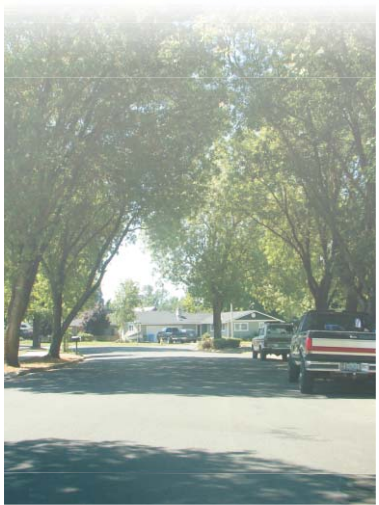
# Eagle Point

## Transportation System Plan

Prepared for

City of Eagle Point

December 2010

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# ACKNOWLEGEMENTS

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The contents of this document do not necessarily reflect views or policies of the State of Oregon.

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# CHAPTER 1 EXECUTIVE SUMMARY

**Chapter 1** serves as the executive summary of the Eagle Point Transportation System Plan (TSP) update, created in 2009. It provides an overview of the Plan background, its purpose, and a summary of the key elements incorporated. Note, the executive summary has been written assuming the TSP and Development Code amendments are ready for adoption and the recommended amendments have been incorporated into the documents.

## EAGLE POINT TO DATE

In September 2001, the City of Eagle Point adopted its existing Transportation System Plan (TSP). The document is designed to provide a framework for the community's future growth. According to the Portland State University Center for Population Research and Census (PSU), in 1998, when the TSP planning process began, the City's transportation system served approximately 4,325 residents. In the ensuing decade, the City has grown to approximately 8,730 residents, based on 2008 population estimates. The 2001 TSP identified transportation policies, improvement projects and transportation related programs necessary to support a population forecast of 9,217 residents by 2017.

Changes to Regional and State plans affect transportation planning in the City of Eagle Point. The primary purpose of the update to the 2001 TSP is to fulfill the Transportation Planning Rule (TPR) requirements for comprehensive transportation planning. Several elements have been incorporated into the TSP, not only to meet State requirements, but to provide the City with the tools needed to develop a multi-modal transportation system to serve future local and regional demands. The proposed additional elements within the TSP are described in the following sections:

## PROVIDE NEEDED GROWTH TOOLS

In order for a community to grow in an effective manner, various planning tools are needed. These tools provide guidelines and standards for specific transportation elements to ensure roadway network improvements are well planned and consistent throughout the City. They also provide City staff with the necessary means to direct the design of future roadway projects and properly determine the improvements needed to accommodate new developments.

## COMPLETE STREET FUNCTIONAL CLASSIFICATIONS

The functional classification map in the TSP has been updated to reflect the future roadway network and land uses. Designating intended functions of roadways allows for proper design and management to achieve travel objectives and provide a balanced transportation system.

## STREET SPACING STANDARDS AND ACCESS MANAGEMENT STRATEGIES

Proper implementation of access management strategies promotes reduced congestion, reduced accident rates, less need for additional highway capacity, conservation of energy, and reduced air pollution. Street spacing standards are used to develop a connected and balanced street system. Poor street connectivity and long block lengths deter walking trips, as they require extensive amounts of out-of-direction travel. In addition, uncontrolled access of private driveways to public streets can create traffic congestion and safety issues. Access management strategies balance the need to provide efficient, safe, and timely travel with the ability to allow access to individual destinations.

The TPR requires that local governments establish standards for street and access spacing supporting safe and convenient walking opportunities. Eagle Point's adopted Transportation Design Standards implement both TPR and TSP requirements, establishing maximum and minimum street spacing standards, or specific alternatives therefore, for all streets under the City's jurisdiction.

## ROADWAY CROSS-SECTION STANDARDS

Eagle Point street design standards have been developed to meet the function and demand for each facility type. Because the actual design of a roadway can vary from segment to segment due to adjacent land uses and demands, the cross-sections provide key characteristics for consistency. They also provide criteria for application with some flexibility, while meeting the adopted design standards.

The existing roadway cross-section standards were evaluated to ensure they adequately serve all modes of travel, are consistent with the corresponding functional classification and have the desired roadway characteristics. The roadway cross-sections have been incorporated into the Engineering Standard Details to provide a comprehensive planning document, and will be adopted by the City as an implementing document to the TSP.

## PERFORMANCE STANDARDS

The TSP includes minimum performance standards for motor vehicle, bicycle, and pedestrian facilities. All new public facilities should be designed to meet these standards.

Intersection performance standards were established for motor vehicles to identify locations where operating conditions may be undesirable and need improvements. Intersection performance standards would apply to intersections controlled by a traffic signal, stop signs or a roundabout.

# ENHANCE THE CITY'S ABILITY TO FUND PROJECTS AND PROGRAMS

The TSP outlines the financial forecast for transportation funding for the City, and ties that back to potential prioritized improvements to determine any funding shortfalls for projects. If funding shortfalls exist, potential concepts for generating additional revenues are outlined. These concepts may help in guiding the City towards related policy decisions.

New transportation funding sources have been identified for projects having the highest short-term need. Options regarding the balance of transportation project expenses and funding were discussed and incorporated into planning strategies.

New roadway construction projects are commonly funded (partially or fully) through local improvement districts (LIDs), system development charges (SDCs) or required developer improvements. These funding strategies have been considered in City policies and TSP financial forecasts.

# PROVIDE CERTAINTY FOR DEVELOPMENT APPLICATIONS

## COMPLETE DEVELOPMENT CODE

Eagle Point's Development Code contains the standards, provisions and requirements intended to protect the transportation system and general City welfare by ensuring that adjacent properties are protected from potential negative impacts in the development and use of land. The Development Code provides the means of ensuring predictability and consistency in the use of land and development of the transportation system.

## TRAFFIC IMPACT ANALYSIS REQUIREMENTS

New development sites can impact the surrounding roadway system by adding to existing traffic volumes or altering traffic patterns. Traffic impact studies gather and analyze information to determine the need for any transportation system improvements to interior, adjacent, and nearby road systems. Specific development projects may require a transportation study. The City has established a trip generation threshold in determining when a development would require a traffic impact study.

## PROVISION OF ALTERNATIVE MODE SYSTEMS

## IDENTIFY AND PRIORITIZE NON-MOTOR VEHICLE PROJECTS

The existing and future transportation system needs multi-modal policy and capital improvement projects to meet transportation performance standards, serve future growth and promote pedestrian, bicycle and transit trips. Future growth is best accommodated with an investment in all transportation modes. The TSP identifies pedestrian, bicycle and public transportation projects that are necessary to achieve the associated policies. These improvement projects have been prioritized with public input.

## ESTABLISH MINIMUM STANDARDS FOR BICYCLE PARKING

It is useful to have development guidelines applying specifically to the use and promotion of bicycle use. Appropriate opportunities for bicycle parking would encourage bicycle trips within the City. The TSP includes reference to minimum Development Code standards requiring bicycle parking for new development.

## PROVIDE SAFE AND WELL CONNECTED ACCESS TO PUBLIC TRANSIT SERVICES

Although Eagle Point currently is not part of any transit district, transit service can be a vital component of a City's transportation system. The success of a transit system is linked to the quality of access to the system. The TSP includes policies to ensure safe and well connected access to transit services when available.

# CHAPTER 2 GOALS AND POLICIES

The purpose of the Eagle Point Transportation System Plan (TSP) is to guide transportation planning and project development in the Eagle Point Urban Growth Boundary over the next 20 years, and support the City's long-term land use planning. The TSP, in turn, is based upon a guiding set of principles. Each TSP element has been developed and evaluated using the following goals and policies, reflective of State and regional planning goals and policies as well as local needs and conditions.

## OVERALL TRANSPORTATION GOALS

- Provision and encouragement of a safe, convenient, and economic transportation system, accommodating all users and transportation modes.
- Maximization of public investment in transportation facilities and the use of the facilities.
- Development of a transportation system supporting compact, livable communities, economic development, and other City objectives.

## A. HIGHWAY 62

Highway 62 is the major transportation link between Eagle Point and Medford. It also serves the upper Rogue Valley, beginning at Eagle Point and extending north to Crater Lake and other recreational areas. The portion from the south City limits, to just north of Linn Road is an ODOT defined expressway, and the City is impacted by any decision affecting the Highway.

Improvements to the Highway can best be achieved by cooperative efforts between the City, Jackson County (County), and the Oregon Department of Transportation (ODOT). In 1999, the Highway was upgraded from White City to Linn Road. Access to the modernized highway was significantly restricted, requiring use of frontage roads. Signals were installed at Nick Young Road and Shasta Avenue.

In January, 2007, a partnership between the City and ODOT resulted in completion of the signalized, Highway 62/Crystal Drive intersection, located one half mile north of the Highway 62/Linn Road intersection.

### GOAL

Ongoing, coordinated management of Highway 62 in a manner consistent with its classification as a State highway, including balancing safe and efficient, continuous inter-urban traffic flow with local circulation and access.

### POLICIES

1. The City shall work closely with the County and ODOT to make certain that future improvements made on the Highway will continue to ensure its efficiency and safety.

2. The City shall adhere to Policy Number 9 of the Urban Growth Boundary adoption ordinance (9-39) stipulating:

   "Recognizing the need for careful planning on lands adjacent to State Highway 62, in order to minimize adverse impacts upon that major thoroughfare, the following shall apply to those lands adjacent to Highway 62, both within the urban growth boundary and area of mutual planning concern:"

   No land use designation for any part of this special interest area by either Comprehensive Plan designation or zoning designation shall be adopted by either the City or County without joint City/county

consultations concerning the proposed designation."

The City shall notify ODOT of development applications that may affect the highway and coordinate review of those applications.

3. As additional major intersections are developed along Highway 62 over the long-range planning period, the City shall work closely with the County and ODOT to ensure that traffic engineering practices designed to ensure the efficiency and safety of such intersections are implemented.

4. The City shall minimize direct access to Highway 62 from local streets and private driveways. This shall be accomplished by the use of separated frontage roads along Highway 62, through the use of an interconnected, local street system designed to provide maximum access to the frontage road system, and by channeling traffic to major intersections along the Highway.

5. New developments along Highway 62 shall not have individual, direct access to the highway, but shall rely upon a frontage road system. Said frontage road system shall have a limited number of access points to Highway 62. The locations of these access points shall be determined by the City and ODOT, based upon sound traffic engineering and design standards, including traffic signals, as warranted, maintaining Highway 62's safety and carrying capacity.

6. Future development of Business Park and Industrial lands to the west of Highway 62 shall be designed to access Hannon Road, allowing connection to the highway at the Nick Young and Linn Road signalized intersections.

7. The City shall coordinate with ODOT, Rogue Valley Council of Governments (RVCOG), the County, and other regional partners to implement the highway improvements listed in the Rogue Valley Regional Transportation Plan (RTP) and Statewide Transportation Improvement Program (STIP) that are consistent with the City and County's Transportation System Plans and Comprehensive Plans.

8. Streets and bridges shall be designed to enhance opportunities for movement throughout the City while minimizing the use of Highway 62 for local traffic.

## B. ARTERIALS, COLLECTORS, AND LOCAL STREETS

### GOAL

Creation of a street system providing for the efficient and safe movement of people and goods throughout the City.

### POLICIES

1. As soon as is practicable, a new arterial route shall be developed as an alternative to Main Street where it currently bisects the school complex.

2. Eagle Point shall plan and develop a network of streets and other improvements, including bikeways, sidewalks, accessways, and street crossings, to promote safe and convenient bicycle and pedestrian circulation within the community.

3. All new streets, alleys and accessways shall connect to other streets within a development, and to existing and planned streets outside the development at spacing intervals specified in the City's adopted "Standard Details" unless precluded by environmental or topographic constraints, existing development patterns, or other, approved spacing deviations. The configuration of new streets shall be

guided by the general principles provided in the Local Street Network Plan.

4. All public street improvements shall be designed to meet City street standards and sound traffic engineering principles, such as sight distance requirements at intersections, in order to maximize the efficiency and safety of the street system.

5. Street improvements shall be designed to minimize adverse impacts upon adjacent land uses.

6. The City shall work with the County to ensure that Policy Number Five of the Urban Growth Boundary adoption ordinance (9-39) is implemented. The policy reads as follows:

   "All County road construction and reconstruction in the urbanizable areas shall be built to urban standards."

   The City and County shall also evaluate the transfer of authority for County roads in the city from the County to the City, particularly for small county road segments.

7. The City shall adopt, and regularly update, a Transportation Capital Improvements Program as determined to be warranted.

8. All new subdivisions shall provide improved streets to adopted City standards, including curbs, gutters, and sidewalks or an alternative pedestrian system such as separated/meandering or multi use pathways.

9. The City shall restrict on-street parking along arterial streets, excepting the Town Center Business District.

10. The City shall seek to reduce direct access of local streets and private driveways onto arterial streets to the maximum extent feasible. Access requests and modifications shall conform to Eagle Point's adopted access management standards and guidelines or move in the direction of those standards, except in cases when alternative access solutions are not possible.

11. Linn Road, Shasta Avenue and Royal Avenue shall continue to be developed as major entranceways to the City. To realize this objective, Linn Road shall be improved from Highway 62 to Buchanan Street and Royal Avenue shall be improved from Old Highway 62 to Reese Creek Road as funds become available; such improvements may include widening of the street, as well as addition of curbs, gutters, and sidewalks or alternative pedestrian facilities.

12. The City shall require new streets, accessways, and street extensions, where appropriate, to provide direct and convenient access to major activity centers, including downtown, schools, shopping areas, parks, transit facilities and other community and regional destinations.

13. Sidewalks or alternative pedestrian facilities shall be included on all new streets within the Urban Growth Boundary.

14. The City shall protect the planned alignments and function of existing and planned roadways as identified in the Transportation System Plan, or other, adopted implementation documents through the application of appropriate land use regulations.

15. All land use decisions shall include a consideration of their impact on existing and planned transportation facilities, protection of the safety and function of transportation facilities. Proposals for specific types of development projects, zone changes or other types of plan amendments shall include traffic impact studies and proposed mitigation measures for any significant impacts. The City shall adopt mobility standards for its local roads and adhere to State and County mobility

standards for roads under their respective jurisdictions. These jurisdictional mobility standards shall be used in determining transportation impacts.

16. Zone changes constitute Plan amendments and shall be required to assess potential traffic impacts consistent with state rules, including findings demonstrating that the proposed change meets OAR 660-012-0060.

17. The City shall preserve rights-of-way for planned transportation facilities through available legal methods.

18. All development proposals, Plan amendments, and zone changes shall conform to the adopted Transportation System Plan or other, adopted implementation documents.

19. Operation, maintenance, repair, and preservation of existing transportation facilities shall be allowed without land use review, except where specifically regulated.

20. New construction, or major modification of planned transportation facilities listed in the adopted TSP, shall be specified in the City's land use districts as permitted outright or conditionally. Review of land use applications also involving construction or modification of planned transportation facilities shall be consolidated into a single application review process.

21. Dedication of rights-of-way, construction permitting, and the construction of planned transportation facilities and improvements, when consistent with the Transportation System Plan, shall be allowed without land use review.

22. The City shall require street trees in the public rights-of-way or within the front yard setback and/or buffer area immediately adjacent to the right-of-way in all developments. The particular species will be approved as part of the development review process or from a list of approved species provided by the Public Works Director and adopted by the City as part of its long standing participation in the Street Tree USA program.

23. The City may seek to provide additional bridges across Little Butte Creek as a means of improving connections within the City and increasing alternatives to the use of Highway 62.

24. The City shall encourage nodal commercial development as a land use pattern to provide essential local services with the goal of reducing vehicular trips and encouraging pedestrian and bicycle travel within the community.

## C. BICYCLE AND PEDESTRIAN FACILITIES AND PROGRAMS

### GOAL

Provision of a safe, accessible system of bicycle and pedestrian facilities, connecting important community destinations, featuring a range of off-road and on-road facilities, and including amenities that make walking and bicycling attractive and feasible in Eagle Point.

### POLICIES

1. The City shall work with the County and ODOT to implement the bikeways planned for the City's urban growth boundary as indicated in the Local Street Network Plan.

2. The City shall work with the County to develop a bicycle and pedestrian trail system along Little Butte Creek. It is recognized that, in central Eagle Point, where there is intensive residential development, this trail probably will need to be confined to the existing or extended road right-of-way.

3. Bikeways shall be provided on all arterials and collector streets within the Urban Growth Boundary. In areas with speed limits at or below 25 miles per hour, such as downtown, bikeways may be accommodated in motor vehicle travel lanes.

4. Sidewalks, or approved, alternative pedestrian systems, shall be included on all new streets within the Urban Growth Boundary.

5. Design standards for arterial and collector streets shall accommodate bicycle as well as auto traffic.

6. As the City grows and traffic volume increases, improvements for bicycle traffic, such as striping, paving, and signing, shall be addressed to reduce conflicts and maintain safe travel for all modes.

7. The City shall consider the potential need for accessways, paths, trail, and bicycle facilities prior to vacating any public easement or right-of-way.

8. The City shall investigate the possibility of using irrigation ditch and abandoned railroad right-of-ways located within the urban growth boundary for bicycle and pedestrian paths.

9. Crosswalks shall be located and marked in areas of heavy pedestrian traffic, especially near schools and in the downtown central business district.

10. Bikeways and/or pedestrian accessways may be required in developments where site conditions prevent the extension of the street pattern in order to provide maximum connectivity for bicycle and pedestrian travel.

11. Bikeways and pedestrian accessways shall be designed and constructed to minimize potential conflicts between transportation modes. Design and construction of such facilities shall follow the guidelines established by the Oregon Bicycle and Pedestrian Plan.

12. Maintenance and repair of bikeways and pedestrian accessways (including some sidewalks) shall be given equal priority to the maintenance and repair of motor vehicle facilities.

13. Unless part of an adopted, area wide comprehensive parking plan, bicycle parking facilities shall be provided in all new, residential and multifamily developments of four units or more; commercial, industrial, recreational, and institutional facilities. Major redevelopment of existing properties shall be treated as new development in this regard.

14. The City, on its own or with community partners, shall develop incentives to encourage walking and bicycling and reduce single-occupancy driving.

## D. TRANSIT AND ALTERNATIVE TRANSPORTATION SERVICES

### GOAL

Provision of affordable, accessible transit and alternative transportation services to Eagle Point community members as needed, particularly to community members having special needs, and considered transportation disadvantaged.

### POLICIES

1. The City shall cooperate with efforts to provide affordable public transportation, investigating such options as annexing to the Rogue Valley Transportation District or entering into a contract for services with the district when financially and logistically possible.

2. The City shall support establishing and maintaining commercial transit service (e.g. inter-city bus service) where transit

services can be reasonably accommodated.

3. The City shall collaborate with transit and alternative transportation service providers in establishing park-and-ride facilities.

4. The City supports the development and implementation of transportation demand management (TDM) programs such as ride sharing, vanpools, carpools, telecommuting, and flexible work hours.

5. The City supports the ongoing provision of dial-a-ride services for seniors and those with disabilities or other medical needs.

6. The City, on its own or with community partners, shall develop incentives, when they can be reasonably developed and provided by RVTD or other agencies, to encourage use of transit and alternative transportation services, thereby reducing single-occupancy vehicular trips.

# CHAPTER 3 EXISTING CONDITIONS

**Chapter 3** provides an inventory and evaluation of transportation facilities within the City of Eagle Point Urban Growth Boundary (UGB) under existing conditions (2009). The identification of system characteristics and needs provides baseline data for use in forecasting future conditions and supplements the Future Needs Assessment in **Chapter 4**.

## STUDY AREA

The City of Eagle Point has a population of just over 8,500 people and is located in Jackson County, about 10 miles to the northeast of Medford along Highway 62. Located at the base of the Cascade Mountains, the foothills terrain both adds to the scenic beauty of the City and creates challenges for land and public infrastructure development due to topographic constraints. The combination of the City's location and environmental constraints limit options in the transportation network. Highway 62 serves a number of roles, providing local access to Eagle Point businesses and homes, and serving as a major north/south transportation route between Medford, and Southern Oregon resorts and recreation.

As with the entire Southern Oregon area, Eagle Point has experienced significant population growth since 2000. This scenario has led to a number of new residential developments throughout the community, as well as increased demand for locally available products and services. As a result, there has been an accompanying surge in construction of public, commercial and service oriented business facilities in Eagle Point and surrounding communities.

In order to identify existing transportation deficiencies, twenty-four key intersections within the study area were selected for evaluation in order to identify existing transportation deficiencies. The locations of the study intersections are identified in the following sections. Data was gathered at each study intersection, and analyzed to assess area transportation conditions for pedestrians, bicycles, and motor vehicles. The following sections describe the characteristics, usage, and performance of the existing transportation system in the City of Eagle Point.

## PEDESTRIANS

Walking is the most equitable of all transportation modes. It is clean, low-impact, and healthy for individuals. A safe and comfortable pedestrian environment allows people of all ages and abilities to travel independently. Pedestrian trips are generally within neighborhoods and to and from area activity generators, such as schools, parks and open spaces, City Hall, the Jackson County Library, churches, and the downtown Central Business District.

The 2001 Eagle Point TSP required that streets within 1,000 feet of activity generators must have sidewalks on both sides of the street. Therefore, recent developments have been required by the City to provide sidewalks.

### PEDESTRIAN FACILITIES- EAST OF HIGHWAY 62

To assess the adequacy of the pedestrian facilities, an inventory[1] of arterial and collector sidewalks and trails was obtained within the City, and compared to the locations of existing activity generators. It is desirable to provide a continuous sidewalk connection between such generators and arterial and collector roadways to provide safe and attractive non-motorized travel options.

[1] DKS Staff site visit, July 21, 2009

**Figure 3-1** represents the existing sidewalk inventory in Eagle Point, as well as major activity generators. Highway 62, north of Linn Road, and several arterial streets including Linn Road/Loto Street, South Shasta Avenue, and Alta Vista Road either lack sidewalks or have several missing links. Collectors such as Royal Avenue, Stevens, Barton, and Riley Roads lack sidewalks completely, or on one side, for extended distances. Sidewalks on local collectors are generally more common in Eagle Point, as several of these roadways are located in newer residential neighborhoods. However, there are sidewalk gaps on several local collectors passing through older neighborhoods and between recently developed lots.

The lack of sidewalks on many of the major roadways in Eagle Point limits connectivity and pedestrian linkages. This is most notable between residential areas and major activity generators such as schools, parks, and the Eagle Point Central Business District. Pedestrians traveling to these activity generators often share the roadways with motor vehicles and walk along the roadway shoulders. East-west connectivity is also limited in part by the Little Butte Creek bisecting the City between Royal Avenue, and Shasta Avenue, with only two available pedestrian crossings. With the exceptions of the Loto Street Bridge and the Pedestrian Covered Bridge north of Main Street over Little Butte Creek, there are no pedestrian crossings until Highway 62, nearly a mile to the south, and no crossings in the City to the north towards the Teakwood Drive, and Reese Creek Road areas.

There are paved, multi-use paths along the north side of Alta Vista Road passing through the Eagle Point Golf Course, along the north side of Royal Avenue between Napa Street and Archwood Drive, along the south side of Barton Road between the Middle School and Eagle Rock Elementary, and along the west side of Reese Creek Road between Crystal Drive and the Middle School. There are no other public, multi-use paths within the City.

## PEDESTRIAN FACILITIES- WEST OF HIGHWAY 62

There are only four signalized pedestrian crossings over Highway 62, each approximately a ½-mile apart. However, the only location with sidewalks west of Highway 62 is at Linn Road.

The Highway 62/Linn Road and Highway 62/Nick Young Road intersections provide adequate pedestrian crossings to Eagle Point's downtown commercial center and residential neighborhoods east of the highway. However, these crossings lack continuous sidewalk connections on either side of Highway 62.

The lack of complete sidewalk connections along Hannon Road, between Linn and Nick Young Roads, is expected to be mitigated as properties in the remainder of the Business Park and Light Industrial Districts on the west side of Highway 62 are developed.

## PEDESTRIAN COUNTS

Pedestrian crossing volumes[2] at the study intersections were counted during the weekday afternoon from 3 p.m. to 6 p.m. and are summarized in **Figure 3-1**. Although, the vehicular peak period generally occurs between 3 p.m. to 6 p.m., areas near schools may experience higher pedestrian volumes earlier in the day.

Typically, most significant pedestrian movements occur near retail, recreational, and educational facilities. This trend is present in Eagle Point, as the figure shows significant pedestrian volumes near the downtown central business district and near schools along

[2] All Traffic Data Services, Inc., collected May 26th, 2009 through May 27th, 2009

Shasta Avenue, Royal Avenue, and Platt Street. The highest volume was at the intersection of Main Street at Shasta Avenue, adjacent to Little Butte School, with 273 pedestrian crossings during the 3-hour period. 80% of the pedestrian crossings at this location occurred between 3:00 p.m. and 3:15 p.m., which are likely children leaving school.

## PEDESTRIAN SAFETY

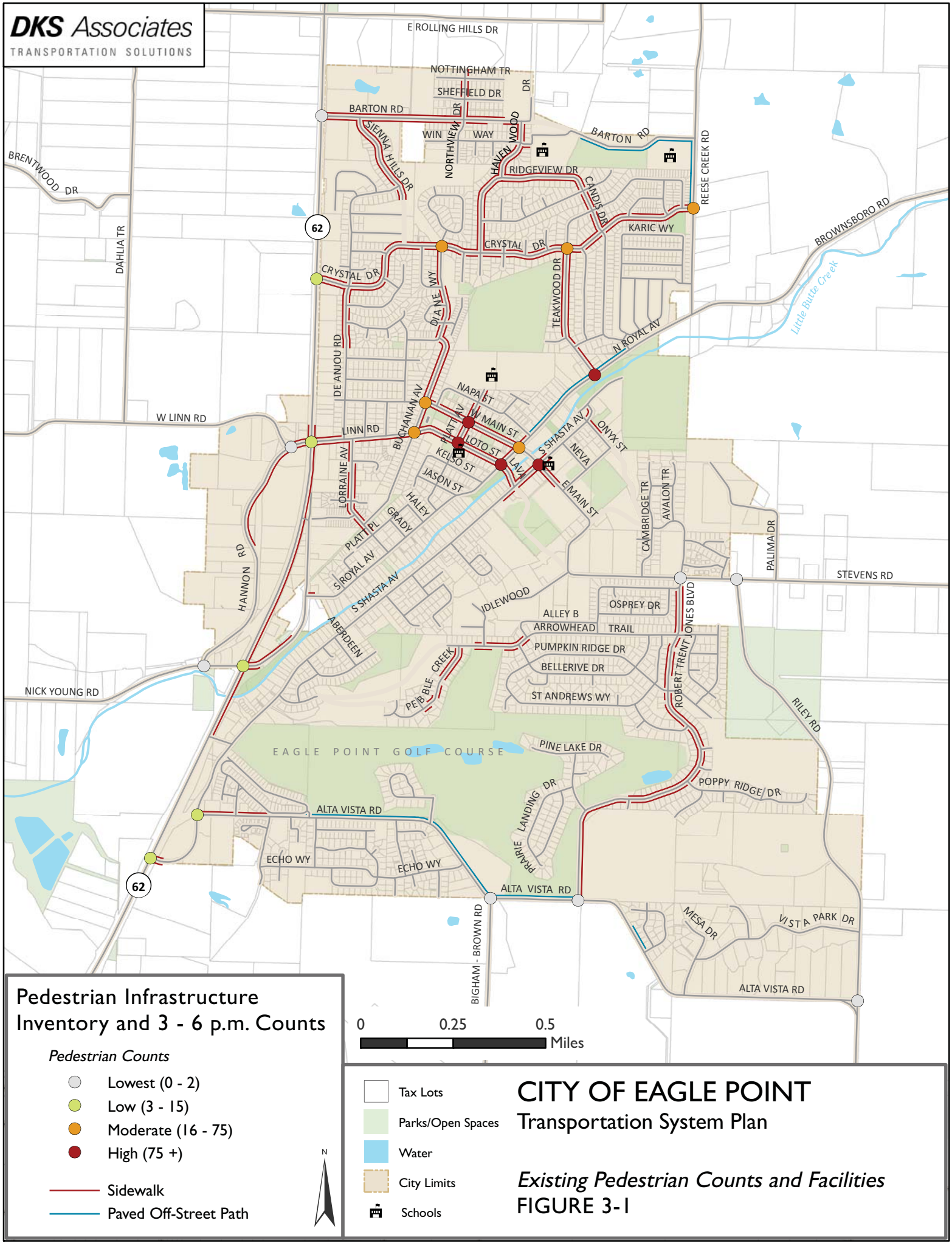
A common concern of many people is a safe route for their children to walk to and from school. Collision data[3] provided by the Oregon Department of Transportation (ODOT) shows that over a six-year time period there were two reported collisions involving pedestrians. Both of the collisions occurred in the downtown area on Main Street, one at Buchanan Avenue and the other at Platt Street. The primary cause cited for the incidents was the vehicle driver failing to yield to the pedestrian right of way. The pedestrians were both under 18 years of age and sustained moderate to severe injuries.

## EXISTING PEDESTRIAN ISSUES

Deficiencies in the pedestrian facility network include:

- Sidewalk connectivity between residential areas and major activity generators.
- Only pedestrian crossing opportunities over Little Butte Creek are the Loto Street Bridge, the Pedestrian Covered Bridge north of Main Street, and Highway 62.
- Only four signalized pedestrian crossing opportunities on Highway 62, spaced approximately ½-mile apart.
- Availability of sidewalks along Highway 62, and arterial and collector roadways. Worn dirt paths were observed along many roadways suggesting a demand for sidewalks.
- Sidewalk gaps around schools, including Barton Road, Platt Street, Main Street, Royal Avenue, and Shasta Avenue.

[3] Collision data from November 1st, 2002 through October 31st, 2008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KARIC WY
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ABERDEEN
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NICK YOUNG RD
EAGLE POINT GOLF COURSE
PINE LAKE DR
POPPY RIDGE DR
LANDING DR
PRAIRIE
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VISTA PARK DR
ALTA VISTA RD
62
0
0.25
0.5
Miles
Pedestrian Infrastructure Inventory and 3 - 6 p.m. Counts
Pedestrian Counts
Lowest (0 - 2)
Low (3 - 15)
Moderate (16 - 75)
High (75 +)
Sidewalk
Paved Off-Street Path
N
Tax Lots
Parks/Open Spaces
Water
City Limits
Schools
CITY OF EAGLE POINT
Transportation System Plan
Existing Pedestrian Counts and Facilities
FIGURE 3-1

## BICYCLES

Bicycle travel is a cost-effective and environmentally beneficial mode of transportation, not only providing personal health benefits, but also contributing an important element of an overall plan to reduce motor vehicle miles traveled. The Transportation Planning Rule requires bicycle modal elements in Transportation System Plans, and requires the City to plan bikeways for all arterials and major collector streets.

The Oregon Bicycle and Pedestrian Plan[4] outlines four different types of bikeways, including:

- shared roadways
- shoulder bikeways
- bike lanes
- multi-use paths

A **shared roadway** is a facility where motorists and bicycles must share a common travel lane. This type of bikeway requires the motorist to either follow bicycles or pass them using an adjacent lane. Shared roadways are generally only recommended where posted traffic speeds are 25 mph or lower and traffic volumes are less than 3,000 vehicles per day. This is a common design on local streets.

A **shoulder bikeway** is a paved shoulder suitable for bicycle travel that is not specifically designated for bicycle use. For this type of treatment, a paved shoulder width of at least six feet is preferred, but narrower widths to a minimum of four feet may be used in constrained areas. However, on uphill grades, a minimum width of six feet should be provided to accommodate the additional maneuvering area needed. Shoulder bikeways are most commonly seen in rural areas.

To be considered a **bike lane**, a paved lane must be specifically designated for use by bicycles. This is commonly done through pavement markings, such as the symbol depicting a bicycle with rider. Bike lanes are recommended for urban arterials and collectors and are occasionally appropriate in rural areas where bike volumes are high. Bike lanes should not be used on roadways with speeds higher than 55 mph. The Oregon Bicycle and Pedestrian Plan recommends a minimum width for bike lanes of six feet.

A **multi-use path** is a roadway that is separated from motor vehicle facilities and used by bicyclist, pedestrians, and other non-motorized modes of transportation. The Oregon Bicycle and Pedestrian Plan recommends minimum widths for multi-use paths of 10 to 12 feet.

## BICYCLE FACILITIES

An inventory[5] of marked bicycle lanes was obtained along all arterials and collectors within the City, and compared to the locations of existing activity generators. The locations of Eagle Point's existing bike lanes and shoulders are shown on **Figure 3-2**, along with the major activity generators. The lack of bike facilities in the City limits safe connections between the residential areas and the major activity generators, including the central business district and nearly all schools. The majority of the urban arterials and collectors in Eagle Point do not have bike lanes, including Shasta Avenue, Alta Vista Road, Royal Avenue, Stevens Road, and portions of Linn Road/Loto Street.

[4] *Oregon Bicycle and Pedestrian Plan*, Oregon Department of Transportation, adopted June 14, 1995

[5] DKS Staff site visit, July 21, 2009

There are paved, multi-use paths along the north side of Alta Vista Road passing through the Eagle Point Golf Course, along the north side of Royal Avenue between Napa Street and Archwood Drive, along the south side of Barton Road between the Middle School and Eagle Rock Elementary, and along the west side of Reese Creek Road between Crystal Drive and the Middle School. There are no other public multi-use paths within the City.

## BICYCLE COUNTS

Bicycle crossing volumes[6] at the study intersections were counted during the weekday afternoon from 3 p.m. to 6 p.m. and are summarized in **Figure 3-2**. The existing bicycle volumes can be expected to increase during the summer months and decrease significantly during the winter months. This trend was noted in Eagle Point through field observations, as significant bicycle volumes were seen throughout the City, most notably near the downtown central business district and along some of the collector roadways in neighborhoods.

## BICYCLE SAFETY

Collision data[7] provided by the Oregon Department of Transportation (ODOT) shows that over a six-year time period there were five reported collisions involving bicyclists. All of the collisions occurred in the downtown area between Buchanan Avenue, and Royal Avenue. Most of the collisions were primarily caused by a motor vehicle driver failing to yield the right of way to the cyclist. All but one of the cyclists was under 18 years of age, and every collision resulted in an injury to the cyclists, ranging from minor to moderate severity.

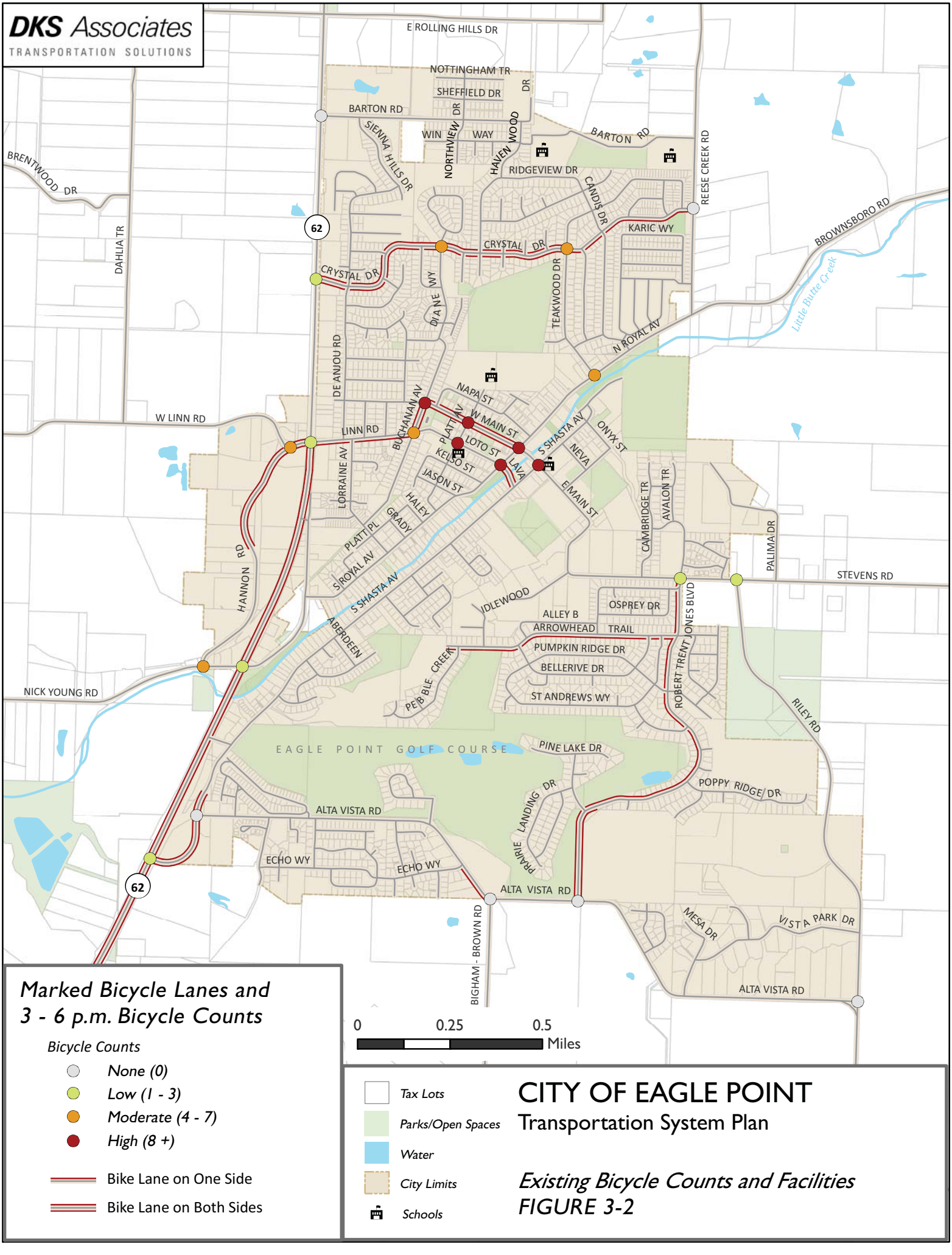
## EXISTING BICYCLE ISSUES

Deficiencies in the bicycle facility network include:

- Several arterial and collector roadways carry more than 3,000 average daily vehicles. At these volumes, the roadways do not meet the shared bikeway criteria specified in the Oregon Bicycle and Pedestrian Plan. Provision of bike lanes should be provided to improve bicycle safety through the City.
- Connectivity between residential areas and major activity generators.
- Only bicycle crossing opportunities over Little Butte Creek are the Loto Street Bridge, the Main Street Bridge, the Pedestrian Covered Bridge north of Main Street, and Highway 62.
- Only four signalized crossing opportunities on Highway 62, spaced approximately ½-mile apart.
- Lack of bike lanes around schools and major activity generators.

[6] All Traffic Data Services, Inc., collected May 26th, 2009 through May 27th, 2009

[7] Collision data from November 1st, 2002 through October 31st, 2008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HAVEN WOOD DR
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BRENTWOOD DR
DAHLIA TR
RIDGEVIEW DR
CANDIS DR
KARIC WY
62
CRYSTAL DR
CRYSTAL DR
DI'A NE WY
TEAKWOOD DR
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Little Butte Creek
N ROYAL AV
DE ANJOU RD
NAPA ST
W LINN RD
LINN RD
BUCHANAN AV
PLATT PL
W MAIN ST
LOTO ST
KELSO ST
S SHASTA AV
ONYX ST
NEVA
LAVA
JASON ST
LORRAINE AV
HALEY
GRADY
PLATT PL
E MAIN ST
CAMBRIDGE TR
AVALON TR
PALIMA DR
HANNON RD
S ROYAL AV
S SHASTA AV
IDLEWOOD
STEVENS RD
ALLEY B
OSPREY DR
ARROWHEAD TRAIL
ABERDEEN
PUMPKIN RIDGE DR
BELLERIVE DR
PEBBLE CREEK
ROBERT TRENT JONES BLVD
NICK YOUNG RD
ST ANDREWS WY
RILEY RD
EAGLE POINT GOLF COURSE
PINE LAKE DR
POPPY RIDGE DR
ALTA VISTA RD
LANDING DR
PRAIRIE
ECHO WY
ECHO WY
62
ALTA VISTA RD
BIGHAM - BROWN RD
MESA DR
VISTA PARK DR
ALTA VISTA RD
0
0.25
0.5
Miles
Marked Bicycle Lanes and
3 - 6 p.m. Bicycle Counts
Bicycle Counts
None (0)
Low (1 - 3)
Moderate (4 - 7)
High (8 +)
Bike Lane on One Side
Bike Lane on Both Sides
Tax Lots
Parks/Open Spaces
Water
City Limits
Schools
CITY OF EAGLE POINT
Transportation System Plan
Existing Bicycle Counts and Facilities
FIGURE 3-2

## PUBLIC TRANSPORTATION

Eagle Point currently does not have fixed-route transit service. Fixed-route transit service is provided to the region by the Rogue Valley Transportation District (RVTD). Non-fixed route transit is provided by the Upper Rogue Community Center Van Program. Existing public transportation facilities and non-fixed route providers are described in this section.

### ROGUE VALLEY TRANSPORTATION DISTRICT

Rogue Valley Transportation District (RVTD) encompasses most of the Rogue Valley Metropolitan Planning Organization (MPO) area. Eagle Point is not located within the RVTD because of the RVTD charter which excludes all properties located within the Eagle Point City limits.

Currently, RVTD does not have scheduled routes extending into Eagle Point. The closest fixed-route service is Route 60 which stops at the Veterans Administration Domiciliary in White City, approximately 1.5 miles south of the City. RVTD provides an Americans with Disabilities Act (ADA) mandated dial-a-ride service called Valley Lift which does not provide service to Eagle Point. Valley Lift services are only provided as far as Northrop's Video, at the main entrance to the Veterans Administration Domiciliary in White City.

RVTD participates in the ODOT Region 3 Rideshare Program through CarpoolMatchNW. This carpool matching service uses origin, destination and schedule information to determine likely carpools and notifies individuals of a possible match.

### TRANSLINK

TransLink provides non-emergency medical transportation to individuals on the Oregon Health Plan or Medicaid for no cost. TransLink is responsible for service in southwest Oregon, including all of Jackson County and Eagle Point. The service is door-to-door demand responsive shared-ride. Trips must be scheduled a minimum of two days in advance, and service is available 24 hours a day, 365 days a year. One of the TransLink providers, A-Van Calling, is headquartered in Eagle Point.

### UPPER ROGUE COMMUNITY CENTER VAN PROGRAM

The Upper Rogue Community Center (URCC) offers a shared van service for senior and disabled residents of Shady Cove and surrounding communities, including Eagle Point. Destinations include nearby cities such as Medford, Eagle Point, Ashland, and Prospect. Riders must be a member of the Upper Rogue Community Center and pay a membership fee of $10 per household each year. Priority is given to those with medical appointments, then disabled passengers and individuals at or over 60 years of age; all others ride on a space-available basis. Trips must be scheduled before 1 p.m. the day prior, but no more than 72 hours in advance. Trips are offered five days a week, Monday through Friday between 10 a.m. and 3 p.m. Fares vary depending on trip origination and destination, and range from $2 to $20 round trip.

### PRIVATE TRANSPORTATION SERVICES

Private taxi and van services are available in Eagle Point, and the Upper Rogue Region, on a "fee for service" basis.

### EXISTING PUBLIC TRANSPORTATION ISSUES

Deficiencies in the public transportation network include:

- Lack of local transit service; the closest transit stop is 1.5 miles south of Eagle Point, in White City
- Lack of commuter transit service connecting residents of Eagle Point to major employment centers in the area.
- Adequate transit service for senior and disabled residents of Eagle Point is not provided. Valley Lift only serves a single location and does not provide curb-to-curb service. URCC only provides service to select locations.
- The entire Eagle Point City limits are located outside the Rogue Valley Transportation District.

## MOTOR VEHICLES

Most local and regional trips in Eagle Point are made with an automobile. This assessment of the existing motor vehicle facilities provides a description of the physical roadway network, how it is being managed, and how it is functions under current traffic demands.

## MOTOR VEHICLE FACILITIES

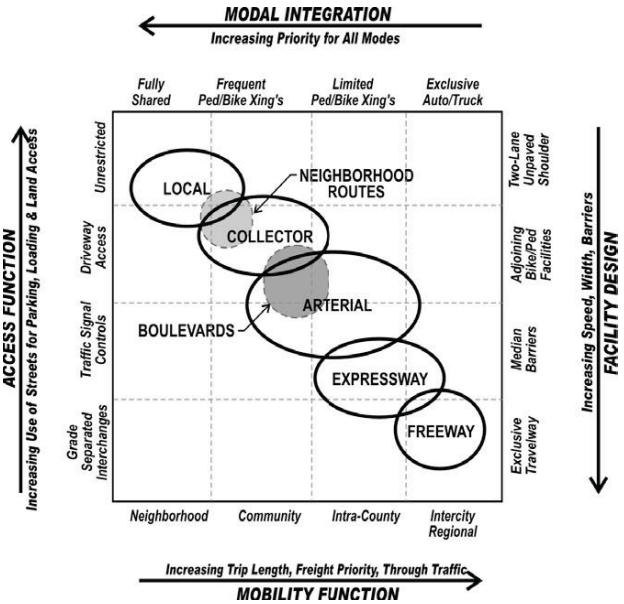
The motor vehicle system within Eagle Point includes City streets, county roadways, and state highways. The following sections describe the designated management objectives, roadway authority, access management targets, and the physical characteristics of the existing motor vehicle facilities.

## FUNCTIONAL CLASSIFICATION

Functional classification is the grouping of roadways by the character of service they provide. The functional classification system is designed to serve transport needs within the community. The schematic diagram below is useful for understanding how worthwhile objectives can have opposing effects by illustrating the competing functional nature of roadway facilities as it relates to access, mobility, multi-modal transport, and facility design. For example, as mobility is increased (bottom axis), the provision for non-motor vehicle modes (top axis) is decreased accordingly. Similarly, as access increases (left axis), the facility design (right axis) dictates slower speeds, narrower travel ways, and non-exclusive facilities. The goal of selecting functional classes for particular roadways is to provide a suitable balance of these four competing objectives.

The diagram shows that as street classes progress from local to collector to arterial to freeway (top left corner to bottom right corner) the following occurs:

**Mobility Increases** – Longer trips between destinations, greater proportion of freight traffic movement, and a higher proportion of through traffic.




**Integration of Pedestrian and Bicycle Decreases** – Provisions for sidewalks and bike facilities are required up through the arterial class, however, the frequency of intersection or mid-block crossings for non-motorized vehicles steadily decreases with higher functional classes. The expressway and freeway facilities typically do not allow

pedestrian and bike facilities adjacent to the roadway and crossings are grade separated to enhance mobility and safety.

**Access Decreases** – The shared uses for parking, loading, and direct land access is reduced. This occurs through parking regulation, access control and spacing standards (see opposite axis).

**Facility Design Standards Increase** – Roadway design standards require increasingly wider, faster facilities leading to exclusive travel ways for autos and trucks only. The opposite end of the scale is the most basic two-lane roadway with unpaved shoulders.

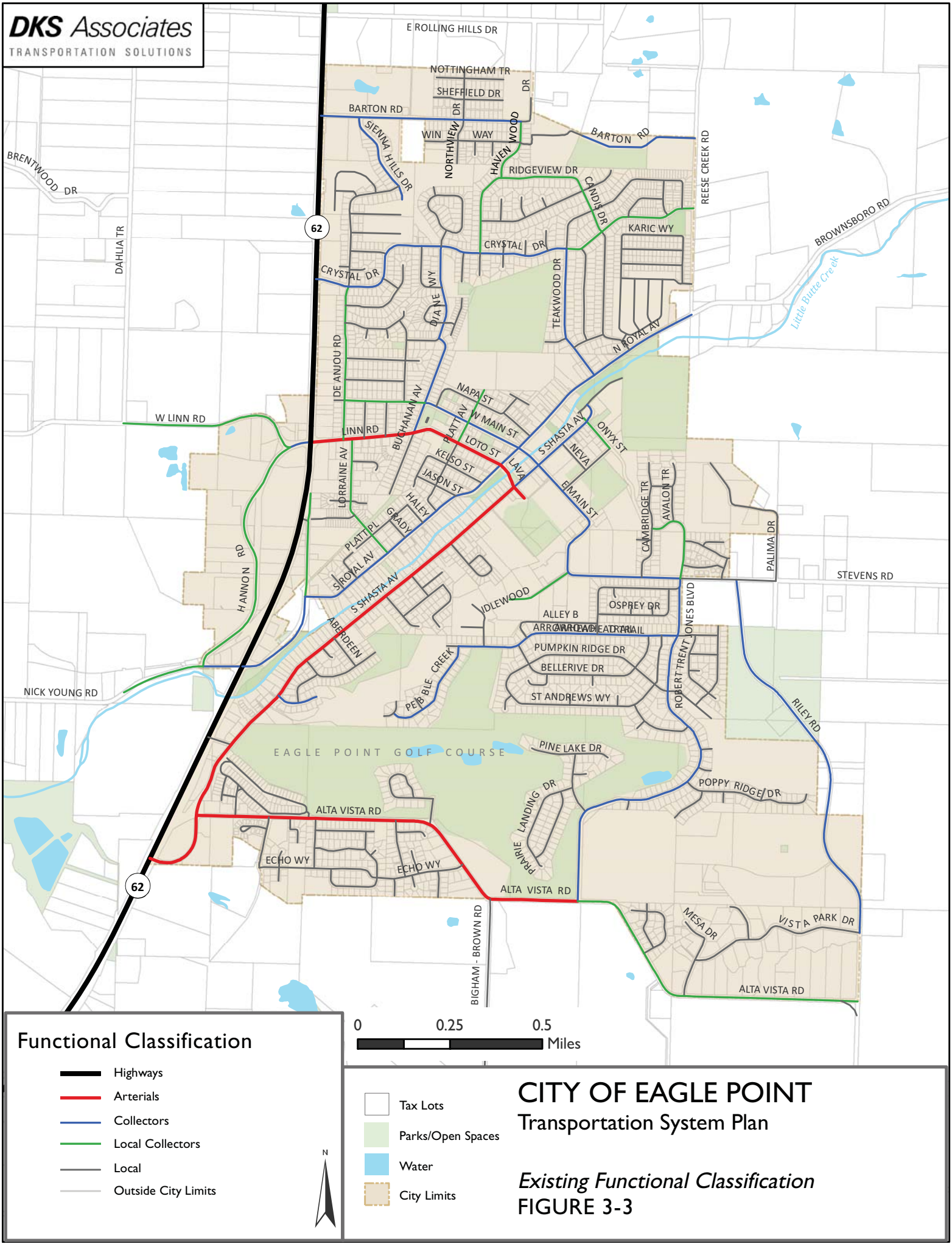
The City of Eagle Point, Jackson County, and ODOT all maintain their own functional classification systems with management objectives identified for each classification. The existing functional classification of the roadways, as classified by the City of Eagle Point, is shown in **Figure 3-3**, with descriptions of each classification[8] provided in **Table 3-1**.

