

MEMORANDUM

TO: Clinton Spencer, Planning Director, City of Hermiston
CC: Kelli Martin, P.E., Region 5 Access Management & Lead Roadway and Specifications Engineer, ODOT
FROM: Larry Frostad, P.E., P.T.O.E., Ardurra
Conner Hansen
DATE: July 14, 2026

SUBJECT: 4th Street Townhomes Project Trip Generation & Distribution Letter

This memorandum serves as the Trip Generation and Distribution Letter (TG&DL) prepared for the 4th Street Townhomes project proposed in Hermiston, Oregon. The Letter provides a preliminary assessment of the development's traffic volume impacts on surrounding area and adjacent streets to the project, as a function of the project approval process and for use in determining the need and scope of further documentation in a project Traffic Impact Analysis. The City of Hermiston is the lead land use jurisdiction, and ODOT is an interested party per the proximity to US 395 and Oregon State Route 207. Additional agencies may comment per invitation of City staff.

PROJECT DESCRIPTION

The 4th Street Townhomes project is a proposed development of 21 Single Family Attached Townhomes on a +/- 1.22 acre parcel (Umatilla County tax parcel account number 119019) situated on the east side of NE 4th Street north of Oregon State Highway 207 (Elm Avenue) within Hermiston, Oregon. Access to the existing street network is proposed via a connection to NE 4th Street. Site development is anticipated to be completed in 2027.

Figure 1 shows the location of the 4th Street Townhomes project. A site plan is provided in Figure 2. The site plan is subject to change during design and review.

TRIP GENERATION

Trip generation was established using methodology outlined within the Institute of Transportation Engineers (ITE) Trip Generation Manual (12th Edition, 2025). The Manual is a nationally recognized and locally accepted method for forecasting trip generation for a range of commercial, retail, and residential land uses. The methods were developed based on surveys of land uses situated throughout the United States.

ITE Land Use Code 215 was used for the purpose of trip generation. A description of this code is provided below:

Single-Family Attached Housing (ITE Land Use 215) Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space. This land use includes duplexes (defined as a single structure with two distinct dwelling units, typically joined side-by-side and each with at least one outside entrance) and townhouses/rowhouses (defined as a single structure with three or more distinct dwelling units, joined side-by-side in a row and each with an outside entrance).

The Fitted Curve Equation was used to forecast PM trips, being supported by sufficient studies (> 20) and sufficient coefficient of determination (> 0.75). Average Rate was used for the AM trips as the Fitted Curve does not calculate trips for fewer than 35 units.

Note that calculations from the Trip Generation Manual yield total trips. However, not all trips are new to the street network. Internal, Pass-by, and Diverted are terms used to describe the trip types that typically comprise total trips for a commercial project. Trip types and applications were identified using the *Trip Generation Handbook* (ITE, 2021). A description of ITE trip types and applicability for this project is as follows:

- **Internal Trips.** These trips travel between land uses of a multi-use, commercial project without using the adjacent roadway system as accomplished by local streets or through shared parking lots and access easements. An example for this project is a resident going to/from the coffee shop or restaurant located in the building. These trips are calculated using procedures and spreadsheet for *NCRHP Report 684_Internal Capture for Mixed-Use Development*. There are no Internal Trips with this project.
- **Pass-By/Diverted.** Trips attracted to/from adjacent streets or nearby streets as travelers commute between origins and destinations. These are addressed as turning trips diverted at a project approach or intersection, noted as an impact only to streets in-route between the initial travel route and proposed land use. Thus, they are only considered to impact a project approach and streets/intersections are along the diverted routes of travel. These are not considered a gain in traffic as they already exist within a commute. Pass-By / Diverted trips are not calculated for this project.
- **Net-New.** These are the trips that remain following the adjustments for Internal, Pass-by, and Diverted trips. These trips represent added system trips, having an impact not only on project driveways, but also on intersections, and streets aligned en-route between originating land uses and the project site.

Trip generation is shown below in Table 1 for typical Weekday, AM, and PM peak hours of adjacent streets, representing the impact of the project on the morning and evening rush hours.

Table 1. Trip Generation – 4th Street Townhomes

ITE Land Use Code	Units	Weekday	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
215 Single-Family Attached Housing	21	138	2	8	10	2	2	4
Net New Project Trips		138	2	8	10	2	2	4

Source: ITE Trip Generation Manual (12th Edition)

As shown, the 4th Street Townhomes project is expected to generate 138 New Weekday trips with 10 of those trips occurring in the AM peak hour and four occurring in the PM peak hour.

TRIP DISTRIBUTION AND ASSIGNMENT

The distribution and assignment of new project trips provide an initial impact assessment to help identify where volume changes are anticipated on the transportation network. The type of development, location of businesses and other residential land use attractions, and the roadway network influence trip distribution.

The project is accessed via NE 4th Street. Attractions include shopping directly to the west and the signalized intersection to the south to facilitate turning movements. The resulting trip distributions and associated Weekday, AM, and PM trip assignments are shown with Table 2.

Table 2. Trip Distribution and Assignment – New Trips

Origin/Destination	ADT ¹	Distributions	Trip Assignments		
			Weekday	AM	PM
OR 207 (Elm Street)	N/A				
- To/From West of 4th		45%	62	4	2
- To/From East of 4th		25%	34	3	2
4 th Street	N/A				
- To/From North of Site		20%	28	2	0
- To/From South of OR 207		10%	14	1	0
Trip Totals	N/A	100%	138	10	4

1. Not Available

IMPACT ASSESSMENT AND AREA

General practice is that any major intersection anticipated to support 25 or more new peak hour trips is identified for consideration of further evaluation. A “major” intersection is generally defined as the junction of two roadways classified as collectors or arterials. NE 4th Street is a Minor Arterial north of OR 207-Elm Avenue and a Major Collector south. OR 207 is functionally classified as a State Highway – Minor Arterial. To the west, US 395 is a Principal Arterial.

No major intersections are forecast to receive more than 25 project trips.

Per Section 5.D.1. of City of Hermiston Public Works Standards (February 2024), the City may require a TIA for projects that generate 1,000 or more Weekday trips, or for project locations where *"traffic characteristics could affect traffic safety, access management, street capacity, or known traffic problems or deficiencies in a development's study area"*. From review of the available information, the criteria do not appear to be met with this project.

Pedestrian frontage improvements are assumed per the Public Works Standards, although the type and exact location of crossings have not been shown on the Site Plan. The current driveway location is more than 250' from Elm Avenue.

SUMMARY

The 4th Street Townhomes project is a proposed development of 21 Single-Family Attached Townhomes on a +/- 1.22 acre parcel situated on the east side of NE 4th Street north of Oregon State Highway 207 (Elm Avenue) within Hermiston, Oregon. Access to the existing street network is proposed via a connection to NE 4th Street. Site development is anticipated to be completed in 2027.

Trip generation was determined using data from the ITE Trip Generation Manual 12th Edition. The project is anticipated to generate a total of 138 Weekday trips, with 10 trips during the AM peak hour and four trips during the PM peak hour. Trips were distributed to the network based on residential density and complementary land uses in the vicinity of the site. No intersections of functionally classed facilities were identified to receive more than 25 project trips.

This ends the Trip Generation and Distribution Letter prepared for the 4th Street Townhomes project in support of the transportation concurrency process. Please contact our office with questions and/or comments.