Section 3 Transportation System Inventory

3 TRANSPORTATION SYSTEM INVENTORY

This section summarizes the existing transportation system inventory within the St. Helens Urban Growth Boundary (UGB). An inventory of existing multimodal facilities along with rail, air, pipeline, and water service is presented herein. Details of the transportation system inventory are included in Technical Memorandum 2: Existing Conditions, which is provided in the Volume 2 Technical Appendix.

Policy and Code Review

This update needs to ensure that the City's TSP is consistent with local and state transportation policies and standards and that it is coordinated with the transportation plans of Columbia County. To meet these objectives, a review and evaluation of existing plans, policies, standards, and laws that are relevant to the TSP update was conducted. Detailed information from this review, including a complete list of the documents reviewed, can be found in Technical Memorandum #1: Background Document Review, which is provided in the Volume 2 Technical Appendix.

The summary of federal, state, regional, and local documents, as they relate to transportation planning in the St. Helens, provided the policy framework for the TSP planning process. State documents and requirements were summarized as they applied to the St. Helens TSP, as were Columbia County policies and regulations that had potential impacts on the St. Helens transportation system.

A number of local documents were also reviewed for policies that could impact the TSP. Documents reviewed include the *St. Helens Comprehensive Plan* (2006), the *St. Helens Transportation System Plan* (1997), the *St. Helens Bikeway Master Plan* (1988), the *City of St. Helens Public Facilities Plan* (1999), the *City of St. Helens Waterfront Development Plan* (2010) and the *City of St. Helens Economic Opportunity Analysis* (2008). Locally adopted policy documents were also reviewed (such as the *St. Helens Development Code* and the *St. Helens SDC Water, Wastewater, Stormwater, Transportation, and Parks System Development Charge Study Final Report* (2008)) to ensure consistency between adopted policy and the TSP.

The regulatory review includes an assessment of City Ordinances and how well they comply with the requirements of the State's TPR. The review summarizes the requirements of TPR Section 660-12-0045 (Implementation of the Transportation System Plan), lists the applicable implementation elements of the TPR, and demonstrates where the adopted City regulations comply, or where amendments to code language are needed to comply, with the TPR. The recommendations were executed by the development of draft code language (see Section 9, Ordinance Modifications).

Street System

Highways and streets are the primary means of mobility for St. Helens' citizens, serving the majority of trips over multiple modes. Pedestrians, bicyclists, public transportation, and motorists all utilize public roads for the majority of their trips.

JURISDICTION

Public roads within the UGB are operated and maintained by three separate jurisdictions: the City of St. Helens, Columbia County, and the Oregon Department of Transportation (ODOT). Each jurisdiction is responsible for the following:

- Determining the road's functional classification;
- Defining the roadway's major design and multimodal features;
- Maintenance and operations; and,
- Approving construction and access permits.

Coordination is required among the three jurisdictions to ensure that the transportation system is planned, operated, maintained, and improved to safely meet public needs. Figure 3-1 illustrates the existing street system and which agency is responsible for each street within the UGB.

FUNCTIONAL CLASSIFICATION

A street's functional classification reflects its role in the transportation system and defines desired operational and design characteristics such as pavement width, right-of-way requirements, driveway (access) spacing requirements, and the appropriate type of pedestrian and bicycle facilities. The City's 1997 TSP defines the functional classification hierarchy outlined below.

Major Arterials: These facilities carry the highest volumes of through traffic and primarily function to provide mobility within the community. Major arterials also provide continuity for intercity traffic through the urban area. The only major arterial in St. Helens is the Lower Columbia River Highway (US 30).

Minor Arterials: These facilities interconnect and augment the major arterial system and accommodate intracity and intercity trips. Minor arterials provide connections between residential, shopping, employment, and recreational activities within the community.

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Collector: These streets provide both access and mobility within neighborhoods, and commercial and industrial areas. Collectors gather traffic from local streets and serve as connectors to arterials.

