UMATILLA COUNTY
est. 1862

Board of Commissioners

216 S. E. 4th Street
Pendleton, OR 97801
541-278-6204

Daniel N. Dorran
541-278-6201

John M. Shafer
541-278-6203

Celinda A. Timmons
541-278-6202

BOARD OF COMMISSIONERS MEETING
Wednesday, March 12, 2025, 1:30pm
Umatilla County Courthouse, Room 130

A. Call to Order

B. Chair's Introductory Comments & Opening Statement

C. New Business

CO-ADOPTION OF CITY OF HERMISTON COMPREHENSIVE PLAN MAP AMENDMENT #P-138-24: DENNIS GISI, APPLICANT/ VICTORY LIGHTHOUSE CHURCH C/O DAVID M JOHNSON, LARRY J & FLORENCE R BANKSTON, AND 3 RIVERS-OREGON PROPERTY LLC, OWNERS. The applicant requests the County co-adopt City Ordinance 2358 amending the comprehensive plan map from urbanizable to urban status for approximately 25 acres located on the north side of E Theater Lane. The City Council also adopted Ordinance 2359 annexing said property effective upon co-adoption of Ordinance 2358. The criteria of approval are found in Umatilla County Development Code 152.750 - 152.754 and the Joint Management Agreement between the City and County.

D. New Business

TEXT AMENDMENT #T-097-24, AMENDMENT OF UMATILLA COUNTY DEVELOPMENT CODE, SECTION 152.617(H) HOME OCCUPATIONS/COTTAGE INDUSTRIES IN THE EXCLUSIVE FARM

UMATILLA COUNTY
est. 1862

Board of Commissioners

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USE ZONE. The applicant, Jim Whitney, proposes text changes to the Umatilla County Development Code (UCDC) Section 152.617(H), to allow a resident to host commercial gatherings and weddings as Home Occupations in the Exclusive Farm Use Zone. The criteria of approval for amendments are found in Umatilla County Development Code 152.750-152.755.

D. Adjournment

PLAN MAP AMENDMENT #P-138-24
CO-ADOPTION OF HERMISTON ORDINANCE NO. 2358
DENNIS GISI, APPLICANT
VICTORY LIGHTHOUSE CHURCH c/o DAVID M JOHNSON, LARRY J & FLORENCE R BANKSTON, AND 3 RIVERS-OREGON PROPERTY LLC, OWNERS

MARCH 5, 2025, BOARD OF COUNTY COMMISSIONERS
PACKET CONTENT LIST

UMATILLA COUNTY
est. 1862
Community Development

PLANNING DIVISION

216 SE 4th ST, Pendleton, OR 97801, (541) 278-6252
Email: planning@umatillacounty.gov

MEMO

TO: **Umatilla County Board of County Commissioners**
FROM: Tierney Cimmiyotti, Planner
DATE: February 26, 2025

RE: **March 5, 2025 Board of County Commissioners Hearing**
City of Hermiston Plan Map Amendment Co-adoption
Plan Map Amendment, #P-138-24
Dennis Gisi, Applicant/ Victory Lighthouse Church c/o David M Johnson, Larry J & Florence R Bankston, and 3 Rivers-Oregon Property LLC, Owners

Background Information

On July 8, 2024, Hermiston City Council adopted Ordinance 2358, amending the Comprehensive Plan Map from "Urbanizable" to "Urban" for approximately 25 acres located on the north side of E Theater Lane. The City Council also adopted Ordinance 2359 annexing said property effective upon co-adoption of Ordinance 2358.

Co-Adoption

The City of Hermiston Joint Management Agreement (JMA) Section E (10) requires Comprehensive Plan Amendments applicable in the Urban Growth Area to be processed by the City. The JMA requires amendments to be adopted by ordinance, first by the City, then to the County for co-adoption review.

Hearings

The Hermiston City Council held a public hearing on July 8, 2024 and approved the plan map amendment and subsequently adopted Ordinances 2358 and 2359.

The Umatilla County Planning Commission held the County's first evidentiary hearing for co-adoption on January 23, 2025 at the Justice Center Media Room, 4700 NW Pioneer Place, Pendleton, OR. The Planning Commission recommended approval of the Comprehensive Plan Map Amendment Co-Adoption with a vote of 7-0.

Conclusion

The Umatilla County Board of Commissioners decision is final unless appealed to the Land Use Board of Appeals (LUBA). Following co-adoption of the City of Hermiston ordinances the subject properties will be annexed into the city.

Attachments

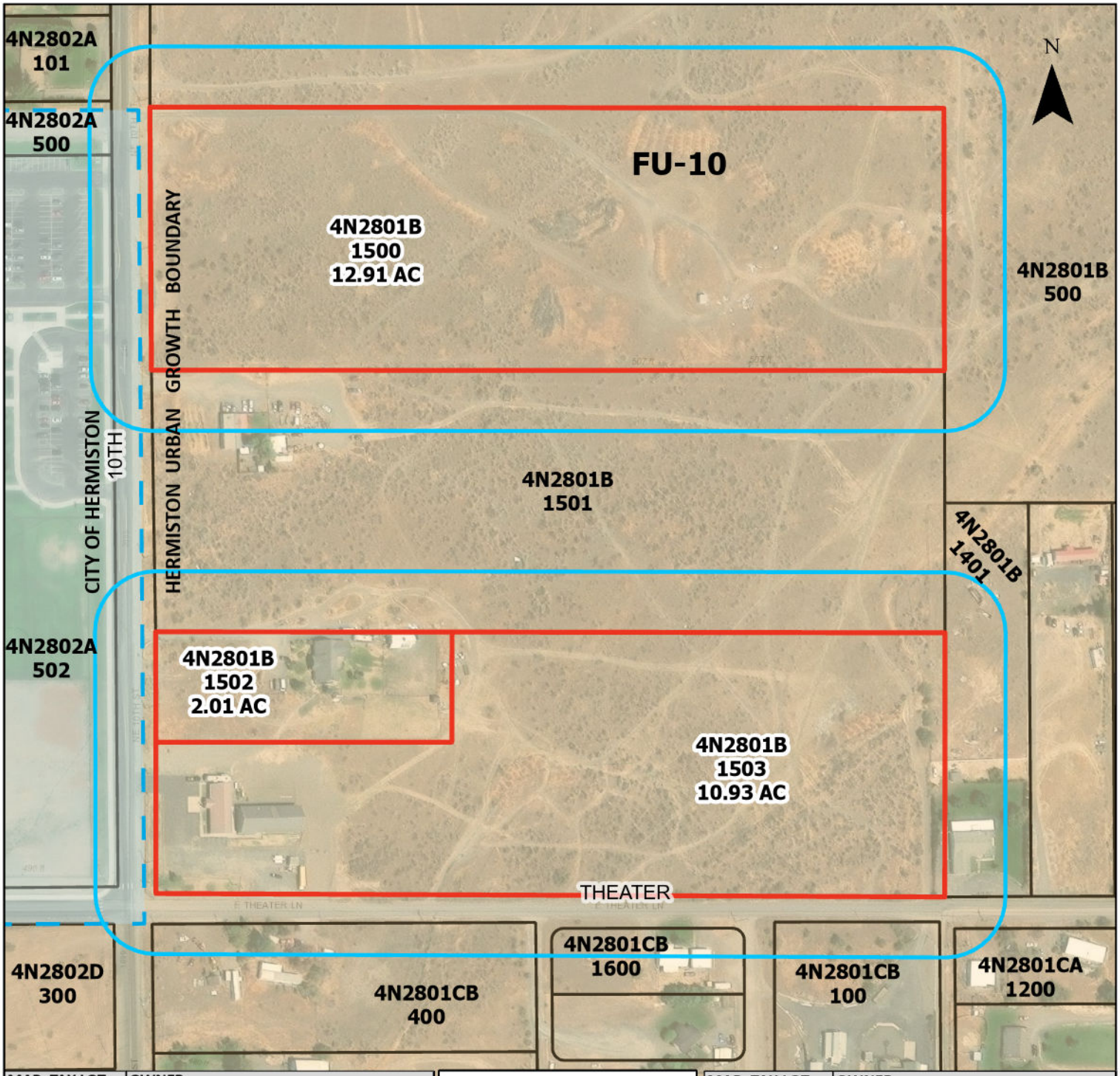
- Public Notice Map
- City of Hermiston Ordinance 2358
- City of Hermiston Adoption Findings

DENNIS GISI, APPLICANT
3 RIVERS-OREGON PROPERTY LLC, LARRY J & FLORENCE R BANKSTON, & VICTORY LIGHTHOUSE CHURCH c/o DAVID M JOHNSON, OWNERS
MAP: 4N2801B TAX LOTS: 1500, 1502 & 1503

Notified property owners within 100 feet of subject parcel

PLAN AMENDMENT #P-138-24

0 150 300 600 Feet

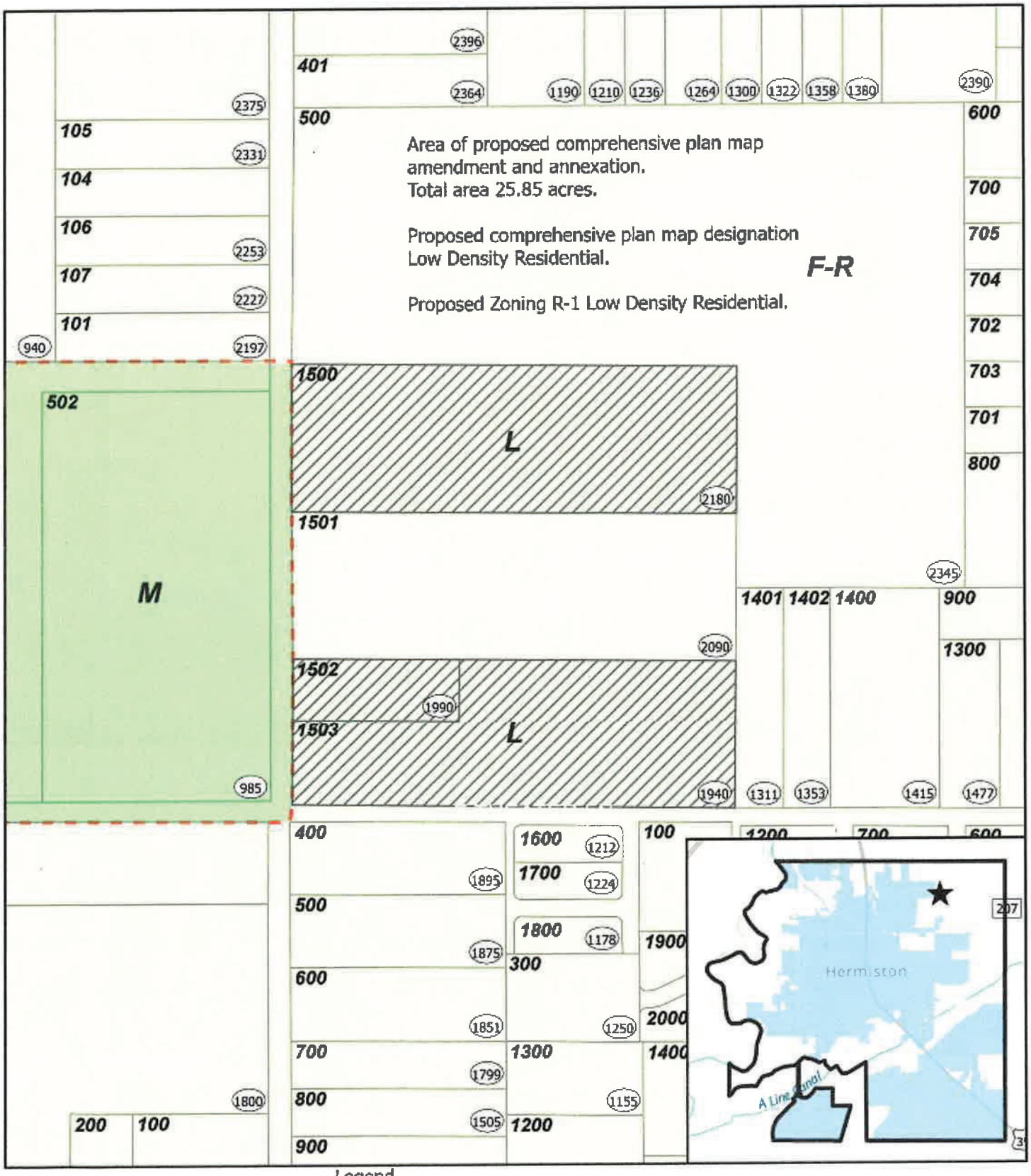


MAP_TAX LOT	OWNER
4N2801CA01200	SENDLINGER PAUL R & HANSON RUSSELL E
4N2801CB00100	MCKAMEY MICHAEL W & DIANE K (TRS)
4N2801CB00400	ASHER TODD JAMES & HOWELL VALERIE K
4N2801CB01600	CLAYTON CLINT & RYAN
4N2802A000101	MEDELEZ TRUCKING LLC
4N2802A000500	HERMISTON IRRIG DIST
4N2802A000502	SCHOOL DIST #8 c/o JAMES THOMPSON
4N2802D000300	VISTA MHC LLC

Legend
- Subject Properties
- 100ft Notice Boundary
- Property Boundary
- Hermiston City Limits
- Hermiston UGB

MAP_TAX LOT	OWNER
4N2801B000500	ALMAGUER JUAN JR & MELBA D ET AL
4N2801B001401	ARRIOLA TAURINO & VERONICA
4N2801B001500	**3 RIVERS-OREGON PROPERTY LLC**
4N2801B001501	FIGUEROA ELIGIO & LOPEZ TERESA
4N2801B001502	**BANKSTON LARRY J & FLORENCE R**
4N2801B001503	**VICTORY LIGHTHOUSE CHURCH c/o JOHNSON DAVID M**

CITY OF HERMISTON PROPOSED COMPREHENSIVE PLAN MAP



HERMISTON
OREGON
Planning Department

July 9, 2024

Mr. Bob Waldher
Umatilla County Planning Director
216 SE 4th Street
Pendleton, OR 97801

Re: Co-Adoption of Hermiston Ordinance No 2358

Dear Mr. Waldher:

On July 8, 2024, the Hermiston City Council adopted Ordinance 2358 amending the comprehensive plan map from urbanizable to urban status for approximately 25 acres on the north side of E Theater Lane. The city council also adopted ordinance 2359 annexing said property effective upon co-adoption of ordinance 2358. Per Section E10 of the Hermiston Planning Area Joint Management Agreement the matter of conversion now comes before Umatilla County for co-adoption. A copy of ordinance 2358 is attached to this letter for the county's use.

The applicants in the matter of conversion and annexation are Dennis Gisi and Larry Bankston. The applicants will contact the county to file any necessary applications and fees associated with the co-adoption process.

Sincerely,

Clinton Spencer
Planning Director

C: Dennis Gisi, Larry Bankston, Victory Lighthouse Church

City of Hermiston Findings of Fact

Bankston, 3 Rivers Oregon Property LLC, Victory Lighthouse Church

Conversion and Annexation

Exhibit A

Findings of Fact

Bankston/3 Rivers Oregon Property LLC/Victory Lighthouse Church

Comprehensive Plan Map Amendment and Annexation

1940/1990/2180 NE 10th Street

July 8, 2024

Findings of Fact on Comprehensive Plan Map Amendment

Goal 1 (Citizen Involvement) and Policy 1 (Citizen Involvement)

1. Notice of the proposed annexation and amendment before the planning commission was published in the local newspaper on May 22 and 29, 2024 soliciting comments on the proposed annexation and amendment in conformance with 157.229(A) of the Hermiston Code of Ordinances.
2. Notice of the proposed land use action was physically posted on the property on May 22, 2024, in conformance with 157.229(B) of the Hermiston Code of Ordinances.
3. Notice of the proposed land use action was provided by direct mail to all property owners within 300 feet on May 22, 2024, in conformance with 157.229(C) of the Hermiston Code of Ordinances.
4. Notice of hearing on the proposed annexation and amendment before the city council was published in the local newspaper on May 29 and June 5, 2024, soliciting comments on the proposed annexation and amendment in conformance with 157.229(A) of the Hermiston Code of Ordinances.
5. The notice listed in finding 4 above listed June 24, 2024 as the date of the hearing. At the June 24 hearing the council president verbally announced to those in attendance that the hearing was rescheduled to July 8, 2024.
6. Comments received as a result of all required publications are incorporated into the record of proceedings.

Goal 2 (Land Use Planning) and Policies 2 (Planning Process) and 3 (Intergovernmental Coordination)

7. The city is required to review its land use designations and supply adequate amounts of all zoning types.
8. The proposed map amendments are citizen initiated to fulfill perceived market demand rather than city initiated. The city applies all applicable comprehensive plan policies and statewide planning goals to determine the appropriateness of the proposed amendments to land supply.
9. Notice of the proposed amendment was provided to Umatilla County, DLCD, ODOT, the Hermiston Irrigation District, and the Confederated Tribes of the Umatilla Indian Reservation on May 22, 2024.
10. The subject properties of approximately a combined 25.85 acres of land is within the urban growth area and has the "urbanizable" plan designation and a FR (Future Residential) comprehensive plan designation and FU-10 zoning designation. The owners have evaluated the market demands and analyzed appropriate and compatible uses in the

neighborhood surrounding the subject property. Both owners are each proposing single family housing, which will be compatible to the neighborhood.

11. The proposed R-1 zoning includes a combined 25.85 acres between the three parcels (TL 1500, 1502, and 1503).

Policies 4 (Orderly Urban Growth), 5 (Annexation), and 6 (Conversion)

12. As all three parcels adjoin existing roadways, utilities, and the existing Hermiston city limits, the change will promote compact urban development and ensure efficient utilization of land resources. It will facilitate economic provision of urban facilities and services because it will add much needed housing stock for the local residents. It will also convert land that is not considered high value farmland to low density (R-1) residential lots.
13. The existing church is considered a preexisting conditional use within the proposed R-1 zone under its previous approval from Umatilla County. Future expansion, or change in use on the site will require new conditional use approval subject to 157.205 through 157.210 of the Hermiston Code of Ordinances.
14. Residential development is needed in this area and is a good fit with existing adjacent property uses.
15. The property is within the urbanizable portion of the UGB and has a county FR (Future Residential) comprehensive plan and an FU-10 zoning designation. The property is adjacent to the city limits and the proposed annexation is consistent with Policy 5. Following amendment of the plan map designation to a mix of low density residential, the property will become part of the urban portion of the UGB.
16. The applicant is proposing annexation and incorporation to the city and therefore Policy 6 is not applicable.

Goal 3 (Agricultural Lands) and Policy 17 (Agriculture and Agriculture Related Economy)

17. The Subject properties are vacant or used as a residence and a church. It is located within the city's acknowledged urban growth boundary and is designated as urbanizable land. The land is not considered high value farmland and is not protected as Goal 3 farmland and therefore an exception to Statewide Planning Goal 3 is not required.

Goal 4 (Forest Lands) and Policy 7 (Natural Resources)

18. There are no forest lands identified within the Hermiston UGB. Goal 4 is not applicable.

Goal 5 (Natural Resources, Scenic and Historic Areas, and Open Spaces) and Policies 8 (Surface and Groundwater Resources), 9 (Mineral and Aggregate Resources), and 10 (Historic Resources)

19. The properties do not have any identified natural resources, scenic and historic areas, open spaces, surface water, mineral or historic resources, therefore an exception to the Statewide Planning Goals 5, 8, 9 and 10 is not required.

Goal 6 (Air, Water and Land Resources Quality and Policies 11 (Air Quality), 12 (Noise), and 13 (Water Quality)

20. The city is required to comply with state and federal regulations regarding air and water quality in all development permitting per 157.004 of the Hermiston Code of Ordinances.

Development is required to preserve natural resource quality as part of the development review and construction process.

Goal 7 (Areas Subject to Natural Hazards) and Policy 14 (Natural Hazards and Development Limitations)

21. Figure 12 of the Hermiston Comprehensive Plan indicates this property is subject to potential natural hazards due to excessively well drained soils.

22. The city will require compliance with §157.101 of the Hermiston Code of Ordinances. This section requires mitigation measures to protect groundwater resources.

23. In the case of an existing or potential groundwater pollution threat, the city shall prohibit the outdoor storage of hazardous chemicals and underground storage of gasoline and diesel fuels.

Goal 8 (Recreational Needs) and Policy 16 (Parks, Recreation and Open Space)

24. The Hermiston comprehensive plan map and parks master plan each identify areas for future park locations and future park upgrades. This portion of the urban growth boundary is not identified in either document as a potential park site. Additionally, the city has developed Cimmaron Park within 1,500 feet of this site.

Goal 9 (Economic Development) and Policies 18 (General Industrial Development), 19 (Commercial Development), and 20 (General Economic Development)

25. Goal 9 requires an adequate supply of employment lands, both commercial and industrial. This land is listed on the Comprehensive Plan as F-R and not meant for economic development. Employment lands are not affected by this amendment to the comprehensive plan. Therefore, Goal 9 and the implementing policies are not applicable.

Goal 10 (Housing) and Policies 21 (Housing Availability and Affordability) and 22 (Neighborhood Quality)

26. Changing the subject property from county F-R to city R-1 Low-Density helps satisfy the city's projected housing need. The 2021 City of Hermiston Housing Capacity Analysis shows the existing housing supply of 8,051 housing units. The forecast from PSU Population Forecast Program (2019) estimates the population will grow at a rate of 1% between 2020 and 2040. To accommodate the growth in population, the city's projected need within the city's housing needs analysis will require a total of 10,081 housing units, resulting in a need for 2,030 new housing units by 2040.
27. The subject property is currently zoned county FU-10, which allows for one housing unit per 10-acre lot. The proposed change includes 25.85 acres zoned R-1 Low-Density Residential which the applicant believes will yield 65-70 housing units. Figure 6.2 *Summary of Forecasted Future Unit Need (2040)* on the City of Hermiston Housing Capacity Analysis identified 1,164 new single family detached units are needed by 2040. There is an identified demand of 1,220 new units within the Low-Density zoning by 2040 thus the proposed zone change would go further to satisfy this projected need than the current zoning.
28. This residential development is close to public services, schools, and retail services, as well as public transit.

29. Applicant plans to develop lots primarily for single-family detached homes that would range in sales price from low $300s to mid-$400s.
30. The creation of approximately 70 new houses will have a meaningful impact on housing availability and affordability, in alignment with Policies 21 and 22.

Goal 11 (Public Facilities and Services) and Policies 23 (Provision of Public Services and Facilities), 24 (Water, Sewer, and Storm Drainage), 25 (Solid Waste), 26 (Schools), 27 (Police Protection), 28 (Fire Protection), 29 (Local Government Services and Facilities), and 30 (Private Utilities)

31. Water and sewer are currently adjacent to the property on 10th Street.
32. NE 10th Street is an urban major collector that borders all three of the properties. East Theatre Lane is classified as a minor collector that runs along the south border of the southern property (Tax Lot 1503). All streets abutting the property will be improved to comply with the city's transportation plan at such time as development of abutting phases occurs.
33. All storm water will be retained within the boundaries of the future development. There is no city-wide storm water retention and disposal system.
34. Future development will utilize Sanitary Disposal for solid waste services as encouraged by the city.
35. Future development will not provide recycling services as the City of Hermiston has already provided recycling collections points in two locations of the city.
36. The Hermiston Police Department provides public safety services to the area under consideration. The police department has adequate capacity to patrol and protect the area with no additional actions required by the developer.
37. Umatilla County Fire District #1 provides fire and life safety services to the area under consideration. The UCFD#1 has adequate capacity to service the area with no additional actions required by the developer.
38. Concurrent with development, applicant will extend power and telecommunications services to the property after adoption of annexation and zone changes.

Goal 12 (Transportation) and Policies 31 (Integrated Transportation System), 32 (Rail/Air Transportation), 33 (Alternative Transportation), and 34 (Transportation System Plan)

39. Applicant has provided a transportation study and transportation impact analysis.
40. The Oregon Department of Transportation has accepted the submitted analysis.
41. The following summary and recommendations have been extracted from the transportation study performed by PBS Engineering and Environmental, Inc.
    - All study intersections are anticipated to operate within agency mobility standards in the 2025 Current and Proposed Zone Designation scenarios. As such, no improvements are specifically necessary to mitigate the Proposed Zone Designation transportation impacts.
    - All study intersections have adequate storage available on all approach movements to accommodate the 95th percentile vehicle queues.

Goal 13 (Energy Conservation)

42. This goal requires land to be developed in a manner that maximizes energy conservation based upon sound economic principles through efficient use of density and mixing of uses. The proposed zoning of the subject property will promote low-scale density residential development in close proximity to schools, parks, and existing commercial neighborhoods thereby minimizing travel needs.

Goal 15 (Willamette River Greenway), Goal 16 (Estuarine Resources), Goal 17 (Coastal Shorelands), Goal 18 (Beaches and Dunes), and Goal 19 (Ocean Resources)

43. Goals 15, 16, 17, 18, and 19 are geographically based statewide planning goals intended to protect specific, identified natural resources. None of the resources under these goals are within the Hermiston planning area. Goals 15, 16, 17, 18, and 19 are not applicable.

Findings of Fact on Annexation

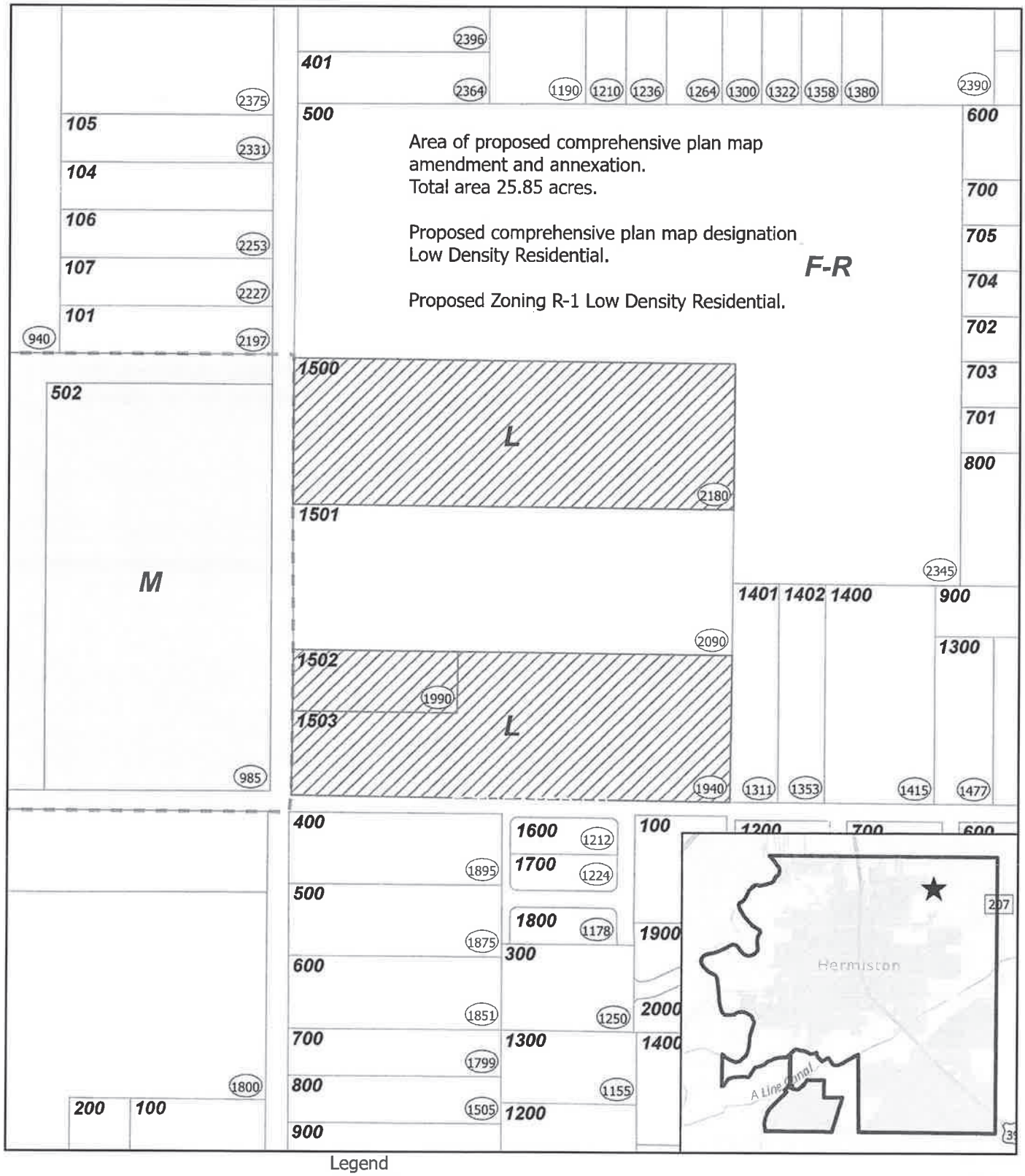
1. The City has received consent to annexation from the property owners for approximately 25.8 acres of land.
2. Notice of public hearing was published in the local newspaper for two consecutive weeks prior to the planning commission hearing on May 22 and 29, 2024. Notices were also posted in four public places in the city for a like period. Comments or remonstrances received have been incorporated into the record.
3. Notice of public hearing was physically posted on the property on May 22, 2024.
4. Affected agencies were notified.
5. A public hearing of the planning commission was held on June 12, 2024. Comments received at the hearing are incorporated into the planning commission record.
6. Notice of public hearing of the city council was published in the local newspaper for two consecutive weeks prior to the city council hearing on May 29 and June 5, 2024. Notices were also posted in four public places in the city for a like period. Comments or remonstrances received have been incorporated into the record.
7. A public hearing of the city council was held on July 8, 2024. Comments received at the hearing are incorporated into the record.
8. The proposal is consistent with all applicable state annexation requirements in ORS 222.
    a. The city has received consent from the property owners within the affected area.
    b. An election has been deemed not necessary since consent from more than half the owners has been received.
    c. The property is contiguous with the existing city limits.
    d. All statutorily required notices have been published and posted.
9. Since the property is contiguous to the existing city limits, the annexation is in accord with Comprehensive Plan Policy 4 which promotes compact urban development within and adjacent to existing urban areas to ensure efficient utilization of land resources and facilitates economic provision of urban facilities and services.
10. The annexation is consistent with the requirements of Comprehensive Plan Policy 5 relating to annexation.
11. Following adoption of conversion from urbanizable to urban status by the City of Hermiston and Umatilla County, the property will be located within the urban portion of the urban growth boundary (UGB) as identified on the comprehensive plan map.

