Highway 395 at Elm Avenue	Signal	0.80	0.74
Highway 395 at Jennie Avenue	Signal	0.80	0.48
Highway 395 at Gladys Avenue	Signal	0.80	0.55
Highway 395 at Main Street	Signal	0.80	0.47
Highway 395 at Hurlburt Avenue	Signal	0.80	0.48
Highway 395 at Highland Avenue	Signal	0.80	0.55
Highway 395 at SE 4 <sup>th</sup> Street	Signal	0.80	0.41
			eastbound approach (stopped) 0.22
		Uncontrolled Approach 0.85 Stopped Approach 0.90	southbound approach (uncontrolled) 0.16
Highway 395 at Kelli Boulevard	Stop		southbound approach (stopped) 0.80
		Uncontrolled Approach 0.85 Stopped Approach 0.90	westbound approach (uncontrolled) 0.24
Highway 207/Elm Avenue at SW 11 <sup>th</sup> Street	Stop		
Highway 207 at Hermiston Avenue	Signal	0.85	0.54
			westbound approach (stopped) 0.22
		Uncontrolled Approach 0.85 Stopped Approach 0.90	southbound approach (uncontrolled) 0.34
Highway 207 at Orchard Avenue	Stop		
Highway 207 at Highland Avenue	Signal	0.85	0.54
			westbound approach (stopped) 0.26
		Uncontrolled Approach 0.85 Stopped Approach 0.90	southbound approach (uncontrolled) 0.13
Highway 207 at Feedville Road	Stop		



**Table 10: Intersection Operation Year 2033-ODOT Intersections**

Intersections	Control	Mobility Standard (v/c)	Year 2033 Intersection Operation (v/c)
<b>ODOT Intersections</b>			
Highway 395 at Punkin Center Road	Signal	0.75	0.67
Highway 395 at Theater Lane	Signal	0.75	0.80
Highway 395 at Elm Avenue	Signal	0.80	1.27
Highway 395 at Jennie Avenue	Signal	0.80	0.65
Highway 395 at Gladys Avenue	Signal	0.80	0.76
Highway 395 at Main Street	Signal	0.80	0.69
Highway 395 at Hurlburt Avenue	Signal	0.80	0.63
Highway 395 at Highland Avenue	Signal	0.80	0.72
Highway 395 at SE 4 <sup>th</sup> Street	Signal	0.80	0.62
Highway 395 at Kelli Boulevard	Signal	Uncontrolled Approach 0.85 Stopped Approach 0.90	eastbound approach (stopped) >2.0 southbound approach (uncontrolled) 0.23
Highway 207/Elm Avenue at SW 11 <sup>th</sup> Street	Stop	Uncontrolled Approach 0.85 Stopped Approach 0.90	southbound and northbound approach (stopped) >2.0 westbound approach (uncontrolled) 0.54
Highway 207 at Hermiston Avenue	Signal	0.85	0.76
Highway 207 at Orchard Avenue	Stop	Uncontrolled Approach 0.85 Stopped Approach 0.90	westbound approach (stopped) 1.08 southbound approach (uncontrolled) 0.58
Highway 207 at Highland Avenue	Signal	0.85	0.80
Highway 207 at Feedville Road	Stop	Uncontrolled Approach 0.85 Stopped Approach 0.90	westbound approach (stopped) 0.47 northbound approach (uncontrolled) 0.23





### Vehicle Crash Evaluation

Oregon Department of Motor Vehicles (DMV) provided crash data for the period from year 2007 through year 2011, shown in Table 12. The crash data represents only the crashes that were reported to the DMV.

