



PLANNING DIVISION

216 SE 4th ST, Pendleton, OR 97801, (541) 278-6252

Email: planning@umatillacounty.gov

AGENDA

Umatilla County Planning Commission Public Hearing Thursday, January 23, 2025, 6:30PM Justice Center Media Room, Pendleton, Oregon

To participate in the hearing please submit comments **before 4PM, January 23rd** to planning@umatillacounty.gov or contact the Planning Department at 541-278-6252

Planning Commission

Suni Danforth, Chair	Emery Gentry
Sam Tucker, Vice Chair	Ann Minton
Tami Green	Malcolm Millar
John Standley	Andrew Morris
Kim Gillet	

Planning Staff

Bob Waldher, Community Development Director
Megan Davchevski, Planning Division Manager
Carol Johnson, Senior Planner
Tierney Cimmiyotti, Planner / GIS
Charlet Hotchkiss, Planner
Shawna Van Sickle, Administrative Assistant

1. Call to Order
2. Minutes Approval: December 19, 2024 Meeting
3. **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.
4. **NEW HEARING: 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

216 SE 4th Street, Pendleton, OR 97801 • Ph: 541-278-6252 • Fax: 541-278-5480

Website: <https://umatillacounty.gov/departments/community-development/planning-division> • Email: planning@umatillacounty.gov

amendments are found in Umatilla County Development Code 152.750-152.755.

5. Election of Chair & Vice Chair

6. Other Business

7. 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**

**JANUARY 23, 2025, PLANNING COMMISSION
PACKET CONTENT LIST**

1. Staff Memo to Planning Commission, page 1
2. Umatilla County Public Notice Map, page 2
3. City of Hermiston Comprehensive Plan Map Amendment Map, page 3
4. Co-adoption request letter from Hermiston City Planner, Clinton Spencer, page 4
5. City of Hermiston Findings of Fact; Bankston, 3 Rivers Oregon Property LLC, Victory Lighthouse Church Conversion and Annexation, pages 5 - 12
6. Umatilla County Land Use Request Application, pages 13 – 25
7. PBS Engineering Traffic Impact Analysis, pages 26 – 120



PLANNING DIVISION

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Email: planning@umatillacounty.gov

COMMUNITY &
BUSINESS
DEVELOPMENT

MEMO

LAND USE
PLANNING,
ZONING AND
PERMITTING

TO: Umatilla County Planning Commission

FROM: Tierney Cimmiyotti, Planner

DATE: January 16, 2025

CODE
ENFORCEMENT

RE: January 23, 2025 Planning Commission Hearing

SOLID WASTE
COMMITTEE

City of Hermiston Plan Map Amendment Co-adoption

Plan Map Amendment, #P-138-24

SMOKE
MANAGEMENT

Dennis Gisi, Applicant/ Victory Lighthouse Church c/o David M Johnson, Larry J &

GIS AND
MAPPING

Florence R Bankston, and 3 Rivers-Oregon Property LLC, Owners

RURAL
ADDRESSING

Background Information

LIAISON,
NATURAL
RESOURCES &
ENVIRONMENT

On July 8, 2024, Hermiston City Council adopted Ordinance 2358, amending the Comprehensive Plan Map from “Urbanizable” to “Urban” for 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.

PUBLIC TRANSIT

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.

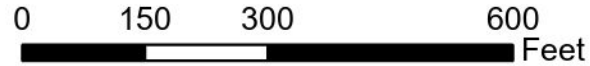
This hearing before the Umatilla County Planning Commission is the County’s first evidentiary hearing for co-adoption. A subsequent Public Hearing before the Umatilla County Board of Commissioners is scheduled for Wednesday, March 5, 2025, at 9:00 AM in Room 130 of the Umatilla County Courthouse, 216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

Conclusion

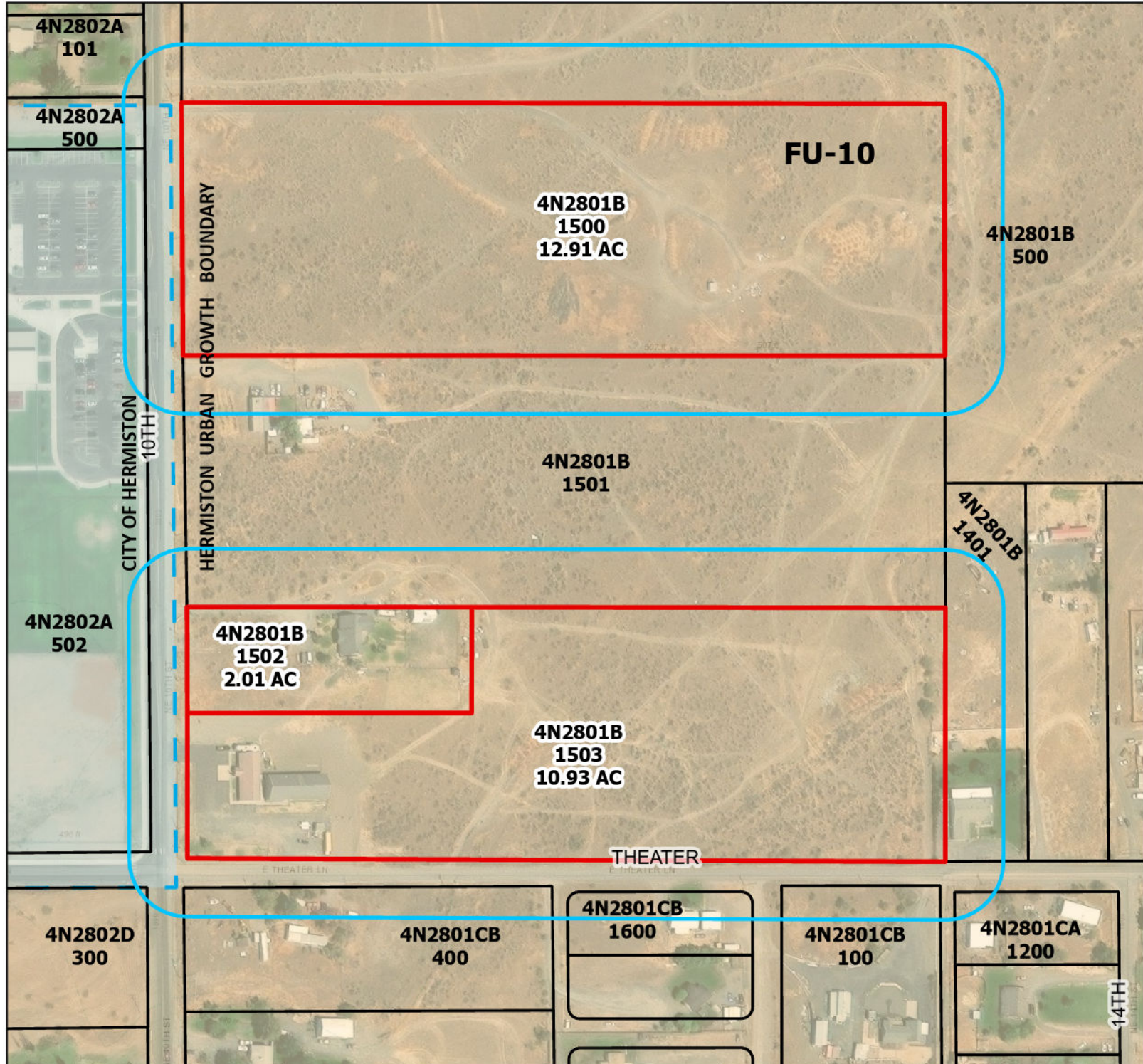
The Umatilla County Planning Commission has an obligation to make a recommendation to the Board of Commissioners for co-adoption of the Comprehensive Plan Map Amendment, changing the designation of the property from “Urbanizable” to “Urban” status.

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

PLAN AMENDMENT
#P-138-24



Notified property owners within 100 feet of subject parcel



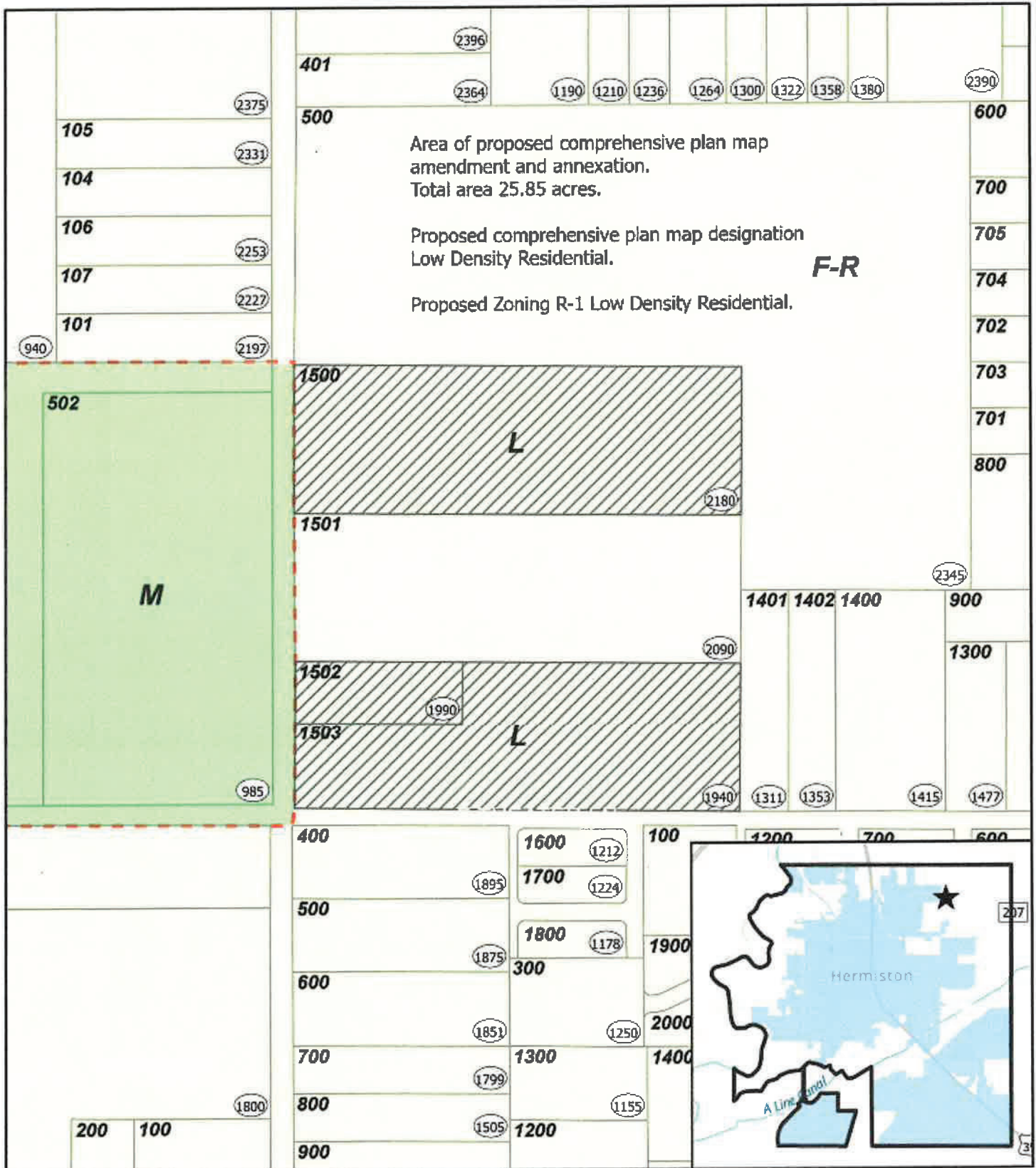
MAP_TAX LOT	OWNER
4N2801CA01200	SENDLINGER PAUL R & HANSON RUSSELL E
4N2801CB00100	MCKAMEY MICHAEL W & DIANE K (TRS)
4N2801CB00400	ASHER TODD JAMES & HOWELL VALERIE K
4N2801CB01600	CLAYTON CLINT & RYAN
4N2802A000101	MEDELEZ TRUCKING LLC
4N2802A000500	HERMISTON IRRIG DIST
	SCHOOL DIST #8
4N2802A000502	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 VICTORY LIGHTHOUSE CHURCH
4N2801B001503	c/o JOHNSON DAVID M

CITY OF HERMISTON PROPOSED COMPREHENSIVE PLAN MAP



- Legend**
- City Limits
 - Urban Growth Boundary
 - Comprehensive Plan Map Designation
 - F-R
 - L
 - M



RECEIVED

JUL 12 2024

UMATILLA COUNTY
COMMUNITY DEVELOPMENT



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,

A handwritten signature in blue ink, appearing to read "C. Spencer", is written over a light blue circular stamp.

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.