12. Water is currently adjacent to the property in NE 10th Street. A 12" water main is available to service the property and may be extended into the development site. Water sizing will be determined at the time of development.
13. Sanitary sewer is currently available adjacent to the property in NE 10th Street. A 12" line is available to service the property and may be extended into the development site. Sewer sizing will be determined at the time of development.
14. Applicant is willing to extend both sewer and water to the subject property.

Findings of Fact on Zoning Designation

1. Following amendment by the city and adoption by Umatilla County, the comprehensive plan map will designate the area as Low Density Residential. Proposed map designations are attached as a map to this report.

2. The proposed Low Density Residential zoning designation appropriately implements the Low Density Residential comprehensive plan map designations adopted for the property.


Area of proposed comprehensive plan map amendment and annexation.
Total area 25.85 acres.
Proposed comprehensive plan map designation Low Density Residential.
F-R
Proposed Zoning R-1 Low Density Residential.
L
M
Hermiston
A Line Canal
Legend
City Limits
Urban Growth Boundary
Comprehensive Plan Map Designation
F-R
L
M
0 200 400 600 800
Feet
N

UMATILLA COUNTY APPLICATIONS

Land Use Request Application &

Amendment Application

UMATILLA COUNTY
est. 1862

Umatilla County Department of Community Development Planning Division

LAND USE REQUEST APPLICATION

Return Application Materials to:

Department of Community Development – Planning Division
216 SE 4th ST, Room 104
Pendleton, OR 97801
Planning@umatillacounty.gov

Voice: (541) 278-6252
Fax: (541) 278-5480
www.umatillacounty.gov

Revision Date: November 6, 2023
Please obtain the most current version of this application and other supplemental applications before submitting.

LAND USE REQUEST APPLICATION REVIEW PROCESS

1. **Pre-Application Meeting:**
The applicant(s) will meet with the Planning Department staff to review the proposed development/request. Applicable information will be discussed in relation to the proposal. The applicant(s) will then submit all applicable materials to the Planning Department at their convenience.

2. **Determination of Completeness**
The Planning Department staff will review applicable regulations in regards to the type of application. Once the application is determined to be complete the 120 or 150-day clock will begin, which is the maximum amount of time the County has, by law, to process the application.

3. **Administrative Review**
Planning staff reviews applications that fall within the administrative review process. A public notice is sent to the surrounding property owners and affected public agencies. The public notice includes a description of the request and the analysis (preliminary findings) of how the request conforms to the standards set forth in the Umatilla County Development Code. The Planning Director approves administrative decisions. Applications processed through administrative review may be directed to a public hearing at the discretion of the Planning Director, or by the request of a notified property owner or public agency. Decisions made at a public hearing are made by the Planning Commission.

4. **Consideration by Planning Commission**
Public notices are sent to the adjacent property owners for comments of an application that will be heard before the County Planning Commission. The application will then go before the Umatilla County Planning Commission in an Open Record Public Hearing. Public comment is received and a decision is rendered on the application or a recommendation is made to the Board of Commissioners depending upon the type of application being processed.

5. **Consideration by the Board of Commissioners**
The Board of Commissioners hears legislative type of applications (amendments) or appeals. Public hearings are held with testimony being taken for the application or appeal. The Board of Commissioners makes a final decision.

6. **Provision for Appeals**
An appeal is provided for if the applicant/person with standing desires to challenge a decision of the decision-making body (Planning Director, Planning Commission or Board of Commissioners). After a decision is made by any of the decision-making bodies the appeal must be filed within 15 days of the decision. Failure to appeal the decision during that timeframe specified precludes any further appeal on the matter.

Contact Information for Agencies and Offices

State Offices

Department of Environmental Quality, DEQ
Pendleton Office, On-Site Program, 541-276-4063

Department of Fish and Wildlife, ODFW
Pendleton Office, 541-276-2344

Department of Forestry, ODF
Pendleton Office, 541-276-3491

Department of Geology and Mineral Industries, DOGAMI, Albany office, 541-967-2039

Division of State Lands, DSL
Bend Office, 541-388-6112

Office of Energy
Salem Office, 503-373-1034

Oregon Department of Transportation, ODOT
Pendleton Office, 541-276-1241
La Grande Office, 541-963-1574

Oregon Water Resource Department, OWRD (Watermaster) Pendleton office, 541-278-5456

State Building Codes
Pendleton Office, 541-276-7814

State Historic Preservation Office, SHPO
Salem Office, 503-378-4068

County Offices

County Assessor, 541-278-6219

County Surveyor, 541-278-5460

County Public Works, 541-278-5424

County Records, 541-278-6236

County Tax Office, 541-278-6213

County Environmental Health, 541-278-5432

County GIS, 541-278-6232

Fire Districts/Departments

East Umatilla County Fire District
541-566-2311

Echo Fire District
Merle Gehrke, 541-376-8118 or 541-376-8550

Meacham Volunteer Fire Department
Rollin Reynolds, 541-983-2588

Milton-Freewater Rural Fire Department
Rick Saager, 541-938-7146 or 541-938-7222

Pendleton Fire District; Lower McKay, McKay Creek, Rieth & Riverside, 541-276-1442

Pilot Rock Fire District
Brian Hemphill, 541-443-5121

Umatilla County Fire District #1
(Formerly Hermiston Rural Fire District, and Stanfield Rural Fire District)
541-567-8822

Umatilla Rural Fire District
541-922-3718

Irrigation Districts

Hermiston Irrigation District
541-567-3024

Hudson Bay Improvement District (also serving the Walla Walla River
Jon Brough, 541-520-2856

Stanfield Irrigation District
Ray Kopacz, 541-449-3272

West Extension Irrigation
Bev Bridgewater, 541-922-3814

Westland Irrigation District
Mike Wick, 541-667-2030

Umatilla County Department of Community Development
Land Use Request Application

This application must be submitted to the Umatilla County Department of Community Development, 216 SE 4th ST, Pendleton, OR 97801, (541) 278-6252, and must be accompanied by a non-refundable application fee. Acceptance of the application and fee does not guarantee approval or a Determination of Completeness.
PLEASE COMPLETE THIS APPLICATION PRINTING CLEARLY WITH A BLACK INK PEN

Section 1: Type of Application(s) to Submit

Complete the applicable Supplemental Application that corresponds with the application you are submitting.

Amendment: ☒ Comprehensive Plan Text/Map, ☐ Zoning Text/Map

Conditional Use ☐ *(briefly describe)* _____

Land Division ☐ Type I, ☐ Type II, ☐ Type III, ☐ Type IV

Land Use Decision ☐ Farm Dwelling, ☐ Non-Farm Dwelling, ☐ Lot of Record Dwelling

(OTHER LUD, briefly describe) _____

Pre-Application ☐ Dwellings on resource land *(specify)* _____

Variance ☐ Lot Size, ☐ Setbacks, ☐ Other *(specify)* _____

Section 2: Contact Information

Name of Applicant: Dennis Gisi

Address: PO Box 906

City, State, Zip: Walla Walla, WA 99362

Telephone Number & Email Address: 509.520.0505 DGisi@johnlscott.com

The APPLICANT is the … ☐ Legal Owner, ☐ Contract Purchaser, ☐ Agent, ☐ Realtor

Name of Current Property Owner(s):
If Property Owner is not the applicant. Dennis Gisi(1500) Larry Bankston(1502) Lighthouse Church(1503)

Address: 1940, 1900, and 2180 NE 10th St,

City, State, Zip: Hermiston, OR 97838

Telephone Number: 541.561.1048

Section 3: Property Information

Complete for all land use request applications.

1. Location of Property (Provide directions you would give someone to get to the property):

The three parcels that are requesting to be annexed to City of Hermiston sit directly east of NE 10th Street, north of E Theater Lane, across the street to the east from Highland Hills Elementary, and south of E Punkin Center Road. 4N2801B0 1500, 1502, 1503.

2. Account Number(s) of Property:

Account # 4N2801B0 1500, 1502, 1503

Account # _____

3. Map Number(s) of Property:

Township 4N **Range** 28E **Section** 1 **Tax Lot** 1500 1502, 1503

Township _____ **Range** _____ **Section** _____ **Tax Lot** _____

Use separate sheet of paper for ENTIRE Legal Description and mark it "Exhibit A".

4. Has the Property or dwelling received a Rural Address? If so, what is it?

☐ Yes ☐ No

TL 1500: #118391
2180 NE 10TH ST

5. Current size of the Property:
Note: A "TRACT OF LAND" is contiguous property within the same ownership. A Tract is viewed differently at times in terms of land use.

Acres 25.8

Acres _____

TL 1502: #154659
1990 NE 10TH ST

6. Current Zoning Designation:
There are some 22 zoning designations in Umatilla County.

☐ EFU
☐ GF

TL 1503: #160348
1940 NE 10TH ST

7. Comprehensive Plan Designation:
A Comprehensive Plan Designation is different than a Zoning Designation in that it distinguishes land that should be developed for various uses, where zoning actually specifies the uses. There can be multiple zoning designations within a Comprehensive Plan Designation.

☐ Agri-busine
☐ Commercia
☐ Grazing/Fo
☐ Industrial
☐ Multi-Use
FR

SV

8. Buildings on the Property:

There are three parcels (1500) is vacant, (1502) has a single family house, and (1503) has a church building.

9. Current Use of the Property. If the use is farming, explain the types of crops grown.

There are three parcels (1500) is vacant, (1502) has a single family house, and (1503) has a church building.

10. Surrounding Uses of the Property. If the use is farming, explain the type of crops grown.

There are multiple parcels included. The parcels surrounding the parcels are; vacant/residential dwelling (north), vacant (east), vacant/residential dwelling/church/roadway (south), elementary school/residential(west).

11. Does the Property reside in a Floodplain? If so, a Floodplain Development Permit will need to be completed prior to construction.

- [x] No, the Property is not in a floodplain.
- [ ] Yes, the Property is in a floodplain:

Zone _____

Community Number _____

Panel Number _____

12. If the Property is in a Floodplain, then is it also located in a wetland as listed on the National Wetlands Inventory maps?

- [ ] Yes, provide documentation.
- [x] No, the Property is not in a wetlands

13. How is ACCESS provided to the Property? (i.e. provide name of road that directly serves the Property.) What type of surface does the roadway have?

Name of Road or Lane

NE 10th Street

- [x] Paved, [ ] Gravel, [ ] Dirt

14. Will the Property need an Access Permit onto a County Road or State Highway? If so contact the County Public Works Department, 541-278-5424, or ODOT, 541-276-1241.

- [ ] Yes, if so please contact the proper authority and provide that documentation
- [ ] No, one already exists (provide a copy)

N/A enters from NE 10th Street/City Road

15. EASEMENTS: Are there any easements on the Property that provide the MAIN ACCESS for the Property OR adjacent properties? Are there any other easements on the property? Attach easement documentation.

Attach easement documentation:

- [x] Access easements exist
- [ ] Utility line easements exist
- [ ] Irrigation easements exist
- [ ] Other easements exist: _____
- [ ] No, other easements exist.

the on site access easement is not main access. attached existing easement documentation

16. Which Rural Fire District/Department covers your Property with fire protection?

Fire Services:

- [ ] East Umatilla
- [ ] Echo Rural
- [ ] Pendleton FD
- [ ] Pilot Rock FD
- [ ] Umatilla Rural
- [x] Umatilla Dist. #1

Private Companies:

- [ ] Meacham
- [ ] Milton-Freewater (subscriber)
- [ ] Tribal

- [ ] Not in a RFD
- [ ] Other, _____

17. Is the Property within an Irrigation District? If the property is served by an Irrigation District, a confirmation letter from that office discussing any concerns of the proposed development must be submitted with this application.

Irrigation District:

- [x] Hermiston
- [ ] Stanfield
- [ ] West Extension
- [ ] Westland

- [ ] Hudson Bay or Walla Walla River Irrigation

- [ ] Not in an ID
- [ ] Other, _____

18. Describe the soils on the Property by listing the map name and land capability. Visit http://websoilsurvey.nrcs.usda.gov or contact NRCS at (541) 278-8049.

Map Unit	*Description*	*Class*
75E	Quincy loamy fine sand	
122B	Winchester sand	

19. What type of water use(s) exist on the Property? If there are none currently, will there be water uses developed in the future?

☐ No current water uses exist
☐ Water Uses to be developed:

☒ Yes, there are water uses
- ☒ Domestic Well and one possible abandoned well on 1500.
- ☐ Irrigation Well
- ☐ Stock Well

Other: _____

20. Are there Water Rights on the Property? If there are Water Rights, the water permit, certificate and/or other documentation from the Oregon Water Resources Department shall be included with this application.

☒ No current water rights exist
☐ Will apply for Water Rights
☐ Yes, there are water rights, please provide documentation (permit #, etc.)
- ☐ Surface Water Right(s), #_____
- ☐ Ground Water Right(s), #_____

21. Will the water rights require a change of use? Explain.

☒ No, the proposed use does not require a change with OWRD

☐ Yes, the proposed use does require a change with OWRD

22. What are the water needs of the proposed development? Provide an explanation that shows how the determination was obtained that shows daily usage of water for the development.

1500 will be served by Hermiston municipal water

Expected Water Usage: 1502 and 1503 only
- ☒ Exempt Domestic Well (<15,000 gal daily)
- ☐ Exempt Commercial Well (<5,000 gal daily)
- ☐ Water Right required, estimated number of gallons to be used daily: _____ gallons
- ☐ No water is necessary for the development

23. What is the source of your water supply for the proposed development? Please explain your response on a separate sheet of paper.

Water Source:
- ☐ Surface Water, explanation attached
- ☐ Alluvial Groundwater, explanation attached
- ☐ Basalt Groundwater, explanation attached
- ☐ No water is necessary for the development

City of Hermiston Municipal water

24. Who is the provider of the utilities for the Property?

Water ☒ well, or City of Hermiston

Sewer ☒ septic, or City of Hermiston

Telephone Spectrum

Electrical Umatilla Electric Cooperative

Garbage Disposal Eastern OR Waste Management

25. Provide a description of your proposal *(attach a description if necessary):*

The applicants, Dennis Gisi and the Bankstons, are requesting approval of their request to be annexed to the City of Hermiston. The City of Hermiston annexation application request has been approved by the city, through their review process.

The applicants/owners of parcels 1500 and 1503 have intention of developing their land (separately). To do so, they require the zoning and the services that the City provides. The Bankston property (1502) does not have plans to develop further.

1500; intends to build approximately 45 single family lots with supporting municipal infrastructure.
1502; is an existing single family home that does not expect to be redeveloped
1503; the church will remain and plans to build 24 single family lots with supporting infrastructure.

1500 and 1502 will be accessed by NE 10th Street, 1503 will be accessed by NE 10th Street and E Theater Lane.

Since all the parcels are adjacent to the municipal utilities and services, the service lines will extend directly onto the property. 1500 has an old well and old septic system that has been unused for several years and will need to be decommissioned before connecting to the city's municipal system.

Section 4: Required Application Materials

26. These materials are to be submitted with the application: The proceeding page is to be used as a base for the site plan. This drawing DOES NOT take the place of any maps required to be submitted by a Licensed Surveyor. This site plan will show what is or will be on the property. Additional material may be requested.

☒	**Materials to be submitted for ALL types of Applications:**
X	a) Completed Application form.
X	b) Applicable Application fees.
	c) Site Plan Marked Exhibit B (see next page) to include:
X	• Scale of drawing
X	• Site area showing property boundaries and dimensions
na	• Proposed and existing structures with dimensions to nearest Property lines
x	• Location of existing wells
x	• Location of existing septic systems (i.e. tanks, drain fields)
X	• Widths and names of roads adjacent to the site as well as existing roads, which provide direct access to the property.
X	• Existing access points (driveways, lanes, etc.)
X	• Easements and rights-of-ways
X	• Existing utility lines (above and below ground)
na	• Approximate location of any unusual topographical features.
na	• Major geographic features
na	• Location of all creeks, streams, ponds, springs and other drainage ways
X	d) VICINITY MAP – Assessor's map of the Property.
	e) Property ASSESSOR'S REPORT showing property details.
	f) The DEED(S) of the Property in question.
X	g) **OVERLAY MAP** showing potential re-division of the parcels (if the parcels are large enough to be re-divided). Within the Hermiston Urban Growth Boundary, a formal "Shadow Plat" may be required.
x	h) **SUPPLEMENTAL APPLICATION** for the land use request will also be required to be submitted with this basic application form. Submit a Supplemental Application if applying for any of the following:

- Amendment to Comprehensive Plan/Map or Zoning Text/Map
- Conditional Use
- Land Division
- Land Use Decision
- Variance

Contact County Assessor

Section 5: Certification

(Please provide legible signatures.)

APPLICANT: I, the undersigned, swear under penalty of perjury that the above responses are made truthfully and to the best of my knowledge.

X DENNIS GISI — Signature of Applicant

October 1, 2024 — Date

Dennis Gisi — Printed Name of Applicant

PROPERTY OWNER(S): ALL property owners to this land use request are to sign, date and print their names verifying that the applicant is authorized to submit the specified land use request. If there are multiple parcels that are part of this land use request, please indicate which parcel you own. This page can be copied if there are more property owners than this space allows. Attach additional page if necessary.

Legal Owner(s) 3 River Properties LLC Oregon

Mailing Address PO Box 906 City, State, Zip Walla Walla , WA 99362

Parcel Map # 5N3501-CB-02700

X DENNIS GISI — ***Signature of Legal Owner***

10/01/2024 — Date

X — ***Signature of Legal Owner***

Date

* * * * * *

Legal Owner(s) Victory Lighthouse Church , Larry and Florence Bankston

Mailing Address 1940 NE 10th St. City, State, Zip Hermiston, OR 97838

Parcel Map # Tax lot 1502 and 1503

X Larry Bankston — ***Signature of Legal Owner***

Date 10/02/2024

X — ***Signature of Legal Owner***

Date

ADDITIONAL PERSON(S) TO SEND NOTICE

Is there anyone else besides the property owner and adjacent property owners who would like to receive notice of this application during its' review period and notice of decision? (Realtor, Prospective Buyer, Attorney, etc.) Provide name and mailing address:

Name: _____ Address: _____

Additional Signature Page

Legible signatures please.

Associated Permit Application: COMPREHENSIVE PLAN MAP AMENDMENT #P-138-24 Request to amend the Umatilla County Comprehensive Plan Map from 'Urbanizable' To 'Urban' status to annex properties located on Assessor's Map 4N2801B, Tax Lots 1500, 1502 & 1503 into the City of Hermiston.

PROPERTY OWNER(S): ALL property owners to this land use request are to sign, date and print their names verifying that the applicant is authorized to submit the specified land use request. If there are multiple parcels that are part of this land use request, please indicate which parcel you own. This page can be copied if there are more property owners than this space allows.

Legal Owner(s) Florence Bankston

Mailing Address 1990 NE 10th Street City, State, Zip Hermiston, OR 97838

Parcel Map # 4N2801B Tax Lots 1502 & 1503

X Bruce R. Bankston

Signature of Legal Owner

11-14-24

Date

X

Signature of Legal Owner

Date

* * * * * *

Legal Owner(s)

Mailing Address City, State, Zip

Parcel Map #

X

Signature of Legal Owner

Date

X

Signature of Legal Owner

Date

* * * * * *

Legal Owner(s)

Mailing Address City, State, Zip

Parcel Map #

X

Signature of Legal Owner

Date

X

Signature of Legal Owner

Date

Amendments

Comprehensive Plan Map/Text, Zoning Map/Text
Supplemental Application & Information Packet

UMATILLA COUNTY
est. 1862
Community Development

216 SE 4th ST, Pendleton, OR 97801, (541) 278-6252
Email: planning@umatillacounty.gov

Note: Please complete the Land Use Request Application as well.

PROCESSING THE APPLICATION

The typical application process is approximately 3 to 6 months long.

Applications for map amendments are processed as quasi-judicial land use decisions. Planning staff have 30 days to review the application for completeness. Once the application is deemed complete, planning staff will provide the required 35-day notice to the Oregon Department of Land Conservation and Development (DLCD). The proposed amendment is then placed on the next available County Planning Commission agenda for a public hearing.

As applicable, applicant(s), owners(s), surrounding property owners, affected government agencies, and utility companies are given 10-day notice in which to make written comments or prepare to attend the public hearing.

PUBLIC HEARING

The amendment process involves two public hearings. At the first hearing, the County Planning Commission hears public testimony and makes a recommendation to the Board of County Commissioners who makes a final decision at the second hearing.

ADDITIONAL ITEMS

1. Copy of Umatilla County Comprehensive Plan Map or Zoning Map with changes indicated.
2. A description addressing how the proposed amendment complies with the Umatilla County Development Code and Comprehensive Plan, Oregon Administrative Rules, Statewide Planning Goals and Oregon Revised Statutes.
3. Other items deemed necessary by planning staff.

FEES

Comprehensive Plan Map, Comprehensive Plan Text, Development Code Text and Zone Map Amendment - $1,000 each type of application (cumulative)

Cost of the notices will be invoiced afterwards and must be paid prior to final approval. (Effective July 1, 2013 via Ord. #2013-06)

It is the responsibility of the applicant to submit a complete application with all necessary attachments. Planning staff can refuse an incomplete application.

Version: December 27, 2023
H:\shared\Forms_Master\Application Forms & Supplemental Packets\Supplemental Packet_Amendments_Dec 2023.doc

Amendments to Map and/or Text

1. Which document is being proposed to be added to, deleted from, or otherwise modified?

■ Comprehensive Plan Map Amendment
☐ Comprehensive Plan Text Amendment (includes amendment to the Mineral and Aggregate Significant Site Inventory)

☐ Development Code Text Amendment
☐ Zoning Map Amendment

2. If amendments to the Comprehensive Plan Map are being proposed, what is the current designation and what is being proposed?

Current Designation: FR

Proposed Designation: L

3. If amendments to the Zoning Map are being proposed, what is the current zoning and what is being proposed?

Current Zoning: FU-10

Proposed Zoning: R-1

4. If modifying the Development Code text, please provide a copy of the proposed language as an attachment.

☐ Yes, the proposed development code text is attached.

■ No, the new development code text has not yet been drafted.

5. What is the current use of the property?

There are three parcels that are included in the annexation, the north parcel (1500) had a single manufactured home, but is now vacant, the middle parcel (Bankston-1502) has a single family residence, and the south parcel (1503) has a church/parking lot, with vacant area to the east.

6. Will a Goal Exception be necessary in order to accomplish the desired land use?

☐ Yes, an Exception is part of this application (see OAR 660, Division 4).

■ No, an Exception is not necessary.

Traffic Impact Analysis

PBS Engineering

10th Street Subdivision
Traffic Impact Analysis

City of Hermiston Tax Lots 4N2801B001500, 4N2801B001501, and 4N2801B001503
Hermiston, Oregon 97838

Prepared for:
Dennis Gisi
PO Box 906
Walla Walla, WA 99362

&

Victory Lighthouse Church
1940 NE 10th St
Hermiston, OR 97838

February 5, 2024
PBS Projects 66132.003 & 66535.000

PBS
1325 SE TECH CENTER DRIVE
SUITE 140
VANCOUVER, WA 98683
360.695.3488 MAIN
866.727.0140 FAX
PBSUSA.COM

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1 INTRODUCTION

The purpose of this study is to determine the impact of the traffic generated by the 10th Street Subdivision (Project) on the surrounding roadway infrastructure. The project sites are shown on the vicinity map (Figure 1). This study will determine if mitigation is required to keep the roadways operating safely and at capacity levels acceptable under the current level of service (LOS) standards. This report documents the findings and conclusions of a traffic impact analysis (TIA) conducted for the proposed site plans (Figure 2) for property located in Hermiston, Oregon.

1.1 Scope of Study

This study documents the existing and proposed conditions, traffic data, safety analysis, and intersection operations in accordance with the City of Hermiston (City) TIA guidelines, which are presented within the City's *Public Works Standards, Technical Specifications, and Standard Drawings* (see References).

The following intersections were identified for analysis:

1. 10th St / Theater Ln
2. 10th St / Punkin Center Rd
3. US-395 / Punkin Center Rd
4. US-395 / Theater Ln
5. 10th Street / First Access (Proposed)
6. 10th Street / Second Access (Proposed)
7. Theater Lane Access (Proposed)
8. 10th Street / Church Access
9. 10th Street / Third Access (Proposed)
10. 10th Street / Fourth Access (Proposed)

This TIA includes analysis of future background conditions growth based on an assumed 2% annual growth rate.

This TIA is prepared for submission to the City. The traffic-related issues addressed in this report include:

- Existing traffic conditions
- Proposed site-generated traffic volumes and their distribution
- Build-out year (2025) conditions without and with the project
- Capacity analysis of the existing and future conditions for weekday PM peak hours
- Safety analysis of the existing and future conditions
- Recommendations for mitigation of traffic impacts and conclusions

1.2 Existing Site Conditions

The project site consists of three tax lot numbers (4N2801B001500, 4N2801B001501, and 4N2801B001503) and is located at 10th Street in Hermiston, Oregon. Tax lot number 4N2801B001500 is owned by Dennis Gisi, and 4N2801B001503 is owned by Victory Lighthouse Church. Tax lot number 4N2801B001501 is not currently owned by Dennis Gisi but is included as part of this traffic impact analysis (TIA) in case of future development of the lot. It is assumed that the lot will be identical to Tax Lot Number 4N2801B001500 (the 45-lot site) as seen on the site plan in Figure 2.

All three tax lots are currently undeveloped.

1.3 Existing Infrastructure

The existing infrastructure and operational traffic conditions in the study area were documented. Roadway conditions were studied to confirm that the roadway is currently operating in a safe and efficient manner.

1.3.1 *Land Uses*

The land uses surrounding the site are documented to help identify the site location and provide reference for any discussion of conditions that might impact the adjacent properties. The land uses surrounding the site are shown in Table 1.

Table 1. Land Uses Around the Site

North of Site	
Zoning	Unzoned
Description	Within City Urban Growth Boundary (UGB)
Existing Use	Undeveloped

West of Site	
Zoning	R-3
Description	Medium-High Density Residential Zone
Existing Use	Elementary School

SITE

East of Site	
Zoning	Unzoned
Description	Within City UGB
Existing Use	Residential & Undeveloped

South of Site	
Zoning	Unzoned
Description	Within City UGB
Existing Use	Residential

1.3.2 *Existing Roadways*

The existing roadways providing access to the site are 10th Street and Theater Lane. Data was gathered on these and other roadways in the study area to inform operations analysis of the existing roadway system. The pertinent information regarding the study area roadways is tabulated below in Table 2.

Table 2. Existing Roadway Information

Roadway Name	Classification[1]	Speed Limit (mph)	Lane Configuration			
			Lanes	Sidewalks	Bike Lanes	TWLTL
US-395	Highway	45	4	Yes	No	Yes
10th Street	Urban Major Collector	45	2	No	No	No
Theater Lane	Rural Collector	25	2	No	No	No
Punkin Center Road	Urban Major Collector	45	2	No	No	No

mph: miles per hour; TWLTL: two-way left-turn lane
[1] Based on the City of Hermiston Transportation System Plan. See https://hermiston.maps.arcgis.com/apps/View/index.html?appid=14224b2c622c452ba28e985646812b13

1.3.3 Major Intersections and Traffic Controls

Figure 3 shows existing lane configurations and intersections controls for each studied intersection.

1.4 Traffic Volumes

1.4.1 Baseline Traffic Volumes

Turning movement counts were gathered for the weekday PM (4:00 to 6:00 pm) peak periods by All Traffic Data on January 9, 2024, at the following list of studied intersections:

1. 10th St / Theater Ln
2. 10th St / Punkin Center Rd
3. US-395 / Punkin Center Rd
4. US-395 / Theater Ln

Figure 4 shows the 2024 existing volumes based on these counts. Copies of the count data used are provided in Appendix A.

1.4.2 Background Growth

Background growth is a linear increase in traffic volumes that is not attributable to specific developments. A linear background growth of 2% was applied to all 2024 existing peak hour movement volumes between public roadways at the studied intersections.

1.4.3 In-Process Projects

There is one in-process project currently in the study area. MonteVista Homes, a 250-lot single family home development west of the Project site. Little information is provided with respect to the build-out date of the project. It will be assumed that the first two phases of the project will be built when our Project is built out in 2025. See Figure 5 for the In-Process Project trip distribution and Appendix G for the reference in-process project information.

1.4.4 Future Volumes

The baseline volumes for the 2025 intersection operations analyses, termed the 2025 Without Project volumes, represent the sum of 2024 existing traffic and background growth. Figure 6 presents the 2025 Without Project volumes for the weekday PM peak hour. These volumes were input to the intersection operations analyses, addressed later in this TIA.

