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TECHNICAL MEMORANDUM #3

**US 395 Corridor Refinement Plan
Circulation and Access Opportunities Constraints Analysis
(Port Drive - Feedville Road)**

Date: November 8, 2002

Project #: 5504.2

To: Project Planning Team

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cc: Ed Brookshier, City of Hermiston

On October 28, 2002, Phase 2 of the US 395 Corridor Refinement Plan began with a Planning Project Team (PPT) meeting and a public Stakeholder meeting. The objective of these meetings was to introduce the project team members and interested citizen stakeholders to Phase 2 of the long-term circulation and corridor preservation strategy for US 395. The planning level objective of Phase 2 is to complete the access and circulation strategy within the study corridor between Port Drive and Kelli Boulevard, while working within the context of the preferred circulation and access plan already identified for the remainder of the study corridor under Phase 1.

With this objective in mind, members of the planning project team and interested citizen stakeholders participated in a planning level exercise where they were asked to identify a preferred set of access and circulation opportunities for the study corridor. Using this input, three sets of access and circulation alternatives were developed. The intent of this technical memorandum is to document the circulation, access opportunities, and constraints of the three alternatives and present the preliminary preferred circulation and access plan.

CIRCULATION AND ACCESS OPPORTUNITIES AND CONSTRAINTS ANALYSIS

The primary purpose of the opportunities and constraints analysis is to identify possible long-term circulation and highway access plans that will allow economic development based on quality development principles within the City of Hermiston Urban Growth Boundary and Umatilla County Exception Areas, while maintaining the integrity and safety of the US 395 corridor.

Access and Circulation Plan Development Approach

Based on the existing transportation network, property configurations and zoning, and the future forecasted highway and development related traffic demands within the corridor, alternative access and circulation plans were developed to address long-term highway accessibility, mobility, and safety. In addition, the following goals and objectives were established by the project planning team to serve as the guiding principles in the development of each plan.

Goal 1: Business Community

- Enhance the integrity and vitality of the local business community.

Goal 2: Access Efficiency

- Maintain safe and efficient access to adjacent properties and public streets along the corridor

Goal 3: Aesthetics and Landscaping

- Enhance the environment, attractiveness, and appeal of the area through landscaping and other aesthetic improvements.

Goal 4: Geometry

- Minimize negative impacts to businesses through proper and efficient geometric design.

Goal 5: Pedestrian and Bicycle Environment

- Provide for an interconnected system of pedestrian and bicycle facilities to serve short-distance and recreational trips.

Goal 6: Vehicular Travel

- Maintain a safe and efficient travel way for local and regional travel along the corridor.

Goal 7: Capacity

- Provide a transportation system that has sufficient capacity to serve user needs.

Goal 8: Safety

- Ensure a transportation corridor that maintains adequate levels of safety for all users.

The remainder of this memorandum summarizes the alternative access and circulation plans for Phase 2. As previously mentioned, these alternatives were developed based on feedback provided by members of the Project Planning Team and interested citizen stakeholders during an internal planning workshop and open house.

Alternative #1

Figure 3-1 shows the Alternative #1 access and circulation plan. As illustrated in this figure, the transportation infrastructure is intended to enhance access and circulation opportunities for the undeveloped or underdeveloped portions of the Phase 2 study area while remaining cognizant of man-made barriers such as the airport, railroad line, and irrigation canal. Major roadway modifications and access opportunities include:

- The planned extension of Gettman Road between Hermiston-Hinkle Road and US 395 has been incorporated in this plan.
- Port Drive and the future extension of Gettman Road would be aligned and signalized.
- A circulation pattern would be established to enhance the future development potential in and around the planned extension of Gettman Road.
- Circulation roads would be added to complete a circulation pattern in and around the outlying commercial/light industrial area off of Port Drive.
- The US 395/Airport Way intersection would be a full-access.
- A series of collector roadways and local streets would be aligned to serve the potential for future commercial development south of the airport.
- A series of local circulation roadways would be aligned to serve future industrial and warehouse type development between US 395 and Hermiston-Hinkle Road.

Advantages:

- Signalization of the US 395/Port Drive/Gettman Road extension intersection is consistent with the current Hermiston TSP and would compliment the preferred access plan from Phase 1 creating a series of equally spaced signalized access points along US 395.
- Future roadway alignments would serve all quadrants of the study area while reducing the need for creating additional railroad and irrigation canal crossings.
- A limited access intersection at the US 395/Airport Way intersection would reduce the need for another traffic signal along the US 395 corridor.

