

Technical Appendices

Appendix A — Statewide Policies

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Glossary

OTP: Oregon Transportation Plan, September 15, 1992

OB/PP: Oregon Bicycle Plan, 1992
Oregon Bicycle/Pedestrian Plan (Public Review Draft), December 1994

OHP: Oregon Highway Plan, June 1991

ORPP&P: Oregon Rail Passenger Policy and Plan, 1992

OFRP: Oregon Freight Rail Plan, August 17, 1994

OTSAP: Oregon Transportation Safety Action Plan, June 1995

Policies

Transportation Performance Measures

A. Transportation Balance/Intermodal Connectivity

Policies

- In accordance with the Oregon Transportation Plan (OTP), *“it is the policy of the State of Oregon to provide a balanced transportation system. A balanced transportation system is one that provides transportation options at appropriate minimum service standards, reduces reliance on the single occupant automobile where other modes or choices can be made available, particularly in urban areas, and takes advantage of the inherent efficiencies of each mode.”* (OTP p. 38)

A1— Truck Freight

Policies

- *To the extent possible, major intermodal rail/truck facilities should exist on rail mainlines with a service area of 150 miles. (Umatilla) (OTP, p. 91)*
- *Highway freight accessing intermodal truck/rail facilities or moving within Oregon should experience level of service C or better on Oregon Highways during off-peak periods (Umatilla). (OTP, p. 92)*
Highways which are not Access Oregon Highways and which have a high percentage of trucks, provide regional freight access, and handle long-distance traffic to out-of-state destinations should be designated as primary freight corridors and incorporated into Corridor plans and projects (OTP, p.92-3)

A2 — Rail Freight

Policies

- *Rail mainlines within Oregon should provide convenient ramp, terminal and reload facilities for transfers from truck to rail for long haul movement of freight. High quality highway access should be provided to these sites (Union Pacific mainline in Hinkle). (OTP, p. 93)*

- *Branch rail lines within Oregon should be maintained to allow a minimum speed of operation of 25 miles per hour whenever upgrading can be achieved with a favorable benefit-cost ratio (UP Umatilla branch line). (OTP, p. 93)*
- *Open access should be provided to and from all reload facilities and to major ports (Umatilla). (OTP, p. 93)*

A3 — Public Transportation Service and Connectivity

Policies

- *Local public transit services and elderly and disadvantaged service providers should regularly connect with intercity passenger services. (OTP, p. 88).*
- *Markets over 50,000 in population and over 70 miles from Portland should have at least three minimum round trip connections to Portland available per day via intercity passenger modes. (OTP, p. 88)*
- *Intercity passenger terminals should be subject to public control in order to assure open access to all intercity carriers. (OTP, p. 88)*
- *Services shall be provided in compliance with the Americans with Disabilities Act (ADA) requirements for all modes and transfer facilities. (OTP, p. 88)*

A4 — Air Service and Connectivity

Policies

- *To the extent possible, direct interconnections should be available between intercity bus, air, rail, airport, limousine services, and local transit service. (OTP, p. 88)*

A5 — Bicycle and Pedestrian Facilities

Policies

- *US 395 is a designated Statewide Bicycle Route. As such, this section of the highway is to be preserved and improved to safely accommodate bicycle travel (OBP).*
- *Statewide and regional bicycle systems should be integrated with other transportation systems in urban and rural areas to accommodate commuting and other trips by bicycle. Safe, direct, and continuous bikeways free of unnecessary delays should be provided along all urban arterial and major collector routes. Paved shoulders should be provided on highways in rural areas. (OTP, p. 94)*
- *Footpaths and bike trails are to be provided wherever a highway, road, or street is being constructed, reconstructed, or relocated except in certain circumstances (i.e., ORS 366.514). (OBP, p. 20)*
- *Bikeways must be provided along all arterial and major collectors except in certain circumstances. (OBP, p. 20)*

B. Regional Connectivity

Policies

- *It is the policy of the State of Oregon to identify and develop a statewide transportation system of corridors and facilities that ensures appropriate access to all areas of the state, nation and the world (OTP, p. 41).*