Local Streets: The primary function of these streets is to provide access to residential and other properties within neighborhoods. Ideally local streets should not intersect arterials; however, there are several locations where they do in St. Helens.

Figure 3-2 illustrates the current functional classification of the streets within the UGB. As shown, many of the roadways designated as minor arterials on the west side of US 30 have direct access from local streets. Further review indicates that many also provide direct access to residential driveways and are posted with comparatively low travel speeds. There are relatively few north-south roadways designated as collectors or minor arterials. Recommended changes to the functional classification system are presented in Section 7. ODOT has a separate classification system to guide the planning, management, and investment for state highways. The Oregon Highway Plan (OHP – Reference 1), designates US 30 as a Statewide Freight Route within the UGB. This designation reflects the roadway's function, providing the primary route linking communities such as Astoria, Clatskanie, Rainer, Prescott, and Columbia City to the north with St. Helens, Scappoose, and the greater Portland metropolitan area to the south.

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TRUCK ROUTES

The existing designated truck routes were established to limit heavy truck traffic on local streets while connecting the industrial areas within St. Helens to US 30. Figure 3-3 illustrates the existing designated truck routes through St. Helens.

Each of the truck routes were qualitatively evaluated to determine if there is sufficient width along the roadways and at intersections to accommodate wide turning movements associated with large trucks. West of US 30, both Sykes Road and Pittsburg Road are relatively narrow streets through predominantly residential areas; however, the routes are relatively straight and do not require significant turning movements. East of US 30, relatively few of the truck routes have curbs or sidewalks provided at the intersections, therefore, large trucks can utilize the extra shoulder space to turn. Where curbs do exist, such as at the Old Portland Road/Kaster Road intersection, the turning radii is sufficient to accommodate wide turning movements.

Currently, many of the truck trips to and from the industrial areas east of US 30 access US 30 at Gable Road because it is signalized. This routing pattern results in a relatively heavy volume of truck traffic on Gable Road that would otherwise use Old Portland Road to travel further south to US 30. Some of the longer trucks (such as power pole delivery trailers) have a difficult time completing turning movements at the Gable Road/US 30 intersection. Consequently, alternate routes are utilized. This has caused problems where such trucks reportedly have been struck by other vehicles as they attempt to negotiate a turn at the Bennett Road/US 30 intersection. Pilot vehicles are now being used to accompany power pole trucks through the intersection to alert other drivers of the wide turning movement.

While large vehicles can generally navigate the designated truck routes, many of the routes have incomplete pedestrian and/or bicycle facilities. Old Portland Road, for example, is a designated truck and bicycle route; however, the roadway has no sidewalks or bicycle lanes south of Gable Road and offers relatively narrow travel lanes. The future pedestrian and bicycle plans documented in Section 7 recommend provision of a separate multi-use path along the east side of the roadway in part to reduce interaction with truck traffic.

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STREET SECTION STANDARDS

The 1997 TSP provided standard street cross sections for each of the functional classifications within the city. Per the TSP, these cross sections were intended to be implemented with some flexibility recognizing unique and special situations as appropriate. The cross section design standards from the 1997 TSP are summarized in Table 3-1 and illustrated in Figure 3-4.

Functional Classification	Sidewalk	Landscaping	Bicycle Lanes	On-Street Parking	Travel Lanes	Right-of-Way (feet)
Major Arterial	6'	5′	5′	None	(5) 12'-14'	102'
Minor Arterial	6'	None	8' Parking or Bicycle Lanes	(2) 14'	60'	
Collector Street	5′	None	None	8′	(2) 11'	60'
Local Street	5′	None	None	7′	(1) 12'-13'	50'

TABLE 3-1: EXISTING STREET SECTION STANDARDS

While individual local streets are not reviewed as part of the TSP update, the Oregon TPR requires that local governments offer "skinny street" standards for local streets in order to minimize pavement width and right-of-way. The Department of Land Conservation and Development's Neighborhood Street Design Guidelines (DLCD - Reference 2), indicates a street with a paved section wider than 28 feet is by definition not a "narrow street." The DLCD guidelines cite benefits of streets with reduced pavement widths including improved livability, improved safety, slower vehicle speeds, and reduced environmental impacts. The guidelines further indicate that narrow streets must meet the operational needs, including pedestrian and bicycle circulation and emergency vehicle access.