2 PROPOSED CONDITIONS

The proposed development will add traffic to the roadway system. The project location, size, and completion date are all important elements that need to be considered to determine the development's impacts on safety and capacity. It is also important to exine how the project will operate with the existing transportation system, estimate how much new traffic it will generate, and predict where traffic generated by the site will be distributed. Furthermore, this section will address any funded infrastructure changes planned by other agencies or developers. All these elements are important in assessing the traffic impacts of this project.

2.1 Project Description

The applicants, Dennis Gisi and Victory Lighthouse Church, propose to develop subdivisions and a church expansion along 10th Street located at Tax lot numbers 4N2801B001500, 4N2801B001501, and 4N2801B001503 in Hermiston, Oregon. The applicants propose constructing a total of 113 single family homes and a 10,000 square-foot (sf) expansion of additional church amenities/sanctuary developed in accordance with City of Hermiston zoning ordinances for low density residential development.

Tax lot number 4N2801B001501 is not currently owned by Dennis Gisi but is included as part of this traffic impact analysis (TIA) in case of future development of the lot. It is assumed that the lot will be identical to Tax Lot Number 4N2801B001500 as seen on the site plan. See Figure 1 for the vicinity map and Figure 2 for the site plans. The estimated completion date of the project is 2025.

2.2 Access and Circulation

The applicants propose four new accesses to the site through 10th Street, one new access to the site on Theater Lane, and there is an existing access to the Church. See Figure 2 for the site plan. The two most northern proposed accesses closely align with the new Loma Vista Elementary School accesses.

2.3 Trip Generation and Distribution

The following sections rely on data provided in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual* (see References). Detailed trip generation calculations are provided in Appendix B.

2.3.1 Proposed Trip Generation

The trips generated by the site are estimated by treating the development as 113 units of "Single-Family Attached Housing" ITE land use code 210 and 10,000 square-feet of "Church" ITE land use code 560. The trip generation results are summarized in Table 3, and the calculation details are attached. The site trips are presented for the average weekday and the PM peak hour between 4:00 pm and 6:00 pm.

Table 3. ITE Trip Generation – 10th Street Subdivision

Land Use (ITE Code)	Single-Family Detached Housing (210)		Church (560)		Combined	
Independent Variable	Dwelling Units		1,000 sf GFA[2]			
Size	113		10			
Time Period	**ADT[1]**	**PM Peak Hour**	**ADT**	**PM Peak Hour**	**ADT**	**PM Peak Hour**
In	565	70	38	2	603	72
Out	565	41	38	3	603	44
Total Trips	1,130	111	76	5	1,206	116

[1] ADT = Average Daily Traffic
[2] sf GFA = Square-Foot Gross Floor Area

Findings: The Project is anticipated to generate 1,206 vehicle trips during a typical weekday and 116 vehicle trips during the PM peak hour.

2.3.2 Proposed Trip Distribution

The trip distribution is based on engineering judgement and feedback from ODOT and the City. Trip distribution and trip generation were used together to assign trips to access points and the studied intersections. The distribution of site-generated trips was estimated as follows:

- 60% to and from US-395, north of Punkin Center Road.
- 5% to and from Punkin Center Road, west of US-395.
- 15% to and from US-395, south of Theater Lane.
- 5% to and from Theater Lane, west of US-395.
- 10% to and from NE 10th street, south of the Theater Lane.
- 5% to and from Punkin Center Road, east of 10th Street.

Site-generated trip distribution and assignments are provided in Figure 7.

2.3.3 Future Volumes with Project

Figure 8 presents the 2025 With Project volumes, or the sum of Without Project volumes and the site-generated trips, for the weekday PM peak hours.

3 INTERSECTION OPERATIONS AND ROADWAY CAPACITY ANALYSES

3.1 Operations Description

Traffic operations are assessed in terms of LOS, a concept developed by transportation engineers to qualify the level of operation of intersections and roadways (*Highway Capacity Manual* (HCM), see References). LOS measures are classified in grades "A" through "F," indicating a range of operation, with LOS "A" signifying the best level of operation and LOS "F" representing the worst level.

LOS at unsignalized intersections is quantified in terms of average delay per vehicle. LOS "A" reflects full freedom of operation for a driver, while LOS "F" represents operational failure.

The volume-to-capacity (v/c) ratio quantifies the portion of the theoretical capacity consumed by traffic demand volume. A v/c ratio of zero (0.00) reflects none of the capacity is consumed and all the capacity is fully available. A v/c ratio of one (1.00) reflects all the capacity consumed and represents operational failure. The v/c ratio can be calculated for an intersection approach lane or for a signalized intersection, with the latter calculation aggregating the v/c ratios of the critical movements.

3.2 Operation Standards

The City only uses LOS to evaluate intersection operations. The mobility standard for the studied intersections that fall under the City's operation standard is LOS "D" or better according to *City of Hermiston Transportation System Plan* (See Reference). This standard is applicable to the 10th Street/Theater Lane, 10th Street/Punkin Center Road, and access intersections.

ODOT has a mobility standard of a v/c ratio of 0.80 or less for Freight Routes on a Statewide Highway located inside an Urban Growth Boundary in a non-metropolitan planning organization (MPO) with a speed limit greater than or equal to 45 miles per hour (see Appendix C). The mobility standard for the intersecting local roads is a v/c ratio of 0.90 or less. These standards apply to the US-395 / Punkin Center Road and US-395 / Theater Lane intersections, with US-395 being the Freight Route standard and the other roads being the intersection local roads standard.

3.3 Analysis Methodology

The project's traffic impacts were estimated to determine the changes in traffic conditions. To make these determinations, the following were employed:

- The individual peak hour volumes were analyzed for 2024 and 2025.
- The peak hour factor (PHF) for the overall intersection, as calculated from the count data, was applied for the 2024 baseline analysis scenario and the future 2025 conditions.
- The counts on ODOT facilities were seasonally adjusted based on the ODOT 2022 On-Site Automatic Traffic Recorders Table and ODOT 2023 Seasonal Trend Table according to Analysis Procedures Manual, Version 2 (See Reference).
- A minimum heavy vehicle percentage (HV%) of 2% was assumed for each movement for all analysis scenarios. The HV% calculated from the count data was applied if it was greater than 2%.
- Baseline traffic volumes on the surrounding street system were determined prior to adding the traffic impacts of the proposed project. Baseline traffic volume estimates were prepared for 2025 Without Project conditions.

- As noted previously, trip generation estimates for the project were prepared for the weekday PM peak hour on the surrounding street system.
- Cumulative traffic impacts of the proposed Project were determined by adding the project-generated traffic to the background weekday PM peak traffic at all studied intersections. This is termed the 2025 With Project condition.
- The LOS for all signalized and stop-controlled intersections was calculated with Trafficware's Synchro software, Version 11, based on HCM 6th Edition (see References) methodologies.
- Queuing analysis was performed to evaluate queue storage adequacy at the studied intersections. The 95th percentile queues were estimated using simulation models in Trafficware's Synchro software, Version 11
- The intersection results report the critical approach LOS and delay for the City's intersections and reports the major and minor approach v/c ratios of ODOT highway intersections.

3.4 Level of Service Analyses

LOS calculation reports for the study area intersections are provided in Appendix D. The key analysis findings are listed in the following tables. LOS results that do not meet the City's standards are shown in bold text.

Lane group abbreviations for the following tables are defined and patterned as follows:

- WB = Westbound, EB = Eastbound, NB = Northbound, SB = Southbound
- WBT = Westbound Through
- WBR = Westbound Right
- WBL = Westbound Left
- WBTR = Westbound Through-Right
- WBLT = Westbound Left-Through
- WBLR = Westbound Left-Right
- WBLTR = Westbound Left-Through-Right

3.4.1 2024 Existing Conditions

Table 4 describes the LOS for each intersection within the study area for the 2024 baseline volumes during the PM peak hours.

Table 4. Estimated 2024 LOS for Existing Conditions

Intersection	Intersection Control	Mobility Standard	PM Peak Hour		
			LOS	*Delay (sec/veh)*	*v/c (lane)*
10th St / Theater Ln	TWSC	LOS D	B	10.3	0.012 (WB)
10th St / Punkin Center Rd	TWSC	LOS D	B	11.1	0.082 (NB)
US-395 / E Punkin Center Rd	Signalized	v/c ≤ 0.80[1] v/c ≤ 0.90[2]	B	14.1	0.54 (SBTR)[1] 0.50 (WBR)[2]
US-395 / Theater Ln	Signalized	v/c ≤ 0.80[1] v/c ≤ 0.90[2]	B	19.0	0.70 (NBTR)[1] 0.71 (EBR)[2]

Intersection	Intersection Control	Mobility Standard	PM Peak Hour		
			LOS	Delay (sec/veh)	v/c (lane)
10th St / Church Access	TWSC	LOS D	A	0	0

sec/veh: seconds per vehicle; TWSC: two-way stop control
[1] For ODOT Highway Approaches
[2] For Local Road Approaches

Findings: As shown in Table 4, all studied intersections currently operate at an acceptable LOS in the 2024 Existing conditions during the Weekday PM peak hours.

3.4.2 2025 Future Conditions Without Project

Table 5 describes the LOS for each intersection within the study area for the 2025 volumes without the project trips during the PM peak hours.

Table 5. Estimated 2025 LOS for Without Project Conditions

Intersection	Intersection Control	Mobility Standard	PM Peak Hour		
			LOS	Delay (sec/veh)	v/c (lane)
10th St / Theater Ln	TWSC	LOS D	B	10.3	0.012 (WB)
10th St / Punkin Center Rd	TWSC	LOS D	B	11.2	0.085 (NB)
US-395 / E Punkin Center Rd	Signalized	v/c ≤ 0.80[1] v/c ≤ 0.90[2]	B	14.5	0.56 (SBTR)[1] 0.51 (WBR)[2]
US-395 / Theater Ln	Signalized	v/c ≤ 0.80[1] v/c ≤ 0.90[2]	C	20.4	0.72 (NBTR)[1] 0.71 (EBR)[2]
10th St / Church Access	TWSC	LOS D	A	0	0

sec/veh: seconds per vehicle; TWSC: two-way stop control
[1] For ODOT Highway Approaches
[2] For Local Road Approaches

Findings: As shown in Table 5, all studied intersections will operate within acceptable LOS in 2025 Without Project conditions during the Weekday PM peak hour.

3.4.3 2025 Future Conditions with Project

Table 6 describes the LOS for each intersection within the study area for the 2025 volumes with the project trips during the PM peak hours.

Table 6. Estimated 2025 LOS for With Project Conditions

Intersection	Intersection Control	Mobility Standard	PM Peak Hour		
			LOS	*Delay (sec/veh)*	*v/c (lane)*
10th St / Theater Ln	TWSC	LOS D	B	10.7	0.028 (WB)
10th St / Punkin Center Rd	TWSC	LOS D	B	12.0	0.142 (NB)
US-395 / E Punkin Center Rd	Signalized	v/c ≤ 0.80[1] v/c ≤ 0.90[2]	B	15.5	0.62 (SBL)[1] 0.56 (WBR)[2]
US-395 / Theater Ln	Signalized	v/c ≤ 0.80[1] v/c ≤ 0.90[2]	C	21.3	0.73 (NBR)[1] 0.72 (EBR)[2]
10th St / Church Access	TWSC	LOS D	A	9.3	0.004 (WB)
10th St / First Access	TWSC	LOS D	A	8.7	0.01 (WB)
Theater Ln / Access	TWSC	LOS D	A	8.4	0.009 (SB)
10th St / Second Access	TWSC	LOS D	A	8.7	0.01 (WB)
10th St / Third Access	TWSC	LOS D	A	9.1	0.011 (WB)
10th St / Fourth Access	TWSC	LOS D	A	9.1	0.011 (WB)

sec/veh: seconds per vehicle; TWSC: two-way stop control
[1] For ODOT Highway Approaches
[2] For Local Road Approaches

Findings: As shown in Table 6, all studied intersections will operate within acceptable LOS in 2025 With Project conditions during the Weekday PM peak hour.

3.5 Queuing Analysis

Queuing analysis was performed to evaluate queue storage adequacy at the studied intersections. To make these determinations, the following approaches were employed:

- The 95th percentile queues were estimated using the Trafficware's Synchro software (Version 11).
- Queue demand was rounded up to the nearest 25 feet, the average length of a queued vehicle.
- Available storage was measured from aerial photography and was rounded to the nearest 5 feet.
- Queues are reported for all controlled approach lanes. Uncontrolled lanes do not experience queuing and are not reported.

Table 7 summarize queuing analysis results for the PM peak hours. Queues that exceed the available storage are shown in bold text. Data output sheets from all queuing calculations are included in Appendix E.

Table 7. PM Peak Hour Intersection Queueing Analysis

Intersection	Approach and Movement		*Available Storage (Feet)*	95th Percentile Queue (Feet)	
				2025 Without Project	*2025 With Project*
1. 10th St / Theater Ln	EB	LTR	1000+	75	75
	WB	LTR	1000+	50	50
	NB	LTR	1000+	25	25
	SB	LTR	1000+	-	-
2. 10th St / Punkin Center Rd	EB	TR	425	-	25
	WB	LT	825	25	25
	NB	LR	1000+	50	75
3. US-395 / Punkin Center Rd	EB	L	175	75	100
		TR	750	100	125
	WB	L	175	75	75
		TR	345	100	125
	NB	L	230	75	75
		T	1000+	175	175
		TR	750	175	175
	SB	L	230	150	150
		T	1000+	125	150
		TR	890	150	175
4. US-395 / Theater Ln Road	EB	L	140	100	100
		TR	1,000+	150	150
	WB	L	140	100	100
		TR	400	125	125
	NB	L	230	150	150
		T	1000+	250	250
		TR	325	250	250
	SB	L	220	125	125
		T	1000+	250	275
		TR	340	225	250

Findings: As shown in Tables 7, all 95th percentile queue lengths are at or below the existing storage lengths for each lane movement. No queuing concerns were identified at the studied intersections.

4 SAFETY ANALYSIS

4.1 Collision Analysis

Collision data from the study area were obtained from WSDOT for the five-year period spanning from January 2018 through December 2022. This analysis assumes a collision rate less than the 1 per Million Entering Vehicle (MEV) is typically considered to be within acceptable parameters. A collision rate above 1 per MEV is formatted in bold font and is worthy of further examination. The detailed collision data can be found in Appendix F. Table 8 presents the results of the collision analysis.

Table 8. Collision Analysis for Study Area Intersections (January 2018 through December 2022)

Intersection	Collision Type						Total Collisions	Collison Rate
	Angle	Left-Turn	Rear-End	Sideswipe	Object	Other		
1. 10th St / Theater Ln	-	-	-	-	-	-	**0**	**0**
2. 10th St / Punkin Center Rd	-	-	-	-	-	-	**0**	**0**
3. US-395 / Punkin Center Rd	6	3	5	-	-	-	**14**	**0.35**
4. US-395 / Theater Ln Road	4	4	1	-	-	3	**12**	**0.31**

To calculate the collision rate, the PM peak hour total entering volumes from the existing TMCs were multiplied by 10 to provide an approximation of the average daily traffic (ADT). Detailed calculations of collision rates are provided in Appendix F.

As shown in table 8, the collision rate is less than 1 per MEV at all study intersections.

Findings: The 2018 through 2022 collision history at the study intersections was reviewed. All studied intersections have a collision rate below 1 per MEV.

4.2 Transit, Pedestrian, and Bicycle Facilities

Sidewalks currently exist partially along Theater Lane, west of 10th Street, and no sidewalks are available east of 10th Street. Sidewalks are also currently available along the west side of 10th Street, along the Loma Vista Elementary School frontage. The proposed development will construct sidewalks along the frontages of 10th Street and Theater Lane.

Bicycle lanes are not available along the studied roadways. According to the City's TSP, 10th Street, Punkin Center Road, and Theater Lane are identified to have bike lanes in future. Punkin Center Road is identified to have a shoulder bikeway while 10th street and Theater Lane are identified to have on-street bike lane.

There is no transit service nearby.

To assure accessibility compliance, all driveways, sidewalks, crosswalks, and curb ramps constructed with 10th Street subdivision should be designed and constructed according to the current Americans with Disabilities Act (ADA) guidelines.

Findings: Pedestrian transportation options are currently not available. However, it might become available with the proposed development, for future residents. Bicycle and transit facilities are not presently available; however, they may be provided in the future as the area builds out.

4.3 Intersection Sight Distance

The sight distance at the proposed site accesses along 10th Street and Theater Lane were checked using aerial imagery to verify it can meet intersection sight distance (ISD) requirements and that no objects are within the ISD triangles that would block approaching drivers' views of approaching traffic. The American Association of State Highway and Transportation Officials (AASHTO) tables 9-6 and 9-8, Design Intersection Sight Distance Left/Right Turn from Stop (see references), were used in determining required ISD.

Findings: Access intersections on 10th Street should have at least 430 feet of sight distance looking to the north for a right turn and 500 feet of sight distance looking to the south for a left turn based on the 45-mph posted speed on 10th Street. The relatively flat terrain and clear view past 500 feet in both directions suggests all proposed access intersections have adequate sight distance.

Access intersections on Theater Lane should have at least 240 feet of sight distance looking to the north for a right turn and 280 feet of sight distance looking to the south for a left turn based on the 25-mph posted speed on Theater Lane. The relatively flat terrain and clear view past 280 feet in both directions suggests all proposed access intersections have adequate sight distance.

4.4 On-Site Parking

According to the Code of Hermiston (See References), Chapter 157.175, the Victory Lighthouse Church is required to have one space per four seats or eight feet of bench length in the main auditorium. The development is required to provide adequate additional parking spaces as needed by the final outlay of the church expansion.

Additionally, the proposed site plan should meet the minimum requirement for accessible parking spaces per the Americans with Disabilities Act (ADA) parking requirements from ORS 447.233 based on the number of proposed parking spaces.

Recommendations: The Project should meet the minimum parking requirements as well as the requirements for accessible parking spaces for the proposed church expansion.

5 STUDY FINDINGS

The findings of this TIA are listed below.

5.1 Trip Generation

The Project is anticipated to generate 1,206 vehicle trips during a typical weekday and 116 vehicle trips during the PM peak hour.

5.2 Level of Service

As shown in Table 4, all studied intersections currently operate at an acceptable LOS in the 2024 Existing conditions during the Weekday PM peak hours.

As shown in Table 5, all studied intersections will operate within acceptable LOS in 2025 Without Project conditions during the Weekday PM peak hour.

As shown in Table 6, all studied intersections will operate within acceptable LOS in 2025 With Project conditions during the Weekday PM peak hour.

5.3 Queuing Analysis

No significant queue concerns were identified at the studied intersections due to this project.

5.4 Collision Analysis

The 2018 through 2022 collision history at the study intersections was reviewed. All studied intersections have a collision rate below 1 per MEV.

5.5 Transit, Pedestrian, and Bicycle Facilities

Pedestrian transportation options are currently not available. However, it might become available with the proposed development, for future residents. Bicycle and transit facilities are not presently available; however, they may be provided in the future as the area builds out.

5.6 Intersection Sight Distance

Access intersections on 10th Street should have at least 430 feet of sight distance looking to the north for a right turn and 500 feet of sight distance looking to the south for a left turn based on the 45-mph posted speed on 10th Street. The relatively flat terrain and clear view past 500 feet in both directions suggests all proposed access intersections have adequate sight distance.

Access intersections on Theater Lane should have at least 240 feet of sight distance looking to the north for a right turn and 280 feet of sight distance looking to the south for a left turn based on the 25-mph posted speed on Theater Lane. The relatively flat terrain and clear view past 280 feet in both directions suggests all proposed access intersections have adequate sight distance.

6 RECOMMENDATIONS

The recommendations of this TIA are listed below.

6.1 On-Site Parking

The Project should meet the minimum parking requirements as well as the requirements for accessible parking spaces for the proposed church expansion.

7 REFERENCES

AASHTO (American Association of State Highway and Transportation Officials). (2018). *A Policy on the Geometric Design of Highways and Streets*, 7th Edition.

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ODOT (Oregon Department of Transportation). (2023, April). *Analysis Procedures Manual*, Version 2.

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Figures

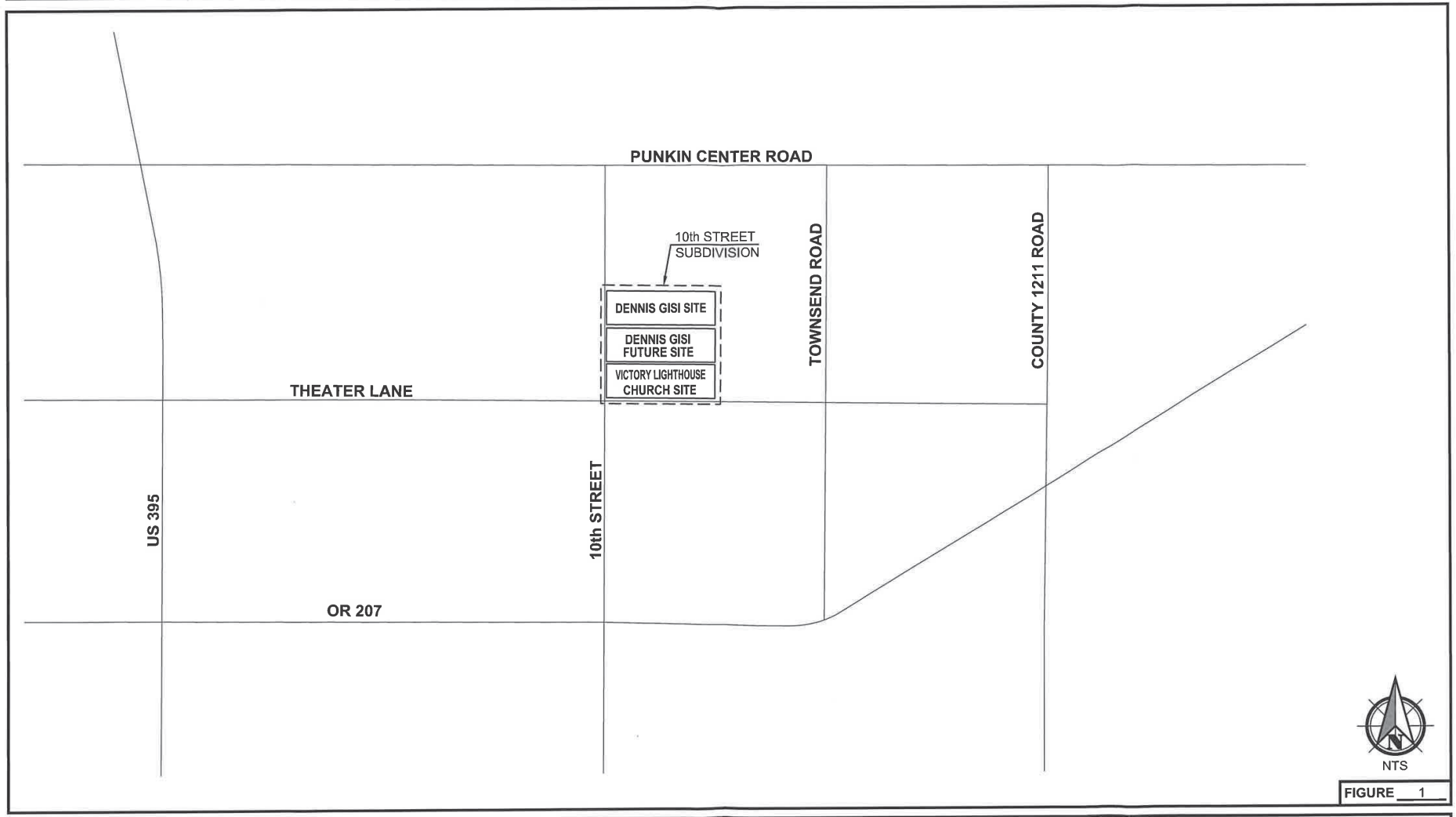
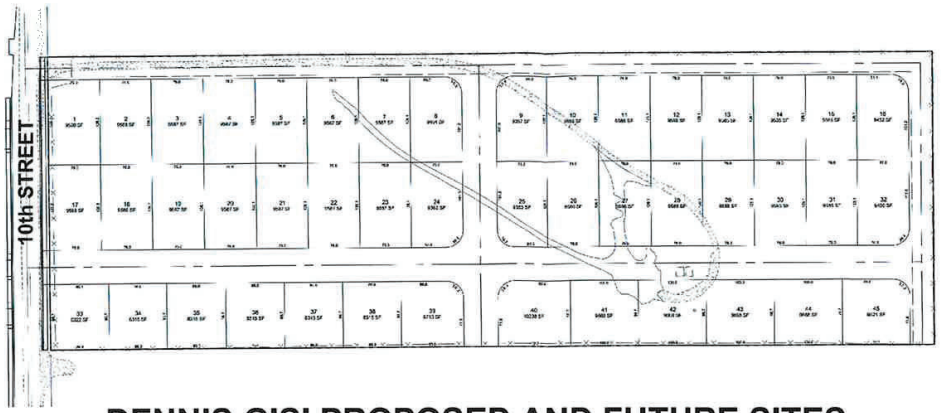


FIGURE 1

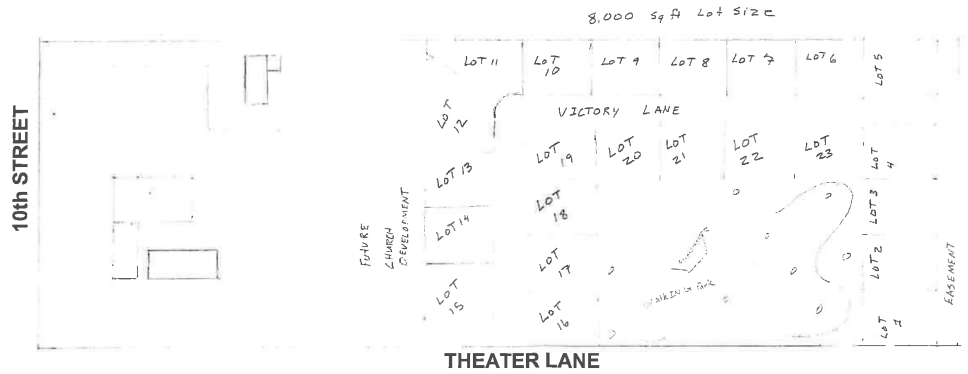
Vicinity Map
10th Street Subdivision

PBS

January 2024
PBS Project 66132.003



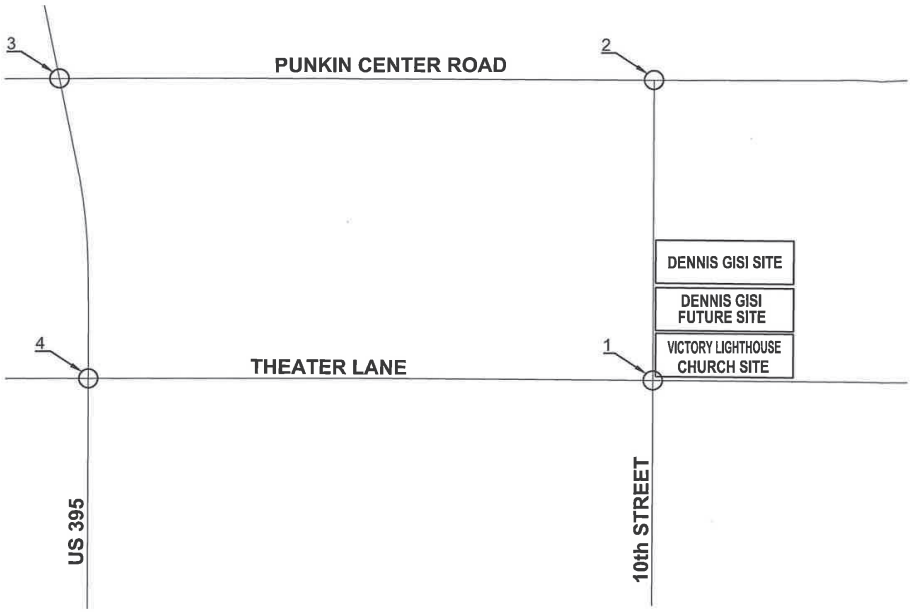
DENNIS GISI PROPOSED AND FUTURE SITES
NTS