Appendix A — Statewide Policies

Continued

C. Highway Level of Service, Congestion, Facility Management and Roadway Conditions

Policies

- *It is the policy of the State of Oregon to define minimum levels of service and assure balanced, multi modal accessibility to existing and new development within urban areas to achieve the state goal of compact, highly livable urban areas.*

C1 — Access Management

Policies

- *The portion of US 395 north from Umatilla to Stanfield is classified by ODOT as having a “Statewide Level of Importance.” The primary function of statewide highways is to provide connections and links to larger urban areas, ports, and major recreation areas. A secondary function is to provide links and connections for intra-urban and intra-regional trips. The management objective is to provide for safe and efficient high-speed continuous-flow operation in rural areas and high to moderate-speed operations with limited interruptions of flow in urban and urbanizing areas (OHP, p. A-2, A-5).*
- *Provide traffic flow for urban, urbanizing and rural development center areas at LOS C, for rural areas at LOS B and for Special Transportation Areas at LOS E (OHP, p. A-3).*
- *Where a highway section is severely constrained by intensive land use or other physical or environmental limitations, and where service levels are substandard, the division’s objective will be to maintain current service levels (OTP, p. 142).*
- *Access management categories will ordinarily be applied in conjunction with the development of highway corridor plans. The assignment of access management categories shall be consistent with the state Access Management Policy, the classification of the highway and be adequate to meet the operating level of service standard which applies to the highway section. (OHP, pp. B-2, B-3)*

C2 — Roadway Conditions

Policies

- *Follow a program outlined in Oregon Benchmarks to reach a goal of having 90 percent of road pavement in “fair-or-better” condition (OHP, p. 17).*
- *Perform system maintenance at a level that avoids deferral (OHP p. 17).*
- *Establish a bridge maintenance program which keeps up with and mitigates deterioration (OHP, p. 17).*

D. Safety

Policies

- *It is the policy of the State of Oregon to continually improve the safety of all facets of statewide transportation for system users including operators, passengers, pedestrians, recipients of goods and services, and property owners. (OTP, p. 43)*

- *Develop a Transportation Safety Action Plan addressing air, land, and water transportation to reduce fatal, injury and property damage accidents among system users. (OTP, p.43)*
- *Promote high safety standards for trucks and truck operators. Take action to minimize the conflicts between trucks, automobiles and recreational vehicles. (OTSAP p. 45-6)*

Transportation Impacts

E. Environmental Impacts

Transportation facilities and services should avoid impacts to areas/locations of environmental and cultural significance.

E1 — Maintenance Plans for Environmentally Sensitive Areas and Scenic Resources

Policies

- *It is the policy of the State of Oregon to provide a transportation system that is environmentally responsible and encourages conservation of natural resources. (OTP, p. 40)*
- *Protect and enhance the aesthetic value of transportation corridors in order to support economic development and preserve quality of life are also policies of the OTP. (OTP Policies, 1D and 2H).*

F. Social and Land Use

Policies

- *It is the policy of the State of Oregon to develop transportation plans and policies that implement Oregon's Statewide Planning Goals, as adopted by the Land Conservation and Development Commission. It is also the policy of the State of Oregon to provide a transportation system consistent with, yet recognizing differences in, local and regional land use and economic development plans (OTP Policies 2A, 2G).*
- *The City of Hermiston has adopted a Comprehensive Plan including a transportation element which addresses the elements of the Transportation Planning Rule*

G. Energy

Policies

- *Minimize transportation-related energy consumption through improved vehicle efficiencies, use of clean burning motor fuels, and increased use of fuel efficient modes which may include railroads, transit, car pools, vanpools, bicycles, and walking. (OTP, p. 40).*

Appendix A — Statewide Policies

Continued

H. Economic Development

Policies

- *Promote the expansion and diversity of Oregon's economy through the efficient and effective management of goods, services and passengers in a safe, energy efficient and environmentally sound manner. (OTP Goal 3).*

Appendix B — Public Involvement



PACIFIC RIM RESOURCES

Public Affairs and Communications

US 395 NORTH CORRIDOR STRATEGY STAKEHOLDER INTERVIEWS REPORT

JULY 31, 1996

INTRODUCTION

Following is the stakeholder interview report for the US 395 North Corridor Strategy. For the purpose of this study, US 395 has been divided into two sections. From the Washington State border to Stanfield is the north section. US 395 through Pendleton south to the California State border was addressed in a previous study.