[8] Transportation System Plan, Resolution 2001-23, Eagle Point, adopted September 25, 2001

**Table 3-1 City of Eagle Point Roadway Functional Classifications**

| Facility Type | Function or Emphasis - Mobility vs. Property Access |
|---|---|
| State Highways<br>(includes freeways, highways, and principal state routes) | Mobility - with no direct access to adjacent properties from the roadway and limited access to arterial streets - generally serves intercity travel at relatively high travel speeds - right-of-way (ROW) between 60-230 feet, 2-6 travel lanes varies. |
| Arterial Streets<br>6,000+ ADT | Mobility - with access to other arterials and minimal direct property access - generally continuous for long distances providing connections with highways, major destinations, and other arterials - serves longer trips (5+ miles) - ROW from 73-97 feet, 2-4 travel lanes, with bike lanes and sidewalks. |
| Collector Streets<br>3,000-6,000 ADT | Mobility - connecting neighborhoods to each other and to major arterials and /or freeways - generally continuous facilities for moderate distances, serving shorter trips of 2-5 miles in length, providing a moderate level of access to adjacent properties - ROW 60-75 feet, 2 travel lanes with bike lanes and sidewalks. |
| Local Collector Streets<br>1,000-3,000 ADT | Access - and local circulation within neighborhoods to "collect" and "distribute" trips and connect to higher level arterials - providing a relatively high level of access to adjacent properties - typically 2 lanes with 50-65 feet of ROW. |
| Local Streets<br><I,000 ADT | Access - to adjacent properties - designed for short trips within neighborhoods connecting to collectors and higher level arterials - 2 lanes with ROW up to 60 feet. |

Note: ADT = Average Daily Traffic
Source: *Transportation System Plan, Resolution 2001-23*, Eagle Point, adopted September 25, 2001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BRENTWOOD DR
DAHLIA TR
62
RIDGEVIEW DR
CANDIS DR
KARIC WY
CRYSTAL DR
BROWNSBORO RD
Little Butte Creek
CRYSTAL DR
DIA NE WY
TEAKWOOD DR
N ROYAL AV
IDE ANJOU RD
NAPA ST
W LINN RD
LINN RD
BUCHANAN AV
PLATT AV
W MAIN ST
S SHASTA AV
ONYX ST
LOTO ST
KELSO ST
NEVA
LAVA
LORRAINE AV
JASON ST
HALEY
GRADY
E MAIN ST
CAMBRIDGE TR
AVALON TR
PALIMA DR
PLATT PL
S ROYAL AV
HANNON RD
STEVENS RD
IDLEWOOD
OSPREY DR
ALLEY B
ABERDEEN
PUMPKIN RIDGE DR
BELLERIVE DR
ROBERT TRENT JONES BLVD
NICK YOUNG RD
PEBBLE CREEK
ST ANDREWS WY
RILEY RD
EAGLE POINT GOLF COURSE
PINE LAKE DR
POPPY RIDGE DR
LANDING DR
ALTA VISTA RD
ECHO WY
ECHO WY
PRAIRIE
62
ALTA VISTA RD
BIGHAM - BROWN RD
MESA DR
VISTA PARK DR
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Functional Classification
Highways
Arterials
Collectors
Local Collectors
Local
Outside City Limits
N
Tax Lots
Parks/Open Spaces
Water
City Limits
CITY OF EAGLE POINT
Transportation System Plan
Existing Functional Classification
FIGURE 3-3

Jackson County's Functional Classifications[9] differs from Eagle Point's functional classification plan. Jackson County uses a classification system which defines roadways as Freeways, Arterials, Major Collector / Urban Minor Arterials, Minor Collectors, and Local Streets, which are shown in **Appendix A**. Both sets of classifications are primarily based on average daily traffic (ADT). However, the magnitude of ADT used for categorization varies. For example, Jackson County defines a Rural Arterial as having greater than 5,000 ADT while Eagle Point defines an Arterial at greater than 6,000 ADT.

When comparing the County's functional classification map to the City's (**Figure 3-3**) for major County roadways feeding the City, such as Alta Vista Road, Linn Road, Loto Street, Riley Road, and Royal Avenue, it appears that management objectives between these jurisdictions align relatively well.

The Oregon Highway Plan (OHP) provides a highway classification system that divides highways into five categories based on function, and identifies Highway 62 as a Regional Highway through Eagle Point. This classification is primarily intended to provide a link between regional economic or activity centers and Statewide or Interstate Highways. Regional Highways are managed to provide high-speed, continuous-flow operations in rural areas, and moderate to high-speed operations in urban and urbanizing areas. In addition, the section of Highway 62 south of Linn Road is further designated as an Expressway. On Expressways, private access is discouraged as much as possible and public road connections are highly controlled, traffic signals are discouraged in rural areas, non-traversable medians are encouraged, and parking is prohibited.

[9] Jackson County Transportation System Plan, Table 5-1, Jackson County, 2005.

## ROADWAY JURISDICTION

Roadway ownership and maintenance responsibilities of the various roads in Eagle Point depend on the roadway's jurisdiction. ODOT manages the entire length of Highway 62 through the City. Jackson County manages major roads, such as Royal Avenue, Riley Road, and sections of Alta Vista Road, and Linn Road. The City of Eagle Point is responsible for the remainder of the roadways within the City limits. Jurisdictions of major roadways within the City of Eagle Point are included in **Appendix A**.

## ACCESS MANAGEMENT

Access Management is a broad set of techniques balancing the need to provide efficient, safe, and timely travel with the ability to allow access to individual destinations. Proper implementation of access management techniques will promote reduced congestion, reduced accident rates, less need for additional highway capacity, conservation of energy, and reduced air pollution.

Jackson County and ODOT have adopted access spacing standards, however, Eagle Point has not. Jackson County has access spacing guidelines in their Roadway Standards that recommend distances between public streets and driveways of 300 feet on arterials.[10] ODOT spacing standards only apply to Highway 62. Jackson County standards are used for all other roadways.

The ODOT access management standards call for minimum distances between access points on the same side of the highway. [11] The standards vary depending on the highway

[10] Jackson County Transportation System Plan, Table 5-3, Jackson County, 2005.

[11] *1999 Oregon Highway Plan*, Amended 2005 and OAR 734-051.

classification and the posted speed. Highway 62 is classified as a Regional Highway, which has a standard of 990 feet between access points. The segment of Highway 62 south of Linn Road is further designated as an Expressway, which has a more restrictive standard of 2,640 feet (1/2 mile) between access points.

A physical access inventory was conducted along all arterials and Highway 62 in Eagle Point.[12] A comparison of existing access conditions to applicable ODOT and Jackson County access management spacing standards was made to evaluate areas needing improvement. As shown in **Table 3-2**, Highway 62 and most arterial roadways including Linn Road/Loto Street, and Shasta Avenue exceed existing approach standards. The only arterial roadway meeting applicable spacing standards was Alta Vista Road. A detailed access inventory is included in **Appendix A**.

## ROADWAY CHARACTERISTICS

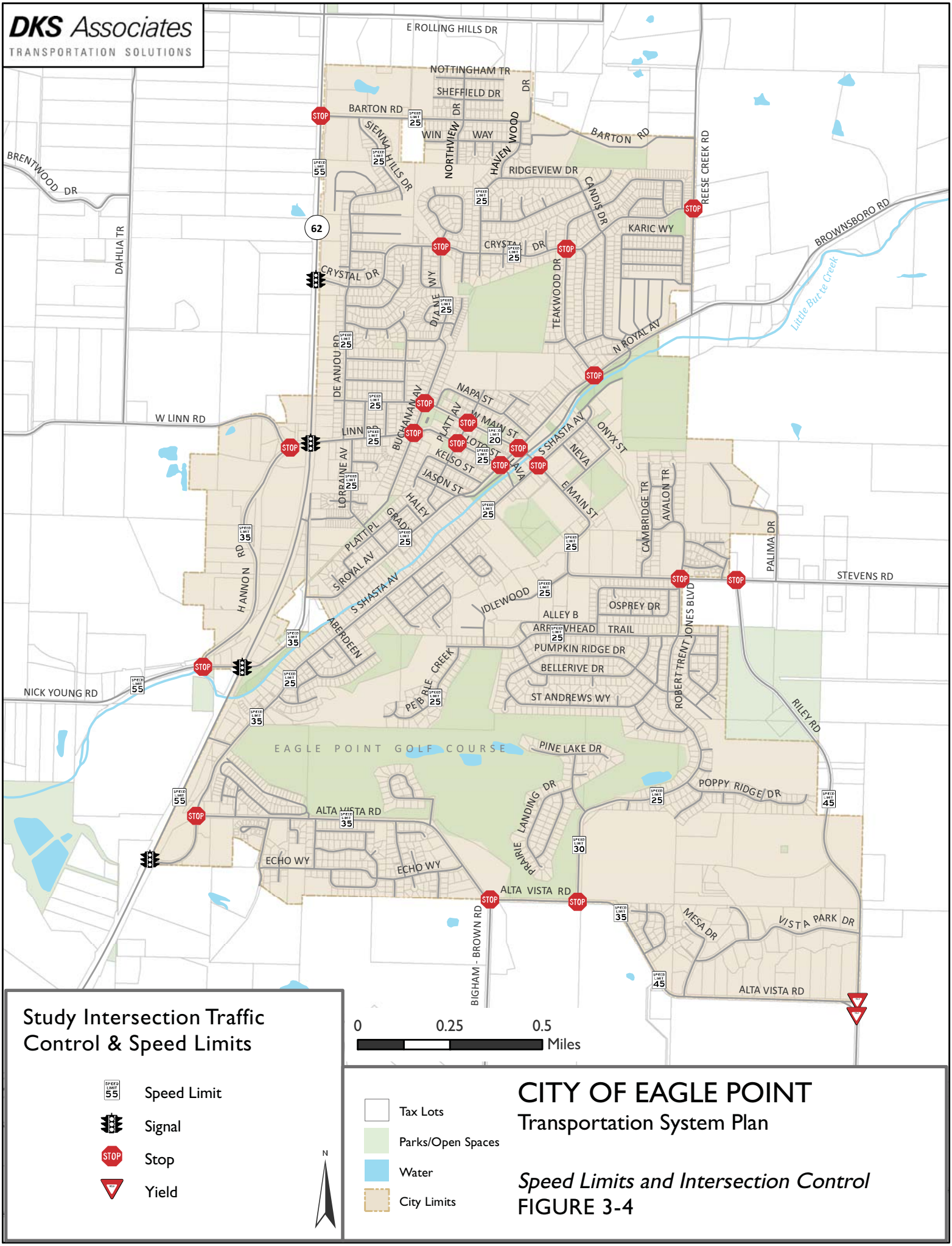
Field inventories were conducted to determine characteristics of major roadways in the TSP study area. Data collected included posted speed limits, roadway lanes, geometry and lane configurations, and intersection controls. These characteristics define roadway capacity and operating speeds through the street system, which affects travel path choices for drivers in Eagle Point. The locations of marked parking spaces on City streets were also examined.

Highway 62 is a key roadway in Eagle Point, providing residents access to Medford to the southwest and recreational opportunities in the Cascade Mountains to the northeast. It is the primary roadway for traffic traveling to, from, and through Eagle Point. Access to the highway is limited to public streets and a few private driveways. The highway includes separate turn lanes at most intersections and a raised median from South Shasta Avenue to just north of Linn Road. North of Linn Road, the highway narrows to two travel lanes. The remaining roads in Eagle Point are two lane roadways.

Traffic signals within Eagle Point are located on Highway 62 at the intersections of South Shasta Avenue, Nick Young Road/Old Highway 62, Linn Road, and Crystal Drive. Other intersection controls (stop signs or yield signs) are depicted in **Figure 3-4**.

Most arterial and collector roadways in Eagle Point have posted speeds between 25 and 35 miles per hour. Roadways in more rural areas of the City, including parts of Alta Vista Road, Riley Road, and Nick Young Road generally have higher posted speed between 45 and 55 miles per hour. Highway 62 through the City has a posted speed of 55 miles per hour. **Figure 3-4** shows an inventory of the posted speeds in Eagle Point.

[12] DKS Staff site visit, July 21, 2009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BRENTWOOD DR
DAHLIA TR
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62
CRYSTAL DR
DIANE WY
TEAKWOOD DR
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Little Butte Creek
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AVALON TR
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POPPY RIDGE DR
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Study Intersection Traffic Control & Speed Limits
Speed Limit
Signal
Stop
Yield
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Tax Lots
Parks/Open Spaces
Water
City Limits
CITY OF EAGLE POINT
Transportation System Plan
Speed Limits and Intersection Control
FIGURE 3-4

**Table 3-2 Existing Approach Spacing Inventory**

| Street | Segment | Number of Approaches | Segment Length (ft.) | Average Approach Spacing (ft.) Actual | Average Approach Spacing (ft.) Standard | Number of Approaches Allowed within Standards* |
|---|---|---|---|---|---|---|
| Highway 62 | Shasta Avenue to Linn Road | 5 | 6,500 | 1,300 | 2,640 | 2 |
| | Linn Road to Crystal Drive | 4 | 2,320 | 580 | 990 | 2 |
| | Crystal Drive to Barton Road | 13 | 2,350 | 180 | 990 | 2 |
| | Barton Road to North UGB | 2 | 710 | 355 | 990 | 0 |
| Alta Vista Road | Shasta Avenue to Eagle Point Drive | 7 | 3,571 | 510 | 300 | 11 |
| | Eagle Point Drive to Echo Way | 0 | 775 | 775 | 300 | 2 |
| | Echo Way to Bigham Brown Road | 0 | 600 | 600 | 300 | 2 |
| | Bigham Brown Road to Robert Trent Jones Jr. Boulevard | 1 | 609 | 609 | 300 | 2 |
| Linn Road/Loto Street | Highway 62 to Comice Way | 8 | 662 | 80 | 300 | 2 |
| | Comice Way to Buchanan Avenue | 7 | 688 | 95 | 300 | 2 |
| | Buchanan Avenue to Platt Avenue | 8 | 683 | 85 | 300 | 2 |
| | Platt Avenue to Royal Avenue | 11 | 704 | 60 | 300 | 2 |
| | Royal Avenue to Shasta Avenue | 0 | 360 | 360 | 300 | 1 |
| Shasta Avenue | Highway 62 to Alta Vista Road | 3 | 1,240 | 410 | 300 | 4 |
| | Alta Vista Road to Fawn Street | 41 | 3,550 | 85 | 300 | 11 |
| | Fawn Street to Meadow Lane | 17 | 692 | 40 | 300 | 2 |
| | Meadow Lane to Lava Street | 27 | 1,225 | 45 | 300 | 4 |

Notes: Standards based on ODOT and Jackson County.
* Number of Approaches Allowed within Standards = Segment Length / Average Approach Spacing Standard

Marked on-street parking is located along most streets in the downtown central business district of Eagle Point, including Main Street, Loto Street, and Platt Street. In addition, marked on-street parking is provided along several collector roadways located throughout the City, including Crystal Drive, Barton Road, and portions of Shasta Avenue.

In general, the pavement conditions of most roads in the City are good. Within the City limits, there are unpaved gravel roads such as Idlewood Drive and Tabor Avenue. Some collectors are in fair to poor condition including Lorraine Avenue, Royal Avenue, Main Street, and portions of Shasta Avenue north of Main Street. ODOT classifies Highway 62 as having fair pavement conditions.

## MOTOR VEHICLE VOLUMES

To determine intersection operations, turn movement counts were conducted at study area intersections during the weekday evening peak period (3 to 6 PM) [13]. Twenty-four study intersections were chosen in coordination with Eagle Point and ODOT staff in order to address major roadways and noted areas of concern. Four 24-hour, bi-directional tube counts were conducted to analyze daily traffic patterns and identify areas which may have peak periods earlier than other roadways. The 24-hour counts for Bigham Brown Road and Nick Young Road are typical of the four locations and are shown in **Figure 3-5a** and **Figure 3-5b**. The peak hours vary by location and directional volume changes significantly throughout the day. The raw traffic count data is included in the **Appendix**.

Traffic counts taken during off peak times in the year (like those collected) require a factor to increase them to the 30th highest annual hour levels that would be observed during the peak season for analysis. Methodology from the ODOT Analysis Procedures Manual[14] was applied to determine the 30th highest annual hour (30 HV) volume for the study intersections. The 30 HV volume represents the level of congestion that typically is encountered during the summer PM peak when traffic volumes are higher than other seasons.

The 30 HV volumes were obtained by applying a seasonal factor to the counts to better represent volumes seen during that time. To determine when the 30th highest annual hour occurs, data is examined from Automatic Traffic Recorder (ATR) stations that record highway traffic volumes year-round. If no on-site ATR is present, one with similar characteristics can be identified using the ATR Characteristics Table. If these do not produce a similar ATR with average annual daily traffic volumes (AADT) within 10% of study area volumes, the seasonal trend method should be used. The seasonal trend method averages seasonal trend groupings from the ATR Characteristics Table.

For the study area, no ATR's are located on-site, and the ATR Characteristics Table did not produce matches within 10% of the study area AADT volumes, therefore, the seasonal trend method was used.

Using the seasonal commuter trend, a seasonal factor of 1.017 for the May 26th and May 27th counts was established. The seasonal variation between the May counts and the peak travel period is about two percent, meaning that travel in May is two percent lower than travel in the peak season.

[13] 16 hour counts were collected at all signalized study intersections. Counts collected May 26th, 2009 through May 27th, 2009.

[14] Analysis Procedures Manual, Oregon Department of Transportation, July 2009.

The seasonal factor was applied to the May counts at study intersections to replicate 30th highest hour volumes that are typical in the summer months (June to August). The final 30 HV peak period traffic volumes developed for the study intersections are displayed in **Figure 3-6a** and **Figure 3-6b**.

## TRUCK FREIGHT

Efficient truck movement plays a vital role in the economical movement of raw materials and finished products. The designation of through freight corridors provides for this efficient movement, while at the same time maintaining neighborhood livability, public safety, and minimizing maintenance costs of the roadway system. Eagle Point, ODOT[15] and Jackson County do not identify any freight routes within Eagle Point, including Highway 62. Heavy Vehicle volumes and percentages of the traffic stream were collected as part of the intersection turn movement counts and were used in traffic level of service calculations. The highest Heavy Vehicle percentage was 15.8 percent on northbound Riley Road at Alta Vista Road[16]. Most intersections had a much smaller percentage of Heavy Vehicles, usually ranging from one to four percent.

[15] *1999 Oregon Highway Plan*, Oregon Department of Transportation, May 1999.

[16] According to City Staff, data collection is presumed to have occurred at a time when unusually heavy truck activity was present in the area, possibly from construction.

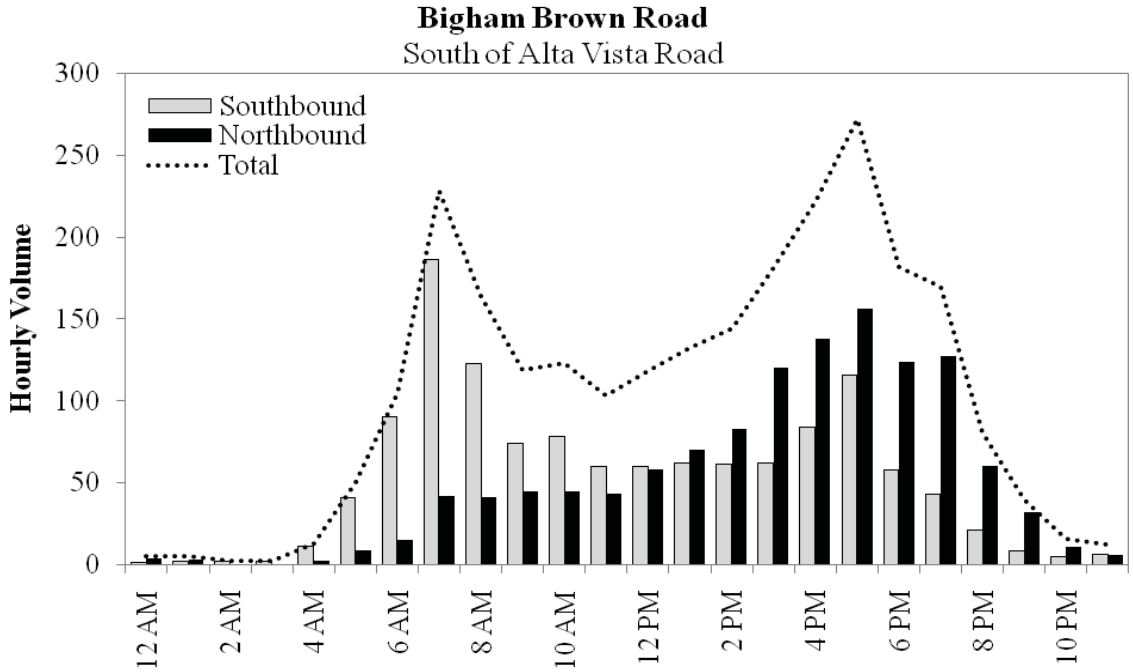



**Figure 3-5a 24-hour Directional Counts on Bigham Brown Road**

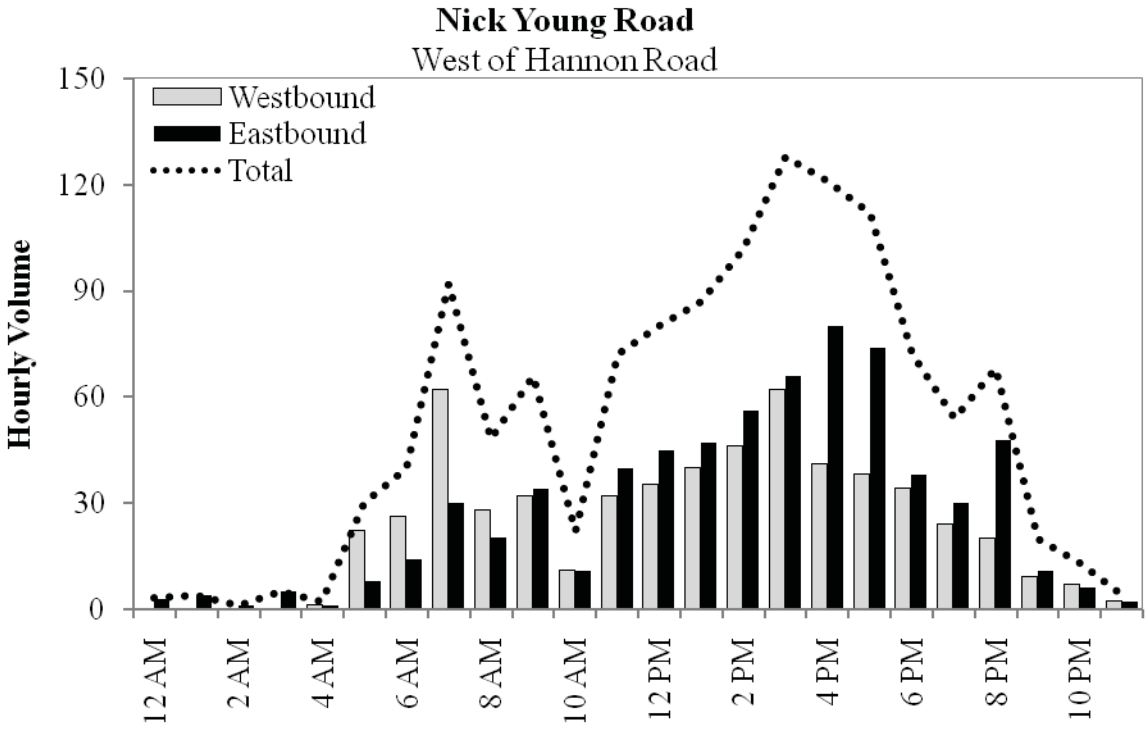
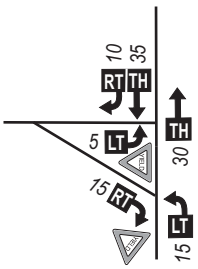


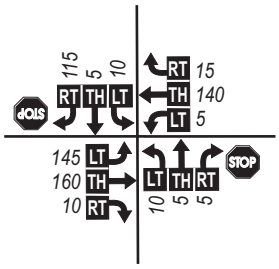

**Figure 3-5b 24-hour Directional Counts on Nick Young Road**

**1** RILEY RD / ALTA VISTA RD



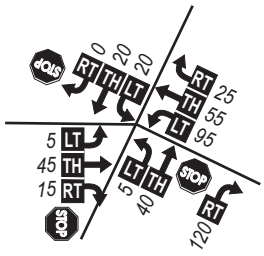
**8.8 | A/A | 0.03**

**2** BUCHANAN AV / LOTO ST



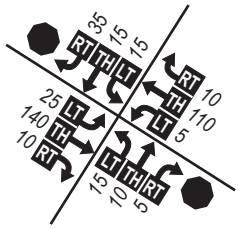
**17.8 | A/C | 0.17**

**3** BUCHANAN AV / ELM WY



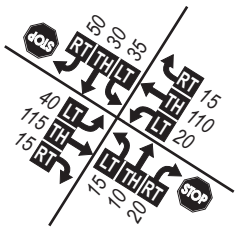
**8.5 | A/A | 0.23**

**4** LOTO ST / PLATT ST



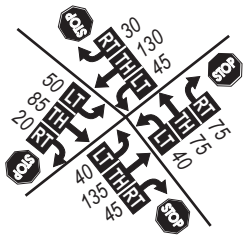
**12.9 | A/B | 0.11**

**5** PLATT ST / MAIN ST



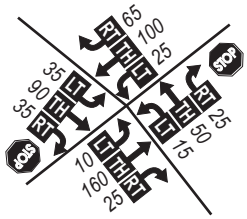
**16.4 | A/C | 0.33**

**6** ROYAL AV / MAIN ST



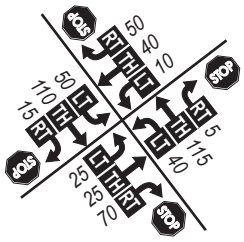
**11.3 | B | 0.38**

**7** ROYAL AV / LOTO ST



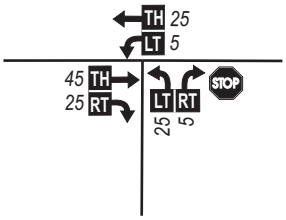
**16.3 | A/C | 0.36**

**8** MAIN ST / SHASTA AV



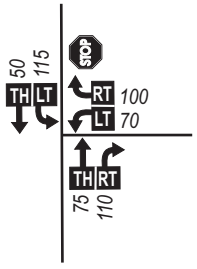
**9.1 | A | 0.25**

**9** STEVENS RD / RILEY RD



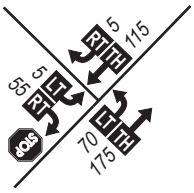
**9.1 | A/A | 0.05**

**10** SHASTA AV / ALTA VISTA RD



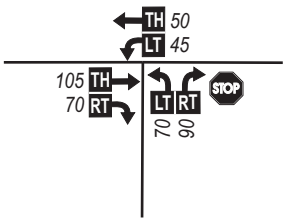
**12.6 | A/B | 0.30**

**11** ROYAL AV / TEAKWOOD DR

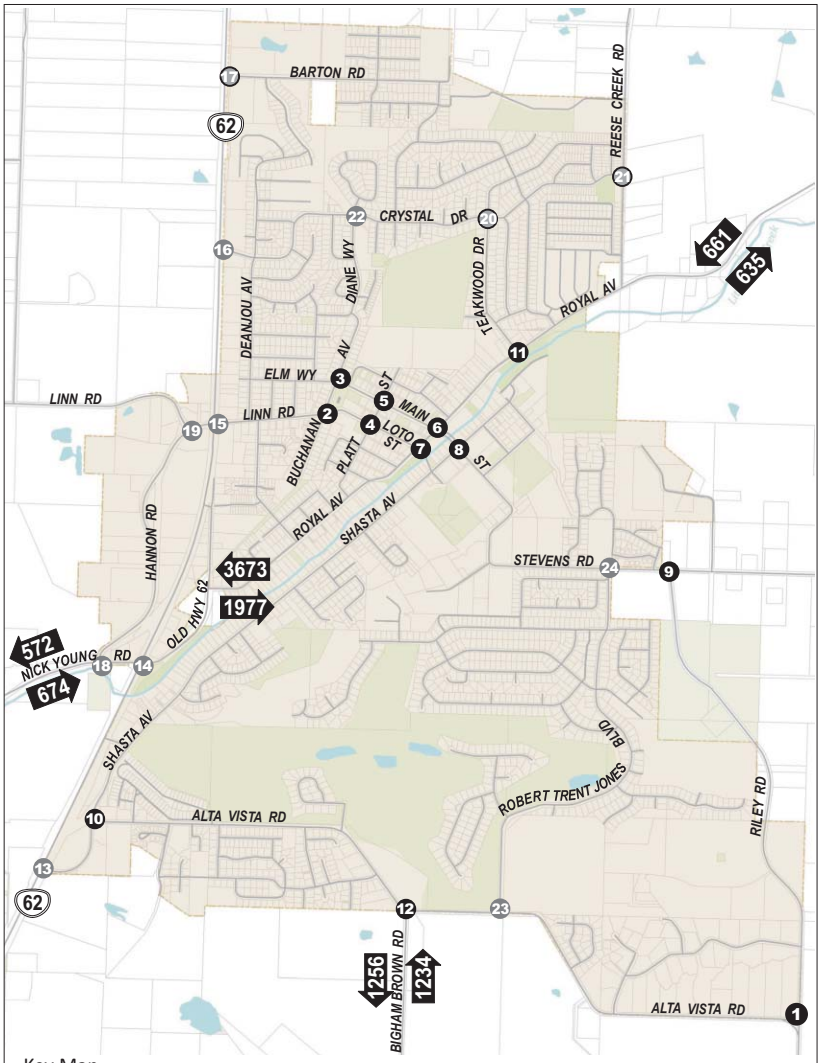


**10.0 | A/A | 0.09**

**12** BIGHAM BROWN RD / ALTA VISTA RD



**11.0 | A/B | 0.23**




Key Map

Tax Lots | Water | Study Intersection No. (This Figure) | Study Intersection No. (Next Figure) | Parks/Open Spaces | City Limits | 000 24 Hour Traffic Volume

Intersection Detail

Stop Sign | Traffic Signal | Yield Sign | 00 PM Peak Hour Traffic Volume | LT•TH•RT Left•Thru•Right Volume Turn Movement

**00.0 | X | 0.00**
Delay LOS V/C

***A/A*** =Major Street LOS/minor street LOS;
***#/#*** = Major Street (v/c)/minor street (v/c)
***Signalized and all-way stop delay*** = average vehicle delay in seconds for entire intersection.
***Unsignalized two-way stop delay*** = highest minor street approach delay.

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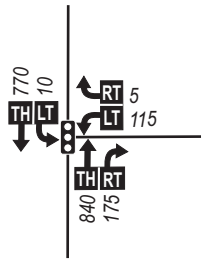
# CITY OF EAGLE POINT
Transportation System Plan

## 2009 Existing PM Peak Hour Traffic Volumes and Intersection Operations
## FIGURE 3-6a

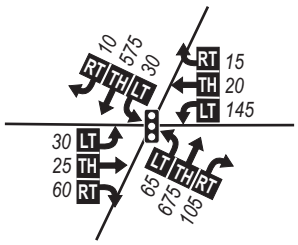
NO SCALE

**13** HWY 62 / SHASTA AV



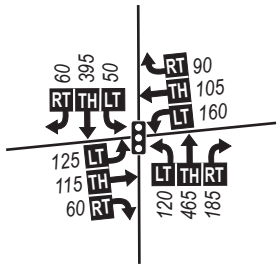

**6.7 | A | 0.44**

**14** HWY 62 / NICK YOUNG RD/ OLD HWY 62



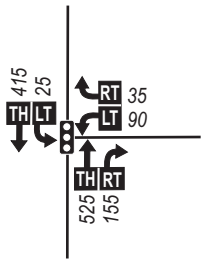

**12.0 | B | 0.45**

**15** HWY 62 / LINN RD



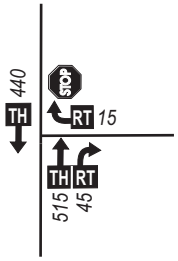

**22.4 | C | 0.42**

**16** HWY 62 / CRYSTAL DR



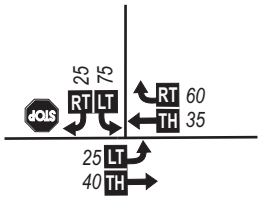

**9.6 | A | 0.44**

**17** HWY 62 / BARTON RD



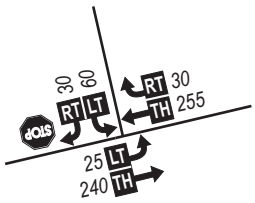

**12.1 | A/B | 0.33**

**18** HANNON DR / NICK YOUNG RD



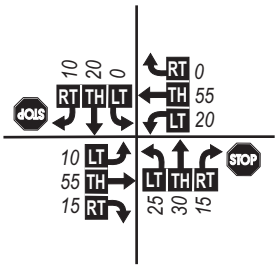

**9.9 | A/A | 0.13**

**19** HANNON DR / LINN RD



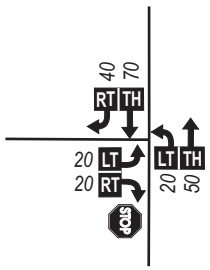

**13.2 | A/B | 0.17**

**20** CRYSTAL DR / TEAKWOOD DR



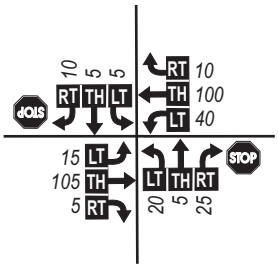

**11.2 | A/B | 0.14**

**21** CRYSTAL DR / REESE CREEK RD



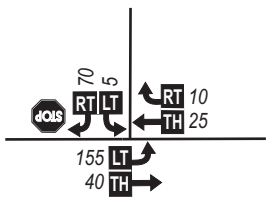

**10.2 | A/B | 0.11**

**22** CRYSTAL DR / DIANE WY



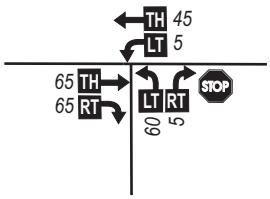

**12.1 | A/B | 0.13**

**23** ALTA VISTA RD / ROBERT TRENT JONES BLVD

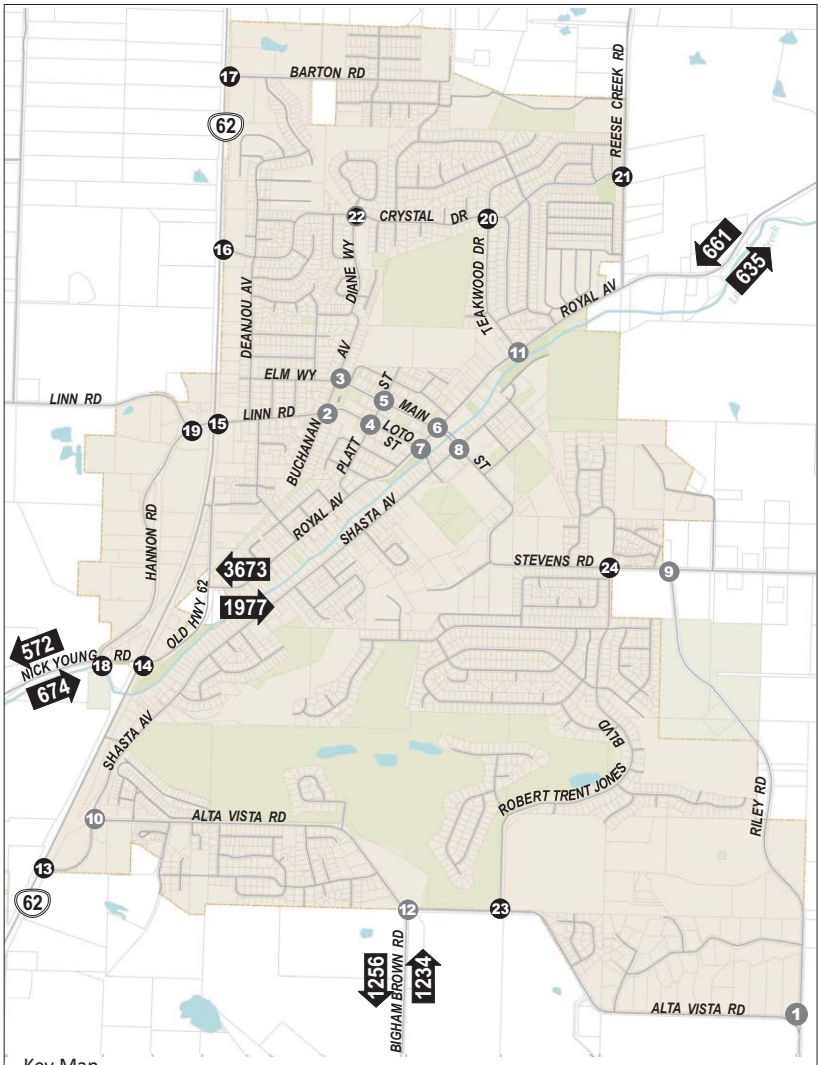



**9.1 | A/A | 0.12**

**24** ROBERT TRENT JONES BLVD / STEVENS RD




**9.7 | A/A | 0.08**




Key Map

- Tax Lots
- Parks/Open Spaces
- Water
- City Limits
- 0 Study Intersection No. (This Figure)
- 0 Study Intersection No. (Next Figure)
- 000 24 Hour Traffic Volume

Intersection Detail

- STOP Stop Sign
- Traffic Signal
- YIELD Yield Sign
- 00 PM Peak Hour Traffic Volume
- LT TH RT Left•Thru•Right Volume Turn Movement

**00.0 | X | 0.00**
*Delay LOS V/C*

***A/A*** =Major Street LOS/minor street LOS;
***#/#*** = Major Street (v/c)/minor street (v/c)
***Signalized and all-way stop delay*** = average vehicle delay in seconds for entire intersection.
***Unsignalized two-way stop delay*** = highest minor street approach delay.

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# CITY OF EAGLE POINT
Transportation System Plan

## 2009 Existing PM Peak Hour Traffic Volumes and Intersection Operations
## FIGURE 3-6b

NO SCALE

## MOTOR VEHICLE OPERATIONS

To determine the quality of motor vehicle traffic operations within Eagle Point, the previously noted data describing the transportation system design and usage was analyzed to determine the performance of key study intersections.

## MOBILITY STANDARDS

The mobility standards for the study intersections vary according to the agency of jurisdiction for each roadway. Five of the study intersections are under State jurisdiction (along Highway 62), while the remaining nineteen intersections are under either the jurisdiction of Eagle Point or Jackson County.

The mobility standards from the *1999 Oregon Highway Plan* (OHP) apply to intersections on Highway 62. ODOT mobility standards are based on volume-to-capacity (v/c) ratios, which are comparisons of the actual volume using the intersection (or a particular movement) to the maximum volume that could be served. A v/c ratio greater than 1.0 indicates there is more demand for the intersection than it can actually serve, which often results in long queues at the approaches. The OHP specifies v/c thresholds for each highway classification, reflecting the management objectives for that type of facility. Through the study area, Highway 62 is classified as a Regional Highway. The segment of Highway 62 south of Linn Road is further classified as an Expressway. OHP specifies a maximum allowable v/c ratio of 0.85 for intersections on Regional Highways and Expressways within a MPO[17].

At signalized intersections under state jurisdiction, these standards are to be applied to the average v/c ratio. At unsignalized intersections, these standards are applicable only to movements that are not required to stop. For movements at unsignalized intersections that are required to stop or otherwise yield the right of way, a minimum v/c ratio of 0.90 is required for District/Local Interest Roads within urban growth boundaries.

All non-state roadways within the study corridor are under the jurisdiction of the City of Eagle Point or Jackson County. The Jackson County TSP sets a mobility standard of v/c 0.95 inside the MPO for all county maintained intersections. Since Eagle Point does not have a mobility standard for City facilities, the County v/c standard of 0.95 will be applied to all study intersections under Eagle Point jurisdiction.

## INTERSECTION OPERATIONS

Analysis of existing conditions at study intersections was performed using Synchro 6, which utilizes the level of service and volume to capacity ratio analysis methodologies outlined in the 2000 Highway Capacity Manual (HCM)[18]. The analysis was performed using the existing p.m. peak hour volumes, lane configurations, and traffic controls shown in **Figure 3-4**, **Figure 3-6a** and **Figure 3-6b**.

All intersections in Eagle Point meet mobility standards by significant margins. Level-of-service for all unsignalized intersections are A or B, with the exceptions of the Buchanan Avenue/Linn Road-Loto Street, Main Street/Platt Avenue, and Loto Street/Royal Avenue intersections which are all operating at

[17] *1999 Oregon Highway Plan*, Policy 1F, Table 6, Oregon Department of Transportation, May 1999.

[18] *2000 Highway Capacity Manual*, Transportation Research Board, 2000.

LOS C during the p.m. peak hour. The worst performing signalized intersection on Highway 62 is at Linn Road which operates at LOS C with an average delay of 22.4 seconds. The existing PM Peak hour intersection operations can be seen in **Figure 3-6a** and **Figure 3-6b**.

## MOTOR VEHICLE SAFETY

The last five years of collision data[19] was obtained from ODOT and used to evaluate the collision history within Eagle Point. To identify potential deficiencies, crash rates for sections of Highway 62 were compared to statewide average crash rates for similar facilities, ODOT's Safety Priority Index System was reviewed to identify potentially hazardous locations, and collisions at study intersections were analyzed to identify patterns or trends.

Crash rates identifying the number of crashes per million vehicle-miles traveled for specified sections of Highway 62, as well as statewide average crash rates for various facility types, were obtained from ODOT's *2008 State Highway Crash Rate Tables.*[20] Highway sections analyzed in these tables are categorized by area type (e.g., urban city, suburban, rural) and functional classification to provide a basis for comparison between various facilities. For comparison against statewide averages, Highway 62 was classified as an expressway through an urban city area from the south Urban Growth Boundary (UGB) to Linn Road and non-freeway urban minor arterial through an urban city area from Linn Road to the north UGB. The reported crash rates along Highway 62 are shown in **Table 3-3**.

The collision rates experienced between Linn Road and the north UGB are significantly lower than the statewide averages during the three-year period. However, the expressway segment of Highway 62 between the south UGB and Linn Road had collision rates higher than the statewide average during 2007 and 2008. The high collision rates for this segment could possibly be caused by fast moving traffic entering an urbanized expressway segment with several access points. This roadway segment functions more like an Urban Minor Arterial, in which the collision rates experienced would be consistent with statewide averages.

None of the segments along Highway 62 through Eagle Point are identified in the ODOT 2009 Safety Priority Index System (SPIS) ratings.

[19] Collision data from November 1st, 2003 through October 31st, 2008

[20] *2008 State Highway Crash Rate Tables (September 2008)*. Retrieved November 2009 from Oregon Dept. Transportation website: http://www.oregon.gov/ODOT/TD/TDATA/car/CAR_Publications.shtml

**Table 3-3 Highway 62 3-year Crash Rate Comparison for Statewide Urban Cities**

| Section Limits (Milepoints) | Section Description | Crashes per Million Vehicles | | |
|---|---|---|---|---|
| | | 2006 | 2007 | 2008 |
| Statewide Average Rate- Expressway | | 0.75 | 0.67 | 0.60 |
| MP 8.80-10.10 | Highway 62: South UGB to Linn Road | 0.67 | 1.11 | 0.78 |
| Statewide Average Rate- Urban Minor Arterial | | 2.61 | 2.30 | 2.98 |
| MP 10.10-11.10 | Highway 62: Linn Road to North UGB | 0.69 | 1.39 | 0.23 |

Highway 62 between Shasta Avenue and Barton Road experienced 51 collisions over the last five years (**Figure 3-7**). Of these collisions, approximately half occurred at intersections, and were primarily due to turning movements and angle collisions. The remaining collisions occurred at mid-block segments of the highway. Only one fatal collision occurred in the corridor. It was caused by improper driving where the vehicle departed the roadway and an occupant was ejected.

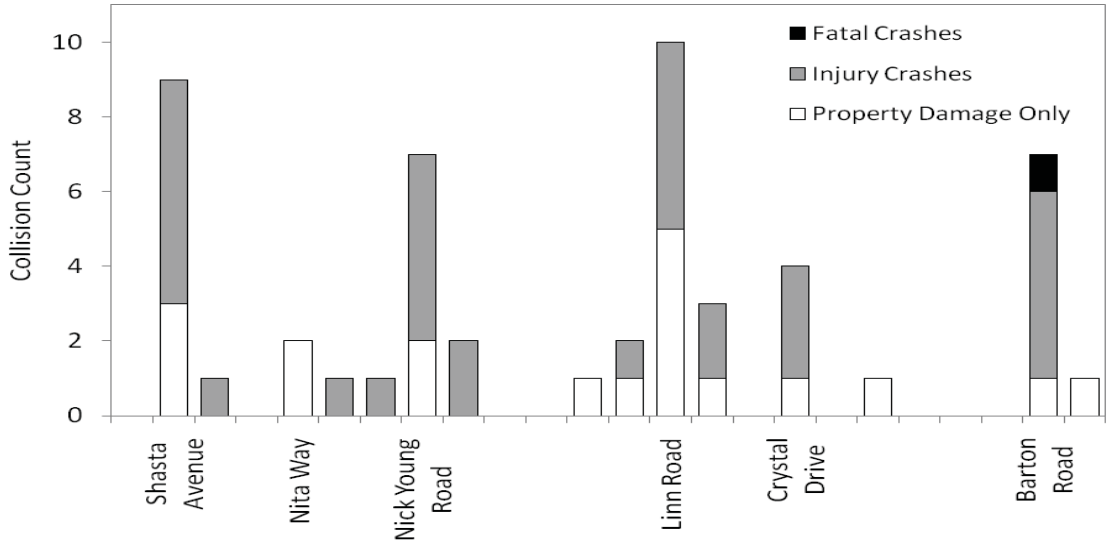



**Figure 3-7 Five Year Collision Count by Highway Segment on Highway 62**

To assess the significance of the amount of collisions occurring, collision rates by study intersection were calculated to relate collision frequencies with the volume of traffic served. The total number of collisions experienced at an intersection is typically proportional to the number of vehicles entering it, therefore, a collision rate describing the frequency of collisions per million entering vehicles (MEV) is used to determine if the number of collisions should be considered high. Using this technique, a collision rate of 1.0 MEV or greater is commonly used to identify when further investigation is warranted.

As shown in **Table 3-4**, collision rates calculated at all study intersections are well below this threshold, indicating the frequency of collisions is typical for the volume of traffic served. Ten study intersections had no collisions reported over the five year period. The highest frequency of collisions occurred at the intersection of Highway 62 and Linn Road, with 19 collisions in the five-year period. At this location, approximately half of the collisions resulted in injuries. Most were of rear-end or involved turning movements. While there are a large number of collisions at this location, the collision rate is only 0.55 per MEV due to the large traffic volume.

The intersection of Riley Road and Alta Vista Road had the highest collision rate at 0.60 collisions per MEV. This intersection only had one reported collision, but since the location has the lowest ADT of the study intersections it had the highest collision rate. At this intersection, converging approaches have no intersection control, creating a confusing and potentially dangerous environment. The geometry and signal control at this intersection should be evaluated further to lower the potential for collisions as traffic volumes increase in the future.