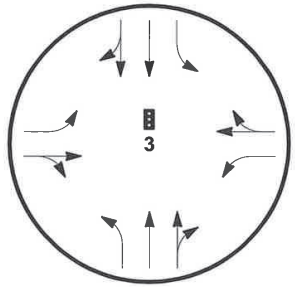


VICTORY LIGHTHOUSE CHURCH SITE
NTS

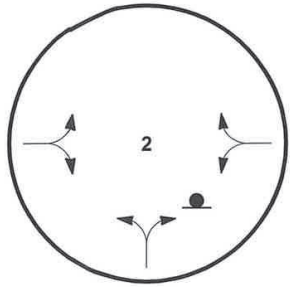
FIGURE 2

Site Plans
10th Street Subdivision

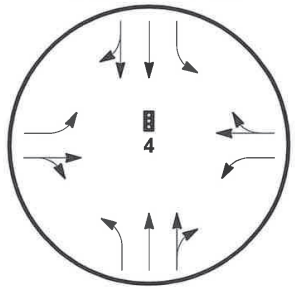




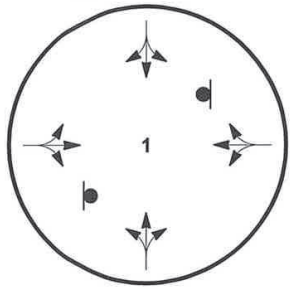
US 395 /
Punkin Center Road



10th Street /
Punkin Center Road



US 395 /
Theater Lane



10th Street /
Theater Lane

LEGEND

- INTERSECTION
- STOP SIGN
- TRAFFIC SIGNAL

NTS

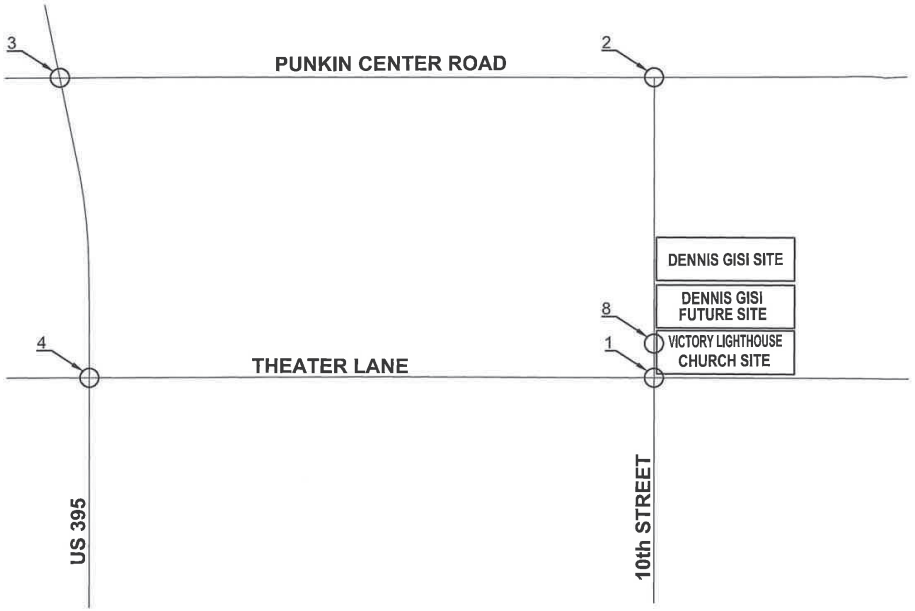
FIGURE 3

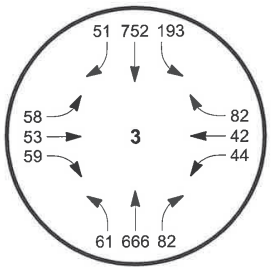
Existing Lane Configuration and Traffic Control

10th Street Subdivision

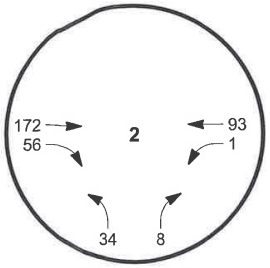
PBS

January 2024
PBS Project 66132.003

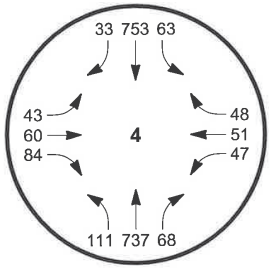




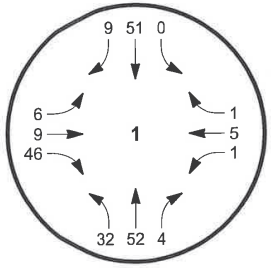
US 395 /
Punkin Center Road



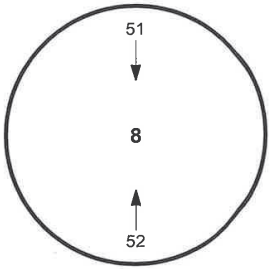
10th Street /
Punkin Center Road



US 395 /
Theater Lane



10th Street /
Theater Lane



10th Street /
Church Access

LEGEND

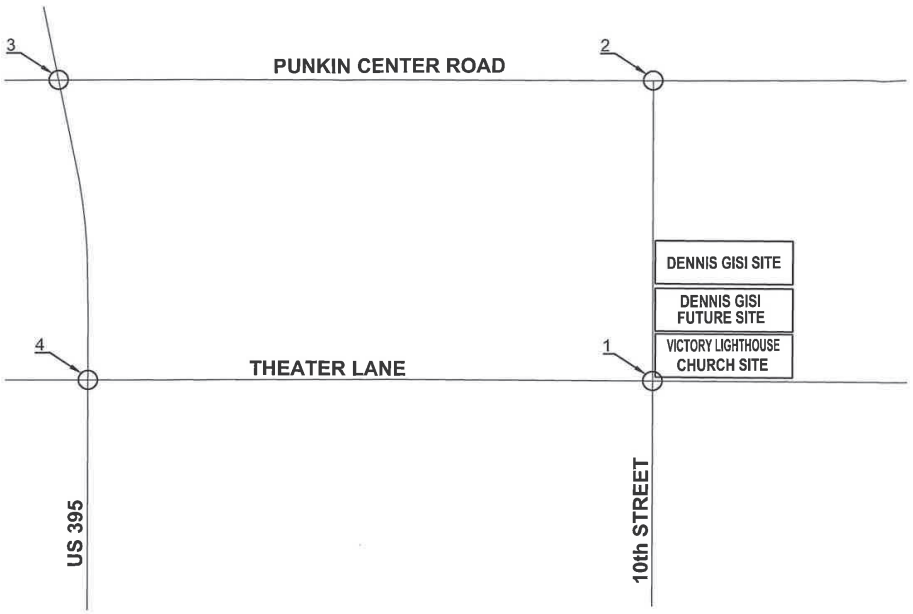
○ INTERSECTION
XXX PM PEAK HOUR

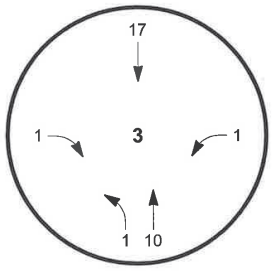
NTS

FIGURE 4

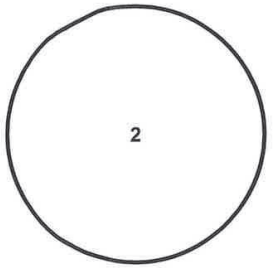
2024 Existing Volumes

10th Street Subdivision

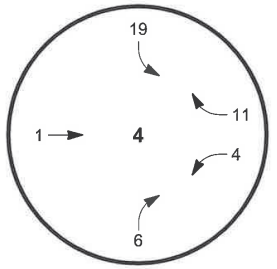




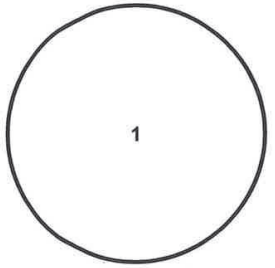
US 395 /
Punkin Center Road



10th Street /
Punkin Center Road



US 395 /
Theater Lane



10th Street /
Theater Lane

LEGEND	
○	INTERSECTION
XXX	PM PEAK HOUR

NTS

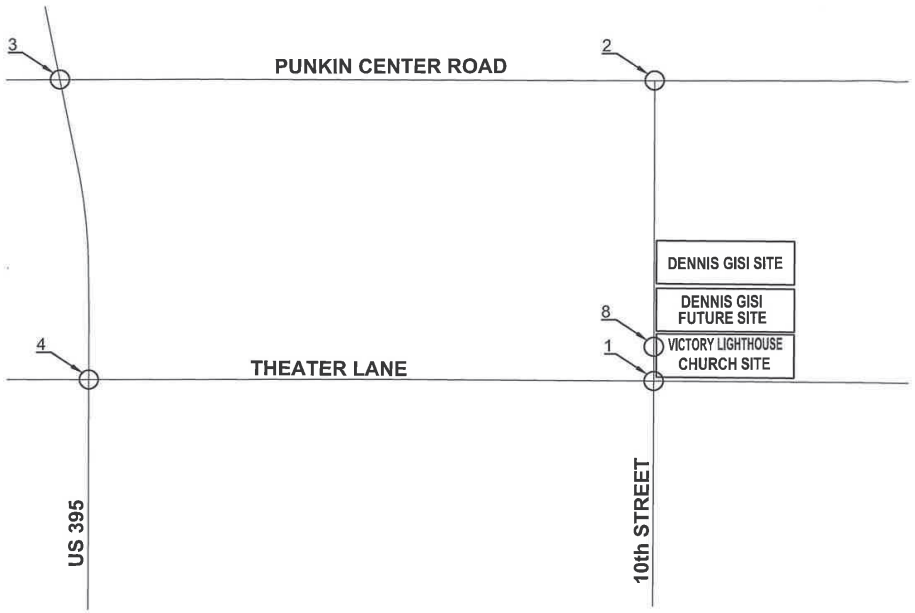
FIGURE 5

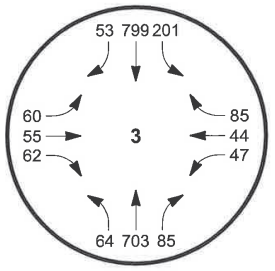
In-Process Project Trips

10th Street Subdivision

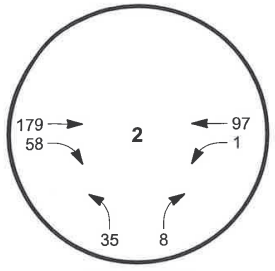
PBS

January 2024
PBS Project 66132.003

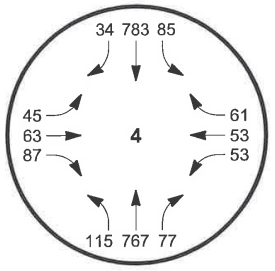




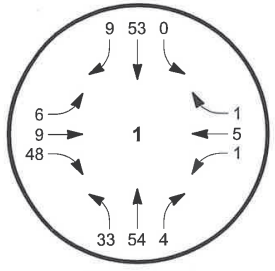
US 395 /
Punkin Center Road



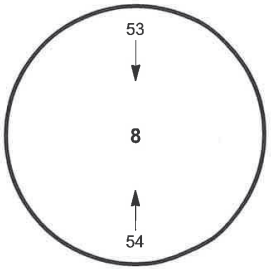
10th Street /
Punkin Center Road



US 395 /
Theater Lane



10th Street /
Theater Lane



10th Street /
Church Access

LEGEND	
○	INTERSECTION
XXX	PM PEAK HOUR

NTS

FIGURE 6

2025 Without Project Volumes

10th Street Subdivision

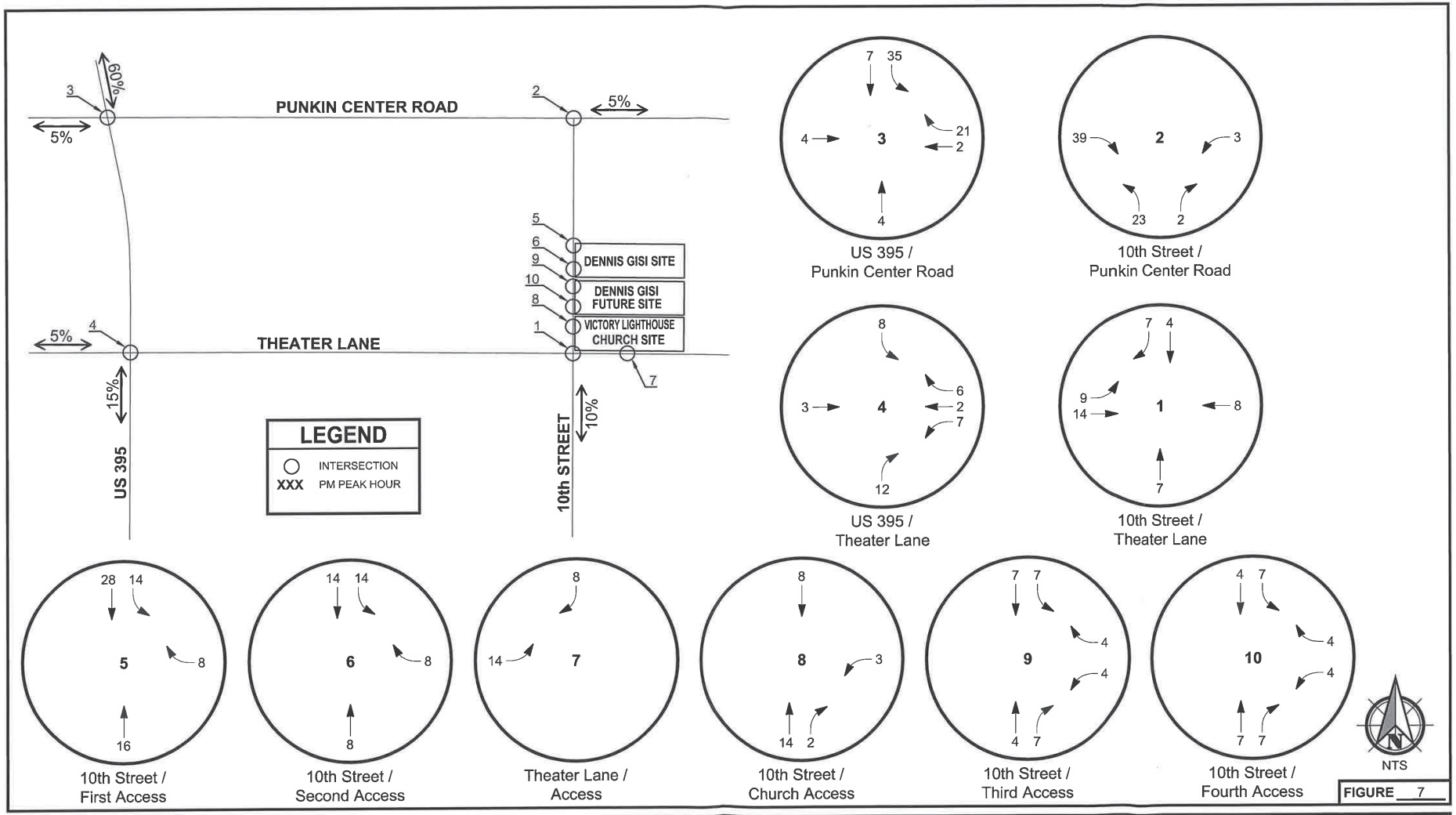


FIGURE 7

Primary Trip Distribution and Assignment

10th Street Subdivision

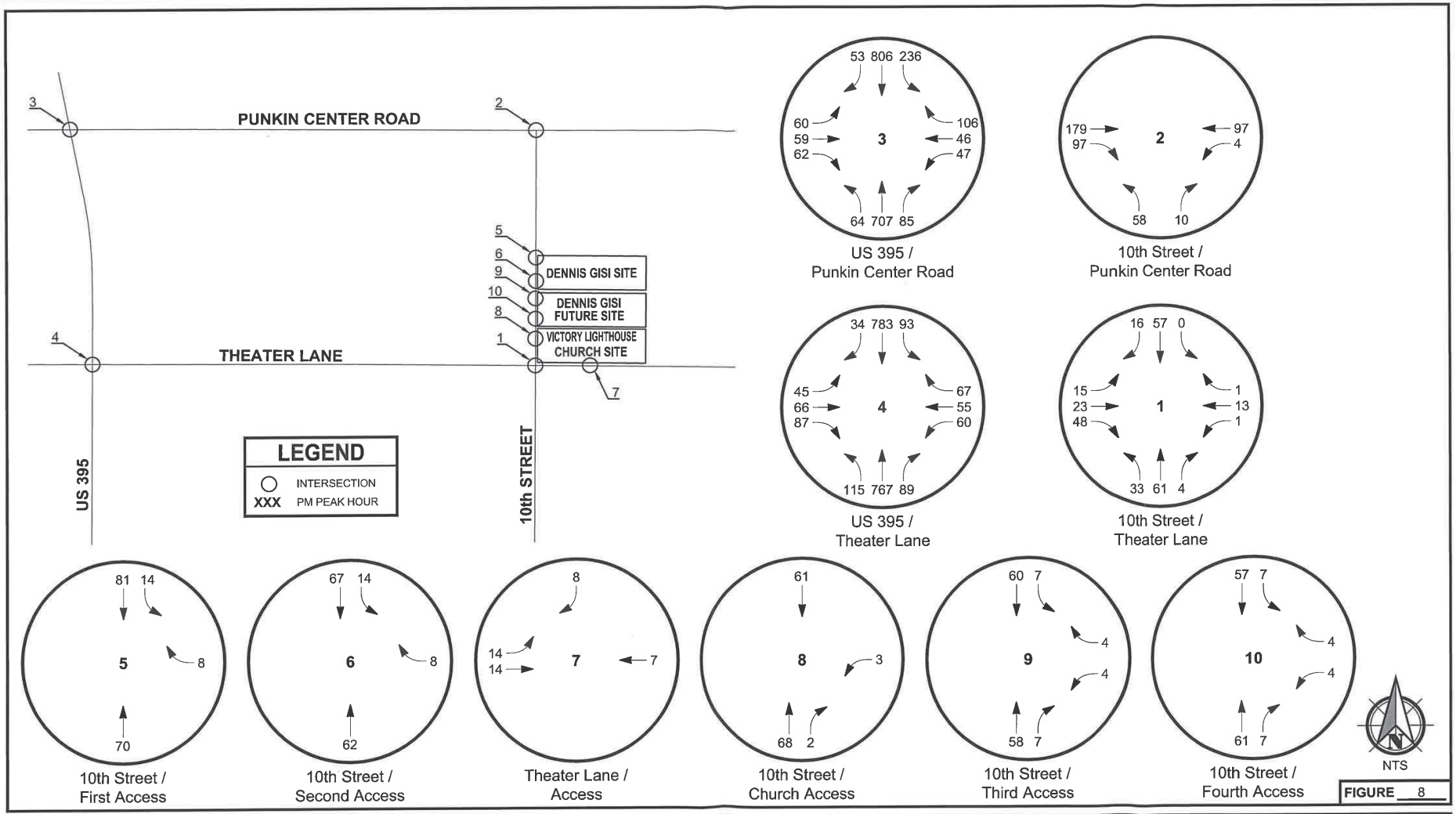


FIGURE 8

2025 With Project Volumes

10th Street Subdivision

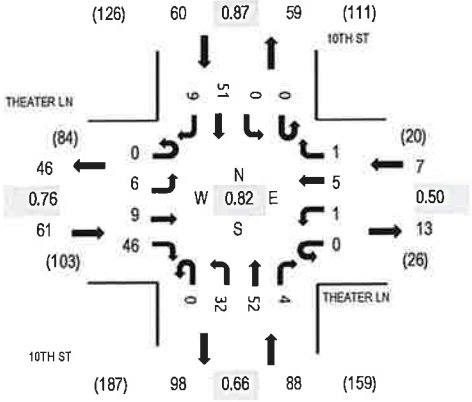
Appendix A
Traffic Counts

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

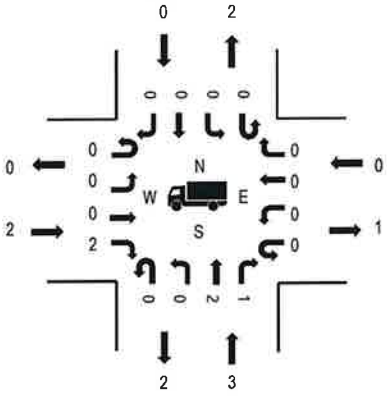
Location: 1 10TH ST & THEATER LN PM
Date: Tuesday, January 9, 2024
Peak Hour: 04:40 PM - 05:40 PM
Peak 15-Minutes: 05:05 PM - 05:20 PM

Peak Hour

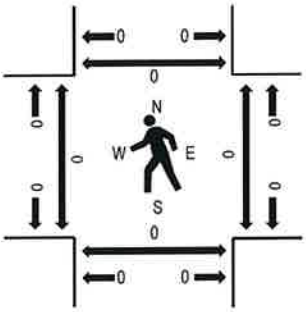
Motorized Vehicles



Heavy Vehicles



Pedestrians



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	3.3%	0.76
WB	0.0%	0.50
NB	3.4%	0.66
SB	0.0%	0.87
All	2.3%	0.82

Traffic Counts - Motorized Vehicles

Interval Start Time	THEATER LN Eastbound				THEATER LN Westbound				10TH ST Northbound				10TH ST Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	3	0	0	1	0	0	2	4	1	0	0	8	1	20	197
4:05 PM	0	1	0	2	0	0	0	0	0	4	6	0	0	1	3	1	18	192
4:10 PM	0	0	2	1	0	1	1	0	0	3	2	1	0	0	9	1	21	199
4:15 PM	0	2	2	2	0	0	1	0	0	1	2	0	0	0	4	0	14	196
4:20 PM	0	2	1	3	0	0	1	0	0	0	4	0	0	0	3	0	14	205
4:25 PM	0	1	0	2	0	0	1	0	0	2	2	0	0	0	4	0	12	207
4:30 PM	0	1	1	0	0	0	3	0	0	4	3	0	0	0	5	0	17	204
4:35 PM	0	0	0	5	0	1	1	0	0	0	2	1	0	0	5	0	15	209
4:40 PM	0	0	1	3	0	0	2	0	0	2	3	0	0	0	3	1	15	216
4:45 PM	0	0	2	9	0	0	0	0	0	3	5	0	0	0	4	0	23	212
4:50 PM	0	1	0	2	0	0	0	0	0	2	3	0	0	0	4	0	12	208
4:55 PM	0	1	1	2	0	1	0	0	0	2	2	1	0	0	6	0	16	216
5:00 PM	0	0	1	5	0	0	0	0	0	1	0	1	0	0	5	2	15	211
5:05 PM	0	0	1	2	0	0	1	0	0	5	12	0	0	0	3	1	25	
5:10 PM	0	1	0	7	0	0	0	0	0	5	2	0	0	0	3	0	18	
5:15 PM	0	0	1	2	0	0	0	0	0	3	8	0	0	0	9	0	23	
5:20 PM	0	0	0	2	0	0	1	0	0	2	3	1	0	0	7	0	16	
5:25 PM	0	0	0	2	0	0	0	0	0	1	4	0	0	0	2	0	9	
5:30 PM	0	1	1	5	0	0	0	0	0	4	2	1	0	0	4	4	22	
5:35 PM	0	2	1	5	0	0	1	1	0	2	8	0	0	0	1	1	22	
5:40 PM	0	0	0	2	0	0	0	0	0	2	4	0	0	0	3	0	11	
5:45 PM	0	0	1	3	0	0	1	0	0	2	6	0	0	0	6	0	19	
5:50 PM	0	1	0	2	0	0	0	0	0	4	4	0	0	1	7	1	20	
5:55 PM	0	1	0	1	0	1	0	0	0	0	4	1	0	0	3	0	11	
Count Total	0	15	16	72	0	4	15	1	0	56	95	8	0	2	111	13	408	
Peak Hour	0	6	9	46	0	1	5	1	0	32	52	4	0	0	51	9	216	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	3	0	0	3	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	1	1	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	1	0	0	0	1	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	2	0	0	2	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	1	0	0	1	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	1	0	0	0	1	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	1	0	0	0	1	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	1	0	0	1
5:45 PM	0	0	0	1	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	2	2	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	3	6	0	4	13	Count Total	0	0	0	0	0	Count Total	0	1	0	0	1
Peak Hour	2	3	0	0	5	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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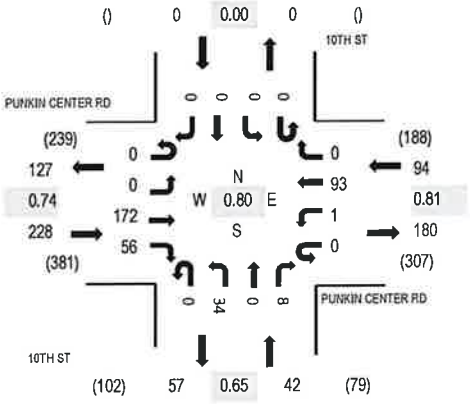
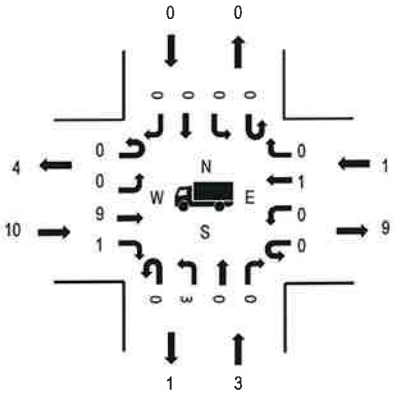
Location: 2 10TH ST & PUNKIN CENTER RD PM
Date: Tuesday, January 9, 2024
Peak Hour: 04:20 PM - 05:20 PM
Peak 15-Minutes: 04:20 PM - 04:35 PM

Peak Hour

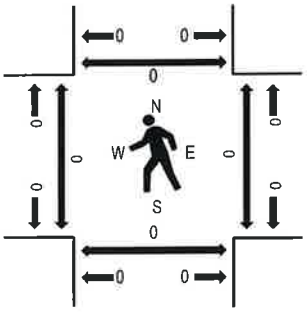
Motorized Vehicles



Heavy Vehicles



Pedestrians



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	4.4%	0.74
WB	1.1%	0.81
NB	7.1%	0.65
SB	0.0%	0.00
All	3.8%	0.80

Traffic Counts - Motorized Vehicles

Interval Start Time	PUNKIN CENTER RD Eastbound				PUNKIN CENTER RD Westbound				10TH ST Northbound				10TH ST Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	6	4	0	1	11	0	0	5	0	1	0	0	0	0	28	348
4:05 PM	0	0	8	2	0	1	8	0	0	4	0	1	0	0	0	0	24	349
4:10 PM	0	0	16	4	0	0	7	0	0	0	0	1	0	0	0	0	28	358
4:15 PM	0	0	13	3	0	0	5	0	0	2	0	1	0	0	0	0	24	361
4:20 PM	0	0	20	4	0	0	6	0	0	4	0	1	0	0	0	0	35	364
4:25 PM	0	0	30	8	0	0	10	0	0	2	0	1	0	0	0	0	51	356
4:30 PM	0	0	9	5	0	0	10	0	0	4	0	0	0	0	0	0	28	330
4:35 PM	0	0	12	1	0	0	9	0	0	1	0	0	0	0	0	0	23	325
4:40 PM	0	0	18	3	0	1	10	0	0	0	0	1	0	0	0	0	33	322
4:45 PM	0	0	14	6	0	0	5	0	0	5	0	0	0	0	0	0	30	311
4:50 PM	0	0	12	5	0	0	9	0	0	2	0	0	0	0	0	0	28	309
4:55 PM	0	0	6	7	0	0	2	0	0	1	0	0	0	0	0	0	16	294
5:00 PM	0	0	11	4	0	0	11	0	0	2	0	1	0	0	0	0	29	300
5:05 PM	0	0	16	4	0	0	5	0	0	7	0	1	0	0	0	0	33	
5:10 PM	0	0	12	6	0	0	8	0	0	3	0	2	0	0	0	0	31	
5:15 PM	0	0	12	3	0	0	8	0	0	3	0	1	0	0	0	0	27	
5:20 PM	0	0	9	5	0	1	7	0	0	5	0	0	0	0	0	0	27	
5:25 PM	0	0	9	2	0	0	11	0	0	2	0	1	0	0	0	0	25	
5:30 PM	0	0	11	6	0	3	3	0	0	0	0	0	0	0	0	0	23	
5:35 PM	0	0	10	1	0	1	4	0	0	2	0	2	0	0	0	0	20	
5:40 PM	0	0	9	1	0	1	7	0	0	4	0	0	0	0	0	0	22	
5:45 PM	0	0	14	3	0	2	8	0	0	1	0	0	0	0	0	0	28	
5:50 PM	0	0	8	1	0	1	3	0	0	0	0	0	0	0	0	0	13	
5:55 PM	0	0	6	2	0	0	9	0	0	4	0	1	0	0	0	0	22	
Count Total	0	0	291	90	0	12	176	0	0	63	0	16	0	0	0	0	648	
Peak Hour	0	0	172	56	0	1	93	0	0	34	0	8	0	0	0	0	364	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	2	3	0	5	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	1	0	0	0	1	4:05 PM	0	0	0	0	0	4:05 PM	0	1	0	0	1
4:10 PM	3	0	0	0	3	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	1	0	0	0	1	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	2	0	0	0	2	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	2	0	0	0	2	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	1	0	0	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	1	0	1	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	2	0	0	2	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	3	0	0	0	3	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	3	0	0	0	3	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	1	0	1	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	1	0	0	0	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	1	0	0	0	1	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	1	0	0	0	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	1	0	0	0	1	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	19	5	5	0	29	Count Total	0	0	0	0	0	Count Total	0	1	0	0	1
Peak Hour	10	3	1	0	14	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0

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(303) 216-2439
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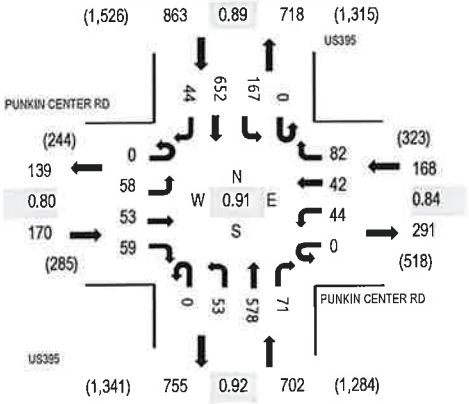
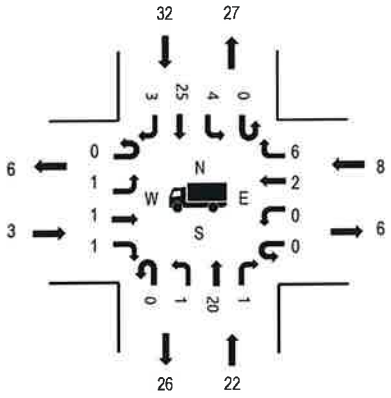
Location: 3 US395 & PUNKIN CENTER RD PM
Date: Tuesday, January 9, 2024
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour

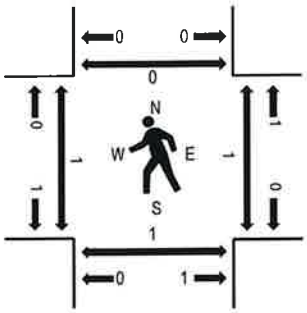
Motorized Vehicles



Heavy Vehicles



Pedestrians



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.8%	0.80
WB	4.8%	0.84
NB	3.1%	0.92
SB	3.7%	0.89
All	3.4%	0.91

Traffic Counts - Motorized Vehicles

Interval Start Time	PUNKIN CENTER RD Eastbound				PUNKIN CENTER RD Westbound				US395 Northbound				US395 Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	2	3	5	0	3	4	8	0	6	50	7	0	6	62	4	160	1,876
4:05 PM	0	3	0	6	0	5	3	5	0	2	50	4	0	13	49	7	147	1,882
4:10 PM	0	4	4	2	0	1	1	11	0	6	47	11	0	15	55	0	157	1,895
4:15 PM	0	4	9	7	0	3	5	7	0	4	57	4	0	12	49	2	163	1,903
4:20 PM	0	2	3	6	0	5	5	6	0	5	51	9	0	14	61	4	171	1,895
4:25 PM	0	9	7	6	0	2	4	7	0	10	52	6	0	9	44	1	157	1,837
4:30 PM	0	3	1	5	0	3	1	10	0	4	54	6	0	13	64	6	170	1,793
4:35 PM	0	8	6	6	0	4	4	8	0	6	56	3	0	16	53	4	174	1,750
4:40 PM	0	5	2	4	0	5	1	10	0	3	58	7	0	19	60	4	178	1,683
4:45 PM	0	3	6	3	0	1	6	5	0	7	42	7	0	14	55	2	151	1,625
4:50 PM	0	6	3	5	0	3	6	8	0	3	30	6	0	9	32	2	113	1,580
4:55 PM	0	5	3	3	0	1	3	4	0	4	38	3	0	17	52	2	135	1,571
5:00 PM	0	4	5	4	0	0	1	4	0	2	56	12	0	13	62	3	166	1,542
5:05 PM	0	1	5	6	0	10	2	7	0	3	33	5	0	17	62	9	160	
5:10 PM	0	8	3	4	0	7	4	6	0	2	51	3	0	14	58	5	165	
5:15 PM	0	2	1	3	0	5	3	7	0	4	53	11	0	15	46	5	155	
5:20 PM	0	3	2	3	0	3	2	9	0	5	32	3	0	10	37	4	113	
5:25 PM	0	3	3	1	0	5	3	11	0	2	32	7	0	9	35	2	113	
5:30 PM	0	4	5	2	0	4	2	6	0	5	31	2	0	10	51	5	127	
5:35 PM	0	7	1	5	0	2	3	5	0	1	35	5	0	13	29	1	107	
5:40 PM	0	4	5	2	0	0	2	7	0	1	44	7	0	8	38	2	120	
5:45 PM	0	1	4	5	0	5	1	5	1	3	30	5	0	14	31	1	106	
5:50 PM	0	2	3	5	0	4	4	7	0	3	29	3	0	6	34	4	104	
5:55 PM	0	3	4	3	0	4	1	4	0	2	41	2	0	6	35	1	106	
Count Total	0	96	88	101	0	85	71	167	1	93	1,052	138	0	292	1,154	80	3,418	
Peak Hour	0	58	53	59	0	44	42	82	0	53	578	71	0	167	652	44	1,903	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	3	1	3	7	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	1	1	3	0	5	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	1	2	0	2	5	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	4	0	4	8	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	4	1	2	7	4:20 PM	0	0	0	0	0	4:20 PM	1	1	0	0	2
4:25 PM	1	0	0	4	5	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	2	0	4	6	4:30 PM	0	0	0	0	0	4:30 PM	0	0	1	0	1
4:35 PM	0	2	1	3	6	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	1	3	4	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	2	2	0	4	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	2	2	0	4	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	1	1	5	7	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	1	4	0	1	6	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	1	1	0	3	5	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	3	3	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	2	0	1	3	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	3	1	2	6	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	3	3	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	1	1	2	4	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	1	0	3	4	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	4	0	1	5	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	1	1	0	1	3	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	1	0	2	3	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	6	41	14	52	113	Count Total	0	0	0	0	0	Count Total	1	1	1	0	3
Peak Hour	3	22	8	32	65	Peak Hour	0	0	0	0	0	Peak Hour	1	1	1	0	3

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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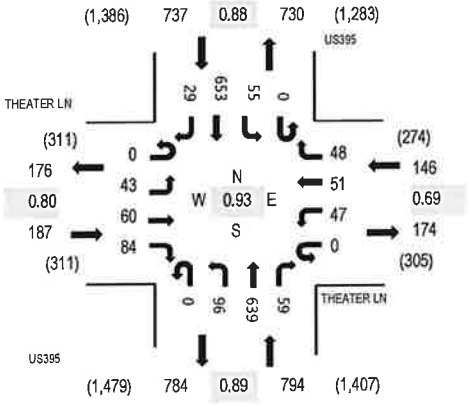
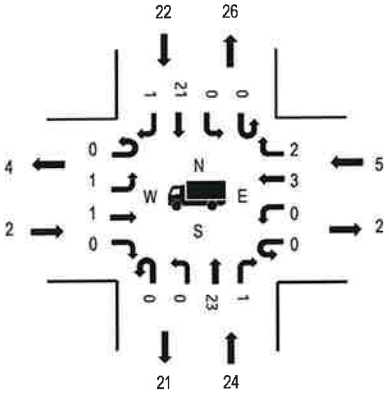
Location: 4 US395 & THEATER LN PM
Date: Tuesday, January 9, 2024
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:10 PM - 04:25 PM

Peak Hour

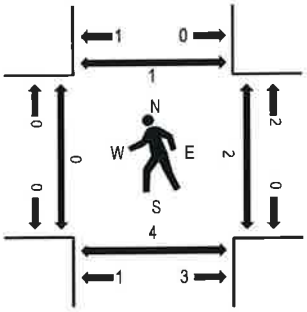
Motorized Vehicles



Heavy Vehicles



Pedestrians



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.1%	0.80
WB	3.4%	0.69
NB	3.0%	0.89
SB	3.0%	0.88
All	2.8%	0.93

Traffic Counts - Motorized Vehicles

Interval Start Time	THEATER LN Eastbound				THEATER LN Westbound				US395 Northbound				US395 Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	3	2	4	0	1	2	4	0	5	62	3	0	8	56	2	152	1,864
4:05 PM	0	4	4	5	0	4	1	4	0	9	55	3	0	3	57	4	153	1,853
4:10 PM	0	4	6	7	0	5	3	6	0	10	54	7	0	5	50	0	157	1,857
4:15 PM	0	1	9	3	0	9	8	7	0	13	51	4	0	3	60	4	172	1,850
4:20 PM	0	4	8	7	0	5	7	3	0	12	58	7	0	6	55	2	174	1,831
4:25 PM	0	8	3	14	0	3	6	5	0	7	50	5	0	2	48	4	155	1,787
4:30 PM	0	6	3	6	0	2	5	1	0	8	63	5	0	4	61	5	169	1,762
4:35 PM	0	4	3	9	0	1	7	4	0	10	60	4	0	4	62	0	168	1,686
4:40 PM	0	1	6	8	0	3	3	2	0	8	57	7	0	7	59	2	163	1,644
4:45 PM	0	4	7	7	0	5	5	5	0	5	43	5	0	4	59	2	151	1,582
4:50 PM	0	3	3	5	0	6	1	4	0	5	38	6	0	4	38	2	115	1,544
4:55 PM	0	1	6	9	0	3	3	3	0	4	48	3	0	5	48	2	135	1,543
5:00 PM	0	3	2	5	0	2	1	1	0	2	53	2	0	7	60	3	141	1,514
5:05 PM	0	3	4	5	0	2	3	3	0	9	46	5	0	3	67	7	157	
5:10 PM	0	3	1	9	0	6	3	3	0	7	45	2	0	6	64	1	150	
5:15 PM	0	2	5	5	0	6	6	1	0	5	60	5	0	7	49	2	153	
5:20 PM	0	1	1	5	0	7	6	1	0	9	37	3	0	2	54	4	130	
5:25 PM	0	3	9	2	0	8	6	3	0	5	43	5	0	2	43	1	130	
5:30 PM	0	0	2	4	0	3	2	1	0	2	25	6	0	7	39	2	93	
5:35 PM	0	1	4	3	0	1	4	5	0	10	51	7	0	0	38	2	126	
5:40 PM	0	3	5	4	0	3	3	4	0	4	32	3	0	3	35	2	101	
5:45 PM	0	2	3	9	0	8	3	1	0	3	41	1	0	4	35	3	113	
5:50 PM	0	1	5	4	0	6	4	2	0	5	35	2	0	4	46	0	114	
5:55 PM	0	0	1	5	0	8	1	1	0	3	37	3	0	0	45	2	106	
Count Total	0	65	102	144	0	107	93	74	0	160	1,144	103	0	100	1,228	58	3,378	
Peak Hour	0	43	60	84	0	47	51	48	0	96	639	59	0	55	653	29	1,864	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval	Heavy Vehicles					Interval	Bicycles on Roadway					Interval	Pedestrians/Bicycles on Crosswalk				
Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total
4:00 PM	0	4	1	3	8	4:00 PM	0	0	0	0	0	4:00 PM	0	2	0	0	2
4:05 PM	0	2	0	1	3	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	2	2	1	5	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	2	0	3	5	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	3	1	1	5	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	1	2	1	2	6	4:25 PM	0	0	0	0	0	4:25 PM	0	1	2	0	3
4:30 PM	0	1	0	6	7	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	1	1	0	2	4	4:35 PM	0	0	0	0	0	4:35 PM	0	1	0	0	1
4:40 PM	0	1	0	1	2	4:40 PM	0	0	0	0	0	4:40 PM	0	0	1	0	1
4:45 PM	0	3	0	0	3	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	1	1
4:50 PM	0	2	0	0	2	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	1	0	2	3	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	3	0	2	5	5:00 PM	0	0	0	0	0	5:00 PM	1	0	2	0	3
5:05 PM	0	1	0	0	1	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	4	4	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	1	0	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	3	1	2	6	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	1	0	0	3	4	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	2	0	2	4	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	1	0	0	1	2	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	3	0	0	3	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	1	1	0	1	3	5:50 PM	0	0	0	0	0	5:50 PM	0	1	0	0	1
5:55 PM	0	1	0	1	2	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	5	39	6	38	88	Count Total	0	0	0	0	0	Count Total	1	5	5	1	12
Peak Hour	2	24	5	22	53	Peak Hour	0	0	0	0	0	Peak Hour	0	4	3	1	8

All Traffic Data Services, Inc.
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Site Code: 5
US395 N.O Punkin Center Rd

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/09/24	0	26	9	0	3	0	0	1	0	0	0	0	0	39
01:00	0	24	2	0	1	0	0	2	0	0	0	0	0	29
02:00	0	21	5	0	1	0	0	0	0	0	**1**	0	0	28
03:00	0	32	6	1	4	1	0	0	0	0	0	0	0	44
04:00	1	51	10	1	9	0	1	0	2	0	0	0	0	75
05:00	0	72	25	2	12	2	0	0	0	0	0	0	0	113
06:00	1	130	44	3	26	1	0	4	0	0	0	0	0	209
07:00	4	202	45	1	39	1	1	13	2	0	0	0	0	308
08:00	**6**	276	75	6	59	4	0	10	**3**	**1**	0	0	0	440
09:00	3	255	101	6	65	**6**	**2**	20	2	1	1	0	0	462
10:00	6	259	99	**7**	69	3	0	**21**	1	0	1	0	0	466
11:00	5	**291**	**119**	2	**99**	3	1	21	0	1	1	**1**	**1**	**545**
12 PM	8	348	117	4	**96**	4	**3**	**19**	1	0	**2**	0	0	602
13:00	11	299	95	3	65	5	2	9	0	0	0	0	0	489
14:00	**15**	317	98	1	79	**10**	3	8	**4**	**1**	0	0	0	536
15:00	14	340	111	2	75	3	1	18	3	1	1	**1**	0	570
16:00	10	**448**	**123**	**5**	90	6	2	17	1	0	2	0	0	**704**
17:00	5	441	117	3	57	6	1	13	1	0	0	0	0	644
18:00	0	290	84	0	35	3	0	10	1	0	0	0	0	423
19:00	2	205	54	1	16	0	0	3	0	0	0	0	0	281
20:00	0	141	25	0	15	1	0	3	0	0	1	0	0	186
21:00	0	136	23	1	12	0	0	3	0	0	0	0	0	175
22:00	1	98	18	1	15	0	0	1	0	0	0	0	0	134
23:00	0	43	12	0	3	0	0	2	0	0	0	0	0	60
Day Total	92	4745	1417	50	945	59	17	198	21	5	10	2	1	7562
Percent	1.2%	62.7%	18.7%	0.7%	12.5%	0.8%	0.2%	2.6%	0.3%	0.1%	0.1%	0.0%	0.0%	
AM Peak	08:00	11:00	11:00	10:00	11:00	09:00	09:00	10:00	08:00	08:00	02:00	11:00	11:00	11:00
Vol.	6	291	119	7	99	6	2	21	3	1	1	1	1	545
PM Peak	14:00	16:00	16:00	16:00	12:00	14:00	12:00	12:00	14:00	14:00	12:00	15:00		16:00
Vol.	15	448	123	5	96	10	3	19	4	1	2	1		704
Grand Total	92	4745	1417	50	945	59	17	198	21	5	10	2	1	7562
Percent	1.2%	62.7%	18.7%	0.7%	12.5%	0.8%	0.2%	2.6%	0.3%	0.1%	0.1%	0.0%	0.0%	

All Traffic Data Services, Inc.
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Site Code: 5
US395 N.O Punkin Center Rd

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/09/24	0	21	5	1	8	0	0	1	0	0	0	0	0	36
01:00	1	24	3	0	2	1	0	1	0	0	0	0	0	32
02:00	0	22	7	3	7	0	0	3	0	0	0	0	0	42
03:00	0	26	9	1	13	0	0	2	0	0	0	0	0	51
04:00	1	74	21	4	15	1	0	6	0	0	0	0	0	122
05:00	2	163	62	1	63	4	0	6	0	0	0	0	0	301
06:00	1	247	95	**9**	98	2	0	12	0	0	0	0	0	464
07:00	1	**285**	**108**	5	**99**	3	0	19	0	0	**2**	0	0	**522**
08:00	2	248	81	3	78	**10**	**1**	18	**3**	0	2	0	**1**	447
09:00	3	183	89	2	75	7	0	**25**	0	0	1	**1**	0	386
10:00	4	230	93	4	81	4	0	16	0	0	0	0	0	432
11:00	**6**	275	90	2	99	5	0	24	3	0	1	0	1	506
12 PM	4	314	94	8	**104**	3	0	**30**	1	2	**2**	0	0	562
13:00	7	247	77	6	86	3	0	16	0	2	0	0	0	444
14:00	11	283	74	**14**	81	**4**	**1**	16	1	**5**	1	0	0	491
15:00	**12**	**376**	93	6	82	4	0	21	**2**	1	1	0	0	**598**
16:00	8	335	**103**	6	70	2	0	19	2	0	0	0	0	545
17:00	4	364	89	4	55	3	0	18	0	0	1	0	0	538
18:00	1	271	62	1	52	1	0	7	0	0	0	0	0	395
19:00	1	169	50	2	32	2	0	5	0	1	1	0	0	263
20:00	0	138	45	0	27	1	0	4	0	0	0	0	0	215
21:00	1	110	30	0	13	0	0	2	0	0	0	0	0	156
22:00	0	78	18	2	6	0	0	1	0	0	0	0	0	105
23:00	0	50	13	0	5	0	0	2	0	0	1	0	0	71
Day Total	70	4533	1411	84	1251	60	2	274	12	11	13	1	2	7724
Percent	0.9%	58.7%	18.3%	1.1%	16.2%	0.8%	0.0%	3.5%	0.2%	0.1%	0.2%	0.0%	0.0%	
AM Peak	11:00	07:00	07:00	06:00	07:00	08:00	08:00	09:00	08:00		07:00	09:00	08:00	07:00
Vol.	6	285	108	9	99	10	1	25	3		2	1	1	522
PM Peak	15:00	15:00	16:00	14:00	12:00	14:00	14:00	12:00	15:00	14:00	12:00			15:00
Vol.	12	376	103	14	104	4	1	30	2	5	2			598
Grand Total	70	4533	1411	84	1251	60	2	274	12	11	13	1	2	7724
Percent	0.9%	58.7%	18.3%	1.1%	16.2%	0.8%	0.0%	3.5%	0.2%	0.1%	0.2%	0.0%	0.0%	

All Traffic Data Services, Inc.
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Site Code: 5
US395 N.O Punkin Center Rd

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
01/09/24	2	0	0	1	7	14	12	1	1	1	0	0	0	0	39	36-45	26
01:00	0	1	0	1	2	8	13	3	1	0	0	0	0	0	29	36-45	21
02:00	0	0	2	1	6	7	7	4	1	0	0	0	0	0	28	34-43	14
03:00	0	2	0	1	7	12	15	7	0	0	0	0	0	0	44	36-45	27
04:00	5	1	2	12	16	20	9	8	2	0	0	0	0	0	75	31-40	36
05:00	3	1	0	10	24	20	29	22	4	0	0	0	0	0	113	40-49	51
06:00	14	3	3	19	34	56	50	21	5	4	0	0	0	0	209	36-45	106
07:00	29	5	8	32	73	80	55	22	3	0	0	0	0	1	308	31-40	153
08:00	34	9	20	41	134	99	74	24	5	0	0	0	0	0	440	31-40	233
09:00	24	12	18	49	99	116	97	41	6	0	0	0	0	0	462	31-40	215
10:00	37	9	21	45	93	118	96	38	7	1	0	0	0	1	466	36-45	214
11:00	50	8	27	67	123	153	82	30	5	0	0	0	0	0	545	31-40	276
12 PM	67	13	34	93	145	140	81	21	6	0	0	0	0	2	602	31-40	285
13:00	64	21	30	71	115	96	78	13	1	0	0	0	0	0	489	31-40	211
14:00	70	7	28	88	116	122	73	27	4	0	0	0	0	1	536	31-40	238
15:00	63	2	40	86	143	135	73	26	1	0	0	0	1	0	570	31-40	278
16:00	84	24	63	114	151	163	83	20	1	0	0	0	0	1	704	31-40	314
17:00	50	9	37	89	159	188	78	31	2	0	0	0	0	1	644	31-40	347
18:00	14	2	9	43	84	125	99	40	6	1	0	0	0	0	423	36-45	224
19:00	12	1	1	14	31	69	91	56	6	0	0	0	0	0	281	36-45	160
20:00	2	0	0	6	18	57	68	32	3	0	0	0	0	0	186	36-45	125
21:00	5	1	0	5	19	51	69	23	1	1	0	0	0	0	175	36-45	120
22:00	2	0	0	0	9	26	58	32	7	0	0	0	0	0	134	41-50	90
23:00	1	1	0	1	1	16	25	12	3	0	0	0	0	0	60	36-45	41
Total	632	132	343	889	1609	1891	1415	554	81	8	0	0	1	7	7562		
Percent	8.4%	1.7%	4.5%	11.8%	21.3%	25.0%	18.7%	7.3%	1.1%	0.1%	0.0%	0.0%	0.0%	0.1%			
AM Peak	11:00	09:00	11:00	11:00	08:00	11:00	09:00	09:00	10:00	06:00				07:00	11:00		
Vol.	50	12	27	67	134	153	97	41	7	4				1	545		
PM Peak	16:00	16:00	16:00	16:00	17:00	17:00	18:00	19:00	22:00	18:00			15:00	12:00	16:00		
Vol.	84	24	63	114	159	188	99	56	7	1			1	2	704		
Total	632	132	343	889	1609	1891	1415	554	81	8	0	0	1	7	7562		
Percent	8.4%	1.7%	4.5%	11.8%	21.3%	25.0%	18.7%	7.3%	1.1%	0.1%	0.0%	0.0%	0.0%	0.1%			

15th Percentile :	25 MPH
50th Percentile :	35 MPH
85th Percentile :	43 MPH
95th Percentile :	47 MPH

Stats	
10 MPH Pace Speed :	31-40 MPH
Number in Pace :	3500
Percent in Pace :	46.3%
Number of Vehicles > 45 MPH :	651
Percent of Vehicles > 45 MPH :	8.6%
Mean Speed(Average) :	34 MPH

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Site Code: 5
US395 N.O Punkin Center Rd

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
01/09/24	2	1	0	0	3	6	11	10	3	0	0	0	0	0	36	41-50	21
01:00	2	0	0	2	3	7	6	6	5	1	0	0	0	0	32	36-45	13
02:00	3	0	0	0	0	9	9	17	3	0	1	0	0	0	42	41-50	26
03:00	5	0	0	0	3	9	10	13	9	2	0	0	0	0	51	41-50	23
04:00	12	0	0	11	15	25	33	20	4	2	0	0	0	0	122	36-45	58
05:00	12	0	1	7	28	73	75	75	28	2	0	0	0	0	301	40-49	150
06:00	25	0	2	8	37	116	**158**	81	33	2	**2**	0	0	0	464	36-45	274
07:00	39	1	4	18	55	126	146	**93**	**36**	3	1	0	0	0	**522**	36-45	272
08:00	48	4	**11**	22	**66**	127	107	46	11	**4**	1	0	0	0	447	36-45	234
09:00	36	2	3	**23**	43	108	94	55	19	3	0	0	0	0	386	36-45	202
10:00	**63**	**5**	7	20	66	120	79	58	12	1	1	0	0	0	432	36-45	199
11:00	57	3	8	16	58	**144**	130	67	21	2	0	0	0	0	506	36-45	274
12 PM	85	**7**	2	26	80	170	**132**	50	8	1	0	**1**	0	0	562	36-45	302
13:00	82	3	7	21	48	133	88	48	11	3	0	0	0	0	444	36-45	221
14:00	74	4	**8**	**27**	76	156	105	28	12	1	0	0	0	0	491	36-45	261
15:00	79	3	4	27	87	**216**	132	38	11	1	0	0	0	0	**598**	36-45	348
16:00	**88**	4	4	15	**90**	162	120	51	10	1	0	0	0	0	545	36-45	282
17:00	70	1	1	7	51	200	123	71	14	0	0	0	0	0	538	36-45	323
18:00	27	0	6	4	23	97	125	**86**	26	1	0	0	0	0	395	36-45	222
19:00	16	1	0	3	20	36	77	69	**31**	**6**	**3**	0	0	**1**	263	41-50	146
20:00	10	0	0	3	8	33	67	69	18	6	1	0	0	0	215	41-50	136
21:00	8	0	0	0	8	23	42	50	23	2	0	0	0	0	156	41-50	92
22:00	3	0	0	2	4	18	30	28	13	6	1	0	0	0	105	41-50	58
23:00	1	0	0	0	5	7	18	28	11	1	0	0	0	0	71	41-50	46
Total	847	39	68	262	877	2121	1917	1157	372	51	11	1	0	1	7724		
Percent	11.0%	0.5%	0.9%	3.4%	11.4%	27.5%	24.8%	15.0%	4.8%	0.7%	0.1%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	08:00	09:00	08:00	11:00	06:00	07:00	07:00	08:00	06:00				07:00		
Vol.	63	5	11	23	66	144	158	93	36	4	2				522		
PM Peak	16:00	12:00	14:00	14:00	16:00	15:00	12:00	18:00	19:00	19:00	19:00	12:00		19:00	15:00		
Vol.	88	7	8	27	90	216	132	86	31	6	3	1		1	598		
Total	847	39	68	262	877	2121	1917	1157	372	51	11	1	0	1	7724		
Percent	11.0%	0.5%	0.9%	3.4%	11.4%	27.5%	24.8%	15.0%	4.8%	0.7%	0.1%	0.0%	0.0%	0.0%			

15th Percentile :	28 MPH
50th Percentile :	39 MPH
85th Percentile :	46 MPH
95th Percentile :	50 MPH

Stats

10 MPH Pace Speed :	36-45 MPH
Number in Pace :	4038
Percent in Pace :	52.3%
Number of Vehicles > 45 MPH :	1593
Percent of Vehicles > 45 MPH :	20.6%
Mean Speed(Average) :	37 MPH

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Site Code: 5
US395 N.O Punkin Center Rd

Start Time	09-Jan-24 Tue	NB	SB							Total
12:00 AM		39	36							75
01:00		29	32							61
02:00		28	42							70
03:00		44	51							95
04:00		75	122							197
05:00		113	301							414
06:00		209	464							673
07:00		308	**522**							830
08:00		440	447							887
09:00		462	386							848
10:00		466	432							898
11:00		**545**	506							**1051**
12:00 PM		602	562							1164
01:00		489	444							933
02:00		536	491							1027
03:00		570	**598**							1168
04:00		**704**	545							**1249**
05:00		644	538							1182
06:00		423	395							818
07:00		281	263							544
08:00		186	215							401
09:00		175	156							331
10:00		134	105							239
11:00		60	71							131
Total		7562	7724							15286
Percent		49.5%	50.5%							
AM Peak	-	11:00	07:00	-	-	-	-	-	-	11:00
Vol.	-	545	522	-	-	-	-	-	-	1051
PM Peak	-	16:00	15:00	-	-	-	-	-	-	16:00
Vol.	-	704	598	-	-	-	-	-	-	1249
Grand Total		7562	7724							15286
Percent		49.5%	50.5%							
ADT		ADT 15,286		AADT 15,286						

All Traffic Data Services, Inc.
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Site Code: 6
US395 S.O Theater Ln

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/09/24	0	26	8	0	4	0	0	1	0	**1**	0	0	0	40
01:00	0	26	5	0	1	0	0	3	0	0	0	0	0	35
02:00	0	22	13	3	5	0	0	2	0	0	0	0	0	45
03:00	0	34	8	1	12	0	0	4	0	0	0	0	0	59
04:00	0	58	15	2	8	1	0	5	0	0	0	0	0	89
05:00	0	136	48	1	43	0	0	9	0	0	0	0	0	237
06:00	2	214	81	7	63	1	0	11	0	1	0	0	**1**	381
07:00	4	230	91	2	49	0	**1**	16	1	0	0	0	0	394
08:00	1	193	77	**9**	71	**6**	0	**21**	**3**	0	0	0	0	381
09:00	2	236	84	1	**74**	1	0	16	3	0	0	0	0	417
10:00	**7**	250	93	4	55	3	1	6	1	1	**1**	0	1	423
11:00	6	**354**	**108**	2	67	2	1	12	3	1	0	0	0	**556**
12 PM	**11**	341	**120**	5	62	**8**	0	17	1	0	2	0	**1**	568
13:00	10	317	117	11	**74**	1	**2**	15	**3**	0	**4**	0	0	554
14:00	9	336	95	**12**	73	6	2	**18**	0	0	3	0	0	554
15:00	6	396	110	4	59	5	1	16	2	**2**	0	0	1	602
16:00	7	**464**	114	5	63	7	1	12	2	1	0	0	1	**677**
17:00	9	371	93	2	42	0	1	6	0	0	1	0	0	525
18:00	3	308	59	2	43	1	0	5	0	0	0	0	0	421
19:00	1	225	68	0	25	1	0	7	0	0	0	0	0	327
20:00	0	182	42	0	15	0	0	2	0	0	0	0	0	241
21:00	0	138	22	0	8	0	0	1	0	0	0	0	0	169
22:00	0	99	15	1	5	0	0	1	0	0	0	0	0	121
23:00	0	63	6	0	3	0	0	2	0	0	1	0	0	75
Day Total	78	5019	1492	74	924	43	10	208	19	7	12	0	5	7891
Percent	1.0%	63.6%	18.9%	0.9%	11.7%	0.5%	0.1%	2.6%	0.2%	0.1%	0.2%	0.0%	0.1%	
AM Peak	10:00	11:00	11:00	08:00	09:00	08:00	07:00	08:00	08:00	00:00	10:00		06:00	11:00
Vol.	7	354	108	9	74	6	1	21	3	1	1		1	556
PM Peak	12:00	16:00	12:00	14:00	13:00	12:00	13:00	14:00	13:00	15:00	13:00		12:00	16:00
Vol.	11	464	120	12	74	8	2	18	3	2	4		1	677
Grand Total	78	5019	1492	74	924	43	10	208	19	7	12	0	5	7891
Percent	1.0%	63.6%	18.9%	0.9%	11.7%	0.5%	0.1%	2.6%	0.2%	0.1%	0.2%	0.0%	0.1%	

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Site Code: 6
US395 S.O Theater Ln