**Table 12: Crash Data 2007 to 2011**

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE INJURED	TRUCKS	DRY SURFACE	WET SURFACE	DAY	DARK	INTER-SECTION
<b>YEAR: 2011</b>											
ANGLE	0	15	10	25	21	0	23	2	21	4	22
BACKING	0	0	7	7	0	0	7	0	7	0	2
FIXED / OTHER OBJECT	0	1	5	6	1	0	6	0	2	4	2
HEAD-ON	0	2	0	2	3	0	2	0	0	2	0
MISCELLANEOUS	0	1	0	1	1	0	0	1	1	0	1
PARKING MOVEMENTS	0	0	1	1	0	0	1	0	0	1	0
PEDESTRIAN	0	2	0	2	2	0	1	1	0	2	1
REAR-END	0	29	31	60	37	2	56	3	48	12	19
SIDESWIPE - MEETING	0	0	3	3	0	1	3	0	1	2	1
SIDESWIPE - OVERTAKING	0	1	7	8	4	1	7	1	4	4	0
TURNING MOVEMENTS	0	23	23	46	36	0	41	5	40	6	24
<b>YEAR 2011 TOTAL</b>	<b>0</b>	<b>74</b>	<b>87</b>	<b>161</b>	<b>105</b>	<b>4</b>	<b>147</b>	<b>13</b>	<b>124</b>	<b>37</b>	<b>72</b>
<b>YEAR: 2010</b>											
ANGLE	0	20	8	28	26	0	29	7	23	5	26
BACKING	0	0	2	2	0	0	2	0	2	0	1
FIXED / OTHER OBJECT	0	3	7	10	3	0	5	5	4	6	2
HEAD-ON	0	1	1	2	2	0	2	0	0	2	0
MISCELLANEOUS	0	0	1	1	0	0	1	0	0	1	1
NON-COLLISION	0	1	0	1	1	0	1	0	1	0	0
PARKING MOVEMENTS	0	1	0	1	3	0	1	0	1	0	0
PEDESTRIAN	0	2	0	2	2	0	2	0	0	2	2
REAR-END	0	24	30	54	35	3	48	6	47	7	34
SIDESWIPE - MEETING	0	0	5	5	0	0	4	1	3	2	3
SIDESWIPE - OVERTAKING	0	1	6	7	1	1	6	1	5	2	1



COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE INJURED	TRUCKS	DRY SURFACE	WET SURFACE	DAY	DARK	INTER SECTION
<b>YEAR: 2007</b>											
ANGLE	0	6	10	16	7	0	12	4	13	3	15
BACKING	0	1	2	3	1	0	3	0	2	1	0
FIXED / OTHER OBJECT	0	4	2	6	7	1	5	1	2	4	2
HEAD-ON	0	1	0	1	1	0	1	0	1	0	0
MISCELLANEOUS	0	0	1	1	0	0	0	1	0	1	0
NON-COLLISION	0	1	0	1	1	0	0	1	1	0	0
PARKING MOVEMENTS	0	0	3	3	0	1	3	0	1	2	0
REAR-END	0	24	24	48	38	2	42	5	37	11	19
SIDESWIPE - MEETING	0	0	1	1	0	0	1	0	1	0	1
SIDESWIPE - OVERTAKING	0	2	8	10	7	1	10	0	7	3	0
TURNING MOVEMENTS	0	22	27	49	33	4	42	6	44	5	24
<b>YEAR 2007 TOTAL</b>	<b>0</b>	<b>61</b>	<b>78</b>	<b>139</b>	<b>95</b>	<b>9</b>	<b>119</b>	<b>18</b>	<b>108</b>	<b>38</b>	<b>61</b>
<b>FINAL TOTAL</b>	<b>2</b>	<b>362</b>	<b>395</b>	<b>703</b>	<b>424</b>	<b>38</b>	<b>590</b>	<b>101</b>	<b>534</b>	<b>169</b>	<b>345</b>

Crash data from year 2007 to year 2011 for each of the studied intersections were evaluated to determine locations where the crash rates are high and would warrant safety improvements. Intersection crash rates are illustrated in Table 13. The crash data is included in Appendix F. Crash data is compared to a threshold rate of 1.0 crashes per million entering vehicles. Intersection crash rates nearing this threshold should be evaluated for safety improvements.