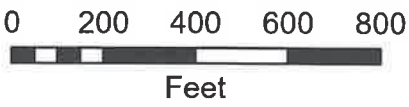
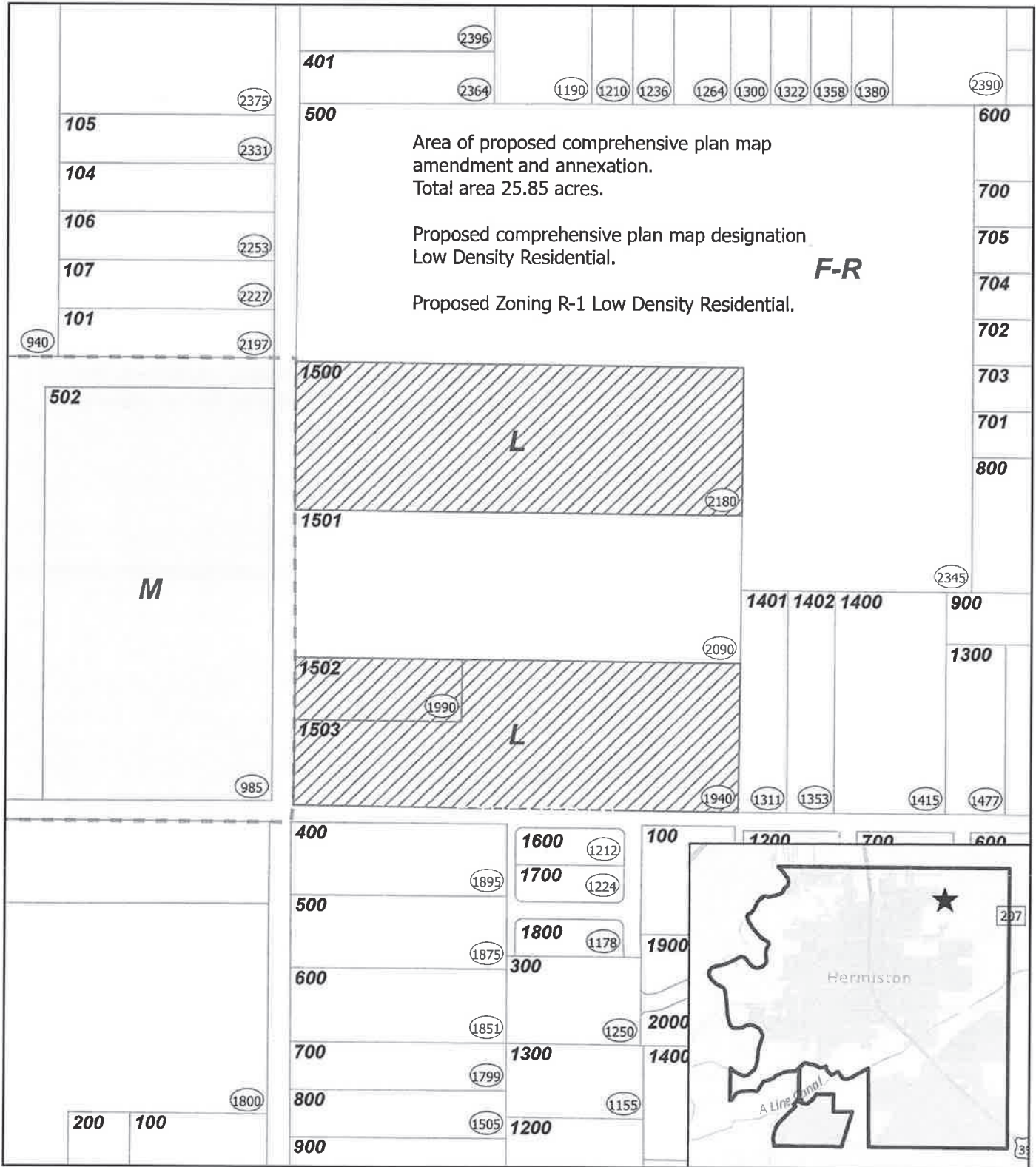
Findings of Fact on Annexation

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.



Legend
 City Limits
 Urban Growth Boundary
 Comprehensive Plan Map Designation
 F-R
 L
 M



UMATILLA COUNTY APPLICATIONS

Land Use Request Application &
Amendment Application

RECEIVED

OCT 04 2024



**LAND USE REQUEST APPLICATION
REVIEW PROCESS**

**UMATILLA COUNTY
COMMUNITY DEVELOPMENT**

**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.

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

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-business
 Commercial
 Grazing/Food
 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.

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.
 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

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:

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
 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:

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
 Irrigation Well on 1500.
 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.

- 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

1500 will be served by Hermiston municipal water

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?	Telephone	Spectrum
Water <input type="checkbox"/> well, or City of Hermiston	Electrical	Umatilla Electric Cooperative
Sewer <input type="checkbox"/> septic, or City of Hermiston	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.

<input checked="" type="checkbox"/>	Materials to be submitted for ALL types of Applications:						
<input checked="" type="checkbox"/>	a) Completed Application form.						
<input checked="" type="checkbox"/>	b) Applicable Application fees.						
	c) Site Plan Marked Exhibit B (see next page) to include:						
<input checked="" type="checkbox"/>	• Scale of drawing						
<input checked="" type="checkbox"/>	• Site area showing <u>property boundaries</u> and dimensions						
<input type="checkbox" value="na"/>	• Proposed and existing <u>structures</u> with dimensions to nearest Property lines						
<input checked="" type="checkbox"/>	• Location of existing <u>wells</u>						
<input checked="" type="checkbox"/>	• Location of existing <u>septic systems</u> (i.e. tanks, drain fields)						
<input checked="" type="checkbox"/>	• Widths and names of <u>roads</u> adjacent to the site as well as existing roads, which provide direct access to the property.						
<input checked="" type="checkbox"/>	• Existing <u>access points</u> (driveways, lanes, etc.)						
<input checked="" type="checkbox"/>	• <u>Easements</u> and rights-of-ways						
<input checked="" type="checkbox"/>	• Existing <u>utility lines</u> (above and below ground)						
<input type="checkbox" value="na"/>	• Approximate location of any unusual <u>topographical</u> features.						
<input type="checkbox" value="na"/>	• Major <u>geographic</u> features						
<input type="checkbox" value="na"/>	• Location of all creeks, streams, ponds, springs and other drainage ways						
<input checked="" type="checkbox"/>	d) <u>VICINITY MAP</u> – Assessor’s map of the Property.						
<input type="checkbox"/>	e) <u>Property ASSESSOR’S REPORT</u> showing property details.						
<input type="checkbox"/>	f) The <u>DEED(S)</u> of the Property in question.						
<input checked="" type="checkbox"/>	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.						
<input checked="" type="checkbox"/>	h) SUPPLEMENTAL APPLICATION for the land use request will also be required to be submitted with this basic application form. <u>Submit a Supplemental Application if applying for any of the following:</u>						
	<table style="width: 100%; border: none;"> <tr> <td style="border: 1px solid black; padding: 5px;">- Amendment to Comprehensive Plan/Map or Zoning Text/Map</td> <td style="padding: 5px;">- Land Division</td> </tr> <tr> <td style="padding: 5px;">- Conditional Use</td> <td style="padding: 5px;">- Land Use Decision</td> </tr> <tr> <td></td> <td style="padding: 5px;">- Variance</td> </tr> </table>	- Amendment to Comprehensive Plan/Map or Zoning Text/Map	- Land Division	- Conditional Use	- Land Use Decision		- Variance
- Amendment to Comprehensive Plan/Map or Zoning Text/Map	- Land Division						
- Conditional Use	- Land Use Decision						
	- Variance						



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 [Signature]
Signature of Legal Owner

X
Signature of Legal Owner

Date 10/02/2024

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

COMPREHENSIVE PLAN MAP AMENDMENT #P-138-24

Legible signatures please.

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.

Associated Permit Application: _____

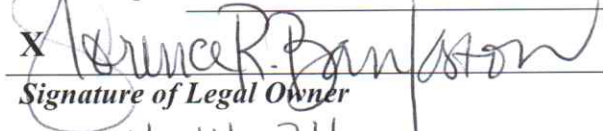
PROPERTY OWNER(S): ALL property owners to this land use request are to sign, date and print their names verifying that the applicant is authorized to submit the specified land use request. If there are multiple parcels that are part of this land use request, please indicate which parcel you own. This 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 
Signature of Legal Owner

X _____
Signature of Legal Owner

11-14-24
Date

Date

* * * * *

Legal Owner(s) _____

Mailing Address _____

City, State, Zip _____

Parcel Map # _____

X _____
Signature of Legal Owner

X _____
Signature of Legal Owner

Date

Date

* * * * *

Legal Owner(s) _____

Mailing Address _____

City, State, Zip _____

Parcel Map # _____

X _____
Signature of Legal Owner

X _____
Signature of Legal Owner

Date

Date

Amendments

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

RECEIVED

OCT 04 2024

UMATILLA COUNTY
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



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

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- Appendix A:** Traffic Counts
- Appendix B:** Trip Generation Calculations and Trip Distribution Model Outputs
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- Appendix G:** In-Process Projects

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		S I T E	East of Site	
Zoning	R-3		Zoning	Unzoned
Description	Medium-High Density Residential Zone		Description	Within City UGB
Existing Use	Elementary School		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 examine 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		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 Queuing 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	Collision 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.
- City of Hermiston, Oregon. (Updated 2023, March 6). *Code of Hermiston*.
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<https://hermiston.maps.arcgis.com/apps/View/index.html?appid=14224b2c622c452ba28e985646812b13>
- ITE (Institute of Transportation Engineers). (2021). *Trip Generation Manual*, 11th Edition.
- ODOT (Oregon Department of Transportation). (2023, April). *Analysis Procedures Manual*, Version 2.
- Transportation Research Board, National Research Council. (2016). *Highway Capacity Manual*, 6th Edition.