**Table 3-4 Study Area Intersection Collisions by Type and Rate, 2003-2008** [21]

| Intersection | Collisions (by Severity) | | | | Collision Rate per MEV** |
|---|---|---|---|---|---|
| | Fatal | Injury | PDO* | Total | |
| Riley Road / Alta Vista Road | 0 | 0 | 1 | 1 | 0.60 |
| Loto Street -Linn Road / Buchanan Avenue | 0 | 1 | 0 | 1 | 0.10 |
| Elm Way - Main Street / Buchanan Avenue | 0 | 2 | 1 | 3 | 0.41 |
| Loto Street / Platt Street | 0 | 0 | 1 | 1 | 0.17 |
| Main Street / Platt Street | 0 | 1 | 2 | 3 | 0.41 |
| Royal Avenue / Main Street | 0 | 5 | 2 | 7 | 0.55 |
| Royal Avenue / Loto Street | 0 | 1 | 2 | 3 | 0.30 |
| Main Street / Shasta Avenue | 0 | 0 | 1 | 1 | 0.11 |
| Shasta Avenue / Alta Vista Road | 0 | 2 | 0 | 2 | 0.21 |
| Highway 62 / Shasta Avenue | 0 | 0 | 1 | 1 | 0.03 |
| Highway 62 / Nick Young Road -Old Highway 62 | 0 | 1 | 3 | 4 | 0.13 |
| Highway 62 / Linn Road | 0 | 11 | 8 | 19 | 0.55 |
| Crystal Drive / Teakwood Drive | 0 | 0 | 1 | 1 | 0.25 |
| Stevens Road / Robert Trent Jones Jr. Boulevard | 0 | 0 | 1 | 1 | 0.26 |

Source: Oregon Department of Transportation
* Property Damage Only
** Collision rate per MEV = (# of collisions) x 1 million / (# of entering vehicles)
Peak hour volume (PHV) is typically 10% of daily volume. Therefore, (# of entering vehicles) = PHV x 10 x 365 days x 5 years

[21] Ten study intersections had no reported collisions during the 5 year period from 2003 to 2008

## EXISTING MOTOR VEHICLE ISSUES

Deficiencies in the motor vehicle network include:

- Poor intersection control for converging traffic at the Riley Road/Alta Vista Road intersection creating potential safety issues.
- Poor sight distance at the Idlewood Drive/Main Street intersection.
- Access spacing on many streets within the City, including state highways, does not comply with adopted standards.
- Lack of access spacing standards for streets under City jurisdiction.
- Lack of mobility standards for streets under City jurisdiction.
- In general, many arterial and collector roadways within the City do not comply with the functional classification description.
- There have been a number of pedestrians struck by motor vehicles near the schools, including six school-age children in the downtown area.

## RAIL

There are currently no rail operations, facilities, or services within the City of Eagle Point.

## AIR

There are no air transportation services or facilities within the City of Eagle Point. The closest commercial aviation facility is the Rogue Valley International-Medford Airport (IATA: MFR), located approximately 10 miles away. The facility is considered an international port of entry. Aviation operations include commercial passenger and freight, private, military flights and air ambulance service.

## PIPELINE

The Medford Water Commission (MWC) owns two water lines that cross through the City of Eagle Point from Big Butte Springs to Medford. Other pipelines within the City are natural gas lines operated by Avista Utilities from the Grants Pass terminus of the Northwest Pipeline transmission facility to customers within the Eagle Point area.

## WATERWAY

There are no navigable waterways within Eagle Point. Little Butte Creek and other small water sources within the City of Eagle Point only offer recreational use and are not applicable to this plan.

# CHAPTER 4 FUTURE CONDITIONS AND NEEDS

**Chapter 4** presents the assumptions and methodology used to project future traffic growth and summarizes the future multi-modal system needs of Eagle Point through the year 2034. The purpose of this analysis is to identify locations requiring improvements to meet the future needs of the motor vehicle, pedestrian, bicycle, and transit modes of travel.

## PEDESTRIANS

The future transportation system will need multi-modal improvements to manage the forecasted growth throughout Eagle Point. Pedestrian travel in and around the study area needs to provide a safe, efficient and interconnected system that provides walking as a viable mode of travel for trips that are one mile in length or less. The following sections summarize the needs identified for pedestrian access and circulation within Eagle Point, and indicate potential locations for prioritizing sidewalk improvements or additions.

## PEDESTRIAN NEEDS

Many of the arterial and collector streets in Eagle Point provide a limited sidewalk inventory (see **Figure 4-1**). Sidewalks are provided in most of the downtown grid and many newer residential neighborhoods, with limited connections and only intermittent sidewalks, connecting the rest of the City. Additionally, the pedestrian system has significant existing barriers (e.g. Little Butte Creek and Highway 62) that contribute to poor connectivity throughout the City.

Gaps within the sidewalk and trail network discourage pedestrians, and put them at a safety disadvantage by requiring them to share the roadway with vehicles in certain locations. The barrier effect of sloping topography in parts of the City also contributes to poor sight distances and further justification for providing safe pedestrian facilities separate from the roadway.

An important, existing pedestrian need in Eagle Point is the provision of sidewalks on all arterial and major collector roadways such as Linn Road, Loto Street, Alta Vista Road, Royal Avenue, and Shasta Avenue, and providing a connection from residential areas to major activity generators such as various school campuses throughout town, downtown Eagle Point, and local parks. This also includes the need for safe, well lighted arterial, and collector streets with suitable pedestrian amenities and additional crossing facilities to reduce the barriers for pedestrian travel across higher volumes roadways and natural barriers such as Little Butte Creek. Pedestrian facility needs in Eagle Point must consider the three most prevalent trip types:

- Residential based trips – home to school, home to home, home to retail, home to park, home to transit, home to entertainment
- Service based trips – multi-stop retail trips, work to restaurant, work to services, work/shop to transit
- Recreational based trips – home to park, exercise trips, casual walking trips

Residential trips need a set of interconnected sidewalks radiating out from homes to destinations within one-half to one mile. Beyond these distances, walking trips of this type become substantially less common (over 20 minutes). Service based trips require direct, conflict-free connectivity between uses (for example, a shopping mall with its central spine walkway connecting multiple destinations). Service based trips need a clear definition of connectivity. This requires commercial

developments to locate front doors relating directly to the public right-of-way and providing walking links between uses within one-half mile. Recreational walking trips have different needs. Off-street trails, well landscaped sidewalks and relationships to unique environments (waterways, trees, open space) are important.

The most common need is the provision of a safe and interconnected system, to encourage opportunities for pedestrian travel, especially for trips less than one mile in length.

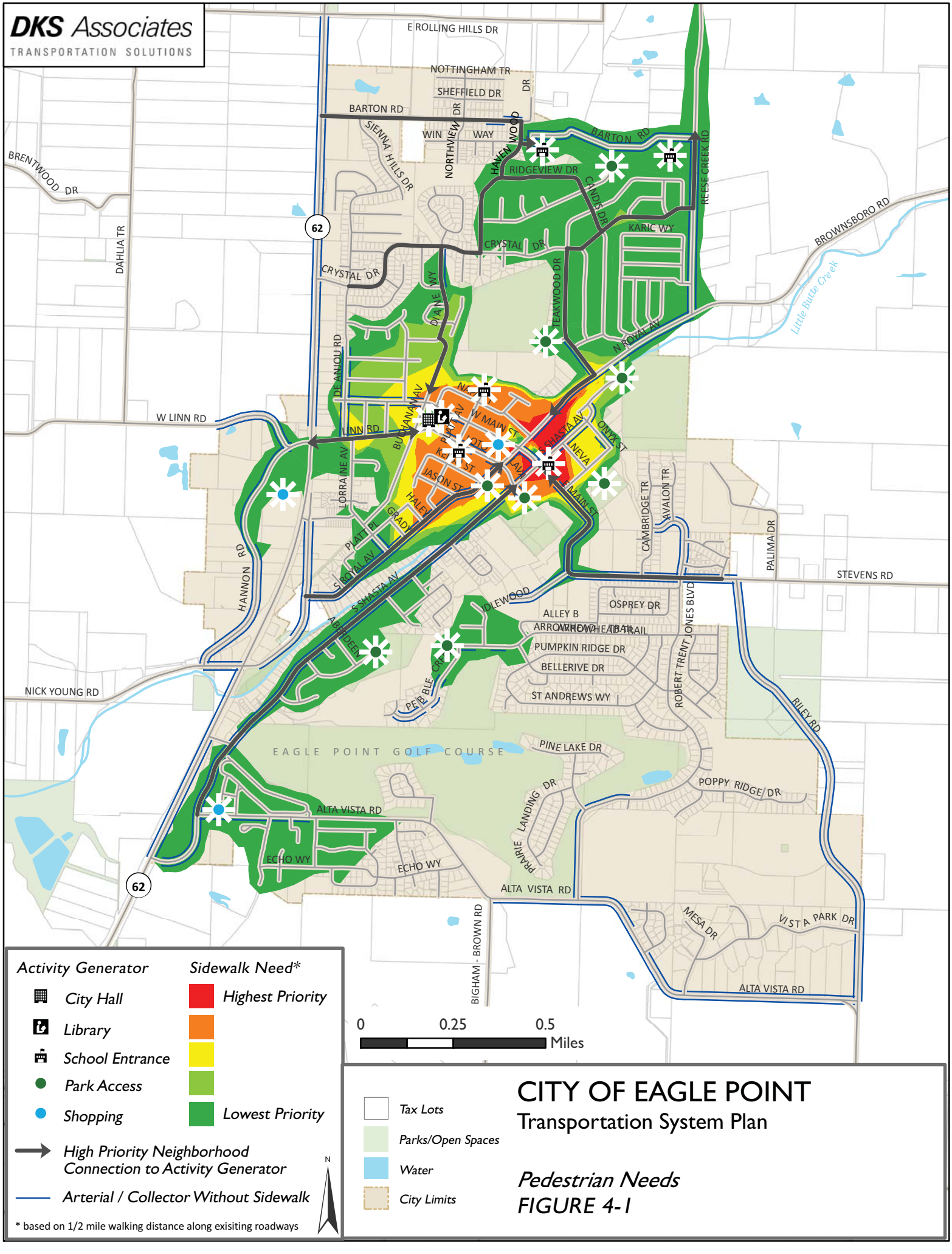
## PEDESTRIAN FACILITY PRIORITY

Residential sidewalks must be built in compliance with the City's adopted "Standard Details" design standards, which exceed the minimum standards of the Americans with Disabilities Act (at least four feet of unobstructed sidewalk).[22] Wider sidewalks are required for arterial streets or in areas with activity generators. On facilities under State jurisdiction (Highway 62), the minimum sidewalk width allowed will be at least as wide as ODOT's design standards require. Additional pedestrian facilities may include accessways, pedestrian districts and pedestrian plazas.

- Accessway – A walkway that provides pedestrian and/or bicycle passage either between streets or from a street to a building or other destinations such as a school, or park.
- Pedestrian District – A plan designation or zoning classification establishing a safe and convenient pedestrian environment in an area planned for a mix of uses likely to support a relatively high level of pedestrian activity.
- Pedestrian Plaza – A small, semi-enclosed area usually adjoining a sidewalk which provides a place for pedestrians to sit, stand or rest.

The transportation network was analyzed to determine potential sidewalk locations maximizing the benefit of additional infrastructure by providing service to as many activity locations as possible. In **Figure 4-1**, areas that would serve the greatest number of activity generators are indicated in red. Locations lying outside the walking distance (assumed to be ½ mile in Eagle Point) to activity generators or providing benefit to the least number of users are indicated in green. Sidewalk gaps existing in red shading indicate potential locations for prioritizing sidewalk improvements or additions. The figure indicates that the highest priority need locations lie within the downtown area of Eagle Point, including Royal Avenue, Loto Street, and Shasta Avenue.

[22] *Americans with Disabilities Act*, Uniform Building Code.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DAHLIA TR
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BROWNSBORO RD
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* based on 1/2 mile walking distance along exisiting roadways
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Tax Lots
Parks/Open Spaces
Water
City Limits
CITY OF EAGLE POINT
Transportation System Plan
Pedestrian Needs
FIGURE 4-1

## BICYCLE

This section summarizes existing and future facility needs for bicycles in Eagle Point. The locations of existing bike lanes and activity generators such as parks, schools, and the Jackson County library were identified in the Existing Conditions chapter. Bicycle system needs were identified based upon this inventory.

## BICYCLE NEEDS

Policy outlined in the State Transportation Planning Rule[23] requires that all roadways classified as arterials or major collectors should provide either bike lanes when constructed or improved, or when an adjacent, parallel facility is provided. Bike lane improvements are aimed at closing the gaps in the bicycle network along arterial and collector roadways, in addition to providing multi-modal links to improve accessibility.

The existing bike lane system on arterial and collector streets does not provide adequate connections from neighborhoods to activity generators such as schools, parks, or commercial areas. The bicycle network in Eagle Point includes several roadways with a bike lane on only one side of the roadway, potentially forcing bicyclists to travel against traffic. In addition, several roadways without bike lanes have either very narrow shoulders or no shoulders at all, forcing bicyclists to share the roadway with motor vehicles and increasing the conflict potential between the two. Without connectivity of the bicycle system, this mode of travel is severely limited and the conflict potential with motor vehicles is increased. Local streets do not require dedicated bike facilities since the lower motor vehicle volumes and speeds typically allow for both autos and bikes to share the roadway. Cyclists desiring to travel through the City generally either share the roadway with motor vehicles on major streets or find alternate routes on lower volume local streets.

Bicycle trips are different from pedestrian and motor vehicle trips. Common bicycle trips are longer than walking trips and generally shorter than motor vehicle trips. Where walking trips are attractive at lengths of a half mile (generally not more than a mile), bicycle trips are attractive up to three miles, which would include almost all trips made within Eagle Point. Bicycle trips can generally fall into three groups: commuting, activity-based and recreational. Commuter trips are typically home/work/home and are made on direct, major connecting roadways and/or local streets. Bicycle lanes provide good accommodations for these trips. Activity based trips can be home-to-school, home-to-park, home-to-neighborhood commercial or home-to-home. Many of these trips are made on local streets with some connections to arterials and collectors. Their needs are for lower volume and speed streets, safety and connectivity. Recreational trips share many of the needs of both the commuter and activity-based trips, but create greater needs for off-street routes and safety. Typically, recreational bike trips will exceed the normal bike trip length.

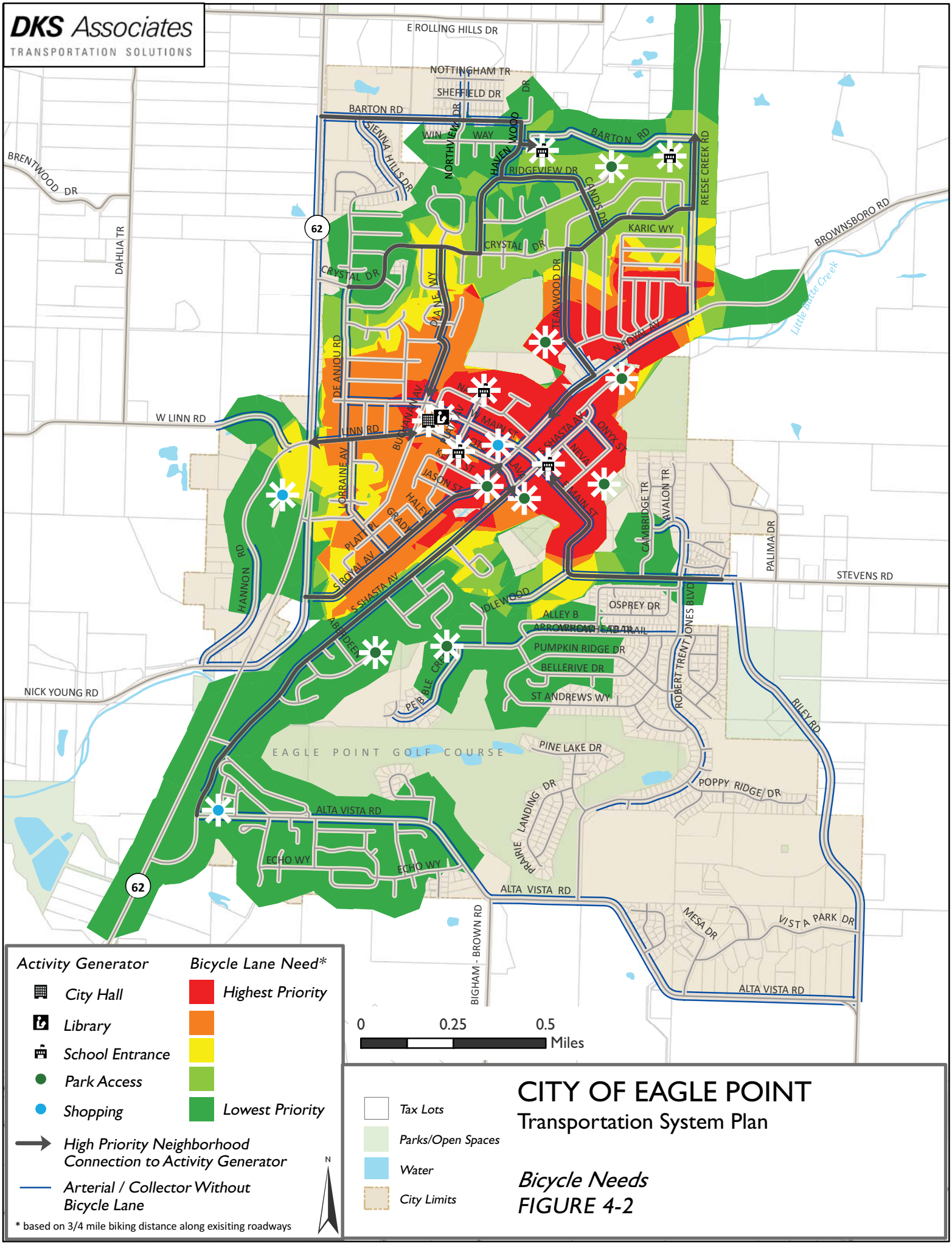
## BICYCLE FACILITY PRIORITY

**Figure 4-2** depicts the existing gaps in the bicycle system along arterial and collector roadways, as well as various activity generators having the potential to attract bicycle use. As with the pedestrian system, the transportation network was analyzed to determine potential bicycle lane locations, serving to maximize the benefit of such widening or striping by providing service to as many activity locations as possible. In **Figure 4-2**, areas that would serve the greatest number of activity generators are indicated in

[23] OAR 660-012-0045 (3) (B)

red, while locations lying outside the cycling distance (assumed to be 3/4 miles in Eagle Point) to activity generators or providing benefit to the least number of users are indicated in green. Bicycle lane gaps in red shading indicate potential locations for prioritizing improvements such as striping or widening.

The highest priority locations for filling bicycle lane gaps lie within and surrounding the City's downtown area. These include roadways such as Linn Road, Loto Street, Main Street, Royal Avenue, Shasta Avenue, Teakwood Drive, and Platt Avenue.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CRYSTAL DR
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EAGLE POINT GOLF COURSE
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ECHO WY
MESA DR
VISTA PARK DR
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City Hall
Library
School Entrance
Park Access
Shopping
Bicycle Lane Need*
Highest Priority
Lowest Priority
High Priority Neighborhood Connection to Activity Generator
Arterial / Collector Without Bicycle Lane
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Tax Lots
Parks/Open Spaces
Water
City Limits
CITY OF EAGLE POINT
Transportation System Plan
Bicycle Needs
FIGURE 4-2

## PUBLIC TRANSPORTATION

This section summarizes existing and future public transportation needs in Eagle Point, including the identification of public transit needs, and an assessment of transportation disadvantaged residents.

## PUBLIC TRANSPORTATION NEEDS

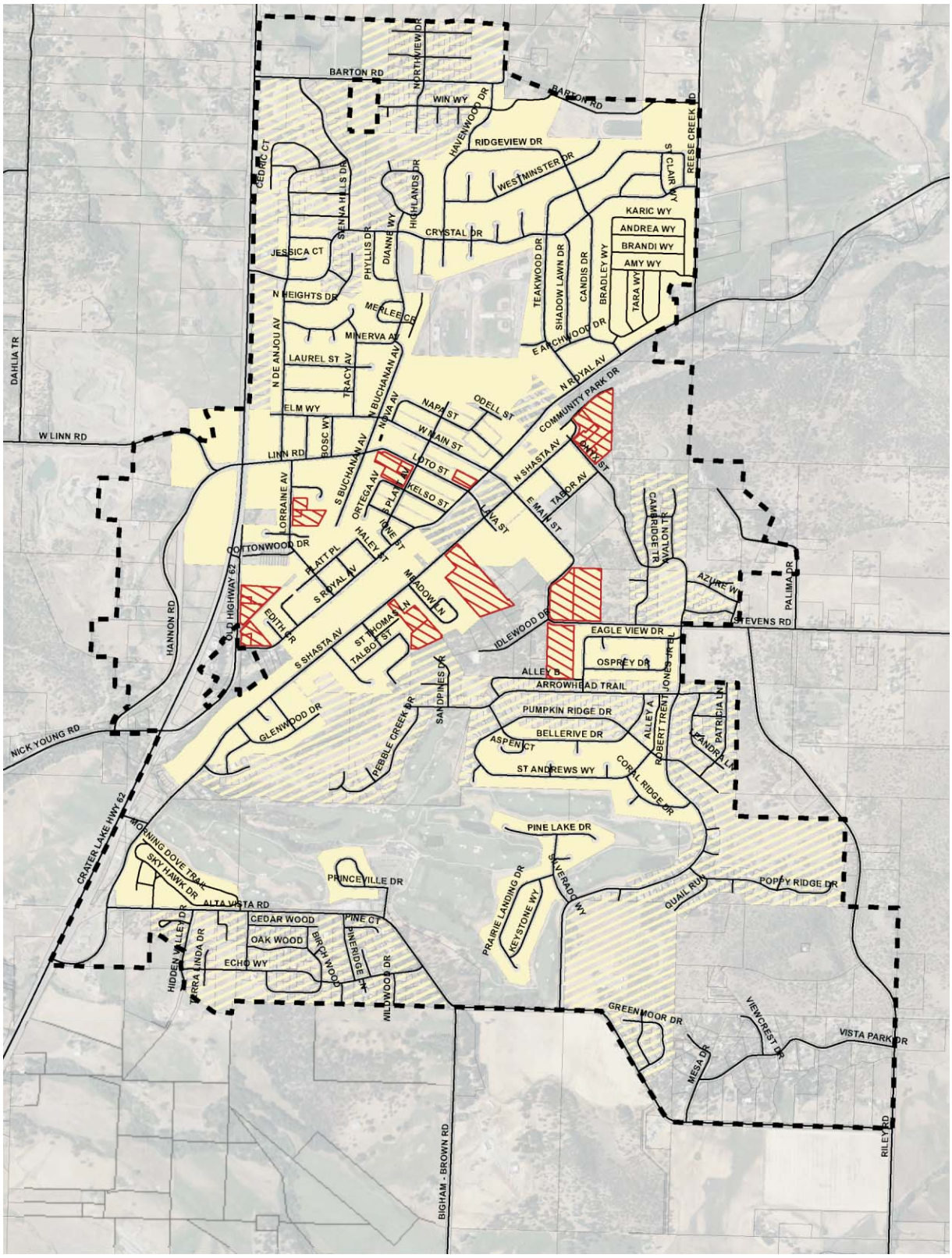
To determine the potential demand for fixed route public transit service within Eagle Point, a land use density analysis was conducted to identify areas of the City that could generate enough trips to support transit service. The minimum land use density[24] required to support a fixed route transit bus service with 1-hour schedule between arrivals is about four housing units per acre or three employees per acre. The analysis showed that most sections of the City meet the transit density criteria in the base year 2009, with the exception of the following areas:

- The area bounded by Old Highway 62 to the east, Nick Young Road to the south, Hannon Road to the west, and Wal-Mart to the north.
- Between Crystal Drive and Barton Road, east of Highway 62 to Ridgeview Drive, at the northwest corner of the City.
- The area just to the north of Eagle Point High School to Crystal Drive, between Diane Way to the west and Teakwood Drive to the east.
- The area between Robert Trent Jones Boulevard and Riley Road, at the southeast corner of the City.
- Much of the area around the Eagle Point Golf Course.
- The area south of Alta Vista Road, between Shasta Avenue and Bigham-Brown Road, at the southwest corner of the City.

The areas of Eagle Point meeting the transit supportive criteria for the base 2009 and the future 2034 scenarios can be seen in **Figure 4-3**. The base year 2009 areas that met the transit density levels were approximately 50% of Eagle Point. The future year 2034 transit supportive areas are expected to be approximately 65% of Eagle Point based upon planned or in process developments. The significant growth in transit supportive areas with the 2034 land use forecasts suggest the need for public transportation service and identify areas, primarily north of Shasta Avenue, that could be considered for transit routes.

The need for fixed-route public transit service could possibly be satisfied with an extension of regional service to Eagle Point at some point in the future. This would require the City to annex into the Rogue Valley Transit District. The potential transit service in the City could be supplemented with park and ride lots.

[24] Thresholds for minimum land use density to support fixed-route transit service are based on definitions in the 2000 *Highway Capacity Manual*, Chapter 27 for Transit service analysis methodologies.




**LEGEND**

- City Limits
- Roadway
- Transportation Disadvantaged
- 2009 Transit Supportive Area
- 2034 Additional Transit Supportive Area

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NO SCALE

## Transit Supportive Areas

FIGURE 4-3

## TRANSPORTATION DISADVANTAGED

It is important to provide quality transportation services for people who, because of disability or income status, do not have access to automotive transport of their own.

Eagle Point has significant populations of low income, senior, and disabled residents who would benefit from public transportation services. **Table 4-1** compares transportation disadvantaged indicators in Eagle Point to Jackson County. The economic indicators of median income and percentage of population below the poverty level are very similar to the countywide statistics, while the disabled population is greater in Eagle Point than Jackson County. The economic indicators suggest that Eagle Point may support the need for public transportation.

In Eagle Point, the transportation disadvantaged populations are generally disbursed throughout the City, and not clustered in specific areas. However, some parts of the City do have higher transportation disadvantaged populations, as seen in Figure 4-3, including the area between Old Highway 62 and Fargo Street, around Stevens Road and Idlewood Drive, near Onyx Street and North Shasta Avenue, and in the Central Business District.

**Table 4-1: Eagle Point Demographic Characteristics**

| Location | Median Household Income | Percent of Population Below Poverty Level | Percent of Population Over 65 | Percent of Population with Disability |
|---|---|---|---|---|
| Eagle Point | $37,557 | 12.8% | 9.1% | 23.8% |
| Jackson County | $36,461 | 12.5% | 16.0% | 16.9% |

Source: U.S. Census Bureau, 2000 Census

Mobility needs for the transportation disadvantaged are accommodated through several agencies and private providers.

Shady Cove's Upper Rogue Community Center (URCC) provides access to employment, education, and recreation opportunities in Eagle Point and the surrounding region that transportation disadvantaged individuals would otherwise be unable to reach.

The URCC provides a shared van service for senior and disabled residents of Eagle Point and surrounding communities with service to nearby cities such as Medford, Ashland, and Prospect. Riders must be members of the Upper Rogue Community Center and pay a membership fee of $10 per household each year. Priority is given to those with medical appointments, then disabled passengers and individuals at or over 60 years of age; all others ride on a space-available basis. Trips must be scheduled before 1 p.m. the day prior, but no more than 72 hours in advance.

In addition, an Americans with Disabilities Act (ADA) mandated dial-a-ride service called Valley Lift is provided by RVTD, but service is only provided as far as Northrop's Video, at the main entrance to the VA Domiciliary in White City, approximately 1.5 miles south of the City.

Other services available to the transportation disadvantaged include private taxi and van services on a "fee for service" basis, RVTD's Rideshare Program through CarpoolMatchNW which matches origin, destination and schedule information to determine likely carpools and notifies individuals of a possible match, and TransLink, which along with other local vendors, provides non-emergency door-

to-door demand responsive shared-ride medical transportation to individuals on the Oregon Health Plan or Medicaid for no cost.

Transportation disadvantaged residents may have difficulty utilizing these services because of the associated costs, limited pick-up/drop-off locations, and/or scheduling requirements. Therefore, a fixed-route transit service providing transit stops in key areas of the City would likely be of greater value to low income, senior, and disabled residents of Eagle Point.

## OTHER MODES

This section summarizes existing and future rail, air, pipeline and waterway transportation needs in Eagle Point. These transportation modes have a lesser impact on the transportation system in Eagle Point, but must still be considered.

### RAIL

There are no rail facilities within Eagle Point, nor are there expected to be any rail facilities within the City in the near future. Due to these considerations, no policies or recommendations in this area of transportation are provided for Eagle Point.

### AIR

There are no air transportation services or facilities within Eagle Point. The closest commercial aviation facility is the Rogue Valley International-Medford Airport (IATA: MFR), located approximately 10 miles away. No policies or recommendations in this area of transportation are provided for Eagle Point.

### PIPELINE

The Medford Water Commission (MWC) owns two water lines that cross through the City from Big Butte Springs to Medford. Other pipelines within the city are natural gas lines operated by Avista Utilities from the Grants Pass terminus of the Northwest Pipeline transmission facility to customers within the Eagle Point area. No policies or recommendations in this area of transportation are provided for Eagle Point.

### WATERWAY

Little Butte Creek and other small water sources in the City serve recreational purposes only. No policies or recommendations in this area of transportation are provided for Eagle Point other than to continue to support the recreational uses in and around the waterways.

## MOTOR VEHICLES

Future motor vehicle needs estimated through the year 2034 are presented in this section. These needs assume the construction of currently planned roadway improvements and are based on land use and population growth projections described later in this section. The growth assumptions were used to make travel forecasts for Eagle Point.

The following sections summarize the planned roadway improvements, existing and forecasted land uses, the modeling process, projected 2034 traffic volumes, and estimated future traffic operating conditions.

### PLANNED ROADWAY IMPROVEMENTS

Planned transportation improvements that are reasonably likely to be funded from Eagle Point's current Transportation System Plan that would improve connectivity or add system capacity were assumed to be in place by the forecast year of 2034 and were included in the analysis model. Key improvements affecting future traffic assignment and operations included:

- Extension of Onyx Street to Robert Trent Jones Boulevard

- Extension of Arrowhead Trail to South Shasta Avenue
- Adding a traffic signal at the Alta Vista Road/ Shasta Avenue intersection

## TRAVEL DEMAND AND LAND USE

The Rogue Valley Metropolitan Planning Organization regional travel demand model (RVMPO v2) developed by ODOT's Transportation Planning Analysis Unit (TPAU) was used to determine future traffic volumes for the year 2034 in Eagle Point. This forecast model translates assumed land uses into person trips, selects travel modes and assigns motor vehicles to the roadway network. These traffic volume projections form the basis for identifying potential roadway deficiencies, and for evaluating alternative circulation improvements.

## PROJECTED LAND USE GROWTH

Land use is a key factor in developing a functional transportation system. The scale, type and location of land that is planned have a direct relationship to the expected demands on the transportation system. Understanding the composition of land use is critical to maintaining or enhancing transportation system operations.

Projected land uses were developed for areas within the urban growth boundary and reflect the City's Comprehensive Plan and the Rogue Valley Council of Governments' (RVCOG) land use projections for the year 2034. The future year 2034 represents RVCOG's horizon year for future forecasting.

Land uses were inventoried throughout Eagle Point by the City, Jackson County, and RVCOG to develop a base 2009 scenario. This land use database includes the number of households, the number of retail employees, the number of service employees, and the number of other employees. **Table 4-2** summarizes Eagle Point land uses for the base 2009 scenario and the future 2034 scenario for Eagle Point.

At the existing level of land development, the transportation system generally operates without significant deficiencies in Eagle Point. As more land is developed there will be a change in the overall operation of the transportation system. Retail land uses generate higher amounts of trips per acre of land than households and other land uses. The location and design of retail land uses in a community can greatly affect transportation system operation. Additionally, if a community is uniform in land use character (i.e. all employment or residential), the transportation system must support significant trips coming to or from the community, rather than within the community. Typically, there should be a mix of residential, commercial, and employment type land uses so that some residents may work and shop locally, reducing the need for residents to travel long distances.

## GROWTH WITHIN EAGLE POINT

**Table 4-2** indicates that households in Eagle Point are expected to more than double in the coming decades (3,247 to 6,805 households). During the same period, employment is expected to increase only 30% (1,154 to 1,505 jobs). This causes the jobs to housing ratio to decrease from 0.34 jobs per household in 2009 to 0.22 jobs per household in 2034. The low jobs to housing ratio means more traffic from Eagle Point will be traveling to employment throughout the region. With the doubling of the population and the job to household imbalance, the transportation system should be monitored to account for possible increasing traffic congestion and longer commute times to employment.

A primary purpose of this TSP update is to assess the needs of the transportation system and help determine transportation projects for all modes, thus balancing the future needs with the forecasted 2034 land uses.

**Table 4-2: City of Eagle Point Land Use Summary**

| Land Use | 2009 | 2034 | Change | Percent Change |
|---|---|---|---|---|
| Households (HH) | 3,247 | 6,805 | 3,558 | 109% |
| Employment | 1,154 | 1,505 | 351 | 30% |
| *Retail Employees (RET)* | *232* | *511* | *279* | *120%* |
| *Service Employees (SER)* | *763* | *865* | *102* | *13%* |
| *Other Employees (OTH)* | *159* | *129* | *(30)* | *(18%)* |

For transportation forecasting, the land use data is stratified into geographical areas called transportation analysis zones (TAZs), which represent the sources of vehicle trip generation. There are about 17 TAZs within or adjacent to the Eagle Point TSP Update study area that were further refined as part of this plan. These 17 TAZs were subdivided into 21 TAZs to more specifically represent land use in Eagle Point and allow forecasting of the City roadway network (RVCOG's model focuses on significant regional facilities). The disaggregated model zone boundaries are shown in **Figure 4-4**.

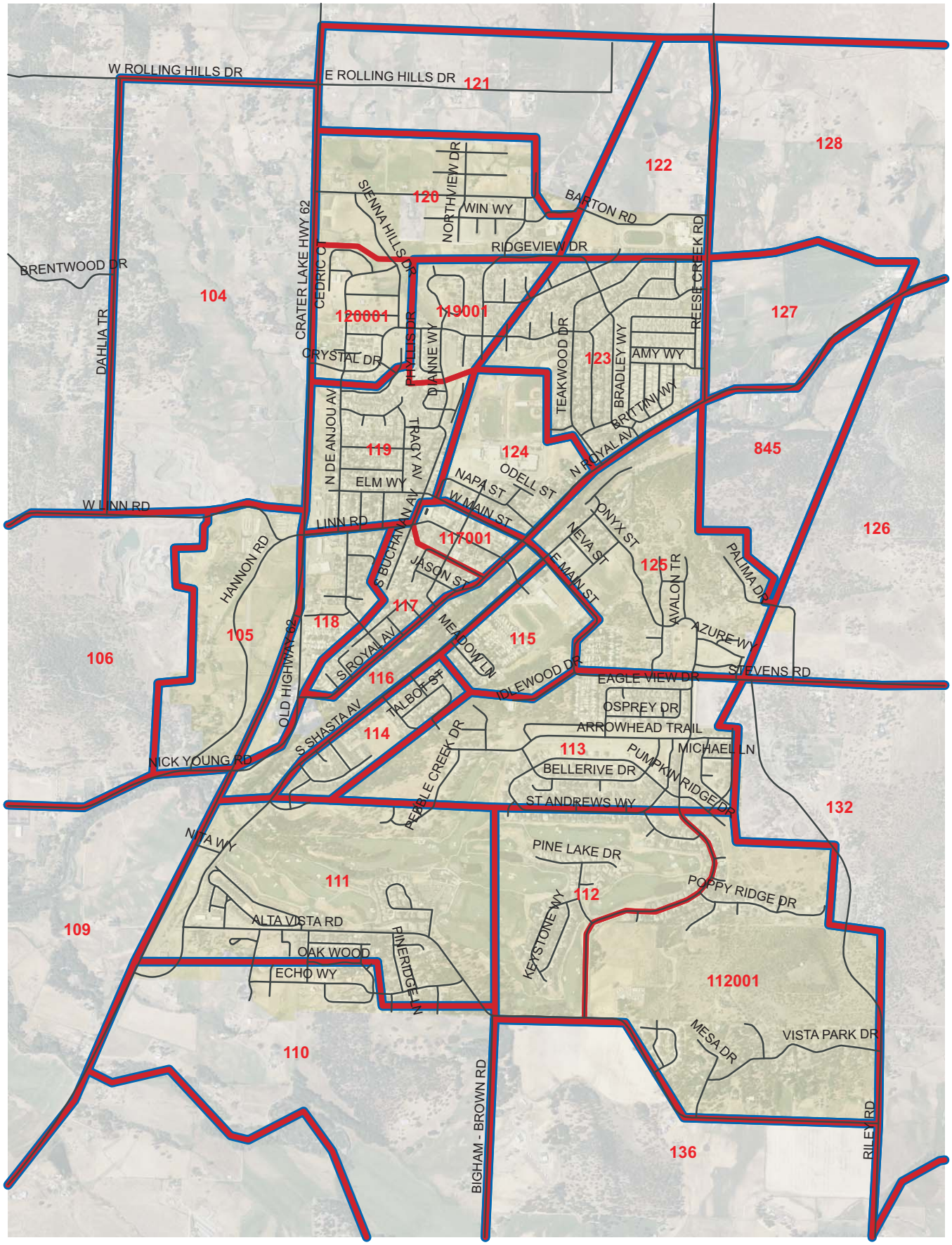
## TRANSPORTATION MODEL

A determination of future traffic system needs in Eagle Point requires the ability to accurately forecast travel demand resulting from estimates of future population and employment for the City. The objective of the transportation planning process is to provide the information necessary to make decisions on where and when improvements should be made to the transportation system to meet future travel demand. TPAU uses a transportation modeling program to process the large amounts of data related to land use and vehicle trips for travel in the Eagle Point area. The modeling process for the Eagle Point TSP Update uses the 2009 and 2034 travel demand models during the PM peak period to develop future forecasts within Eagle Point.

Future travel demand forecasting can be divided into several distinct but integrated components that represent the logical sequence of travel behavior (see **Figure 4-5**). These components and their general order in the traffic forecasting process are as follows:

- ***Trip Generation*** – This stage of the modeling process converts the land use into vehicle trips.
- ***Trip Distribution*** – This step determines the locations that these trips would go to and come from within the model area.
- ***Mode Choice*** – Once the total person trips are generated, this step in the modeling process determines which mode of travel (i.e. motor vehicle, bicycle, pedestrian, transit, carpool, etc.) that each trip will make.
- ***Traffic Assignment*** – The final step in the modeling process assigns the trips by mode to specific routes in the transportation network that match the trip distribution locations.

Trip and travel characteristics are developed from household survey and employment information such as income, household size, number of available vehicles, and availability of employment. This trip information is then used to model travel patterns in the community.




Key Map

- City Limits
- #### Transportation Analysis Zone Number
- Disaggregated Transportation Analysis Zone
- RVMPO Transportation Analysis Zone

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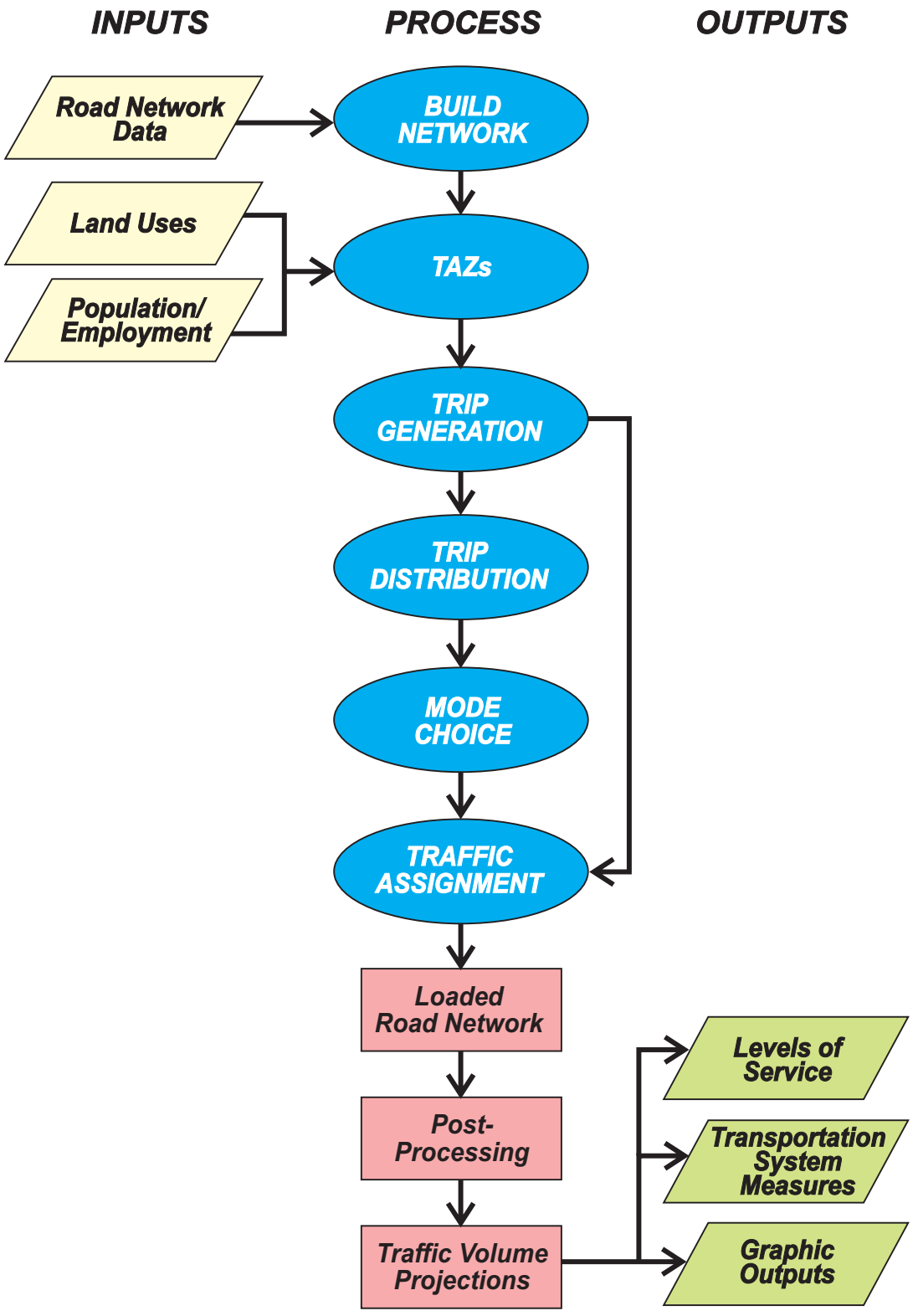
# CITY OF EAGLE POINT

Transportation System Plan

## Transportation Analysis Zones

FIGURE 4-4

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**CITY OF EAGLE POINT**
Transportation System Plan

Travel Forecasting Model Process

FIGURE 4-5

## MODEL APPLICATION TO EAGLE POINT

PM peak hour volumes were extracted from the model for both the base year 2009 and forecast year 2034 scenarios. A "post processing" technique following NCHRP 255 Methodology[25] is utilized to refine model travel forecasts to the volume forecasts utilized for the 2034 intersection analysis. Post processing is a methodology that utilizes existing count data, base year model data and future year model data to help determine future volumes by adding the increment of growth in volumes between the future and base year models to the existing count data. This methodology minimizes the effects of any model error by adding the increment of growth projected based on changes in land use to the base year counts. The turn movement volumes used for future year intersection analysis can be seen in **Figure 4-6a** and **Figure 4-6b**.

The total citywide modeled motor vehicle trips are expected to increase from about 2,200 trips in 2009, to 4,200 trips in 2034. This represents an increase of about 90 percent between 2009 and 2034 assuming land use develops according to the 2034 land use assumptions. The modeled trip growth for each TAZ in Eagle Point can be found in the **Appendix**.

## MOTOR VEHICLE NEEDS

Year 2034 traffic volume forecasts were analyzed to identify locations where PM peak hour study intersection performance will drop below minimum desirable levels. Traffic volumes were developed as described above and applied to existing intersection geometries. The value in reviewing the motor vehicle system performance is that it highlights where the planned system fails to meet performance standards. These locations will be reviewed to consider street improvement alternatives that could better serve planned growth.

## 2034 MOTOR VEHICLE OPERATIONS

The 2034 base (or "no-build") scenario includes transportation improvements that are reasonably likely to be funded and likely to be constructed by the year 2034 (see "Planned Roads Improvements" above). Assuming these improvements were in place, the forecasted 2034 traffic volumes were applied to study area intersections and reanalyzed, using the same methodology employed for existing conditions to assess future operations. **Table 4-3** displays the results of this analysis.

As shown, all intersections in Eagle Point are still expected to meet mobility standards in 2034. Traffic operations do not worsen much because much of the traffic growth in the City is expected to be on Highway 62, with minimal increases in traffic volumes expected on other City streets. Several intersections on Highway 62 experience significant increases in V/C ratios, with the Shasta Avenue/Highway 62 intersection worsening from a V/C of 0.44 in 2009 to V/C of 0.73 in 2034 and the Linn Road/Highway 62 intersection worsening from a V/C of 0.42 in 2009 to a V/C of 0.71 in 2034.

The highest traffic volume growth on City streets is generally expected to occur along Linn Road, Shasta Avenue, and Royal Avenue. The Loto Street/Royal Avenue intersection is expected to operate with a V/C of 0.75 in 2034. The V/C ratio at this intersection is expected to be high generally because of heavy north and southbound traffic reducing the capacity for eastbound through traffic.

[25] *Highway Traffic Data for Urbanized Area Project Planning and Design - National Cooperative Highway Research Program Report 255*, Transportation Research Board, Washington D.C., 1982.