As shown in Figure 3-4, the cross sections provided in the TSP currently include two options that comply with the "skinny street" standard, showing the narrowest paved cross-section to be 20 feet wide². While the curb-to-curb road section is relatively narrow, the 50-foot right-of-way shown for the two skinny streets is relatively wide. Recommended changes to the City's street cross sections are provided in Section 7.

In addition to the TSP, the City of St. Helens also published roadway standards in the City's Community Development Code. City staff indicate the Development Code standards have been used to guide transportation improvements constructed in conjunction with new developments, not the TSP. Table 3-2 displays the Road Standards shown in the City's Community Development Code.

² Sidewalks are not considered part of the paved section.



Figure 3-4 and Table 3-2 show that the cross sections provided in the 1997 TSP are not consistent with the cross section standards shown in the City's Community Development Code. Recommended cross sections are provided in Section 7.

Type of Street	Right-of-way Width	Roadway Width	Moving Lanes	Bicycle Lanes
Minor Arterial	60'	36-48'	2-4	2-6′
Collector	60'	24-40'	2-3	2-5′
Local – Commercial, Industrial	50′	34'	2	2-4'
Local – Residential	50'	34'	2	2-4'
Residential Access – through street with less than 500 ADT	40-46'	24-28'	1-2	
Residential Access – cul-de-sac dead-ends (not more than 400 feet long and serving more than 20 dwelling units)	36-44'	24-28'	1-2	
Turnarounds for dead-ends in industrial and commercial zones only	50' radius	42' radius		
Turnarounds for cul-de-sac dead-ends in residential zones only	42' radius	35' radius		
<u>Allev</u> Residential Business or Industrial	16′ 20′	16′ 20'		

TABLE 3-2: DEVELOPMENT CODE REQUIRED MINIMUM RIGHT-OF-WAY AND STREET WIDTHS

Source: City of St. Helens Community Development Code, Section 17.152.030 Street

ACCESS MANAGEMENT

Spacing requirements for public roadways and private driveways can have a profound impact on transportation system operations as well as land development. Access management strategies and implementation require careful consideration to balance the needs for access to developed land with the need to ensure movement of traffic in a safe and efficient manner.

Access management generally becomes more stringent as the functional classification level of roadways increases and the corresponding importance of mobility increases. Exhibit 3-1 illustrates the general relationship between access and mobility.



Exhibit 3-1: Relationship Between Access, Mobility, And Functional Classification

ODOT Access Spacing Standards

Access spacing requirements for US 30 are implemented by Oregon Administrative Rule (OAR) 734, Division 51³ and relate directly to the functional classification of US 30 as both a Statewide Highway and Freight Route. Table 3-3 illustrates the current access spacing standards for public and private approaches along US 30 within St. Helens.

TABLE 3-3: CURRENT US 30 ACCESS SPACING STANDARDS FOR PRIVATE AND PUBLIC APPROACHES¹

Posted Speed (miles per hour)	Minimum Space Required *(feet)		
30 and 35	720		
40 and 45	990		
50	1,100		
≥ 55	1,320		

¹These access management spacing standards do not apply to approaches in existence prior to April 1, 2000 except as provided in OAR 734-051-0115(1)(c) and 734-051-0125(1)(c).

* Measurement of the approach road spacing is from center to center on the same side of the roadway.

OAR 734-020-470 identifies a desired minimum spacing of ½ mile (2,640 feet) for signalized intersections on statewide highways such as US 30.

³ Oregon Revised Statute (OAR) 734, Division 51, was amended in September 2005 to be consistent with August 2005 OHP revisions to Policy 1B. Specifically, the spacing standards in OAR 734-051 were amended to be consistent with the OHP tables in Appendix C, Access Management Standards.