Figures

Figure 1. Vicinity Map

Figure 2. Site Plan

Figure 3. Existing Lane Configurations and Traffic Control

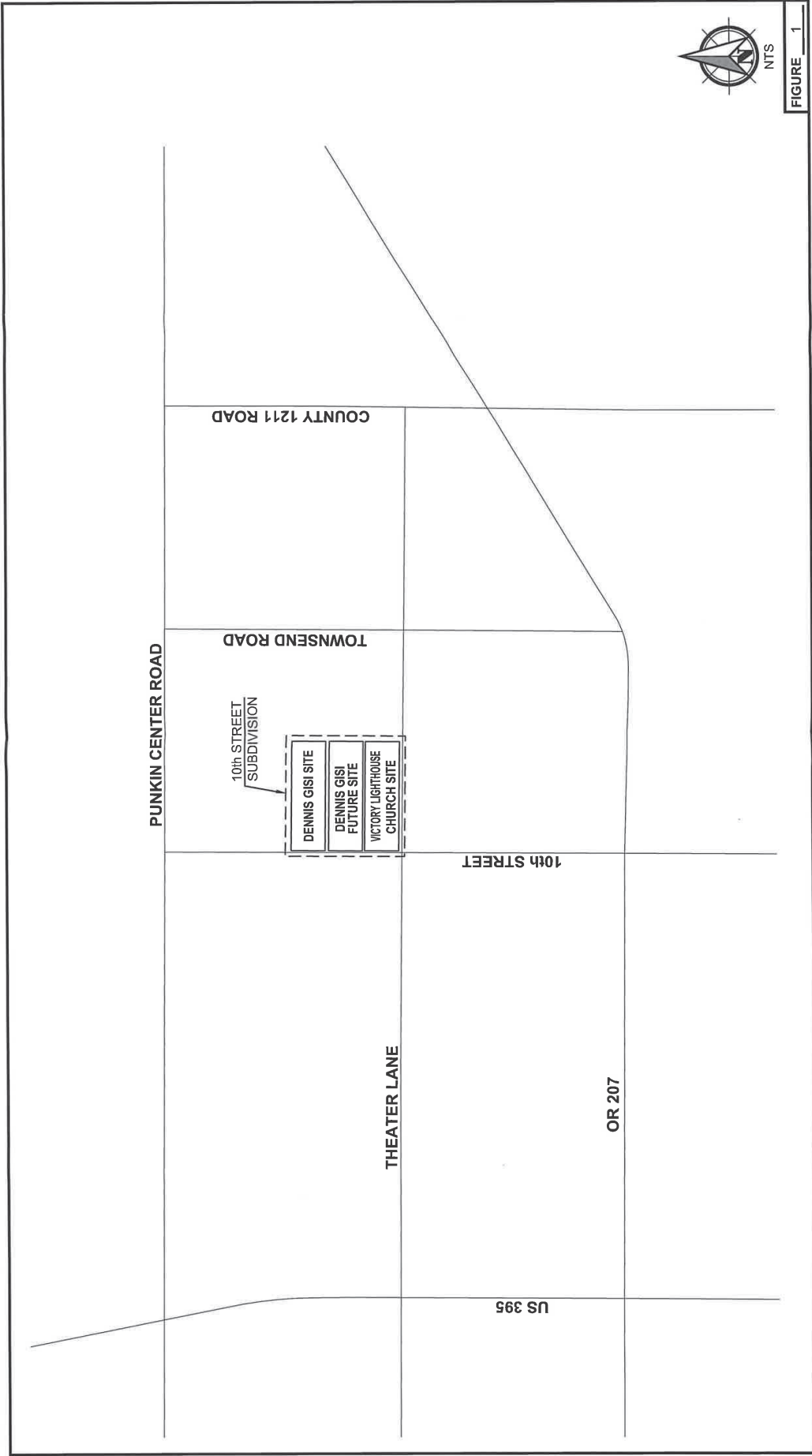
Figure 4. 2024 Existing Volumes

Figure 5. In-Process Project Trips

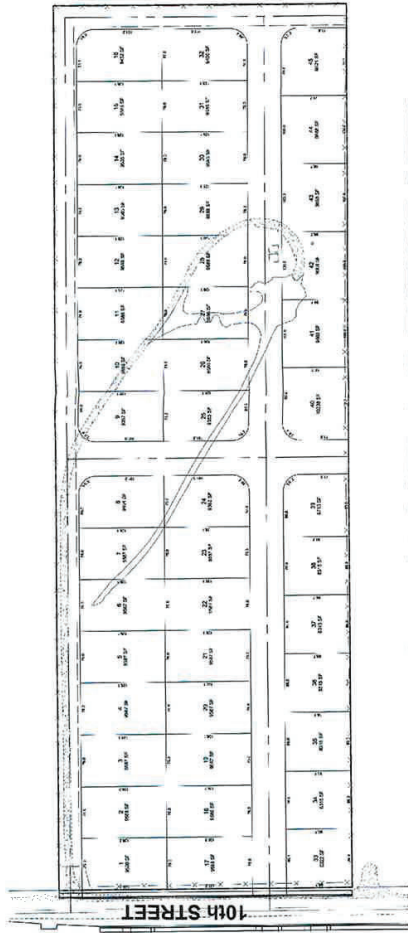
Figure 6. 2025 Without Project Volumes

Figure 7. Trip Distribution and Assignment

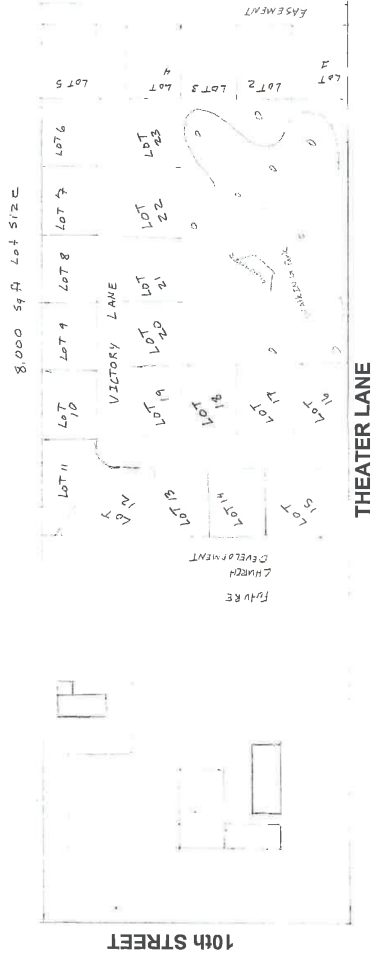
Figure 8. 2025 With Project Volumes



Vicinity Map
10th Street Subdivision