**Table 4-3: 2034 PM Peak Intersection Operations**

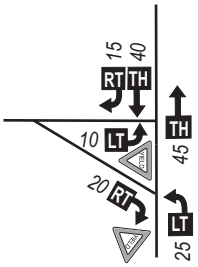
| Intersection | Mobility Standard (V/C) | Existing Conditions (2009) | | | Future Conditions (2034 Base) | | |
|---|---|---|---|---|---|---|---|
| | | Delay | LOS | V/C | Delay | LOS | V/C |
| Alta Vista Road/Riley Road | 0.95 | 8.8 | A/A | 0.03 | 9.0 | A/A | 0.04 |
| Linn Road/Buchanan Avenue | 0.95 | 17.8 | A/C | 0.17 | 31.3 | A/D | 0.26 |
| Elm Way/Buchanan Avenue | 0.95 | 8.5 | A/A | 0.23 | 9.4 | A/A | 0.30 |
| Loto Street/Platt Avenue | 0.95 | 12.9 | A/B | 0.11 | 14.7 | A/B | 0.19 |
| Main Street/Platt Avenue | 0.95 | 16.4 | A/C | 0.33 | 22.3 | A/C | 0.47 |
| Main Street/Royal Avenue | 0.95 | 11.3 | B | 0.38 | 17.5 | C | 0.65 |
| Loto Street/Royal Avenue | 0.95 | 16.3 | A/C | 0.36 | 37.2 | A/E | 0.75 |
| Main Street/Shasta Avenue | 0.95 | 9.1 | A | 0.25 | 11.7 | B | 0.48 |
| Stevens Road/Riley Road | 0.95 | 9.1 | A/A | 0.05 | 9.4 | A/A | 0.07 |
| Alta Vista Road/Shasta Avenue* | 0.95 | 12.6 | A/B | 0.30 | 8.6 | A | 0.50 |
| Teakwood Drive/Royal Avenue | 0.95 | 10.0 | A/A | 0.09 | 10.8 | A/B | 0.15 |
| Alta Vista Road/Bigham Brown Road | 0.95 | 11.0 | A/B | 0.23 | 15.0 | A/B | 0.50 |
| Shasta Avenue/Highway 62 | 0.85 | 6.7 | A | 0.44 | 11.8 | B | 0.73 |
| Old Hwy 62/Highway 62 | 0.85 | 12.0 | B | 0.45 | 16.7 | B | 0.58 |
| Linn Road/Highway 62 | 0.85 | 22.4 | C | 0.42 | 27.2 | C | 0.71 |
| Crystal Drive/Highway 62 | 0.85 | 9.6 | A | 0.44 | 18.4 | B | 0.67 |
| Barton Road/Highway 62 | 0.85 | 12.1 | A/B | 0.33 | 16.3 | A/C | 0.43 |
| Nick Young Road/Hannon Road | 0.95 | 9.9 | A/A | 0.13 | 13.1 | A/B | 0.25 |
| Linn Road/Hannon Road | 0.95 | 13.2 | A/B | 0.17 | 21.0 | A/C | 0.36 |
| Crystal Drive/Teakwood Drive | 0.95 | 11.2 | A/B | 0.14 | 15.4 | A/C | 0.28 |
| Crystal Drive/Reese Creek Road | 0.95 | 10.2 | A/B | 0.11 | 10.8 | A/B | 0.11 |
| Crystal Drive/ Diane Avenue | 0.95 | 12.1 | A/B | 0.13 | 26.3 | A/D | 0.58 |
| Alta Vista Road/Robert Trent Jones Boulevard | 0.95 | 9.1 | A/A | 0.12 | 10.5 | A/B | 0.20 |
| Stevens Road/Robert Trent Jones Boulevard | 0.95 | 9.7 | A/A | 0.08 | 11.8 | A/B | 0.21 |

Notes: * A traffic signal is planned and was assumed at this intersection by 2034

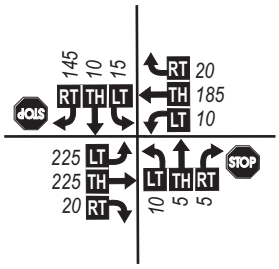
Signalized intersections:
- Delay = Average Stopped Delay per Vehicle (sec) for All Movements
- LOS = Level of Service of Intersection
- V/C = Volume-to-Capacity Ratio of Intersection

Unsignalized intersections:
- Delay = Average Stopped Delay per Vehicle (sec) at Worst Movement
- LOS = Level of Service of Major Street/Minor Street
- V/C = Volume-to-Capacity Ratio of Worst Movement

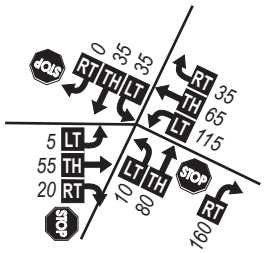
**1** RILEY RD / ALTA VISTA RD



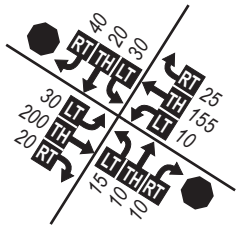

**2** BUCHANAN AV / LOTO ST



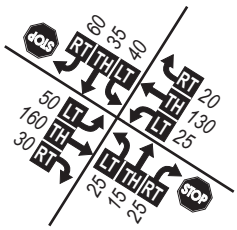

**3** BUCHANAN AV / ELM WY



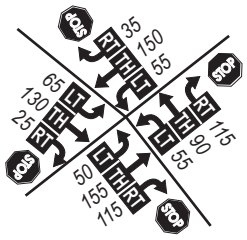

**4** LOTO ST / PLATT ST



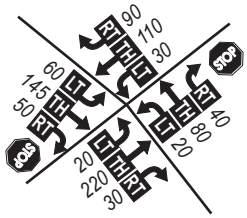

**5** PLATT ST / MAIN ST



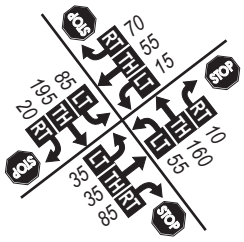

**6** ROYAL AV / MAIN ST



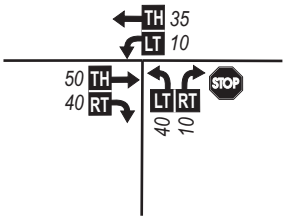

**7** ROYAL AV / LOTO ST



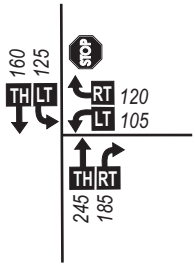

**8** MAIN ST / SHASTA AV



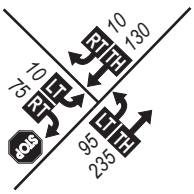

**9** STEVENS RD / RILEY RD



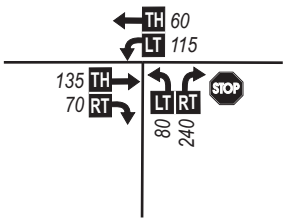

**10** SHASTA AV / ALTA VISTA RD

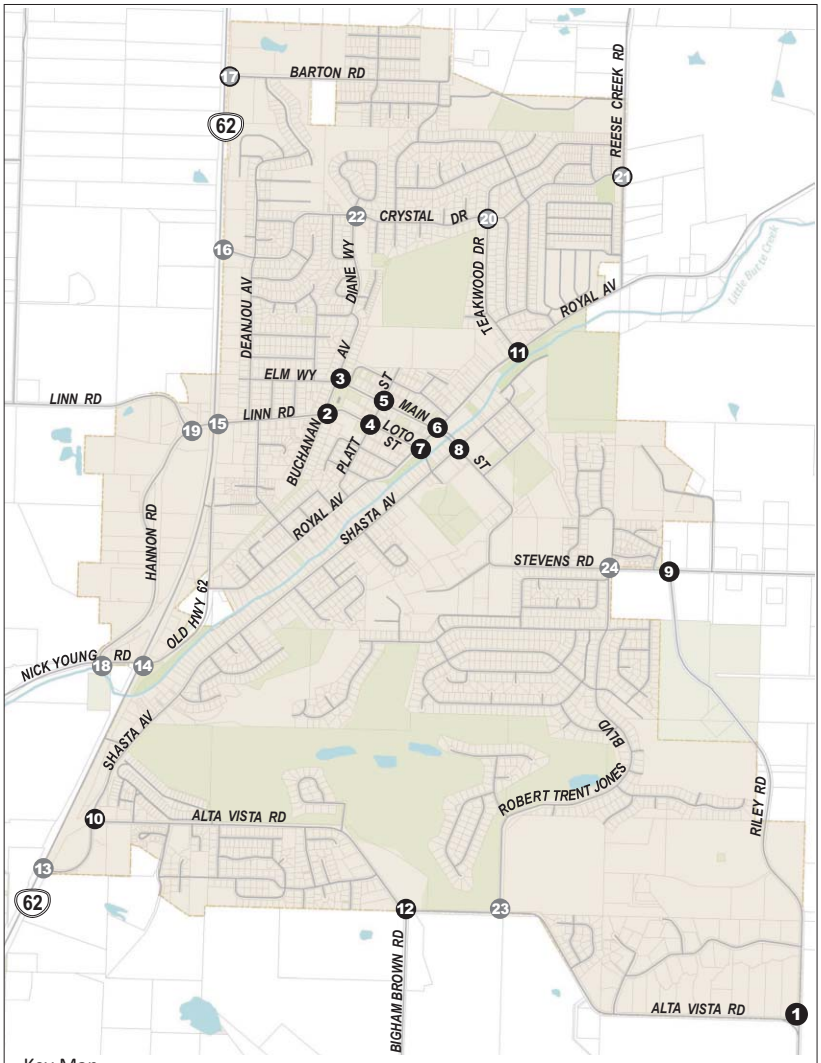



**11** ROYAL AV / TEAKWOOD DR




**12** BIGHAM BROWN RD / ALTA VISTA RD




Intersection Detail

STOP Stop Sign

Traffic Signal

YIELD Yield Sign

00 PM Peak Hour Traffic Volume

LT TH RT Left•Thru•Right Volume Turn Movement

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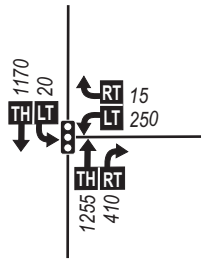
TRANSPORTATION SOLUTIONS

# CITY OF EAGLE POINT
Transportation System Plan

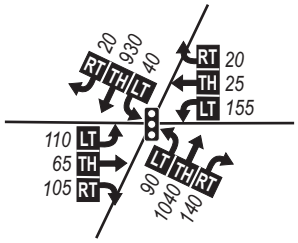
## 2034 Future No-Build
## PM Peak Hour Traffic Volumes
## FIGURE 4-6a

NO SCALE

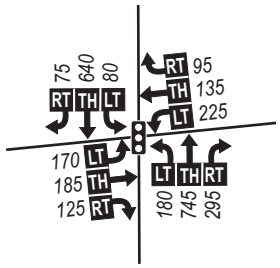
**13** HWY 62 / SHASTA AV



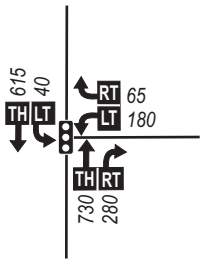

**14** HWY 62 / NICK YOUNG RD/ OLD HWY 62



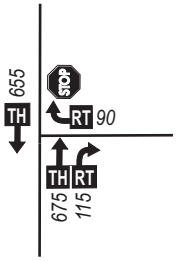

**15** HWY 62 / LINN RD



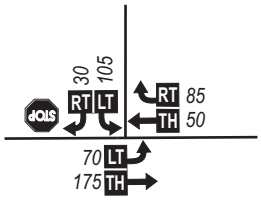

**16** HWY 62 / CRYSTAL DR



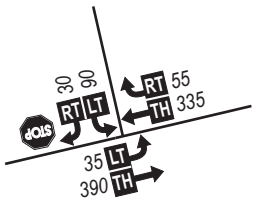

**17** HWY 62 / BARTON RD



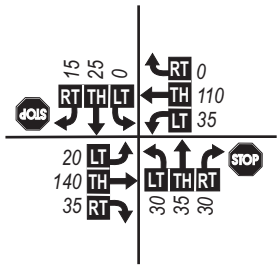

**18** HANNON DR / NICK YOUNG RD



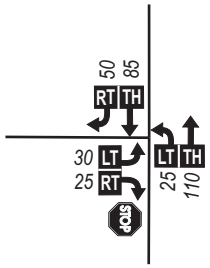

**19** HANNON DR / LINN RD



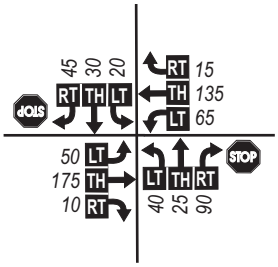

**20** CRYSTAL DR / TEAKWOOD DR



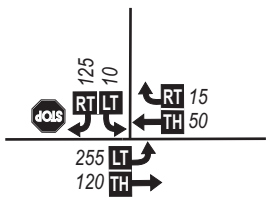

**21** CRYSTAL DR / REESE CREEK RD



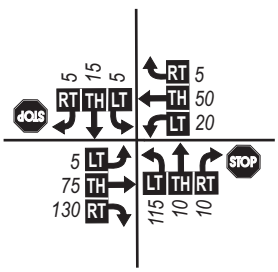

**22** CRYSTAL DR / DIANE WY

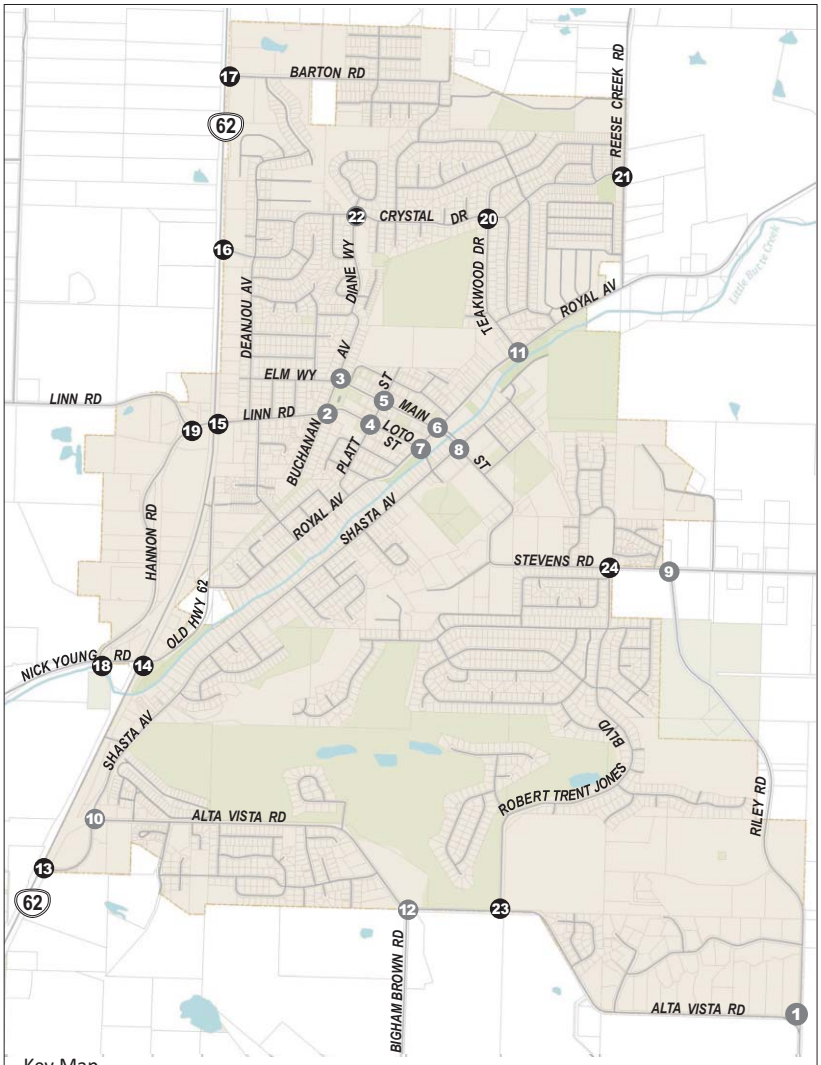



**23** ALTA VISTA RD / ROBERT TRENT JONES BLVD




**24** ROBERT TRENT JONES BLVD / STEVENS RD




Key Map

Tax Lots
Water
Parks/Open Spaces
City Limits

0 Study Intersection No. (This Figure)
0 Study Intersection No. (Next Figure)

Intersection Detail

STOP Stop Sign
Traffic Signal
Yield Sign
00 PM Peak Hour Traffic Volume
LT TH RT Left•Thru•Right Volume Turn Movement

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# CITY OF EAGLE POINT
Transportation System Plan

## 2034 Future No-Build PM Peak Hour Traffic Volumes
## FIGURE 4-6b

NO SCALE

# CHAPTER 5 PEDESTRIAN PLAN

**Chapter 5** summarizes strategies for evaluating the future needs and recommends improvements for Eagle Point's pedestrian network. The Pedestrian Plan includes a project list and cost estimates that address the needs identified in the Future Conditions and Needs chapter of this TSP.

## POLICIES

A set of goals and policies to guide the transportation system development in Eagle Point has been developed as part of this TSP **(see Chapter 2)**. Several goals pertain specifically to, and indirectly to, the pedestrian system and facilities. These goals from **Chapter 2** represent the framework against which all future pedestrian improvements, or changes in the existing pedestrian environment, should be measured against to determine if they conform to the intended direction of the City.

**Goal B (Chapter 2). Arterials, Collectors, and Local Streets**

- **Policy B2**: Eagle Point shall plan and develop a network of streets and other improvements, including bikeways, sidewalks, accessways, and street crossings, to promote safe and convenient bicycle and pedestrian circulation within the community.
- **Policy B3**: All new streets, alleys and accessways shall connect to other streets within a development, and to existing and planned streets outside the development at spacing intervals specified in the City's adopted "Standard Details" unless precluded by environmental or topographic constraints, existing development patterns, or other, approved spacing deviations. The configuration of new streets shall be guided by the general principles provided in the Local Street Network Plan.
- **Policy B8**: All new subdivisions shall provide improved streets to adopted City standards, including curbs, gutters, and sidewalks or an alternative pedestrian system such as separated/meandering or multi use pathways.
- **Policy B11**: Linn Road, Shasta Avenue and Royal Avenue shall continue to be developed as major entranceways to the City. To realize this objective, Linn Road shall be improved from Highway 62 to Buchanan Street and Royal Avenue shall be improved from Old Highway 62 to Reese Creek Road as funds become available; such improvements may include widening of the street, as well as addition of curbs, gutters, and sidewalks or alternative pedestrian facilities.
- **Policy B12**: The City shall require new streets, accessways, and street extensions, where appropriate, to provide direct and convenient access to major activity centers, including downtown, schools, shopping areas, parks, transit facilities and other community and regional destinations.
- **Policy B13**: Sidewalks or alternative pedestrian facilities shall be included on all new streets within the Urban Growth Boundary.
- **Policy B17**: The City shall preserve rights-of-way for planned transportation facilities through available legal methods.
- **Policy B23**: The City may seek to provide additional bridges across Little Butte Creek as a means of improving connections within the City and increasing alternatives to the use of Highway 62.
- **Policy B24**: The City shall encourage nodal commercial development as a land use pattern to provide essential local

services with the goal of reducing vehicular trips and encouraging pedestrian and bicycle travel within the community.

**Goal C (Chapter 2). Bicycle and Pedestrian Facilities and Programs**

- **Policy C2**: The City shall work with the County to develop a bicycle and pedestrian trail system along Little Butte Creek. It is recognized that, in central Eagle Point, where there is intensive residential development, this trail probably will need to be confined to the existing or extended road right-of-way.
- **Policy C4**: Sidewalks, or approved, alternative pedestrian systems, shall be included on all new streets within the Urban Growth Boundary.
- **Policy C7**: The City shall consider the potential need for accessways, paths, trail, and bicycle facilities prior to vacating any public easement or right-of-way.
- **Policy C8**: The City shall investigate the possibility of using irrigation ditch and abandoned railroad right-of-ways located within the urban growth boundary for bicycle and pedestrian paths.
- **Policy C9**: Crosswalks shall be located and marked in areas of heavy pedestrian traffic, especially near schools and in the downtown central business district.
- **Policy C10**: Bikeways and/or pedestrian accessways may be required in developments where site conditions prevent the extension of the street pattern in order to provide maximum connectivity for bicycle and pedestrian travel.
- **Policy C11**: Bikeways and pedestrian accessways shall be designed and constructed to minimize potential conflicts between transportation modes. Design and construction of such facilities shall follow the guidelines established by the Oregon Bicycle and Pedestrian Plan.
- **Policy C12**: Maintenance and repair of bikeways and pedestrian accessways (including some sidewalks) shall be given equal priority to the maintenance and repair of motor vehicle facilities.
- **Policy C14**: The City, on its own or with community partners, shall develop incentives to encourage walking and bicycling and reduce single-occupancy driving.

## NEEDS

Eagle Point has different types of pedestrian facilities and user types throughout the City. Although there are sidewalks and off-street paths along various roadways, there are a number of pedestrian facility deficiencies throughout the City. These facilities serve three distinct user groups, based upon trip type; Residential, Service, and Recreational based trips. The system deficiencies affect each group differently causing a unique set of needs to arise. In addition the needs of these groups often overlap.

## LIMITED CONNECTIVITY

Sidewalks are provided in most of the downtown grid and many newer residential neighborhoods, but there are limited connections and only intermittent sidewalks connecting the rest of the City. Additionally, the pedestrian system has significant existing barriers (e.g. Little Butte Creek and Highway 62), contributing to poor connectivity between the downtown and outlying neighborhoods. Gaps within the sidewalk and trail network discourage pedestrians and put them at an increased safety risk by requiring them to share the roadway with vehicles in certain locations. The barrier effect of hilly topography in parts of the City also contributes to poor sight distances and further justification for

providing safe pedestrian facilities separate from the roadway.

## LIMITED FACILITIES

Arterial and collector streets in Eagle Point provide limited sidewalks (see Figure 4-1), as several throughout the City have no sidewalks or paved off street paths. An important existing pedestrian need in Eagle Point is providing sidewalks on all arterial and collector roadways and providing a connection from residential areas to major activity generators such as Eagle Point High School, Little Butte School, Eagle Rock Elementary School, Eagle Point Middle School, downtown Eagle Point, and local parks. This includes the need for safe, well lighted arterial, and collector streets with suitable pedestrian amenities and crossing facilities to reduce the barriers for pedestrian travel across higher volumes roadways and natural barriers such as Little Butte Creek.

## FACILITIES

Sidewalks should be built to current design standards of Eagle Point and in compliance with the Americans with Disabilities Act (at least four feet of unobstructed sidewalk).[26] Wider sidewalks are desirable to promote pedestrian travel on all roadways. Additional pedestrian facilities may include accessways, pedestrian districts and pedestrian plazas.

- **Accessway** – A walkway that provides pedestrian and/or bicycle passage either between streets or from a street to a building or other destinations such as a school, park or transit stop.
- **Pedestrian District** – A plan designation or zoning classification that establishes a safe and convenient pedestrian environment in an area planned for a mix of uses likely to support a relatively high level of pedestrian activity.
- **Pedestrian Plaza** – A small, semi-enclosed area usually adjoining a sidewalk or a transit stop which provides a place for pedestrians to sit, stand or rest.

Off-street paths are also a conceptual part of the City pedestrian system. Eagle Point has the following off-street paths for pedestrian travel:

- A portion of the north side of Alta Vista Road (part of the Eagle Point Golf Course)
- A segment of the west side of North Royal Avenue
- Along Reese Creek Road between Crystal Drive and Eagle Point Middle School
- Along the south side of Barton Road between Eagle Point Middle School and Eagle Rock Elementary.

Off-street path facilities should be designed and built according to Eagle Point standards.

## STRATEGIES

Several strategies were identified to address pedestrian system needs and to guide project prioritization. This prioritization process helps to focus community investment on those projects that are most effective at meeting critical needs, while deferring other projects of lesser importance. The TSP goals and policies were used to develop the strategies.

The strategies for pedestrian facilities identified include (listed in order of importance):

- Pedestrian corridors connecting neighborhoods.
- Pedestrian corridors connecting schools, parks, and activity centers.

[26] *Americans with Disabilities Act*, Uniform Building Code.

- Fill in gaps in the existing sidewalk network.
- Pedestrian corridors improving connectivity in the south part of the City.
- Pedestrian corridors connecting to major recreational uses.
- Pedestrian corridors for potential commuter use.
- Arterial and natural barrier crossing and safety enhancements.
- Improve safety associated with narrow roadways and hilly topography.

These strategies were found to be a reasonable approach to making improvement investments for the purposes of the plan update. These strategies ultimately will help determine projects that are developed to address needs.

## PEDESTRIAN MASTER PLAN

A list of potential pedestrian projects to meet the identified needs and achieve these strategies was developed into a Pedestrian Master Plan. Each pedestrian project was ranked based upon how well it met the identified improvement strategies described above. A high, medium, and low designation was given to each project indicating a general priority for implementation.

The Master Plan shown in **Figure 5-1** and summarized in **Table 5-1** is an overall plan and summarizes the "wish list" of pedestrian related projects in Eagle Point.

The Master Plan projects with the highest priority for implementation were used to create an Action Plan (see **Table 10-2**). The Action Plan consists of projects identified by the community to which the City should give higher priority when allocating funding and/or pursuing additional funding. As development occurs, streets are rebuilt and other opportunities (grant programs) arise, projects on the Master Plan could be pursued as well.

The planning level cost estimates provided are based on general unit costs for transportation improvements, but do not reflect the unique project elements that can significantly increase project costs. Each of these project costs will need further refinement to detail right-of-way requirements and costs associated with special design details as projects are pursued.

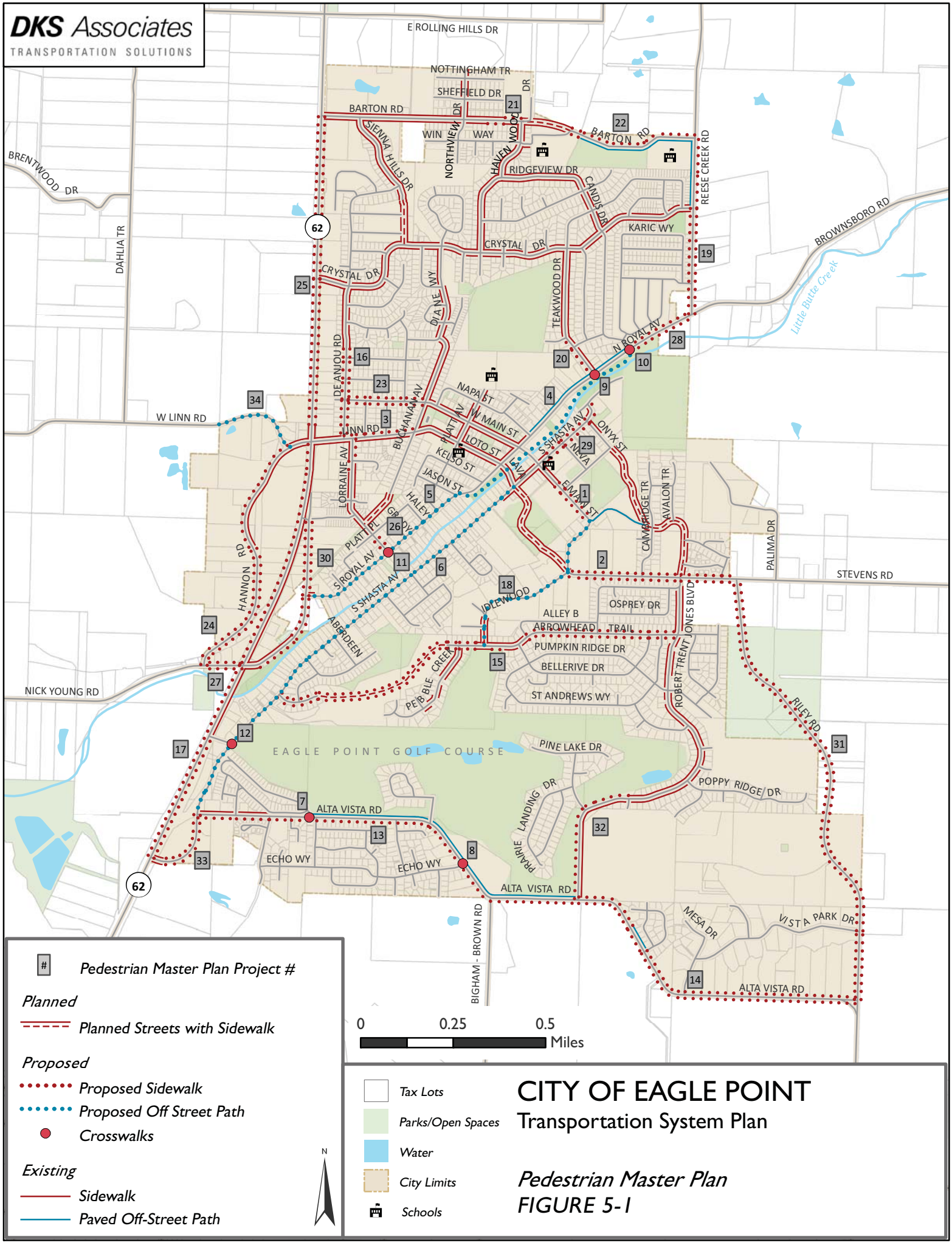
DKS Associates
TRANSPORTATION SOLUTIONS
E ROLLING HILLS DR
NOTTINGHAM TR
SHEFFIELD DR
BARTON RD
SIENNA HILLS DR
NORTHVIEW DR
WIN WAY
HAVEN WOOD DR
RIDGEVIEW DR
CANDIS DR
REESE CREEK RD
KARIC WY
CRYSTAL DR
BROWNSBORO RD
Little Butte Creek
BRENTWOOD DR
DAHLIA TR
TEAKWOOD DR
DIANE WY
DE ANJOU RD
N ROYAL AV
NAPA ST
W MAIN ST
BUCHANAN AV
PLATT AV
LOTO ST
KELSO ST
SHASTA AV
ONYX ST
NEVA
LAVA
EMMA ST
JASON ST
HALEY
LORRAINE AV
CAMBRIDGE TR
AVALON TR
PALIMA DR
W LINN RD
LINN RD
PLATT PL
S ROYAL AV
S SHASTA AV
HANNON RD
ABERDEEN
IDLEWOOD
STEVENS RD
OSPREY DR
ALLEY B
ARROWHEAD TRAIL
PUMPKIN RIDGE DR
BELLERIVE DR
ST ANDREWS WY
ROBERT TRENT JONES BLVD
RILEY RD
NICK YOUNG RD
PEBBLE CREEK
EAGLE POINT GOLF COURSE
PINE LAKE DR
POPPY RIDGE DR
PRAIRIE LANDING DR
ALTA VISTA RD
ECHO WY
BIGHAM - BROWN RD
MESA DR
VISTA PARK DR
62
0 0.25 0.5 Miles
N
# Pedestrian Master Plan Project #
Planned
Planned Streets with Sidewalk
Proposed
Proposed Sidewalk
Proposed Off Street Path
Crosswalks
Existing
Sidewalk
Paved Off-Street Path
Tax Lots
Parks/Open Spaces
Water
City Limits
Schools
CITY OF EAGLE POINT
Transportation System Plan
Pedestrian Master Plan
FIGURE 5-1

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**Table 5-1: Eagle Point Pedestrian Master Plan Projects**

| Project Number | Priority | Location | Improvement | From | To | Cost(s) $1,000s |
|---|---|---|---|---|---|---|
| - | High | Policy for alternative pedestrian facilities | Allow alternative pedestrian facilities to sidewalks in rural areas of the City or areas constrained by existing development or natural barriers. | Citywide | Citywide | $0 |
| 1 | High | East Main Street | Fill in sidewalk gaps on both sides of street. | Shasta Avenue | New School Site | $78 |
| 2 | High | Lava Street/ Stevens Road | Fill in gaps in existing pedestrian network with sidewalks as part of the Lava Street extension to Stevens Road. | North Shasta Avenue | Riley Road | $282* |
| 3 | High | Linn Road/ Loto Street | Fill in sidewalk gaps on north side of street. | Highway 62 | Buchanan Avenue | $57 |
| 4 | High | North Royal Avenue | Fill in gaps in existing pedestrian network with trail on west side of Little Butte Creek. | Loto Street | East Archwood Drive | $157 |
| 5 | High | South Royal Avenue | Fill in gaps in existing pedestrian network with trail on east side of street. | Old Highway 62 | Loto Street | $269 |
| 6 | High | South Shasta Avenue | Fill in gaps in existing pedestrian network with trail on east side of street. | Alta Vista Road | Main Street | $419 |
| 7 | Medium | Alta Vista Road at Ponderosa Way | Pedestrian crosswalk connecting the north side of Alta Vista Road with Ponderosa Way. | - | - | $3 |
| 8 | Medium | Alta Vista Road at Echo Way | Pedestrian crosswalk connecting the east side of Alta Vista Road with Echo Way. | - | - | $3 |
| 9 | Medium | North Royal Avenue at Teakwood Drive | Pedestrian bridge over Little Butte Creek and crosswalk on Royal Avenue connecting to Teakwood Drive. | - | - | $803 |
| 10 | Medium | North Royal Avenue at Archwood Drive | Pedestrian crosswalk connecting the pedestrian path with Archwood Drive. | - | - | $3 |
| 11 | Medium | South Royal Avenue at Fargo Street | Pedestrian bridge over Little Butte Creek and crosswalk on Royal Avenue connecting to Fargo Street. | - | - | $803 |
| 12 | Medium | South Shasta Avenue at Nita Way | Pedestrian crosswalk connecting the east side of Shasta Avenue with Nita Way. | - | - | $3 |
| 13 | Medium | Alta Vista Road | Fill in sidewalk gaps on south side of street. | South Shasta Avenue | Robert Trent Jones Blvd | $351 |
| 14 | Medium | Alta Vista Road | Fill in sidewalk gaps on both sides of street. | Robert Trent Jones Blvd | Riley Road | $507 |
| 15 | Medium | Arrowhead Trail | Fill in sidewalk gaps on both sides of street. | South Shasta Avenue | Robert Trent Jones Blvd | $249* |
| 16 | Medium | De Anjou Road | Fill in sidewalk gaps on both sides of street. | Linn Road | Laurel Street | $132 |

| Project Number | Priority | Location | Improvement | From | To | Cost(s) $1,000s |
|---|---|---|---|---|---|---|
| 17 | Medium | Highway 62 | Fill in sidewalk gaps on both sides of street. | South Shasta Avenue | Linn Road | $450 |
| 18 | Medium | Idlewood Drive/ East Main Street | Fill in gaps in existing pedestrian network with trail on north side of street. | Sandpines Drive | East Main Street | $150 |
| 19 | Medium | Reese Creek Road | Fill in sidewalk gaps on both sides of street. | North Royal Avenue | Barton Road | $297 |
| 20 | Medium | Teakwood Drive | Fill in sidewalk gaps on west side of street. | North Royal Avenue | West Archwood Drive | $39 |
| 21 | Low | Barton Road | Fill in sidewalk gaps on both sides of street. | Northview Drive | Havenwood Drive | $72 |
| 22 | Low | Barton Road | Fill in sidewalk gaps on both sides of street. | Havenwood Drive | Reese Creek Road | $219 |
| 23 | Low | Elm Way | Fill in sidewalk gaps on both sides of street. | De Anjou Road | Buchanan Avenue | $117 |
| 24 | Low | Hannon Road | Fill in sidewalk gaps on both sides of street. | West Linn Road | Nick Young Road | $338 |
| 25 | Low | Highway 62 | Fill in sidewalk gaps on both sides of street. | Linn Road | Barton Road | $510 |
| 26 | Low | Lorraine Avenue/ Fargo Street | Fill in sidewalk gaps on both sides of street. | Linn Road | South Royal Avenue | $86 |
| 27 | Low | Nick Young Road | Fill in sidewalk gaps on both sides of street. | Highway 62 | Hannon Road | $48 |
| 28 | Low | North Royal Avenue | Fill in sidewalk gaps on both sides of street. | East Archwood Drive | Reese Creek Road | $122 |
| 29 | Low | North Shasta Avenue | Fill in sidewalk gaps on both sides of street. | East Main Street | Park Drive | $60 |
| 30 | Low | Old Highway 62 | Fill in sidewalk gaps on both sides of street. | Highway 62 | Highway 62 | $237 |
| 31 | Low | Riley Road | Fill in sidewalk gaps on both sides of street. | Stevens Road | Alta Vista Road | $794 |
| 32 | Low | Robert Trent Jones Blvd | Fill in sidewalk gaps on west side of street. | Alta Vista Road | Valemont Drive | $75 |
| 33 | Low | South Shasta Avenue | Fill in sidewalk gaps on both sides of street. | Highway 62 | Alta Vista Road | $112 |
| 34 | Low | West Linn Road | Fill in gaps in existing pedestrian network with trail on north side of street. | Hannon Road | City Limits | $108 |

Note: Cost estimates do not include contingency, design or construction management.
*Project cost is in included in Motor Vehicle Plan Cost Estimates

# CHAPTER 6 BICYCLE PLAN

**Chapter 6** summarizes strategies to be used in evaluating the future needs and recommends various improvements for Eagle Point's bicycle system (policy, operations, and facilities). The Bicycle Plan is intended to outline all bicycle needs over the next 25 years and develop a combination of projects to address those needs. The cost for the projects is tallied at the end of the chapter.

## POLICIES

A set of goals and policies to guide the transportation system development in Eagle Point has been developed as part of this TSP (see **Chapter 2**). Several goals pertain specifically, and indirectly, to the bicycle system and facilities. These goals from Chapter 2 represent the criteria that all future bicycle improvements, or changes in the existing bicycle environment, should be measured against to determine if they conform to the intended direction of the community for biking.

**Goal B (Chapter 2). Arterials, Collectors, and Local Streets**

- **Policy B2**: Eagle Point shall plan and develop a network of streets and other improvements, including bikeways, sidewalks, accessways, and street crossings, to promote safe and convenient bicycle and pedestrian circulation within the community.
- **Policy B3**: All new streets, alleys and accessways shall connect to other streets within a development, and to existing and planned streets outside the development at spacing intervals specified in the Eagle Point TSP and the City's adopted "Standard Details" unless precluded by environmental or topographic constraints, existing development patterns, or other, approved spacing deviations. The configuration of new streets shall be guided by the general principles provided in the Local Street Network Plan.
- **Policy B8**: All new subdivisions shall provide improved streets to adopted City standards, including curbs, gutters, and sidewalks or an alternative pedestrian system such as separated/meandering or multi use pathways.
- **Policy B11**: Linn Road, Shasta Avenue and Royal Avenue shall continue to be developed as major entranceways to the City. To realize this objective, Linn Road shall be improved from Highway 62 to Buchanan Street and Royal Avenue shall be improved from Old Highway 62 to Reese Creek Road as funds become available; such improvements may include widening of the street, as well as addition of curbs, gutters, and sidewalks or alternative pedestrian facilities.
- **Policy B12**: The City shall require new streets, accessways, and street extensions, where appropriate, to provide direct and convenient access to major activity centers, including downtown, schools, shopping areas, parks, transit facilities and other community and regional destinations.
- **Policy B17**: The City shall preserve rights-of-way for planned transportation facilities through exactions, voluntary dedication, or setbacks.
- **Policy B23**: The City may seek to provide additional bridges across Little Butte Creek as a means of improving connections within the City and increasing alternatives to the use of Highway 62.
- **Policy B24**: The City shall encourage nodal commercial development as a land use pattern to provide essential local services with the goal of reducing vehicular

trips and encouraging pedestrian and bicycle travel within the community.

**Goal C (Chapter 2). Bicycle and Pedestrian Facilities and Programs**

- **Policy C1**: The City shall work with the County and ODOT to implement the bikeways planned for the City's Urban Growth Boundary as indicated in the Local Street Network Plan.
- **Policy C2**: The City shall work with the County to develop a bicycle and pedestrian trail system along Little Butte Creek. It is recognized that, in central Eagle Point, where there is intensive residential development, this trail probably will need to be confined to the existing or extended road right-of-way.
- **Policy C3**: Bikeways shall be provided on all arterials and collector streets within the Urban Growth Boundary. In areas with speed limits at or below 25 miles per hour, such as downtown, bikeways may be accommodated in motor vehicle travel lanes.
- **Policy C5**: Design standards for arterial and collector streets shall accommodate bicycle as well as auto traffic.
- **Policy C6**: As the City grows and traffic volume increases, improvements for bicycle traffic, such as striping, paving, and signing, shall be addressed to reduce conflicts and maintain safe travel for all modes.
- **Policy C7**: The City shall consider the potential need for accessways, paths, trail, and bicycle facilities prior to vacating any public easement or right-of-way.
- **Policy C8**: The City shall investigate the possibility of using irrigation ditch and abandoned railroad right-of-ways located within the urban growth boundary for bicycle and pedestrian paths.
- **Policy C10**: Bikeways and/or pedestrian accessways may be required in developments where site conditions prevent the extension of the street pattern in order to provide maximum connectivity for bicycle and pedestrian travel.
- **Policy C11**: Bikeways and pedestrian accessways shall be designed and constructed to minimize potential conflicts between transportation modes. Design and construction of such facilities shall follow the guidelines established by the Oregon Bicycle and Pedestrian Plan.
- **Policy C12**: Maintenance and repair of bikeways and pedestrian accessways (including some sidewalks) shall be given equal priority to the maintenance and repair of motor vehicle facilities.
- **Policy C13**: Unless part of an adopted, area wide comprehensive parking plan, bicycle parking facilities shall be provided in all new, residential and multifamily developments of four units or more; commercial, industrial, recreational, and institutional facilities. Major redevelopment of existing properties shall be treated as new development in this regard.
- **Policy C14**: The City, on its own or with community partners, shall develop incentives to encourage walking and bicycling and reduce single-occupancy driving.

## NEEDS

Bicycle trips are typically longer than walking trips and generally shorter than motor vehicle trips. Where walking trips are attractive at lengths of a half mile (generally not more than one mile), bicycle trips are attractive up to three miles. Because of the length of the trip, bicycle lanes and multi-use paths both provide good accommodations for these trips. However, many bicycle trips can also be made on local streets with some connections to

arterials and collectors if the trip is shorter, and/or if the destination or origin of the trip is not next to a roadway with a bicycle lane. The needs and deficiencies of the existing bicycle system are summarized below.

## LIMITED CONNECTIVITY

The lack of east/west and north/south on-street bicycle facilities creates a significant gap in the bicycle system to travel in and around the City. There is only one east/west roadway that provides continuous bike lanes in the City (Crystal Drive); however the bike lanes never reach major activity generators and/or connect to other facilities that could allow for travel to other destinations within the City.

There are also various north/south roadways that have intermittent bike lanes (Highway 62, Hannon Road, and Robert Trent Jones Boulevard). Similar to the east/west roadways, these corridors do not fully connect due to gaps in the bike lanes.

Disconnects caused by major facilities (e.g., Highway 62.) or natural barriers (e.g., Little Butte Creek) make connectivity a real challenge. This lack of connectivity (both on-street and off-street) causes significant problems for bicyclists. Without connectivity within the bicycle system, this mode of travel is severely limited.

## LIMITED FACILITIES

The existing bike lane system on arterial and collector streets does not provide adequate connections from neighborhoods to activity generators such as schools, parks, or commercial areas. The bicycle network in Eagle Point includes several roadways with a bike lane on only one side of the roadway, forcing some bicyclists to travel against traffic. In addition, several roadways without bike lanes have either very narrow shoulders or no shoulders at all, forcing bicyclists to share the roadway with motor vehicles and increasing the conflict potential between the two.

## STREET DESIGNATIONS

Designation of roadways to include bike facilities does not service all of the needs for bicycle travel in and around the City. Many trips occur off of arterials/collectors to connect to parks, schools, retail activity centers, etc. These trips generally should be accommodated on lower volume traffic streets if not on an arterial/collector facility. There is a current need for designated routes that accommodate these trips. These facilities could be considered a “shared” facility or could have a specific designation such as a “bike boulevard” where actual treatments to the roadway are made that enhance the bicycle environment and/or make additional connects to bicycle destinations.

## USER TYPES

Bicyclists are a varied group of people with different skill levels, abilities, bicycling experience, and trip types. Their needs and comfort level with the Eagle Point bicycle infrastructure vary as a result of these differences. The City needs to accommodate these user types by providing adequate facilities for the majority of its users. There are multiple bicycle facility types available for the City to construct which appeal to the different user types. For instance, multi-use paths are often favored by less experienced or recreation type users, while bike lanes on major roads tend to used by more experienced, commuter oriented users.

## FACILITIES

Bicycle facilities can generally be categorized as multi-use/off-street bike paths, bike lanes, bike boulevards, and/or shared roadways. Each of these facilities serves a particular purpose for bicycle travel. **Table 6-1** summarizes each of these facilities with a general description of the elements inherent to each facility.

- **Multi-use path:** Off-street route (typically recreationally focused) that can be used by several transportation modes, including bicycles, pedestrians and other non-motorized modes (i.e. skateboards, roller blades, etc.).


- **Bike lane:** Area within street right-of-way designated specifically for bicycle use.

- **Shared roadway:** Roadways where bicyclists and autos share the same travel lane. May include a wider outside lane and/or bicycle boulevard treatment (priority to through bikes on local streets).

- **Bike Boulevard:** Lower-order, lower-volume streets with various treatments to promote safe and convenient bicycle travel. Usually accommodate bicyclists and motorists in the same travel lanes, often with no specific vehicle or bicycle lane delineation. Assign higher priority to through bicyclists, with secondary priority assigned to motorists. Also include treatments to slow vehicle traffic to enhance the bicycling environment.


## BICYCLE FACILITY DESIGN CONSIDERATIONS

As their name implies, multi-use paths are conducive to mixed-uses and are typically constructed along an independent path such as a stream or greenway, but can also be built parallel to a roadway. Parallel off-street trails can be built with a buffer or curb tight to the roadway. Eagle Point's design standards require off-street trails and sidewalks to be at least 8 to 10 feet in width, but when constructed on a curb-tight basis they should be planned for 12 feet in width where feasible, which is desirable for mixed-use activity (pedestrian and bike). However, according to the American Association of State Highway and Transportation Officials (AASHTO)[27], mixed-use paths directly adjacent to roadways (with minimal or no separation) should be discouraged for the following reasons:

- Half of bicycle traffic would ride against the normal flow of vehicle traffic, contrary to the rules of the road.

[27] *A Guide for the Development of Bicycle Facilities*, American Association of State Highway and Transportation Officials, 1999

- When the path ends, cyclists riding against traffic tend to continue to travel on the wrong side of the street, as do cyclists making their way to the path. Wrong-way bicycle travel is a major cause of vehicle/bicycle crashes.
- At intersections, motorists crossing the path often do not notice bicyclists approaching from certain directions, especially where sight distances are poor.
- Bicyclists on the path are required to stop or yield at cross-streets and driveways, unless otherwise posted.
- Stopped vehicles on a cross-street or driveway may block the path.
- Because of the closeness of vehicle traffic to opposing bicycle traffic, barriers are often necessary to separate motorists from cyclists. These barriers serve as obstructions, complicate facility maintenance and consume available right-of-way.
- Paths directly adjacent to high-volume roadways diminish users' experience by placing them in an uncomfortable environment. This could lead to a path's underutilization.

As cited by AASHTO[28] and The Oregon Department of Transportation (ODOT)[29], mixed-use paths can be designed along roadways, provided several design considerations are met:

- A minimum 5-foot buffer should be provided between the path and roadway to address potential conflicts between motorists and path users.
- There are few vehicle/path user conflict points (e.g., cross-streets or driveways).
- The path can be terminated at each end onto streets with good bicycle/pedestrian facilities or onto another safe, well-designed path through appropriate street crossing treatments.
- The path should not take the place of bicycle/pedestrian facilities (e.g., sidewalks and bicycle lanes) on the parallel street.

Bicycle lanes adjacent to the curb are preferred to bicycle lanes adjacent to parked cars or bicycle lanes combined with sidewalks. However, bike lanes adjacent to on-street parking are better than no bike lanes at all. Six-foot bicycle lanes are recommended and provide additional room for cyclists to steer clear of the curb or parked cars, while also maintaining a comfortable distance from adjacent moving traffic. Wide bike lanes also enable cyclists to maneuver around drainage grates, manhole covers, glass and debris. Provision of a bicycle lane not only benefits bicyclists, but also motor vehicles, which gain greater shy distance/emergency shoulder area and pedestrians which gain a buffer between walking areas and moving vehicles. On reconstruction projects where right-of-way is limited, reduced bicycle lane widths of five feet may need to be considered. Widening the curb travel lane (for example, from 12 feet to 14 or 15 feet) can provide bicycle accommodations as well. This extra width makes bicycle travel more accommodating and provides a greater measure of safety. However, with higher-volume roadways (e.g., streets with more than 3,000 ADT), dedicated bike lanes are much more preferable than wide outside lanes.

Signing and marking of bicycle lanes should follow the *Manual on Uniform Traffic Control Devices*. Design features in the roadway can improve bicycle safety as well. For example, using curb storm drain inlets rather than catch

[28] IBID

[29] *Oregon Bicycle and Pedestrian Plan, an Element of the Oregon Transportation Plan*, Oregon Department of Transportation, Adopted June 14, 1995.

basins significantly improves bicycle facilities.

**Figure 6-1** illustrates an example of an appropriate warning sign with a supplemental "Share the Road" plaque that may be used to draw more attention to the fact that slow moving forms of transportation may be using the roadway. When used, the supplemental plaque must be installed below the warning sign on the same sign post. Directional pavement markings may also be considered on shared roadways to supplement the bicycle warning signs when desired. The pavement markings illustrated in **Figure 6-1** below are typically called "Sharrows" or "Shared Lane Markings" and are utilized on travel routes for bicycles that have parking, but no designated bicycle lanes. Sharrows are commonly used on streets where dedicated bike lanes are desirable, but are not possible for any number of reasons. The marking helps to align bicyclists to shift their travel pattern out of the direction of a parked car door opening into their travel path.

It should be noted, however, that while the provision of "Bike Route" signage for bicyclists is an acceptable way for the City to distinguish bike routes, it needs to be coupled with pavement markings and/or way finding signage for bicyclists to get the most value out of the City's investment. The reasoning behind this is that although this is an adopted MUTCD sign, it's not very effective for bicyclists. The sign alone doesn't really tell the bicyclist much, and all too often, these signs are not placed in useful locations (e.g., where a "bike route" makes a turn that is not intuitive to riders). Signage with additional way finding components might be a better investment of City resources.

**Figure 6-1: Bicycle Signs and Markings**

Bicycle Warning Signs


"Share the Road" Plaque


Bike Route Signs

Bicycle Pavement Markings

## BICYCLE PARKING

The availability of bicycle parking and storage facilities are an important component of a well designed bicycle system. Lack of proper storage facilities discourages potential riders from traveling by bicycle. Bicycle racks should be located at significant activity generators including schools, parks, and commercial areas. Racks should be placed in highly-visible locations and within convenient proximity to main building entrances. Bike racks should be designed to provide two points of contact to the bicycle (e.g., so the user can lock both the wheel and the frame to the rack). The attractiveness of bike parking may also be improved by providing covered parking and/or secured facilities where bicycles may be locked away.

Bicycle parking facilities are currently provided at all City schools. Commercial (retail and service) uses are required to provide one bike space per 1,000 square feet of floor area with a minimum of one space. Downtown businesses may provide joint, off-site parking, if approved by the City. The provision of adequate, downtown bicycle facilities is also addressed in the Eagle Point Town Center Plan[30].

## STRATEGIES

Bikeway improvements are aimed at closing the gaps in the bicycle network along arterial and collector roadways, establishing low-traffic routes that parallel arterials and collectors, in addition to providing multi-modal links to improve livability. Several strategies were identified to address bicycle system needs and to guide project prioritization. This prioritization process helps to focus community investment on those projects that are most effective at meeting critical needs, while deferring other projects of lesser need. The TSP goals and policies were used to develop the strategies.

The strategies for bicycle facilities are (listed in order of importance):

- Bicycle corridors connecting neighborhoods.
- Bicycle corridors connecting schools, parks, and activity centers.
- Fill in gaps in the existing network where some bikeways exist (arterials and collectors).
- Bicycle corridors improving connectivity in the south part of the City.
- Bicycle corridors connecting to major recreational uses.
- Bicycle corridors for potential commuter use.
- Arterial and natural barrier crossing and safety enhancements.
- Improve safety associated with narrow roadways and hilly topography.
- Bicycle boulevard designation on lower volume streets connecting major bikeways and/or bicycle destinations.

These strategies are used to guide and develop projects which address the needs of the bicycling community in Eagle Point.