US 30 has access points serving small commercial properties throughout the city that do not meet ODOT's access spacing standards for new construction. As private properties redevelop in the future, ODOT will review driveway spacing with respect to US 30 access spacing requirements and may determine that changes in land use require the consolidation or reconfiguration of existing accesses. ODOT retains the legal authority to close or restrict driveways on an as-needed basis if safety or other conditions warrant. In the interim, many of the existing driveways that do not conform with the access spacing standards may continue to operate acceptably due to: 1) relatively slow travel speeds, 2) separation of left and right-turn movements at many of the major intersections, and 3) the presence of a two-way left-turn lane (TWLTL) along US 30.

CURB AND GUTTER

The City requires curb and gutter be constructed along its street network in conjunction with adjacent development. Streets constructed in recent development areas generally provide curb, gutter, and sidewalks; however, many older roadways have not been improved with curb and gutter, which can limit the functionality of the roadway, particularly for pedestrians and bicycles.

OTHER STREET SYSTEM DEFICIENCIES

The following deficiencies were identified through review of the transportation network as well as through feedback from agency staff and the general public:

- Substandard pavement conditions were identified along a number of city roadways, including segments of Bachelor Flat Road, Ross Road, and Millard Road;
- Roadways within the city limits are generally not constructed to current city roadway standards;
- The traffic signal at the 18th Street/Old Portland Road intersection does not meet current Manual on Uniform Traffic Control Devices (MUTCD-Reference 3) standards. To correct existing deficiencies, the City of St. Helens should consider either of the following:
 - augment the existing intersection signal displays with a second signal head on each approach (this could be post-mounted in each quadrant) and consider adding pedestrian signal displays or,
 - Complete a traffic study per the requirements of the MUTCD and, based on the study findings, operate the intersection as either a two-way or all-way stop as appropriate, including provision of MUTCD-compliant signing and striping. If

two-way or all-way stop control is implemented, then the existing signal should either be turned off and removed or operated as a supplemental warning beacon in support of the new stop control per the engineering study recommendations.

- Significant queuing occurs during the morning and afternoon school peaks near the main entrance to Lewis and Clark Elementary School located near the 9th Street/Columbia Boulevard and 11th Street/Columbia Boulevard intersections and near the main entrance of McBride Elementary near the Columbia Boulevard/Sykes Road intersection.
 - Although morning and afternoon peak hour operations are not analyzed in the TSP Update, the City of St. Helens should consider how schools can be better served by the future transportation system.
- Turn lane vehicle storage deficiencies were identified by ODOT at the following intersections along US 30:
 - The southbound left-turn lane at Deer Island Road does not have enough left turn lane striping to meet minimum storage requirements.
 - The southbound right-turn lanes on US 30 at Deer Island Road, Pittsburg Road, Wyeth Street, and Achilles Road are substandard in length based on ODOT's current minimum storage and deceleration design requirements.
- Sight distance limitations were identified at the following intersections:
 - The eastbound approach to the US 30/Millard Road intersection has limited sight distance facing south along US 30 due to the placement of local advertising signs and the grading of the roadside.
 - The southbound approach to the 6th Street/Columbia Boulevard intersection has limited sight distance facing east due to the grade of 6th Street as well as onstreet parking along Columbia Boulevard east of the intersection.
- The current Ross Road/Bachelor Flat Road intersection configuration confuses motorists.

Pedestrian System

Pedestrian facilities serve a variety of needs, including:

 Relatively short trips (generally considered to be under a mile) to major pedestrian attractors, such as schools, parks, and public facilities;

- Recreational trips (e.g., jogging or hiking) and circulation within parks;
- Access to transit (generally trips under 1/2-mile to bus stops); and,
- Commute trips, where mixed-use development is provided and/or people have chosen to live near where they work.