DENNIS GISI PROPOSED AND FUTURE SITES
NTS

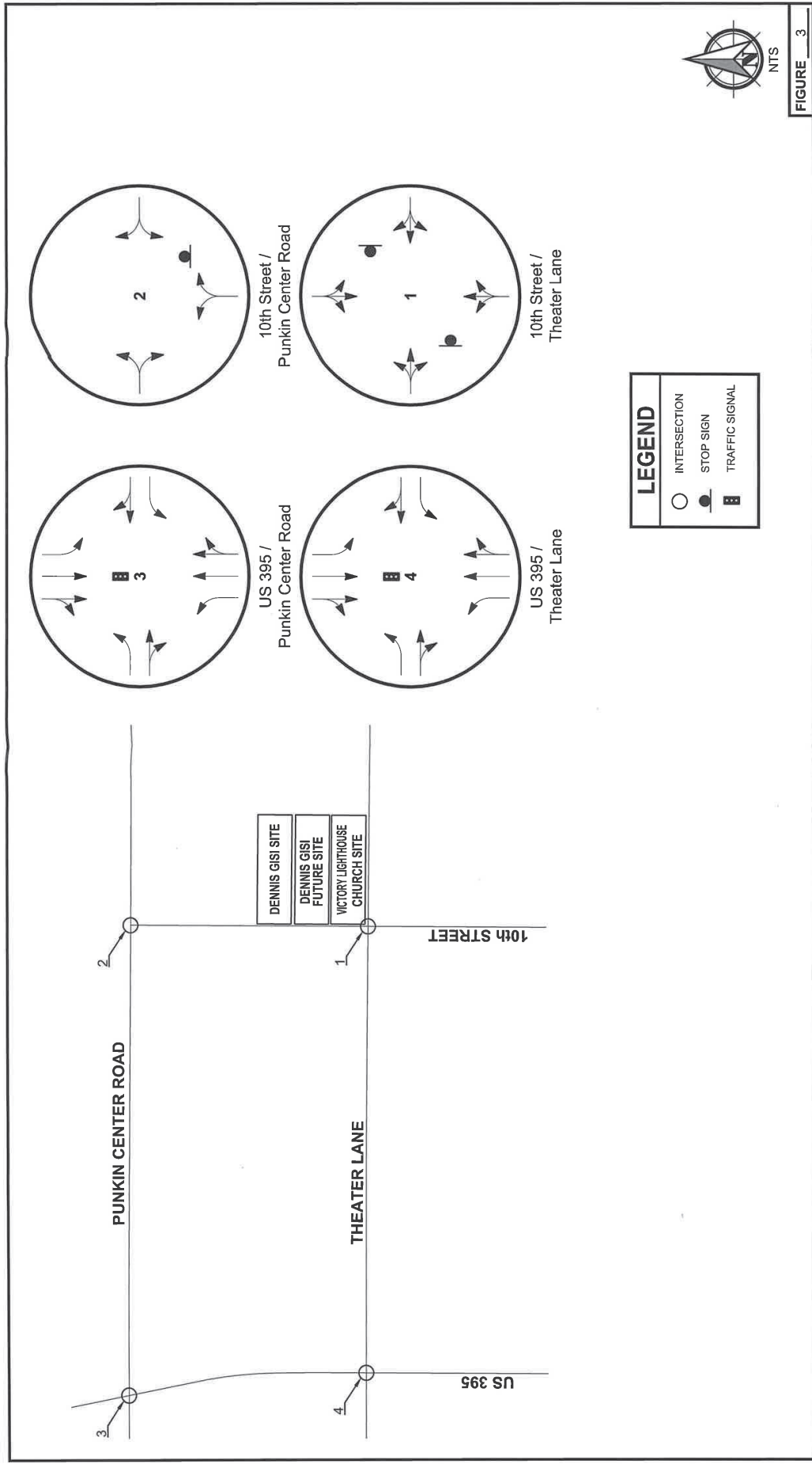


VICTORY LIGHTHOUSE CHURCH SITE
NTS

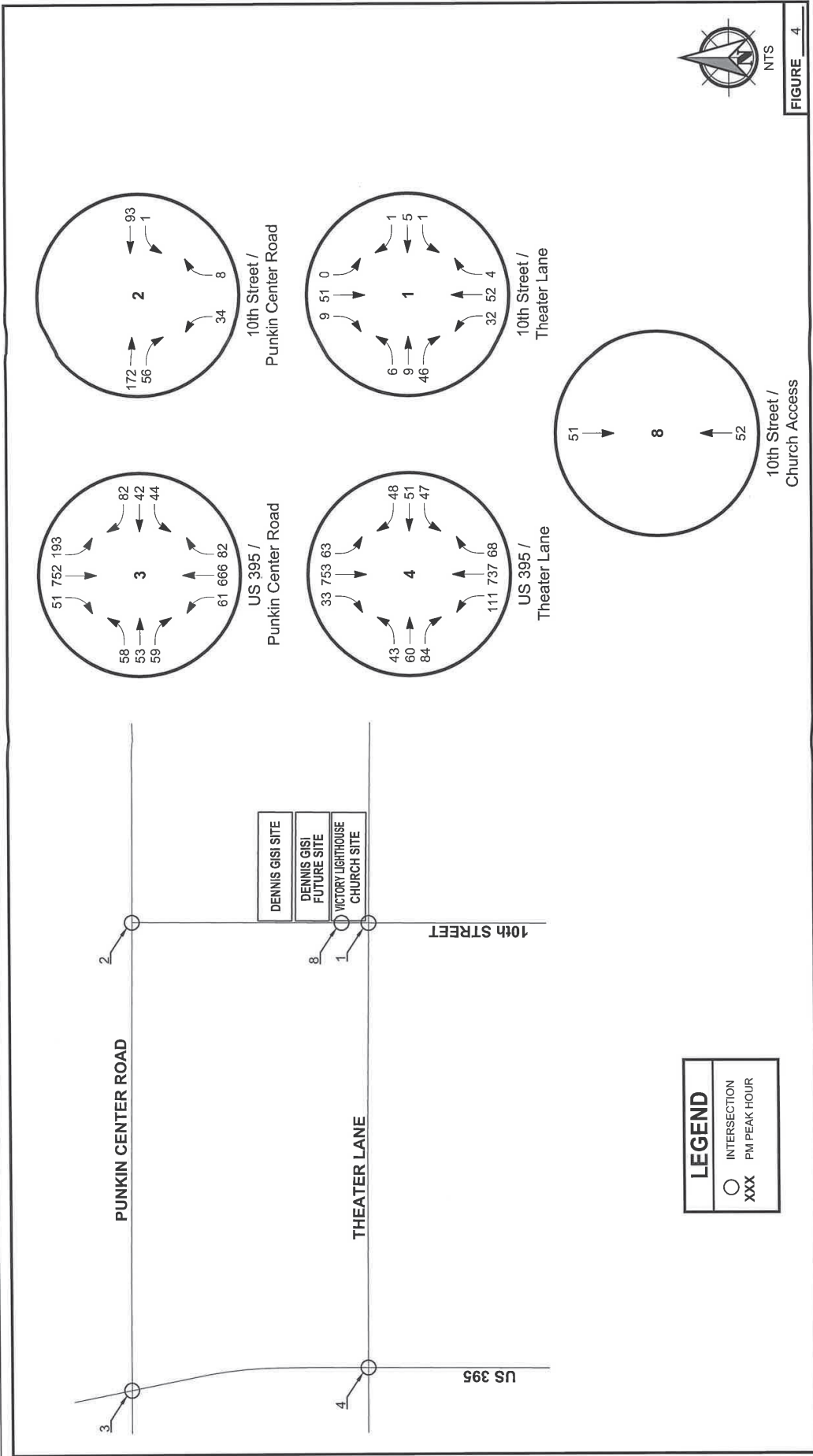


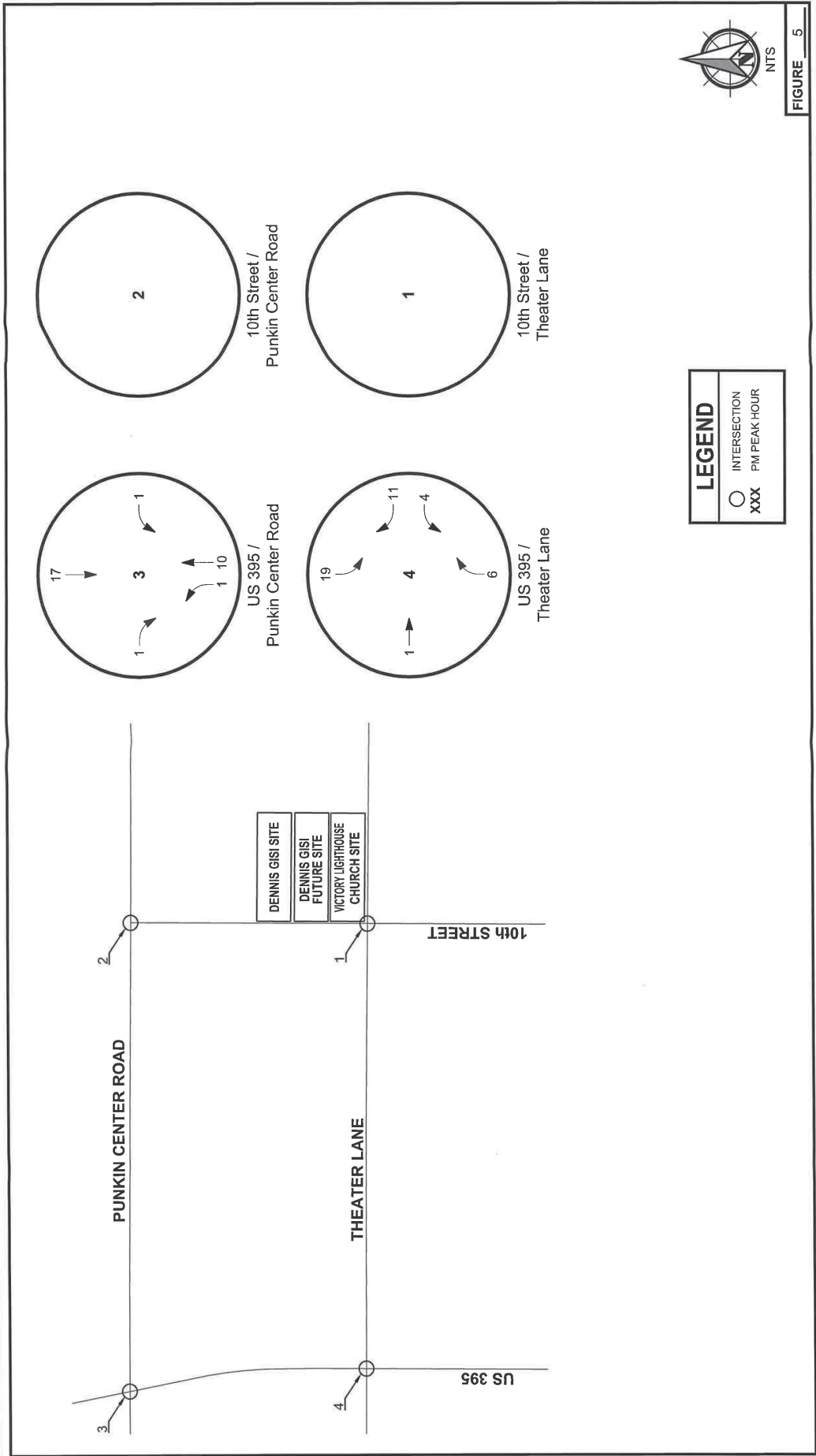
FIGURE 2

Site Plans
10th Street Subdivision

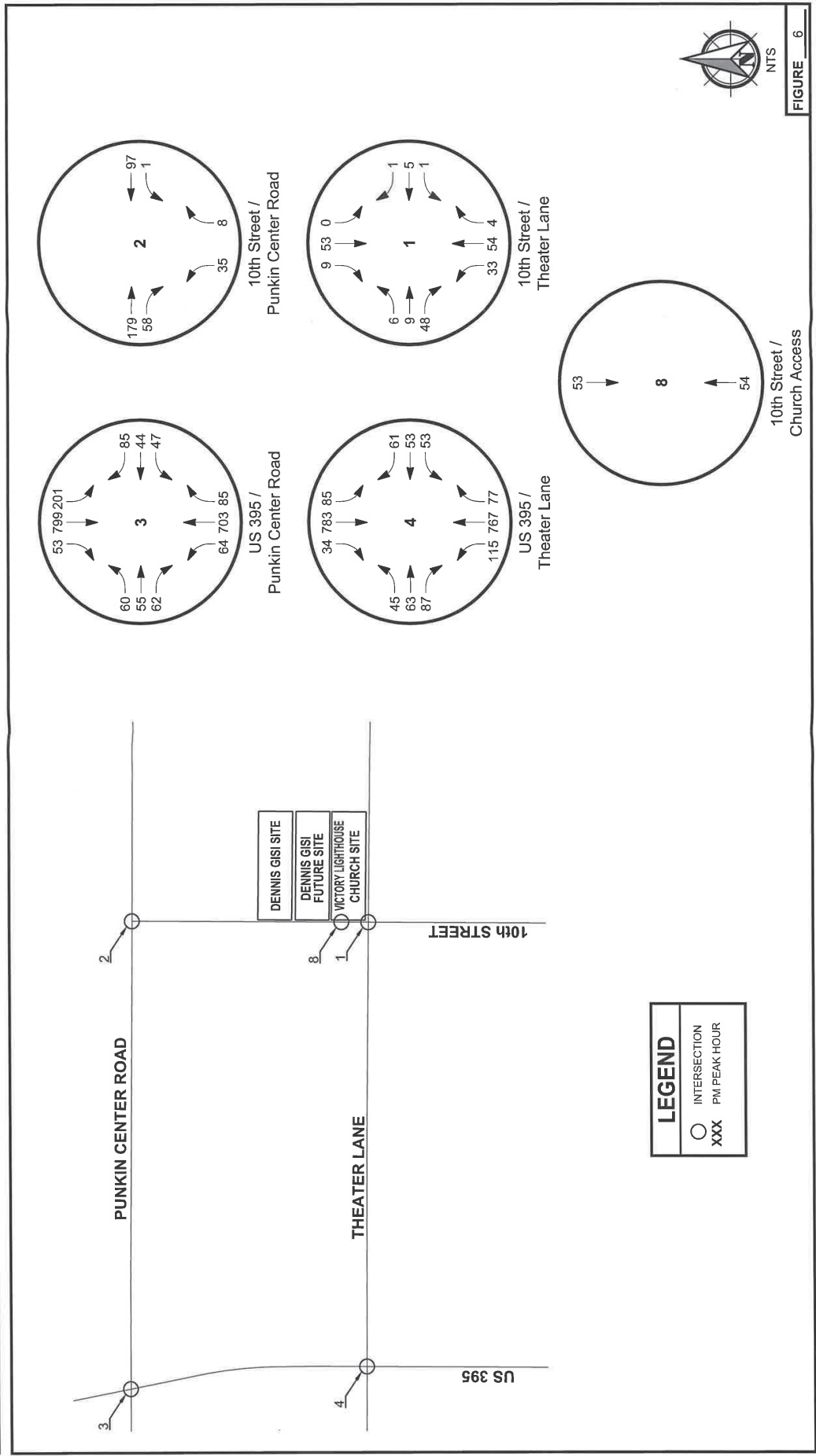


Existing Lane Configuration and Traffic Control
 10th Street Subdivision

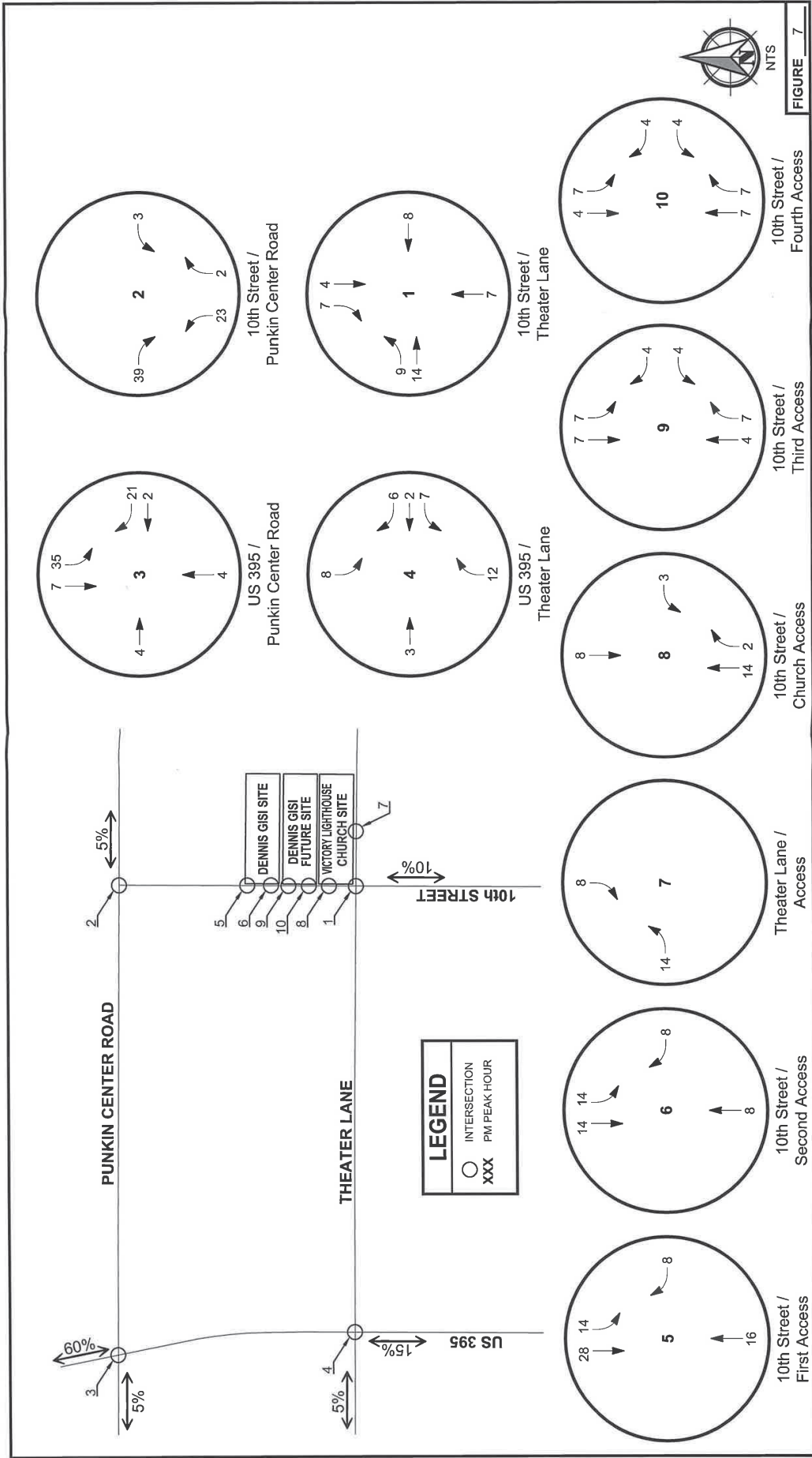




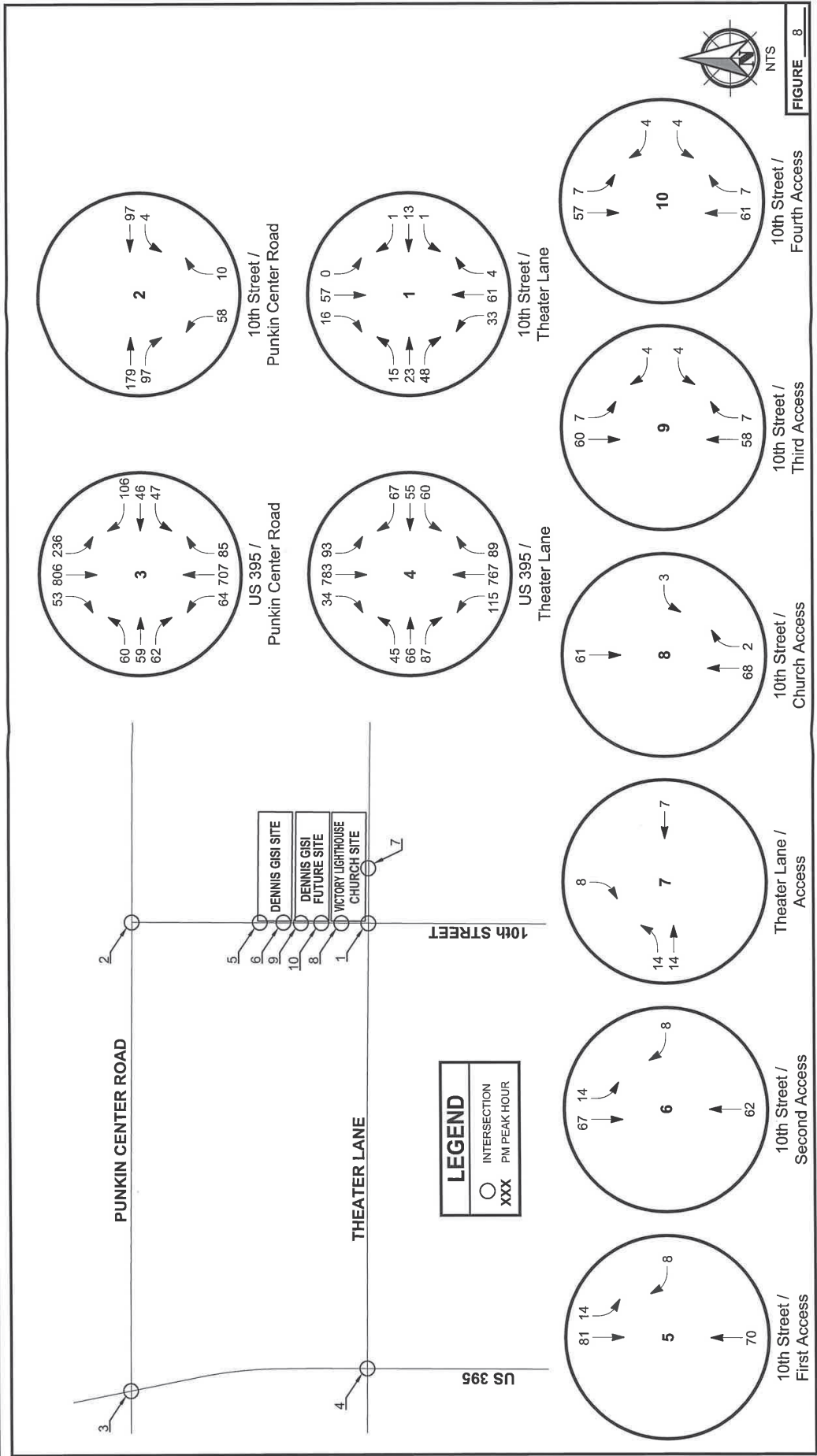
In-Process Project Trips 10th Street Subdivision