## BICYCLE MASTER PLAN

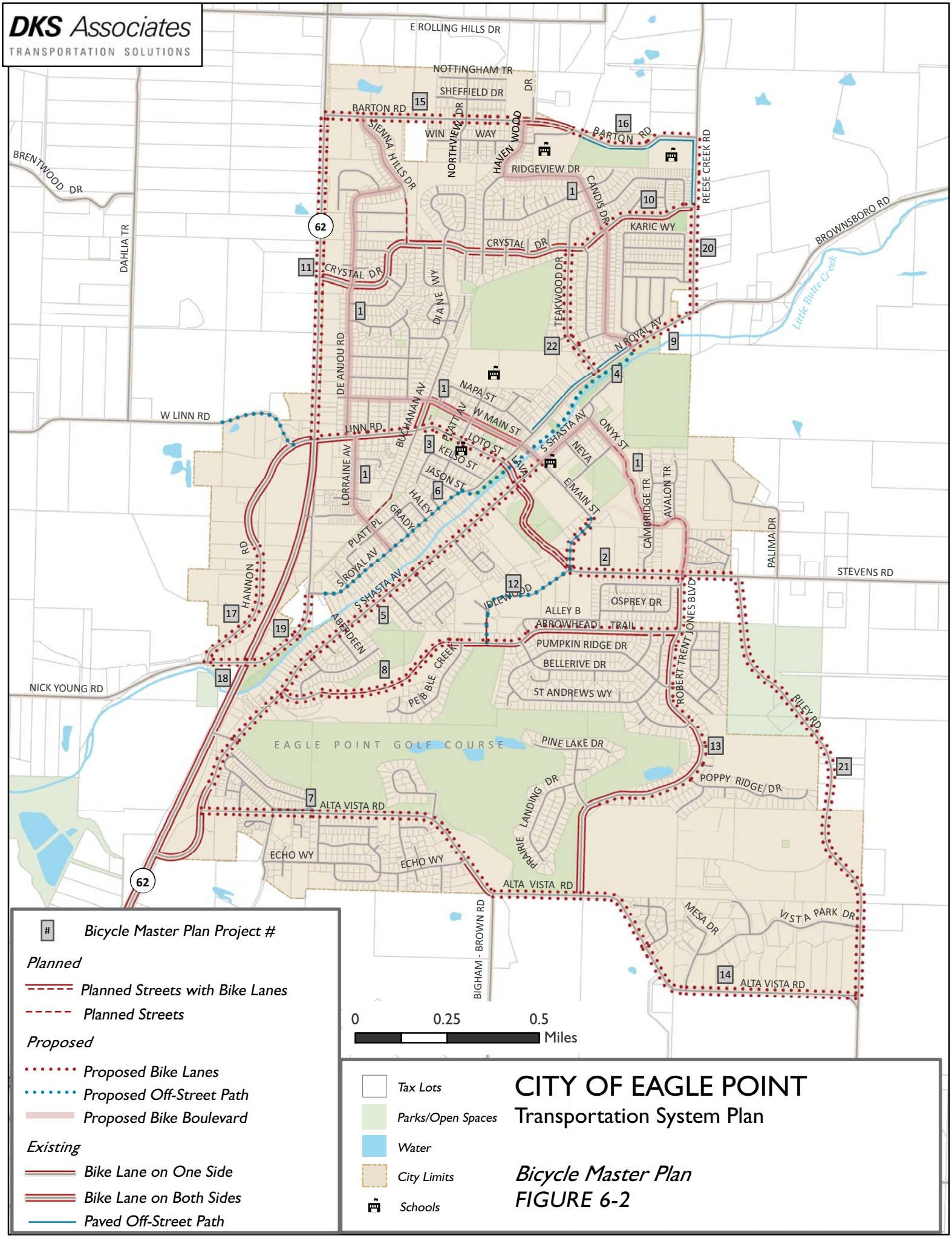
A list of potential bicycle projects to meet the identified needs and achieve these strategies was developed into a Bicycle Master Plan. Each bicycle project was ranked based upon how well it met the identified improvement strategies described above. A high, medium, and low designation was given to each project indicating a general priority for implementation.

[30] Eagle Point Town Center Plan, Comprehensive Plan Amendment - Ordinance No. 2007-13, adopted 7/27/07

The Master Plan shown in **Figure 6-2** and summarized in **Table 6-1** is an overall plan and summarizes the "wish list" of bicycle related projects in Eagle Point.

The Master Plan projects with the highest priority for implementation were used to create an Action Plan (see **Table 10-2**). The Action Plan consists of projects identified by the community as higher priorities when allocating funding and/or pursuing additional funding. As development occurs, streets are rebuilt and other opportunities (grant programs) arise, projects on the Master Plan list could also be pursued.

The planning level cost estimates provided are based upon general unit costs for transportation improvements, but do not reflect the unique elements that can significantly add to project costs. Each of these project costs will need further refinement in order to detail right-of-way requirements and costs associated with special design details as projects are pursued.




# CITY OF EAGLE POINT
## Transportation System Plan

*Bicycle Master Plan*
*FIGURE 6-2*

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**Table 6-1: Eagle Point Bicycle Master Plan Projects**

| Project Number | Priority | Location | Improvement | From | To | Cost(s) $1,000s |
|---|---|---|---|---|---|---|
| 1 | High | Citywide | Designation of Shared Roadways and implementation of specific treatments for bicycles on those designated corridors. | Citywide | Citywide | $60* |
| 2 | High | Lava Street/Stevens Road | Fill in gaps in existing bicycle network with bike lanes as part of the Lava Street extension to Stevens Road. | South Shasta Avenue | Riley Road | $423** |
| 3 | High | Linn Road/Loto Street | Re-stripe roadway to provide bike lanes. | Highway 62 | North Royal Avenue | $64 |
| 4 | High | North Royal Avenue | Fill in gaps in existing bicycle network with trail on west side of Little Butte Creek. | Loto Street | East Archwood Drive | $0*** |
| 5 | High | South Shasta Avenue | Fill in gaps in existing bicycle network with bike lanes. | Alta Vista Road | Main Street | $1,161 |
| 6 | High | South Royal Avenue | Fill in gaps in existing bicycle network with trail on east side of street. | Old Highway 62 | Loto Street | $0*** |
| 7 | Medium | Alta Vista Road | Fill in gaps in existing bicycle network with bike lanes. | South Shasta Avenue | Robert Trent Jones Blvd | $993 |
| 8 | Medium | Arrowhead Trail | Re-stripe roadway to provide bike lanes. | South Shasta Avenue | Robert Trent Jones Blvd | $42** |
| 9 | Medium | North Royal Avenue | Fill in gaps in existing bicycle network with bike lanes. | East Archwood Drive | Reese Creek Road | $183 |
| 10 | Medium | Crystal Drive | Re-stripe roadway to provide bike lanes. | Teakwood Drive | Reese Creek Road | $30 |
| 11 | Medium | Highway 62 | Fill in gaps in existing bicycle network with bike lanes. | Linn Road | Barton Road | $765 |
| 12 | Medium | Idlewood Drive/ East Main Street | Fill in gaps in existing bicycle network with trail and/or bike lanes. | Sandpines Drive | East Main Street | $0*** |
| 13 | Medium | Robert Trent Jones Blvd | Re-stripe roadway to provide bike lanes. | Stevens Road | Silverado Way | $64 |
| 14 | Low | Alta Vista Road | Fill in gaps in existing bicycle network with bike lanes. | Robert Trent Jones Blvd | Riley Road | $842 |
| 15 | Low | Barton Road | Re-stripe roadway to provide bike lanes. | Highway 62 | Havenwood Drive | $84 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 16 | Low | Barton Road | Re-stripe roadway to provide bike lanes. | Havenwood Drive | Reese Creek Road | $73 |
| 17 | Low | Hannon Road | Fill in gaps in existing bicycle network with bike lanes. | Nick Young Road | 1000 feet south of West Linn Road | $414 |
| 18 | Low | Nick Young Road | Fill in gaps in existing bicycle network with bike lanes. | Highway 62 | Hannon Road | $86 |
| 19 | Low | Old Highway 62 | Fill in gaps in existing bicycle network with bike lanes. | Highway 62 | South Royal Avenue | $248 |
| 20 | Low | Reese-Creek Road | Fill in gaps in existing bicycle network with bike lanes. | North Royal Avenue | Barton Road | $446 |
| 21 | Low | Riley Road | Fill in gaps in existing bicycle network with bike lanes. | Stevens Road | Alta Vista Road | $230 |
| 22 | Low | Teakwood Drive | Re-stripe roadway to provide bike lanes. | Crystal Drive | North Royal Avenue | $37 |

Note: Cost estimates do not include contingency, design or construction management.
*Project cost shown here is for three studies to determine appropriate Bike Boulevard treatments to implement along each of three identified corridors. Specific costs for each would need to be determined for each corridor/location.
**Project cost is in included in Motor Vehicle Plan Cost Estimates
***Included in Pedestrian Plan Cost Estimates

# CHAPTER 7 PUBLIC TRANSPORTATION PLAN

**Chapter 7** identifies public transportation needs, and associated strategies, for Eagle Point over the upcoming 25 year planning horizon.

## POLICIES

A set of goals and policies has been developed as part of this TSP (see **Chapter 2**). Eagle Point's public transportation policies are aimed at providing the City with priorities to direct future available funds toward public transit projects meeting these goals. Specific Goals and Policies in **Chapter 2** focusing on public transportation include:

**Goal D (Chapter 2). Transit and Alternative Transportation Services**

- **Policy D1**: The City shall cooperate with efforts to provide affordable public transportation, investigating such options as annexing to the Rogue Valley Transportation District or entering into a contract for services with the District when financially and logistically possible.
- **Policy D2**: The City shall support establishment and maintenance of commercial transit service (e.g. inter-city bus service) where transit services can be reasonably accommodated.
- **Policy D3**: The City shall collaborate with transit and alternative transportation service providers in establishing Park-and-Ride facilities.
- **Policy D4**: The City supports the development and implementation of transportation demand management (TDM) programs such as ride sharing, vanpools, carpools, telecommuting, and flexible work hours.
- **Policy D5**: The City supports the ongoing provision of Dial-a-Ride services for seniors and those with disabilities or other medical needs.
- **Policy D6**: The City, on its own or with community partners, shall develop incentives, when they can be reasonably developed and provided by RVTD or other agencies, to encourage use of transit and alternative transportation services, thereby reducing single-occupancy driving.

## NEEDS

Eagle Point currently has no fixed-route public transportation service in the City limits. The nearest fixed-route, operated by the Rogue Valley Transportation District (RVTD), is located at the main entrance to the VA Domiciliary in White City, approximately 1.5 miles south of the City.

The City does have a variety of services available to low income, senior, and disabled residents, including Shady Cove's Upper Rogue Community Center shared van service. However, transportation disadvantaged residents may have difficulty utilizing these services because of the associated costs, limited pick-up/drop-off locations, and/or scheduling requirements. Therefore, a fixed-route transit service providing transit stops in key areas of the City would likely be of greater value to low income, senior, and disabled residents.

To determine the potential demand for fixed route public transit service within Eagle Point, a land use density analysis was conducted to identify areas of the City that could generate enough trips to support transit service. The analysis determined that by the year 2034 approximately 65% of Eagle Point would be able to support fixed route transit service and

identified areas, primarily north of Shasta Avenue, that could be considered for transit routes.

## STRATEGIES

Eagle Point's population is expected to reach approximately 19,500 residents by the year 2034. As a City of nearly 20,000 residents, a transit system (likely including a fixed-route component) will become more of a requirement to adequately balance transportation infrastructure with user needs. To begin planning for future public transit service, the City should establish a framework to help guide its development.

Several improvement strategies were developed to meet anticipated transit needs in Eagle Point. The strategies, which rely upon coordination with Rogue Valley Transit District (RVTD) as well as other regional transit service providers, include:

- Provision of Park-and-Ride lots and support van pools/car pools
- Construction of transit stop amenities (shelters, schedules, lights, benches, etc.)
- Updates of roadway design standards to support fixed-route transit service
- Provision of commuter service to Medford and surrounding communities
- Expansion of the existing dial-a-ride program
- Provision of shuttle service to key destinations
- Exploration of local fixed-route transit service feasibility

## PUBLIC TRANSIT MASTER PLAN

A list of potential public transportation projects designed to meet and remedy the identified needs was developed into a Public Transportation Master Plan.

The Master Plan summarized in **Table 7-1** is an overall plan summarizing the "wish list" of transit related projects in Eagle Point. The Public Transit Master Plan includes projects implementing and supplementing City transit service.

The Master Plan projects with the highest priority for implementation were used to create an Action Plan (see **Table 10-2**). The Action Plan consists of projects establishing a framework for future implementation of fixed route public transportation service in the City.

**Table 7-1: Eagle Point Public Transit Master Plan Projects**

| Priority | Project | Description | Cost(s) $1,000s |
|---|---|---|---|
| High | RVTD | Explore feasibility of annexing the City into or contracting for services with RVTD | - |
| High | Park-and-ride lots | Implement park-and-ride lot to serve transit and carpool users. Specific location to be determined, but some suggestions include the Wal-Mart parking lot, near Eagle Point High School, or near Little Butte School along Tabor Avenue. | $500 |
| High | Transit feasibility study | Explore the viability of transit service connecting to RVTD in White City and make recommendations for locations of transit routes, the frequency of service, and user amenities for transit stop locations. | $100 |
| Medium | Pedestrian Connections to Transit Facilities | Construct sidewalks, crosswalks, etc. adjacent to transit routes and facilities (i.e. park-and-ride lots, bus stops, etc.). Focus on enhancing pedestrian access within ¼ mile of bus stops. | $50 |
| Medium | Increase Density Adjacent to Transit | Direct growth to increase the density of development along transit routes identified in the feasibility study. | - |
| Medium | Dial-a-ride services | Establish dial-a-ride services with RVTD | $50/ Year |
| Medium | Shuttle service | Provide a shuttle service to key destinations in and around Eagle Point. | $50/ Year |
| Medium | Transit Stop Amenities | Construct or plan for future transit stop amenities such as shelters, schedules, lights, and benches. | $250 |
| Low | Commuter service | Provide commuter service to Medford and surrounding communities. | $100/ Year |
| Low | Local fixed route feasibility study | Explore the feasibility of local fixed-route transit service. | $75 |

# CHAPTER 8 MOTOR VEHICLE PLAN

The Motor Vehicle Plan presented in Chapter 8 aims to provide safe, connected, and accessible roadway facilities meeting desired traffic operation levels and accommodating users of other modes. This plan includes the recommended improvement projects and complementary policies that the City should implement to improve Eagle Point's roadway network and maintain consistency with other jurisdictional plans, including the Jackson County Transportation System Plan and ODOT's Oregon Highway Plan. The recommended improvement projects have been selected to balance the traveling needs of Eagle Point residents, business owners, and visitors, while also providing services for regional auto and freight traffic.

## MOTOR VEHICLE ISSUES

Based on the existing motor vehicle facilities inventory, and future motor vehicle traffic volume projections, the following issues were identified:

- Over the past three years, there have been a number of pedestrians struck by motor vehicles near the schools, including six school-age children in the downtown area.
- Poor sight distance at the Idlewood Drive/Main Street and Old Highway 62/South Royal Avenue intersections.
- Access spacing on many streets within the City, including State highways, does not comply with adopted standards.
- Lack of consistent access spacing standards for streets under City jurisdiction.
- Absence of mobility standards for streets under City jurisdiction.
- Lack of compliance with the functional classification description for some arterial and collector roadways within the City.
- Lack of adequate intersection control for converging traffic at the Riley Road/Alta Vista Road intersection creating potential safety issues as traffic volumes increase with anticipated future development.

Existing and future motor facilities and issues in Eagle Point are documented in detail in "**Chapter 3: Existing Conditions**" and "**Chapter 4: Future Conditions and Needs**."

## RECOMMENDED IMPROVEMENT STRATEGIES

To manage future growth, the transportation system needs multi-modal improvements that are sustainable and yield greater returns by following a variety of management and capital improvement strategies. These strategies include:

Application of classifications and designations to the roadway network, including:

- **Functional Classification**- establishes the size and intended use of the facility.
- **Freight Corridors**- protects residential neighborhoods while also accommodating the efficient movement of raw materials and finished products.

Adoption of roadway standards, including:

- **Roadway Cross-Sections**- ensures that roadways can meet the multimodal function and demand associated with their functional classification.
- **Access Management-** this helps control or limit access on arterial and collector facilities to maximize their capacity and preserve their functional integrity.

- **Mobility Standards**- these standards are often applied at intersections to maintain acceptable and reliable performance.

Implement other plans or programs, including:

- **Local Street Connectivity-** this shows the general locations where new local streets should be installed as nearby areas are developed.
- **Transportation Demand Management (TDM)-** this is the general term used to describe any action that removes single occupant vehicle trips from the roadway network during peak travel demand periods.
- **Neighborhood Traffic Management-** this is traffic control devices typically used in residential neighborhoods to slow traffic or possibly reduce the volume of traffic.
- **Parking Plan-** this establishes parking requirements to help increase infill development and support higher density and more efficient use of lands.

Construct roadway improvement projects that improve safety and provide necessary capacity and connectivity. Two solutions packages have been identified:

- **Motor Vehicle Master Plan**- an overall plan that summarizes the "wish list" of motor vehicle related projects.
- **Motor Vehicle Action Plan-** consists of projects that the community identified as higher priority projects to which the City should give priority in allocating funding and/or pursuing additional funding.

The roadway classifications and designations; roadway standards; other plans and programs; and roadway improvement projects are discussed in the following sections.

# ROADWAY CLASSIFICATIONS AND DESIGNATIONS

## FUNCTIONAL CLASSIFICATION

Street functional classification is an important tool for managing public facilities pragmatically and cost effectively. It is based on a hierarchal system of roads, designating the level of access versus mobility that different roads should provide. In this way, it helps traffic move smoothly through the system and protects neighborhoods.

Functional classification also supports future construction and planning efforts by providing design and connectivity guidance. For example, roadway cross-section standards are provided based on functional classification. Additionally, system connectivity is best structured with incremental steps in classifications, creating a smooth transition from high access/low mobility roads to low access/high mobility roads.

The functional classes, recommended classification changes, and criteria for future classification changes for Eagle Point roadways are explained in the following sections.

## FUNCTIONAL CLASSES

The three main street functional classifications are arterial, collector, and local. However, some cities further divide these classifications into major/minor or add other classifications such as highway, parkway, neighborhood route/collector, etc.). Previously, Eagle Point has designated five functional classes: highway, arterial, collector, local collector, and local. It is recommended that Eagle Point maintain similar functional classes in the future. Updated functional class explanations are provided below.

**Highways** are typically freeways and state highways providing the highest level of

connectivity. These routes connect over the longest distance (sometimes miles long) and are less frequent than other arterials or collectors. These highways generally span several jurisdictions and many times have statewide importance.

**Arterial streets** serve to interconnect and support the principal arterial highway system. These streets link major commercial, residential, industrial and institutional areas. Arterial streets are typically spaced about one mile apart to assure accessibility and reduce the incidence of traffic using collectors or local streets for through traffic in lieu of a well placed arterial street. Access control is a key feature of an arterial route. Arterials are typically multiple miles in length.

**Collector streets** provide both access and circulation within residential and commercial/industrial areas. Collectors differ from arterials in that they provide citywide connectivity, do not require as extensive control of access and penetrate residential neighborhoods to distribute trips from the local collector and local street system onto the arterial street system. The maximum interval for collector roadways should be 1,500 feet. Collectors are typically greater than 0.5 to 1.0 miles in length.

**Local Collectors** are usually long relative to local streets and provide connectivity to collectors or arterials. Because local collectors have greater connectivity, they generally have more traffic than local streets and are used by residents in the area to get into and out of a specific neighborhood, but do not serve citywide or large area circulation. They are typically about a quarter to a half mile in total length. Traffic from cul-de-sacs and other local streets may drain onto local collectors to gain access to collectors or arterials. Because traffic needs are greater than those for a local street, local collectors they will likely be larger than typical residential streets. However, certain measures should be considered in order to retain the neighborhood character and livability of these routes. Neighborhood traffic management measures are often appropriate (including devices such as speed humps or traffic circles). However, it should not be construed that local collectors automatically get speed humps or any other measures. While these routes have special needs, neighborhood traffic management is only one means of retaining neighborhood character and vitality.

**Local Streets** have the sole function of providing access to immediate adjacent lands. Through traffic movements on local streets are deliberately discouraged by design. All other city streets in the City of Eagle Point not designated as arterial streets, collector streets, or local collectors are considered to be local streets.

## CRITERIA FOR FUTURE FUNCTIONAL CLASSIFICATION CHANGES

The criteria used to assess functional classification have two components: the extent of connectivity and the frequency at which the facility type occurs in a particular area. Maps can be used to determine regional, city/district, and neighborhood connections. The frequency or need for facilities of certain classifications is not routine or easy to package into a single criterion. While planning textbooks call for arterial spacing of a mile, collector spacing of a quarter to a half-mile, and neighborhood connections at an eighth to a sixteenth of a mile, this does not form the only basis for defining functional classification.

Changes in land use, environmental issues or barriers, topographic constraints, and demand for facilities can change the frequency for routes of certain functional classifications. While spacing standards can be a guide, they must consider other features and potential long term uses in the area (some areas would not experience significant changes in demand, where others will). It is acceptable for the City to re-classify street functional designations to

have different naming conventions, however, the general intent and purpose of the facility, whatever the name, should be consistent with regional, state, and federal guidelines.

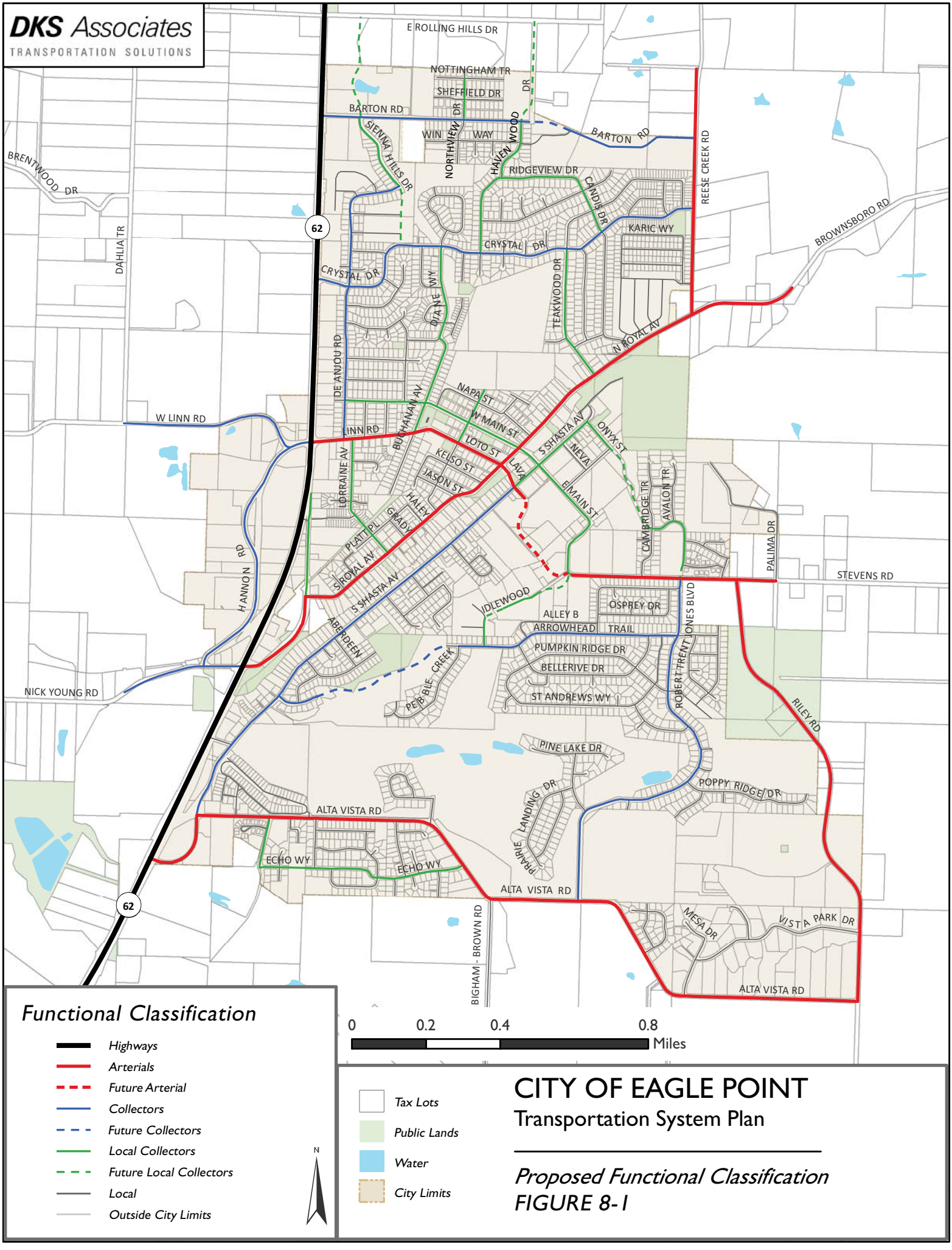
By planning an effective functional classification of Eagle Point streets, the City can manage public facilities pragmatically and cost effectively. These classifications do not mean that, because a route has an arterial classification, it is large and has lots of traffic. Nor do the definitions dictate that a local street should only be small with little traffic. Identification of connectivity does not dictate land use or demand for facilities. The demand for streets is directly related to the land use. The highest level connected streets have the greatest potential for higher traffic volumes, but do not necessarily have to have high volumes as an outcome, depending upon land uses in the area. Typically, a significant reason for high traffic volumes on surface streets at any point can be related to the level of land use intensity within a mile or two. Many arterials with the highest level of connectivity have only 35 to 65 percent “through traffic”. Without the connectivity provided by arterials and collectors, the impact of traffic intruding into neighborhoods and local streets goes up substantially.

## RECOMMENDED FUNCTIONAL CLASSIFICATION CHANGES

Updated functional classifications of the City of Eagle Point roadways will provide a framework for improving network design, circulation, and mobility. The key changes include (1) updating the arterial roadway network to be consistent with the recommended transportation improvements, (2) maintaining and updating the collector system to reflect recent and expected land use development, and (3) providing local collector routes that serve clear connections between neighborhoods and the collector and arterial network. The recommended street functional classifications for City of Eagle Point roadways are shown in **Figure 8-1**. Any street not designated as a highway, arterial, collector, or local collector is considered a local street. Many of these classifications are the same as they were previously, but the revised classifications are listed in **Table 8-1**. In this table, the prior classifications (as indicated in the prior TSP) are also listed.

**Table 8-1 Roadway Functional Classification Changes**

| Roadway | From | To | Change from Prior Classification |
|---|---|---|---|
| **Arterials** | | | |
| Alta Vista Road | Robert Trent Jones Blvd | Riley Road | Upgrade from Local Collector to Arterial |
| Old Highway 62 | Highway 62 | South Royal Avenue | Upgrade from Collector to Arterial |
| Riley Road | Stevens Road | Alta Vista Road | Upgrade from Local to Arterial |
| Royal Avenue | Old Highway 62 | Reese Creek Road | Upgrade from Collector to Arterial |
| Stevens Road | Main Street | Palima Drive | Upgrade from Collector/Local to Arterial |
| **Collectors** | | | |
| Crystal Drive | Teakwood Drive | Reese Creek Road | Upgrade from Local Collector to Collector |
| De Anjou Avenue | Linn Road | Sienna Hills Drive | Upgrade from Local Collector/Local to Collector |
| Hannon Road | Linn Road | Nick Young Road | Upgrade from Local Collector to Collector |
| Linn Road | Hannon Road | City Limits | Upgrade from Local Collector to Collector |
| Nick Young Road | Hannon Road | City Limits | Upgrade from Local Collector to Collector |
| South Shasta Avenue | Lava Street | Alta Vista Road | Downgrade from Arterial to Collector |
| **Local Collectors** | | | |
| Havenwood Drive | Ridgeview Drive | Rolling Hills Drive | Upgrade from Local to Local Collector |
| Northview Drive | Barton Road | Nottingham Trail | Upgrade from Local to Local Collector |
| Sienna Hills Drive | Crystal Drive | Rolling Hills Drive | Upgrade from Local to Local Collector |
| North Shasta Avenue | Loto/Lava Street | Onyx Street | Downgrade from Collector to Local Collector |
| Teakwood Drive | Royal Avenue | Crystal Drive | Downgrade from Collector to Local Collector |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CANDIS DR
KARIC WY
CRYSTAL DR
REESE CREEK RD
BROWNSBORO RD
BRENTWOOD DR
DAHLIA TR
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DIANE WY
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NAPA ST
W MAIN ST
W LINN RD
LINN RD
BUCHANAN AV
LORRAINE AV
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HALEY
GRADY
PLATT PL
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HANNON RD
CAMBRIDGE TR
AVALON TR
PALIMA DR
STEVENS RD
IDLEWOOD
OSPREY DR
ALLEY B
ARROWHEAD TRAIL
ABERDEEN
PUMPKIN RIDGE DR
BELLERIVE DR
ROBERT TRENT JONES BLVD
NICK YOUNG RD
PE B BLUE CREEK
ST ANDREWS WY
RILEY RD
PINE LAKE DR
POPPY RIDGE DR
PRAIRIE LANDING DR
ALTA VISTA RD
ECHO WY
BIGHAM - BROWN RD
MESA DR
VISTA PARK DR
0
0.2
0.4
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Miles
Functional Classification
Highways
Arterials
Future Arterial
Collectors
Future Collectors
Local Collectors
Future Local Collectors
Local
Outside City Limits
N
Tax Lots
Public Lands
Water
City Limits
CITY OF EAGLE POINT
Transportation System Plan
Proposed Functional Classification
FIGURE 8-1

## FREIGHT CORRIDORS

Well planned truck routes in Eagle Point are important to protect residential neighborhoods while also accommodating the efficient movement of raw materials and finished products. Trucks moving from industrial areas to Highway 62 or traveling through Eagle Point are different than trucks making local deliveries. The transportation system should be planned to accommodate this specific situation. The establishment of through freight corridors provides for efficient movement, while at the same time maintaining neighborhood livability and public safety and minimizing maintenance costs of the roadway system.

The proposed freight corridors within Eagle Point are shown in **Figure 8-2**. These freight corridors are aimed at addressing the through movement of trucks, not local deliveries. These truck routes should be designed to be "truck friendly" by having wider travel lanes (i.e., at least 12-foot lanes where possible), longer access spacing, 35 foot (or larger) curb returns, and pavement design that accommodates a larger share of trucks. Signage should also be used to direct trucks to these routes.

## ROADWAY STANDARDS

## ROADWAY CROSS-SECTION STANDARDS

The roadway cross-section standards for Eagle Point can be found in the City Standard Details Manual. Street cross-section standards consist of minimum, maximum, and/or typical cross-sections that are required for City roadways based on their functional classification. The purposes of the cross-section standards are to ensure that the City roadways can meet the multimodal function and demand associated with their functional classification and to provide consistency throughout the City.

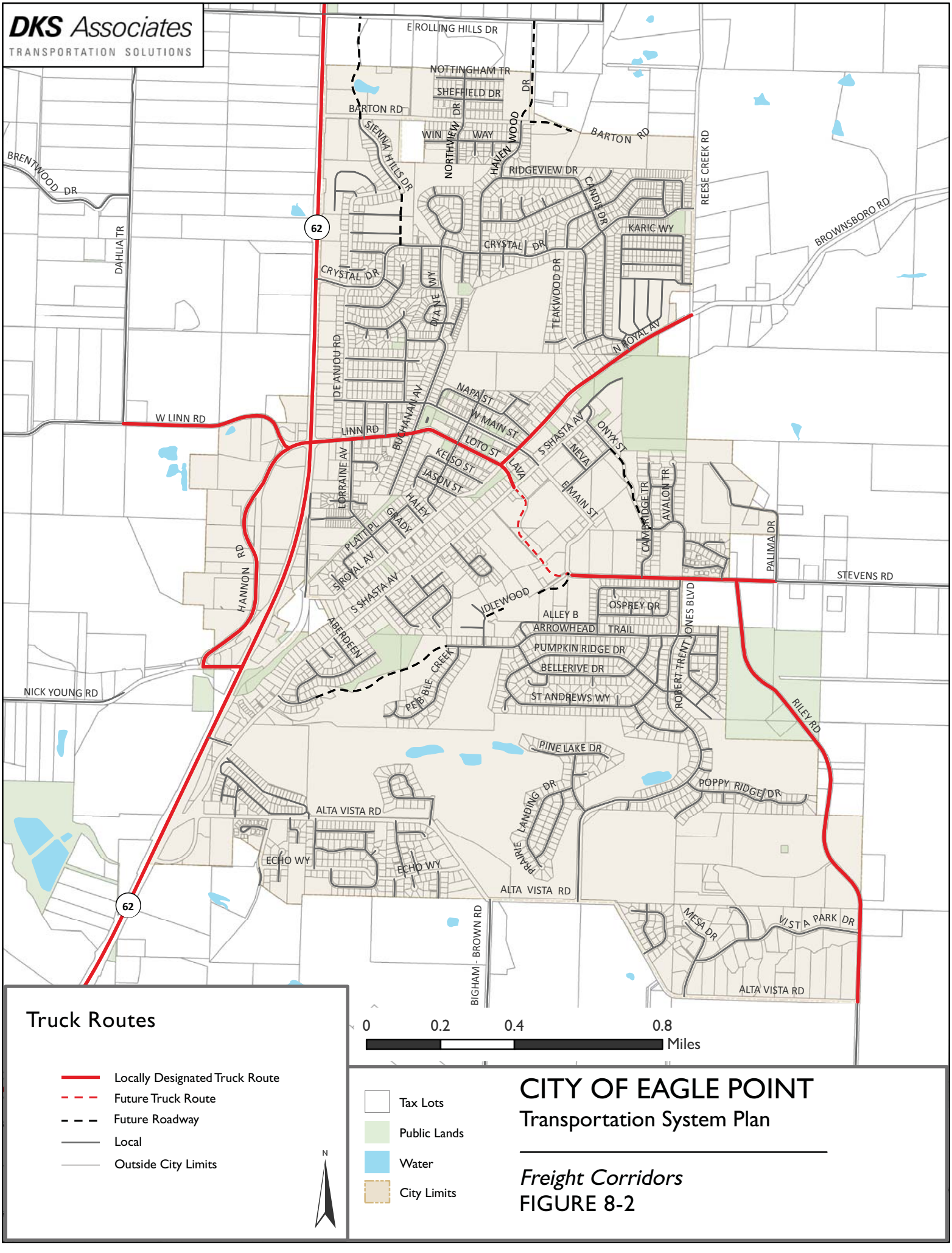
Because of the physical limitations existing for some roadways due to prior construction and the rural nature of various roadways in the City, "Low Impact" street design standards were also developed. These standards allow deviation from the typical roadway cross-section for locations with limited or constrained right-of-way. The "Low Impact" street design characteristics can be utilized at the discretion of City staff when roadways are being constructed or improved.

Specific right-of-way needs will also need to be monitored continuously through the development review process to reflect current needs and conditions; more specific details may become evident during development review, thereby requiring improvements other than these outlined in this TSP.

Additional design considerations are required for Highway 62. The State highway design considerations are defined in the *Oregon Highway Plan (OHP)* and in the *Highway Design Manual (HDM)*. Any deviation from these standards requires approval of a design exception.

Along arterial and collector corridors, additional right of way may likely be needed to implement improvements to meet the standard cross section. The City should update the development code to require new development to dedicate right of way to the ultimate planned street cross section in order to avoid building impacts and right of way negotiating and purchasing at a later time.

To ensure suitability for roadway improvements, final cross-section designs must be coordinated with City of Eagle Point staff and are subject to City Staff approval; cross-sections of state highways are also subject to ODOT approval.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NORTHVIEW DR
WIN WAY
HAVEN WOOD DR
RIDGEVIEW DR
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KARIC WY
CRYSTAL DR
TEAKWOOD DR
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BROWNSBORO RD
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IDLEWOOD
OSPREY DR
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PUMPKIN RIDGE DR
BELLERIVE DR
ST ANDREWS WY
ROBERT TRENT JONES BLVD
ABERDEEN
PEB BLU CREEK
NICK YOUNG RD
RILEY RD
PINE LAKE DR
POPPY RIDGE DR
LANDING DR
PRAIRIE
ALTA VISTA RD
ECHO WY
BIGHAM BROWN RD
MESA DR
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0
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Miles
Truck Routes
Locally Designated Truck Route
Future Truck Route
Future Roadway
Local
Outside City Limits
N
Tax Lots
Public Lands
Water
City Limits
CITY OF EAGLE POINT
Transportation System Plan
Freight Corridors
FIGURE 8-2

## ACCESS MANAGEMENT

Access management is the term used to describe a broad set of techniques balancing the need to provide safe, efficient, and timely travel with the ability to allow access to individual properties. On facilities such as freeways and arterials, there is generally an emphasis on facilitating the through movement of traffic, with direct property access being a secondary objective. However, for streets of lower functional classification such as collectors and local streets, the emphasis shifts to prioritize direct property access. Proper implementation of access management techniques will promote reduced congestion, reduced accident rates, less need for highway widening, a safer and more comfortable walking and cycling environment, conservation of energy, and reduced air pollution.

Access management involves the control or limiting of access on arterial and collector facilities to maximize their capacity and preserve their functional integrity. Numerous driveways erode the capacity of arterial and collector roadways and introduce a series of conflict points that present the potential for crashes and interfere with traffic flow. Preservation of capacity is particularly important on higher volume roadways for maintaining traffic flow and mobility. Whereas local collector and local streets primarily function to provide direct access, collector and arterial streets serve greater traffic volume with the objective of facilitating through travel. Eagle Point needs a balance of streets that provide access and streets that serve mobility. A balance can be achieved by implementing various access management strategies, such as those listed below:

- Work with land use development applications to consolidate driveways, provide crossover easements, and take access from lower class roads where feasible. Existing, non-conforming accesses would only be subject to review and revision upon site improvement or a land use application.
- Provide inter-parcel circulation through cross-over easements, frontage or backage roads, shared parking lots, or connecting driveways, where feasible.
- Seek opportunities to position approaches on opposite sides of roadways to avoid turning conflicts.
- Implement access spacing standards for new developments and construction, including the limitation of private access onto arterial roadways and the limitation of new single family residential access to arterials and collectors unless no other access options are available. Parcels shall not be landlocked by access spacing policies.
- Establish City access spacing standards to prohibit the construction of access points within the influence area of intersections. The influence area is that area where queues of traffic commonly form on the approach to an intersection (typically within 150 feet). In a case where a project has less than 150 feet of frontage, the site would need to explore potential shared access, or if that were not practical, place driveways as far from the intersection as the frontage would allow. However, full access might not be permitted in these conditions (e.g., restriction to right-in/right-out access).
- Establish maximum access spacing standards to promote connectivity.
- Implement City access spacing standards for new construction on County facilities within the urban growth boundary.
- Meet ODOT access requirements on State facilities.
- Establish a street connectivity and block formation requirement to implement a street grid throughout Eagle Point. In order to

promote efficient vehicular and pedestrian circulation throughout the City, land divisions and large site developments should produce complete blocks bounded by a connecting network of public and/or private streets, in accordance with the following standards:

**Block Length and Perimeter:** The maximum block length shall not exceed 600 feet along a collector, local collector, or local street, and 1,000 feet along an arterial.

**Street Connectivity:** Public and private streets connectivity shall conform to the functional classification map (**Figure 8-1**) and the local street connectivity plan (**Figure 8-8**).

**Exception:** Exceptions to the above standards may be granted when blocks are divided by one or more pathway(s). Pathways shall be located to minimize out-of-direction travel by pedestrians and may be designed to accommodate bicycles.

## RESIDENTIAL ACCESS

Many communities have historically struggled with the issue of limiting residential access to arterial and collector roadways. This is due to the desire to maintain the roadway as a public place that creates a friendly pedestrian and bicycle environment, as opposed to backing properties with fences that wall-off and isolate the roadway. In addition, many of the residential accesses to arterials in the City were established before the streets were classified as arterials. To address this concern and implement the recommended access restrictions, the following measures are recommended:

- Provide a local street grid with 150-foot to 250-foot spacing that allows back-to-back lots along local streets with side yards to the collector roadway while discouraging the creation of double-frontage lots, or
- Require lots with frontage along the collector roadway to orient the front of the home to the collector, but provide rear-alley or driveway motor vehicle access.

New development, redevelopment (or significant modifications) of existing parcels, and roadway projects involving City street facilities should meet the access spacing standards summarized in **Table 8-2**. In cases where physical constraints or unique site characteristics limit the ability for the access spacing standards shown in **Table 8-2** to be met, the City of Eagle Point should retain the right to grant an access spacing modification or exception.

All requests for an access spacing modification or exception shall be reviewed by the Public Works Director or City Engineer, with recommendations then provided to the appropriate land use approval body.

Parcels shall not be landlocked by access spacing policies. Opportunities should be explored to provide future access through neighboring parcels and an interim access may be granted. Non-conforming access (defined per **Table 8-2**) should work to achieve a condition as close to standard as possible. For example, a private access may be permitted to an arterial roadway if no other option (e.g. access to a side street) exists; however, the private access would then be required to meet the minimum driveway spacing of 330 feet listed in **Table 8-2**.

**Table 8-2 Access Spacing Standards for City Facilities**

| Street Facility* | Maximum spacing of roadways | Minimum spacing of roadways | Minimum spacing of roadway to driveway** | Minimum spacing driveway to driveway** |
|---|---|---|---|---|
| Arterial | 1,000 feet | 660 feet | 330 feet | 330 feet or combine |
| Collector | 600 feet | 250 feet | 100 feet | 100 feet or combine |
| Local Collector/Local | 600 feet | 150 feet | 50 feet | 10 feet |

Note: Access spacing standards measured centerline to centerline

* Exceptions may be made in the downtown commercial district, or currently established neighborhoods, if approved by the City Engineering or Public Works Department, where alleys and historic street grids do not conform to access spacing standards.

**Existing development along arterial or collector roadways precludes the application of these standards unless the parcel is redeveloped or significantly modified.

Any proposed accesses to State facilities must be approved by ODOT. The 1999 Oregon Highway Plan establishes access management spacing standards for Highway 62 that reflect the management objectives associated with the Regional Highway designation. These standards vary depending on the posted speeds and the character of the surrounding land uses. Because the segment of Highway 62 south of Linn Road is further classified as an expressway, the access management spacing standards for Highway 62 will vary. **Table 8-3** identifies the ODOT access spacing standards that are applicable within the Eagle Point urban growth boundary.

**Table 8-3 ODOT Minimum Access Spacing Standards**

| Highway Segment | Highway Classification | Segment Designation | Posted Speed | Access Spacing Standard |
|---|---|---|---|---|
| Barton Road to Linn Road | Regional Highway | Urban | 55 mph | 990 feet |
| Linn Road to Shasta Avenue | Regional Highway | Urban Expressway | 55 mph | 2,640 feet |

Source: 1999 Oregon Highway Plan, Appendix C, Table 14

Note: Access spacing standards measured centerline to centerline on the same side of the roadway

## MOBILITY STANDARDS

Mobility standards are often applied at intersections to maintain acceptable and reliable performance. At the time of this TSP update, the City of Eagle Point did not have an adopted mobility standard. For analysis purposes, the Jackson County mobility standard was assumed for intersections under City jurisdiction.

Level of service (LOS) and volume-to-capacity (V/C) ratios are two commonly used performance measures that provide a gauge of intersection operations. In addition, they are often incorporated into agency mobility standards. Descriptions are given below:

- Level of service (LOS): A “report card” rating (A through F) based on the average delay experienced by vehicles at the intersection. LOS A, B, and C indicate conditions where

traffic moves without significant delays over periods of peak hour travel demand. LOS D and E are progressively worse operating conditions. LOS F represents conditions where average vehicle delay has become excessive and demand has exceeded capacity. This condition is typically evident in long queues and delays.

- Volume-to-capacity (V/C) ratio: A decimal representation (between 0.00 and 1.00) of the proportion of capacity that is being used (i.e., the saturation) at a turn movement, approach leg, or intersection. It is determined by dividing the peak hour traffic volume by the hourly capacity of a given intersection or movement. A lower ratio indicates smooth operations and minimal delays. As the ratio approaches 1.00, congestion increases and performance is reduced. If the ratio is greater than 1.00, the turn movement, approach leg, or intersection is oversaturated and usually results in excessive queues and long delays.

The City of Eagle Point will apply the following mobility standards to intersections under City jurisdiction:

Signalized intersections or all-way stop controlled intersections- LOS D and V/C of 0.85

Two-way stop controlled intersections- LOS E and V/C of 0.85

Mitigation measures or facility improvements will be identified where future conditions do not meet the identified performance measures set forth by the City of Eagle Point for intersection operations. In situations where the facility is not meeting the established performance standards under No Build conditions, the facility will be mitigated if it has a significant impact under Build conditions based on an additional 10 seconds of delay and/or an increase of 0.05 V/C ratio or more beyond No Build conditions. In these cases, the improvements will try to mitigate the significant impacts, at a minimum.

## OTHER PLANS AND PROGRAMS

### LOCAL STREET CONNECTIVITY

The Local Street Connectivity Plan specifies the general location where new local streets should be installed as nearby areas are developed. The purpose of the plan is to ensure that new developments accommodate future local circulation between adjacent neighborhoods to improve connectivity for all modes of transportation.

New developments are often developed with limited opportunities for movement into and out of the developments, with some neighborhoods funneling all pedestrian, bicycle, and vehicular traffic onto a single street. This type of street network results in out-of-direction travel and contributes to increased congestion and decreased pedestrian/bicycle accessibility. This can result in the need for investments in wider roads, traffic signals, and turn lanes that could otherwise be avoided. By providing connectivity between neighborhoods, out-of-direction travel and vehicle miles traveled (VMT) can be reduced, accessibility between various travel modes can be enhanced, and traffic levels can be balanced out between various streets. In this way, some of these local connections can help mitigate network capacity deficiencies by improving traffic circulation. Additionally, public safety response time is reduced.

In Eagle Point, several roadway connections will be needed within developable areas to reduce out of direction travel for vehicles, pedestrians, and bicyclists. This is most important in the areas where a significant amount of new development is possible. **Figure 8-3** shows the Local Street Connectivity Plan for Eagle Point. In most cases, the connector alignments are not specific and are aimed at reducing potential neighborhood traffic impacts by better balancing traffic flows on neighborhood routes.

The arrows shown in the figure represent *potential* connections and the general direction for the placement of the connection. In each case, the specific alignments and design should be determined as part of development review. The criteria used for providing connections are as follows:

- Pedestrian and bicycle connections should be provided every 300 feet
- Vehicle connections should be provided every 600 feet centerline to centerline

To protect existing neighborhoods from the potential traffic impacts caused by extending stub end streets, connector roadways should incorporate neighborhood traffic management into their design and construction. In addition, when a development constructs stub streets, they shall install signs indicating the potential for future connectivity to increase the awareness of residents.

In order to ensure that new developments meet the objectives of the local street plan, developments will be required to provide a proposed street map as part of the development approval process. The street map should be reviewed to ensure the development does the following:

- Provides full street connections with spacing of no more than 600 feet between connections, except where prevented by barriers
- Provides bike and pedestrian access ways with spacing of no more than 300 feet, except where prevented by barriers (bike and pedestrian access ways should be considered at the end of cul-de-sacs)
- Limits use of cul-de-sacs and other closed-end street systems to situations where barriers prevent full street connections or to locations where pedestrian/bike accesses are to be provided (approximately halfway between vehicular accesses)
- Includes no cul-de-sacs and other closed-end street longer than 150 feet or having no more than 30 dwelling units
- Includes street cross-sections demonstrating dimensions of ROW improvements, with streets designed for posted or expected speed limits

Topography, the Eagle Point Golf Course, and environmental conditions (such as the Little Butte Creek) limit the level of connectivity in Eagle Point. Some stub end streets in the City's road network may become cul-de-sacs, extended cul-de-sacs, or provide local connections. Pedestrian connections from the end of any stub end street that results in a cul-de-sac will be mandatory as future development occurs (with the exception of locations where connections would be infeasible). The goal is to improve city connectivity for all modes of transportation as feasible.

## TRANSPORTATION DEMAND MANAGEMENT (TDM)

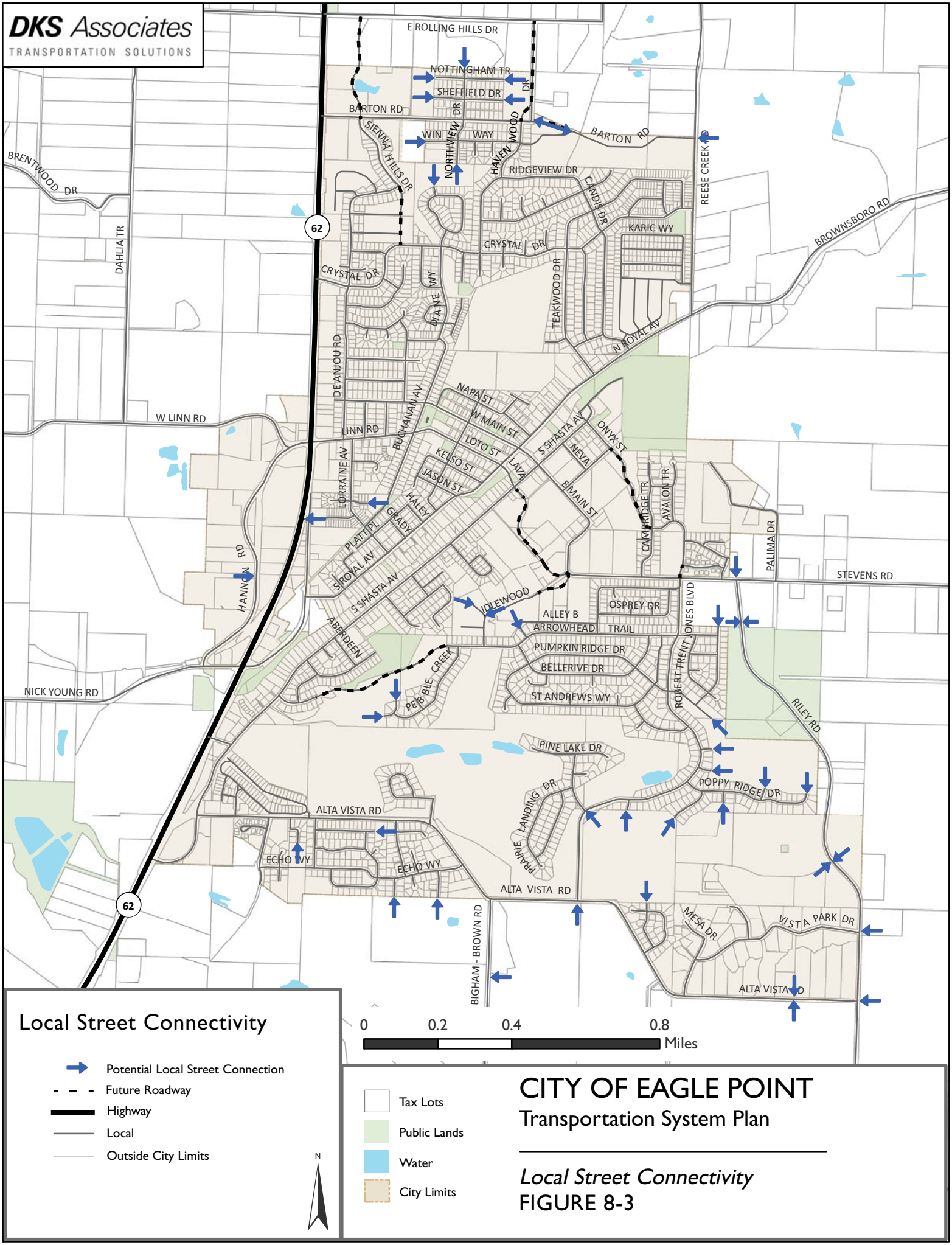
Transportation Demand Management (TDM) is the general term used to describe any action that removes single occupant vehicle trips from the roadway network during peak travel demand periods. Generally, TDM focuses on reducing vehicle miles traveled and promoting alternative modes of travel, with focus typically being placed on large employers. However, there are a wide variety of TDM actions that can be specifically tailored to the individual needs of an area. As growth in the Eagle Point area occurs, the number of vehicle trips and travel demand in the area will also increase. This growth can be better accommodated if alternative mode choices for new and existing users are encouraged.