## **IMPROVEMENT PROJECTS**

Intersections that will not meet mobility standards through the year 2033 are:

- Highway 395 at Theater Lane
- Highway 395 at Elm Avenue
- Highway 207/Elm Avenue at SW 11<sup>th</sup> Street
- Diagonal at NE 10<sup>th</sup> Street
- Highway 207 at 11<sup>th</sup> Avenue
- Main Street at NE/SE 7<sup>th</sup> Street/Diagonal Street
- Highway 207 at Orchard Street
- Highway 395 at Kelli Boulevard.

Intersections with a high crash rate (rate approaching or exceeding 1.0) between the year 2007 and 2011 are:

- Highway 395 at Elm Avenue
- Highway 395 at Main Street
- Highway 395 at Highland Avenue
- Highway 395 at 4<sup>th</sup> Street

Additionally the following intersections were identified as having pedestrian safety issues or other operational issues that the City would like to be addressed:

- Highway 207/Elm Avenue at SW 11<sup>th</sup> Street
- Highland Avenue at 1<sup>st</sup> Street
- Highway 207/Elm Avenue at SW 11<sup>th</sup> Street
- Orchard at 1<sup>st</sup> Street
- W Harper Road at NW Geer Road



**Table 14a: Long Term Projects Recommended for 2033 or Later**

No	Project Description
4A	Option 1: Construct Bridge Access Umatilla River and Connect with Punkin Center Rd.
4B	Option 2: Construct Bridge Across Umatilla River and Connect with Elm Ave.

**Update of 2003 TSP Project List**

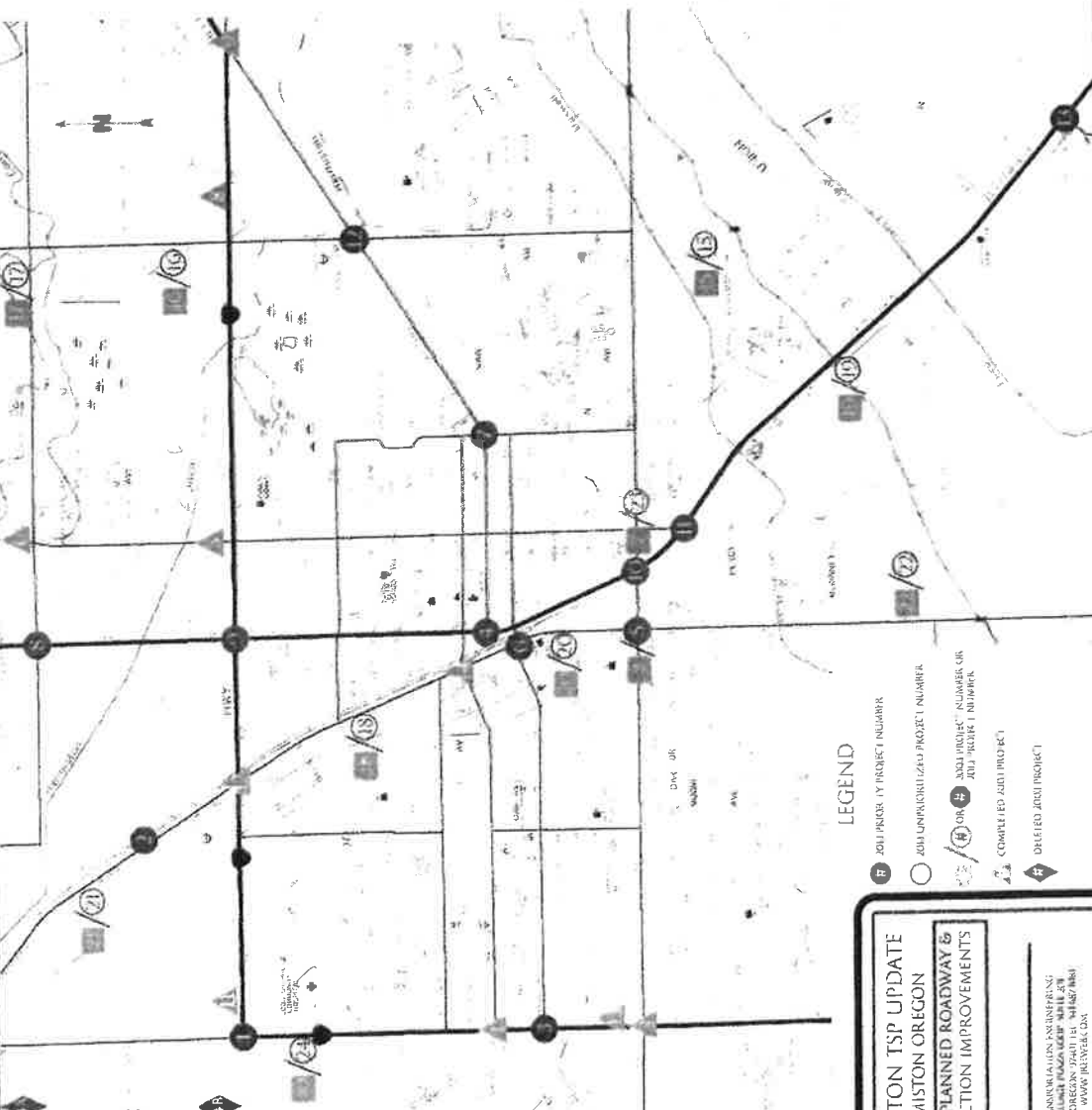
The January 2003 TSP Update listed twenty-two projects projected to be needed during the 20-year planning horizon. Since that time, ten projects were completed and two were dropped. Table 15 and Figure 3 indicate the current status of the projects adopted in the 2003 plan.

