



CITY COUNCIL

Work Session Meeting Minutes
March 9, 2026

Mayor Primmer called the joint City Council and Planning Commission work session meeting to order at 6:00pm. Present were Councilors Roberts, Myers, McCarthy, Duron (arrived at 6:13pm), Linton, Barron, and Kelso. Councilor Hayward was excused. Planning Commissioners Janizee Serrano, Brian Misner, Ben Doherty, Dean Fialka, and Derek Caplinger. City Staff in attendance included: City Manager Byron Smith, Assistant City Manager Mark Morgan, City Attorney Richard Tovey, Finance Director Ignacio Palacios, Police Chief Jason Edmiston, Planning Director Clint Spencer, Assistant Planner Heather La Beau, and City Recorder Lilly Alarcon-Strong.

Mayor Primmer announced Audio/Visual issues with YouTube and stated City Recorder Alarcon-Strong will be working to correct these issues during the meeting.

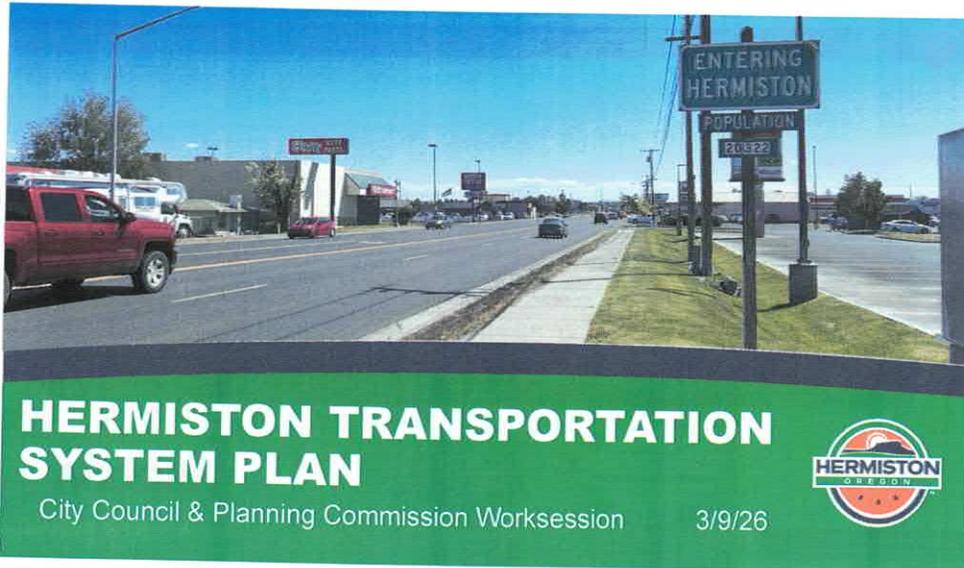
Hermiston Transportation System Plan Update and Recommendations

Planning Director Clint Spencer introduced Nick Foster from Kittelson & Associates, Marcy McInelly from Urbsworks, and Cherly Jarvis-Smith from ODOT and presented information (PowerPoint Presentation attached) regarding:

- Transportation System Plan Project Overview- project process timeline, different transportation options, roadway owners inside of city limits and urban growth boundary to include Umatilla County and ODOT, needs, goals, prioritizing projects using guiding principles, and potential funding sources
- Community Engagement Efforts- to include outreach made via in-person events, virtual open houses, surveys, and Advisory Committee meetings
- Projects, Programs, and Plans- prioritizing safe routes to schools, bringing streets up to modern standards, and improve connectivity throughout the City; highlighting potential new roadway extensions, existing roadways, and intersection projects; reviewing pedestrian and bicycle system; and improving bus stops throughout the city with continued support from partnership with Kayak
- Code Amendments- auditing the city's code, recommending amendments; reviewing areas of focus to include issues with current standards, connectivity, residential and high traffic streets
- Next Steps- Although projected final TSP was scheduled for Spring of 2026 this has been pushed to Summer of 2026

Adjournment

After additional discussion and answering questions from the Council and Planning Commission, Mayor Primmer ended the work session at 6:53pm and stated the City Council would convene for their regular council meeting at 7:00pm.



AGENDA

- Project Overview
- Community Engagement
- Projects, Programs, and Plans
- Code Amendments
- Next Steps



WHAT IS A TRANSPORTATION SYSTEM PLAN?