Pedestrian facilities should be integrated with transit stops and effectively separate pedestrians from conflicts with vehicular traffic. Furthermore, pedestrian facilities should provide continuous connections among neighborhoods, employment areas, and nearby pedestrian attractors. Pedestrian facilities usually refer to sidewalks or paths, but also include pedestrian crossing treatments for high volume roadways.

The existing pedestrian network serving St. Helens is shown in Figure 3-5 along with major pedestrian attractors such as public schools and transit stop locations. As shown in Figure 3-5, relatively few of the arterial and collector roadways in St. Helens currently have sidewalks on both sides of the street.

The following street segments have been identified as having key gaps in the pedestrian system:

- Sykes Road between Summit View Drive and Columbia Boulevard;
- Gable/Bachelor Flat Road between Summit View Drive and US 30, and;
- Columbia Boulevard between Sykes Road and Gable/Bachelor Flat Road.

Each of these three streets serves as a major connectors between the residential areas east of US 30 and the St. Helens High School, McBride Elementary, and retail uses along US 30. Despite their prominent function, each street has incomplete sidewalks, bike lanes, curbs, and gutters as well as locations with constrained right-of-way.



PEDESTRIAN CROSSINGS AT INTERSECTIONS

All unsignalized intersections in Oregon are considered legal crosswalks and motor vehicles are required to yield the right of way to allow pedestrians to cross. However, compliance is not consistent statewide and pedestrians may have difficulty crossing high volume roadways. The city has several marked and unmarked crosswalks at unsignalized intersections along key roadway facilities such as Columbia Boulevard and St. Helens Street that rely on drivers to yield the right-of-way. These and other locations throughout the downtown area tend to have wide roadway cross sections that require pedestrians to cross not only the travel lanes, but also on-street parking lanes provided on one or both sides of a given roadway. The pedestrian environment at these locations could be enhanced and is further discussed in Section 6.

The City of St. Helens has been working to enhance pedestrian safety. For example, the North 6th Street/West Street intersection was converted to an all-way stop control intersection and a curb extension was added to the southwest corner in June 2010 to facilitate safe pedestrian movements at the intersection. In addition, all of the signalized intersections on US 30 in St. Helens as well as the 18th Street/Columbia Boulevard intersection have pedestrian crossing signals.

Figure 3-5 also illustrates the location of known pedestrian crossings deficiencies based on input from City staff and the general public through an internet-based interactive map. Recommended improvements at each of these intersections are provided in Section 7.

Bicycle System

Similar to pedestrian facilities, bicycle facilities (including dedicated bicycle lanes in the paved roadway, multi-use paths shared with pedestrians, etc.) serve a variety of trips. These include:

- Trips to major attractors, such as schools, parks and open spaces, retail centers, and public facilities;
- Commute trips;
- Recreational trips; and
- Access to transit, where bicycle storage facilities are available at the stop, or where space is available on bus-mounted bicycle racks.

Figure 3-6 summarizes the existing bicycle facilities in St. Helens. As shown, several roadways east of US 30 currently have complete bicycle facilities, while west of US 30 the only completed bicycle facilities are located on Sykes Road between US 30 and Columbia Boulevard. Similar to the previously



identified pedestrian issues, improvements are needed along Gable/Bachelor Flat Road and Columbia Boulevard to provide better access to schools and retail areas.

Figure 3-6 also shows the location of known bicycle crossing deficiencies based on input received from City Staff and the St. Helens Pedestrian and Bicycle Committee. Recommended improvements at each of these intersections are provided in Section 7.

OREGON BICYCLE AND PEDESTRIAN PLAN

The following general guidelines were derived from the Oregon Bicycle and Pedestrian Plan (Reference 4).

- Dedicated bicycle facilities should be provided along major streets where automobile traffic speeds are significantly higher than bicycle speeds.
- Bicycle facilities should connect residential neighborhoods to schools, retail centers, and employment areas.
- Allowing bicycle traffic to mix with automobile traffic in shared lanes is acceptable where the average daily traffic (ADT) on a roadway is less than 3,000 vehicles per day. Lower volume roadways should be considered for bike shoulders or lanes if anticipated to be used by children as part of a Safe Routes to School program.
- In areas where no street connection currently exists or where substantial out-of-direction travel would otherwise be required, a multi-use path may be appropriate to provide adequate facilities for bicyclists.