**Table 15: Update of Projects Recommended in January 2003 TSP**

No	Project Description	Status
1	Improve West 11th St./Hermiston Ave. Intersection (New Traffic Signal, Intersection Rechannelization)	Done
2	Improve West 1st St./Highland Ave. Intersection (New Traffic Signal)	New Priority List 5
3	Improve Highland Ave./West 11th St. Intersection (Reconfigure Turn Lanes)	Done
4A	Option 1: Construct Bridge Access Umatilla River and Connect with Punkin Center Rd.	Moved to Long Term Improvement
4B	Option 2: Construct Bridge Across Umatilla River and Connect with Elm Ave.	Moved to Long Term Improvement
5	Extend 4th St. from Elm Ave. to Punkin Center Rd. (Include New Signal at Elm Ave.)	Done
6	Extend 4th St. from Theater Lane to Punkin Center Rd.	Done
7	Improve West 4th St./Highland Ave. Intersection (New Traffic Signal)	Unprioritized List 23
8	Improve Elm Ave. from East 4th St. to Diagonal Rd. (Widen to 3 Lanes)	Done
9	Elm Ave./Diagonal Rd. Intersection Improvements	Done
10	Improve West 11th St. Adjacent to the Hospital (Widen to 3 Lanes)	Unprioritized List 24
11	Improve Elm Ave. from West 11th St. to Umatilla River Rd.	Done
12	Improve Elm Ave./Umatilla River Rd. Intersection (Signal Modified, Add Left Turn Lane)	Done
13	Improve West 11th St., north of Highland Ave. (Widen to 3 Lanes)	Done
14	Improve 1st Place/Hermiston Ave. Intersection (Add Traffic Signal, Intersection Rechannelization).	Done
15	Improve 10th St. from Columbia Dr. to Elm Ave.	Unprioritized List 15
16	Improve and Relocate 10th St. from Elm Ave. to Punkin Center Rd.	Unprioritized List 16
17	Theater Lane Upgrade from Highway 395 to East 10th St.	Unprioritized List 17