Many of these TDM strategies are tailored towards urban applications, where there are major employment generators and transit opportunities. TDM measures for cities in more rural settings require special development and

should focus on increasing travel options and creating an environment that is supportive for walking and cycling. Because Eagle Point is on the outskirts of major employment areas, the most effective TDM measures for Eagle Point are likely to include a mix of both urban and rural measures, including elements related to carpools/vanpools, employer incentives, and improved services for alternative modes of travel. **Table 8-4** provides a list of several strategies that may be applied as appropriate within Eagle Point city limits.

New employment development with more than 50 employees should be encouraged to implement a van pool program, flexible working hours or another transportation demand management strategy to help influence regional trips. These strategies will be implemented and administered by these large employers to help reduce the motor vehicle trip share and reach the targets established under Measure 1 (Transit, bicycle, and walking mode share) in the Rouge Valley Regional Transportation Plan (RTP)[31]. Measure 1 of the RTP sets 20-year targets for increases in transit, bicycle, and walking mode shares and calls for a 35 percent increase in bicycle and walking (non-motorized) mode share, and an increase in transit mode share from 1 percent to 3 percent.

[31] 2009-2034 Rogue Valley RTP, Appendix B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STEVENS RD
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ALLEY B
OSPREY DR
ARROWHEAD TRAIL
PUMPKIN RIDGE DR
BELLERIVE DR
ST ANDREWS WY
ROBERT TRENT JONES BLVD
ABERDEEN
PEBBLE CREEK
NICK YOUNG RD
RILEY RD
PINE LAKE DR
POPPY RIDGE DR
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Miles
Local Street Connectivity
Potential Local Street Connection
Future Roadway
Highway
Local
Outside City Limits
N
Tax Lots
Public Lands
Water
City Limits
CITY OF EAGLE POINT
Transportation System Plan
Local Street Connectivity
FIGURE 8-3

**Table 8-4 Transportation Demand Management Strategies**

| Strategy | Description | Potential Trip Reduction |
|---|---|---|
| Telecommuting | Employees perform regular work duties at home or at a work center closer to home, rather than commuting from home to work. This can be full time or on selected workdays. This can require computer equipment to be most effective. | 82-91% (Full Time)<br>14-36% (1-2 day/wk) |
| Compressed Work Week | Schedule where employees work their regular scheduled number of hours in fewer days per week. | 7-9% (9 day/80 hr)<br>16-18% (4 day/40 hr)<br>32-36% (3 day/36 hr) |
| Alternative Mode Subsidy | For employees that commute to work by modes other than driving alone, the employer provides a monetary bonus to the employee. | 21-34% (full subsidy of cost, high alternative modes)<br>2-4% (half subsidy of cost, medium alternative modes) |
| Bicycle Program | Provides support services to those employees that bicycle to work. Examples include: safe/secure bicycle storage, shower facilities and subsidy of commute bicycle purchase. | 0-10% |
| On-site Rideshare Matching for HOVs | Employees who are interested in carpooling or vanpooling provide information to a transportation coordinator regarding their work hours, availability of a vehicle and place of residence. The coordinator then matches employees who can reasonably rideshare together. | 1-2% |
| Provide Vanpools | Employees that live near each other are organized into a vanpool for their trip to work. The employer may subsidize the cost of operation and maintaining the van. | 15-25% (company provided van with fee)<br>30-40% (subsidized van) |
| Gift/Awards for Alternative Mode Use | Employees are offered the opportunity to receive a gift or an award for using modes other than driving alone. | 0-3% |
| Walking Program | Provide support services for those who walk to work. This could include buying walking shoes or providing lockers and showers. | 0-3% |
| Company Cars for Business Travel | Employees are allowed to use company cars for business-related travel during the day | 0-1% |
| Guaranteed Ride Home Program | A company owned or leased vehicle is provided in the case of an emergency for employees that use alternative modes. | 1-3% |
| Time off with Pay for Alternative Mode Use | Employees are offered time off with pay as an incentive to use alternative modes. | 1-2% |

*Sources:*
*Guidance for Estimating Trip Reductions from Commute Options, Oregon Department of Environmental Quality, August 1996*
*Employee Commute Options (ECO) Sample Trip Reduction Plan, Oregon Department of Environmental Quality, October 2006*

## NEIGHBORHOOD TRAFFIC MANAGEMENT

Neighborhood Traffic Management (NTM) is a term that has been used to describe traffic control devices typically used in residential neighborhoods to slow traffic or possibly reduce the volume of traffic. NTM is descriptively called traffic calming due to its ability to improve neighborhood livability. The City of Eagle Point currently has limited neighborhood traffic management elements, mainly the use of narrow road widths that manage vehicle speed. As traffic congestion increases in the future, protecting the livability of neighborhoods may become an increasing need that requires the ability to mitigate impact.

To address neighborhood impacts, Eagle Point will require that, in addition to assessing impacts to the entire transportation network, traffic studies for new developments will also assess impacts to residential streets and identify mitigation for developments that are anticipated to add significant traffic volumes or increase vehicle speeds on nearby residential streets. The threshold used to determine if this additional analysis is needed is if the proposed project is expected to increase volumes on a residential street (classified as either local or local collector) by more than 30 vehicles in a peak hour or 300 vehicles per day. Once the analysis is performed, thresholds used to determine if residential streets are impacted will be:

- Local residential street volumes should not increase above 1,200 average daily trips
- Local residential street speeds should not exceed 28 miles per hour (85$^{th}$ percentile speed)

Mitigation measures for neighborhood traffic impacts must balance the need to manage vehicle speeds and volumes with the need to maintain mobility, circulation, and function for service providers (e.g. emergency response). **Table 8-5** lists common NTM applications and suggests which devices may be supported by the Jackson County Fire District. Any NTM project should include coordination with emergency agency staff to ensure public safety is not compromised.

**Table 8-5 Allowed Traffic Calming Measures by Roadway Functional Classification**

| Traffic Calming Measure | Is Measure Supported? (per Roadway Classification) | | |
|---|---|---|---|
| | Arterial | Collector | Local Collector/ Local Street |
| Curb Extensions | Supported | Supported | Calming measures are supported on lesser response routes that have connectivity (more than two accesses) and are accepted and field tested by the Jackson County Fire District |
| Roundabouts | Supported | Supported | |
| Medians and Pedestrian Islands | Supported | Supported | |
| Pavement Texture | Supported | Supported | |
| Speed Hump | Not Supported | Not Supported | |
| Raised Crosswalk | Not Supported | Not Supported | |
| Speed Cushion (provides emergency pass-through with no vertical deflection) | Not Supported | Not Supported | |
| Choker | Not Supported | Not Supported | |
| Traffic Circle | Not Supported | Not Supported | |
| Diverter (with emergency vehicle pass through) | Not Supported | Supported | |
| Chicanes | Not Supported | Not Supported | |

## PARKING PLAN

Parking has generally been a minor transportation issue in Eagle Point. New land uses were required to provide the Eagle Point Zoning Ordinance designated number of parking spaces to assure there would be no impact to surrounding land uses (overflow parking). These parking ratios were developed based upon past parking demand characteristics of each land use type. Parking has become an element of transportation planning policy through adoption of the Transportation Planning Rule (TPR) (sections 660-012-020(2g) and 660-12-045(5c), which requires a reduction in the number of parking spacing per capita in Metropolitan Planning Organizations (MPO) (such as RVCOG) over the planning period. This may be accomplished through a combination of restrictions on development of new parking spaces and requirements that existing parking spaces be redeveloped to other uses.

A reduction in parking will support Measures 5 and 6 of the Rogue Valley RTP, which calls for increasing residential and employment development in downtown or pedestrian friendly areas. To support the RTP measures and the TPR requirements, the following parking strategies are recommended for Eagle Point:

- Establish maximum parking requirements
- Lower minimum parking requirements
- Require that parking lots over 3 acres in size provide street-like features along major driveways (including curbs, sidewalks, and street trees or planting strips)

In addition to the citywide measures listed above, the following measures are recommended in the downtown area of Eagle Point:

- Decreased building setbacks to encourage more pedestrian activity
- Operate as many parking spaces as possible as shared, publicly available spaces
- Encourage existing private commercial parking to be shared among different land uses and available to the public when not serving private commercial use
- Allow the provision of on-street parking, long-term lease parking, and shared parking to meet minimum off-street parking requirements
- Support the redevelopment or re-designation of existing parking lots

Many of these measures are supported by Eagle Point's Downtown Parking Ordinance. These measures will help increase infill development and support higher density and more efficient use of lands in the downtown area of Eagle Point.

## ROADWAY IMPROVEMENT PROJECTS

Analysis of future conditions with the current (no-build) roadway network in place was discussed in Chapter 4. The analysis determined that all study intersections will meet mobility standards by 2034, with no roadway improvement projects needed to improve intersection operations. However, improvements are needed to address the issues outlined in the previous sections.

This section discusses roadway improvement projects that are important to improving the capacity and connectivity of the transportation system. The following two solutions packages have been identified:

- Motor Vehicle Master Plan
- Motor Vehicle Action Plan

In addition, motor vehicle improvements for the proposed Urban Reserve Areas can be seen in **Appendix B**.

## PRIORITIZATION STRATEGIES

Several strategies were identified to address motor vehicle system needs and to guide project prioritization. This prioritization process helps to focus community investment on those projects that are most effective at meeting critical needs, while deferring other projects of lesser importance. The strategies were identified to support Goals A and B and the associated policies listed in Chapter 2, Goals and Policies, of this TSP. The strategies for motor vehicle facilities that were identified include (listed in order of importance):

- Improve Regional Circulation
- Efficiency improving TSM measures (local street connectivity, functional classification)
- Intersection Modifications
- Improve Local Circulation
- Improve Circulation of Residential Areas
- Neighborhood Traffic Management

In addition, projects that involved upgrading roadways to the cross-section standard were prioritized with additional strategies (listed in order of importance):

- High Traffic Volumes
- Freight Corridors
- Improves Connectivity
- Medium to Low Traffic Volumes

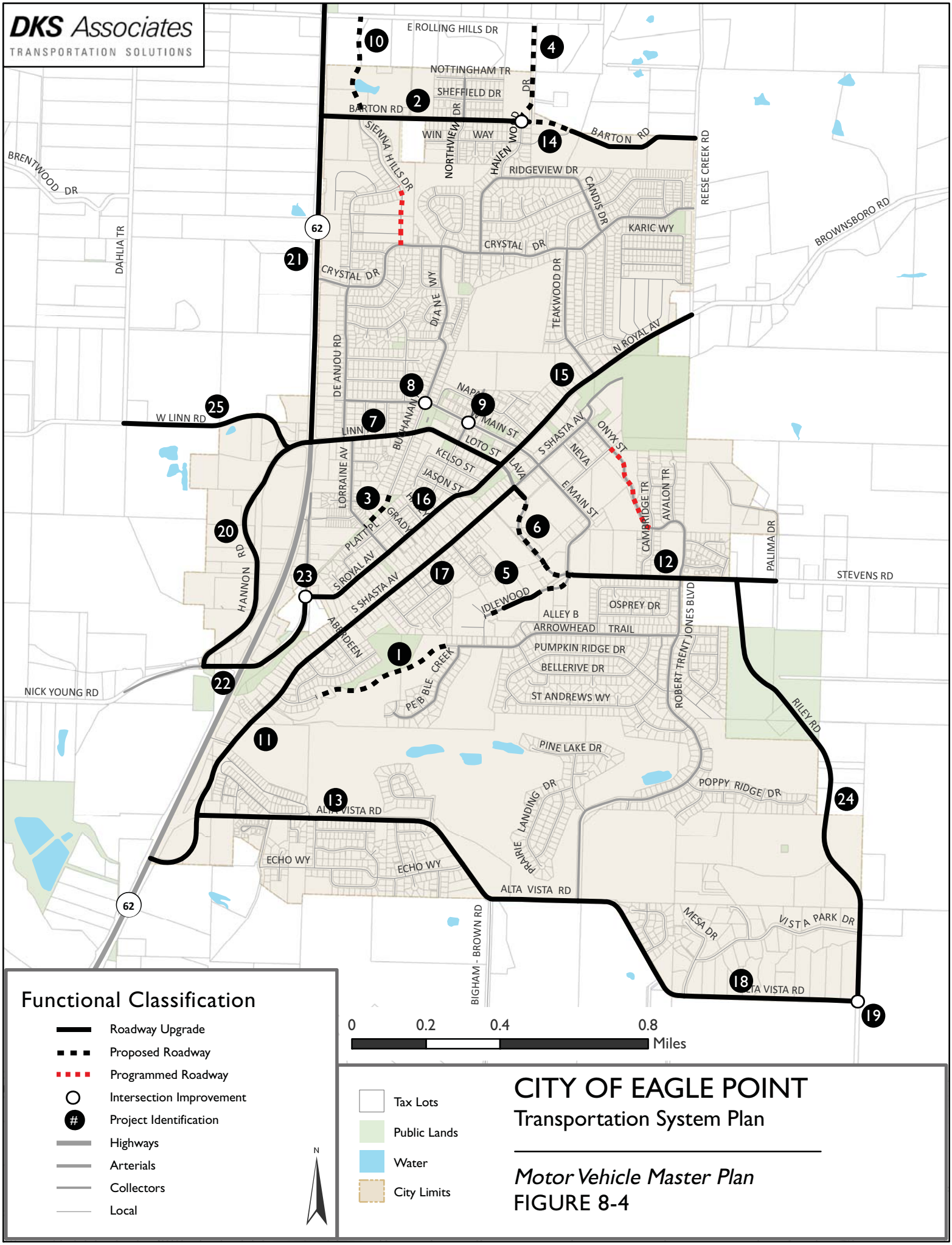
These strategies were found to be a reasonable approach to making improvement investments for the purposes of the plan update. These strategies ultimately will help determine projects developed to address specific needs.

## MOTOR VEHICLE MASTER PLAN

A list of potential motor vehicle projects to meet the identified needs and achieve these strategies was developed into a **Motor Vehicle Master Plan**. Each motor vehicle project was ranked based upon how well it met the identified improvement strategies described above. A high, medium, and low designation was given to each project indicating a general priority for implementation.

The Master Plan shown in **Figure 8-4** and summarized in **Table 8-6** is an overall plan and summarizes the “wish list” of motor vehicle related projects in Eagle Point. These projects were used to create a **Motor Vehicle Action Plan** (see **Table 10-2**). The Action Plan consists of projects that the community identified as higher priority projects to which the City should give priority in allocating funding and/or pursuing additional funding. As development occurs, streets are rebuilt and other opportunities (grant programs) arise, projects on the Master Plan could be pursued as well.

The planning level cost estimates provided are based on general unit costs for transportation improvements, but do not reflect the unique project elements that can significantly increase project costs. Each of these project costs will need further refinement to detail right-of-way requirements and costs associated with special design details as projects are pursued.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ARROWHEAD TRAIL
ABERDEEN
PUMPKIN RIDGE DR
BELLERIVE DR
ROBERT TRENT JONES BLVD
PEBBLE CREEK
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NICK YOUNG RD
RILEY RD
PINE LAKE DR
POPPY RIDGE DR
LANDING DR
PRAIRIE
ALTA VISTA RD
ECHO WY
ECHO WY
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MESA DR
VISTA PARK DR
BIGHAM - BROWN RD
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Miles
Functional Classification
Roadway Upgrade
Proposed Roadway
Programmed Roadway
Intersection Improvement
Project Identification
Highways
Arterials
Collectors
Local
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Tax Lots
Public Lands
Water
City Limits
CITY OF EAGLE POINT
Transportation System Plan
Motor Vehicle Master Plan
FIGURE 8-4

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**Table 8-6 Eagle Point Motor Vehicle Master Plan Projects**

| Project Number | Priority | Location | Improvement | From | To | Cost(s) $1,000s |
|---|---|---|---|---|---|---|
| 1 | High | Arrowhead Trail | Extension of Arrowhead Trail (Collector) | Black Wolf Lane | Pebble Creek Boulevard | $2,344 |
| 2 | High | Barton Road | Upgrade to collector roadway cross-section | Highway 62 | Reese Creek Road | $500 |
| 3 | High | Buchanan Avenue | Extension of Buchanan Avenue to Fargo Street (Local) | Buchanan Avenue | Fargo Street | $144 |
| 4 | High | Havenwood Drive | Extension of Havenwood Drive to Rolling Hills Drive (Local Collector). Install stop signs on Havenwood Drive at Barton Road | Barton Road | Rolling Hills Drive | *** |
| 5 | High | Idlewood Drive | Extension and realignment of Idlewood Drive. Upgrade to local Collector cross-section | East Main Street/Stevens Road | Sandpines Drive/Arrowhead Trail | $680 |
| 6 | High | Lava Street | Extension of Lava Street to Stevens Road (Arterial) | Lava Street | Stevens Road | $1,350 |
| 7 | High | Linn Road/ Loto Street | Upgrade to arterial roadway cross-section | Highway 62 | North Royal Avenue | $1,884 |
| 8 | High | Main Street/ Buchanan Avenue | Apply neighborhood traffic management by converting intersection to all way stop | - | - | $10 |
| 9 | High | Main Street – Elm Way / Platt Avenue | Apply neighborhood traffic management by converting intersection to all way stop | - | - | $10 |
| 10 | High | Sienna Hills Drive | Extension of Sienna Hills Drive to Rolling Hills Drive (Local Collector) | Barton Road | Sienna Hills Drive | *** |
| 11 | High | South Shasta Avenue | Upgrade to arterial/collector roadway cross-section | Highway 62 | Arrowhead Trail | $2,201 |
| 12 | High | Stevens Road | Upgrade to arterial roadway cross-section | East Main Street/ Idlewood Drive | Palima Drive | $2,071 |
| 13 | Medium | Alta Vista Road | Upgrade to arterial roadway cross-section | South Shasta Avenue | Robert Trent Jones Boulevard | $4,166 |
| 14 | Medium | Barton Road | Extension of Barton Road (Collector) | Havenwood Drive | Barton Road | $520 |
| 15 | Medium | North Royal Avenue | Upgrade to arterial roadway cross-section | Loto Street | Reese Creek Road | $2,481 |

| Project Number | Priority | Location | Improvement | From | To | Cost(s) $1,000s |
|---|---|---|---|---|---|---|
| 16 | Medium | Old Highway 62/ South Royal Avenue | Upgrade to arterial roadway cross-section | Highway 62 | Loto Street/ Lava Street | $3,419 |
| 17 | Medium | South Shasta Avenue | Upgrade to collector roadway cross-section | Arrowhead Trail | Lava Street | $2,752 |
| 18 | Low | Alta Vista Road | Upgrade to arterial roadway cross-section | Robert Trent Jones Boulevard | Riley Road | $3,322 |
| 19 | Low | Alta Vista Road/ Riley Road | Improve intersection control for converging traffic | - | - | $10 |
| 20 | Low | Hannon Drive | Upgrade to industrial collector roadway cross-section | West Linn Road | Nick Young Road | $1,687 |
| 21 | Low | Highway 62 | Upgrade to highway cross-section | Linn Road | Rolling Hills Drive | $6,951** |
| 22 | Low | Nick Young Road | Upgrade to industrial collector roadway cross-section | Highway 62 | Hannon Drive | $279 |
| 23 | Low | Old Highway 62/ South Royal Avenue | Realign intersection | - | - | * |
| 24 | Low | Riley Road | Upgrade to arterial roadway cross-section | Stevens Road | Alta Vista Road | $4,708 |
| 25 | Low | West Linn Road | Upgrade to industrial collector roadway cross-section | Highway 62 | Dahlia Terrace | $1,054 |

Note: Cost estimates do not include contingency, design or construction management.
*Old Highway 62/South Royal Avenue intersection realignment is included in the cost estimate for Project Number 16
**ODOT Facility
***Project is outside of Eagle Point's Urban Growth Boundary

# CHAPTER 9 OTHER MODES PLAN

**Chapter 9** identifies rail, air, pipeline and waterway transportation needs in Eagle Point and outlines strategies to address future needs. The Other Modes Plan is intended to outline all rail, air, pipeline and waterway transportation needs over the next 25 years and develop projects to address those needs.

## POLICIES

No goals or policies were developed related to rail, air, pipeline, or waterway transportation systems.

## RAIL

There are no rail facilities within Eagle Point, nor are there expected to be any within the City in the near future. Due to these considerations, no policies or recommendations in this area of transportation are provided for Eagle Point.

## AIR

There are no air transportation services or facilities within Eagle Point. Eagle Point is served by the Rogue Valley International-Medford Airport, located approximately 10 miles to the south in Medford. No airports are expected within the City in the future. Therefore, no policies or recommendations in this area of transportation are provided for Eagle Point.

## PIPELINE

The Medford Water Commission (MWC) owns two water lines that cross through the City from Big Butte Springs to Medford. Other pipelines within the City are natural gas lines operated by Avista Utilities. Gas is delivered from the Grants Pass terminus of the Northwest Pipeline transmission facility to customers within the Eagle Point area. No policies or recommendations in this area of transportation are provided for Eagle Point.

## WATERWAY

Little Butte Creek and other small water sources in the City serve recreational purposes only. No policies or recommendations in this area of transportation are provided other than to continue to support the recreational uses in and around the waterways.

# CHAPTER 10 FINANCING

This chapter provides a financially constrained investment plan meeting the identified transportation needs within the defined study area. It includes a summary of current financing sources, an evaluation of financing shortfalls and potential new funding sources for projects identified in the Eagle Point Action and Master Plans.

## CURRENT FUNDING SOURCES

Several funding sources for transportation improvements are used by Eagle Point. Due to the complexity of today's transportation projects and the fact that for many reasons revenue has not kept pace with maintenance and improvement cost increases, it is necessary to seek several sources for funding projects including new sources combined in a package to maximize their use.

## FEDERAL FUNDS

Federal Highway Trust Funds are received from federal motor vehicle fuel tax and truck-related weight mile charges. Funds are allocated through various programs codified in the six-year Federal Transportation Authorization Act.

Federal Highway Trust Funds from the Surface Transportation Program (STP) flow to the states that use them primarily for safety, highway, and bridge projects. A portion of these funds are allocated to agencies including Eagle Point based upon actual population. Over 25 years, the City's revenue from STP funds has been estimated at approximately $2 million.

## STATE FUNDS

State Highway Trust Funds come from state motor vehicle fuel tax, vehicle registration fees, and truck weight-mile fees, and are distributed on a per capita basis. Cities and counties receive a share of State Highway Trust Fund monies. By statute, the money may be used for any road-related purpose. Like most Oregon cities, Eagle Point uses it primarily for street operating needs and maintenance.

The current Oregon gas tax is 24 cents per gallon and has not changed since 1993. As with the federal gas tax, state gas tax funds have failed to keep up with cost increases and inflation. In addition, with increased fuel efficiency of vehicles and the State's emphasis on reducing vehicle miles traveled, the real revenue collected has gradually eroded over time as the cost to construct and repair transport systems increased.

Oregon vehicle registration fees are collected as a fixed amount at the time a vehicle is registered with the Department of Motor Vehicles. Vehicle registration fees in Oregon have recently increased from $15 to $27 per vehicle per year for passenger cars, with similar increases for other vehicle types. There is no adjustment for inflation tied to vehicle registration fees.

The majority of State gas tax and vehicle registration funds are spent on local street maintenance. However, state law requires that a minimum of one percent of the funds received must be set aside for construction and maintenance of bicycle facilities. State Highway Trust Fund dollars may also be used for bridge, street, signal, pedestrian, and safety projects.

Over the last four years, Eagle Point has received an average of $360,000/year in State gas tax and vehicle registration fee revenue. Because there is no index for cost inflation, the revenue level will increase proportionally with the City's population growth. However, as a conservative estimate for TSP planning

purposes, the same level ($360,000 per year) is assumed in the future. Over the next 25 years, Eagle Point is expected to receive approximately $9 million in State gas tax and license fee revenue.

## CITY FUNDS

City funds for transportation-related improvements come from transportation system development charges, and transportation utility fees.

## TRANSPORTATION SYSTEM DEVELOPMENT CHARGE

System development charges (SDC) are fees collected from new development and used as a funding source for all capacity adding projects for the transportation system. The funds collected can be used to construct or improve portions of roadways impacted by applicable development.

The SDC is collected from new development and is a one-time fee. The fee is based on the proposed land use and size, and is proportional to each land use's potential PM peak hour vehicle trip generation. The current SDC rate per PM peak hour trip for 2009 is $2,370. This rate will increase $200 per year for five years to $3,170 per PM peak hour trip by 2013.

Through 2034, retail employees are expected to increase by approximately 5 percent each year (11 employees per year), while non-retail employees are projected to increase by less than one percent each year (3 employees per year), and households are projected to increase by approximately four percent per year (142 households per year). Future housing growth was assumed to consist of 20 percent multifamily and 80 percent single family homes.

The total SDC fees collected through 2034 is expected to be approximately $13.0 million, which could be expended on specific transportation capital projects.

## TRANSPORTATION UTILITY FEE

The transportation utility fees are recurring monthly charges paid by all residential, commercial, industrial, and institutional users. The fee is based on land use and trip generation and is generally designated for use in the maintenance and repair of the City's transportation system. The fees are charged proportionate with the amount of traffic generated, so a retail commercial user pays a higher rate than a residential user.

Current Transportation Utility Fees are $5.00 per month per residential unit, and $0.46 per month per ADT based upon the non-residential classification of the user entity. The fees are expected to raise approximately $6.2 million over the next 25 years.

## OTHER

Other funding sources may include developer contributions, interest, reimbursement charges, and other revenues. Developer contributions are improvements obtained when development is permitted. Developers are required to improve their frontage and, in some cases, provide off-site improvements depending upon their level of traffic generation and the impact to the transportation system. Off-site mitigation measures can include, but are not limited to, Master Plan projects identified in the TSP. For TSP planning purposes, Eagle Point city staff assumes approximately $5.5 million from other sources through 2034.

## FUNDING SUMMARY AND NEEDS

Existing revenue sources are expected to provide approximately $36 million for transportation use through 2034. Existing expenditures such as personnel, and operations and maintenance are expected to cost approximately $21 million through 2034, leaving approximately $15 million for additional transportation programs and projects. **Table 10-1** summarizes the existing transportation revenues and expenditures.

**Table 10-1: Eagle Point Transportation Funding Breakdown (2009 Dollars)**

| Current Revenue Sources | Annual Amount | Estimated Revenue Through 2034 |
|---|---|---|
| Surface Transportation Program (STP) | $80,000 | $2,000,000 |
| State Gas Tax & License Fees | $356,400 | $8,910,000 |
| Bikeway/Walkway (1% of State Gas Tax Fund) | $3,600 | $90,000 |
| Transportation System Development Charge (SDC)* | $523,000 | $13,075,000 |
| Transportation Utility Fee | $250,000 | $6,250,000 |
| Other | - | $5,500,000** |
| ***Total Revenues*** | ***$1,213,000*** | ***$35,825,000*** |
| **Current Expenditures** | **Annual Amount** | **Estimated Expenditure Through 2034** |
| Personnel Services | $308,000 | $7,700,000 |
| Materials and Services | $363,000 | $9,075,000 |
| Capital Outlay*** | $55,000 | $1,375,000 |
| Capital Improvement Projects* | - | $2,437,000 |
| ***Total Expenditures*** | ***$726,000*** | ***$20,587,000*** |
| ***Available Funds for Capital Projects (Revenues - Expenditures)*** | | ***$15,238,000*** |

Notes: *Capital Improvement Projects and other SDC projects identified by the City are attached in the appendix
** Eagle Point city staff assumes approximately $5.5 million from other sources through 2034
***Capital Outlay includes pavement maintenance and other projects that are not funded through the Transportation SDC's

## PROJECTS AND PROGRAMS

This section represents Eagle Point's projects and programs designed to meet local transportation needs for the coming years. The Action Plan identifies the Pedestrian, Bicycle, Transit, and Motor Vehicle projects reasonably expected to be funded by 2034 and have the highest priority for implementation. The costs for the remaining projects noted in the modal Master Plans have not been included in the funding needs analysis for the City because the Action Plan is limited to projects most in need of funding within the planning horizon.

## PROJECT COST ESTIMATES

The costs outlined in the Transportation System Plan to implement the Action Plans for Motor Vehicles, Transit, Bicycles, and Pedestrians totals approximately $15 million. The estimates are based upon general unit costs for transportation improvements, but do not reflect the unique project elements that can significantly add to project costs. Development of more detailed project costs can be prepared in the future with more refined financial analysis. Since projects have overlapping elements of various modes, the costs were developed at a project level incorporating all modes, as appropriate. It may be desirable to break project mode elements out separately, however, in most cases, there are greater cost efficiencies of undertaking a combined, overall project. Each of these project costs will need further refinement to detail right-of-way requirements and costs associated with special design details.

As outlined above, the City is expected to have approximately $15.2 million for additional transportation programs and projects. This indicates that the Action Plan projects listed in **Table 10-2** (total cost of $15 million) are reasonably likely to be funded through 2034, if assuming current revenue sources.

**Table 10-2: Eagle Point Action Plan Projects**

| Location | Improvement | From | To | Cost | Timeframe |
|---|---|---|---|---|---|
| **Motor Vehicle, Pedestrian, and Bicycle Projects (See Chapters 5, 6, and 8)** | | | | | |
| Arrowhead Trail | Extension of Arrowhead Trail (Collector) with pedestrian and bicycle facilities *(Included Projects: Ch. 5, #15; Ch. 6, #8; and Ch.8, #1)* | Black Wolf Lane | Pebble Creek Drive | $2,344,000 | 2021-2034 |
| Barton Road | Upgrade to Collector roadway cross-section *(Included Projects: Ch. 5, #21; Ch. 6, #15; and Ch.8, #6)* | Highway 62 | Havenwood Drive | $500,000 | 2011-2015 |
| | Extension of Barton Road (Collector) to Barton Road east *(Included Projects: Ch. 8, #14)* | Havenwood Drive | Barton Road | $350,000 | 2016-2020 |
| Buchanan Avenue | Extension of Buchanan Avenue (Local) to Fargo Street with sidewalks *(Included Projects: Ch. 8, #3)* | Buchanan Avenue | Fargo Street | $144,000 | 2016-2020 |
| Idlewood Drive | Extension and realignment of Idlewood Drive. Upgrade to Local Collector cross-section with pedestrian and bicycle facilities *(Included Projects: Ch. 5, #18; Ch. 6, #12; and Ch.8, #5)* | East Main Street/ Stevens Road | Sandpines Drive/ Arrowhead Trail | $680,000 | 2021-2034 |
| Lava Street | Extension of Lava Street to Stevens Road (Arterial) with sidewalks and bike lanes *(Included Projects: Ch. 8, #6)* | Lava Street | Stevens Road | $2,611,000 | 2016-2020 |
| Linn Road/ Loto Street | Upgrade to arterial roadway cross-section with bike lanes. Fill in sidewalk gaps *(Included Projects: Ch. 5, #3; Ch. 6, #3; and Ch.8, #7)* | Highway 62 | North Royal Avenue | $1,593,000 | 2021-2034 |

| Location | Improvement | From | To | Cost | Timeframe |
|---|---|---|---|---|---|
| Main Street | Fill in sidewalk gaps on both sides of street *(Included Projects: Ch. 5, #1)* | Shasta Avenue | New school site | $78,000 | 2011-2015 |
| Main Street/ Buchanan Avenue | Apply neighborhood traffic management by converting intersection to all way stop *(Included Projects: Ch. 8, #8)* | - | - | $10,000 | 2011-2015 |
| Main Street – Elm Way / Platt Avenue | Apply neighborhood traffic management by converting intersection to all way stop *(Included Projects: Ch. 8, #9)* | - | - | $10,000 | 2011-2015 |
| Royal Avenue | Upgrade to arterial roadway cross-section with pedestrian and bicycle improvements *(Included Projects: Ch. 5, #4; Ch. 6, #4; and Ch.8, #15)* | Loto Street/ Lava Street | Reese Creek Road | $1,718,000 | 2021-2034 |
| | Upgrade to arterial roadway cross-section with pedestrian and bicycle improvements. Realign intersection at Old Highway 62 *(Included Projects: Ch. 5, #5; Ch. 6, #6; and Ch.8, #16)* | Highway 62 | Loto Street/ Lava Street | $2,342,000 | 2021-2034 |
| South Shasta Avenue | Upgrade to arterial/collector roadway cross-section with pedestrian and bicycle improvements *(Included Projects: Ch. 5, #6; Ch. 6, #5; and Ch.8, #11)* | Alta Vista Road | Arrowhead Trail | $620,000 | 2011-2015 |
| | Upgrade to collector roadway cross-section with pedestrian and bicycle improvements *(Included Projects: Ch. 5, #6; Ch. 6, #5; and Ch.8, #17)* | Arrowhead Trail | Main Street | $776,000 | 2011-2015 |
| Stevens Road | Upgrade to arterial roadway cross-section with pedestrian and bicycle improvements *(Included Projects: Ch. 5, #2; Ch. 6, #2; and Ch.8, #12)* | East Main Street/ Idlewood Drive | Riley Road | $1,208,000 | 2021-2034 |
| **Transit Projects (see Chapter 7)** | | | | | |
| Transit Feasibility Study | Explore the viability of transit service connecting to RVTD in White City and make recommendations for locations of transit routes, the frequency of service, and user amenities for transit stop locations | - | - | $100,000 | 2011-2015 |
| | | | **Total Costs for Action Plan Projects** | **$15,084,000** | |

Note: Inclusion of an improvement in the TSP does not represent a commitment by ODOT to fund, allow, or construct the project. Projects on the State Highway System that are contained in the TSP are not considered "planned" projects until they are programmed into the Statewide Transportation Improvement Program (STIP). As such, projects proposed in the TSP that are located on a State Highway cannot be considered mitigated for future development or land use actions until they are programmed into an adopted STIP or ODOT provides a letter indicating that the project is "reasonably likely." Highway projects that are programmed to be constructed may have to be altered or cancelled at a later time to meet changing budgets or unanticipated conditions such as environmental constraints.

## POTENTIAL ADDITIONAL FUNDING SOURCES

The City of Eagle Point has many unfunded projects and programs on its Master Plan lists. The City may wish to consider expanding its funding options in order to ensure that funding is available for more of its proposed action items and other city transportation programs.

Transportation program funding options range from local taxes, assessments, and charges to state and federal appropriations, grants, and loans. All of these resources can be constrained based on a variety of factors, including the willingness of local leadership and the electorate to burden citizens and businesses; the availability of local funds to be dedicated or diverted to transportation issues from other competing City programs; and the availability of state and federal funds. Nonetheless, it is important for the City to consider all of its best opportunities for providing, or enhancing, funding for its Transportation programs.

The following sources have been used by cities to fund the capital and maintenance aspects of their transportation programs. There may be means to begin to or further utilize these sources, as described below, to address new needs identified in the Transportation System Plan.

### GENERAL FUND REVENUES

At the discretion of the City Council, the City can allocate General Fund revenues to pay for its Transportation program (General Fund revenues primarily include property taxes, use taxes, and any other miscellaneous taxes and fees imposed by the City). This allocation is completed as a part of the City's annual budget process, but the funding potential of this approach is constrained by competing community priorities set by the City Council. General Fund resources can fund any aspect of the program, from capital improvements to operations, maintenance, and administration. Additional revenues available from this source to fund new aspects of the Transportation program are only available to the extent that either General Fund revenues are increased or City Council directs and diverts funding from other City programs.

### LOCAL FUEL TAX

Twenty-four communities in Oregon have adopted local gas taxes by public vote ranging from one to five cents per gallon. The taxes are paid to the city monthly by distributors of fuel. The process for presenting such a tax to voters will need to be consistent with Oregon State law as well as the laws of the City of Eagle Point. Local fuel taxes around the State range from one to three cents per gallon.

### URBAN RENEWAL DISTRICT

An Urban Renewal District (URD) would be a tax-funded district within the City. The URD would be funded with the incremental increases in property taxes that result from construction of applicable improvements. This type of tax increment financing has been used in Oregon since 1960. Use of the funding includes, but is not limited to, transportation. Improvements are funded by the incremental taxes, rather than fees.

Jurisdictions may set up Local Improvement Districts (LIDs) to fund specific capital improvement projects within defined geographic areas, or zones of benefit. LIDs impose assessments on properties within its boundaries. LIDs may not fund ongoing maintenance costs. Separate accounting is required, and the assessments collected may only be spent on capital projects within the geographic area. Citizens representing 67% of the assessment can terminate a LID and overturn the planned projects, except in the case of emergencies or sidewalk projects.

## DEBT FINANCING

While not a direct funding source, debt financing can be used to mitigate the immediate impacts of significant capital improvement projects and spread costs over the useful life of a project. Though interest costs are incurred, the use of debt financing can serve not only as a practical means of funding major improvements, but is also viewed as an equitable funding strategy, spreading the burden of repayment over existing and future customers who will benefit from the projects. The obvious caution in relying on debt service is that a funding source must still be identified to fulfill annual repayment obligations.

# CHAPTER 11 IMPLEMENTATION MEASURES

**Chapter 11** presents adopted implementation measures, including them in the TSP and making changes to the City Comprehensive Plan, Development Code, and City engineering documents. Specific amendment language is provided in the Appendix.

## COMPREHENSIVE PLAN

The following elements will be incorporated into the Comprehensive Plan:

### TRANSPORTATION PLANNING RULE (TPR) COMPLIANCE

Specific administrative and procedural amendments must be made to bring the Eagle Point TSP into compliance with the Oregon Transportation Planning Rule (TPR). The amendments address the permitting of transportation facilities, coordination of land use review with other agencies, internal circulation requirements, bicycle/pedestrian facility connectivity, and support for and coordination of Transportation Demand Management (TDM) programs. Policy statements supporting these amendments should be added to the Comprehensive Plan.

### AGREEMENTS AND COORDINATION WITH OTHER PUBLIC AGENCIES

Updating the Eagle Point TSP has involved discussions covering jurisdictional transfers for roads in the Eagle Point UGB, protecting future transportation corridors, and coordinating with other transportation service providers in developing and implementing TDM programs. Policies on these topics are being developed for inclusion in the TSP.

### INTERSECTION OPERATION PERFORMANCE STANDARDS

The City currently has no performance standards defined for intersection operations on City Streets. It is recommended that the City adopt performance standards for streets and intersections as part of the Comprehensive Plan. These should be considered during land use applications, and other planning efforts.

The following mobility standards are recommended (see **Chapter 8** for details):

Signalized intersections or all-way stop controlled intersections- LOS D and V/C of 0.85

Two-way stop controlled intersections- LOS E and V/C of 0.85

### FUNCTIONAL CLASSIFICATION MAP CHANGES

The changes to the functional classification map will need to be updated in the Comprehensive Plan (see **Chapter 8** and **Table 8-1**).

### ALTERNATIVE PEDESTRIAN AND BICYCLE FACILITIES

A policy should be added to the Comprehensive Plan allowing alternative pedestrian and bicycle facilities off City streets (i.e.: multi-use pathways) in areas where the standard curb, gutter, sidewalks and/or bike lanes is not feasible.

## DEVELOPMENT CODE

The following elements will be incorporated into the Development Code:

## TRANSPORTATION PLANNING RULE (TPR) COMPLIANCE

Specific administrative and procedural amendments must be made to bring the Eagle Point TSP into compliance with the Oregon Transportation Planning Rule[32] (TPR). In particular, the amendments need to address provisions in Section -0045 of the Rule, which governs implementation of TSPs. The amendments deal primarily with approval of transportation facilities in the land use review process. In addition, the amendments address TDM programs, bicycle parking requirements, application criteria for providing on-site pedestrian and bicycle circulation and, when warranted, connections between development sites and community destinations.

## AGREEMENTS AND COORDINATION WITH OTHER PUBLIC AGENCIES

Based upon the new Comprehensive Plan and TSP policy discussed above, code amendments will be made to specify joint City and ODOT review of development applications, application criteria regarding protection of identified future transportation corridors, particularly in Eagle Point Urban Reserve Areas (URAs), and coordination of TDM programming with other transportation service providers.

## INTERSECTION OPERATION PERFORMANCE STANDARDS

It is recommended that the City performance standards for streets and intersections be incorporated into the Development Code (Standard Details), in addition to the Comprehensive Plan, so that these requirements are clearly outlined for consideration during the review of land use applications, and in other planning efforts (see details in **Chapter 8**).

## ACCESS MANAGEMENT STANDARDS

New development and redevelopment (or significant modifications) of existing parcels, should comply with the access management strategies and access spacing standards summarized in **Chapter 8** and **Table 8-2**. In cases where physical constraints, or unique site characteristics, limit the ability to implement access spacing standards shown in **Table 8-2**, the City should retain the right to grant an access spacing modification or exception. A similar review should occur when reviewing designs for City street facilities and roadway projects.

## TRAFFIC IMPACT ANALYSIS REQUIREMENTS

The City Development Code must define requirements for Traffic Impact Analysis studies, including triggers specifying when such a study is required.

## LOCAL STREET CONNECTIVITY

The Development Code must define the criteria used for providing local street connections and provide language to ensure that new developments meet the objectives of the Local Street Connectivity Plan as outlined in **Chapter 8**.

## NEIGHBORHOOD TRAFFIC MANAGEMENT

The Development Code needs to ensure that new developments assess their impacts to residential streets and identify mitigation for developments anticipated to add significant traffic volumes or increase vehicle speeds on

[32] See OAR 660-012

nearby residential streets as detailed in **Chapter 8** and **Table 8-5**.

## PARKING PLAN

It is recommended that the Parking Plan be incorporated into the Development Code. The parking strategies and measures are detailed in **Chapter 8**.

## ENGINEERING STANDARD DETAILS

The following elements will be incorporated into the Engineering Standard Details:

## ROADWAY CROSS-SECTIONS

Standard roadway cross-sections have been updated in the City Engineering Standard Details as part of this TSP update. The City should also update the Development Code to require new development to dedicate enough right-of-way to accommodate the ultimate planned street cross section in order to avoid building impacts and right-of-way negotiating and purchasing at a later time.

Additionally, allowance for deviation from the standard roadway cross-section will be provided for locations with constrained rights-of-way. "Low Impact" street design characteristics will be added to the City Engineering Details for use at City staff's discretion when limited or constrained right-of-way is involved.