The list of interviewees was developed based on a list of thirteen stakeholder categories and included representatives of local jurisdictions, business groups, bicycle and pedestrian advocates, transit providers and port representatives. Interviewees were asked a series of questions about transportation issues in the US 395 North Corridor. Ten full interviews were completed and additional people were contacted to fill in gaps as needed around specific issues such as public/para-transit.

The appendix of this report contains the interview questions, a list of those interviewed, and a map of the corridor.

OVERALL FINDINGS

The most common overall concern in this stretch of the US 395 Corridor is the increasing traffic, especially through the Hermiston area. Issues related to this concern include safety, congestion, signalization, and access management. Concerns about the stretch of US 395 through Hermiston are compounded by a high growth rate, the impending construction of a Wal-Mart Distribution Center, access to I 82, and the location of two schools in close proximity to the highway.

Other concerns expressed included safety, maintenance, preservation of the corridor, the creation of an industrial by-pass and/or additional access to I-84, improved access to Wallula and the Tri-Cities, general airport maintenance, rail preservation and improvements to the Henkel switching yard, and Columbia River draw downs and channel deepening issues.

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phone 503 241.7095
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BALANCE:

The idea of a balanced transportation system takes into consideration the need for all modes of transportation to be considered, not just cars and trucks. In this question, respondents were asked to address what issues or opportunities they saw in maintaining or improving a range of alternative transportation modes to serve both passenger and freight needs. Respondents were asked to address four areas: 1). Water, rail and air service facilities; 2). Bike and pedestrian facilities; 3). Telecommunications; and 4). Public and special needs transportation.

Given the current population density and economy of the corridor, most respondents felt that there was no need to expand airport capacity or services, but they did feel the need to preserve or enhance rail service. One person suggested that the availability of cheap capital for reinvestment in rail would be helpful. Some respondents expressed concerns about barge traffic and the impact of proposed river draw downs and the need for channel deepening in the Columbia River. It is believed that river draw downs will dramatically increase the amount of truck traffic in the corridor by decreasing opportunities for river barge traffic.

The need for improved safety for bicyclists and pedestrians was most frequently mentioned in the north Hermiston area. Improvements are needed through Hermiston on some of the main intersecting streets such as Highland, Elm, Punkin Center Road and Theater Lane, and near schools where children cross to get to stores. In addition, some respondents mentioned the need for improvements toward Stanfield, the poor condition of many street surfaces, and the need for general improvements to the bike system in Hermiston.

In general, respondents expressed little interest in telecommunications as a method of lessening the number of cars on the road.

The City of Hermiston is the only location within the corridor which provides any para-transit services. The city subsidizes a taxi-ticket program allowing seniors within the city limits to ride to the senior center for meals or to the doctors office. In addition, a few churches and social service agencies provide transport for their clients. Two respondents expressed a sense that Umatilla was becoming a suburb of Hermiston and that bus service between the two communities would be justified in the next few years.

CONNECTIVITY:

Connectivity addresses both connections between *places* and between *modes*. Connections between places are impacted by travel time, congestion and access management. Connections between modes include access to alternative transportation modes for both passenger and freight service such as connections between airports, train and bus stations or rail-barge-truck reload facilities.

While most respondents said that there were no major problems related to connectivity, many felt that improvements to parallel street systems and improved access to I-82 could decrease congestion on US 395. The most frequently mentioned issue was access management problems through Hermiston. Some respondents said they expected this problem to worsen unless steps are taken now to preserve the entire corridor (such as through Umatilla as well as Hermiston). The numerous driveway accesses onto US 395 through parts of Hermiston have created a congestion problem, which is exacerbated by through truck traffic. One respondent suggested that improved signage on I-82 would stop through traffic from exiting the highway prematurely. Others suggested that improvements to internal circulation patterns and traffic control (signalization) in Hermiston and alternative routes around the city, such as the Umatilla River Road, would help alleviate the problem.