- Long-range
- All transportation modes
- Vision and goals
- Needs
- Prioritized projects
- Potential funding sources



PROJECT SCOPE

- Public roads within Hermiston urban growth boundary
- Roadway owners
 - City of Hermiston
 - Umatilla County
 - ODOT



PROJECT PROCESS

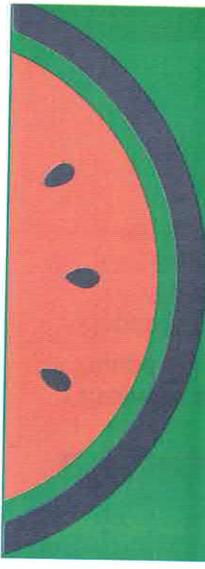


VISION

Hermiston will strive towards a safe, efficient, and reliable transportation network that meets the needs of, enhances the quality of life of, and supports the mobility of all transportation users.

GUIDING PRINCIPLES





COMMUNITY ENGAGEMENT

ENGAGEMENT AT A GLANCE

3 Outreach periods	3 Virtual open houses and surveys
5 In-person events	264 Survey responses/online comments
120+ People interacted with in-person	3 Technical Advisory Committee meetings



ENGAGEMENT ROUND 1

- 2 youth workshops + HS class online participation
- Pop-Up event at high school football game
- Tabling event at Melonfest
- Project website and virtual open house



ENGAGEMENT ROUND 2

- Tree Lighting Celebration
- Project website and virtual open house



ENGAGEMENT ROUND 2 (CONTINUED)

- In-person budgeting:
 - Intersection projects - \$1,140
 - Bike & trail projects - \$1,040
 - Pedestrian projects - \$1,000
 - Roadway projects - \$700
- Online prioritization
 - Roadway projects – 4.2
 - Pedestrian projects – 4.0
 - Intersection projects – 3.9
 - Bike & trail projects – 3.2



ENGAGEMENT ROUND 2 (CONTINUED)

- Priority project locations:
 - US 395
 - OR 207 (including trail)
 - Highland Avenue (including 1st)
 - Orchard Avenue (including 1st)
 - Punkin Center Road
 - Umatilla River Trail
- Alternative preferences:
 - OR 207/NE 10th Street – Roundabout
 - Orchard Ave/1st Place – Disconnect Orchard Ave from US 395



ENGAGEMENT ROUND 3

- Project website and virtual open house
- Feedback on priority projects
 - 1st/Highland
 - 4th Street Reconstruction
 - 10th Street Reconstruction



**PROJECTS,
PROGRAMS, AND
PLANS**

ROADWAY AND INTERSECTION PROJECTS

- All users
 - Prioritize activity centers and regional impact
- Bring streets up to modern standards
- Improve connectivity
- Incorporate 2025 TSAP
- Safe Routes to Schools



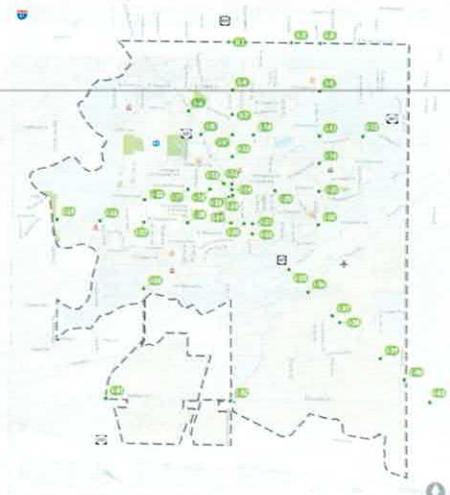
ROADWAY PROJECTS

- 61 projects
 - Modernization (24)
 - Street Extension (21)
 - New Street (8)
 - Safety/Access Management (4)
 - Realign (4)
- Active Transportation Elements
 - Bike Lanes (28)
 - Multi-Use Trails (11)
 - Sidewalks (40)



INTERSECTION PROJECTS

- 43 projects (not including roadway)
 - Safety (11)
 - Geometric (e.g., turn lanes, 11)
 - New Signal/Roundabout (17)
 - Bicycle/Pedestrian (3)
 - Stop Control (1)



ROADWAY PROGRAMS AND PLANS

- Functional classification changes
- Increase residential setbacks
- Street connectivity in development standards
- Permeable materials for off-street parking
- Cross-section updates
- Alternative Mobility Targets on US 395
- Update City TIA Threshold