# EAGLE POINT TSP APPENDIX

## APPENDIX ITEMS

# APPENDIX A

## TRANSPORTATION DATA INVENTORY

## Jackson County Street Functional Categories

| Functional Classification | Traffic Function Description | Connectivity Function | Planned Average Daily Traffic Range |
|---|---|---|---|
| Freeway | Primary function is to carry high levels of regional vehicular traffic and public transit at high speeds; full access control, with access limited to interchanges; street crossings via grade separations; widely spaced access points; has a median; pedestrian and bicycle traffic discouraged or prohibited. High volumes of through freight traffic. | Primary connectivity function is to connect major interstate and intrastate destinations. Also, freeways should connect some major intra-regional destinations. | >20,000 (rural/urban) |
| Arterial | Primary function is to serve both local and through traffic as it enters and leaves urban areas; serves major traffic movements; access control may be provided through medians and/or channelization; restricted on-street parking; sidewalks and bicycle facilities provided; will be used by public transit in urban areas. Carries high volumes of freight traffic that have both local and external destinations. | Primary function is to make connection between major intra-county and regional destinations, and to connect cities and communities. Connects to adjacent counties. Connects the collector system to freeways. | >5,000 (rural)<br><br>>15,000 (urban) |
| Major Collector (And Urban Minor Arterial) | Primary function is to serve traffic between neighborhoods and community facilities; provides some degree of access to adjacent properties, while maintaining circulation and mobility for all users; carries lower traffic volumes at slower speeds than arterials; typically has two or three lanes; pedestrian and bicycle facilities provided; may be used by public transit in urban areas. Some freight traffic is destined for local delivery or local markets. | Primarily connects local roads and minor collectors to arterials and other major collectors. May provide the primary connections between rural communities, rural areas, and rural destinations. Connects local areas to regional destinations. | 4,500-15,000 (rural major collector)<br><br>3,500-14,000 (urban major collector)<br><br>5,000-18,000 (urban minor arterial) |

## Jackson County Street Functional Categories

| Functional Classification | Traffic Function Description | Connectivity Function | Planned Average Daily Traffic Range |
|---|---|---|---|
| Minor Collector | Primary function is to get traffic from neighborhoods and business areas to the arterial and major collector system; has slower speeds enhancing safety for pedestrians and bicyclists; on-street parking may be provided in urban areas; pedestrian and bicycle facilities are provided; bicycle facilities should be exclusive in urban areas and shared in rural areas; may be used by public transit in urban areas. Freight traffic tends to be destined for local delivery or local markets. | Primarily connects local roads and other minor collectors to major collectors and arterials. Connects local areas to local destinations. | 1,250-5,000 (rural)<br><br>1,500-7,000 (urban) |
| Local Street | Primary function is to provide direct access to adjacent land uses; characterized by short roadway distances, slow speeds, and low volumes; offers a high level of accessibility; serves passenger cars, pedestrians, and bicycles, but not through trucks; may be used by public transit in urban areas; pedestrian facilities are provided in urban areas. Low volumes of freight traffic. | Primarily connects local areas to one another and the higher order system. May connect local destinations. | 0-1,500 (rural)<br><br>0-2,000 (urban) |

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**Roadway Inventory**

| Street Name | Segment (From) | Segment (to) | Segment Length (ft) | Functional Class | Jurisdiction | Number of Lanes | Pavement Conditions | Marked On-Street Parking | Posted Speed |
|---|---|---|---|---|---|---|---|---|---|
| Alta Vista Road | South Shasta Ave | Eagle Point Dr | 3,571 | Arterial | Eagle Point | 2 | Good | None | 35 |
| | Eagle Point Dr | Echo Way | 775 | Arterial | Eagle Point | 2 | Good | None | 35 |
| | Echo Way | Bigham Brown Rd | 600 | Arterial | Eagle Point | 2 | Good | None | 35 |
| | Bigham Brown Rd | Robert Trent Jones Blvd | 609 | Arterial | Jackson Co. | 2 | Good | None | 35 |
| | Robert Trent Jones Blvd | Greenmoor Dr | 1,340 | Local Collector | Jackson Co. | 2 | Good | None | 35 |
| | Greenmoor Dr | Vista Park Dr | 2,210 | Local Collector | Jackson Co. | 2 | Good | None | 45 |
| | Vista Park Dr | Riley Rd | 2,468 | Local Collector | Jackson Co. | 2 | Good | None | 45 |
| Arrowhead Trail | Robert Trent Jones Blvd | Pebble Creek Dr | 3,195 | Collector | Eagle Point | 2 | Good | None | 25 |
| Barton Road | Highway 62 | Sienna Hills Dr | 270 | Collector | Eagle Point | 2 | Good | None | 25 |
| | Sienna Hills Dr | Havenwood Dr | 2,580 | Collector | Eagle Point | 2 | Good | Both | 25 |
| Buchanan Avenue | Main St | Minerva Ave | 774 | Local Collector | Eagle Point | 2 | Good | Both | 25 |
| Candis Drive | WestMinster Dr | Crystal Dr | 640 | Local Collector | Eagle Point | 2 | Good | Both | 25 |
| Crystal Drive | Reese Creek Rd | Teakwood Dr | 1,410 | Local Collector | Eagle Point | 2 | Good | One Side | 25 |
| | Teakwood Dr | Garden Circle Dr | 250 | Collector | Eagle Point | 2 | Fair | None | 25 |
| | Garden Circle Dr | Westwind Cir | 348 | Collector | Eagle Point | 2 | Good | None | 25 |
| | Westwind Cir | Diane Way | 1,210 | Collector | Eagle Point | 2 | Good | None | 25 |
| | Diane Way | De Anjou Ave | 1,715 | Collector | Eagle Point | 2 | Good | One Side | 25 |
| | De Anjou Ave | Highway 62 | 475 | Collector | Eagle Point | 2 | Good | None | 25 |
| De Anjou Ave | Linn Rd | Elm Way | 561 | Local Collector | Eagle Point | 2 | Good | Both | 25 |
| | Elm Way | Sherman Way | 286 | Local Collector | Eagle Point | 2 | Good | Both | 25 |
| | Sherman Way | Laurel St | 288 | Local Collector | Eagle Point | 2 | Good | Both | 25 |
| | Laurel St | Clearview Way | 517 | Local Collector | Eagle Point | 2 | Fair | Both | 25 |
| | Clearview Way | Crystal Dr | 535 | Local Collector | Eagle Point | 2 | Good | Both | 25 |
| Diane Way | Crystal Dr | Minerva Dr | 1,330 | Local Collector | Eagle Point | 2 | Good | Both | 25 |
| Elm Way | Buchanan Ave | Tracey Ave | 328 | Local Collector | Eagle Point | 2 | Good | Both | 25 |
| | Tracey Ave | Bosc Way | 194 | Local Collector | Eagle Point | 2 | Good | Both | 25 |
| | Bosc Way | Comice Way | 315 | Local Collector | Eagle Point | 2 | Good | Both | 25 |
| | Comice Way | De Anjou Ave | 300 | Local Collector | Eagle Point | 2 | Good | Both | 25 |
| Fargo Street | Lorraine Ave | Platt Pl | 465 | Local Collector | Eagle Point | 2 | Poor | None | 25 |
| | Platt Pl | Royal Ave | 350 | Local Collector | Eagle Point | 2 | Poor | None | 25 |
| Hannon Drive | Linn Rd | Nick Young Rd | 3,565 | Local Collector | Eagle Point | 2 | Good | None | 35 |
| Havenwood Drive | Ridgeview Dr | Barton Rd | 900 | Local | Eagle Point | 2 | Good | None | 25 |

**Roadway Inventory**

| Street Name | Segment (From) | Segment (to) | Segment Length (ft) | Functional Class | Jurisdiction | Number of Lanes | Pavement Conditions | Marked On-Street Parking | Posted Speed |
|---|---|---|---|---|---|---|---|---|---|
| Highway 62 | Shasta Ave | Nick Young Rd | 3,110 | Regional Expressway | ODOT | 4 | Fair | None | 55 |
| | Nick Young Rd | Linn Rd | 3,390 | Regional Expressway | ODOT | 4 | Fair | None | 55 |
| | Linn Rd | Crystal Dr | 2,320 | Regional Highway | ODOT | 2 | Fair | None | 55 |
| | Crystal Dr | Barton Rd | 2,350 | Regional Highway | ODOT | 2 | Fair | None | 55 |
| | Barton Rd | North UGB | 710 | Regional Highway | ODOT | 2 | Fair | None | 55 |
| Idlewood Drive | Stevens Rd | West End | 473 | Local Collector | Eagle Point | 1 | Poor | None | 25 |
| Lava Street | Shasta Ave | Royal Ave | 360 | Arterial | Eagle Point | 2 | Good | None | 25 |
| Linn Road | West UGB | Hannon Rd | 1,225 | Local Collector | Jackson Co. | 2 | Fair | None | 45 |
| | Hannon Rd | Highway 62 | 345 | Collector | Eagle Point | 2 | Good | None | 35 |
| | Highway 62 | De Anjou | 480 | Arterial | Eagle Point | 2 | Fair | None | 25 |
| | De Anjou | Lorraine Ave | 120 | Arterial | Eagle Point | 2 | Fair | None | 25 |
| | Lorraine Ave | Comice Way | 182 | Arterial | Eagle Point | 2 | Good | None | 25 |
| | Comice Way | Bosc Way | 315 | Arterial | Eagle Point | 2 | Good | None | 25 |
| | Bosc Way | Buchanan Ave | 373 | Arterial | Eagle Point | 2 | Good | None | 25 |
| Lorraine Avenue | Fargo St | Sarah Ln | 130 | Local Collector | Eagle Point | 2 | Fair | None | 25 |
| | Sarah Ln | Van Hey Cir | 586 | Local Collector | Eagle Point | 2 | Fair | None | 25 |
| | Van Hey Cir | Linn Rd | 346 | Local Collector | Eagle Point | 2 | Fair | None | 25 |
| Loto Street | Buchanan Ave | Platt Ave | 683 | Arterial | Eagle Point | 2 | Good | Both | 25 |
| | Platt Ave | Royal Ave | 704 | Arterial | Eagle Point | 2 | Good | Both | 25 |
| Main Street | Stevens Rd | Tabor Ave | 610 | Local Collector | Eagle Point | 2 | Fair | None | 25 |
| | Tabor Ave | Shasta Ave | 533 | Local Collector | Eagle Point | 2 | Fair | None | 25 |
| | Shasta Ave | Royal Ave | 352 | Local Collector | Eagle Point | 2 | Fair | None | 25 |
| | Royal Ave | Platt Ave | 821 | Local Collector | Eagle Point | 2 | Good | Both | 20 |
| | Platt Ave | Nova Ave | 510 | Local Collector | Eagle Point | 2 | Good | Both | 20 |
| | Nova Ave | Buchanan Ave | 180 | Local Collector | Eagle Point | 2 | Good | Both | 20 |
| Nick Young Road | West UGB | Hannon Rd | 55 | Local Collector | Jackson Co. | 2 | Good | None | 55 |
| | Hannon Rd | Highway 62 | 550 | Collector | Eagle Point | 2 | Good | None | 55 |
| Old Highway 62 | Highway 62 | Royal Ave | 1,702 | Collector | Eagle Point | 2 | Good | None | 35 |
| | Royal Ave | Highway 62 | 1,502 | Local Collector | Eagle Point | 2 | Good | None | 35 |
| Onyx Street | Park Dr | Shasta Ave | 251 | Collector | Eagle Point | 2 | Fair | None | 25 |
| | Shasta Ave | Tabor Ave | 525 | Local Collector | Eagle Point | 2 | Good | None | 25 |
| Park Drive | Shasta Ave | North End | 1,470 | Local | Private | 1 | Fair | None | Unsigned |
| Pebble Creek Drive | Arrowhead Trail | Woodlands Dr | 1,535 | Collector | Eagle Point | 2 | Good | None | 25 |
| Platt Avenue | Loto St | Main St | 336 | Local Collector | Eagle Point | 2 | Good | None | 25 |
| | Main St | Napa St | 318 | Local Collector | Eagle Point | 2 | Fair | Both | 25 |
| | Napa St | North End | 206 | Local Collector | Eagle Point | 2 | Good | None | 25 |

**Roadway Inventory**

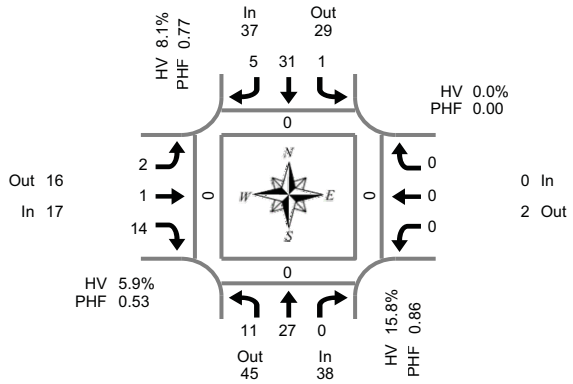
| Street Name | Segment (From) | Segment (to) | Segment Length (ft) | Functional Class | Jurisdiction | Number of Lanes | Pavement Conditions | Marked On-Street Parking | Posted Speed |
|---|---|---|---|---|---|---|---|---|---|
| Ridgeview Drive | Crystal Dr | WestMinster Dr | 2,470 | Local Collector | Eagle Point | 2 | Good | Both | 25 |
| Riley Road | Stevens Rd | Vista Park Dr | 5,734 | Local | Jackson Co. | 2 | Good | None | 45 |
| Robert Trent Jones Blvd | Alta Vista Rd | Silverado Way | 1,290 | Collector | Eagle Point | 2 | Good | None | 30 |
| | Silverado Way | Stevens Rd | 4,700 | Collector | Eagle Point | 2 | Good | None | 25 |
| Royal Avenue | Old Hwy 62 | Edith Circle | 605 | Collector | Jackson Co. | 2 | Fair | None | 25 |
| | Edith Circle | Platt Pl | 238 | Collector | Jackson Co. | 2 | Fair | None | 25 |
| | Platt Pl | Fargo St | 569 | Collector | Jackson Co. | 2 | Fair | None | 25 |
| | Fargo St | Grady St | 321 | Collector | Jackson Co. | 2 | Fair | None | 25 |
| | Grady St | Haley St | 327 | Collector | Jackson Co. | 2 | Fair | None | 25 |
| | Haley St | Ione St | 270 | Collector | Jackson Co. | 2 | Fair | None | 25 |
| | Ione St | Jason St | 357 | Collector | Jackson Co. | 2 | Fair | None | 25 |
| | Jason St | Kelso St | 439 | Collector | Jackson Co. | 2 | Fair | None | 25 |
| | Kelso St | Loto St | 377 | Collector | Jackson Co. | 2 | Fair | None | 25 |
| | Loto St | Main St | 361 | Collector | Jackson Co. | 2 | Fair | None | 25 |
| | Main St | Napa St | 231 | Collector | Eagle Point | 2 | Fair | None | 25 |
| | Napa St | Teakwood Dr | 1,277 | Collector | Jackson Co. | 2 | Fair | None | 25 |
| | Teakwood Dr | Reese Creek Rd | 1,143 | Collector | Jackson Co. | 2 | Good | None | 25 |
| Shasta Avenue | Highway 62 | Alta Vista Rd | 1,240 | Arterial | Eagle Point | 2 | Good | None | 35 |
| | Alta Vista Rd | Arrowhead Trail | 2,100 | Arterial | Eagle Point | 2 | Good | None | 35 |
| | Arrowhead Trail | Fawn St | 1,450 | Arterial | Eagle Point | 2 | Good | None | 25 |
| | Fawn St | Meadow Ln | 692 | Arterial | Eagle Point | 2 | Good | None | 25 |
| | Meadow Ln | Lava St | 1,225 | Arterial | Eagle Point | 2 | Good | None | 25 |
| | Lava St | Main St | 459 | Collector | Eagle Point | 2 | Good | None | 25 |
| | Main St | Neva St | 463 | Collector | Eagle Point | 2 | Good | None | 25 |
| | Neva St | Onyx St | 450 | Collector | Eagle Point | 2 | Fair | None | 25 |
| Sienna Hills Drive | Barton Rd | Crystal Dr | 2,025 | Local | Eagle Point | 2 | Good | Both | 25 |
| Stevens Road | Robert Trent Jones Blvd | Idlewood Rd | 1,590 | Collector | Eagle Point | 2 | Good | None | 25 |
| | Idlewood Rd | Main St | 811 | Local Collector | Eagle Point | 2 | Fair | None | 25 |
| Teakwood Drive | Royal Ave | Archwood Dr | 504 | Collector | Eagle Point | 2 | Good | Both | 25 |
| | Archwood Dr | Crystal Dr | 1,260 | Collector | Eagle Point | 2 | Good | Both | 25 |
| | Crystal Dr | North End | 523 | Collector | Eagle Point | 2 | Good | Both | 25 |

**Access Inventory**

| Street Name | Segment | Jurisdiction | Roadway Classification | Access Standards | Segment Length (feet) | Driveways / Access Points | Average Access Spacing (feet) | Approaches Allowed within Standards |
|---|---|---|---|---|---|---|---|---|
| Highway 62 | Shasta Avenue | ODOT | Regional Highway / Expressway | 5,280 feet | 3,110 | 1 | 3,110 | 1 |
| | Nick Young Road | | | | 3,390 | 4 | 848 | |
| | Linn Road | | Regional Highway | 900 feet | 2,320 | 4 | 580 | 5 |
| | Crystal Drive | | | | 2,350 | 13 | 181 | |
| | Barton Road | | | | 710 | 2 | 355 | |
| | North UGB | | | | | | | |
| Alta Vista Road | Shasta Avenue | Jackson County | Arterial | 300 feet | 3,571 | 7 | 510 | 11 |
| | Eagle Point Drive | | | | 775 | 0 | -- | 2 |
| | Echo Way | | | | 600 | 0 | -- | 2 |
| | Bigham Brown Road | | | | 609 | 1 | 609 | 2 |
| | Robert Trent Jones Jr. Boulevard | | | | | | | |
| Linn Road / Loto Street / Lava Street | Highway 62 | Eagle Point | Arterial | 300 feet | 662 | 8 | 83 | 2 |
| | Comice Way | | | | 688 | 7 | 98 | 2 |
| | Buchanan Avenue | | | | 683 | 8 | 85 | 2 |
| | Platt Avenue | | | | 704 | 11 | 64 | 2 |
| | Royal Avenue | | | | 360 | 0 | -- | 1 |
| | Shasta Avenue | | | | | | | |
| Shasta Avenue | Highway 62 | Jackson County | Arterial | 300 feet | 1,240 | 3 | 413 | 4 |
| | Alta Vista Road | | | | 3,550 | 41 | 87 | 11 |
| | Fawn Street | Eagle Point | | | 692 | 17 | 41 | 2 |
| | Meadow Lane | | | | 1,225 | 27 | 45 | 4 |
| | Lava Street | | | | | | | |

# Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740




## Riley Rd & Alta Vista Rd

***Wednesday, May 27, 2009***
***3:00 PM to 6:00 PM***

***Peak Hour Summary***
***4:15 PM to 5:15 PM***

### *15-Minute Interval Summary*
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Riley Rd | | | | Southbound Riley Rd | | | | Eastbound Alta Vista Rd | | | | Westbound Alta Vista Rd | | | | Interval Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | | North | South | East | West |
| 3:00 PM | 3 | 6 | 0 | 0 | 0 | 3 | 1 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 1 | 0 |
| 3:15 PM | 4 | 5 | 0 | 0 | 0 | 6 | 3 | 0 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 |
| 3:30 PM | 2 | 3 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 |
| 3:45 PM | 2 | 1 | 0 | 0 | 1 | 3 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 |
| 4:00 PM | 3 | 1 | 0 | 0 | 0 | 4 | 1 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 |
| 4:15 PM | 4 | 4 | 0 | 0 | 0 | 7 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 |
| 4:30 PM | 3 | 6 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 |
| 4:45 PM | 1 | 9 | 0 | 0 | 0 | 11 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 |
| 5:00 PM | 3 | 8 | 0 | 0 | 1 | 5 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 |
| 5:15 PM | 4 | 6 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 |
| 5:30 PM | 1 | 8 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 |
| 5:45 PM | 5 | 10 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 |
| Total Survey | 35 | 67 | 0 | 0 | 2 | 65 | 14 | 0 | 9 | 4 | 44 | 0 | 0 | 0 | 0 | 0 | 240 | 0 | 0 | 1 | 0 |

### *Peak Hour Summary*
***4:15 PM to 5:15 PM***

| By Approach | Northbound Riley Rd | | | | Southbound Riley Rd | | | | Eastbound Alta Vista Rd | | | | Westbound Alta Vista Rd | | | | Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | Bikes | In | Out | Total | Bikes | In | Out | Total | Bikes | In | Out | Total | Bikes | | North | South | East | West |
| Volume | 38 | 45 | 83 | 0 | 37 | 29 | 66 | 0 | 17 | 16 | 33 | 0 | 0 | 2 | 2 | 0 | 92 | 0 | 0 | 0 | 0 |
| %HV | 15.8% | | | | 8.1% | | | | 5.9% | | | | 0.0% | | | | 10.9% | | | | |
| PHF | 0.86 | | | | 0.77 | | | | 0.53 | | | | 0.00 | | | | 0.88 | | | | |

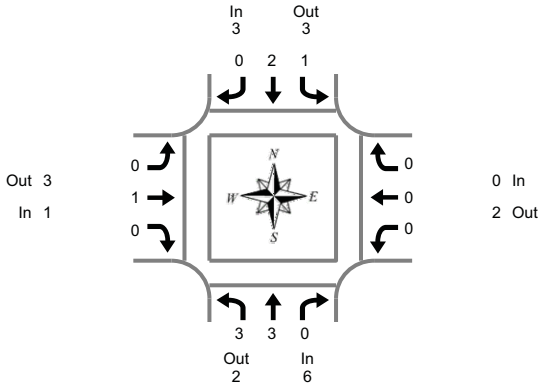
| By Movement | Northbound Riley Rd | | | | Southbound Riley Rd | | | | Eastbound Alta Vista Rd | | | | Westbound Alta Vista Rd | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| Volume | 11 | 27 | 0 | 38 | 1 | 31 | 5 | 37 | 2 | 1 | 14 | 17 | 0 | 0 | 0 | 0 | 92 |
| %HV | 27.3% | 11.1% | 0.0% | 15.8% | ##### | 6.5% | 0.0% | 8.1% | 0.0% | ##### | 0.0% | 5.9% | 0.0% | 0.0% | 0.0% | 0.0% | 10.9% |
| PHF | 0.69 | 0.75 | 0.00 | 0.86 | 0.25 | 0.70 | 0.63 | 0.77 | 0.50 | 0.25 | 0.44 | 0.53 | 0.00 | 0.00 | 0.00 | 0.00 | 0.88 |

### *Rolling Hour Summary*
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Riley Rd | | | | Southbound Riley Rd | | | | Eastbound Alta Vista Rd | | | | Westbound Alta Vista Rd | | | | Interval Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | | North | South | East | West |
| 3:00 PM | 11 | 15 | 0 | 0 | 1 | 19 | 5 | 0 | 3 | 1 | 15 | 0 | 0 | 0 | 0 | 0 | 70 | 0 | 0 | 1 | 0 |
| 3:15 PM | 11 | 10 | 0 | 0 | 1 | 20 | 5 | 0 | 2 | 1 | 16 | 0 | 0 | 0 | 0 | 0 | 66 | 0 | 0 | 0 | 0 |
| 3:30 PM | 11 | 9 | 0 | 0 | 1 | 21 | 3 | 0 | 3 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 0 | 0 |
| 3:45 PM | 12 | 12 | 0 | 0 | 1 | 22 | 4 | 0 | 3 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 72 | 0 | 0 | 0 | 0 |
| 4:00 PM | 11 | 20 | 0 | 0 | 0 | 30 | 4 | 0 | 2 | 1 | 18 | 0 | 0 | 0 | 0 | 0 | 86 | 0 | 0 | 0 | 0 |
| 4:15 PM | 11 | 27 | 0 | 0 | 1 | 31 | 5 | 0 | 2 | 1 | 14 | 0 | 0 | 0 | 0 | 0 | 92 | 0 | 0 | 0 | 0 |
| 4:30 PM | 11 | 29 | 0 | 0 | 1 | 27 | 6 | 0 | 1 | 1 | 15 | 0 | 0 | 0 | 0 | 0 | 91 | 0 | 0 | 0 | 0 |
| 4:45 PM | 9 | 31 | 0 | 0 | 1 | 21 | 5 | 0 | 4 | 3 | 11 | 0 | 0 | 0 | 0 | 0 | 85 | 0 | 0 | 0 | 0 |
| 5:00 PM | 13 | 32 | 0 | 0 | 1 | 16 | 5 | 0 | 4 | 2 | 11 | 0 | 0 | 0 | 0 | 0 | 84 | 0 | 0 | 0 | 0 |

# Heavy Vehicle Summary

Clay Carney
(503) 833-2740




# Riley Rd & Alta Vista Rd

***Wednesday, May 27, 2009***
***3:00 PM to 6:00 PM***

***Peak Hour Summary***
***4:15 PM to 5:15 PM***

***Heavy Vehicle 15-Minute Interval Summary***
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Riley Rd | | | | Southbound Riley Rd | | | | Eastbound Alta Vista Rd | | | | Westbound Alta Vista Rd | | | | Interval Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 2 | 2 | 0 | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 5:00 PM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 PM | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 5:45 PM | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total Survey | 4 | 6 | 0 | 10 | 2 | 6 | 0 | 8 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 22 |

***Heavy Vehicle Peak Hour Summary***
***4:15 PM to 5:15 PM***

| By Approach | Northbound Riley Rd | | | Southbound Riley Rd | | | Eastbound Alta Vista Rd | | | Westbound Alta Vista Rd | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total | In | Out | Total | In | Out | Total | |
| Volume | 6 | 2 | 8 | 3 | 3 | 6 | 1 | 3 | 4 | 0 | 2 | 2 | 10 |
| PHF | 0.30 | | | 0.19 | | | 0.13 | | | 0.00 | | | 0.31 |

| By Movement | Northbound Riley Rd | | | | Southbound Riley Rd | | | | Eastbound Alta Vista Rd | | | | Westbound Alta Vista Rd | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| Volume | 3 | 3 | 0 | 6 | 1 | 2 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 10 |
| PHF | 0.38 | 0.25 | 0.00 | 0.30 | 0.25 | 0.17 | 0.00 | 0.19 | 0.00 | 0.13 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.31 |

***Heavy Vehicle Rolling Hour Summary***
***3:00 PM to 6:00 PM***

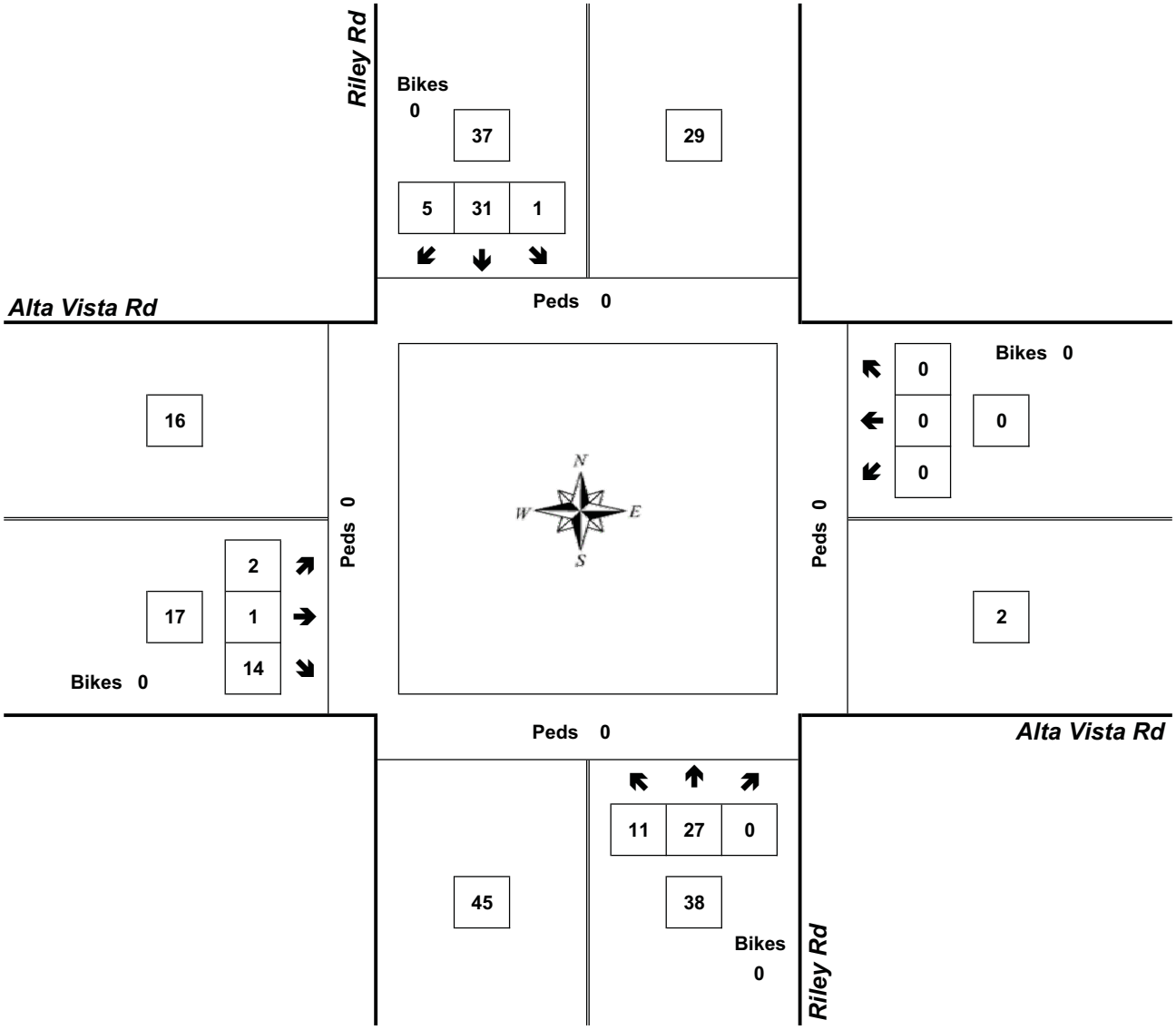
| Interval Start Time | Northbound Riley Rd | | | | Southbound Riley Rd | | | | Eastbound Alta Vista Rd | | | | Westbound Alta Vista Rd | | | | Interval Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| 3:00 PM | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 3:15 PM | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 3:30 PM | 2 | 3 | 0 | 5 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 3:45 PM | 2 | 3 | 0 | 5 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 4:00 PM | 2 | 3 | 0 | 5 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 8 |
| 4:15 PM | 3 | 3 | 0 | 6 | 1 | 2 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 10 |
| 4:30 PM | 1 | 2 | 0 | 3 | 1 | 3 | 0 | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 8 |
| 4:45 PM | 1 | 2 | 0 | 3 | 1 | 3 | 0 | 4 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 10 |
| 5:00 PM | 1 | 2 | 0 | 3 | 1 | 3 | 0 | 4 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 9 |

## Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

# Riley Rd & Alta Vista Rd

**4:15 PM to 5:15 PM**
**Wednesday, May 27, 2009**

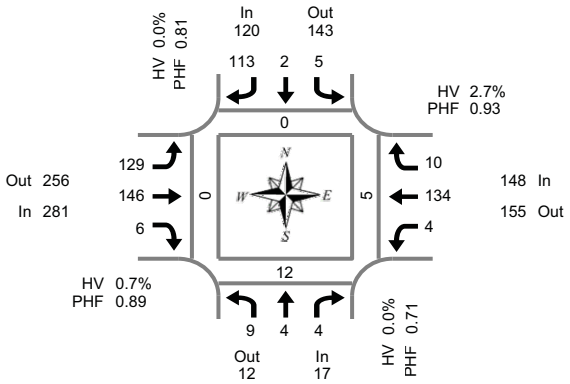



| Approach | PHF | HV% | Volume |
|---|---|---|---|
| **EB** | 0.53 | 5.9% | 17 |
| **WB** | 0.00 | 0.0% | 0 |
| **NB** | 0.86 | 15.8% | 38 |
| **SB** | 0.77 | 8.1% | 37 |
| **Intersection** | 0.88 | 10.9% | 92 |

Count Period: 3:00 PM to 6:00 PM

# Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740




# Buchanan St & Loto St

***Tuesday, May 26, 2009***
***3:00 PM to 6:00 PM***

***Peak Hour Summary***
***4:45 PM to 5:45 PM***

### *15-Minute Interval Summary*
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Buchanan St | | | | Southbound Buchanan St | | | | Eastbound Loto St | | | | Westbound Loto St | | | | Interval Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | | North | South | East | West |
| 3:00 PM | 0 | 1 | 1 | 0 | 2 | 0 | 22 | 0 | 19 | 43 | 0 | 0 | 0 | 31 | 4 | 0 | 123 | 2 | 2 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 5 | 1 | 32 | 0 | 24 | 23 | 2 | 0 | 0 | 29 | 4 | 0 | 120 | 0 | 2 | 0 | 0 |
| 3:30 PM | 1 | 0 | 1 | 0 | 1 | 0 | 26 | 0 | 26 | 34 | 2 | 0 | 0 | 30 | 5 | 0 | 126 | 1 | 1 | 1 | 0 |
| 3:45 PM | 2 | 1 | 0 | 0 | 3 | 0 | 15 | 0 | 33 | 47 | 1 | 0 | 0 | 38 | 8 | 0 | 148 | 0 | 1 | 2 | 0 |
| 4:00 PM | 2 | 0 | 0 | 0 | 3 | 0 | 24 | 0 | 24 | 40 | 0 | 0 | 1 | 36 | 3 | 0 | 133 | 4 | 2 | 0 | 0 |
| 4:15 PM | 0 | 1 | 1 | 0 | 3 | 0 | 21 | 0 | 30 | 33 | 4 | 0 | 0 | 28 | 5 | 0 | 126 | 0 | 1 | 0 | 0 |
| 4:30 PM | 1 | 1 | 0 | 0 | 1 | 1 | 17 | 0 | 28 | 41 | 2 | 0 | 1 | 32 | 4 | 0 | 129 | 0 | 2 | 4 | 0 |
| 4:45 PM | 1 | 1 | 0 | 0 | 1 | 1 | 28 | 0 | 35 | 35 | 2 | 0 | 2 | 31 | 4 | 0 | 141 | 0 | 4 | 0 | 0 |
| 5:00 PM | 4 | 1 | 0 | 0 | 3 | 0 | 29 | 0 | 33 | 27 | 3 | 0 | 2 | 30 | 3 | 0 | 135 | 0 | 3 | 1 | 0 |
| 5:15 PM | 1 | 0 | 3 | 0 | 0 | 1 | 36 | 0 | 34 | 44 | 1 | 0 | 0 | 38 | 2 | 0 | 160 | 0 | 5 | 4 | 0 |
| 5:30 PM | 3 | 2 | 1 | 0 | 1 | 0 | 20 | 0 | 27 | 40 | 0 | 0 | 0 | 35 | 1 | 0 | 130 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 1 | 0 | 0 | 3 | 0 | 20 | 0 | 40 | 45 | 6 | 0 | 1 | 15 | 5 | 0 | 136 | 0 | 0 | 0 | 0 |
| Total Survey | 15 | 9 | 7 | 0 | 26 | 4 | 290 | 0 | 353 | 452 | 23 | 0 | 7 | 373 | 48 | 0 | 1,607 | 7 | 23 | 12 | 0 |

### *Peak Hour Summary*
***4:45 PM to 5:45 PM***

| By Approach | Northbound Buchanan St | | | | Southbound Buchanan St | | | | Eastbound Loto St | | | | Westbound Loto St | | | | Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | Bikes | In | Out | Total | Bikes | In | Out | Total | Bikes | In | Out | Total | Bikes | | North | South | East | West |
| Volume | 17 | 12 | 29 | 0 | 120 | 143 | 263 | 0 | 281 | 256 | 537 | 0 | 148 | 155 | 303 | 0 | 566 | 0 | 12 | 5 | 0 |
| %HV | 0.0% | | | | 0.0% | | | | 0.7% | | | | 2.7% | | | | 1.1% | | | | |
| PHF | 0.71 | | | | 0.81 | | | | 0.89 | | | | 0.93 | | | | 0.88 | | | | |

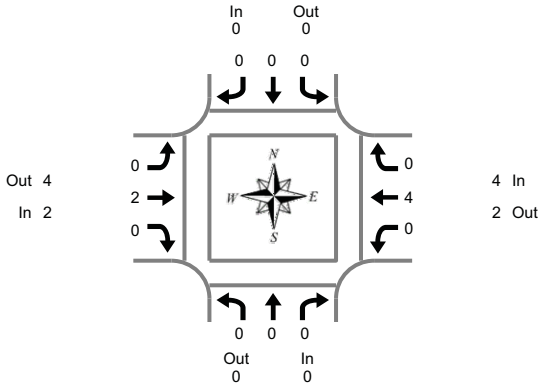
| By Movement | Northbound Buchanan St | | | | Southbound Buchanan St | | | | Eastbound Loto St | | | | Westbound Loto St | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| Volume | 9 | 4 | 4 | 17 | 5 | 2 | 113 | 120 | 129 | 146 | 6 | 281 | 4 | 134 | 10 | 148 | 566 |
| %HV | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.4% | 0.0% | 0.7% | 0.0% | 3.0% | 0.0% | 2.7% | 1.1% |
| PHF | 0.56 | 0.50 | 0.33 | 0.71 | 0.42 | 0.50 | 0.78 | 0.81 | 0.92 | 0.83 | 0.50 | 0.89 | 0.50 | 0.88 | 0.63 | 0.93 | 0.88 |

### *Rolling Hour Summary*
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Buchanan St | | | | Southbound Buchanan St | | | | Eastbound Loto St | | | | Westbound Loto St | | | | Interval Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | | North | South | East | West |
| 3:00 PM | 3 | 2 | 2 | 0 | 11 | 1 | 95 | 0 | 102 | 147 | 5 | 0 | 0 | 128 | 21 | 0 | 517 | 3 | 6 | 3 | 0 |
| 3:15 PM | 5 | 1 | 1 | 0 | 12 | 1 | 97 | 0 | 107 | 144 | 5 | 0 | 1 | 133 | 20 | 0 | 527 | 5 | 6 | 3 | 0 |
| 3:30 PM | 5 | 2 | 2 | 0 | 10 | 0 | 86 | 0 | 113 | 154 | 7 | 0 | 1 | 132 | 21 | 0 | 533 | 5 | 5 | 3 | 0 |
| 3:45 PM | 5 | 3 | 1 | 0 | 10 | 1 | 77 | 0 | 115 | 161 | 7 | 0 | 2 | 134 | 20 | 0 | 536 | 4 | 6 | 6 | 0 |
| 4:00 PM | 4 | 3 | 1 | 0 | 8 | 2 | 90 | 0 | 117 | 149 | 8 | 0 | 4 | 127 | 16 | 0 | 529 | 4 | 9 | 4 | 0 |
| 4:15 PM | 6 | 4 | 1 | 0 | 8 | 2 | 95 | 0 | 126 | 136 | 11 | 0 | 5 | 121 | 16 | 0 | 531 | 0 | 10 | 5 | 0 |
| 4:30 PM | 7 | 3 | 3 | 0 | 5 | 3 | 110 | 0 | 130 | 147 | 8 | 0 | 5 | 131 | 13 | 0 | 565 | 0 | 14 | 9 | 0 |
| 4:45 PM | 9 | 4 | 4 | 0 | 5 | 2 | 113 | 0 | 129 | 146 | 6 | 0 | 4 | 134 | 10 | 0 | 566 | 0 | 12 | 5 | 0 |
| 5:00 PM | 8 | 4 | 4 | 0 | 7 | 1 | 105 | 0 | 134 | 156 | 10 | 0 | 3 | 118 | 11 | 0 | 561 | 0 | 8 | 5 | 0 |

# Heavy Vehicle Summary

Clay Carney
(503) 833-2740




# Buchanan St & Loto St

***Tuesday, May 26, 2009***
***3:00 PM to 6:00 PM***

***Peak Hour Summary***
***4:45 PM to 5:45 PM***

***Heavy Vehicle 15-Minute Interval Summary***
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Buchanan St | | | | Southbound Buchanan St | | | | Eastbound Loto St | | | | Westbound Loto St | | | | Interval Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| 3:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 1 | 5 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 5 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 2 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 1 | 4 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| Total Survey | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 7 | 1 | 14 | 0 | 15 | 0 | 9 | 0 | 9 | 31 |

***Heavy Vehicle Peak Hour Summary***
***4:45 PM to 5:45 PM***

| By Approach | Northbound Buchanan St | | | Southbound Buchanan St | | | Eastbound Loto St | | | Westbound Loto St | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total | In | Out | Total | In | Out | Total | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 6 | 4 | 2 | 6 | 6 |
| PHF | 0.00 | | | 0.00 | | | 0.08 | | | 0.33 | | | 0.14 |

| By Movement | Northbound Buchanan St | | | | Southbound Buchanan St | | | | Eastbound Loto St | | | | Westbound Loto St | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 4 | 0 | 4 | 6 |
| PHF | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.08 | 0.00 | 0.33 | 0.00 | 0.33 | 0.14 |

***Heavy Vehicle Rolling Hour Summary***
***3:00 PM to 6:00 PM***

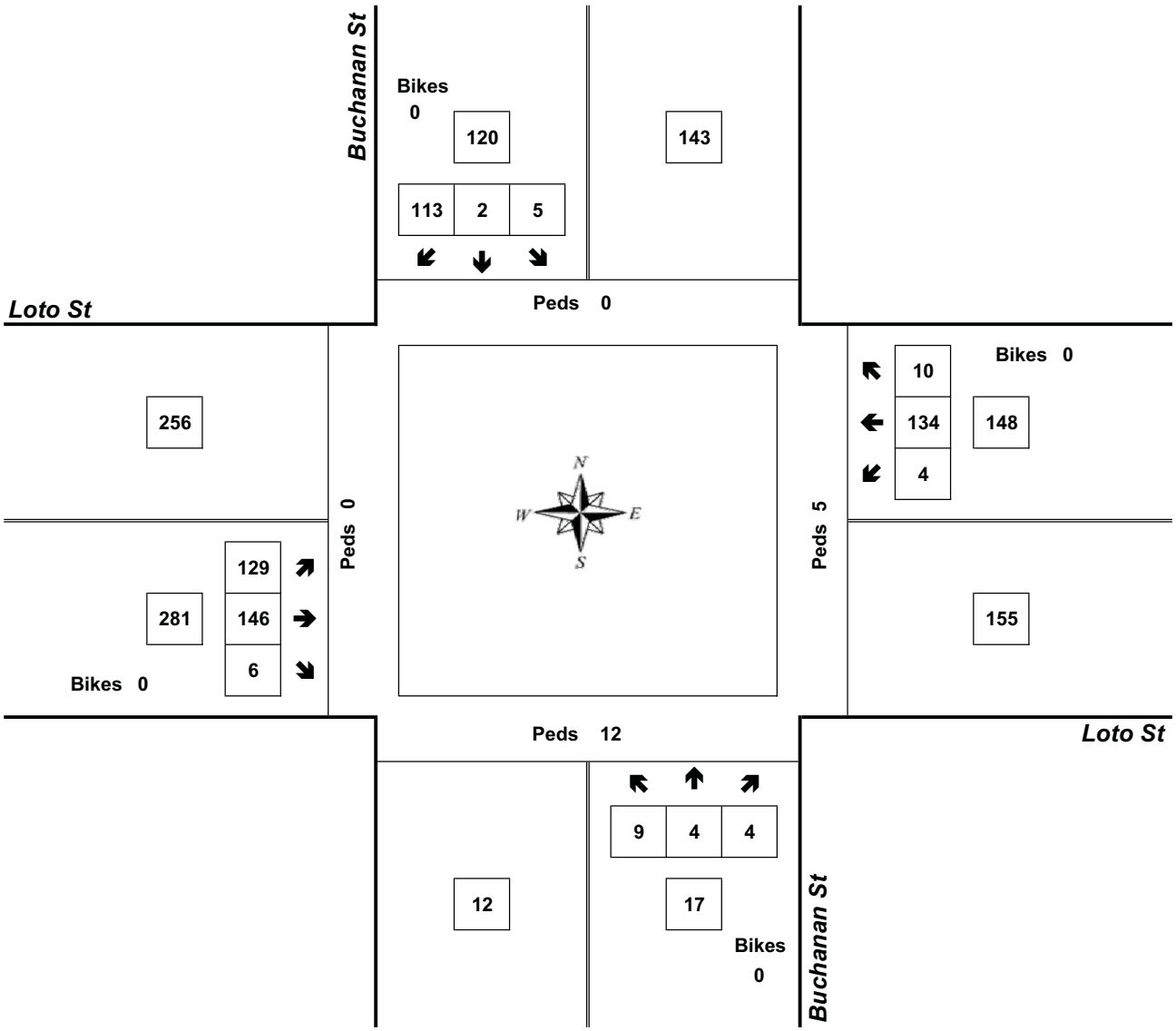
| Interval Start Time | Northbound Buchanan St | | | | Southbound Buchanan St | | | | Eastbound Loto St | | | | Westbound Loto St | | | | Interval Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| 3:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 0 | 6 | 0 | 6 | 0 | 4 | 0 | 4 | 13 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 4 | 0 | 5 | 0 | 3 | 0 | 3 | 11 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 6 | 0 | 7 | 0 | 2 | 0 | 2 | 10 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 6 | 0 | 7 | 0 | 2 | 0 | 2 | 11 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 5 | 0 | 6 | 0 | 3 | 0 | 3 | 11 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 5 | 0 | 5 | 0 | 4 | 0 | 4 | 10 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 3 | 0 | 3 | 6 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 4 | 0 | 4 | 6 |
| 5:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 3 | 0 | 3 | 0 | 2 | 0 | 2 | 7 |

## Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

# Buchanan St & Loto St

**4:45 PM to 5:45 PM**
**Tuesday, May 26, 2009**

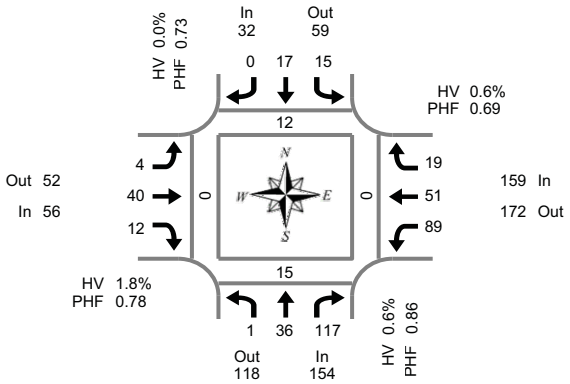



| Approach | PHF | HV% | Volume |
|---|---|---|---|
| **EB** | 0.89 | 0.7% | 281 |
| **WB** | 0.93 | 2.7% | 148 |
| **NB** | 0.71 | 0.0% | 17 |
| **SB** | 0.81 | 0.0% | 120 |
| **Intersection** | 0.88 | 1.1% | 566 |

Count Period: 3:00 PM to 6:00 PM

# Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740




**Peak Hour Summary**
***5:00 PM to 6:00 PM***

# Buchanan St & Main St

***Tuesday, May 26, 2009***
***3:00 PM to 6:00 PM***

### *15-Minute Interval Summary*
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Buchanan St | | | | Southbound Buchanan St | | | | Eastbound Main St | | | | Westbound Main St | | | | Interval Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | | North | South | East | West |
| 3:00 PM | 0 | 2 | 20 | 0 | 4 | 3 | 0 | 0 | 1 | 13 | 1 | 0 | 24 | 11 | 2 | 0 | 81 | 1 | 1 | 0 | 5 |
| 3:15 PM | 0 | 3 | 25 | 0 | 2 | 6 | 1 | 0 | 1 | 7 | 3 | 0 | 27 | 12 | 4 | 0 | 91 | 0 | 1 | 0 | 0 |
| 3:30 PM | 2 | 7 | 16 | 0 | 0 | 3 | 0 | 0 | 0 | 10 | 0 | 0 | 25 | 14 | 5 | 0 | 82 | 2 | 0 | 0 | 0 |
| 3:45 PM | 1 | 11 | 29 | 0 | 5 | 4 | 0 | 0 | 1 | 8 | 0 | 0 | 13 | 11 | 2 | 0 | 85 | 1 | 0 | 0 | 5 |
| 4:00 PM | 2 | 8 | 17 | 0 | 1 | 3 | 0 | 0 | 1 | 9 | 1 | 0 | 30 | 13 | 3 | 0 | 88 | 10 | 1 | 0 | 0 |
| 4:15 PM | 1 | 7 | 26 | 0 | 3 | 2 | 1 | 0 | 0 | 9 | 2 | 0 | 23 | 14 | 2 | 0 | 90 | 1 | 0 | 0 | 0 |
| 4:30 PM | 2 | 7 | 21 | 0 | 3 | 4 | 1 | 0 | 0 | 8 | 1 | 0 | 13 | 3 | 5 | 0 | 68 | 0 | 0 | 0 | 0 |
| 4:45 PM | 2 | 11 | 26 | 0 | 8 | 4 | 0 | 0 | 0 | 8 | 2 | 0 | 26 | 10 | 7 | 0 | 104 | 4 | 0 | 0 | 0 |
| 5:00 PM | 0 | 10 | 30 | 0 | 4 | 6 | 0 | 0 | 0 | 7 | 7 | 0 | 22 | 7 | 4 | 0 | 97 | 0 | 1 | 0 | 0 |
| 5:15 PM | 0 | 9 | 30 | 0 | 1 | 2 | 0 | 0 | 0 | 8 | 1 | 0 | 34 | 19 | 5 | 0 | 109 | 5 | 3 | 0 | 0 |
| 5:30 PM | 0 | 7 | 23 | 0 | 3 | 5 | 0 | 0 | 2 | 13 | 3 | 0 | 14 | 11 | 3 | 0 | 84 | 5 | 7 | 0 | 0 |
| 5:45 PM | 1 | 10 | 34 | 0 | 7 | 4 | 0 | 0 | 2 | 12 | 1 | 0 | 19 | 14 | 7 | 0 | 111 | 2 | 4 | 0 | 0 |
| Total Survey | 11 | 92 | 297 | 0 | 41 | 46 | 3 | 0 | 8 | 112 | 22 | 0 | 270 | 139 | 49 | 0 | 1,090 | 31 | 18 | 0 | 10 |

### *Peak Hour Summary*
***5:00 PM to 6:00 PM***

| By Approach | Northbound Buchanan St | | | | Southbound Buchanan St | | | | Eastbound Main St | | | | Westbound Main St | | | | Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | Bikes | In | Out | Total | Bikes | In | Out | Total | Bikes | In | Out | Total | Bikes | | North | South | East | West |
| Volume | 154 | 118 | 272 | 0 | 32 | 59 | 91 | 0 | 56 | 52 | 108 | 0 | 159 | 172 | 331 | 0 | 401 | 12 | 15 | 0 | 0 |
| %HV | 0.6% | | | | 0.0% | | | | 1.8% | | | | 0.6% | | | | 0.7% | | | | |
| PHF | 0.86 | | | | 0.73 | | | | 0.78 | | | | 0.69 | | | | 0.90 | | | | |

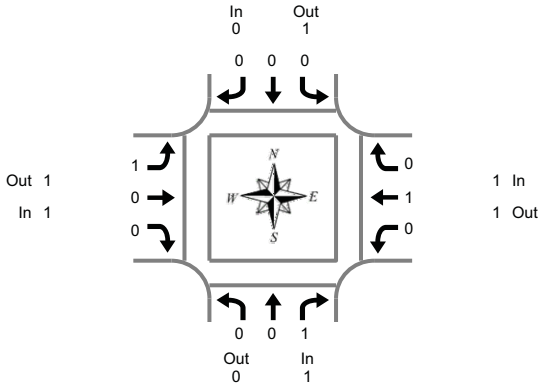
| By Movement | Northbound Buchanan St | | | | Southbound Buchanan St | | | | Eastbound Main St | | | | Westbound Main St | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| Volume | 1 | 36 | 117 | 154 | 15 | 17 | 0 | 32 | 4 | 40 | 12 | 56 | 89 | 51 | 19 | 159 | 401 |
| %HV | 0.0% | 0.0% | 0.9% | 0.6% | 0.0% | 0.0% | 0.0% | 0.0% | 25.0% | 0.0% | 0.0% | 1.8% | 0.0% | 2.0% | 0.0% | 0.6% | 0.7% |
| PHF | 0.25 | 0.90 | 0.86 | 0.86 | 0.54 | 0.71 | 0.00 | 0.73 | 0.50 | 0.77 | 0.43 | 0.78 | 0.65 | 0.67 | 0.68 | 0.69 | 0.90 |

### *Rolling Hour Summary*
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Buchanan St | | | | Southbound Buchanan St | | | | Eastbound Main St | | | | Westbound Main St | | | | Interval Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | | North | South | East | West |
| 3:00 PM | 3 | 23 | 90 | 0 | 11 | 16 | 1 | 0 | 3 | 38 | 4 | 0 | 89 | 48 | 13 | 0 | 339 | 4 | 2 | 0 | 10 |
| 3:15 PM | 5 | 29 | 87 | 0 | 8 | 16 | 1 | 0 | 3 | 34 | 4 | 0 | 95 | 50 | 14 | 0 | 346 | 13 | 2 | 0 | 5 |
| 3:30 PM | 6 | 33 | 88 | 0 | 9 | 12 | 1 | 0 | 2 | 36 | 3 | 0 | 91 | 52 | 12 | 0 | 345 | 14 | 1 | 0 | 5 |
| 3:45 PM | 6 | 33 | 93 | 0 | 12 | 13 | 2 | 0 | 2 | 34 | 4 | 0 | 79 | 41 | 12 | 0 | 331 | 12 | 1 | 0 | 5 |
| 4:00 PM | 7 | 33 | 90 | 0 | 15 | 13 | 2 | 0 | 1 | 34 | 6 | 0 | 92 | 40 | 17 | 0 | 350 | 15 | 1 | 0 | 0 |
| 4:15 PM | 5 | 35 | 103 | 0 | 18 | 16 | 2 | 0 | 0 | 32 | 12 | 0 | 84 | 34 | 18 | 0 | 359 | 5 | 1 | 0 | 0 |
| 4:30 PM | 4 | 37 | 107 | 0 | 16 | 16 | 1 | 0 | 0 | 31 | 11 | 0 | 95 | 39 | 21 | 0 | 378 | 9 | 4 | 0 | 0 |
| 4:45 PM | 2 | 37 | 109 | 0 | 16 | 17 | 0 | 0 | 2 | 36 | 13 | 0 | 96 | 47 | 19 | 0 | 394 | 14 | 11 | 0 | 0 |
| 5:00 PM | 1 | 36 | 117 | 0 | 15 | 17 | 0 | 0 | 4 | 40 | 12 | 0 | 89 | 51 | 19 | 0 | 401 | 12 | 15 | 0 | 0 |