Connections between modes for passenger service is limited, however this section of the US 395 Corridor includes opportunities for freight movement through the Port of Umatilla and rail (the Henkel switching yard). Truck traffic coordinates with both sites to reload and utilize alternative shipping opportunities. A representative from the Port of Umatilla expressed grave concerns over proposed river draw downs and the need for channel deepening. He estimated that the operation of the ports of Morrow and Umatilla combined keep more than 30 thousand trucks off the road.

CONDITION/DESIGN:

Most respondents felt that the design and condition of the roadway were good, with the exception of the need for improved access management.

SAFETY:

The question of safety covers a range of issues and concerns expressed by those interviewed. Respondents were asked to identify problems with width, passing or turning

lanes; geometry, access control and maintenance issues; intersection or crossing problems; and concerns about hazardous materials transport. Again the issue of access management and driveway consolidation through Hermiston was frequently mentioned. Several intersections are considered unsafe for pedestrians, bikes and cars, including Punkin Center Road, Elm Street and Theater Lane.

The proximity of the US 395 corridor to the Umatilla Army Depot weapons storage facility and the transport of hazardous materials on I-84 and via the port is a concern for some of those in the corridor. It is important to those interviewed that hazardous material transport be restricted to the Interstate routes. Another concern expressed was response time by clean-up crews and the level of preparedness local emergency service providers possess to address hazardous spills. The Umatilla Rural Fire Department said that 82% of the hazardous waste going through the state of Oregon travels through Umatilla County via the port or the state highway.

IMPACTS:

The Corridor Strategy will need to consider the impacts of transportation facilities on surrounding communities and resources. Interviewees were asked to identify issues or opportunities with respect to six categories of issues: 1. Scenic locations or view points; 2. Air and water quality; 3. Wildlife habitat or natural resources; 4. Land use and development; 5. Historical uses or structures; and, 6. Quality of life.

Most respondents identified the Columbia River in the north end of the corridor as the primary scenic location and natural or historic resource which should be protected and preserved. In addition, people mentioned the Wallula Gap, the County historic road between Pendleton and Umatilla, and parts of the Oregon Trail. No one identified concerns about wildlife habitat, but did mention the presence of a wildlife preserve in the corridor.

In response to a question about land use and development, almost everyone expressed concerns about the Wal-Mart distribution facility planned for Hermiston. People expect it to dramatically increase the amount of truck traffic on US 395 and have serious concerns about the safety of the intersection where the facility will be located. Other land use issues mentioned include the incinerator at the Umatilla Army Depot, the Nally's plant, the locomotive repair facility at the Henkel switching yards (bringing 200 new jobs), increased

agricultural production and related traffic, and increased commercial development from Stanfield through Hermiston.

Finally, respondents were asked if they could see ways to reduce fuel consumption or increase energy efficiency. Because of the rural nature of the highway and the sparse population, most respondents could think of no ways to do so. One respondent said that as the area grows, bus service might be useful between Umatilla and Hermiston.

CONCLUSION:

Among those stakeholders interviewed for the US 395 North Corridor Strategy the most frequently cited concern was increased traffic and the related issues of safety, access management and congestion, primarily in the Hermiston area. Several of these issues are being addressed in the Hermiston Transportation System Plan.

The Columbia River is considered vital to transportation of freight in the area. The draw downs and channel deepening issues should be addressed, taking into consideration both freight and environmental concerns. Finally, as the Hermiston and Umatilla areas grow, a fixed route bus service should be explored to support the connection between the two communities for commuters and other users.

Memorandum

Post-it [®] Fax Note	7671	Date	# of pages ▶
To	Barrow Emerson	From	Stephanie Lawson
Co./Dept	Otak	Co.	PRIZ
Phone #		Phone #	241-7494 X 203
Fax #		Fax #	241-7195

RE: Railroad Issues in US 395 North Corridor

I spoke with Phil Houk, Senior Claims Representative in Risk Management for Union Pacific, this morning.