2025 Without Project Volumes
 10th Street Subdivision



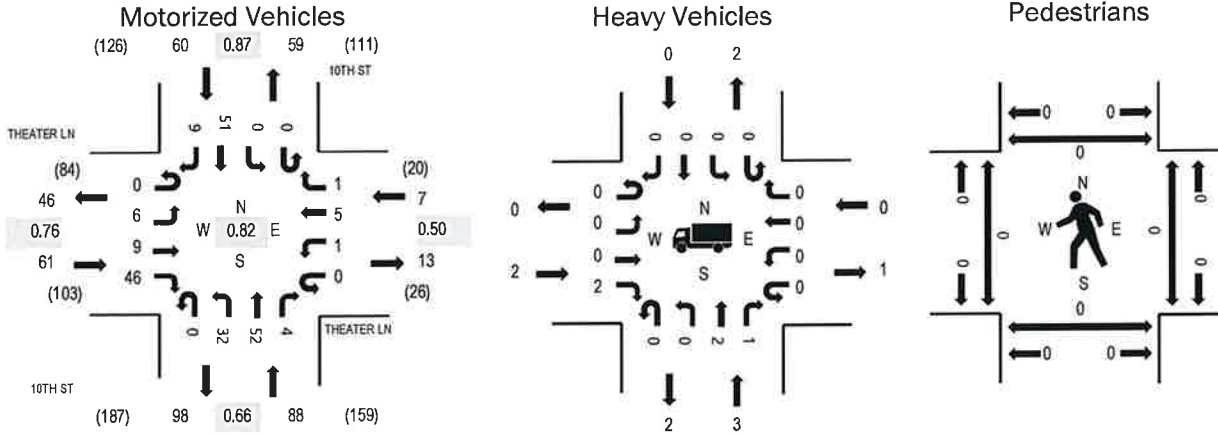
Primary Trip Distribution and Assignment
10th Street Subdivision



Appendix A

Traffic Counts

Peak Hour



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



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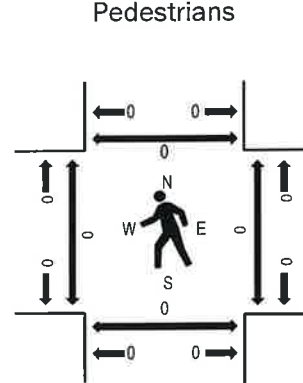
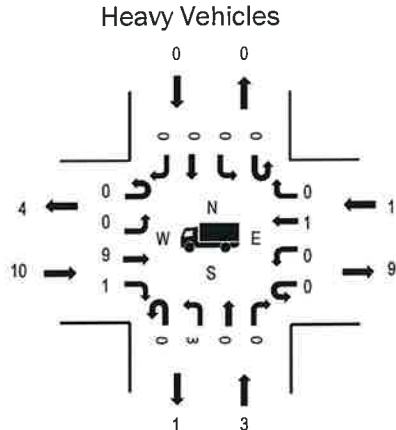
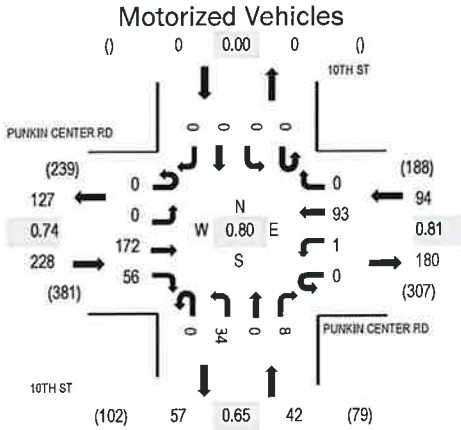
Location: 2 10TH ST & PUNKIN CENTER RD PM

Date: Tuesday, January 9, 2024

Peak Hour: 04:20 PM - 05:20 PM

Peak 15-Minutes: 04:20 PM - 04:35 PM

Peak Hour



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

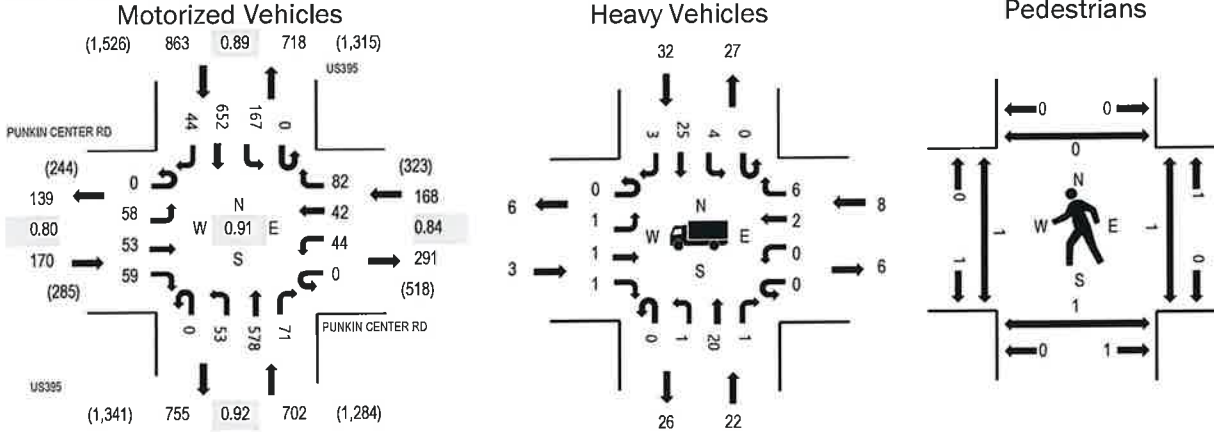
Traffic Counts - Motorized Vehicles

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

Peak Hour



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

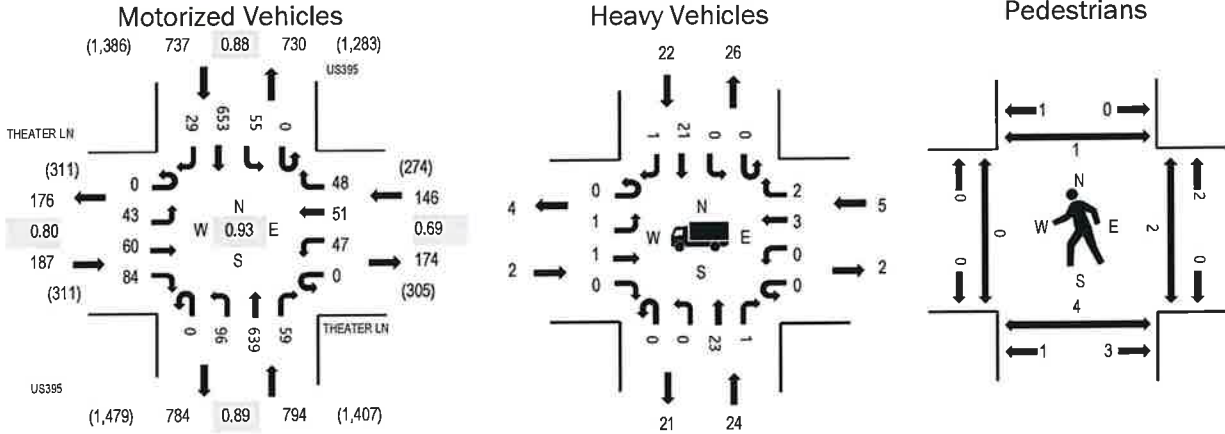
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	3	1	3	7	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	1	1	3	0	5	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	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



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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



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 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	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	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
	Bikes	Trails												
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	15:00	16:00
Vol.	15	448	123	5	96	10	3	19	4	1	2	1	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	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
		Bikes	Trailers												
	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	08:00	07:00	09:00	08:00	07:00
	Vol.	6	285	108	9	99	10	1	25	3	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	15:00	15:00
	Vol.	12	376	103	14	104	4	1	30	2	5	2	2	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%	

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

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

Site Code: 5
US395 N.O Punkin Center Rd

SB	Start Time	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	1	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 <td>Number in Pace</td>	Number in Pace
	01:00	2	1	0	0	0	0	0	3	3	6	7	6	9	10	10	3	5	1	0	0	0	0	0	0	0	0	0	36	41-50	21
	02:00	3	0	0	0	0	0	0	0	0	9	9	6	9	17	6	3	5	1	0	1	0	0	0	0	0	0	32	36-45	13	
	03:00	5	0	0	0	0	0	0	3	3	9	9	10	10	13	13	9	3	0	0	1	0	0	0	0	0	42	41-50	26		
	04:00	12	0	0	0	0	11	15	15	15	25	25	33	33	20	20	4	2	2	2	0	0	0	0	0	0	51	41-50	23		
	05:00	12	0	0	1	7	7	28	28	28	73	73	75	75	20	20	4	2	2	2	0	0	0	0	0	0	122	36-45	58		
	06:00	25	0	0	2	8	8	37	37	37	116	116	158	158	81	81	33	28	2	2	2	2	0	0	0	0	301	40-49	150		
	07:00	39	1	4	11	22	18	23	66	55	126	126	146	146	93	93	36	36	3	3	1	1	0	0	0	0	464	36-45	274		
	08:00	48	4	4	11	22	23	23	66	66	127	127	107	107	46	46	11	11	4	4	1	1	0	0	0	0	522	36-45	272		
	09:00	36	2	3	3	7	20	20	66	66	108	108	94	94	55	55	19	19	3	3	0	0	0	0	0	0	447	36-45	234		
	10:00	63	5	3	8	16	16	16	58	58	144	144	130	130	67	67	21	21	2	2	1	1	0	0	0	0	386	36-45	202		
	11:00	57	3	3	8	16	20	20	66	66	120	120	79	79	58	58	12	12	3	3	0	0	0	0	0	0	432	36-45	199		
	12 PM	85	7	7	2	2	26	26	80	80	170	170	132	132	50	50	8	8	1	1	0	0	1	1	0	0	506	36-45	274		
	13:00	82	3	21	7	7	21	21	48	48	133	133	88	88	48	48	11	11	3	3	0	0	0	0	0	0	562	36-45	302		
	14:00	74	4	3	8	27	27	27	76	76	156	156	105	105	28	28	12	12	1	1	0	0	0	0	0	0	444	36-45	221		
	15:00	79	3	4	4	27	27	27	87	87	216	216	132	132	38	38	11	11	1	1	0	0	0	0	0	0	491	36-45	261		
	16:00	88	4	4	4	15	15	15	90	90	162	162	120	120	51	51	10	10	1	1	0	0	0	0	0	0	598	36-45	348		
	17:00	70	1	1	1	7	7	7	51	51	200	200	123	123	71	71	14	14	1	1	0	0	0	0	0	0	545	36-45	282		
	18:00	27	0	0	6	4	4	4	23	23	97	97	125	125	86	86	26	26	1	1	0	0	0	0	0	0	538	36-45	323		
	19:00	16	1	1	0	3	3	3	20	20	36	36	77	77	69	69	31	31	6	6	3	3	0	0	0	1	395	36-45	222		
	20:00	10	0	0	0	0	0	0	8	8	33	33	67	67	69	69	18	18	6	6	1	1	0	0	0	0	263	41-50	146		
	21:00	8	0	0	0	0	0	0	8	8	23	23	42	42	50	50	23	23	2	2	0	0	0	0	0	0	215	41-50	136		
	22:00	3	0	0	0	0	2	2	4	4	18	18	30	30	28	28	13	13	6	6	1	1	0	0	0	0	156	41-50	92		
	23:00	1	0	0	0	0	0	0	5	5	7	7	18	18	28	28	11	11	1	1	0	0	0	0	0	0	105	41-50	58		
	Total	847	39	39	68	262	262	262	877	877	2121	2121	1917	1917	1157	1157	372	372	51	51	11	11	1	1	0	0	71	7724	41-50	46	
	Percent	11.0%	0.5%	0.5%	0.9%	3.4%	3.4%	3.4%	11.4%	11.4%	27.5%	27.5%	24.8%	24.8%	15.0%	15.0%	4.8%	4.8%	0.7%	0.7%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	AM Peak	10:00	10:00	10:00	08:00	09:00	11:00	11:00	08:00	08:00	07:00	07:00	06:00	06:00	07:00	07:00	07:00	07:00	08:00	08:00	06:00	06:00	06:00	06:00	06:00	06:00	07:00	07:00	07:00	07:00	07:00
	Vol.	63	5	5	11	23	23	23	66	66	144	144	158	158	93	93	36	36	4	4	2	2	2	2	1	1	522	522	522	522	
	PM Peak	16:00	12:00	12:00	14:00	14:00	14:00	14:00	16:00	16:00	15:00	15:00	12:00	12:00	18:00	18:00	19:00	19:00	19:00	19:00	19:00	19:00	19:00	12:00	12:00	19:00	19:00	15:00	15:00	15:00	
	Vol.	88	7	7	8	27	27	27	90	90	216	216	132	132	86	86	31	31	6	6	3	3	1	1	1	1	598	598	598	598	
	Total	847	39	39	68	262	262	262	877	877	2121	2121	1917	1917	1157	1157	372	372	51	51	11	11	1	1	0	0	71	7724	7724	7724	
	Percent	11.0%	0.5%	0.5%	0.9%	3.4%	3.4%	3.4%	11.4%	11.4%	27.5%	27.5%	24.8%	24.8%	15.0%	15.0%	4.8%	4.8%	0.7%	0.7%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	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	447	830
08:00	440		386	887
09:00	462		432	848
10:00	466		506	898
11:00	545		562	1051
12:00 PM	602		444	1164
01:00	489		491	933
02:00	536		598	1027
03:00	570		545	1168
04:00	704		538	1249
05:00	644		395	1182
06:00	423		263	818
07:00	281		215	544
08:00	186		156	401
09:00	175		105	331
10:00	134		71	239
11:00	60		774	131
Total	7562	7724	15286	
Percent	49.5%	50.5%		
AM Peak	11:00	07:00		
Vol.	545	522		
PM Peak	16:00	15:00		
Vol.	704	598		
Grand Total	7562	7724		
Percent	49.5%	50.5%		
ADT	ADT 15,286	ADT 15,286	ADT 15,286	