BICYCLE FACILITIES

The 1997 TSP implemented the 1988 St. Helens Bikeway Master Plan (Reference 5). The plan identified several facilities that were complete as of 1988, including US 30, Sykes Road between Columbia Boulevard and Matzen Street, Oregon Street north of West Street, West Street east of Oregon Street, 16th to 15th Street, and parts of 6th Street, 4th Street, and Old Portland Road. The plan also identified several proposed facilities, including along Pittsburg Road east of Vernonia Road, Vernonia Road, Columbia Boulevard, Gable Road, a connection between Millard Road and Old Portland Road, and others. As of 2011, the following facilities identified as needed in the 1988 plan have been completed:

Columbia Boulevard east of US 30

- Gable Road east of US 30
- Old Portland Road north of Gable Road

Public Trail System

Figure 3-7 illustrates the public trail system located within the city, including facilities within the Dalton Lake Recreational Area. The Draft Conceptual Dalton Lake Recreational Plan, developed in July 2010, identifies several opportunities and constraints associated with each trail within the system, including the potential development of observation and picnic areas. In addition to several side trails and footpaths, the following major trails are located within the Dalton Lake Recreational Area:

- Rutherford Parkway: an existing 8-foot wide paved multi-use path that extends north of Oregon Street connecting St. Helens with Columbia City to the north.
- Dalton Lake West Path: a dirt road along existing electrical transmission lines that connects Rutherford Parkway to the trail system within the Dalton Lake recreational area.
- Dalton Lake East Path: a gated gravel road path that extends east of Rutherford Parkway and south along the edge of the Columbia River.
- Madrona Court Trail: a narrow trail that extends north from the Crestwood Mobile Home Court to Dalton Lake West Path.

Safe Routes to School

In Oregon, elementary-age children living within a mile of school and middle school-age children living within 1.5 miles of school typically are not eligible to receive bus service. An exception to this general rule is found in St. Helens where pedestrian routes that require crossing railroad tracks (such as the Portland & Western Railroad) are provided with bus service. Safe Routes to School (SRTS) seek to encourage and enhance walking and bicycling by students.

SRTS program efforts are typically administered by the local school district directed to these students and are built around 5'E's: Education, Encouragement, Enforcement, Engineering, and Evaluation. The goals of the Oregon SRTS program are to increase the ability and opportunity for children to walk and bicycle to school; promote walking and bicycling to school and encourage a healthy and active lifestyle at an early age; and facilitate the planning, development and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption and air pollution within two miles of a given school (Reference 6).



The St. Helens School District does not currently have a formal SRTS Program. While development of a SRTS program was not part of this TSP Update, identification of deficiencies within the pedestrian and bicycle network near the four major public schools in St. Helens was considered. In addition, an internet-based reporting mechanism was used to solicit specific information from students and the general public regarding inadequacies along key travel routes between neighborhoods and schools. Though not a comprehensive inventory, the following deficiencies were derived from the information collected, and could be used in part for a future SRTS program.

- There are virtually no sidewalks and no transit pullouts or shelters to serve several residential neighborhoods along Pittsburg Road.
- There are incomplete sidewalks along Gable Road from Columbia Boulevard to the St. Helens High School.
- There are no sidewalks or bike lanes between the Firlock Park development and the St.
 Helens High School, which serves as a transfer location for other schools in St. Helens.
- There are also no sidewalks or bike lanes between the Sherwood Estates area with either the St. Helens High School or McBride Elementary.

Public Transportation System

Public transportation within Columbia County includes fixed-route, flex-route, and dial-a-ride services provided by the Columbia County Transit Division. In addition, limited specialized dial-a-ride services are offered by various providers for special-needs populations, such as senior citizens. Each of these services is described below.