They are planning on building a new shop at the Hinkle site. It will add about 140 new employees. They own a lot of land in the area and it is inexpensive to expand there. Occasionally there is talk about putting in a manufacturing facility to make or rebuild cars there, but there are no real plans for that at this time.

Only one UP train a day travels through each Hermiston and Umatilla. Most of the crossings are gated and considered pretty safe. They would like to work with ODOT to make sure crossings are well maintained, they are pretty satisfied now.

Union Pacific's relationship with the Ports of Umatilla and Morrow are limited. They tend to work more closely with the Port of Portland. Phil said there was room for improvement there, but wasn't enthusiastic about UP putting in much effort.

In general, the trend in trains is towards **stack trains** and longer trains with smaller crews (enabled by technology). With longer trains, there will be a need to lengthen sidings (the areas where trains pull out to get out of each others way).

Phil couldn't identify any specific issues or concerns, but if we have any other questions, he is happy to talk with us.

Post-it® Fax Note	7671	Date	# of pages ▶
To	Barrow Emerson	From	Stephanie Lawson
Co./Dept.	OTAK	Co.	DRR
Phone #		Phone #	241-7494x203
Fax #		Fax #	

**Ed Balsiger, Pendleton Grain Growers
US 395 North Interview
Conducted by Stephanie Lawson
December 17, 1996**

Most Important Issues in Corridor

Congestion in Hermiston - getting worse as the area grows. An estimated 2,000 new jobs are anticipated in the near future.

Anticipated congestion from the new Wal-Mart distribution center.

Describe your use of barge, road and rail?

80% of the grain grown in Umatilla County goes out by barge - it is by far the cheapest and most efficient method of transport at this time. Most of the grain is grown south or east of Stanfield. Two-thirds is trucked down US 395 to get to the port, the other third is trucked via 207 and 730. Petroleum comes in by barge and is trucked back the same way.

US 395 is chosen over Hwy. 82 because it cuts nine (9) miles off the trip. Given the volume of trips made, this is a considerable savings in Weight-Mile tax.

How could barge, roads or rail facilities be improved?

Rail is expensive, that is why we tend not to use it.

We have no real complaints about the roads, they are in good conditions and there are no major problems.

Connections between places?

Highway 37 could take more truck traffic if the base was improved.

Connections between modes?

Pendleton Grain Growers owns the re-load facility and it works very well. We have no improvements planned and public access roads serve us well at this time - no improvements are needed.

Is improved access to Hwy. 82 needed?

It isn't really the access to Hwy. 82 that keeps trucks from using it, it is the weight-mile tax. By taking US395 through Hermiston from our facility south of town to the port, we save 9 miles each trip. That adds up when you consider PGG's volume.

In addition, PGG believes if you take Hwy. 82 to the Port of Umatilla, you must go over the port of entry scales, which adds 15 minutes to your trip of waiting in line and being weighed. (Uncertain if this is actually required).

Problems with the design and condition of the roadway?

The road pavement is fine. There are a lot of problems with congestion through Hermiston, and there are areas which are too narrow for a truck to turn without causing problems, such as at Elm Street in Hermiston.

The lights through Hermiston could be timed to improve traffic flow.

Are there safety problems along US 395?

No serious problems.

Are there intersection or crossing problems?

Just Elm Street in Hermiston which is too narrow for a truck to turn without taking up more than one lane.

Changes in the area which will impact future traffic?

The new prison and Wal-Mart distribution center will increase traffic in the corridor.

US 395 Starfield to Umatilla
Stakeholder Interview Summary

Fax

To: Barrow Emerson
From: Stephanie Lawson
Date: December 18, 1996
RE: US 395 North interviews

Here are the results of a brief conversation with someone from the POE weigh station. Ben Darbey is the head person, but he is away on vacation. Dennis was not very forthcoming, I suspect he is worried about talk about replacing the weight-mile tax with something else (because of his adamant comment that it works very well and should not be done away with).

He also did not seem to think that truckers were taking US 395 for any reason other than it is the shortest distance between two points.

Dennis Schilling
Port of Entry - Umatilla Weigh Station
1801 SW Hwy. 730 E
Umatilla, Oregon 97882
(541) 922-3761

Dennis believes trucks which are taking US 395 through Hermiston rather than Hwy. 82 are doing so because it is the quickest route. Many are heading to the Tri-Cities, Wallula in Washington or to Idaho via US 395 to Hwy. 730.