**Prioritized Street System Improvement List**

- Highway 20/21st Avenue at 16th Street
- Whisper Road at H Gate Road
- Highway 305 at Covered Avenue
- Highway 305 at Main Street
- Highway 305 at S 7th Street
- W Grand Avenue at NS 13 Street
- E Main Street at NS 22nd Street
- Highway 305 at H Street
- Highway 305 at Elm Avenue
- Highway 305 at Highland Street
- Highway 305 at S 4th Street
- Ungard Boulevard at NE 10th Street
- Highway 305 at Hill Boulevard



**LEGEND**

- JOINT PROJECT BY PROJECT NUMBER
- JOINT UNPRIORITIZED PROJECT NUMBER
- ⊕ JOINT PROJECT NUMBER OR JOINT PROJECT NUMBER
- ⊖ COMPLETED JOINT PROJECT
- ⊕ DHEATED JOINT PROJECT

**HERMISTON TSP UPDATE**  
HERMISTON OREGON

**FIGURE 1 PLANNED ROADWAY & INTERSECTION IMPROVEMENTS**

HEM DESIGN CONSULTANTS ENGINEERS  
400 WILLIAM ROAD, SUITE 200  
HERMISTON, OREGON 97101-1101  
WWW.HEMDESIGN.COM

Project Description	Status
Highway 20/21st Avenue at 16th Street	Unprioritized
Whisper Road at H Gate Road	Unprioritized
Highway 305 at Covered Avenue	Unprioritized
Highway 305 at Main Street	Unprioritized
Highway 305 at S 7th Street	Unprioritized
W Grand Avenue at NS 13 Street	Unprioritized
E Main Street at NS 22nd Street	Unprioritized
Highway 305 at H Street	Unprioritized
Highway 305 at Elm Avenue	Unprioritized
Highway 305 at Highland Street	Unprioritized
Highway 305 at S 4th Street	Unprioritized
Ungard Boulevard at NE 10th Street	Unprioritized
Highway 305 at Hill Boulevard	Unprioritized

City of Hermiston Public Works Department



**Table 17: Unprioritized Street System Improvement List**

No.	Project Description	Status	Cost
14	Not Used		0
15	10th St. from Columbia Dr. to Elm Ave.	Widening	5,820,000
16	10th St. from Elm Ave. to Punkin Center Rd.	Widening	5,820,000
17	Theater Lane from Highway 395 to East 10th St.	Widening	4,989,000
18	Umatilla River Rd. from Hermiston Ave. to Elm Ave.	Upgrade	3,108,000
19	Highway 395/Port Ave. Intersection	New Traffic Signal	312,000
20	1st St. from Hermiston Ave. to Highland Ave.	Widening	1,559,000
21	Umatilla River Road from Elm Ave. to Punkin Center Rd.	Widening	2,078,000
22	1st St./Hermiston-Hinkle Rd. from Highland Ave. to Feedville Rd.	Widening	2,078,000
23	West 4 <sup>th</sup> St./Highland Ave. Intersection	New Traffic Signal	300,000
24	West 11 <sup>th</sup> St. Adjacent to The Hospital	Widen to 3 Lanes	250,000
<b>TOTAL:</b>			<b>26,314,000</b>

Tables 18 and 19 list the projects and projected costs for the South Hermiston Study Area and the US 395 Refinement Study Area. The South Area 2014 Project Costs are estimated at \$4,196,986 while the US 395 Refinement Area costs are estimate at \$84,494,000. Costs were calculated by using the original cost estimates and increasing them by an inflation rate of five percent per year. This is based on a judgment based weighted average of ODOT cost experience in Region 5. As with the 24 projects above, these are order of magnitude costs and should be used with caution.