Disadvantages:

- Treating the railroad line and irrigation canal as roadway barriers reduces the desire for local street connectivity between the Phase 1 and Phase 2 study areas.
- The US 395/Campbell Road signalized intersection would be a heavily utilized intersection for northbound left-turn access onto US 395.
- The US 395/Airport Way intersection has the potential to become a desirable access portal to the vacant/underdeveloped lands in the western part of the study area. Increased development of these lands may require additional access control such as a traffic signal.
- The minor collector roadway that connects into Airport Way will run through the runway protection zone of the Hermiston Municipal Airport.

Figure 3-1 – Alternative #1 - Access and Circulation Plan (Phase 2)

Alternative #2

Figure 3-2 shows the Alternative #2 access and circulation plan. As illustrated in the figure, the access opportunities to US 395 are similar to Alternative #1, however the study area circulation roadways reflect increased local street connectivity. Major roadway modifications and access opportunities include:

- The planned extension of Gettman Road between Hermiston-Hinkle Road and US 395 has been incorporated in this plan.
- Port Drive and the future extension of Gettman Road would be aligned and signalized.
- A series of local circulation roads would be provided to enhance the future development potential in and around the planned extension of Gettman Road.
- The sharp curve along Port Drive has been eliminated and additional circulation roads were added to complete a travel pattern in and around the outlying commercial/light industrial area off of Port Drive.
- The US 395/Airport Way intersection would be limited to right-in/right-out access. A second right-in/right-out access would be provided in the vicinity of Bellinger Farms.
- A series of collector roadways and local streets would be aligned to serve the potential for future commercial development south of the airport.
- A series of collector roadways would be aligned to serve future industrial and warehouse type development between US 395 and Hermiston-Hinkle Road. Two additional connections have been included across the irrigation canal to enhance connectivity within the study area.

Advantages:

- Signalization of the US 395/Port Drive/Gettman Road extension intersection is consistent with the current Hermiston TSP and would compliment the preferred access plan from Phase 1 creating a series of equally spaced signalized access points along US 395.
- Additional east/west crossings of the irrigation canal enhance circulation between Hermiston-Hinkle Road and US 395.
- A limited access intersection at the US 395/Airport Way intersection would reduce the need for another traffic signal along the US 395 corridor.
- A large majority of collector and local circulation roadways follow existing property lines, requiring less property condemnation.
- Eliminating the sharp bend along Port Drive would provide better intersection geometry.

Disadvantages:

- The US 395/Campbell Road signalized intersection would be a heavily utilized intersection for northbound left-turn access onto US 395. Depending upon the level of future development, the intersection may need to be widened to accommodate dual left-turns on the minor side-street approaches.
- Additional crossing of the feed canal would require additional bridge structures.

Figure 3-2 – Alternative #2 – Access and Circulation Plan (Phase 2)

Alternative #3

Figure 3-3 shows the Alternative #3 access and circulation plan. As illustrated in the figure, the access opportunities to US 395 are similar to Alternative #2, however circulation is improved south of the airport and the additional irrigation canal crossings have been eliminated. Major roadway modifications and access opportunities include:

- The planned extension of Gettman Road between Hermiston-Hinkle Road and US 395 has been incorporated in this plan.
- Port Drive and the future extension of Gettman Road would be aligned and signalized.
- A series of circulation roads would be provided to enhance the future development potential in and around the planned extension of Gettman Road.
- Additional roads were added to complete a circulation pattern in and around the outlying commercial/light industrial area off of Port Drive.
- The US 395/Airport Way intersection would be limited to left-in/right-in/right-out access. A second right-in/right/out access would be provided in the vicinity of Bellinger Farms.
- Additional collector roadways and local streets would be provided to serve the potential for future small lot commercial development south of the airport.
- A series of local circulation roadways would be aligned to serve future industrial and warehouse type development between US 395 and Hermiston-Hinkle Road.

Advantages:

- Signalization of the US 395/Port Drive/Gettman Road extension intersection is consistent with the current Hermiston TSP and would compliment the preferred access plan from Phase 1 creating a series of equally spaced signalized access points along US 395.
- A limited access intersection at the US 395/Airport Way intersection would reduce the need for another traffic signal along the US 395 corridor.
- Additional local circulation roadways south of the airport increase development opportunities.

Disadvantages:

- Treating the railroad line and irrigation canal as roadway barriers reduces the desire for roadway connectivity between the Phase 1 and Phase 2 study areas.
- The US 395/Airport Way intersection has the potential to become a desirable access portal to the vacant/underdeveloped lands in the western part of the study area. Increased development of these lands may require additional access control such as a traffic signal.
- The US 395/Campbell Road signalized intersection would be a heavily utilized intersection for northbound left-turn access onto US 395. Depending upon the level of future development, the intersection may need to be widened to accommodate dual left-turns on the minor side-street approaches.