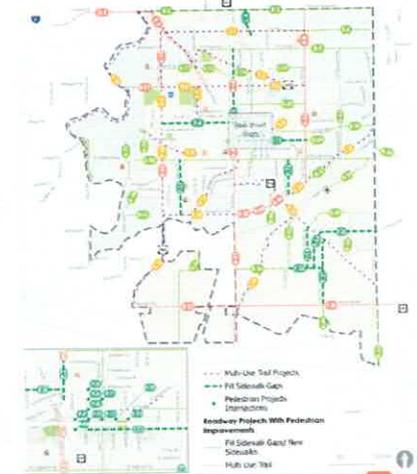
PEDESTRIAN AND BICYCLE SYSTEM

- Create complete streets for all users
- Fill in network gaps
- Leverage roadway projects to incorporate pedestrian and bicycle elements



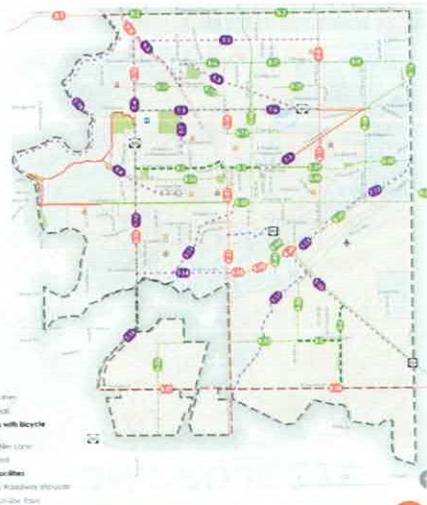
PEDESTRIAN SYSTEM

- Sidewalk gap filling projects (11)
- Curb extension projects (10)
- Additional pedestrian crossings (1)
- Roadway projects with pedestrian elements
 - Multi-Use Trails (11)
 - Sidewalks (40)



BICYCLE SYSTEM

- Bike lane projects (4)
- Trail projects (18)
- Roadway projects with bicycle elements
 - Bike Lanes (28)
 - Multi-Use Trails (11)



PEDESTRIAN/BICYCLE PROGRAMS & PLANS

- Update standard street cross-sections
- Develop and implement a process for filling in sidewalk gaps and enhancing crossings along walking routes to schools.



TRANSIT SYSTEM

- Four potential mobility hub locations
- Tri-Cities to Hermiston route
- Umatilla County Transit Development Plan identified a stop improvement



TRANSIT PROGRAMS

- Develop a program to prioritize and improve bus stops throughout the city.
- Maintain current taxi-based paratransit service and adapt as needed to evolving needs within the city.
- Continue to partner with Kayak for fixed-route public transit services.



Source: City of Hermiston

RAIL & PIPELINE

- No independent rail projects
- 6 roadway and 11 intersection projects may affect crossings
- Several trail projects require RR coordination
- No pipeline projects were impacted
 - City should continue to coordinate with pipeline operators on individual project impacts

CODE AMENDMENTS

CODE AMENDMENTS

- Current task: Code audit
- Next task: Line-by-line amendments
- Focus: Residential neighborhoods
- Set the transportation stage for housing related amendments
- Sections audited:
 - Subdivision
 - Streets
 - Public works standards (cross sections)
 - Traffic impact analysis (TIA)

AREAS OF FOCUS

- Streets and alleys
- Connectivity
- Where residential neighborhoods and major streets meet

STREETS – ISSUES WITH CURRENT STANDARDS

- Wide streets and alleys invite speeding
- One size street does not fit all neighborhoods
- Additional options for developers
- Right sizing street requirements for residential development and low traffic volume streets
- Constrained right of way: Clear guidance on priorities
- Walkable, bike-able, safer, greener neighborhood streets
- Plant strip (park strip) options – street trees, swales
- Adds value to residential neighborhoods - appreciate in value over time

CONNECTIVITY

- Connectivity means people can get around their neighborhoods safely and easily
- Connect to destinations like schools, stores, and transit
- Works for everyone, whether driving a vehicle, walking, or biking
- Issues with current standards
 - Blocks are large (long)
 - Require inconvenient, out of direction travel, especially for people on foot
 - When blocks are smaller and there are more streets they can share traffic
 - Goal: Keep traffic volume low on residential streets

WHERE RESIDENTIAL NEIGHBORHOODS AND MAJOR STREETS MEET - ISSUES

- Busy, high traffic volume streets next to homes
- Plant strip (park strip) provides an important buffer
- Protects people walking on the sidewalk and buffers homes that face the street
- Street trees and landscaping are important
- Develop a street plan:
 - Require a planting strip, buffered sidewalk, street trees, and HOA maintenance
 - Maximum spacing between intersections (300 feet)
 - No rear yards onto a collector, only side yards
 - Require one driveway per two lots onto collectors creating a shared driveway (result: no backing out onto collectors)
- Good streets help residential neighborhoods appreciate in value over time



NEXT STEPS