*Note: Projects 23 and 24 in Table 17 above, "Unprioritized Street System Improvement List" are not the same projects as Projects 23 and 24 in Table 18 below, "South Hermiston Study Area."*

**Table 18: South Hermiston Study Area Access and Circulation Improvement Plan - May 2000 TSP Update - See Figure 4**

No.	Project Description	Cost
23	Extend Evelyn Ave. west to US Highway 395.	109,000
24	Extend Evelyn Ave. west to New Hope Church, close New Hope access to US 395 and access the Evelyn Ave. Extension	296,986
25	Construct A-Line Canal Crossing	554,000
26	Complete 1First Phase of Gettman Road Extension	782,000
27	Complete Port Drive/US 395 Intersection improvements	396,000
28	Extend McKinley St. to Evelyn Avenue once access has been provided via Port Drive	396,000
29	Extend SE 4th Street and Gettman Road (2nd Phase)	752,000



	minor collector roadway along the SE 4th Street alignment. Upgrade and extend Experiment Station Road to this 4th Street alignment.	3,118,000
46	<b>Develop a full access Intersection at US 395 to be served by a future extension of Able Drive. This Intersection should be limited to a right-in/right-out/left-in access when warranted by a traffic engineering study.</b>	445,500
47	Develop a signalized access Intersection at the US 395 Airport Way Intersection when warranted by a traffic engineering study.	445,500
48	<b>Develop a major collector roadway system upon redevelopment of the vacant land north of the airport, Irrigation canal, and rail line.</b>	6,237,000
49	Develop a major collector roadway to facilitate north/south travel within the northeast quadrant of the US 395 Refinement Plan study area.	6,534,000
50	<b>Develop a series of minor collector roadways to facilitate circulation south of the Hermiston Airport.</b>	6,682,000
51	Develop a series of minor collector roadways to facilitate circulation within the northeast quadrant of the US 395 Refinement Plan study area.	14,107,000
52	<b>Develop a major collector backage road between Kelli Boulevard and Ott Road.</b>	5,692,000
53	Extend Kelli Boulevard east of US 395 to connect into a minor collector roadway network.	2,178,000
54	<b>Develop a multi-use path along the west side of US 395. This path will require a bridge crossing over the feed canal and rail line.</b>	891,000
55	Signalize the US 395/Feedville Road Intersection when warranted by a traffic engineering study. (Improvement specific to the US 395 North Corridor Plan)	445,000
	<b>TOTAL:</b>	<b>84,494,000</b>

#### **Revenue sources:**

Finding the means for paying for public projects is often a difficult job. There are a number of potential sources which might be considered. These include the State Transportation Improvement Program (STIP). This is primarily generated by fuel taxes, weight, mile fees and vehicle registration fees. The money in the STIP is allocated by the State Transportation Commission with input from regional Area Transportation Commissions (ACTs), city and county governments and the general public.

- **Fuel Tax and Vehicle Registration Fees:**

A portion of all state gasoline and vehicle registration fees is sent directly to local jurisdictions. Although this amount at current tax levels is not large, it can be used for roadway improvements. Many jurisdictions have added a local tax to increase this revenue.