COLUMBIA COUNTY RIDER

The Columbia County Transit Division is the largest transit service provider in Columbia County, operating under the name Columbia County Rider (CCR). The types of services offered by CCR consist of the following:

- Fixed routes that operate on a fixed schedule along a specified route and stop only in designated locations;
- A flex route that operates on a fixed schedule and stops at certain designated locations on each trip, but is also allowed to make a limited number of deviations off-route each trip to pick up and drop off passengers at other locations; and

 Dial-a-ride service throughout the County that operates on an advance-reservation basis, picking up and dropping off passengers at locations of their choosing. Rides can be scheduled up to one week in advance, and depending on space availability, riders may be able to reserve on the day of their desired trip.

CCR provides fixed-route service through the County along US 30 and within the cities of St. Helens and Scappoose, as well as Dial-A-Ride service throughout the entire County.

FIXED-ROUTE SERVICE

CCR currently operates two fixed routes with the city:

- St. Helens Portland; and
- St. Helens PCC Rock Creek and Willow Creek Transit Center

The St. Helens – Portland route currently operates 10 times per weekday, with five morning and five afternoon departures. The first trip of the day leaves St. Helens Medical Mall at 5:50 a.m. and is scheduled to arrive in downtown Portland at 7:00 a.m., with intermediate stops in Warren and Scappoose. The last trip departs St. Helens Medical Mall at 5:00 p.m., arrives in downtown Portland at 6:00 p.m., and returns to St. Helens between approximately 7:00 and 7:10 p.m. Adult fares are currently \$3.30 one-way for local trips between St. Helens and Scappoose and \$4.80 one-way for trips between Columbia County and Portland. Reduced fares of \$2.05 and \$3.80, respectively are available for riders under 10 years old, students, riders 55 and over, and persons with disabilities. Monthly passes are available for \$106.80 (adult) and \$91.80 (reduced fare) and are valid on all Columbia County fixed-route services.

The St. Helens – Portland Community College (PCC) Rock Creek operates six times per weekday, with three morning and three afternoon departures. The routing is the same as the St. Helens – Portland route while in Columbia County; however, this route travels via Cornelius Pass Road to PCC Rock Creek, Tanasbourne Shopping Center, and TriMet's Willow Creek Transit Center in Washington County. The scheduled travel time for this route is approximately 80-90 minutes end-to-end. Departures are scheduled every two hours from St. Helens, between 6:30 a.m. and 4:30 p.m. Return trips from Willow Creek operate between 7:25 a.m. and 5:25 p.m., with departures from PCC occurring approximately 11 minutes later on each trip. Connections are available to several TriMet bus lines and the MAX Blue line, providing Columbia County residents the ability to reach other destinations in Washington County and beyond. Fares are the same as the downtown Portland route.

FLEX-ROUTE SERVICE

Columbia County recently started Flex-Route service between St. Helens and Scappoose in an effort to reduce the number of dial-a-ride trips between the two cities. The route operates with 90-minute headways. Its first run begins at 9:00 a.m. and the last run begins at 4:30 p.m., for a total of 7.5 hours of service. The Flex-Route operates differently than the fixed routes in that it will make a certain number of deviations from its standard route, upon request. Deviations are limited to a maximum of 10 minutes per trip. Flag-down stops are also allowed where safe within St. Helens (but not on US 30). The fare is \$1.50 for all trips and riders.

Because the Flex-Route can deviate off-route to pick up passengers who are not able to travel to one of the standard stop locations, ADA "complementary paratransit" service is not required for this route.

DIAL-A-RIDE SERVICE

Dial-A-Ride service is available to all Columbia County residents. The service is available to operate from 6:30 a.m. to 6:30 p.m., Monday through Friday. The contractor is required to provide a minimum of 8 hours of service each weekday during this time period. Passengers may call ahead or submit an online request form to schedule a ride, from one day up to one week in advance. This service will transport the individual from the requested pick-up location to the requested drop-off location. Fares for travelers vary by distance, ranging from \$1.80 for trips within the same city, up to \$25.00 for the longest trips currently programmed.