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Site Code: 6
US395 S.O Theater Ln

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

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

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

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

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	

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	-
Vol.		556	591	-
PM Peak		16:00	16:00	-
Vol.		677	634	-
Grand Total		7891	7987	15878
Percent		49.7%	50.3%	
ADT		ADT 15,878	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
 Project No:
 Country:
 Analyst Name: Namu Timilsina
 Date: 12/14/2023
 State/Province:
 Analysis Region:

Type of Project:
 City:
 Built-up Area(Sq.ft):
 Clients Name:
 ZIP/Postal Code:
 No. of Scenarios: 3

SCENARIO SUMMARY

Scenarios	Name	No. of Land Uses	Phases of Development	No. of Years to Project Traffic	User Group	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		Entry Split%	Exit Split%	Total
					Rate/Equation	Vehicle Occupancy			
210 - Single-Family Detached Housing Data Source: Trip Generation Manual, 11th Ed	General Urban/Suburban	Dwelling Units	113	Weekday	Best Fit (LOG) $\ln(T) = 0.92\ln(X) + 2.68$	50%	565	565	1130
560 - Church Data Source: Trip Generation Manual, 11th Ed	General Urban/Suburban	1000 Sq. Ft. GFA	10	Weekday	Average 7.60	50%	38	38	76

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
560 - Church	38	38	0	0	38	38
			76	0		76

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

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

BALANCED PERSON TRIPS:

Person's Exit	PAF	UIPTC	Unconstrained Demand	Unconstrained Demand	UIPTC	UIPTC	PAF	Person's Entry
565	0	0	0	0	0	0	0	38
565	0	0	0	0	0	0	0	38

INTERNAL PERSON TRIPS:

Internal Person Trips From	Total Internal Person Trips	Entry	Exit	Total

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		Total
	Entry	Exit	
210 - Single-Family Detached Housing	565	565	1130
560 - Church	38	38	76

RESULTS

Site Totals	Entry	Exit	Total
-------------	-------	------	-------

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) $\ln(T) = 0.94 \ln(X) + 0.27$	70	41	111
560 - Church	General Urban/Suburban	1000 Sq. Ft. GFA	10	Weekday, Peak Hour of Adjacent Street Traffic,	Average 0.49	63%	37%	5
						2	3	
						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	Residential	Land Use Group
210 - Single-Family Detached Housing		
560 - Church		

BALANCED PERSON TRIPS:

Land Use	PAF	UIPTC	Unconstrained Demand	Unconstrained Demand	UIPTC	PAF	Persons Entry	Persons Exit
210 - Single-Family Detached Housing	0	0	0	0	0	0	2	2
560 - Church	0	0	0	0	0	0	3	3

INTERNAL PERSON TRIPS:

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-BYVEHICLE 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		Total
	Entry	Exit	
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	Minor2	Minor3
Conflicting Flow All	0	0	285	0	368
Stage 1	-	-	-	-	250
Stage 2	-	-	-	-	118
Critical Hdwy	-	-	4.12	-	6.49
Critical Hdwy Stg 1	-	-	-	-	5.49
Critical Hdwy Stg 2	-	-	-	-	5.49
Follow-up Hdwy	-	-	2.218	-	3.581
Pot Cap-1 Maneuver	-	-	1277	-	618
Stage 1	-	-	-	-	776
Stage 2	-	-	-	-	890
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1277	-	617
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(l)	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+1), 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									

HCM 6th Signalized Intersection Summary

4: US-395 & Theater Ln

01/30/2024

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
Stage 1	63	-	-
Stage 2	62	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	870	1002	-
Stage 1	960	-	-
Stage 2	961	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	870	1002	-
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	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1540	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	-
HCM Lane LOS	-	-	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	Minor2	Minor3
Conflicting Flow All	0	0	297	0	384
Stage 1	-	-	-	-	261
Stage 2	-	-	-	-	123
Critical Hdwy	-	-	4.12	-	6.49
Critical Hdwy Stg 1	-	-	-	-	5.49
Critical Hdwy Stg 2	-	-	-	-	5.49
Follow-up Hdwy	-	-	2.218	-	3.581
Pot Cap-1 Maneuver	-	-	1264	-	605
Stage 1	-	-	-	-	767
Stage 2	-	-	-	-	885
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1264	-	604
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

HCM 6th Signalized Intersection Summary

4: US-395 & Theater Ln

01/30/2024

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	Y		T			T
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
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	Minor2	Minor3
Conflicting Flow All	0	0	345	0	416
Stage 1	-	-	-	-	285
Stage 2	-	-	-	-	131
Critical Hdwy	-	-	4.12	-	6.49
Critical Hdwy Stg 1	-	-	-	-	5.49
Critical Hdwy Stg 2	-	-	-	-	5.49
Follow-up Hdwy	-	-	2.218	-	3.581
Pot Cap-1 Maneuver	-	-	1214	-	580
Stage 1	-	-	-	-	748
Stage 2	-	-	-	-	878
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1214	-	578
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

HCM 6th Signalized Intersection Summary

4: US-395 & Theater Ln

01/30/2024



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	Major3	Major4
Conflicting Flow All	218	85	0	0	85
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	Y		+			+
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
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	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	985	1523
HCM Lane V/C Ratio	-	-	0.01	0.011
HCM Control Delay (s)	-	-	8.7	7.4
HCM Lane LOS	-	-	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		↕	↕		↕	↕
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
Stage 1	-	-	-	-	9
Stage 2	-	-	-	-	51
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1611	-	-	-	947
Stage 1	-	-	-	-	1014
Stage 2	-	-	-	-	971
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1611	-	-	-	937
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	Y		↑			↑
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 NBRWBLn1 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	Major3	Major4
Conflicting Flow All	167	76	0	0	80
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	Y		+			+
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 NBRWBLn1 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

Queuing and Blocking Report
 Weekday PM Peak Hour - 2025 Future Volumes Without Project

01/30/2024

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	

Queuing and Blocking Report
 Weekday PM Peak Hour - 2025 Future Volumes Without Project

01/30/2024

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

Queuing and Blocking Report
 Weekday PM Peak Hour - 2025 Future Volumes With Project

01/30/2024

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	

Queuing and Blocking Report
 Weekday PM Peak Hour - 2025 Future Volumes With Project

01/30/2024

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)		

Queuing and Blocking Report
Weekday PM Peak Hour - 2025 Future Volumes With Project

01/30/2024

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

3. US-395 / Punkin Center Rd

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

4. US-395 / Theater Ln Road

Intersection: 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 =

Accident Rate

Number of accidents =
Number of years =

Accident Rate =

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

CRASH_ID	SER_NO	INVTG_AG_Y_SHORT_D	CRASH_DT	CNTY_NM	CITY_SECT_NM	URB_AREA_SHORT_NM	HWY_NO	HWY_MED_NM	MP_NO	ST_NM	ISECT_ST_M	RD_CHAR_S_HORT_DESC	CRASH_TYP_SHORT_DE	COLLIS_TYP_SHORT_DE	CRASH_SVR	VHCL_MVMT_SHORT_D	TY_SHORT_DE	TY_SHORT_DE	DESC
1795745	00967	CITY	12/21/2018	Umatilla	Hermiston	HERMSTON UA	054	UMATILLA-STANFIELD		4.33	THEATER LN 1ST ST	INTER	S-1STOP	REAR	INJ				STRGHT
1815334	00971	NONE	12/21/2018	Umatilla	Hermiston	HERMSTON UA	054	UMATILLA-STANFIELD		4.33	THEATER LN 1ST ST	INTER	S-1TURN	REAR	PDO				STRGHT
1841586	00899	CITY	11/12/2019	Umatilla	Hermiston	HERMSTON UA	054	UMATILLA-STANFIELD		4.33	THEATER LN 1ST ST	INTER	S-1STOP	REAR	INJ				STRGHT
1936520	00432	CITY	6/10/2021	Umatilla	Hermiston	HERMSTON UA	054	UMATILLA-STANFIELD		4.33	THEATER LN 1ST ST	INTER	S-1STOP	REAR	INJ				STRGHT
1880479	00208	CITY	3/2/2020	Umatilla	Hermiston	HERMSTON 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	HERMSTON UA	054	UMATILLA-STANFIELD		4.33	THEATER LN 1ST ST	INTER	ANGL-OTH	ANGL	PDO				STRGHT
1969872	00049	CITY	1/18/2022	Umatilla	Hermiston	HERMSTON UA	054	UMATILLA-STANFIELD		4.33	THEATER LN 1ST ST	INTER	ANGL-OTH	ANGL	INJ				STRGHT
1803532	00078	CITY	1/19/2018	Umatilla	Hermiston	HERMSTON 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	HERMSTON UA	054	UMATILLA-STANFIELD		4.33	1ST ST THEATER LN	INTER	ANGL-OTH	ANGL	PDO				STRGHT
1815689	00916	CITY	11/30/2018	Umatilla	Hermiston	HERMSTON UA	054	UMATILLA-STANFIELD		4.33	THEATER LN 1ST ST	INTER	ANGL-OTH	TURN	PDO				STRGHT
1857889	00059	CITY	1/30/2019	Umatilla	Hermiston	HERMSTON UA	054	UMATILLA-STANFIELD		4.33	THEATER LN 1ST ST	INTER	ANGL-OTH	ANGL	PDO				STRGHT
1860392	00232	STATE	3/17/2019	Umatilla	Hermiston	HERMSTON UA	054	UMATILLA-STANFIELD		3.79		INTER	PED	PED	INJ				TURN-R
1839984	00637	COUNTY	1/20/2019	Umatilla	Hermiston	HERMSTON UA	054	UMATILLA-STANFIELD		3.79		INTER	S-1STOP	REAR	INJ				STRGHT
1842026	00786	COUNTY	10/10/2019	Umatilla	Hermiston	HERMSTON UA	054	UMATILLA-STANFIELD		3.79		INTER	ANGL-OTH	ANGL	INJ				STRGHT
1777841	00172	COUNTY	3/11/2018	Umatilla	Hermiston	HERMSTON UA	054	UMATILLA-STANFIELD		3.79		INTER	ANGL-OTH	ANGL	INJ				STRGHT
1783752	00469	STATE	7/11/2018	Umatilla	Hermiston	HERMSTON UA	054	UMATILLA-STANFIELD		3.79		INTER	ANGL-OTH	ANGL	INJ				STRGHT
1815920	00780	CITY	10/21/2018	Umatilla	Hermiston	HERMSTON UA	054	UMATILLA-STANFIELD		3.79		INTER	ANGL-OTH	ANGL	PDO				STRGHT
1931867	00675	STATE	9/6/2021	Umatilla	Hermiston	HERMSTON UA	054	UMATILLA-STANFIELD		3.79		INTER	O-OTHER	TURN	INJ				TURN-L
1805899	00699	NO RPT	9/21/2018	Umatilla	Hermiston	HERMSTON UA	054	UMATILLA-STANFIELD		3.79		INTER	ANGL-OTH	ANGL	PDO				STRGHT
1803676	00116	NONE	2/17/2018	Umatilla	Hermiston	HERMSTON UA	054	UMATILLA-STANFIELD		3.79		INTER	ANGL-OTH	TURN	PDO				STRGHT
1931985	00369	STATE	5/22/2021	Umatilla	Hermiston	HERMSTON UA	054	UMATILLA-STANFIELD		3.79		INTER	ANGL-OTH	ANGL	INJ				STRGHT
1816898	00974	STATE	12/6/2019	Umatilla	Hermiston	HERMSTON UA	054	UMATILLA-STANFIELD		3.79		INTER	ANGL-OTH	ANGL	INJ				STRGHT
1877076	00042	STATE	1/20/2020	Umatilla	Hermiston	HERMSTON UA	054	UMATILLA-STANFIELD		3.79		INTER	O-1 L-TURN	TURN	FAT				STRGHT
1878310	00136	STATE	2/8/2020	Umatilla	Hermiston	HERMSTON UA	054	UMATILLA-STANFIELD		3.79		INTER	O-1 L-TURN	TURN	INJ				STRGHT
1932302	00370	STATE	5/22/2021	Umatilla	Hermiston	HERMSTON UA	054	UMATILLA-STANFIELD		3.79		INTER	ANGL-OTH	TURN	INJ				STRGHT
1986227	00165	STATE	2/23/2022	Umatilla	Hermiston	HERMSTON UA	054	UMATILLA-STANFIELD		3.79		INTER	O-1 L-TURN	TURN	PDO				STRGHT

Appendix G

In-Process Project Trips



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.

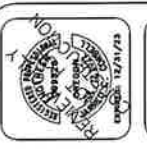
It is further noted the proposed development is consistent with the existing R-3 zone designation and assumptions contained in the Hermiston TSP. As such, it is anticipated the proposed development will not exceed the design capacity of a *Collector* roadway and a detailed traffic impact study is not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

Sincerely,

Christopher M. Clemow, PE, PTOE
Transportation Engineer



RENEWS 31 DEC 2023



NO.	REVISIONS	DATE:



SCALE: 1" = 100'
 FOR 24" X 36" SHEETS

SITE DESIGN:
 ZONING: R3
 TOTAL ACRES: 51.93 ACRES
 TOTAL # OF LOTS: 281
 OPEN SPACE AREA: 3,237 S.F.