- **Ear-Marked Federal Funds:**

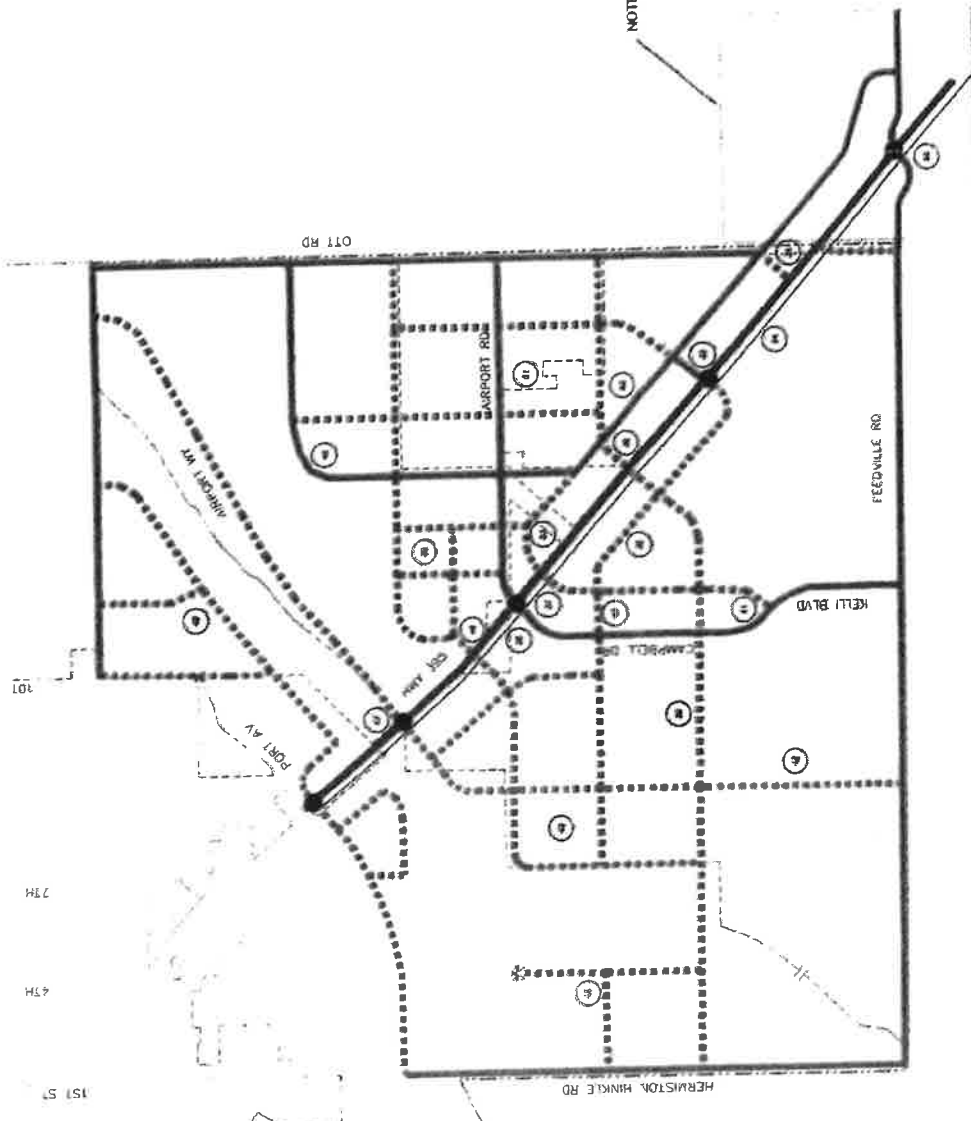
Although this source is subject to large fluctuations, having a good relationship with local members of Congress can help develop this source.



NORTH  
(NOT TO SCALE)

NOTE: UPDATE SPECIFIC TO THE  
US 395 NORTH CORRIDOR PLAN  
AND UMATILLA COUNTY TSP

GRAPHIC PROVIDED BY RUTLAND, K&A ASSOCIATES



- LEGEND**
- URBAN MAJOR ARTERIAL
  - URBAN MINOR ARTERIAL
  - URBAN MAJOR COLLECTOR
  - URBAN MINOR COLLECTOR
  - TRAFFIC SIGNAL
  - OFF-STREET (MULTI-USE) PATH
  - UGB
  - CITY LIMITS
  - US 395 CORRIDOR REFINEMENT STUDY AREA

**US 395 CORRIDOR  
STREET SYSTEM IMPROVEMENTS  
JANUARY 2003 UPDATE**

# CORRESPONDS TO IMPROVEMENTS LISTED IN TABLE 1

**FIGURE 5**

DATE: 1/20/03  
PROJECT: US 395 CORRIDOR REFINEMENT STUDY  
DRAWN BY: RUTLAND, K&A ASSOCIATES