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/09/24	0	19	10	0	4	0	0	2	0	0	0	0	0	35
01:00	0	24	4	0	2	0	0	2	0	0	0	0	0	32
02:00	0	13	4	0	3	0	0	0	0	0	1	0	0	21
03:00	0	40	12	2	7	0	0	0	0	0	0	0	0	61
04:00	2	58	17	3	13	2	0	4	0	0	0	0	0	99
05:00	0	121	37	1	25	0	0	1	0	0	0	0	0	185
06:00	0	149	58	2	43	0	0	6	0	0	0	0	0	258
07:00	0	257	69	1	56	0	**1**	9	**2**	0	0	0	**1**	396
08:00	0	242	82	**9**	63	3	0	19	1	**2**	2	0	0	423
09:00	**5**	285	**113**	4	67	2	0	13	1	1	**3**	0	1	495
10:00	1	303	99	6	93	1	0	21	0	0	1	0	0	525
11:00	2	**349**	109	4	**95**	**6**	0	**24**	0	0	1	0	1	**591**
12 PM	3	380	**137**	3	**72**	5	**2**	**26**	2	2	1	0	0	633
13:00	2	358	109	**9**	67	1	0	20	**5**	0	0	0	0	571
14:00	2	347	101	2	68	3	1	14	5	1	**3**	0	**1**	548
15:00	2	377	109	1	67	5	0	20	0	**3**	1	**1**	0	586
16:00	3	**418**	110	1	69	**9**	1	19	3	1	0	0	0	**634**
17:00	**5**	390	114	4	65	5	0	19	1	1	0	1	0	605
18:00	3	284	100	3	42	1	1	6	0	0	1	0	0	441
19:00	0	226	50	1	22	2	1	4	1	0	0	0	1	308
20:00	0	170	35	0	25	0	0	1	1	0	0	0	0	232
21:00	1	99	22	2	8	1	0	2	1	0	0	0	0	136
22:00	0	74	21	0	15	0	0	2	0	0	0	0	0	112
23:00	0	37	14	0	8	0	0	1	0	0	0	0	0	60
Day Total	31	5020	1536	58	999	46	7	235	23	11	14	2	5	7987
Percent	0.4%	62.9%	19.2%	0.7%	12.5%	0.6%	0.1%	2.9%	0.3%	0.1%	0.2%	0.0%	0.1%	
AM Peak	09:00	11:00	09:00	08:00	11:00	11:00	07:00	11:00	07:00	08:00	09:00		07:00	11:00
Vol.	5	349	113	9	95	6	1	24	2	2	3		1	591
PM Peak	17:00	16:00	12:00	13:00	12:00	16:00	12:00	12:00	13:00	15:00	14:00	15:00	14:00	16:00
Vol.	5	418	137	9	72	9	2	26	5	3	3	1	1	634
Grand Total	31	5020	1536	58	999	46	7	235	23	11	14	2	5	7987
Percent	0.4%	62.9%	19.2%	0.7%	12.5%	0.6%	0.1%	2.9%	0.3%	0.1%	0.2%	0.0%	0.1%	

All Traffic Data Services, Inc.
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Site Code: 6
US395 S.O Theater Ln

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
01/09/24	2	1	1	3	15	15	3	0	0	0	0	0	0	0	40	31-40	30
01:00	0	0	3	4	17	7	4	0	0	0	0	0	0	0	35	31-40	24
02:00	2	0	1	2	17	14	6	3	0	0	0	0	0	0	45	31-40	31
03:00	4	0	0	3	18	25	8	1	0	0	0	0	0	0	59	31-40	43
04:00	5	3	1	7	27	33	9	3	1	0	0	0	0	0	89	31-40	60
05:00	8	0	2	8	72	93	**48**	5	1	0	0	0	0	0	237	31-40	165
06:00	13	1	5	26	141	**160**	27	**6**	**2**	0	0	0	0	0	381	31-40	301
07:00	29	5	15	72	162	94	17	0	0	0	0	0	0	0	394	31-40	256
08:00	32	16	20	50	132	114	11	5	1	0	0	0	0	0	381	31-40	246
09:00	40	15	21	47	159	104	27	3	1	0	0	0	0	0	417	31-40	263
10:00	39	12	19	83	153	101	13	2	0	0	0	0	0	**1**	423	31-40	254
11:00	**58**	**20**	**38**	**87**	**201**	136	14	2	0	0	0	0	0	0	**556**	31-40	337
12 PM	63	**19**	39	110	192	**125**	19	0	**1**	0	0	0	0	0	568	31-40	317
13:00	69	17	46	110	213	82	15	0	1	0	0	0	0	**1**	554	26-35	323
14:00	72	15	51	105	207	84	14	**4**	1	0	0	0	0	1	554	26-35	312
15:00	75	17	61	**150**	196	87	11	2	1	0	0	0	**1**	1	602	26-35	346
16:00	**83**	18	**72**	150	**248**	88	15	0	1	**1**	0	**1**	0	0	**677**	26-35	398
17:00	55	12	32	88	198	118	**22**	0	0	0	0	0	0	0	525	31-40	316
18:00	34	7	25	66	154	111	21	2	1	0	0	0	0	0	421	31-40	265
19:00	19	11	16	55	121	87	16	2	0	0	0	0	0	0	327	31-40	208
20:00	9	2	8	37	88	80	15	2	0	0	0	0	0	0	241	31-40	168
21:00	5	1	5	17	70	55	13	3	0	0	0	0	0	0	169	31-40	125
22:00	1	2	2	17	54	33	12	0	0	0	0	0	0	0	121	31-40	87
23:00	0	1	4	15	17	31	7	0	0	0	0	0	0	0	75	31-40	48
Total	717	195	487	1312	2872	1877	367	45	12	1	0	1	1	4	7891		
Percent	9.1%	2.5%	6.2%	16.6%	36.4%	23.8%	4.7%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.1%			
AM Peak	11:00	11:00	11:00	11:00	11:00	06:00	05:00	06:00	06:00					10:00	11:00		
Vol.	58	20	38	87	201	160	48	6	2					1	556		
PM Peak	16:00	12:00	16:00	15:00	16:00	12:00	17:00	14:00	12:00	16:00		16:00	15:00	13:00	16:00		
Vol.	83	19	72	150	248	125	22	4	1	1		1	1	1	677		
Total	717	195	487	1312	2872	1877	367	45	12	1	0	1	1	4	7891		
Percent	9.1%	2.5%	6.2%	16.6%	36.4%	23.8%	4.7%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.1%			

15th Percentile :	22 MPH
50th Percentile :	32 MPH
85th Percentile :	37 MPH
95th Percentile :	40 MPH

Stats

10 MPH Pace Speed :	31-40 MPH
Number in Pace :	4749
Percent in Pace :	60.2%
Number of Vehicles > 35 MPH :	2308
Percent of Vehicles > 35 MPH :	29.2%
Mean Speed(Average) :	31 MPH

All Traffic Data Services, Inc.
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Site Code: 6
US395 S.O Theater Ln

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
01/09/24	3	1	0	6	13	10	1	1	0	0	0	0	0	0	35	31-40	23
01:00	2	0	1	5	8	13	3	0	0	0	0	0	0	0	32	31-40	21
02:00	2	0	0	5	9	3	2	0	0	0	0	0	0	0	21	26-35	14
03:00	4	0	1	4	22	24	6	0	0	0	0	0	0	0	61	31-40	46
04:00	3	2	2	10	40	33	8	1	0	0	0	0	0	0	99	31-40	73
05:00	12	0	3	20	69	64	12	5	0	0	0	0	0	0	185	31-40	133
06:00	24	0	3	7	114	78	29	3	0	0	0	0	0	0	258	31-40	192
07:00	35	0	12	78	173	90	7	1	0	0	0	0	0	0	396	31-40	263
08:00	37	2	7	64	167	105	**38**	3	0	0	0	0	0	0	423	31-40	272
09:00	39	12	**36**	63	196	118	28	3	0	0	0	0	0	0	495	31-40	314
10:00	51	7	32	72	194	**139**	28	2	0	0	0	0	0	0	525	31-40	333
11:00	**69**	**16**	34	**109**	**206**	123	26	**6**	**1**	**1**	0	0	0	0	**591**	31-40	329
12 PM	**100**	18	**67**	117	238	76	**13**	**3**	**1**	0	0	0	0	0	633	26-35	355
13:00	72	15	63	135	208	70	7	0	1	0	0	0	0	0	571	26-35	343
14:00	74	16	28	114	230	76	9	0	1	0	0	0	0	0	548	26-35	344
15:00	83	14	41	119	233	92	4	0	0	0	0	0	0	0	586	26-35	352
16:00	95	**22**	58	**163**	228	57	9	2	0	0	0	0	0	0	**634**	26-35	391
17:00	67	11	34	151	**246**	84	10	1	1	0	0	0	0	0	605	26-35	397
18:00	33	9	20	60	198	**108**	13	0	0	0	0	0	0	0	441	31-40	306
19:00	20	6	16	50	122	83	11	0	0	0	0	0	0	0	308	31-40	205
20:00	15	6	7	43	99	54	7	0	0	0	0	0	**1**	0	232	31-40	153
21:00	7	3	2	16	52	50	5	1	0	0	0	0	0	0	136	31-40	102
22:00	1	2	1	18	48	37	4	1	0	0	0	0	0	0	112	31-40	85
23:00	2	0	2	5	27	19	5	0	0	0	0	0	0	0	60	31-40	46
Total	850	162	470	1434	3140	1606	285	33	5	1	0	0	1	0	7987		
Percent	10.6%	2.0%	5.9%	18.0%	39.3%	20.1%	3.6%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	09:00	11:00	11:00	10:00	08:00	11:00	11:00	11:00					11:00		
Vol.	69	16	36	109	206	139	38	6	1	1					591		
PM Peak	12:00	16:00	12:00	16:00	17:00	18:00	12:00	12:00	12:00				20:00		16:00		
Vol.	100	22	67	163	246	108	13	3	1				1		634		
Total	850	162	470	1434	3140	1606	285	33	5	1	0	0	1	0	7987		
Percent	10.6%	2.0%	5.9%	18.0%	39.3%	20.1%	3.6%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	21 MPH
50th Percentile :	31 MPH
85th Percentile :	37 MPH
95th Percentile :	39 MPH

Stats

10 MPH Pace Speed :	31-40 MPH
Number in Pace :	4746
Percent in Pace :	59.4%
Number of Vehicles > 35 MPH :	1931
Percent of Vehicles > 35 MPH :	24.2%
Mean Speed(Average) :	30 MPH

All Traffic Data Services, Inc.
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Site Code: 6
US395 S.O Theater Ln

Start Time	09-Jan-24 Tue	NB	SB	Total
12:00 AM		40	35	75
01:00		35	32	67
02:00		45	21	66
03:00		59	61	120
04:00		89	99	188
05:00		237	185	422
06:00		381	258	639
07:00		394	396	790
08:00		381	423	804
09:00		417	495	912
10:00		423	525	948
11:00		**556**	**591**	**1147**
12:00 PM		568	633	1201
01:00		554	571	1125
02:00		554	548	1102
03:00		602	586	1188
04:00		**677**	**634**	**1311**
05:00		525	605	1130
06:00		421	441	862
07:00		327	308	635
08:00		241	232	473
09:00		169	136	305
10:00		121	112	233
11:00		75	60	135
Total		7891	7987	15878
Percent		49.7%	50.3%	
AM Peak	-	11:00	11:00	11:00
Vol.	-	556	591	1147
PM Peak	-	16:00	16:00	16:00
Vol.	-	677	634	1311
Grand Total		7891	7987	15878
Percent		49.7%	50.3%	

ADT ADT 15,878 AADT 15,878

Appendix B

Trip Generation Calculations and Trip Distribution Model Outputs

PROJECT DETAILS

Project Name:	66132.003 10th St - TIA - Hermiston	Type of Project:	
Project No:		City:	
Country:		Built-up Area(Sq.ft):	
Analyst Name:	Namu Timilsina	Clients Name:	
Date:	12/14/2023	ZIP/Postal Code:	
State/Province:		No. of Scenarios:	3
Analysis Region:			

SCENARIO SUMMARY

Scenarios	Name	No. of Land Uses	Phases of Development	No. of Years to Project Traffic	User Group	Estimated New Vehicle Trips		
						Entry	Exit	Total
Scenario - 1	Weekday Average Daily Trips	2	1	0		603	603	1206
Scenario - 2	AM Peak Hour	2	1	0		23	63	86
Scenario - 3	PM Peak Hour	2	1	0		72	44	116

Dev. phase: 1

No. of Years to Project Traffic : 0

Analyst Note:

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
210 - Single-Family Detached Housing	General Urban/Suburban	Dwelling Units	113	Weekday	Best Fit (LOG)	565	565	1130
Data Source: Trip Generation Manual, 11th Ed					Ln(T) =0.92Ln(X) + 2.68	50%	50%	
560 - Church	General Urban/Suburban	1000 Sq. Ft. GFA	10	Weekday	Average	38	38	76
Data Source: Trip Generation Manual, 11th Ed					7.60	50%	50%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
210 - Single-Family Detached Housing	100	100	1	1	50	50
560 - Church	100	100	1	1	50	50

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
210 - Single-Family Detached Housing	565	565	0	0	565	565
	1130		0		1130	
560 - Church	38	38	0	0	38	38
	76		0		76	

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

Land Use	Land Use Group
210 - Single-Family Detached Housing	Residential
560 - Church	Others

BALANCED PERSON TRIPS:

210 - Single-Family Detached Housing

Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
565	0	0	0	**0**	0	0	0	38
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
565	0	0	0	**0**	0	0	0	38

560 - Church

INTERNAL PERSON TRIPS:

210 - Single-Family Detached Housing

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

76

560 - Church

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

INTERNAL VEHICLE TRIPS AND CAPTURE:

210 - Single-Family Detached Housing

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	565	565	1130
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

560 - Church

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	38	38	76
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

PASS-BY VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Pass-by Vehicle Trip %		Pass-by Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
210 - Single-Family Detached Housing	565	565	0.00%	0.00%	0	0
560 - Church	38	38	0.00%	0.00%	0	0

DIVERTED VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Diverted Vehicle Trip %		Diverted Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
210 - Single-Family Detached Housing	565	565	0.00%	0.00%	0	0
560 - Church	38	38	0.00%	0.00%	0	0

EXTRA VEHICLE TRIP REDUCTION

Land Use	(External - (Pass-by + Diverted)) Vehicle Trips		Extra Vehicle Trip Reduction %		Extra Reduced Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
210 - Single-Family Detached Housing	565	565	0.00%	0.00%	0	0
560 - Church	38	38	0.00%	0.00%	0	0

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
210 - Single-Family Detached Housing	565	565	1130
560 - Church	38	38	76

RESULTS

Site Totals	Entry	Exit	Total

77

Vehicle Trips Before Reduction	603	603	1206
Internal Vehicle Trips	0	0	0
External Vehicle Trips	603	603	1206
Internal Vehicle Trip Capture	0%	0%	0%
Pass-by Vehicle Trips	0	0	0
Diverted Vehicle Trips	0	0	0
Extra Reduced Vehicle Trips	0	0	0
New Vehicle Trips	603	603	1206

Scenario - 2

Scenario Name: PM Peak Hour
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
210 - Single-Family Detached Housing	General Urban/Suburban	Dwelling Units	113	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LOG)	70	41	111
Data Source: Trip Generation Manual, 11th Ed					Ln(T) =0.94Ln(X) + 0.27	63%	37%	
560 - Church	General Urban/Suburban	1000 Sq. Ft. GFA	10	Weekday, Peak Hour of Adjacent Street Traffic,	Average	2	3	5
Data Source: Trip Generation Manual, 11th Ed					0.49	44%	56%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
210 - Single-Family Detached Housing	100	100	1	1	63	37
560 - Church	100	100	1	1	44	56

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
210 - Single-Family Detached Housing	70	41	0	0	70	41
	111		0		111	
560 - Church	2	3	0	0	2	3
	5		0		5	

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

Land Use	Land Use Group
210 - Single-Family Detached Housing	Residential
560 - Church	Others

BALANCED PERSON TRIPS:

210 - Single-Family Detached Housing								560 - Church
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
41	0	0	0	0	0	0	0	2
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
70	0	0	0	0	0	0	0	3

INTERNAL PERSON TRIPS:

79

210 - Single-Family Detached Housing

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

560 - Church

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

INTERNAL VEHICLE TRIPS AND CAPTURE:

210 - Single-Family Detached Housing

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	70	41	111
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

560 - Church

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	2	3	5
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

PASS-BY VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Pass-by Vehicle Trip %		Pass-by Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
210 - Single-Family Detached Housing	70	41	0.00%	0.00%	0	0
560 - Church	2	3	0.00%	0.00%	0	0

DIVERTED VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Diverted Vehicle Trip %		Diverted Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
210 - Single-Family Detached Housing	70	41	0.00%	0.00%	0	0
560 - Church	2	3	0.00%	0.00%	0	0

EXTRA VEHICLE TRIP REDUCTION

Land Use	(External - (Pass-by + Diverted)) Vehicle Trips		Extra Vehicle Trip Reduction %		Extra Reduced Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
210 - Single-Family Detached Housing	70	41	0.00%	0.00%	0	0
560 - Church	2	3	0.00%	0.00%	0	0

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
210 - Single-Family Detached Housing	70	41	111
560 - Church	2	3	5

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	72	44	116
Internal Vehicle Trips	0	0	0
External Vehicle Trips	72	44	116
Internal Vehicle Trip Capture	0%	0%	0%
Pass-by Vehicle Trips	0	0	0
Diverted Vehicle Trips	0	0	0
Extra Reduced Vehicle Trips	0	0	0
New Vehicle Trips	72	44	116

Appendix C

Oregon Highway Plan – Mobility Targets

VOLUME TO CAPACITY RATIO TARGETS OUTSIDE METRO[17A, B, C, D]							
Highway Category	**Inside Urban Growth Boundary**					**Outside Urban Growth Boundary**	
	STA[E]	**MPO**	**Non-MPO Outside of STAs where non-freeway posted speed <= 35 mph, or a Designated UBA**	**Non-MPO outside of STAs where non-freeway speed > 35 mph but < 45 mph**	**Non-MPO where non-freeway speed limit >= 45 mph**	**Unincorporated Communities[F]**	**Rural Lands**
Interstate Highways	N/A	0.85	N/A	N/A	0.80	0.70	0.70
Statewide Expressways	N/A	0.85	0.85	0.80	0.80	0.70	0.70
Freight Route on a Statewide Highway	0.90	0.85	0.85	0.80	0.80	0.70	0.70
Statewide (not a Freight Route)	0.95	0.90	0.90	0.85	0.80	0.75	0.70
Freight Route on a regional or District Highway	0.95	0.90	0.90	0.85	0.85	0.75	0.70
Expressway on a Regional or District Highway	N/A	0.90	N/A	0.85	0.85	0.75	0.70
Regional Highways	1.0	0.95	0.90	0.85	0.85	0.75	0.70
District/Local Interest Roads	1.0	0.95	0.95	0.90	0.90	0.80	0.75

US-395 Intersections, non-highway approaches

US-395 Intersections, highway approaches

Table 6: Volume to Capacity Ratio Targets for Peak Hour Operating Conditions

Notes for Table 6:

[A] Unless the Oregon Transportation Commission has adopted an alternative mobility target for the impacted facility, the mobility targets in Tables 6 are considered standards for purposes of determining compliance with OAR 660-012, the Transportation Planning Rule.

[B] For the purposes of this policy, the peak hour shall be the 30th highest annual hour. This approximates weekday peak hour traffic in larger urban areas. Alternatives to the 30th highest annual hour may be considered and established through alternative mobility target processes.

[C] Highway design requirements are addressed in the Highway Design Manual (HDM).

[D] See Action 1F.1 for additional technical details.

[E] Interstates and Expressways shall not be identified as Special Transportation Areas.

[F] For unincorporated communities inside MPO boundaries, MPO mobility targets shall apply.

[17] Table 6 was replaced in August 2005, part of OHP Amendment 05-16.

Appendix D
Level of Service Reports

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	9	46	1	5	1	32	52	4	0	51	9
Future Vol, veh/h	6	9	46	1	5	1	32	52	4	0	51	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	4	2	2	2	2	4	25	2	2	2
Mvmt Flow	7	11	56	1	6	1	39	63	5	0	62	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	215	214	68	245	217	66	73	0	0	68	0	0
Stage 1	68	68	-	144	144	-	-	-	-	-	-	-
Stage 2	147	146	-	101	73	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.24	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.336	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	742	684	990	709	681	998	1527	-	-	1533	-	-
Stage 1	942	838	-	859	778	-	-	-	-	-	-	-
Stage 2	856	776	-	905	834	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	720	666	990	647	663	998	1527	-	-	1533	-	-
Mov Cap-2 Maneuver	720	666	-	647	663	-	-	-	-	-	-	-
Stage 1	917	838	-	836	757	-	-	-	-	-	-	-
Stage 2	825	755	-	843	834	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.4	10.3	2.7	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1527	-	-	893	694	1533	-	-
HCM Lane V/C Ratio	0.026	-	-	0.083	0.012	-	-	-
HCM Control Delay (s)	7.4	0	-	9.4	10.3	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0	0	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	172	56	1	93	34	8
Future Vol, veh/h	172	56	1	93	34	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	5	2	2	2	9	2
Mvmt Flow	215	70	1	116	43	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	285	0	368	250
Stage 1	-	-	-	-	250	-
Stage 2	-	-	-	-	118	-
Critical Hdwy	-	-	4.12	-	6.49	6.22
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	-	-	2.218	-	3.581	3.318
Pot Cap-1 Maneuver	-	-	1277	-	618	789
Stage 1	-	-	-	-	776	-
Stage 2	-	-	-	-	890	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1277	-	617	789
Mov Cap-2 Maneuver	-	-	-	-	617	-
Stage 1	-	-	-	-	776	-
Stage 2	-	-	-	-	889	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	644	-	-	1277	-
HCM Lane V/C Ratio	0.082	-	-	0.001	-
HCM Control Delay (s)	11.1	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

HCM 6th Signalized Intersection Summary
3: US-395 & E Punkin Center Rd

01/30/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	53	59	44	42	82	61	666	82	193	752	51
Future Volume (veh/h)	58	53	59	44	42	82	61	666	82	193	752	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1723	1682	1654	1723	1709	1723	1723	1695	1654
Adj Flow Rate, veh/h	64	58	65	48	46	90	67	732	90	212	826	56
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	5	7	2	3	2	2	4	7
Cap, veh/h	231	133	150	247	91	179	427	1435	176	450	1517	103
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.08	0.49	0.49	0.08	0.50	0.50
Sat Flow, veh/h	1154	742	831	1168	508	994	1641	2911	358	1641	3061	208
Grp Volume(v), veh/h	64	0	123	48	0	136	67	408	414	212	435	447
Grp Sat Flow(s),veh/h/ln	1154	0	1573	1168	0	1503	1641	1624	1645	1641	1611	1658
Q Serve(g_s), s	3.2	0.0	4.3	2.3	0.0	5.0	0.0	10.4	10.4	0.0	11.4	11.4
Cycle Q Clear(g_c), s	8.2	0.0	4.3	6.6	0.0	5.0	0.0	10.4	10.4	0.0	11.4	11.4
Prop In Lane	1.00		0.53	1.00		0.66	1.00		0.22	1.00		0.13
Lane Grp Cap(c), veh/h	231	0	283	247	0	270	427	801	811	450	798	821
V/C Ratio(X)	0.28	0.00	0.43	0.19	0.00	0.50	0.16	0.51	0.51	0.47	0.54	0.54
Avail Cap(c_a), veh/h	684	0	900	705	0	860	967	1460	1479	986	1448	1491
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.3	0.0	22.3	25.2	0.0	22.6	12.9	10.5	10.5	16.6	10.7	10.7
Incr Delay (d2), s/veh	0.5	0.0	0.8	0.3	0.0	1.1	0.1	0.9	0.9	0.6	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	1.4	0.6	0.0	1.6	0.5	3.0	3.0	2.2	3.2	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.8	0.0	23.1	25.5	0.0	23.7	13.1	11.4	11.4	17.2	11.7	11.6
LnGrp LOS	C	A	C	C	A	C	B	B	B	B	B	B
Approach Vol, veh/h		187			184			889			1094	
Approach Delay, s/veh		24.4			24.2			11.5			12.7	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	36.3		15.5	9.5	36.2		15.5				
Change Period (Y+Rc), s	4.5	6.0		4.5	4.5	6.0		4.5				
Max Green Setting (Gmax), s	25.0	55.0		35.0	25.0	55.0		35.0				
Max Q Clear Time (g_c+I1), s	2.0	13.4		8.6	2.0	12.4		10.2				
Green Ext Time (p_c), s	0.2	16.9		0.8	0.8	17.7		0.8				

Intersection Summary												
HCM 6th Ctrl Delay			14.1									
HCM 6th LOS			B									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	60	84	47	51	48	111	737	68	63	753	33
Future Volume (veh/h)	43	60	84	47	51	48	111	737	68	63	753	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1723	1668	1695	1723	1695	1723	1723	1709	1709
Adj Flow Rate, veh/h	46	65	90	51	55	52	119	792	73	68	810	35
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	6	4	2	4	2	2	3	3
Cap, veh/h	230	92	127	178	86	81	338	1136	105	327	1199	52
Arrive On Green	0.14	0.14	0.14	0.11	0.11	0.11	0.07	0.38	0.38	0.07	0.38	0.38
Sat Flow, veh/h	1641	654	906	1641	788	745	1641	2982	275	1641	3171	137
Grp Volume(v), veh/h	46	0	155	51	0	107	119	428	437	68	415	430
Grp Sat Flow(s),veh/h/ln	1641	0	1560	1641	0	1534	1641	1611	1646	1641	1624	1684
Q Serve(g_s), s	1.5	0.0	5.7	1.7	0.0	4.0	0.0	13.4	13.4	0.0	12.8	12.8
Cycle Q Clear(g_c), s	1.5	0.0	5.7	1.7	0.0	4.0	0.0	13.4	13.4	0.0	12.8	12.8
Prop In Lane	1.00		0.58	1.00		0.49	1.00		0.17	1.00		0.08
Lane Grp Cap(c), veh/h	230	0	219	178	0	167	338	613	627	327	614	637
V/C Ratio(X)	0.20	0.00	0.71	0.29	0.00	0.64	0.35	0.70	0.70	0.21	0.68	0.68
Avail Cap(c_a), veh/h	960	0	913	960	0	898	905	1481	1514	899	1493	1549
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.7	0.0	24.5	24.5	0.0	25.5	21.7	15.6	15.6	20.2	15.5	15.5
Incr Delay (d2), s/veh	0.4	0.0	4.2	0.9	0.0	4.1	0.5	1.4	1.4	0.3	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	2.1	0.7	0.0	1.6	1.4	4.2	4.2	0.7	4.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.2	0.0	28.7	25.4	0.0	29.6	22.1	17.1	17.0	20.6	16.8	16.8
LnGrp LOS	C	A	C	C	A	C	C	B	B	C	B	B
Approach Vol, veh/h		201			158			984			913	
Approach Delay, s/veh		27.5			28.3			17.7			17.1	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	27.1		11.0	8.7	27.3		12.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	25.0	55.0		35.0	25.0	55.0		35.0				
Max Q Clear Time (g_c+I1), s	2.0	14.8		6.0	2.0	15.4		7.7				
Green Ext Time (p_c), s	0.4	7.9		0.9	0.2	7.4		1.0				

Intersection Summary	
HCM 6th Ctrl Delay	19.0
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	52	0	0	51
Future Vol, veh/h	0	0	52	0	0	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	63	0	0	62

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	125	63	0	0	63	0
Stage 1	63	-	-	-	-	-
Stage 2	62	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	870	1002	-	-	1540	-
Stage 1	960	-	-	-	-	-
Stage 2	961	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	870	1002	-	-	1540	-
Mov Cap-2 Maneuver	870	-	-	-	-	-
Stage 1	960	-	-	-	-	-
Stage 2	961	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1540	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	9	48	1	5	1	33	54	4	0	53	9
Future Vol, veh/h	6	9	48	1	5	1	33	54	4	0	53	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	4	2	2	2	2	4	25	2	2	2
Mvmt Flow	7	11	59	1	6	1	40	66	5	0	65	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	223	222	71	255	225	69	76	0	0	71	0	0
Stage 1	71	71	-	149	149	-	-	-	-	-	-	-
Stage 2	152	151	-	106	76	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.24	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.336	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	733	677	986	698	674	994	1523	-	-	1529	-	-
Stage 1	939	836	-	854	774	-	-	-	-	-	-	-
Stage 2	850	772	-	900	832	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	712	659	986	635	656	994	1523	-	-	1529	-	-
Mov Cap-2 Maneuver	712	659	-	635	656	-	-	-	-	-	-	-
Stage 1	914	836	-	831	753	-	-	-	-	-	-	-
Stage 2	819	751	-	835	832	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.4	10.3	2.7	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1523	-	-	890	686	1529	-	-
HCM Lane V/C Ratio	0.026	-	-	0.086	0.012	-	-	-
HCM Control Delay (s)	7.4	0	-	9.4	10.3	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0	0	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	179	58	1	97	35	8
Future Vol, veh/h	179	58	1	97	35	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	5	2	2	2	9	2
Mvmt Flow	224	73	1	121	44	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	297	0	384	261
Stage 1	-	-	-	-	261	-
Stage 2	-	-	-	-	123	-
Critical Hdwy	-	-	4.12	-	6.49	6.22
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	-	-	2.218	-	3.581	3.318
Pot Cap-1 Maneuver	-	-	1264	-	605	778
Stage 1	-	-	-	-	767	-
Stage 2	-	-	-	-	885	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1264	-	604	778
Mov Cap-2 Maneuver	-	-	-	-	604	-
Stage 1	-	-	-	-	767	-
Stage 2	-	-	-	-	884	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	630	-	-	1264	-
HCM Lane V/C Ratio	0.085	-	-	0.001	-
HCM Control Delay (s)	11.2	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