R3 LOT REQUIREMENTS:
 MINIMUM INTERIOR LOT SIZE: 5,000 SF
 MINIMUM CORNER LOT SIZE: 6,000 SF
 80' VARIANCE REQUESTED ON 18 LOTS TO ALLOW FOR A WIDTH REDUCTION OF 5' OR LESS
 75'
 MINIMUM CORNER LOT WIDTH: 25'
 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'

**UMATILLA COUNTY
PLANNING COMMISSION HEARING – JANUARY 23, 2025
UMATILLA COUNTY DEVELOPMENT CODE TEXT AMENDMENT
#T-097-24
JIM WHITNEY, APPLICANT
PACKET CONTENT LIST**

- | | | |
|----|-------------------------------------|-------------|
| 1. | Staff Memo to Planning Commission | Page 3 |
| 2. | Staff Report & Preliminary Findings | Pages 5-10 |
| 3. | Proposed Text Amendment | Pages 11-16 |

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PLANNING DIVISION

216 SE 4th ST, Pendleton, OR 97801, (541) 278-6252

Email: planning@umatillacounty.gov

COMMUNITY &
BUSINESS
DEVELOPMENT

MEMO

LAND USE
PLANNING,
ZONING AND
PERMITTING

TO: Umatilla County Planning Commission
FROM: Megan Davchevski, Planning Division Manager
DATE: January 16, 2025

CODE
ENFORCEMENT

RE: **January 23, 2025 Planning Commission Hearing**
EFU Home Occupation Text Amendment Request
Umatilla County Development Code Text Amendment #T-094-24
Jim Whitney, Applicant

SOLID WASTE
COMMITTEE

SMOKE
MANAGEMENT

GIS AND
MAPPING

Background Information

RURAL
ADDRESSING

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. The applicant requests to amend UCDC 152.617(H) to allow for a subsection of Home Occupations, 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.

LIAISON,
NATURAL
RESOURCES &
ENVIRONMENT

Criteria of Approval

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.

PUBLIC TRANSIT

Hearings

This 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. Note this date is different than provided in the Public Notice, this is because the Board of Commissioners hearings in March were rescheduled.

Conclusion

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.

**UMATILLA COUNTY BOARD OF COMMISSIONERS
PRELIMINARY FINDINGS OF FACT AND CONCLUSIONS OF LAW
TEXT AMENDMENT, #T-097-24**

**AMENDMENT OF UMATILLA COUNTY DEVELOPMENT CODE, AMENDING LANGUAGE
REGARDING HOME OCCUPATIONS TO ALLOW WEDDINGS AND COMMERCIAL
GATHERINGS IN THE EXCLUSIVE FARM USE ZONE**

1. Request

Applicant, Jim Whitney, is requesting an amendment to Umatilla County Development Code (UCDC) Section 152.617(H) Home Occupations/Cottage Industry.

2. Procedural Matters

A. Categorization of this Matter

This matter is a legislative matter because it proposes to amend the text of the UCDC in a manner that will amend Section 152.617(H) Home Occupations/Cottage Industries in the Exclusive Farm Use Zone.

B. Post-Acknowledgment Amendment

This legislative amendment is an amendment to the County's acknowledged 1983 Zoning Ordinance. ORS 197.610(1) and OAR 660-018-0020(1) require that the County provide notice to the Director of the Oregon Department of Land Conservation and Development ("DLCD") at least 35 days prior to the initial evidentiary hearing. The County provided the 35-day notice to DLCD through DLCD's PAPA online portal on December 19, 2024. The County has satisfied ORS 197.610(1) and OAR 660-018-0020(1) by submitting the post-acknowledgement amendment notice so that it arrived at the office of the Director of DLCD at least 35 days prior to the initial evidentiary hearing.

UCDC 152.771(B) requires the County provide a legal notice for the Planning Commission hearing January 23, 2025 and Board of Commissioners hearing March 12, 2025 by publication in a newspaper of general circulation in the County at least ten (10) days prior to the date of the first hearing. The notice was published in the *East Oregonian* newspaper on January 8, 2025.

The County has satisfied the post-acknowledgement amendment notice required by ORS 197.610(1) and OAR Chapter 660-018-0020(1) and the legal notice of hearing publication in UCDC 152.771(B).

C. Procedure

UCDC 152.752 is entitled "Public Hearings on Amendments." This section provides, in relevant part:

"The Planning Commission shall conduct a public hearing on the proposed amendment according to the procedures in section 152.771 of this Chapter at its earliest practicable meeting after it is proposed. The decision of the Planning Commission shall be final unless appealed, except in the case where the amendment is to the text of this Chapter,

then the Planning Commission shall forward its recommendation to the Board of Commissioners for final action."

The County will hold two (2) hearings for this legislative amendment, one (1) before the Planning Commission and one (1) before the Board of Commissioners.

Additionally, UCDC 152.771(A)(1) provides that a public hearing is required for legislative amendments. The procedures and requirements for a quasi-judicial hearing are not applicable to this hearing. Therefore, UCDC 152.772, which applies to quasi-judicial hearings, is not applicable to this legislative proceeding.

3. Approval Criteria

UCDC 152.751 requires that an amendment to the text of the UCDC shall comply with provisions of the Umatilla County Comprehensive Plan (the "Plan"), the Oregon Transportation Planning Rule (the "TPR"), OAR Chapter 660, division 12, and the Umatilla County Transportation Plan ("Transportation Plan"). The County also finds that because this text amendment is a post-acknowledgment amendment, ORS 197.175(1) requires that the Plan and Map amendment satisfy applicable Statewide Planning Goals (the "Goals") and other applicable administrative rules. The County finds that the UCDC does not contain substantive standards for an amendment to the UCDC text. The remainder of this section addresses the applicable approval criteria.

This UCDC provision sets forth the approval requirements for amendment to the text of the UCDC. This section requires that an amendment satisfy the Plan and the Oregon Transportation Planning Rule (the "TPR"), OAR 660, Division 12, as well as the Umatilla County Transportation Plan.

The County finds this request is to amend the text of the UCDC, specifically to amend Section 152.617(H) Home Occupations/Cottage Industry in the Exclusive Farm Use (EFU) Zone. The TPR, OAR 660-012-0060 (1)-(3), is not implicated by this text amendment and further analysis of the Oregon Transportation Plan and Umatilla County requirements in 152.019 are not required.

Finding: The County finds that UCDC 152.751 is satisfied.

A. Applicable Statewide Planning Goals

Goal 1 Citizen Involvement: To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

The Umatilla County Comprehensive Plan and Development Code outline the County's citizen involvement program that includes the activities of the Planning Commission and provides for the public hearing process with its required notice provisions. These notice provisions provide for adjoining and affected property owner notice; notice to interested local, state and federal agencies; and allows for public comment to the process.

Goal 2 Planning: To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

Goal 2 establishes the underlining process that a county or a city needs to utilize when considering changes to their comprehensive plans and development codes. This text amendment is being

requested under the Umatilla County Development Code provisions that apply to amendments, meeting the intent of Goal 2.

Goal 3 Agricultural Lands: To preserve and maintain agricultural lands.

Goal 3 requires counties to preserve and maintain agricultural lands for farm uses. Counties must inventory agricultural lands and protect them by adopting exclusive farm use zones consistent with Oregon Revised Statute 215.203 et. seq. Goal 3 also applies to mixed farm/forest zones, such as Umatilla County's Grazing/Farm (GF) zone. ORS 215 permits Home Occupations in the Exclusive Farm Use (EFU) Zone. The proposed text amendment provides specific standards for permitting weddings and commercial gatherings in the EFU zone, ensuring compliance with Goal 3. Umatilla County finds the proposed text amendment complies with Goal 3.

Goal 4 Forest Lands: To conserve forest lands by maintaining the forest land base and to protect the state's forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture.

Goal 4 addresses the protection of forest lands. Goal 4 applies to this application and to the County mixed farm/forest GF zone. The proposed text amendment would not apply to forest lands; thus it complies with Goal 4.

Goal 5 Open Spaces, Scenic and Historic Areas, and Natural Resources: To protect natural resources and conserve scenic and historic areas and open spaces.

Goal 5 addresses natural, historical and cultural resources with a focus on protecting sites. Goal 5 is not impacted by this request.

Goal 6 Air, Water and Land Resources Quality: To maintain and improve the quality of the air, water and land resources of the state.

Goal 6 addresses the quality of air, water, and land resources. In the context of comprehensive plan amendments, a local government complies with Goal 6 by explaining why it is reasonable to expect that the proposed uses authorized by the plan amendment will be able to satisfy applicable federal and state environmental standards, including air and water quality standards.

The proposed text amendment does not seek approval of a specific development but seeks to allow the opportunity for commercial gatherings and weddings as a Home Occupation in the Exclusive Farm Use Zone. Specific development criteria have been drafted in the proposed text amendment language and will be applied at the time an applicant requests Home Occupation approval.

Goal 7 Areas Subject to Natural Hazards and Disasters: To protect people and property from natural hazards.

Goal 7 works to address natural hazards and disasters, and through a comprehensive plan amendment process, would seek to determine if there are known natural hazards and seek to mitigate concerns. Natural hazards would be considered as part of the land use processes that would be completed during the conditional use permit process and are not considered for this text amendment application.

Goal 8 Recreation Needs: To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

No recreation components are included in this application.

Goal 9 Economy: To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

Goal 9 requires local governments to adopt comprehensive plans and policies that contribute to a stable and healthy economy. The proposed amendment to add Home Occupations/Cottage Industry to lands within the Exclusive Farm Use Zone foster this goal by allowing landowners to diversify their small businesses and farming operations to allow weddings and gatherings.

Goal 10 Housing: To provide for the housing needs of citizens of the state.

Housing is not a direct consideration as part of this application.

Goal 11 Public Services: To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Goal 11 requires local governments to plan and develop a timely, orderly, and efficient arrangement of public facilities and services. The goal provides that urban and rural development be guided and supported by types and levels of services appropriate for, but limited to, the needs and requirements of the area to be served. Goal 11 is not a direct consideration of this amendment request.

Goal 12 Transportation: To provide and encourage a safe, convenient and economic transportation system.

Goal 12 requires local governments to provide and encourage a safe, convenient and economic transportation system, implemented through the Transportation Planning Rule. Although Goal 12 is not a direct consideration of this amendment request, traffic impacts will be considered at the time of a Conditional Use Request and the proposed parking limitations will limit potential impacts.

Goal 13 Energy: To conserve energy.

Goal 13 directs local jurisdictions to manage and control land and uses developed on the land to maximize the conservation of all forms of energy, based on sound economic principles.

Goal 14 Urbanization: To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

Goal 14 prohibits urban uses on rural lands. Goal 14 is not a direct consideration of this amendment request. Umatilla County finds the proposed Home Occupations/Cottage Industry uses are rural uses, are in character and scope of rural uses and do not implicate Goal 14.

Finding: Umatilla County has evaluated Statewide Planning Goals 1-14. The other five goals, 15-19, are not applicable to this application request. Umatilla County finds the goals that are applicable have been satisfied.

B. Applicable Oregon Administrative Rules

Finding: The County finds that there are no Oregon Administrative Rules (OARs) applicable to this request.

C. Applicable Plan Policies

The Umatilla County Comprehensive Plan includes the following provisions that are supportive of this application:

(a) Chapter 4, “The Planning Process”

Finding 6: “Other public agencies (e.g. state, federal, county, special district, city) have jurisdiction and /or management responsibilities for land in the County.”

Policy 6: “To insure public agency involvement, the County will endeavor to notify affected agencies through the processes outlined in the Comprehensive Plan and Development Code.”

Finding: The County finds this policy is satisfied where the County coordinated with affected governmental entities in providing notice of the Planning Commission and Board of Commissioners' hearings on the text amendment. Coordination requires that affected governmental entities be provided with the proposed text amendment, given a reasonable opportunity to comment, and that the County incorporate comments as much as is reasonable.

The County finds that this policy is satisfied.

(b) Chapter 5, “Citizen Involvement”

(1) Policy 1: “Provide information to the public on planning issues and programs, and encourage citizen input to planning efforts.”

Finding: The County finds Chapter 5, Policy 1, is satisfied because notice of the Planning Commission and Board of Commissioners' hearings are in a newspaper of County-wide circulation and there are two (2) *de novo* hearings where the public may testify on the proposed text amendment.

The County finds that this policy is satisfied.

(2) Policy 5: “Through appropriate media, encourage those County residents’ participation during both city and County deliberation proceedings.”

Finding: The County finds, as explained above, the publication of notice of the Planning Commission hearing and the Board of Commissioners’ hearing in a newspaper of County-wide circulation fulfills this requirement.

The County finds that this policy is satisfied.

(c) Chapter 6, “Agriculture”

(1) **Policy 8: “The non-farm uses allowed in ORS 215.283 exist in the county and new ones can be accommodated without major conflict in most of the county’s agricultural regions.”**

Finding: The County finds that State Statute provides allowances for non-farm uses to be sited in the Exclusive Farm Use Zone. Home Occupations are an allowed use under ORS 215.283, the applicant is requesting the County to adopt specific standards for hosting commercial weddings and gatherings, while remaining compliant with the restrictions placed on Home Occupations within ORS 215.283. Each proposed site will be evaluated for conflicts with agricultural operations at the time of application.