Figure 3-3 – Alternative #3 – Access and Circulation Plan (Phase 2)

Preliminary Preferred Access and Circulation Plan

Based on the listed advantages/disadvantages, the project goals and objectives, and discussion amongst the project team members, the PPT recommended that a combination of access and circulation improvements from the three alternatives be incorporated into a draft preliminary preferred access and circulation plan. These access and circulation improvements are summarized in Tables 1 and 2.

**Table 1
Preliminary Preferred US 395 Access Improvements**

	Project Description
1	Signalize the US 395 / Campbell Drive / Airport Road intersection. Reserve right-of-way for the potential for dual left-turn lanes on the Campbell Drive and Airport Road approaches to US 395.
2	Signalize the US 395 / Wal-Mart Distribution Center access driveway. Reserve right-of-way for the potential for dual left-turn lanes on the east and west approaches to US 395.
3	Realign the north and south approaches to Ott Road such that they intersect US 395 at a complete 90-degree angle. Limit these future approaches to right-in/right-out access.
4	Re-construct a limited access right-in/right-out driveway to US 395 near the current Hermiston Foods driveway.
5	Re-construct a limited access intersection (left-in/right-in/right-out) at the US 395/Kelli Boulevard intersection.
6	Develop a limited access intersection at US 395 to be served by a future extension of Able Drive.
7	Signalize the US 395/Airport Way intersection.
8	Signalize the US 395/Feedville Road intersection.

**Table 2
Preliminary Preferred Circulation Improvements**

	Project Description
9	Extend SE 4 th Street along the western boundary of the Hermiston Cemetery to a new east/west minor collector facility that would run parallel to the Gettman Road extension.
10	Upon the potential redevelopment of the Hermiston Agriculture Experiment Station, provide a new minor collector roadway along the SE 4 th Street alignment. Upgrade and extend Experiment Station Road to this 4 th Street alignment.
11	Complete a series of minor collector roadways upon redevelopment of the vacant land north of the irrigation canal, east of Port Drive, and south of Highland Avenue.
12	Develop a major collector roadway to facilitate north/south travel within the northeast quadrant of the US 395 Refinement Plan study area.
13	Develop a series of minor collector roadways to facilitate circulation south of the Hermiston Airport. A connection should not be provided across the Hermiston Municipal Airport's runway protection zone.
14	Develop a series of minor collector roadways to facilitate circulation within the northeast quadrant of the US 395 Refinement Plan study area.
15	Develop a major collector backage road that runs parallel to US 395 between an extension of Kelli Boulevard and Ott Road.
16	Extend Kelli Boulevard east of US 395 to connect into a minor collector roadway network.
17	Develop a minor collector backage road that runs parallel to US 395 between Kelli Boulevard and the Wal-Mart Distribution Center truck access road.
18	Develop a minor collector roadway to facilitate east/west travel between Hermiston-Hinkle Road and

	Project Description
	US 395.
19	Upon redevelopment of adjacent land parcels, develop a minor collector connection between Campbell Drive and Kelli Boulevard.
20	Extend Campbell Drive at major collector standards south and east to Kelli Boulevard (1 st Phase). Realign a portion of Kelli Boulevard so that it intersects the extension of Campbell Drive (2 nd Phase).
21	Develop a continuous minor collector roadway to facilitate north/south travel between US 395 and Feedville Road.
22	Develop a series of minor collector roadways to ensure circulation and connectivity upon redevelopment of the large agriculture plots of the western study area.

Preliminary Preferred Bicycle and Pedestrian Improvements

In addition to the roadway circulation and access improvements, City of Hermiston staff and the PPT team members developed a set of preferred bicycle and pedestrian improvements to establish a multi-modal transportation network for the study area.

Table 3
Preliminary Preferred Bicycle and Pedestrian Improvements

	Project Description
23	As per the cross-section standards for Major and Minor Collectors, the development of all new roadways within the study area should be designed to include sidewalks.
24	Redevelopment of all property adjacent to existing collector roadways should include sidewalk improvements.
25	Develop a multi-use recreational path along the west side of US 395. This path will require a bridge crossing over the feed canal and rail line.
26	As per the City cross-section standards, the development of all new Major Collectors should include on-street bicycle lanes.
27	Additional on-street bicycle lanes should be provided along Kelli Boulevard and the future roadway improvement summarized in Tables 2's project #18.

This preliminary preferred access and circulation projects are graphically illustrated in Figure 3-4. The preferred pedestrian and bicycle projects are shown in Figure 3-5 and 3-6 respectively.

Figure 3-4 – Preliminary Preferred Access and Circulation Plan (Phase 2)

Figure 3-5 – Preliminary Preferred Pedestrian Plan (Phase 2)

Figure 3-6 – Preliminary Preferred Bicycle Plan (Phase 2)