They aren't avoiding the weight-mile tax because they can't, it is taken off their odometer readings and is well enforced. Trucks are weighed on either side of the river as they cross into the new state (Oregon or Washington respectively).

Dennis believes the weight mile tax does not need to be changed - it works very well.

To: Barrow Emerson
From: Stephanie Lawson

Gary Roberts
Umatilla County Road Department

The biggest problem in the corridor is the high volume of truck traffic through Hermiston. This is happening because most of the trucks using US395 are going to Wallula, Washington via Highway 730. They don't use Hwy. 82 because it is too far out of the way, the alignment should have been more direct.

What is Umatilla County doing which will address truck traffic problems?

The Wal-Mart site is located at the intersection of US 395 and Feedville Road (a County road). The County only plans to make improvements to make access to US 395 better. The plans (by Anderson Ferry) are available. If more details are needed, call Gary Roberts or Hal Phillips.

Elm Street in the Hermiston area is also a county road, and is part of the designated truck route. It intersects with US395 at a 45 degree angle causing problems. The county is working on a solution to that angle problem.

The truck route is US395 to Elm to Hwy. 207 to Hwy. 730. There has been some discussion between ODOT and the County to change that so traffic stayed on US 395 to connect with 730 (near the existing Hwy. 82 intersection) rather than turning on Elm in Hermiston. There is no decision yet on whether to pursue that.

Other Problems:

Punkin Center Road has a high volume of north/south traffic which must cross US 395. There is no traffic signal at that intersection, just a stop sign for Punkin Center Road. The speed limit on US 395 is 55 mph at that point and traffic volume is fairly high. There are regular accidents and occasional fatalities. The County has no plans for that intersection at this time. Money is very tight.

There is an unnecessary traffic signal in Stanfield. It is activated by a car being at the cross street or a pedestrian pushing a walk signal button. Although it does serve as a traffic calming device, it is unnecessary given the low volume of traffic on US395 and the cross street in Stanfield. The cars crossing could easily enter the highway without the light.

One of the original proposed alignments for Highway 82 was for the state to take over the County road - South Edwards, and for that to head north to Hwy. 730. That would have been a much better alignment for alleviating Hermiston traffic. South Edwards Road currently can't support truck traffic, it is 22 to 24 feet wide with no shoulders and an insufficient base.

**US 395 North Corridor Strategy
Umatilla - Stanfield
Corridor Management Team Meeting and Public Open House Minutes
September 25, 1996**

Corridor Management Team Meeting 1pm

Attendees:

John Preston Teresa Penninger - ODOT Region 5
Barrow Emerson - Otak Inc. (Corridor Planning consultant to ODOT Region 5)
Aaron Henson - City of Hermiston
Dennis Oleson - Umatilla County
Jerry Carlson - City of Stanfield

Invited, not in attendance:

Tamara Mabbott - Morrow County
Bonnie Parker - City of Umatilla
LT. Robert Ewen - Oregon State Police
? Phil Houck - Union Pacific Railroad

Teresa started meeting with an overview of the ODOT corridor planning process as a background why we are here today gathering input for the US 395 North Corridor Strategy. Later this afternoon a public open house will be held to gain input to this study from the public. Announcement of this public meeting did not get into the Hermiston Herald Community Calendar. Following these meetings a draft public review draft of the corridor strategy will be prepared for additional CMT, agency and public comment. It was recommended to invite all of the appropriate elected officials to the future open houses.