The County finds that this policy is satisfied.

5. CONCLUSION

For the reasons contained herein, the County finds the applicable approval criteria for the text amendment have been satisfied and the proposed text amendment to allow weddings and gatherings in the Exclusive Farm Use zone as a Home Occupation can be approved.

DATED this ____ day of _____, 2025.

UMATILLA COUNTY BOARD OF COMMISSIONERS

John M. Shafer, *Commissioner*

Celinda A. Timmons, *Commissioner*

Daniel N. Dorran, *Commissioner*

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Note: Proposed text changes are 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.

UCDC 152.617(H) Home Occupations/Cottage Industry

(a)

(1) The home occupation/cottage industry shall be secondary to the main use of the property as a residence and shall be operated by the resident or employee of a resident of the property on which the business is located;

(2) The home occupation/cottage industry must be operated completely within the dwelling or in other buildings normally associated with uses permitted within the zone in which the property is located;

(3) The home occupation/cottage industry shall not interfere with other uses permitted in the zone in which the property is located;

(4) There shall be no more than five people employed, including both full and part time employees;

(5) No structural alterations shall be allowed to accommodate the home occupation/cottage industry except when otherwise required by law, and then only after the plans for such alterations have been reviewed and approved. Such structural alterations shall not detract from the outward appearance of buildings as an accessory structure to a residence;

(6) No materials or mechanical equipment shall be used which will be detrimental to the residential use of the property or adjoining residences because of vibration, noise, dust, smoke, odor, interference with radio or television reception, or other factors;

(7) Retail sales shall be limited or accessory to a service;

(8) Outside storage of materials, equipment or products related to the home occupation/cottage industry shall not be allowed;

(9) There shall be no display other than a Type 2 sign that will indicate from the exterior that the building is used in whole or part for any purpose other than a dwelling;

(10) A home occupation/cottage industry approved under this division shall be reviewed after one year for compliance with the above conditions and each subsequent year that the home occupation/cottage industry exists.

(11) The existence of a home occupation/ cottage industry shall not be used as justification for any future zone change.

(12) No materials or commodities shall be delivered to or from the property which are of such bulk or quantity as to require delivery by a commercial vehicle a trailer or the parking of customer vehicles in a manner of frequency as to cause disturbance or inconvenience to nearby residents or so as to necessitate off street parking;

(13) Customers visiting the home occupation/cottage industry must use

an approved off-street parking area. No more than 10 vehicles from customers/visitors of the home occupation/cottage industry can be present at any given time on the subject parcel. All off-street parking must be provided on the subject parcel where the home occupation/cottage industry is operated. Parking on public roads or easements must not occur at any time.

(14) A property line adjustment may not be approved where the adjustment would separate a home occupation from the dwelling on the parcel.

(b) Home Occupation to Host Commercial Gatherings and Weddings in the Exclusive Farm Use Zone

- (1) **This section is not intended to apply to events hosted at such public gathering places as churches, community centers, grange halls, or schools, or similar structures; or to events hosted by non-profit organizations for charitable purposes. Nor is this section intended to apply to events covered by the State's Mass Gathering Statute (ORS 433.735 - 433.770). An activity carried on in conjunction with a marijuana crop is prohibited.**
 - (2) **The subject property shall be a minimum of 4 acres.**
 - (3) **The subject property is zoned Exclusive Farm Use.**
 - (4) **The home occupation shall be secondary to the main use of the property as a residence and shall**
- be operated by the resident or employee of a resident of the property on which the business is located;**
 - (5) **The home occupation must be operated substantially within the dwelling or in other buildings normally associated with uses permitted within the zone in which the property is located;**
 - (6) **The home occupation shall not interfere with other uses permitted in the zone in which the property is located;**
 - (7) **There shall be no more than five people employed, including both full and part time employees;**
 - (8) **Only structural alterations required by Oregon State Building Codes may be permitted, except when otherwise required by law, and then only after the plans for such alterations have been reviewed and approved. Such structural alterations shall not detract from the outward appearance of buildings as an accessory structure to a residence;**
 - (9) **No materials or mechanical equipment shall be used which will be detrimental to the residential use of the property or adjoining residences because of vibration, noise, dust, smoke, odor, interference with radio or television reception, or other factors;**

- (10) Retail sales shall be limited or accessory to a service;
- (11) Outside storage of materials, equipment or products related to the home occupation/cottage industry shall not be allowed;
- (12) One Type 2 sign is permissible and;
- (13) One temporary sign may be allowed in addition to an approved Type 2 sign for each event. The sign shall not exceed (8) eight square feet in size and may be placed on the subject property on the day of the wedding or business event and shall be removed within 24 hours of the events' end. Off-premise directional signs are allowed to be placed in permissible locations 24 hours prior to the event.
- (14) Each home occupation is limited to hosting a maximum of 50 events per calendar year. The number of approved events shall be specified in the Conditional Use Permit approval.
- (15) The maximum number of guests shall be based on the capacity of the subject property and shall be specified in the approval. If the subject property is 4 to 10 acres in size, no more than 100 guests are allowed on the site at any given time. If the subject property is 10 acres or larger, no more than 300 guests are allowed at the site at any given time.
- (16) Subject properties with multiple legally established dwellings may request overnight accommodations for guests within existing dwellings. The home occupation operator must reside in the primary dwelling. Dwellings eligible for overnight guest accommodations shall not have been approved as farm or forest dwellings. Other structures are prohibited from being converted to a dwelling, rooming house or other lodging.
- (17) Hours of operation, including set-up and take-down of events, are limited between 7:00am and 10:00pm.
- (18) Lighting shall not project into adjoining properties. Use of stadium-style or other glaring lighting is prohibited. Lighting of accessible paths may be permitted. Exterior lighting is subject to 152.615.
- (19) All gatherings shall comply with Umatilla County's Noise Ordinance, Chapter 92 of the Code of Ordinances.
- (20) Submit an emergency response plan approved by the applicable fire district.
- (21) Home Occupation operator shall ensure that only caterers licensed in the State of Oregon are contracted to provide food and that they possess required Umatilla County Environmental

Health permits.

- (22) Home Occupation operator shall comply with all requirements of the Oregon Liquor Control Commission (OLCC) and obtain necessary permits, if alcohol is served during a gathering.
- (23) Toilet facilities shall be portable with available hand-sanitizing or hand-washing facilities. Use of on-site septic facilities permitted for residential purposes are not allowed.
- (24) The existence of a home occupation shall not be used as justification for any future zone change.
- (25) No materials or commodities shall be delivered to or from the property which are of such bulk or quantity as to require delivery by a commercial vehicle a trailer or the parking of customer vehicles in a manner of frequency as to cause disturbance or inconvenience to nearby residents or so as to necessitate off street parking;
- (26) Customers visiting the home occupation must use an approved off-street parking area. No more than 125 vehicles from guests and employees of the home occupation can be present at any given time on the subject parcel. All off-street parking must be provided on the subject parcel where the home occupation is operated. Parking on public roads or easements must not occur at any time. Each parking
- space shall be a minimum of nine feet wide and 20 feet in length.
- (27) Obtain appropriate road approach permits from ODOT or Umatilla County Road Department.
- (28) The application shall contain a detailed site plan and accompanying narrative that address the following:
- a. Name of Home Occupation business
 - b. Name of Home Occupation operator/resident
 - c. Designated area and existing structures that will be used for gatherings
 - d. Proposed number of gatherings in a calendar year
 - e. Frequency of events
 - f. Maximum number of guests
 - g. Noise policy
 - h. Safety and Insurance policies
 - i. Infrastructure plan – how electricity and utilities will be provided
 - j. Parking
 - k. Traffic circulation and access plan approved by the local fire district
 - l. Domestic water supply source
 - m. How food will be provided and served
 - n. Number of portable toilets provided and how hand-washing or hand-sanitizing facilities will be provided
- (29) A property line adjustment may not be approved where the adjustment would separate a home occupation from the

dwelling on the parcel.

- (30) Sign and record a Covenant Not to Sue.
- (31) Comply with other conditions necessary, as provided in §152.615.
- (32) Comply with EFU Conditional Use Standards, as provided in §152.061.
- (33) At no time shall the Home Occupation activities be allowed to infringe on nor supersede farm use activities on the subject property or nearby farming properties.
- (34) A home occupation approved under this division shall be reviewed after one year for compliance with the above conditions and each subsequent year that the home occupation exists.

DRAFT MINUTES

**TYPE III LAND DIVISION, REPLAT REQUEST
#LD-5N-915-24:**

**JUAN D. GONZALEZ, APPLICANT
JUAN D. GONZALEZ & JOANNA G. ROMERO,
OWNERS**

The applicants request approval to replat Lots 2 and 3 of Block 3 of the Charles Tracts Subdivision to change the original dividing lot line from an East-West direction to a North-South direction on the subject property located on Assessor's Map 5N2827DB, Tax Lot 800. The land use standards applicable to the applicant's request are found in Umatilla County Development Code Section 152.697(C), Type III Land Divisions.

**UMATILLA COUNTY
PLANNING COMMISSION HEARING
December 19, 2024**

DRAFT MINUTES
UMATILLA COUNTY PLANNING COMMISSION
Meeting of Thursday, December 19, 2024, 6:30pm

COMMISSIONERS

PRESENT: Suni Danforth, Chair, John Standley, Emery Gentry, Tami Green and Malcolm Millar

COMMISSIONER

PRESENT VIA ZOOM: Kim Gillet, Ann Minton, Andrew Morris, and Sam Tucker, Vice Chair.

COMMISSIONERS

ABSENT: Tami Green

PLANNING STAFF: Robert Waldher, Community Development Director, and Shawna 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 6:31PM and read the Opening Statement.

NEW HEARING

TYPE III LAND DIVISION, REPLAT REQUEST #LD-5N-915-24: JUAN D. GONZALEZ, APPLICANT, JUAN D. GONZALEZ & JOANNA G. ROMERO, OWNERS. The applicants request approval to replat Lots 2 and 3 of Block 3 of the Charles Tracts Subdivision to change the original dividing lot line from an East-West direction to a North-South direction on the subject property located on Assessor’s Map 5N2827DB, Tax Lot 800. The land use standards applicable to the applicant’s request are found in Umatilla County Development Code Section 152.697(C), Type III Land Divisions.

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. Charlet Hotchkiss, Planner, stated the hearing is for a replat of Lots 2 and 3, Block 3, of Charles Tract Subdivision, in Hermiston, and to change the original dividing lot line from an East-West direction to a North-South direction.

Ms. Hotchkiss stated the applicant indicated the reason was so both lots would have access to Klaus Road, which is the improved road in that area. The property currently only provides access to the original Lot 3, on Block 3, onto Klaus Road. She stated East Third Street is currently unimproved and Highway 395 has restricted access. The applicant has proposed the new lot sizes would be identical with existing lots and the development on the lots would stay the same.

Ms. Hotchkiss explained that the subject property is located on the east side of Highway 395 on the southeast corner of Klaus Road and Highway 395 Intersection in Hermiston. She added, the Standards of Approval are found in the Umatilla County Development Code Section 152.697(C), Type III Land Division. Standards for reviewing a Replat generally consist of complying with development standards and survey plat requirements.

Ms. Hotchkiss stated notices of the applicant's request and the public hearing was mailed on November 29, 2024 to the owners of properties located within 250-feet of the perimeter of Lots 2 and 3 and to applicable public agencies. Notice was also published in the East Oregonian on November 30, 2024 notifying the public of the applicants request before the Planning Commission on December 19, 2024. No public comments were received.

Ms. Hotchkiss ended stating the Planning Commission was tasked with determining if the application satisfies all of the criteria of approval based on the facts in the record. The proposed Conditions of Approval address the survey and recording requirements with final approval accomplished through the recording of the final survey plat. The decision made by the Planning Commission is final, unless timely appealed to the County Board of Commissioners.

Commissioner Malcolm Millar had a question regarding the conditions of approval, specifically paying or prepaying property taxes to Umatilla County as a set precedent condition of approval.

Mrs. Carol Johnson explained anytime there is a change to either a replat, subdivision, etc. the Oregon Department of Revenue will not allow for that property to be readjusted or created without the property taxes to be paid and current. This includes the tax lien that goes on the property on July 1st for that upcoming tax year.

Applicant Testimony: None.

Opponents: None

Public Agencies: None

Rebuttal Testimony: None.

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 stated he feels this seems to be non-controversial and feels like they should approve the application.

Commissioner Tucker made a motion to recommend approval of Type III Land Division, Replat Request #LD-5N-915-24 based on foregoing Findings of Fact and Conclusions of Law.

Commissioner Standley seconded the motion. Motion carried with a vote of 9:0.

MINUTES

Chair Danforth called for any corrections or additions to the October 24, 2024 meeting minutes. No additions nor corrections were noted.

Commissioner Standley moved to approve the draft minutes from the October 24, 2024 meeting minutes, as presented. Commissioner Gentry seconded the motion. Motion carried by consensus.

OTHER BUSINESS

None.

ADJOURNMENT

Chair Danforth adjourned the meeting at 6:41PM.

Respectfully submitted,

Shawna Van Sickle,

Administrative Assistant