HCM 6th Signalized Intersection Summary
3: US-395 & E Punkin Center Rd

01/30/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	55	62	47	44	85	64	703	85	201	799	53
Future Volume (veh/h)	60	55	62	47	44	85	64	703	85	201	799	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1723	1682	1654	1723	1709	1723	1723	1695	1654
Adj Flow Rate, veh/h	66	60	68	52	48	93	70	773	93	221	878	58
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	5	7	2	3	2	2	4	7
Cap, veh/h	226	135	153	242	94	182	403	1469	177	432	1564	103
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.07	0.50	0.50	0.08	0.51	0.51
Sat Flow, veh/h	1149	737	835	1163	512	992	1641	2918	351	1641	3067	203
Grp Volume(v), veh/h	66	0	128	52	0	141	70	430	436	221	461	475
Grp Sat Flow(s),veh/h/ln	1149	0	1572	1163	0	1503	1641	1624	1646	1641	1611	1659
Q Serve(g_s), s	3.5	0.0	4.6	2.7	0.0	5.4	0.0	11.4	11.4	0.0	12.6	12.6
Cycle Q Clear(g_c), s	8.9	0.0	4.6	7.3	0.0	5.4	0.0	11.4	11.4	0.0	12.6	12.6
Prop In Lane	1.00		0.53	1.00		0.66	1.00		0.21	1.00		0.12
Lane Grp Cap(c), veh/h	226	0	288	242	0	276	403	818	829	432	822	846
V/C Ratio(X)	0.29	0.00	0.44	0.22	0.00	0.51	0.17	0.53	0.53	0.51	0.56	0.56
Avail Cap(c_a), veh/h	645	0	861	666	0	824	928	1398	1417	946	1387	1428
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.5	0.0	23.2	26.4	0.0	23.5	13.8	10.7	10.7	18.2	10.7	10.7
Incr Delay (d2), s/veh	0.5	0.0	0.8	0.3	0.0	1.1	0.2	0.9	0.9	0.7	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.6	0.7	0.0	1.8	0.6	3.3	3.3	2.6	3.6	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.0	0.0	24.0	26.7	0.0	24.6	14.0	11.6	11.6	18.9	11.8	11.7
LnGrp LOS	C	A	C	C	A	C	B	B	B	B	B	B
Approach Vol, veh/h		194			193			936			1157	
Approach Delay, s/veh		25.4			25.2			11.8			13.1	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.1	38.6		16.2	9.5	38.2		16.2				
Change Period (Y+Rc), s	4.5	6.0		4.5	4.5	6.0		4.5				
Max Green Setting (Gmax), s	25.0	55.0		35.0	25.0	55.0		35.0				
Max Q Clear Time (g_c+I1), s	2.0	14.6		9.3	2.0	13.4		10.9				
Green Ext Time (p_c), s	0.2	18.0		0.8	0.9	18.7		0.8				

Intersection Summary	
HCM 6th Ctrl Delay	14.5
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	63	87	53	53	61	115	767	77	85	783	34
Future Volume (veh/h)	45	63	87	53	53	61	115	767	77	85	783	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1723	1668	1695	1723	1695	1723	1723	1709	1709
Adj Flow Rate, veh/h	48	68	94	57	57	66	124	825	83	91	842	37
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	6	4	2	4	2	2	3	3
Cap, veh/h	240	96	133	197	85	98	319	1152	116	302	1214	53
Arrive On Green	0.15	0.15	0.15	0.12	0.12	0.12	0.07	0.39	0.39	0.06	0.38	0.38
Sat Flow, veh/h	1641	655	905	1641	705	816	1641	2955	297	1641	3168	139
Grp Volume(v), veh/h	48	0	162	57	0	123	124	450	458	91	431	448
Grp Sat Flow(s),veh/h/ln	1641	0	1560	1641	0	1521	1641	1611	1642	1641	1624	1684
Q Serve(g_s), s	1.6	0.0	6.3	2.0	0.0	5.0	0.0	15.2	15.2	0.0	14.3	14.3
Cycle Q Clear(g_c), s	1.6	0.0	6.3	2.0	0.0	5.0	0.0	15.2	15.2	0.0	14.3	14.3
Prop In Lane	1.00		0.58	1.00		0.54	1.00		0.18	1.00		0.08
Lane Grp Cap(c), veh/h	240	0	229	197	0	183	319	628	640	302	622	645
V/C Ratio(X)	0.20	0.00	0.71	0.29	0.00	0.67	0.39	0.72	0.72	0.30	0.69	0.69
Avail Cap(c_a), veh/h	895	0	851	895	0	830	845	1381	1408	839	1392	1444
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.1	0.0	26.1	25.7	0.0	27.0	23.9	16.6	16.6	23.5	16.6	16.6
Incr Delay (d2), s/veh	0.4	0.0	4.0	0.8	0.0	4.2	0.6	1.5	1.5	0.6	1.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	2.5	0.8	0.0	2.0	1.7	4.8	4.9	1.2	4.6	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.5	0.0	30.1	26.5	0.0	31.2	24.5	18.1	18.1	24.0	18.0	18.0
LnGrp LOS	C	A	C	C	A	C	C	B	B	C	B	B
Approach Vol, veh/h		210			180			1032			970	
Approach Delay, s/veh		28.8			29.7			18.9			18.6	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	29.1		12.2	8.5	29.5		13.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	25.0	55.0		35.0	25.0	55.0		35.0				
Max Q Clear Time (g_c+I1), s	2.0	16.3		7.0	2.0	17.2		8.3				
Green Ext Time (p_c), s	0.4	8.2		1.1	0.3	7.8		1.3				

Intersection Summary		
HCM 6th Ctrl Delay	20.4	
HCM 6th LOS	C	

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	54	0	0	53
Future Vol, veh/h	0	0	54	0	0	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	66	0	0	65

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	131	66	0	0	66	0
Stage 1	66	-	-	-	-	-
Stage 2	65	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	863	998	-	-	1536	-
Stage 1	957	-	-	-	-	-
Stage 2	958	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	863	998	-	-	1536	-
Mov Cap-2 Maneuver	863	-	-	-	-	-
Stage 1	957	-	-	-	-	-
Stage 2	958	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1536	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	23	48	1	13	1	33	61	4	0	57	16
Future Vol, veh/h	15	23	48	1	13	1	33	61	4	0	57	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	4	2	2	2	2	4	25	2	2	2
Mvmt Flow	18	28	59	1	16	1	40	74	5	0	70	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	245	239	80	281	247	77	90	0	0	79	0	0
Stage 1	80	80	-	157	157	-	-	-	-	-	-	-
Stage 2	165	159	-	124	90	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.24	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.336	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	709	662	975	671	655	984	1505	-	-	1519	-	-
Stage 1	929	828	-	845	768	-	-	-	-	-	-	-
Stage 2	837	766	-	880	820	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	680	643	975	597	637	984	1505	-	-	1519	-	-
Mov Cap-2 Maneuver	680	643	-	597	637	-	-	-	-	-	-	-
Stage 1	903	828	-	821	746	-	-	-	-	-	-	-
Stage 2	795	745	-	799	820	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.2	10.7	2.5	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1505	-	-	803	649	1519	-	-
HCM Lane V/C Ratio	0.027	-	-	0.131	0.028	-	-	-
HCM Control Delay (s)	7.5	0	-	10.2	10.7	0	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	179	97	4	97	58	10
Future Vol, veh/h	179	97	4	97	58	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	5	2	2	2	9	2
Mvmt Flow	224	121	5	121	73	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	345	0	416	285
Stage 1	-	-	-	-	285	-
Stage 2	-	-	-	-	131	-
Critical Hdwy	-	-	4.12	-	6.49	6.22
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	-	-	2.218	-	3.581	3.318
Pot Cap-1 Maneuver	-	-	1214	-	580	754
Stage 1	-	-	-	-	748	-
Stage 2	-	-	-	-	878	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1214	-	578	754
Mov Cap-2 Maneuver	-	-	-	-	578	-
Stage 1	-	-	-	-	748	-
Stage 2	-	-	-	-	874	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	599	-	-	1214	-
HCM Lane V/C Ratio	0.142	-	-	0.004	-
HCM Control Delay (s)	12	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

HCM 6th Signalized Intersection Summary
3: US-395 & E Punkin Center Rd

01/30/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	59	62	47	46	106	64	707	85	236	806	53
Future Volume (veh/h)	60	59	62	47	46	106	64	707	85	236	806	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1723	1682	1654	1723	1709	1723	1723	1695	1654
Adj Flow Rate, veh/h	66	65	68	52	51	116	70	777	93	259	886	58
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	5	7	2	3	2	2	4	7
Cap, veh/h	221	154	161	255	91	207	386	1451	174	418	1551	102
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.07	0.50	0.50	0.08	0.51	0.51
Sat Flow, veh/h	1122	771	807	1157	457	1038	1641	2920	349	1641	3069	201
Grp Volume(v), veh/h	66	0	133	52	0	167	70	432	438	259	465	479
Grp Sat Flow(s),veh/h/ln	1122	0	1578	1157	0	1495	1641	1624	1646	1641	1611	1659
Q Serve(g_s), s	3.7	0.0	4.9	2.7	0.0	6.6	0.0	12.0	12.0	0.0	13.2	13.2
Cycle Q Clear(g_c), s	10.3	0.0	4.9	7.6	0.0	6.6	0.0	12.0	12.0	0.0	13.2	13.2
Prop In Lane	1.00		0.51	1.00		0.69	1.00		0.21	1.00		0.12
Lane Grp Cap(c), veh/h	221	0	315	255	0	299	386	807	818	418	814	839
V/C Ratio(X)	0.30	0.00	0.42	0.20	0.00	0.56	0.18	0.54	0.54	0.62	0.57	0.57
Avail Cap(c_a), veh/h	592	0	838	639	0	794	898	1355	1374	916	1344	1385
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.4	0.0	23.0	26.3	0.0	23.8	14.9	11.4	11.4	20.8	11.3	11.3
Incr Delay (d2), s/veh	0.6	0.0	0.7	0.3	0.0	1.2	0.2	0.9	0.9	1.1	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.7	0.7	0.0	2.2	0.7	3.5	3.6	3.6	3.8	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.0	0.0	23.7	26.6	0.0	25.0	15.1	12.3	12.3	21.9	12.4	12.4
LnGrp LOS	C	A	C	C	A	C	B	B	B	C	B	B
Approach Vol, veh/h		199			219			940			1203	
Approach Delay, s/veh		25.5			25.4			12.5			14.4	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	39.3		17.7	9.5	38.7		17.7				
Change Period (Y+Rc), s	4.5	6.0		4.5	4.5	6.0		4.5				
Max Green Setting (Gmax), s	25.0	55.0		35.0	25.0	55.0		35.0				
Max Q Clear Time (g_c+I1), s	2.0	15.2		9.6	2.0	14.0		12.3				
Green Ext Time (p_c), s	0.2	18.1		1.0	1.0	18.7		0.8				

Intersection Summary	
HCM 6th Ctrl Delay	15.5
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	66	87	60	55	67	115	767	89	93	783	34
Future Volume (veh/h)	45	66	87	60	55	67	115	767	89	93	783	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1723	1668	1695	1723	1695	1723	1723	1709	1709
Adj Flow Rate, veh/h	48	71	94	65	59	72	124	825	96	100	842	37
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	6	4	2	4	2	2	3	3
Cap, veh/h	242	99	131	208	87	106	323	1138	132	296	1200	53
Arrive On Green	0.15	0.15	0.15	0.13	0.13	0.13	0.08	0.39	0.39	0.06	0.38	0.38
Sat Flow, veh/h	1641	672	890	1641	684	834	1641	2907	338	1641	3168	139
Grp Volume(v), veh/h	48	0	165	65	0	131	124	457	464	100	431	448
Grp Sat Flow(s),veh/h/ln	1641	0	1562	1641	0	1518	1641	1611	1635	1641	1624	1684
Q Serve(g_s), s	1.7	0.0	6.7	2.4	0.0	5.5	0.0	16.0	16.0	0.0	14.9	14.9
Cycle Q Clear(g_c), s	1.7	0.0	6.7	2.4	0.0	5.5	0.0	16.0	16.0	0.0	14.9	14.9
Prop In Lane	1.00		0.57	1.00		0.55	1.00		0.21	1.00		0.08
Lane Grp Cap(c), veh/h	242	0	230	208	0	193	323	630	640	296	615	638
V/C Ratio(X)	0.20	0.00	0.72	0.31	0.00	0.68	0.38	0.72	0.73	0.34	0.70	0.70
Avail Cap(c_a), veh/h	864	0	823	864	0	800	815	1333	1353	810	1344	1394
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.9	0.0	27.0	26.4	0.0	27.7	24.7	17.2	17.2	25.0	17.5	17.5
Incr Delay (d2), s/veh	0.4	0.0	4.1	0.8	0.0	4.2	0.6	1.6	1.6	0.7	1.5	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	2.7	1.0	0.0	2.2	1.7	5.2	5.2	1.4	4.9	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	0.0	31.1	27.2	0.0	31.9	25.2	18.8	18.8	25.6	18.9	18.9
LnGrp LOS	C	A	C	C	A	C	C	B	B	C	B	B
Approach Vol, veh/h		213			196			1045			979	
Approach Delay, s/veh		29.8			30.3			19.5			19.6	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	29.7		12.9	8.7	30.5		14.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	25.0	55.0		35.0	25.0	55.0		35.0				
Max Q Clear Time (g_c+I1), s	2.0	16.9		7.5	2.0	18.0		8.7				
Green Ext Time (p_c), s	0.4	8.2		1.2	0.4	8.0		1.3				

Intersection Summary												
HCM 6th Ctrl Delay			21.3									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	8	70	0	14	81
Future Vol, veh/h	0	8	70	0	14	81
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	85	0	17	99

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	218	85	0	0	85	0
Stage 1	85	-	-	-	-	-
Stage 2	133	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	770	974	-	-	1512	-
Stage 1	938	-	-	-	-	-
Stage 2	893	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	761	974	-	-	1512	-
Mov Cap-2 Maneuver	761	-	-	-	-	-
Stage 1	938	-	-	-	-	-
Stage 2	882	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	1.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	974	1512	-
HCM Lane V/C Ratio	-	-	0.01	0.011	-
HCM Control Delay (s)	-	-	8.7	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	8	62	0	14	67
Future Vol, veh/h	0	8	62	0	14	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	76	0	17	82

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	192	76	0	0	76	0
Stage 1	76	-	-	-	-	-
Stage 2	116	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	797	985	-	-	1523	-
Stage 1	947	-	-	-	-	-
Stage 2	909	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	787	985	-	-	1523	-
Mov Cap-2 Maneuver	787	-	-	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	898	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	1.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	985	1523	-
HCM Lane V/C Ratio	-	-	0.01	0.011	-
HCM Control Delay (s)	-	-	8.7	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↱	↱		Y	
Traffic Vol, veh/h	14	14	7	0	0	8
Future Vol, veh/h	14	14	7	0	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	17	9	0	0	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	9	0	-	0	60	9
Stage 1	-	-	-	-	9	-
Stage 2	-	-	-	-	51	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1611	-	-	-	947	1073
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	971	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1611	-	-	-	937	1073
Mov Cap-2 Maneuver	-	-	-	-	937	-
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	971	-

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1611	-	-	-	1073
HCM Lane V/C Ratio	0.011	-	-	-	0.009
HCM Control Delay (s)	7.3	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	0	68	2	0	61
Future Vol, veh/h	3	0	68	2	0	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	0	83	2	0	74

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	158	84	0	0	85	0
Stage 1	84	-	-	-	-	-
Stage 2	74	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	833	975	-	-	1512	-
Stage 1	939	-	-	-	-	-
Stage 2	949	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	833	975	-	-	1512	-
Mov Cap-2 Maneuver	833	-	-	-	-	-
Stage 1	939	-	-	-	-	-
Stage 2	949	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	833	1512	-
HCM Lane V/C Ratio	-	-	0.004	-	-
HCM Control Delay (s)	-	-	9.3	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	4	58	7	7	60
Future Vol, veh/h	4	4	58	7	7	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	71	9	9	73

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	167	76	0	0	80	0
Stage 1	76	-	-	-	-	-
Stage 2	91	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	823	985	-	-	1518	-
Stage 1	947	-	-	-	-	-
Stage 2	933	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	818	985	-	-	1518	-
Mov Cap-2 Maneuver	818	-	-	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	927	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	894	1518	-
HCM Lane V/C Ratio	-	-	0.011	0.006	-
HCM Control Delay (s)	-	-	9.1	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	4	61	7	7	57
Future Vol, veh/h	4	4	61	7	7	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	74	9	9	70

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	167	79	0	0	83	0
Stage 1	79	-	-	-	-	-
Stage 2	88	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	823	981	-	-	1514	-
Stage 1	944	-	-	-	-	-
Stage 2	935	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	818	981	-	-	1514	-
Mov Cap-2 Maneuver	818	-	-	-	-	-
Stage 1	944	-	-	-	-	-
Stage 2	929	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	892	1514	-
HCM Lane V/C Ratio	-	-	0.011	0.006	-
HCM Control Delay (s)	-	-	9.1	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Appendix E
Queue Reports

Intersection: 1: 10th Street & Theater Ln

Movement	EB	WB	NB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	71	33	26
Average Queue (ft)	33	7	1
95th Queue (ft)	63	28	12
Link Distance (ft)	5211	2170	1823
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: 10th Street & E Punkin Center Rd

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	3	49
Average Queue (ft)	0	23
95th Queue (ft)	3	47
Link Distance (ft)	2029	2476
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: US-395 & E Punkin Center Rd

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	85	135	76	126	74	200	176	172	156	177
Average Queue (ft)	35	47	28	46	27	106	90	69	59	71
95th Queue (ft)	71	98	62	94	58	171	157	130	119	137
Link Distance (ft)		2622		5458		1497	1497		2606	2606
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	175		175		225			225		
Storage Blk Time (%)		0		0		0		0	0	
Queuing Penalty (veh)		0		0		0		0	0	

Intersection: 4: US-395 & Theater Ln

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	113	183	109	171	200	296	285	141	269	238
Average Queue (ft)	33	77	40	66	64	136	121	52	136	110
95th Queue (ft)	78	141	87	123	131	237	229	108	232	209
Link Distance (ft)		1596		5211		1375	1375		1080	1080
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	135		145		230			220		
Storage Blk Time (%)	0	2		1		1			1	
Queuing Penalty (veh)	0	1		0		1			1	

Intersection: 8: 10th Street & Church Access

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 4

Intersection: 1: 10th Street & Theater Ln

Movement	EB	WB	NB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	79	35	31
Average Queue (ft)	40	11	3
95th Queue (ft)	69	36	18
Link Distance (ft)	5211	591	1824
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: 10th Street & E Punkin Center Rd

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	2	18	82
Average Queue (ft)	0	1	31
95th Queue (ft)	2	9	60
Link Distance (ft)	5458	2028	1351
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: US-395 & E Punkin Center Rd

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	108	135	102	156	82	202	198	188	197	199
Average Queue (ft)	38	46	30	54	28	109	94	82	67	79
95th Queue (ft)	81	102	72	111	62	173	165	147	136	153
Link Distance (ft)		2622		5458		1497	1497		2606	2606
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	175		175		225			225		
Storage Blk Time (%)		0		0		0		0	0	
Queuing Penalty (veh)		0		0		0		0	0	

Intersection: 4: US-395 & Theater Ln

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	111	181	119	143	144	279	260	155	297	285
Average Queue (ft)	31	79	43	68	62	140	126	53	149	125
95th Queue (ft)	74	147	88	122	114	237	229	109	253	233
Link Distance (ft)		1596		5211		1375	1375		1080	1080
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	135		145		230			220		
Storage Blk Time (%)		2	0	0		1			2	
Queuing Penalty (veh)		1	0	0		1			2	

Intersection: 5: First Access & 10th Street

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	31	24
Average Queue (ft)	8	1
95th Queue (ft)	30	12
Link Distance (ft)	495	1351
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: 10th Street & Second Access

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	33	22
Average Queue (ft)	7	1
95th Queue (ft)	28	10
Link Distance (ft)	514	153
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Theater Ln & Theater Lane Access

Movement	SB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	7
95th Queue (ft)	28
Link Distance (ft)	588
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: 10th Street & Church Access

Movement	WB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	3
95th Queue (ft)	17
Link Distance (ft)	243
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: 10th Street & Third Access

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	33	6
Average Queue (ft)	9	0
95th Queue (ft)	33	5
Link Distance (ft)	412	213
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: 10th Street & Fourth Access

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	31	8
Average Queue (ft)	8	0
95th Queue (ft)	29	5
Link Distance (ft)	428	293
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 5

Appendix F

Collision Rate Calculations and Data

Intersection: US-395 / Punkin Center Rd Date 1/30/2024

Average Daily cars passing Through intersection

PM Peak Hour	NB	8095
Movement Counts	SB	9951
	EB	1960
	WB	1937
	ADT	21943
Millions of Entering Vehicles for a five year period =		40.045975

Accident Rate

Number of accidents =	14
Number of years =	5
Accident Rate =	0.35

Accident Rate Goal: Less than 1.0 per MEV

ADT = 2023 PM Count X 10
PM Peak Hour= Approx. 10% ADT
MEV = Million Entering Vehicles

Intersection: US-395 / Theater Ln Road Date 1/30/2024

Average Daily cars passing Through intersection

PM Peak Hour	NB	9155
Movement Counts	SB	8498
	EB	2156
	WB	1684
	ADT	21493

Millions of Entering Vehicles for a five year period = 39.224725

Accident Rate

Number of accidents =	12
Number of years =	5
Accident Rate =	**0.31**

Accident Rate Goal: Less than 1.0 per MEV

ADT = 2023 PM Count X 10
PM Peak Hour= Approx. 10% ADT
MEV = Million Entering Vehicles

Highway 054 ALL ROAD TYPES,
01/01/2018 to 12/31/2022

US-395 / Theater Lane

US-395 / Punkin Center Rd

CRASH_ID	SER_NO	INVSTG_AGY_SHORT_DESC	CRASH_DT	CNTY_NM	CITY_SECT_NM	URB_AREA_SHORT_NM	HWY_NO	HWY_MED_NM	MP_NO	ST_NM	ISECT_ST_NM	RD_CHAR_SHORT_DESC	CRASH_TYP_SHORT_DESC	COLLIS_TYP_SHORT_DESC	CRASH_SVRTY_SHORT_DESC	VHCL_MVMNT_SHORT_DESC
1795745	00967	CITY	12/21/2018	Umatilla	Hermiston	HERMISTON UA	054	UMATILLA-STANFIELD	4.33	THEATER LN	1ST ST	INTER	S-1STOP	REAR	INJ	STRGHT
1815334	00971	NONE	12/21/2018	Umatilla	Hermiston	HERMISTON UA	054	UMATILLA-STANFIELD	4.33	THEATER LN	1ST ST	INTER	S-1TURN	REAR	PDO	STRGHT
1841586	00899	CITY	11/12/2019	Umatilla	Hermiston	HERMISTON UA	054	UMATILLA-STANFIELD	4.33	THEATER LN	1ST ST	INTER	S-1STOP	REAR	INJ	STRGHT
1936520	00432	CITY	6/10/2021	Umatilla	Hermiston	HERMISTON UA	054	UMATILLA-STANFIELD	4.33	THEATER LN	1ST ST	INTER	S-1STOP	REAR	INJ	STRGHT
1880479	00208	CITY	3/2/2020	Umatilla	Hermiston	HERMISTON UA	054	UMATILLA-STANFIELD	4.33	THEATER LN	1ST ST	INTER	O-1 L-TURN	TURN	INJ	STRGHT
1902527	00629	CITY	9/15/2020	Umatilla	Hermiston	HERMISTON UA	054	UMATILLA-STANFIELD	4.33	THEATER LN	1ST ST	INTER	ANGL-OTH	ANGL	PDO	STRGHT
1969872	00049	CITY	1/18/2022	Umatilla	Hermiston	HERMISTON UA	054	UMATILLA-STANFIELD	4.33	THEATER LN	1ST ST	INTER	ANGL-OTH	ANGL	INJ	STRGHT
1803532	00078	CITY	1/19/2018	Umatilla	Hermiston	HERMISTON UA	054	UMATILLA-STANFIELD	4.33	THEATER LN	1ST ST	INTER	O-1 L-TURN	TURN	PDO	TURN-L
1955168	00343	CITY	5/15/2021	Umatilla	Hermiston	HERMISTON UA	054	UMATILLA-STANFIELD	4.33	1ST ST	THEATER LN	INTER	ANGL-OTH	ANGL	PDO	STRGHT
1815689	00916	CITY	11/30/2018	Umatilla	Hermiston	HERMISTON UA	054	UMATILLA-STANFIELD	4.33	THEATER LN	1ST ST	INTER	ANGL-OTH	TURN	PDO	STRGHT
1857889	00059	CITY	1/30/2019	Umatilla	Hermiston	HERMISTON UA	054	UMATILLA-STANFIELD	4.33	THEATER LN	1ST ST	INTER	ANGL-OTH	ANGL	PDO	STRGHT
1860392	00232	STATE	3/17/2019	Umatilla	Hermiston	HERMISTON UA	054	UMATILLA-STANFIELD	4.33	THEATER LN	1ST ST	INTER	ANGL-OTH	ANGL	PDO	STRGHT
1839984	00037	COUNTY	1/20/2019	Umatilla		HERMISTON UA	054	UMATILLA-STANFIELD	3.79			INTER	PED	PED	INJ	TURN-R
1842026	00786	COUNTY	10/10/2019	Umatilla		HERMISTON UA	054	UMATILLA-STANFIELD	3.79			INTER	S-1STOP	REAR	INJ	STRGHT
1777841	00172	COUNTY	3/11/2018	Umatilla		HERMISTON UA	054	UMATILLA-STANFIELD	3.79			INTER	ANGL-OTH	ANGL	INJ	STRGHT
1783752	00469	STATE	7/1/2018	Umatilla		HERMISTON UA	054	UMATILLA-STANFIELD	3.79			INTER	ANGL-OTH	ANGL	INJ	STRGHT
1815920	00780	CITY	10/21/2018	Umatilla		HERMISTON UA	054	UMATILLA-STANFIELD	3.79			INTER	ANGL-OTH	ANGL	PDO	STRGHT
1931867	00675	STATE	9/6/2021	Umatilla		HERMISTON UA	054	UMATILLA-STANFIELD	3.79			INTER	O-OTHER	TURN	INJ	TURN-L
1805899	00699	NO RPT	9/21/2018	Umatilla		HERMISTON UA	054	UMATILLA-STANFIELD	3.79			INTER	ANGL-OTH	ANGL	PDO	STRGHT
1803676	00116	NONE	2/17/2018	Umatilla		HERMISTON UA	054	UMATILLA-STANFIELD	3.79			INTER	ANGL-OTH	TURN	PDO	STRGHT
1931985	00369	STATE	5/22/2021	Umatilla		HERMISTON UA	054	UMATILLA-STANFIELD	3.79			INTER	ANGL-OTH	ANGL	INJ	STRGHT
1816898	00974	STATE	12/6/2019	Umatilla		HERMISTON UA	054	UMATILLA-STANFIELD	3.79			INTER	O-1 L-TURN	TURN	FAT	STRGHT
1877076	00042	STATE	1/20/2020	Umatilla		HERMISTON UA	054	UMATILLA-STANFIELD	3.79			INTER	O-1 L-TURN	TURN	INJ	STRGHT
1878310	00136	STATE	2/8/2020	Umatilla		HERMISTON UA	054	UMATILLA-STANFIELD	3.79			INTER	O-1 L-TURN	TURN	INJ	STRGHT
1932302	00370	STATE	5/22/2021	Umatilla		HERMISTON UA	054	UMATILLA-STANFIELD	3.79			INTER	ANGL-OTH	TURN	INJ	STRGHT
1986227	00165	STATE	2/23/2022	Umatilla		HERMISTON UA	054	UMATILLA-STANFIELD	3.79			INTER	O-1 L-TURN	TURN	PDO	STRGHT

Appendix G

In-Process Project Trips

clemow
associates LLC

September 8, 2023

MonteVista Homes
Attention: Jarred C. Corbell, PE
389 SW Scalehouse Court, Suite 110
Bend, Oregon 97702

Re: **MonteVista Residential Development – Hermiston, Oregon**
Transportation Analysis

C&A Project Number 20230901.00

Dear Mr. Corbell,

This transportation analysis supports the proposed 250-unit single-family residential development in Hermiston, Oregon on property identified as tax lot 500 on Umatilla County Assessor's map 4N2802A. The property is approximately 51.93 acres and is currently vacant. The proposed development is inside the City of Hermiston Urban Growth Boundary (UGB) and the City limits and is an allowed use in the existing Multi-family Residential (R-3) zone designation.

Per the correspondence you have provided, the City of Hermiston planning staff has indicated a detailed traffic impact study is not necessary if the applicant demonstrates that the proposed development will not change the functional classification of E Theater Lane (classified as a *Minor Collector* roadway), noting that the Hermiston Transportation System Plan (TSP) states that *Collector* roadways are designed to accommodate 1,200 – 5,000 average daily trips (ADT).

Based on the traffic volume data contained in the October 9, 2020 transportation analysis prepared for the new Hermiston Elementary School located in the northwest corner of NE 10th Street/E Theater Lane intersection, the average daily traffic volumes on E Theater Lane are less than 2,000 ADT. Based on data contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition, and practices from the ITE *Trip Generation Handbook*, 3rd Edition, the proposed 250-unit single-family residential development is anticipated to generate 2,344 ADT. Conservatively assuming all development traffic travels on E Theater Lane, the resulting total roadway volumes will be less than 4,500 ADT.

It is further noted the proposed development is consistent with the existing R-3 zone designation and assumptions contained in the Hermiston TSP. As such, it is anticipated the proposed development will not exceed the design capacity of a *Collector* roadway and a detailed traffic impact study is not necessary.