There are numerous planning studies addressing this geographic area:

- WSDOT/ODOT US 395 Corridor Study Final Report - 1995 (known as "Feasibility Study")
- Hermiston-Umatilla Highway 395 Land Use/Transportation Plan - 1995
- City of Hermiston Transportation System Plan (TSP) - underway, complete Jan. 97 ?
- Umatilla County TSP - has not begun, it is a 96/97-97/98 project
- City of Umatilla TSP - has not begun
- US 395 North ODOT Corridor Strategy - the purpose of this meeting, project underway
- Stanfield and a number of other smaller jurisdictions will also have TSPs developed

The relationship between these efforts should be discussed in US 395 North Corridor Strategy

There is a need for additional input from Kim Puzy of the Port of Umatilla on barge related issues

Teresa stated that Corridor Planning is the vehicle for making TSPs consistent with ODOT

modal plans. This consistency is a justification for a project to be included in the State Transportation Improvement Program (STIP)

Barrow requested any help he could get from the attendees in acquiring maps to assist in developing graphics for the Corridor Strategy document. Areas of interest include land use, transportation infrastructure, and population/employment profiles.

US 395 North is a highway of “district” level of importance in the ODOT’s hierarchy of highways. It was proposed in the Hermiston-Umatilla Land Use/Transportation Plan to become a “regional” highway. This document has not yet been formally adopted. It is assumed that many of the earlier documents referenced will be adopted in a related time frame and manner. Other district and regional highways in the county will be analyzed in the Umatilla County TSP.

The turning radius for trucks from OR 207 westbound to US 395 northbound is difficult.

There has been a long standing desire for a westbound extension, including a bridge over the Umatilla River, of either Elm Avenue or Punkin Center Road to a new interchange with Interstate 82. US 395 at Punkin Center Road is not currently signalized.

OR 207 has recently been repaved and is in good condition. US 395 is in good condition, with the portion in the southern part of Hermiston having recently received a slurry seal coat.

There is a bicycle lane in Stanfield which runs from Stanfield High School south to the next intersection at the bottom of the hill (name of street? Chevron Station on east, city park on west). Stanfield is considering extending this lane further north. There are no other exclusive bicycle lanes in existence or planned by any jurisdictions. Is there a need to connect the cities with a lane? Confirm status of shoulder striping. Currently pedestrians walk from downtown Hermiston to the RV Park south of the Hermiston Airport.

Traffic generated by the new Walmart distribution center will access the highway off of Feedville Road.

Greyhound service: generally full by the time westbound trips reach Hermiston
No stop in Stanfield
Poor quality bus station/waiting area
Poor customer service (limited ticket sales hours of operation)
Perception of troublesome passengers returning to Portland from correction facilities

There is supposedly a Pasco to Tijuana private bus operation with a one-way trip price of approximately \$100.

The paratransit services provided only meet the needs of city residents who qualify for the allowable trip type (senior medical?). Due to a restructuring of the private taxi company which has been providing the paratransit services in recent years certain government grant funding

options have disappeared and the ability to locally replace these funds is a local concern. Service cuts are impending. The Hermiston Senior Center has two buses which provide field trips and food services.

The only TDM type strategies in place seem to be that some of the major food manufacturing companies have established revised shift times to avoid the local traffic congestion. There are informal park-and-ride lots in existence, including at the Butter Creek interchange, established by Hermiston area residents who commute to Tri-Cities or Pendleton. There could be the opportunity to formalize this arrangement at the Pilot Truck Stop?

The loss of Amtrak service will hurt Pendleton, the train was always full and there weren't many boardings at the Hinkle railyard station.

The airport and its surrounding industrial zoned land is owned by the City Of Hermiston and does not seem to have the potential to develop as a revenue source via land development, because there is a surplus of industrial land in the Hermiston area. There is a fixed base operator at Hermiston Airport which provides charter service. Agricultural spray services also operate out of the airport. The 4,500 runway is 500 feet short of a length which would support additional corporate traffic. Five thousand foot runways is a common minimum requirement for the provision of some types of corporate aircraft insurance coverage.

As part of the development of the new Pilot truck stop a fifth (center) lane was added to the highway immediately north of the I-84 interchange. There is a perception of the addition of this lane and the striping layout being related to accident patterns in the area. It is perceived that the signage/striping combine to trap southbound through traveling vehicles in the far right lane (right-turn-only) forcing them onto I-84 westbound.