Rail Service

PASSENGER RAIL

St. Helens currently has no passenger rail service. The closest passenger rail service is located approximately 26 miles north of St. Helens in Kelso, Washington where Amtrak provides service via the Kelso Station. Additional service is provided by Amtrak via the Union Station located approximately 35 miles south of St. Helens in Portland, Oregon.

FREIGHT RAIL

Freight rail service is provided through and within St. Helens by the Portland & Western Railroad. The "Portland-Astoria Line" connects the cities of Astoria, Clatskanie, Rainier, Columbia City, St. Helens,

and Scappoose with Portland & Western's facilities and the Burlington Northern Santa Fe Railroad (BNSF) in Portland.

Two rail studies have been recently completed that considered freight rail needs in St. Helens: the Lower Columbia River Rail Corridor Study/US 30 Intersection Study and the Lower Columbia River Rail Corridor/Rail Safety Study (References 7 and 8). The Lower Columbia River Rail Corridor/Rail Safety Study reports between four and six trains per day currently travel through St. Helens.

TRACK CONDITIONS

The Portland & Western Railroad, working with the ODOT Rail Division, recently completed an upgrade of its track between the junction with BNSF in Portland and Port Westward (north of St. Helens). All but five miles of the 54-mile connection to Port Westward have been upgraded with heavy rail to allow for safe and efficient movement of heavy-haul unit trains along the corridor. The maximum authorized speed for freight trains in St. Helens is 25 miles per hour, reflecting a designation as Class 2 track under Federal Rail Administration rating criteria.

RAIL YARD

The Portland & Western Railroad operates a rail yard in St. Helens east of US 30 that is generally situated north of Gable Road and south of Columbia Boulevard. The rail yard supports local customers served by the railroad, offering a location to stage and switch rail equipment. Trespassing is prohibited, though the yard area is not currently fenced.

IMPROVEMENT NEEDS

The two rail studies examined existing and future rail needs and impacts to the US 30 corridor. Key existing conditions needs identified through the studies included:

- Fencing the St. Helens rail yard, particularly along US 30;
- Alternative roadway travel routes parallel to US 30;
- Removal of abandoned tracks near the former Stimson Lumber mill site adjacent to Deer Island Road⁴;
- Lack of pedestrian attention to the rail crossing at Gable Road, especially related to students walking to St. Helens High School and unaware of approaching trains; and

⁴ Note: the abandoned railroad tracks will be removed in conjunction with a planned transit center at the former mill site.

 Lack of eastbound storage for vehicles leaving US 30 and queued awaiting passage of a train; this was noted as a particular concern for southbound left-turns from US 30 who can be stopped by passing trains and trapped in their turn maneuver.

Air Service

There are three airports within close proximity to St. Helens, including:

- The Portland International Airport, located approximately 35 miles south of St. Helens, is a public airport that provides worldwide passenger and freight service.
- Scappoose Industrial Airpark, located approximately 7 miles south of St. Helens, is a public airport owned and operated by the Port of St. Helens that provides general aviation services to the St. Helens area.
- The Southwest Washington Regional Airport, located approximately 18 miles north of St. Helens in Kelso, Washington, is a public airport that provides general aviation services to southwest Washington and the St. Helens area.

Pipeline Service

A high pressure gas transmission line, owned and operated by Northwest Natural Gas, runs along the Rutherford Parkway at the northern end of the city, US 30, and along Old Portland Road.

Surface Water Transportation

The Columbia River provides an opportunity for surface water transportation for the City of St. Helens. The city currently has one public and five private marinas and boat docks. The Port of St. Helens is a deep draft⁵ port with rail and highway connections.

⁵ Deep draft ports provide sufficient clearance for large oceangoing vessels to come alongside a pier to offload cargo directly onto the dock.