Sincerely,

Christopher M. Clemow, PE, PTOE
Transportation Engineer

REGISTERED PROFESSIONAL ENGINEER
18300 PE
OREGON
Jan. 16, 1996
CHRISTOPHER M CLEMOW
RENEWS 31 DEC 2023

2237 NW Torrey Pines Drive, Bend, Oregon 97703 | 541-579-8315 | cclemow@clemow-associates.com

SITE DESIGN:

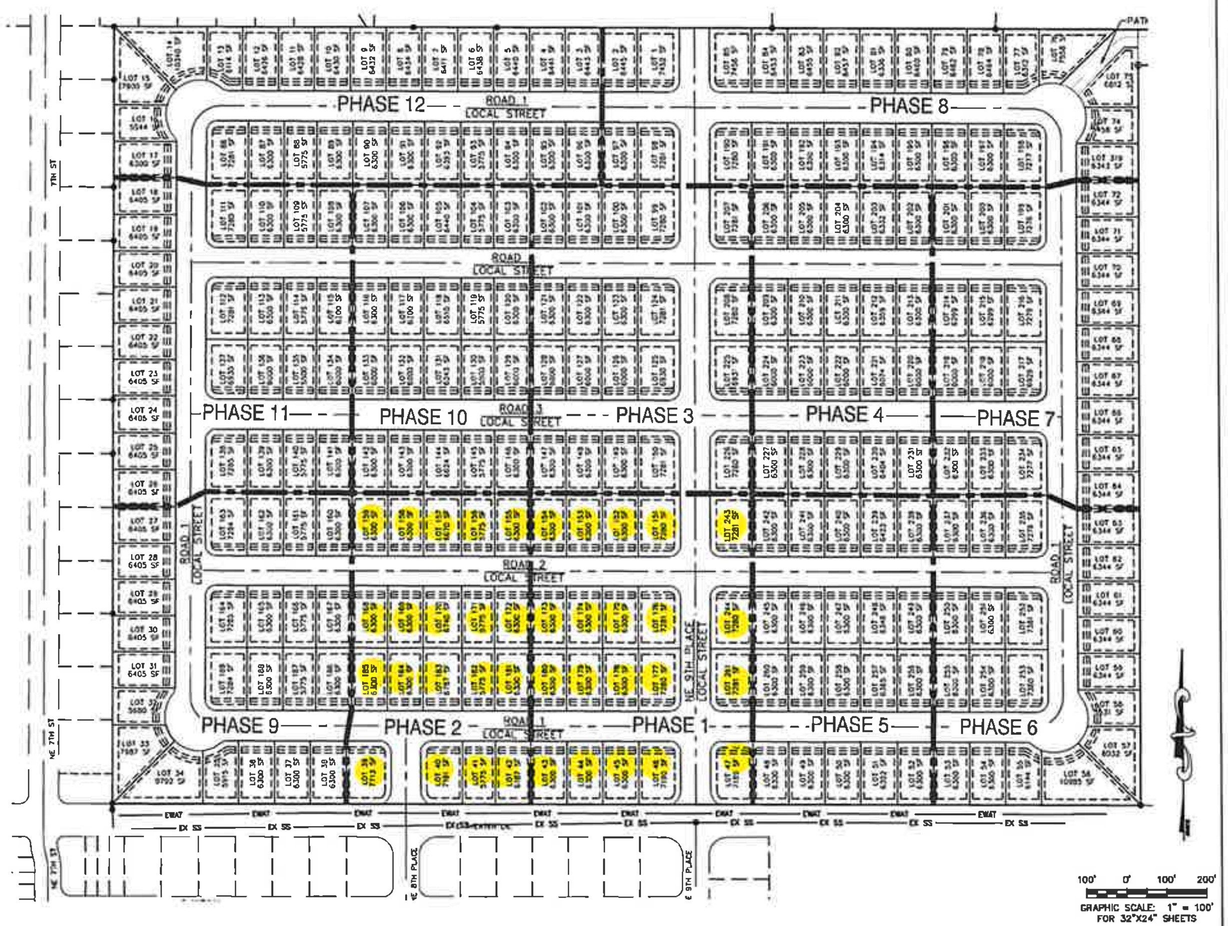
ZONING: R3
TOTAL ACRES: 51.93 ACRES
TOTAL # OF LOTS: 261
OPEN SPACE AREA: 3,237 S.F.

R3 LOT REQUIREMENTS:

MINIMUM INTERIOR LOT SIZE:	5,000 SF
MINIMUM CORNER LOT SIZE:	6,000 SF
MINIMUM INTERIOR LOT WIDTH:	60' (VARIANCE REQUESTED ON 18 LOTS TO ALLOW FOR A WIDTH REDUCTION OF 5' OR LESS)
MINIMUM CORNER LOT WIDTH:	75'
MINIMUM CUL-DE-SAC LOT WIDTH:	25'
MINIMUM LOT DEPTH:	80'
MAXIMUM BUILDING HEIGHT:	35'
MAXIMUM LOT COVERAGE:	45% (DECKS AND PORCHES CAN COVER AN ADDITIONAL 5%)

SETBACKS:

FRONT:	15'
GARAGE:	20'
PORCH/PATIO:	10'
SIDE:	5'
CORNER:	10'
REAR :	10' +1' FOR EVERY FOOT THE BUILDING HEIGHT EXCEEDS 15'



MonteVista Homes
Built with You in Mind
www.MonteVistaHomes.com

DESIGNED BY: EDN
DRAWN BY: EDN
DATE: 9/12/2023

UPLAND MEADOWS
TENTATIVE PLAT
OVERVIEW

No. | REVISIONS: | DATE:

SHEET: P2.0

DRAFT MINUTES

CO-ADOPTION OF CITY OF HERMISTON COMPREHENSIVE PLAN MAP AMENDMENT #P-138-24:

DENNIS GISI, APPLICANT
VICTORY LIGHTHOUSE CHURCH C/O DAVID M JOHNSON, LARRY J & FLORENCE R BANKSTON AND 3 RIVERS-OREGON PROPERTY LLC, OWNERS

The applicant requests the County co-adopt City Ordinance 2358 amending the comprehensive plan map from urbanizable to urban status for approximately 25 acres located on the north side of E Theater Lane. The City Council also adopted Ordinance 2359 annexing said property effective upon co-adoption of Ordinance 2358. The criteria of approval are found in Umatilla County Development Code 152.750 - 152.754 and the Joint Management Agreement between the City and County.

TEXT AMENDMENT #T-097-24, AMENDMENT OF UMATILLA COUNTY DEVELOPMENT CODE, SECTION 152.617(H) HOME OCCUPATIONS/COTTAGE INDUSTRIES IN THE EXCLUSIVE FARM USE ZONE.

The applicant, Jim Whitney, proposes text changes to the Umatilla County Development Code (UCDC) Section 152.617(H), to allow a resident to host commercial gatherings and weddings as Home Occupations in the Exclusive Farm Use Zone. The criteria of approval for amendments are found in Umatilla County Development Code 152.750-152.755.

UMATILLA COUNTY
PLANNING COMMISSION HEARING
January 23, 2025

DRAFT MINUTES
UMATILLA COUNTY PLANNING COMMISSION
Meeting of Thursday, January 23, 2025, 6:30pm

** **

COMMISSIONERS PRESENT: Suni Danforth, Chair, Sam Tucker, Vice Chair, John Standley, Malcolm Millar, Ann Minton and Andrew Morris

COMMISSIONER PRESENT VIA ZOOM: Tami Green

COMMISSIONERS ABSENT: Kim Gillet and Emery Gentry

PLANNING STAFF: Megan Davchevski, Planning Manager, Tierney Cimmiyotti, Planner, Charlet Hotchkiss, Planner, and Shawnna Van Sickle, Administrative Assistant

** **

NOTE: THE FOLLOWING IS A SUMMARY OF THE MEETING. RECORDING IS AVAILABLE AT THE PLANNING OFFICE.

CALL TO ORDER

Chair Suni Danforth called the meeting to order at 6:32PM and read the Opening Statement.

MINUTES

Chair Danforth called for any corrections or additions to the December 19, 2024 meeting minutes. No additions nor corrections were noted.

Commissioner Morris moved to approve the draft minutes from the December 19, 2024 meeting minutes, as presented. Commissioner Standley seconded the motion. Motion carried by consensus.

NEW HEARING

CO-ADOPTION OF CITY OF HERMISTON COMPREHENSIVE PLAN MAP AMENDMENT #P-138-24: DENNIS GISI, APPLICANT/ VICTORY LIGHTHOUSE CHURCH C/O DAVID M JOHNSON, LARRY J & FLORENCE R BANKSTON, AND 3 RIVERS-OREGON PROPERTY LLC, OWNERS. The applicant requests the County co-adopt City Ordinance 2358 amending the comprehensive plan map from urbanizable to urban status for approximately 25 acres located on the north side of E Theater Lane. The City Council also adopted Ordinance 2359 annexing said property effective upon co-adoption of Ordinance 2358. The criteria of approval are found in Umatilla County Development Code 152.750 - 152.754 and the Joint Management Agreement between the City and County.

Chair Danforth called for any abstentions, bias, conflicts of interest, declarations of ex parte contact or objections to jurisdiction. No other reports were made.

Chair Danforth called for the Staff Report.

STAFF REPORT

Ms. Tierney Cimmiyotti, Planner, stated on July 8, 2024, Hermiston City Council adopted Ordinance 2358, amending the Comprehensive Plan Map from "Urbanizable" to "Urban" for approximately 25 acres located on the north side of E Theater Lane. The City Council also adopted Ordinance 2359 annexing said property effective upon co-adoption of Ordinance 2358.

Ms. Cimmiyotti explained, the City of Hermiston Joint Management Agreement (JMA) Section E (10) requires Comprehensive Plan Amendments applicable in the Urban Growth Area to be processed by the City. The JMA requires amendments to be adopted by ordinance, first by the City, then to the County for co-adoption review. She stated the Hermiston City Council held a public hearing on July 8, 2024 and approved the plan map amendment and subsequently adopted Ordinances 2358 and 2359.

Ms. Cimmiyotti mentioned that this hearing before the Umatilla County Planning Commission is the County's first evidentiary hearing for co-adoption. A subsequent Public Hearing before the Umatilla County Board of Commissioners was scheduled for Wednesday, March 5, 2025, at 9:00 AM in Room 130 of the Umatilla County Courthouse, 216 SE 4th Street, Pendleton, OR 97801.

Ms. Cimmiyotti concluded that the Umatilla County Planning Commission has an obligation to make a recommendation to the Board of Commissioners for co-adoption of the Comprehensive Plan Map Amendment, changing the designation of the property from "Urbanizable" to "Urban" status. She demonstrated on the map which properties were a part of this application.

Commissioner Standley asked if there was any talk regarding Umatilla County turning over a portion of Theater Lane to the City of Hermiston, which runs parallel to these properties. Ms. Cimmiyotti stated it was not something that accompanied this application. Mrs. Megan Davchevski stated as part of our Joint Management Agreement (JMA) with the City of Hermiston; Umatilla County Public Road department works closely with each city and those parties would determine how they transfer ownership of roads. She added it would not be something that would come before the Planning Commission.

Applicant Testimony: Ms. Rebecca Wahlstrom, PBS Engineering Environmental, 1325 SE Tech Center Dr., Suite 140, Vancouver, WA. I have nothing to add at this time, thank you for your consideration and your thoughtfulness.

Mr. Dennis Gisi, 761 Abbott Rd, Walla Walla, WA 99362; I'm just here to be available to answer any questions from the Commissioners, but I have nothing to add at this time.

Opponents: None

Public Agencies: None

Rebuttal Testimony: Mr. Dennis Gisi, 761 Abbott Rd, Walla Walla, WA 99362; We just hope that the Planning Commission agrees that this is a great project for the City of Hermiston, who needs additional housing. He stated they think they are doing a great service by helping with this.

Chair Danforth called for any requests for the hearing to be continued, or for the record to remain open. There were none.

Chair Danforth closed the hearing for deliberation.

DELIBERATION & DECISION

Commissioner Tucker made a motion to recommend approval of Co-Adoption of the City of Hermiston Comprehensive Plan Map Amendment #P-138-24 to the Board of County Commissioners.

Commissioner Minton seconded the motion. Motion carried with a vote of 7:0 recommending approval to the Board of County Commissioners.

Ms. Cimmiyotti stated that earlier in her memo she stated the original hearing before the Board of County Commissioners would be held on Wednesday, March 5th. She explained that hearing will be rescheduled to Wednesday, March 12th instead. She mentioned they will have this meeting available virtually and can contact our office to obtain links to attend after this hearing for next steps.

NEW BUSINESS

TEXT AMENDMENT #T-097-24, AMENDMENT OF UMATILLA COUNTY DEVELOPMENT CODE, SECTION 152.617(H) HOME OCCUPATIONS/COTTAGE INDUSTRIES IN THE EXCLUSIVE FARM USE ZONE. The applicant, Jim Whitney, proposes text changes to the Umatilla County Development Code (UCDC) Section 152.617(H), to allow a resident to host commercial gatherings and weddings as Home Occupations in the Exclusive Farm Use Zone. The criteria of approval for amendments are found in Umatilla County Development Code 152.750-152.755.

Chair Danforth called for any abstentions, bias, conflicts of interest, declarations of ex parte contact or objections to jurisdiction. Vice Chair Tucker stated he had been hired by the applicant and believed this presented a conflict of interest due to his professional relationship with the applicant. Chair Danforth asked again if any other conflicts may exist, none were presented.

Chair Danforth called for the Staff Report.

STAFF REPORT

Mrs. Megan Davchevski, Planning Division Manager, started by introducing the application before the Planning Commission for this hearing. She stated, the applicant is requesting that Umatilla County adopt a permit path and criteria for establishing commercial gatherings and weddings as a Home Occupation in the Exclusive Farm Use Zone. The County's current Home Occupation standards have a limitation of no more than 10 parking spaces, which currently limits the number of people that can be on site. She explained, the applicant requests to amend UCDC 152.617(H) to allow for a subsection of Home Occupations, which would be titled, "Host Commercial Gatherings and Weddings". The applicant has worked with County Planning Staff to develop language for criteria of approval. The proposed language includes statutory requirements, such as the limited number of employees, as well as other language specific to the proposed use.

Mrs. Davchevski stated, the criteria of approval for amendments are found in Umatilla County Development Code 152.750-152.755. Applicable Statewide Planning Goals 1-14 have also been evaluated. She added, that this request is different than most we see. It isn't specific to any one property, it would request to change the County's Development Code to allow a new use that is currently not allowed through our permit process. She explained that anyone within Umatilla County in the EFU zone could potentially apply for this new path, should it be adopted.

Mrs. Davchevski explained the normal public notice process goes out to properties within a certain vicinity; however, there are no neighbors to notify because this isn't for one specific property. She mentioned, staff had only notified the Department Land Conservation Development (DLCD), rural fire departments, Umatilla County Assessors and Umatilla County Public Health departments. She stated she did not receive comments from any agencies and the applicant and county staff have met several times.

Mrs. Davchevski stated tonight's hearing before the Umatilla County Planning Commission is the County's first evidentiary hearing. A subsequent Public Hearing before the Umatilla County Board of Commissioners is scheduled for Wednesday, March 12, 2025, at 9:00 AM in Room 130 of the Umatilla County Courthouse, 216 SE 4th Street, Pendleton, OR 97801. She noted this date is different than provided in the Public Notice, this is because the Board of Commissioners hearings in March were rescheduled.

Mrs. Davchevski The Umatilla County Planning Commission has an obligation to make a recommendation to the Board of Commissioners for adopting the proposed text amendment to allow for commercial gatherings and weddings as a Home Occupation in the EFU Zone.

Mrs. Davchevski stated included in hearing packet are the preliminary findings of fact and conclusions of law which address the development code sections and statewide planning goals. As well as the proposed text that would be to the Umatilla County Development Code. She referenced

page eleven and stated there is a note that describes how the text has been formatted in this section. Proposed text changes were shown in a "Mark Up" format, with the original text to be removed shown in strikethrough and added text provided in bold and underlined. Text shown in red is entirely new criteria unique to the applicant's request and is shown for comparison.

Mrs. Davchevski gave a few examples from the text to help Planning Commissioners understand the mark up and what was changed information from that which was the newly added information from the application.

Commissioner Morris referenced page 13, UCDC Section 152.617(H)(b)(15) and asked how the number for guests was determined for the four to ten acres in size would limit guests to no more than one-hundred. Mrs. Davchevski said she couldn't recall if that was language that the applicant provided or not. She stated the applicant came up with some initial language that they provided to our department and we provided feedback. Subsequent meetings with our department and that is how the final language presented to you tonight came about. She explained that the thought process was that if you have a more guests on a smaller property, it's going to be more impactful to the neighbors. The idea was to set a limit the number of guests if you have smaller property and then if you have a larger property can accommodate more guests and raise the limit to accommodate for the size of the property.

Commissioner Morris asked if there was consideration to make a step between the ranges on acreage, like a 4-7 acre and 7-10 acres categories. Mrs. Davchevski stated she would let the applicant address that, but from the County's Planning perspective we didn't want to overcomplicate this. She added, if this were to be adopted, it would have a large number of criteria that we don't currently have for any of our current Conditional Use Permit (CUP) applications. The only other section that has similar number of criteria is for establishing a wind energy farm. She expressed, that we were trying to make it less complicated by just having smaller version.

Commissioner Morris referenced page 12, UCDC Section 152.617(H)(b)(7) asked about the criteria listing no more than five employees, either full-time or part-time, can be employed, and whether this would apply to contracted employees. Mrs. Davchevski stated no more than five (5) employees could hired by the operators. In this case, if Mr. Whitney were to come in and apply, it would be employees that work for Jim Whitney. That is a restriction that's in state statutes under home occupations. She added, home occupation is specific to that the business operator has to be the property owner and also the same person that lives in the home on-site.

Mrs. Davchevski stated there are several bills before the State Legislature to be potentially adopted, that would allow for wedding venues in Exclusive Farm Use (EFU) zones and a local representative is sponsoring a few of the current bills in the current session.

Commissioner Standley asked how many wedding venues are currently active in Umatilla County. Mrs. Davchevski asked if he meant permitted or unpermitted businesses/venues. She explained the County amended our Development Code in the past to restrict the number of parking spaces that

could be approved under a home occupation. Prior to that there was no restriction. She added, a few applications for home occupations approved to host weddings were submitted before we enacted that restriction, and since then none. She mentioned the two that came to mind, which are Winn Barn in Weston, and Bennett Gardens in Hermiston.

Commissioner Standley referenced page 13, UCDC Section 152.617(H)(b)(17) and stated he was happy to see an established hours of operation. He mentioned this was something he had seen in prior hearings and feels like it would address prior problems neighbors had with this type of home occupation.

Commissioner Morris asked about the parking limitations and if someone were to have a parking lot off site and then provide transportation back and forth could that apply. Mrs. Davchevski explained it would depend on where the parking lot was located. She explained that the County does not have any designated ride share, or park and ride, parking lots within the EFU zone.

Chair Danforth asked about UCDC Section 152.617(H)(b)(26), on page 14, "There are no more than 125 vehicles from guests and employees of the home occupation can be present at any given time of on the subject parcel." Her question related to the maximum number of vehicles in relation to the maximum number of guests of 300 for ten acres or larger. Mrs. Davchevski stated this was to allow for couples or multiple attendees sharing a vehicle. She explained the number of vehicles was written specifically to eliminate the requirement for a Traffic Impact Analysis (TIA). The County's Transportation System Plan (TSP) requires that if you have 250 trips or more (trip one is into the venue, and trip two is leaving the venue) the applicant would have to do a TIA at the time the Conditional Use Permit was approved. She added, this also creates less impact on County Roads.

Commissioner Standley asked about UCDC Section 152.617(H)(b)(34), on page 15, and who would be verifying compliance and managing inspections. Mrs. Davchevski that our current process for all home occupation and other CUP's is that an annual review is done by our Code Enforcement department. They would be sent out a renewal application and fee are assessed with that to ensure compliance, operation within their permit requirements, and ensuring the business need still exists. The Code Enforcement Officer would then complete a property check to ensure their working within their permit and still operating. Commissioner Morris asked about non-compliance and if someone fails to obtain proper permitting. Mrs. Davchevski stated it would be in Code Enforcement purview for non-compliance and if unpermitted. At that point it would be the property owner working with Code Enforcement to rectify the violation and bring the property within compliance and if they were not compliant then there might be fees imposed when/if they go to court.

Mrs. Davchevski ended by explaining this type of application is different than those we have received in the past. The application asks to add something less restrictive so a Measure 56 notice to property owners was not required.

Applicant Testimony: Mrs. Tamra Mabbott, consultant for the applicant, 80379 Zimmer Lane, Hermiston, OR 97838; Mr. Jim Whitney, 41095 Taylor Lane, Pendleton, OR 97801; Mrs. Nicole Whitney Chamberlin, 2355 Morada Lane, Ashland, OR 97520; Mr. Whitney started by sharing some information and history on the property he has that helped put this project into motion. He stated, the property is just outside Reith, an unincorporated city outside Pendleton. He mentioned the property has a history to supplying food to the old state psychiatric hospital, which is now a state prison. He stated the site has great older buildings and wanted to highlight a way to use those buildings but still maintain their original charm. They came up with wedding events and what helped furnish this project. He has also just completed a conservation easement with the Confederated Tribes of the Umatilla Indian Reservation (CTUIR), which makes up 960 acres on a conservation easement within this property.

Mr. Whitney explained he reached out to Mrs. Mabbott and asked if she would consult and help us put this together this project. The property they did not put in the easement was approximately 70 acres, which include two large barns, homes, and various buildings on-site.

Mrs. Tamra Mabbott stated they've been working on this project approximately a year and a half. Mr. Whitney and his daughter Mrs. Whitney Chamberlin vetted a number of options before settling on this idea. She explained they looked at considering a rezone or an Urban Growth Boundary (UGB) swap, but both were very long-term and expensive processes to achieve. Mrs. Whitney Chamberlin has expressed wants to move back to the area and make use of the property for this project. Mrs. Mabbott explained that if this is approved perhaps looking at a UGB swap down the road.

Mr. Whitney asked about the 5-employee maximum, whether this was a State Statute, if it was a limitation per event or does this mean from those employed for the farm. Mrs. Davchevski stated that was a state statute, and it includes people working on your payroll for weddings and events, which would include the Mr. Whitney, Mrs. Whitney Chamberlin and three other employees. She explained it would not include vendors you contract for the event to serve food or provide other services. She stated she was uncertain regarding volunteers and mentioned it might be something the Oregon Land Use Board of Appeals (LUBA) would have to decide, and this was something currently being looked at by State Legislature to clarify that language.

Mr. Whitney referenced about UCDC Section 152.617(H)(b)(16), on page 13. He mentioned he doesn't want to build more homes but considered turning buildings into housing for the wedding party if it would be something that could be allowed. Mrs. Davchevski stated they couldn't turn existing non-housing structures into homes unless they met criteria to qualify under the EFU zone and doing so would be under a different CUP for establishing a room house or other lodging facilities.

Mr. Whitney asked about UCDC Section 152.617(H)(b)(18), on page 13, which talks about lighting and asked if we would be open to modifying it to state not directly projecting into

adjoining properties. Commissioner Standley wanted to remind Mr. Whitney this would be a county-wide change and to be careful with adjusting language especially since some smaller adjoining properties might be affected more.

Mr. Whitney talked about UCDC Section 152.617(H)(b)(30), on page 15, regarding signing and recording a Covenant Not to Sue and who this applies to. Mrs. Davchevski explained that almost all uses that we permit now request a signed Covenant for the current applicant to not sue their neighbors for their farming practices affecting your new use. Mrs. Mabbott added by explaining if a neighbor were to irrigate near the property during a planned event and the odor was off-putting to the party, the owner operating the venue could not sue the neighbors because their farm was there before the new use was established.

Commissioner Morris asked what Mr. Whitney's thoughts were regarding UCDC Section 152.617(H)(b)(15), on page 13, and the limit of the number of people. Mr. Whitney stated he wouldn't be opposed to a larger attendee maximum for properties over a certain acreage, but only if it would be allowed within statute. Mrs. Davchevski stated there is nothing in statute, but several LUBA cases have been reviewed regarding home occupations that have been permitted as an agritourism event. LUBA doesn't specify what the maximum number would be, but they are clear on the maximum of employees. She explained they came up with the number of attendees based on the TIA and TSP.

Mrs. Davchevski stated the purpose of the meeting today was to make a recommendation to the Board of County Commissioners and if the Planning Commissions recommendation includes amended language, she would then update DLCD portal and would share the recommended language along with presenting this before the County Commissioners as well.

Commissioner Minton agreed and stated she felt the attendee maximum of 300 for 10 acres was a nice starting point and doesn't draw a lot of attention. Chair Danforth also agreed that 300 was a safe number to make this a workable plan. Mrs. Mabbott stated if the applicant does get this approved and in turn the CUP, then they could look at doing a one-time mass gathering permit. Mrs. Davchevski confirmed that was possible and would be an allowance in the EFU zone, she referred to the Ukiah Rodeo who completes one each year for their event. Mrs. Whitney Chamberlin asked if there was a limit on how many you can do each year. Mrs. Davchevski stated there was a limit on how many per year but couldn't remember what that number was. She stated there is a limit of guests associated with the event and it is approved by the Board of County Commissioners.

Commissioner Standley asked at what point would your zoning be at risk, perhaps with the use change, could it be a future risk. Mrs. Mabbott clarified with staff that an approval of a home occupation doesn't justify a future rezone. Mrs. Davchevski and Ms. Charlet Hotchkiss agreed that this wouldn't affect their zoning. Mrs. Mabbott agreed it was a good question to ask but stated that moves things into tax code. She mentioned a farm can automatically qualify for farm deferral if

you are zoned with intent to make a profit, and property owners would really have to mismanage the property to lose that. She explained Mr. Whitney is likely not profiting off the fishery easement with the CTUIR, but he is likely obtaining passive income because the property in questions is also contiguous to other properties he manages or leases for farm use.

Mrs. Mabbott also stated UCDC 152.617(H)(b)(16) would apply to new housing, which if the property owner wanted to share their home with the event holders like an Airbnb they could do so. She also thanked staff for including subsection (34) regarding annual reviews and fees assessed, because it was a better outcome then to initially receive only a four-year approval and would need to reapply every time this time lapsed.

Chair Danforth thanked the applicants for their time and agreed that it shows the thoroughness of the application and well thought out details regarding concerns of the operation. Commissioner Green stated she didn't have any questions but was excited that the applicants are trying to do something with their property and believes it would be a wonderful idea.

Opponents: Ms. Susan Byrd, 45000 Hidaway Springs Rd, Ukiah, OR 97880; Ms. Byrd stated she wasn't super familiar with the process but believed this should be an individual project instead of county-wide. She expressed concern about significant impact of quality of life in particular regarding 125 cars traveling two-ways would raise a lot of dust and noise. She added that if this were to go into effect at a nearby property without her permission, she would be very upset. She asked to resend the larger scale project and limit it to only their particular property. Ms. Byrd mentioned adding this type of event when you are moving cattle or tractors down the road is going to significantly impact those farmers. She ended stating she would submit comments to the Commissioners.

Mrs. Davchevski clarified the process of this type of conditional use. She stated the applicant is requesting to add this as an allowable use so that they can get the permit for their specific property and in order to do that it has to apply for the EFU zone across the entire county. She explained that the County can't designate certain areas that is would be allowable in. Mrs. Davchevski expressed that is this language was approved and adopted by the Board of County Commissioners, there would be an individual Conditional Use Permit process that would be followed. She added that an application would be submitted to our department and then it would go to public notice to nearby property owners to provide public comment or request a public hearing, just like what she was doing that evening.

Commissioner Millar asked if these are handled individually, and Mrs. Davchevski confirmed that was correct.

Public Agencies: None

Rebuttal Testimony: Mrs. Tamra Mabbott, consultant for the applicant, 80379 Zimmer Lane, Hermiston, OR 97838; Mr. Jim Whitney, 41095 Taylor Lane, Pendleton, OR 97801; Mrs. Nicole

Whitney Chamberlin, 2355 Morada Lane, Ashland, OR 97520; Mrs. Whitney Chamberlin asked how long the process would take and what happens next. Chair Danforth explained after the conclusion of that meeting it would go before the Board of County Commissioners to review and make the final decision. Mrs. Davchevski stated the Board of County Commissioners typically would decide at the initial hearing unless they decided to continue the meeting, or a request was made for a continuance. She stated once approved it is immediately approved and so an application could be submitted for a CUP at that time, which typically is about a six to eight-week processing time.

Chair Danforth called for any requests for the hearing to be continued, or for the record to remain open. There were none.

Chair Danforth closed the hearing for deliberation.

DELIBERATION & DECISION

Commissioner Minton expressed joy to see that this might be opening the door for people to apply for this type of use and it was good to hear and clarify some things she had questioned. Commissioner Morris mentioned he appreciated the work around that allows for the larger event process. Chair Danforth stated she thought this could be a good thing to help century farms continue to thrive and gives them an avenue to gain income and continue to further these farms along.

Commissioner Standley made a motion to recommend approval of Text Amendment #t-097-24, Amendment of Umatilla County Develop Code, Section 152.617(H) Home Occupations/Cottage Industries in the Exclusive Farms Use Zone based on foregoing Findings of Fact and Conclusions of Law.

Commissioner Millar seconded the motion. Motion carried with a vote of 6:0 recommending approval to the Board of County Commissioners.

OTHER BUSINESS

Election of Chair & Vice Chair. Commissioner Morris made a motion to elect Commissioner Suni Danforth as the Chair, and Commissioner Sam Tucker to remain as Vice Chair until they have found a replacement for Commissioner Danforth since he term has ended but she is staying on until a replacement Commissioner is appointed.

Commissioner Standley seconded the motion. Motion passes with a vote of 7:0.

ADJOURNMENT

Chair Danforth adjourned the meeting at 7:56PM.

Respectfully submitted,

Shawnna Van Sickle,

Administrative Assistant