The addition of I-82 to the highway system has not eliminated a significant volume of trucks from US 395. The trip between the Columbia River and Pendleton is shorter in miles traveled via US 395 and takes approximately the same amount of time. I-82 is actually out of direction travel. Trucks pay the operating taxes based in part on miles traveled. The trucks are not an overwhelming problem for Hermiston which benefits from business brought by the truckers, but there are traffic safety and congestion issues to which trucks contribute. There has been some consideration of a US 395 bypass of central **Stanfield, but no established plans.**

It is politically and economically difficult to pursue access management strategies (consolidation/closing of driveways) along US 395 in the portions of the urban areas which have existing development. It was proposed that better standards for driveway setbacks from intersections be implemented.

Additional development of residential subdivisions north of central Hermiston will continue to introduce an increasing number of vehicles onto US 395. An important strategy to address this issue is to improve the local street system parallel to US 395, such as 4th Street. In the southern portion of the corridor a coordinated county road system with limited accesses to US 395 is needed. Echo, Stanfield and Umatilla County must coordinate their proposals during their

respective TSP processes.

There is funding in the STIP for signalization improvements in central Hermiston which will provide better platooning of vehicles along the highway. In-pavement loop sensors which assist in the management of intersections are proposed but will not be implemented until a major resurfacing project is down along this portion of the highway.

Theatre Lane and Punkin Center Road, both unsignalized, have been identified as congestion and safety concern locations. These locations along with possibly Bensel and Joy Roads have been considered for future signalization. Also note as a location with recurring congestion is 11th street at Hermiston Ave. (OR 207). Fourth Street is the only intersection with a pedestrian actuated signal in the corridor.

In Stanfield, the mid-block access to the Post Office creates a congestion and safety concern, as a result of a perceived inappropriate use of the double left-turn lane. Sight distance to the south may be an issue as well

In the last 15 years 100,000 new acres have been brought into agricultural uses as a result of circle irrigation. This has resulted in a growth in the migrant labor population, which traditionally has limited transportation alternatives.

Meeting adjourned.

Public Open House 4:30pm

Attendees:

Frank Nelson, Lamb Weston Company

Joy Lane, Punkin Center road and Theatre Lane needs signals. Traffic approaching these intersections (especially Theatre lane which is at the bottom of a southbound grade) is traveling 60 mph in a 45 mph zone, which transitions to a 35 mph zone at the bottom of hill. The entire area probably should be a 35 mph zone. It is a 45 mph zone in front of Stanfield High School. Theatre Lane is the primary access to US 395 for the growing subdivisions east of the highway, including the subdivision which accesses Theatre Lane from Alora Drive. Feedville Road connects to US 395 at an angle and there is no warning that one is approaching the highway. With straighten the intersection to 90 degrees or add a flashing yellow light

Roads parallel to US 395 such as 4th Street should be made continuous to establish a system for local travel off of the highway.

What are the boundaries of Hinkle railyard?

The center lane on US 395 is used improperly. Vehicles enter this lane whether or not it is clear to merge into the travel lane and drive until they can merge and contribute to traffic problems.

Are there ways to modify the lane to channel access to one -direction movements.

Truck traffic on US 395 is a congestion and safety issue. They travel too fast especially up and down the two major grades in the corridor (north Hermiston and Stanfield) , which have automobile and pedestrian activities at the bottom of each. A mitigation could be longer yellow phases in the light signals.

I-82 is not on the route directions provided to most truckers Are triple rigs allowed on US 395?

Stanfield is in a flood plain which limits development. This could be addressed by improved channelization of the Umatilla River.

Local residents complained strongly at previous efforts to punch Punkin Center Lane through to the west, with a bridge over the Umatilla River for access to I-82.

100-120 vehicles are introduced to US 395 at Kelli Road at 7 am, 3 pm and 11 pm by Lamb Weston shift changes. There are two access points, one at Kelli and one south of there via a direct driveway. 20 trucks a day access this site at peak season.

Walmart is developing 1 million square feet which will access US 395 at Feedville Road.50 trucks an hour and 600 trucks per day are projected to move in and out of this facility.

What mitigation is required of Walmart?

The new striping in front of the Pilot Truck Stop may lead to accidents. Southbound Us 395 traffic is forced into the westbound I-84 on-ramp. The signage is placed to far south to be of any use to respond and change lanes.

Meeting adjourned.