# Heavy Vehicle Summary

Clay Carney
(503) 833-2740




# Buchanan St & Main St

***Tuesday, May 26, 2009***
***3:00 PM to 6:00 PM***

***Peak Hour Summary***
***5:00 PM to 6:00 PM***

***Heavy Vehicle 15-Minute Interval Summary***
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Buchanan St | | | | Southbound Buchanan St | | | | Eastbound Main St | | | | Westbound Main St | | | | Interval Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 3 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 2 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 2 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| Total Survey | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 3 | 1 | 5 | 0 | 6 | 2 | 3 | 0 | 5 | 15 |

***Heavy Vehicle Peak Hour Summary***
***5:00 PM to 6:00 PM***

| By Approach | Northbound Buchanan St | | | Southbound Buchanan St | | | Eastbound Main St | | | Westbound Main St | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total | In | Out | Total | In | Out | Total | |
| Volume | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 3 |
| PHF | 0.25 | | | 0.00 | | | 0.08 | | | 0.13 | | | 0.15 |

| By Movement | Northbound Buchanan St | | | | Southbound Buchanan St | | | | Eastbound Main St | | | | Westbound Main St | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| Volume | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 3 |
| PHF | 0.00 | 0.00 | 0.25 | 0.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.25 | 0.00 | 0.00 | 0.08 | 0.00 | 0.25 | 0.00 | 0.13 | 0.15 |

***Heavy Vehicle Rolling Hour Summary***
***3:00 PM to 6:00 PM***

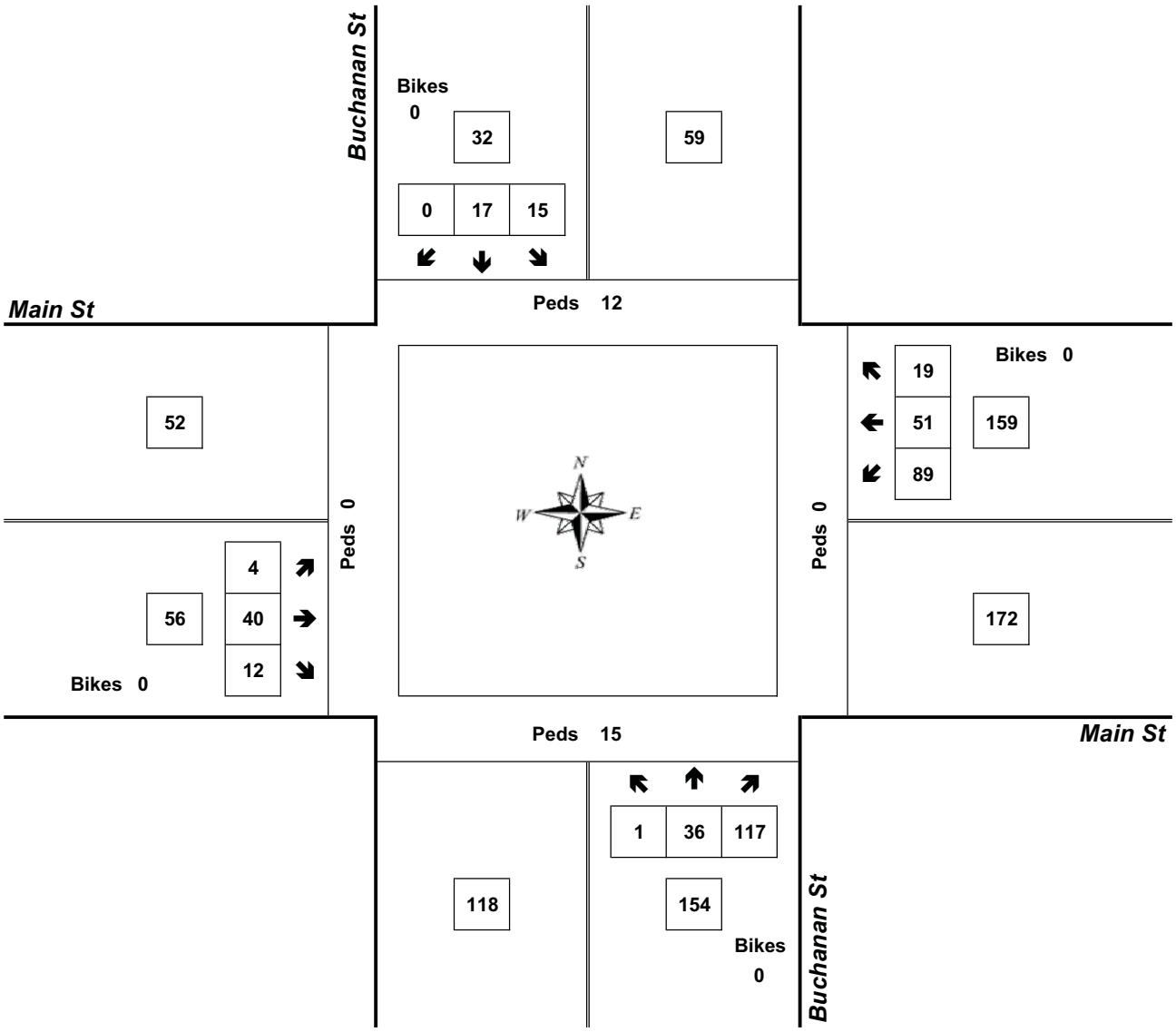
| Interval Start Time | Northbound Buchanan St | | | | Southbound Buchanan St | | | | Eastbound Main St | | | | Westbound Main St | | | | Interval Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| 3:00 PM | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 2 | 6 |
| 3:15 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 3 | 6 |
| 3:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 4 |
| 3:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 1 | 1 | 0 | 2 | 6 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 1 | 1 | 0 | 2 | 6 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 1 | 4 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 4 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 2 |
| 5:00 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 3 |

## Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

# Buchanan St & Main St

**5:00 PM to 6:00 PM**
**Tuesday, May 26, 2009**

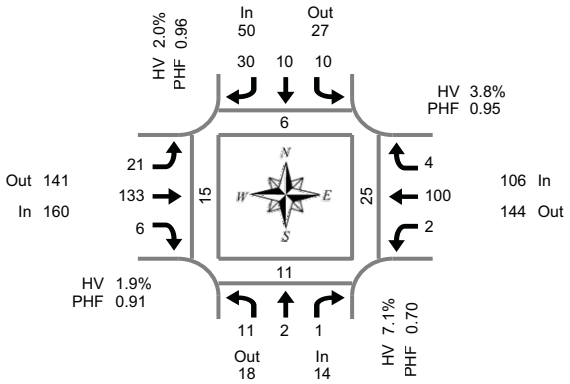



| Approach | PHF | HV% | Volume |
|---|---|---|---|
| **EB** | 0.78 | 1.8% | 56 |
| **WB** | 0.69 | 0.6% | 159 |
| **NB** | 0.86 | 0.6% | 154 |
| **SB** | 0.73 | 0.0% | 32 |
| **Intersection** | 0.90 | 0.7% | 401 |

Count Period: 3:00 PM to 6:00 PM

# Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740




# Platt St & Loto St

***Tuesday, June 02, 2009***
***3:00 PM to 6:00 PM***

***Peak Hour Summary***
***3:00 PM to 4:00 PM***

### *15-Minute Interval Summary*
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Platt St | | | | Southbound Platt St | | | | Eastbound Loto St | | | | Westbound Loto St | | | | Interval Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | | North | South | East | West |
| 3:00 PM | 4 | 1 | 0 | 0 | 2 | 2 | 9 | 0 | 3 | 35 | 2 | 0 | 0 | 22 | 3 | 0 | 83 | 0 | 1 | 12 | 3 |
| 3:15 PM | 2 | 0 | 0 | 0 | 1 | 4 | 8 | 0 | 6 | 37 | 1 | 0 | 2 | 24 | 1 | 0 | 86 | 3 | 2 | 6 | 8 |
| 3:30 PM | 3 | 0 | 1 | 0 | 5 | 2 | 6 | 0 | 4 | 35 | 2 | 0 | 0 | 28 | 0 | 0 | 86 | 2 | 2 | 2 | 0 |
| 3:45 PM | 2 | 1 | 0 | 0 | 2 | 2 | 7 | 0 | 8 | 26 | 1 | 0 | 0 | 26 | 0 | 0 | 75 | 1 | 6 | 5 | 4 |
| 4:00 PM | 2 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 29 | 5 | 0 | 1 | 15 | 1 | 0 | 60 | 0 | 0 | 0 | 0 |
| 4:15 PM | 1 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 6 | 29 | 2 | 0 | 1 | 20 | 1 | 0 | 64 | 1 | 2 | 3 | 2 |
| 4:30 PM | 1 | 0 | 0 | 0 | 4 | 2 | 4 | 0 | 3 | 22 | 1 | 0 | 1 | 18 | 0 | 0 | 56 | 0 | 4 | 4 | 0 |
| 4:45 PM | 2 | 1 | 1 | 0 | 2 | 0 | 5 | 0 | 2 | 25 | 2 | 0 | 2 | 21 | 3 | 0 | 66 | 2 | 0 | 2 | 3 |
| 5:00 PM | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 6 | 28 | 5 | 0 | 1 | 23 | 2 | 0 | 70 | 0 | 1 | 1 | 0 |
| 5:15 PM | 4 | 0 | 0 | 0 | 2 | 0 | 6 | 0 | 5 | 25 | 4 | 0 | 1 | 14 | 0 | 0 | 61 | 2 | 1 | 2 | 0 |
| 5:30 PM | 3 | 1 | 1 | 0 | 3 | 2 | 2 | 0 | 2 | 20 | 2 | 0 | 1 | 21 | 2 | 0 | 60 | 1 | 0 | 0 | 4 |
| 5:45 PM | 1 | 1 | 0 | 0 | 0 | 1 | 5 | 0 | 4 | 23 | 1 | 0 | 0 | 17 | 2 | 0 | 55 | 0 | 5 | 3 | 0 |
| Total Survey | 25 | 7 | 3 | 0 | 22 | 17 | 60 | 0 | 52 | 334 | 28 | 0 | 10 | 249 | 15 | 0 | 822 | 12 | 24 | 40 | 24 |

### *Peak Hour Summary*
***3:00 PM to 4:00 PM***

| By Approach | Northbound Platt St | | | | Southbound Platt St | | | | Eastbound Loto St | | | | Westbound Loto St | | | | Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | Bikes | In | Out | Total | Bikes | In | Out | Total | Bikes | In | Out | Total | Bikes | | North | South | East | West |
| Volume | 14 | 18 | 32 | 0 | 50 | 27 | 77 | 0 | 160 | 141 | 301 | 0 | 106 | 144 | 250 | 0 | 330 | 6 | 11 | 25 | 15 |
| %HV | 7.1% | | | | 2.0% | | | | 1.9% | | | | 3.8% | | | | 2.7% | | | | |
| PHF | 0.70 | | | | 0.96 | | | | 0.91 | | | | 0.95 | | | | 0.96 | | | | |

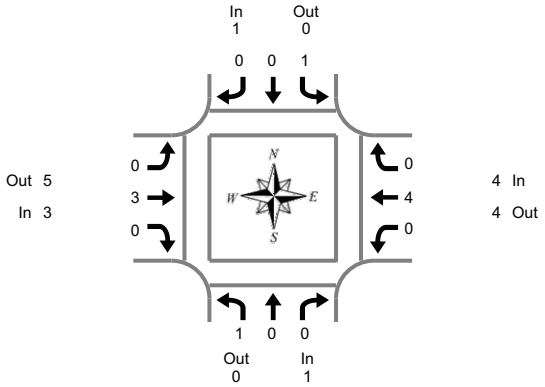
| By Movement | Northbound Platt St | | | | Southbound Platt St | | | | Eastbound Loto St | | | | Westbound Loto St | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| Volume | 11 | 2 | 1 | 14 | 10 | 10 | 30 | 50 | 21 | 133 | 6 | 160 | 2 | 100 | 4 | 106 | 330 |
| %HV | 9.1% | 0.0% | 0.0% | 7.1% | 10.0% | 0.0% | 0.0% | 2.0% | 0.0% | 2.3% | 0.0% | 1.9% | 0.0% | 4.0% | 0.0% | 3.8% | 2.7% |
| PHF | 0.69 | 0.50 | 0.25 | 0.70 | 0.50 | 0.63 | 0.83 | 0.96 | 0.66 | 0.90 | 0.75 | 0.91 | 0.25 | 0.89 | 0.33 | 0.95 | 0.96 |

### *Rolling Hour Summary*
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Platt St | | | | Southbound Platt St | | | | Eastbound Loto St | | | | Westbound Loto St | | | | Interval Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | | North | South | East | West |
| 3:00 PM | 11 | 2 | 1 | 0 | 10 | 10 | 30 | 0 | 21 | 133 | 6 | 0 | 2 | 100 | 4 | 0 | 330 | 6 | 11 | 25 | 15 |
| 3:15 PM | 9 | 2 | 1 | 0 | 8 | 8 | 24 | 0 | 21 | 127 | 9 | 0 | 3 | 93 | 2 | 0 | 307 | 6 | 10 | 13 | 12 |
| 3:30 PM | 8 | 3 | 1 | 0 | 7 | 5 | 18 | 0 | 21 | 119 | 10 | 0 | 2 | 89 | 2 | 0 | 285 | 4 | 10 | 10 | 6 |
| 3:45 PM | 6 | 3 | 0 | 0 | 6 | 5 | 16 | 0 | 20 | 106 | 9 | 0 | 3 | 79 | 2 | 0 | 255 | 2 | 12 | 12 | 6 |
| 4:00 PM | 6 | 3 | 1 | 0 | 6 | 3 | 14 | 0 | 14 | 105 | 10 | 0 | 5 | 74 | 5 | 0 | 246 | 3 | 6 | 9 | 5 |
| 4:15 PM | 4 | 2 | 1 | 0 | 7 | 4 | 14 | 0 | 17 | 104 | 10 | 0 | 5 | 82 | 6 | 0 | 256 | 3 | 7 | 10 | 5 |
| 4:30 PM | 7 | 1 | 1 | 0 | 9 | 3 | 18 | 0 | 16 | 100 | 12 | 0 | 5 | 76 | 5 | 0 | 253 | 4 | 6 | 9 | 3 |
| 4:45 PM | 9 | 2 | 2 | 0 | 8 | 3 | 16 | 0 | 15 | 98 | 13 | 0 | 5 | 79 | 7 | 0 | 257 | 5 | 2 | 5 | 7 |
| 5:00 PM | 8 | 2 | 1 | 0 | 6 | 4 | 16 | 0 | 17 | 96 | 12 | 0 | 3 | 75 | 6 | 0 | 246 | 3 | 7 | 6 | 4 |

# Heavy Vehicle Summary

Clay Carney
(503) 833-2740




# Platt St & Loto St

***Tuesday, June 02, 2009***
***3:00 PM to 6:00 PM***

***Peak Hour Summary***
***3:00 PM to 4:00 PM***

***Heavy Vehicle 15-Minute Interval Summary***
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Platt St | | | | Southbound Platt St | | | | Eastbound Loto St | | | | Westbound Loto St | | | | Interval Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 2 |
| 3:15 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 5 |
| 3:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 2 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 3 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 3 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 3 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| Total Survey | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 10 | 0 | 10 | 1 | 9 | 0 | 10 | 23 |

***Heavy Vehicle Peak Hour Summary***
***3:00 PM to 4:00 PM***

| By Approach | Northbound Platt St | | | Southbound Platt St | | | Eastbound Loto St | | | Westbound Loto St | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total | In | Out | Total | In | Out | Total | |
| Volume | 1 | 0 | 1 | 1 | 0 | 1 | 3 | 5 | 8 | 4 | 4 | 8 | 9 |
| PHF | 0.25 | | | 0.25 | | | 0.19 | | | 0.33 | | | 0.28 |

| By Movement | Northbound Platt St | | | | Southbound Platt St | | | | Eastbound Loto St | | | | Westbound Loto St | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| Volume | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 0 | 4 | 0 | 4 | 9 |
| PHF | 0.25 | 0.00 | 0.00 | 0.25 | 0.25 | 0.00 | 0.00 | 0.25 | 0.00 | 0.19 | 0.00 | 0.19 | 0.00 | 0.33 | 0.00 | 0.33 | 0.28 |

***Heavy Vehicle Rolling Hour Summary***
***3:00 PM to 6:00 PM***

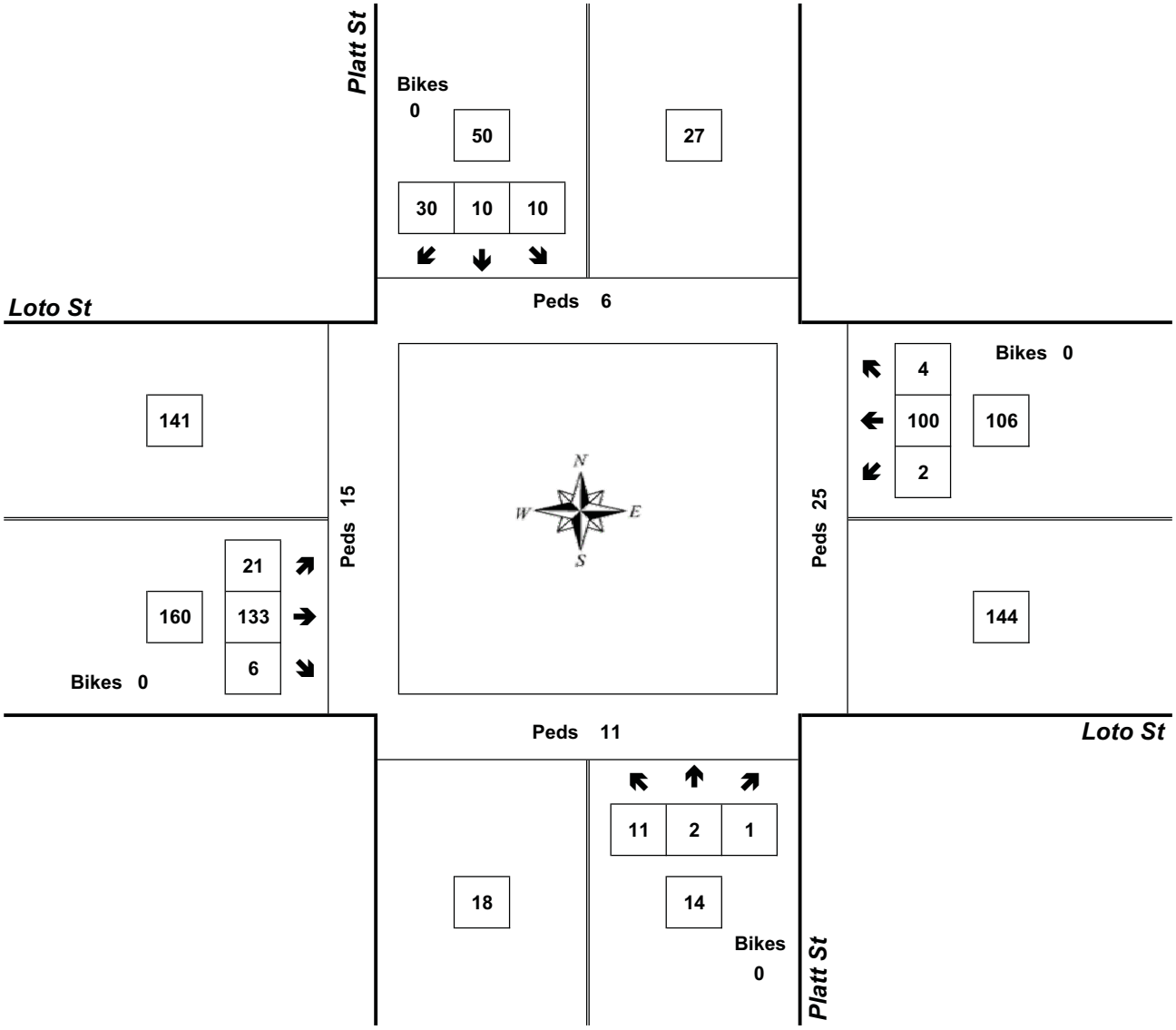
| Interval Start Time | Northbound Platt St | | | | Southbound Platt St | | | | Eastbound Loto St | | | | Westbound Loto St | | | | Interval Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| 3:00 PM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 0 | 4 | 0 | 4 | 9 |
| 3:15 PM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 8 |
| 3:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 5 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 4 | 0 | 4 | 7 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 3 | 0 | 3 | 7 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 1 | 3 | 0 | 4 | 9 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 1 | 2 | 0 | 3 | 7 |
| 4:45 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 1 | 1 | 0 | 2 | 7 |
| 5:00 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 2 | 0 | 3 | 7 |

## Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

# Platt St & Loto St

**3:00 PM to 4:00 PM**
**Tuesday, June 02, 2009**

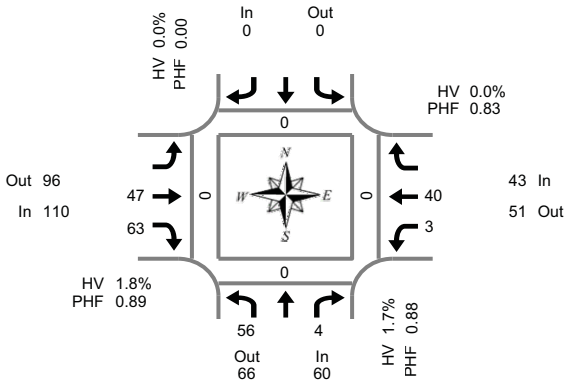



| Approach | PHF | HV% | Volume |
|---|---|---|---|
| **EB** | 0.91 | 1.9% | 160 |
| **WB** | 0.95 | 3.8% | 106 |
| **NB** | 0.70 | 7.1% | 14 |
| **SB** | 0.96 | 2.0% | 50 |
| **Intersection** | 0.96 | 2.7% | 330 |

Count Period: 3:00 PM to 6:00 PM

# Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740




# Robert Trent Jones Blvd & Stevens Rd

***Wednesday, May 27, 2009***
***3:00 PM to 6:00 PM***

***Peak Hour Summary***
***5:00 PM to 6:00 PM***

### *15-Minute Interval Summary*
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Robert Trent Jones Blvd | | | | Southbound Robert Trent Jones Blvd | | | | Eastbound Stevens Rd | | | | Westbound Stevens Rd | | | | Interval Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | | R | Bikes | | | | Bikes | T | R | Bikes | L | T | | Bikes | | North | South | East | West |
| 3:00 PM | 12 | | 0 | 0 | | | | 0 | 15 | 19 | 0 | 2 | 3 | | 0 | 51 | 0 | 0 | 0 | 0 |
| 3:15 PM | 11 | | 2 | 0 | | | | 0 | 8 | 10 | 0 | 0 | 4 | | 0 | 35 | 0 | 0 | 0 | 0 |
| 3:30 PM | 8 | | 3 | 0 | | | | 0 | 4 | 11 | 0 | 3 | 12 | | 0 | 41 | 0 | 2 | 0 | 0 |
| 3:45 PM | 14 | | 1 | 0 | | | | 0 | 17 | 9 | 0 | 0 | 6 | | 0 | 47 | 0 | 0 | 0 | 0 |
| 4:00 PM | 12 | | 3 | 0 | | | | 0 | 9 | 18 | 0 | 1 | 9 | | 0 | 52 | 0 | 0 | 0 | 0 |
| 4:15 PM | 7 | | 3 | 0 | | | | 0 | 11 | 16 | 0 | 4 | 0 | | 0 | 41 | 0 | 0 | 0 | 0 |
| 4:30 PM | 7 | | 5 | 0 | | | | 0 | 8 | 8 | 0 | 3 | 9 | | 0 | 40 | 0 | 0 | 0 | 0 |
| 4:45 PM | 17 | | 3 | 0 | | | | 0 | 12 | 6 | 0 | 3 | 10 | | 0 | 51 | 0 | 0 | 0 | 0 |
| 5:00 PM | 12 | | 1 | 0 | | | | 0 | 13 | 18 | 0 | 0 | 6 | | 0 | 50 | 0 | 0 | 0 | 0 |
| 5:15 PM | 15 | | 2 | 0 | | | | 0 | 11 | 15 | 0 | 2 | 10 | | 0 | 55 | 0 | 0 | 0 | 0 |
| 5:30 PM | 16 | | 0 | 0 | | | | 0 | 12 | 15 | 0 | 0 | 12 | | 0 | 55 | 0 | 0 | 0 | 0 |
| 5:45 PM | 13 | | 1 | 0 | | | | 0 | 11 | 15 | 0 | 1 | 12 | | 0 | 53 | 0 | 0 | 0 | 0 |
| Total Survey | 144 | | 24 | 0 | | | | 0 | 131 | 160 | 0 | 19 | 93 | | 0 | 571 | 0 | 2 | 0 | 0 |

### *Peak Hour Summary*
***5:00 PM to 6:00 PM***

| By Approach | Northbound Robert Trent Jones Blvd | | | | Southbound Robert Trent Jones Blvd | | | | Eastbound Stevens Rd | | | | Westbound Stevens Rd | | | | Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | Bikes | In | Out | Total | Bikes | In | Out | Total | Bikes | In | Out | Total | Bikes | | North | South | East | West |
| Volume | 60 | 66 | 126 | 0 | 0 | 0 | 0 | 0 | 110 | 96 | 206 | 0 | 43 | 51 | 94 | 0 | 213 | 0 | 0 | 0 | 0 |
| %HV | 1.7% | | | | 0.0% | | | | 1.8% | | | | 0.0% | | | | 1.4% | | | | |
| PHF | 0.88 | | | | 0.00 | | | | 0.89 | | | | 0.83 | | | | 0.97 | | | | |

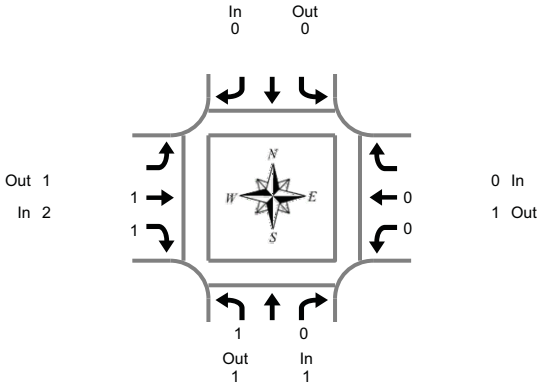
| By Movement | Northbound Robert Trent Jones Blvd | | | | Southbound Robert Trent Jones Blvd | | | | Eastbound Stevens Rd | | | | Westbound Stevens Rd | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | | R | Total | | | | Total | | T | R | Total | L | T | | Total | |
| Volume | 56 | | 4 | 60 | | | | 0 | | 47 | 63 | 110 | 3 | 40 | | 43 | 213 |
| %HV | 1.8% | NA | 0.0% | 1.7% | NA | NA | NA | 0.0% | NA | 2.1% | 1.6% | 1.8% | 0.0% | 0.0% | NA | 0.0% | 1.4% |
| PHF | 0.88 | | 0.50 | 0.88 | | | | 0.00 | | 0.90 | 0.88 | 0.89 | 0.38 | 0.83 | | 0.83 | 0.97 |

### *Rolling Hour Summary*
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Robert Trent Jones Blvd | | | | Southbound Robert Trent Jones Blvd | | | | Eastbound Stevens Rd | | | | Westbound Stevens Rd | | | | Interval Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | | R | Bikes | | | | Bikes | T | R | Bikes | L | T | | Bikes | | North | South | East | West |
| 3:00 PM | 45 | | 6 | 0 | | | | 0 | 44 | 49 | 0 | 5 | 25 | | 0 | 174 | 0 | 2 | 0 | 0 |
| 3:15 PM | 45 | | 9 | 0 | | | | 0 | 38 | 48 | 0 | 4 | 31 | | 0 | 175 | 0 | 2 | 0 | 0 |
| 3:30 PM | 41 | | 10 | 0 | | | | 0 | 41 | 54 | 0 | 8 | 27 | | 0 | 181 | 0 | 2 | 0 | 0 |
| 3:45 PM | 40 | | 12 | 0 | | | | 0 | 45 | 51 | 0 | 8 | 24 | | 0 | 180 | 0 | 0 | 0 | 0 |
| 4:00 PM | 43 | | 14 | 0 | | | | 0 | 40 | 48 | 0 | 11 | 28 | | 0 | 184 | 0 | 0 | 0 | 0 |
| 4:15 PM | 43 | | 12 | 0 | | | | 0 | 44 | 48 | 0 | 10 | 25 | | 0 | 182 | 0 | 0 | 0 | 0 |
| 4:30 PM | 51 | | 11 | 0 | | | | 0 | 44 | 47 | 0 | 8 | 35 | | 0 | 196 | 0 | 0 | 0 | 0 |
| 4:45 PM | 60 | | 6 | 0 | | | | 0 | 48 | 54 | 0 | 5 | 38 | | 0 | 211 | 0 | 0 | 0 | 0 |
| 5:00 PM | 56 | | 4 | 0 | | | | 0 | 47 | 63 | 0 | 3 | 40 | | 0 | 213 | 0 | 0 | 0 | 0 |

# Heavy Vehicle Summary

Clay Carney
(503) 833-2740




# Robert Trent Jones Blvd & Stevens Rd

***Wednesday, May 27, 2009***
***3:00 PM to 6:00 PM***

***Peak Hour Summary***
***5:00 PM to 6:00 PM***

***Heavy Vehicle 15-Minute Interval Summary***
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Robert Trent Jones Blvd | | | | Southbound Robert Trent Jones Blvd | | | | Eastbound Stevens Rd | | | | Westbound Stevens Rd | | | | Interval Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | | R | Total | | | | Total | | T | R | Total | L | T | | Total | |
| 3:00 PM | 0 | | 0 | 0 | | | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 |
| 3:15 PM | 2 | | 0 | 2 | | | | 0 | | 1 | 0 | 1 | 0 | 0 | | 0 | 3 |
| 3:30 PM | 0 | | 0 | 0 | | | | 0 | | 0 | 1 | 1 | 0 | 1 | | 1 | 2 |
| 3:45 PM | 0 | | 1 | 1 | | | | 0 | | 2 | 1 | 3 | 0 | 0 | | 0 | 4 |
| 4:00 PM | 0 | | 0 | 0 | | | | 0 | | 0 | 1 | 1 | 0 | 1 | | 1 | 2 |
| 4:15 PM | 0 | | 0 | 0 | | | | 0 | | 1 | 1 | 2 | 2 | 0 | | 2 | 4 |
| 4:30 PM | 0 | | 1 | 1 | | | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 1 |
| 4:45 PM | 1 | | 0 | 1 | | | | 0 | | 2 | 0 | 2 | 0 | 1 | | 1 | 4 |
| 5:00 PM | 1 | | 0 | 1 | | | | 0 | | 0 | 1 | 1 | 0 | 0 | | 0 | 2 |
| 5:15 PM | 0 | | 0 | 0 | | | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 |
| 5:30 PM | 0 | | 0 | 0 | | | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 |
| 5:45 PM | 0 | | 0 | 0 | | | | 0 | | 1 | 0 | 1 | 0 | 0 | | 0 | 1 |
| Total Survey | 4 | | 2 | 6 | | | | 0 | | 7 | 5 | 12 | 2 | 3 | | 5 | 23 |

***Heavy Vehicle Peak Hour Summary***
***5:00 PM to 6:00 PM***

| By Approach | Northbound Robert Trent Jones Blvd | | | Southbound Robert Trent Jones Blvd | | | Eastbound Stevens Rd | | | Westbound Stevens Rd | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total | In | Out | Total | In | Out | Total | |
| Volume | 1 | 1 | 2 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 1 | 1 | 3 |
| PHF | 0.08 | | | 0.00 | | | 0.08 | | | 0.00 | | | 0.08 |

| By Movement | Northbound Robert Trent Jones Blvd | | | | Southbound Robert Trent Jones Blvd | | | | Eastbound Stevens Rd | | | | Westbound Stevens Rd | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | | R | Total | | | | Total | | T | R | Total | L | T | | Total | |
| Volume | 1 | | 0 | 1 | | | | 0 | | 1 | 1 | 2 | 0 | 0 | | 0 | 3 |
| PHF | 0.13 | | 0.00 | 0.08 | | | | 0.00 | | 0.08 | 0.08 | 0.08 | 0.00 | 0.00 | | 0.00 | 0.08 |

***Heavy Vehicle Rolling Hour Summary***
***3:00 PM to 6:00 PM***

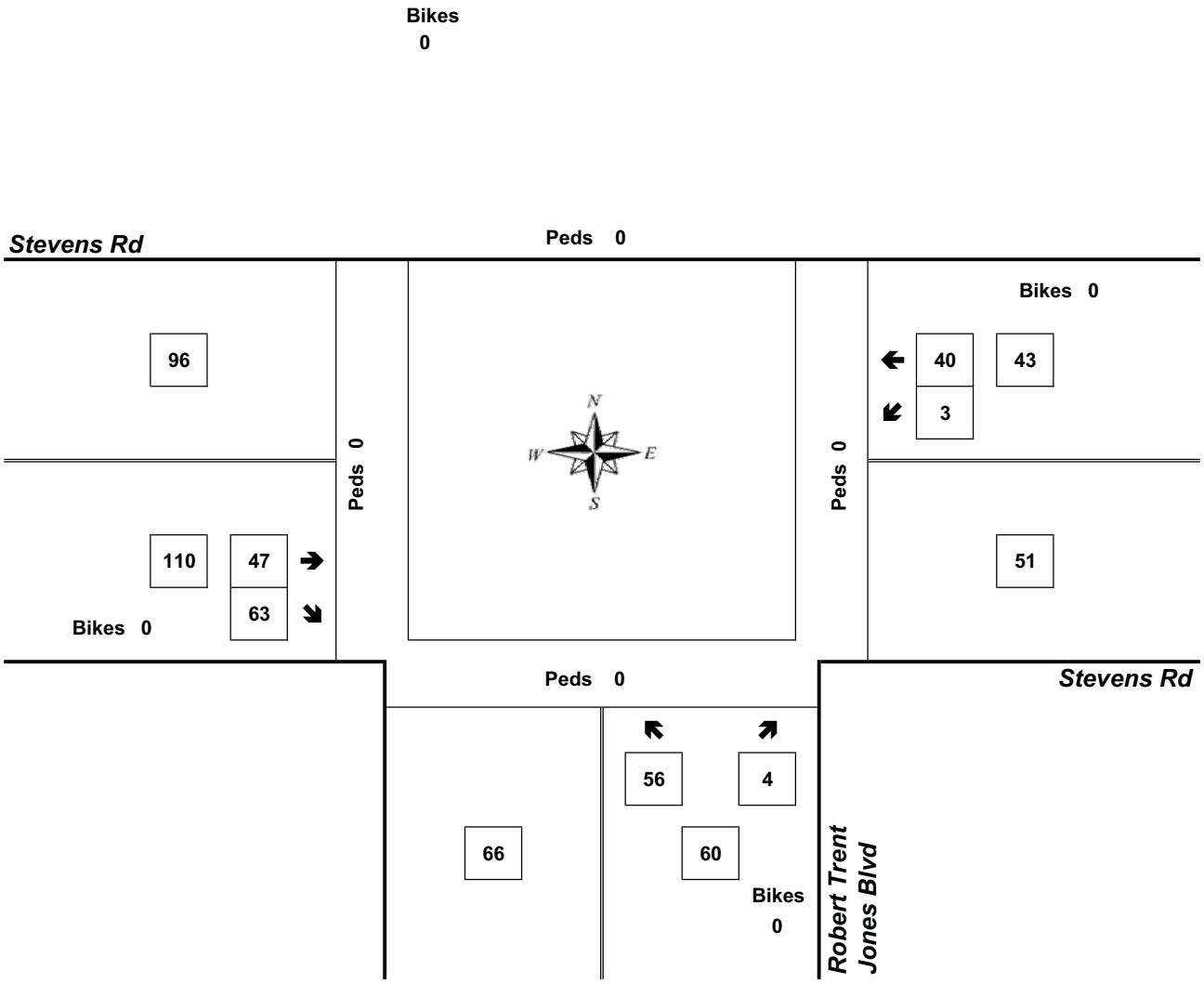
| Interval Start Time | Northbound Robert Trent Jones Blvd | | | | Southbound Robert Trent Jones Blvd | | | | Eastbound Stevens Rd | | | | Westbound Stevens Rd | | | | Interval Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | | R | Total | | | | Total | | T | R | Total | L | T | | Total | |
| 3:00 PM | 2 | | 1 | 3 | | | | 0 | | 3 | 2 | 5 | 0 | 1 | | 1 | 9 |
| 3:15 PM | 2 | | 1 | 3 | | | | 0 | | 3 | 3 | 6 | 0 | 2 | | 2 | 11 |
| 3:30 PM | 0 | | 1 | 1 | | | | 0 | | 3 | 4 | 7 | 2 | 2 | | 4 | 12 |
| 3:45 PM | 0 | | 2 | 2 | | | | 0 | | 3 | 3 | 6 | 2 | 1 | | 3 | 11 |
| 4:00 PM | 1 | | 1 | 2 | | | | 0 | | 3 | 2 | 5 | 2 | 2 | | 4 | 11 |
| 4:15 PM | 2 | | 1 | 3 | | | | 0 | | 3 | 2 | 5 | 2 | 1 | | 3 | 11 |
| 4:30 PM | 2 | | 1 | 3 | | | | 0 | | 2 | 1 | 3 | 0 | 1 | | 1 | 7 |
| 4:45 PM | 2 | | 0 | 2 | | | | 0 | | 2 | 1 | 3 | 0 | 1 | | 1 | 6 |
| 5:00 PM | 1 | | 0 | 1 | | | | 0 | | 1 | 1 | 2 | 0 | 0 | | 0 | 3 |

## Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

# Robert Trent Jones Blvd & Stevens Rd

**5:00 PM to 6:00 PM**
**Wednesday, May 27, 2009**

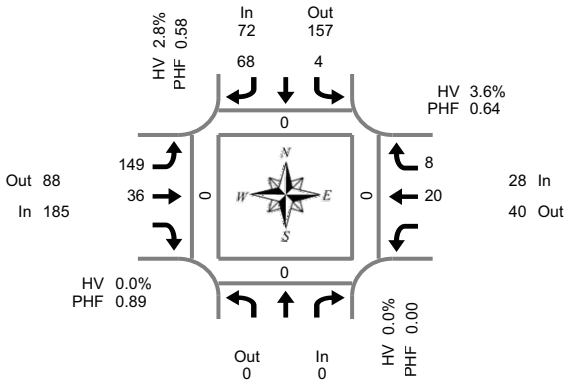



| Approach | PHF | HV% | Volume |
|---|---|---|---|
| **EB** | 0.89 | 1.8% | 110 |
| **WB** | 0.83 | 0.0% | 43 |
| **NB** | 0.88 | 1.7% | 60 |
| **SB** | 0.00 | 0.0% | 0 |
| **Intersection** | 0.97 | 1.4% | 213 |

Count Period: 3:00 PM to 6:00 PM

# Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740




# Robert Trent Jones Blvd & Alta Vista Rd

***Wednesday, May 27, 2009***
***3:00 PM to 6:00 PM***

***Peak Hour Summary***
***5:00 PM to 6:00 PM***

### *15-Minute Interval Summary*
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Robert Trent Jones Blvd | | | | Southbound Robert Trent Jones Blvd | | | | Eastbound Alta Vista Rd | | | | Westbound Alta Vista Rd | | | | Interval Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Bikes | L | | R | Bikes | L | T | | Bikes | | T | R | Bikes | | North | South | East | West |
| 3:00 PM | | | | 0 | 1 | | 9 | 0 | 15 | 7 | | 0 | | 2 | 1 | 0 | 35 | 0 | 0 | 1 | 0 |
| 3:15 PM | | | | 0 | 1 | | 13 | 0 | 21 | 5 | | 0 | | 4 | 0 | 0 | 44 | 0 | 0 | 0 | 0 |
| 3:30 PM | | | | 0 | 0 | | 13 | 0 | 31 | 2 | | 0 | | 6 | 0 | 0 | 52 | 0 | 0 | 0 | 0 |
| 3:45 PM | | | | 0 | 0 | | 11 | 0 | 23 | 9 | | 0 | | 4 | 2 | 0 | 49 | 0 | 0 | 0 | 0 |
| 4:00 PM | | | | 0 | 0 | | 18 | 0 | 23 | 7 | | 0 | | 6 | 0 | 0 | 54 | 1 | 0 | 0 | 0 |
| 4:15 PM | | | | 0 | 0 | | 15 | 0 | 13 | 9 | | 0 | | 3 | 0 | 0 | 40 | 0 | 0 | 0 | 0 |
| 4:30 PM | | | | 0 | 3 | | 14 | 0 | 31 | 10 | | 0 | | 5 | 2 | 0 | 65 | 0 | 0 | 0 | 0 |
| 4:45 PM | | | | 0 | 2 | | 16 | 0 | 30 | 7 | | 0 | | 2 | 1 | 0 | 58 | 0 | 0 | 0 | 0 |
| 5:00 PM | | | | 0 | 2 | | 9 | 0 | 33 | 7 | | 0 | | 7 | 4 | 0 | 62 | 0 | 0 | 0 | 0 |
| 5:15 PM | | | | 0 | 1 | | 11 | 0 | 44 | 8 | | 0 | | 2 | 2 | 0 | 68 | 0 | 0 | 0 | 0 |
| 5:30 PM | | | | 0 | 1 | | 30 | 0 | 38 | 8 | | 0 | | 8 | 2 | 0 | 87 | 0 | 0 | 0 | 0 |
| 5:45 PM | | | | 0 | 0 | | 18 | 0 | 34 | 13 | | 0 | | 3 | 0 | 0 | 68 | 0 | 0 | 0 | 0 |
| Total Survey | | | | 0 | 11 | | 177 | 0 | 336 | 92 | | 0 | | 52 | 14 | 0 | 682 | 1 | 0 | 1 | 0 |

### *Peak Hour Summary*
***5:00 PM to 6:00 PM***

| By Approach | Northbound Robert Trent Jones Blvd | | | | Southbound Robert Trent Jones Blvd | | | | Eastbound Alta Vista Rd | | | | Westbound Alta Vista Rd | | | | Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | Bikes | In | Out | Total | Bikes | In | Out | Total | Bikes | In | Out | Total | Bikes | | North | South | East | West |
| Volume | 0 | 0 | 0 | 0 | 72 | 157 | 229 | 0 | 185 | 88 | 273 | 0 | 28 | 40 | 68 | 0 | 285 | 0 | 0 | 0 | 0 |
| %HV | 0.0% | | | | 2.8% | | | | 0.0% | | | | 3.6% | | | | 1.1% | | | | |
| PHF | 0.00 | | | | 0.58 | | | | 0.89 | | | | 0.64 | | | | 0.82 | | | | |

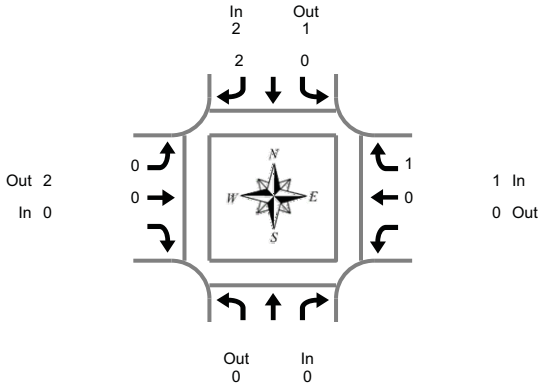
| By Movement | Northbound Robert Trent Jones Blvd | | | | Southbound Robert Trent Jones Blvd | | | | Eastbound Alta Vista Rd | | | | Westbound Alta Vista Rd | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Total | L | | R | Total | L | T | | Total | | T | R | Total | |
| Volume | | | | 0 | 4 | | 68 | 72 | 149 | 36 | | 185 | | 20 | 8 | 28 | 285 |
| %HV | NA | NA | NA | 0.0% | 0.0% | NA | 2.9% | 2.8% | 0.0% | 0.0% | NA | 0.0% | NA | 0.0% | 12.5% | 3.6% | 1.1% |
| PHF | | | | 0.00 | 0.50 | | 0.57 | 0.58 | 0.85 | 0.69 | | 0.89 | | 0.63 | 0.50 | 0.64 | 0.82 |

### *Rolling Hour Summary*
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Robert Trent Jones Blvd | | | | Southbound Robert Trent Jones Blvd | | | | Eastbound Alta Vista Rd | | | | Westbound Alta Vista Rd | | | | Interval Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Bikes | L | | R | Bikes | L | T | | Bikes | | T | R | Bikes | | North | South | East | West |
| 3:00 PM | | | | 0 | 2 | | 46 | 0 | 90 | 23 | | 0 | | 16 | 3 | 0 | 180 | 0 | 0 | 1 | 0 |
| 3:15 PM | | | | 0 | 1 | | 55 | 0 | 98 | 23 | | 0 | | 20 | 2 | 0 | 199 | 1 | 0 | 0 | 0 |
| 3:30 PM | | | | 0 | 0 | | 57 | 0 | 90 | 27 | | 0 | | 19 | 2 | 0 | 195 | 1 | 0 | 0 | 0 |
| 3:45 PM | | | | 0 | 3 | | 58 | 0 | 90 | 35 | | 0 | | 18 | 4 | 0 | 208 | 1 | 0 | 0 | 0 |
| 4:00 PM | | | | 0 | 5 | | 63 | 0 | 97 | 33 | | 0 | | 16 | 3 | 0 | 217 | 1 | 0 | 0 | 0 |
| 4:15 PM | | | | 0 | 7 | | 54 | 0 | 107 | 33 | | 0 | | 17 | 7 | 0 | 225 | 0 | 0 | 0 | 0 |
| 4:30 PM | | | | 0 | 8 | | 50 | 0 | 138 | 32 | | 0 | | 16 | 9 | 0 | 253 | 0 | 0 | 0 | 0 |
| 4:45 PM | | | | 0 | 6 | | 66 | 0 | 145 | 30 | | 0 | | 19 | 9 | 0 | 275 | 0 | 0 | 0 | 0 |
| 5:00 PM | | | | 0 | 4 | | 68 | 0 | 149 | 36 | | 0 | | 20 | 8 | 0 | 285 | 0 | 0 | 0 | 0 |

# Heavy Vehicle Summary

Clay Carney
(503) 833-2740




# Robert Trent Jones Blvd & Alta Vista Rd

***Wednesday, May 27, 2009***
***3:00 PM to 6:00 PM***

***Peak Hour Summary***
***5:00 PM to 6:00 PM***

***Heavy Vehicle 15-Minute Interval Summary***
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Robert Trent Jones Blvd | | | | Southbound Robert Trent Jones Blvd | | | | Eastbound Alta Vista Rd | | | | Westbound Alta Vista Rd | | | | Interval Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Total | L | | R | Total | L | T | | Total | | T | R | Total | |
| 3:00 PM | | | | 0 | 1 | | 0 | 1 | 1 | 0 | | 1 | | 0 | 0 | 0 | 2 |
| 3:15 PM | | | | 0 | 0 | | 0 | 0 | 0 | 1 | | 1 | | 1 | 0 | 1 | 2 |
| 3:30 PM | | | | 0 | 0 | | 1 | 1 | 0 | 0 | | 0 | | 0 | 0 | 0 | 1 |
| 3:45 PM | | | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 |
| 4:00 PM | | | | 0 | 0 | | 1 | 1 | 0 | 1 | | 1 | | 0 | 0 | 0 | 2 |
| 4:15 PM | | | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 |
| 4:30 PM | | | | 0 | 0 | | 0 | 0 | 1 | 0 | | 1 | | 0 | 0 | 0 | 1 |
| 4:45 PM | | | | 0 | 1 | | 0 | 1 | 0 | 1 | | 1 | | 0 | 0 | 0 | 2 |
| 5:00 PM | | | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | 1 | 1 | 1 |
| 5:15 PM | | | | 0 | 0 | | 1 | 1 | 0 | 0 | | 0 | | 0 | 0 | 0 | 1 |
| 5:30 PM | | | | 0 | 0 | | 1 | 1 | 0 | 0 | | 0 | | 0 | 0 | 0 | 1 |
| 5:45 PM | | | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 |
| Total Survey | | | | 0 | 2 | | 4 | 6 | 2 | 3 | | 5 | | 1 | 1 | 2 | 13 |

***Heavy Vehicle Peak Hour Summary***
***5:00 PM to 6:00 PM***

| By Approach | Northbound Robert Trent Jones Blvd | | | Southbound Robert Trent Jones Blvd | | | Eastbound Alta Vista Rd | | | Westbound Alta Vista Rd | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total | In | Out | Total | In | Out | Total | |
| Volume | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 2 | 2 | 1 | 0 | 1 | 3 |
| PHF | 0.00 | | | 0.25 | | | 0.00 | | | 0.25 | | | 0.15 |

| By Movement | Northbound Robert Trent Jones Blvd | | | | Southbound Robert Trent Jones Blvd | | | | Eastbound Alta Vista Rd | | | | Westbound Alta Vista Rd | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Total | L | | R | Total | L | T | | Total | | T | R | Total | |
| Volume | | | | 0 | 0 | | 2 | 2 | 0 | 0 | | 0 | | 0 | 1 | 1 | 3 |
| PHF | | | | 0.00 | 0.00 | | 0.25 | 0.25 | 0.00 | 0.00 | | 0.00 | | 0.00 | 0.25 | 0.25 | 0.15 |

***Heavy Vehicle Rolling Hour Summary***
***3:00 PM to 6:00 PM***

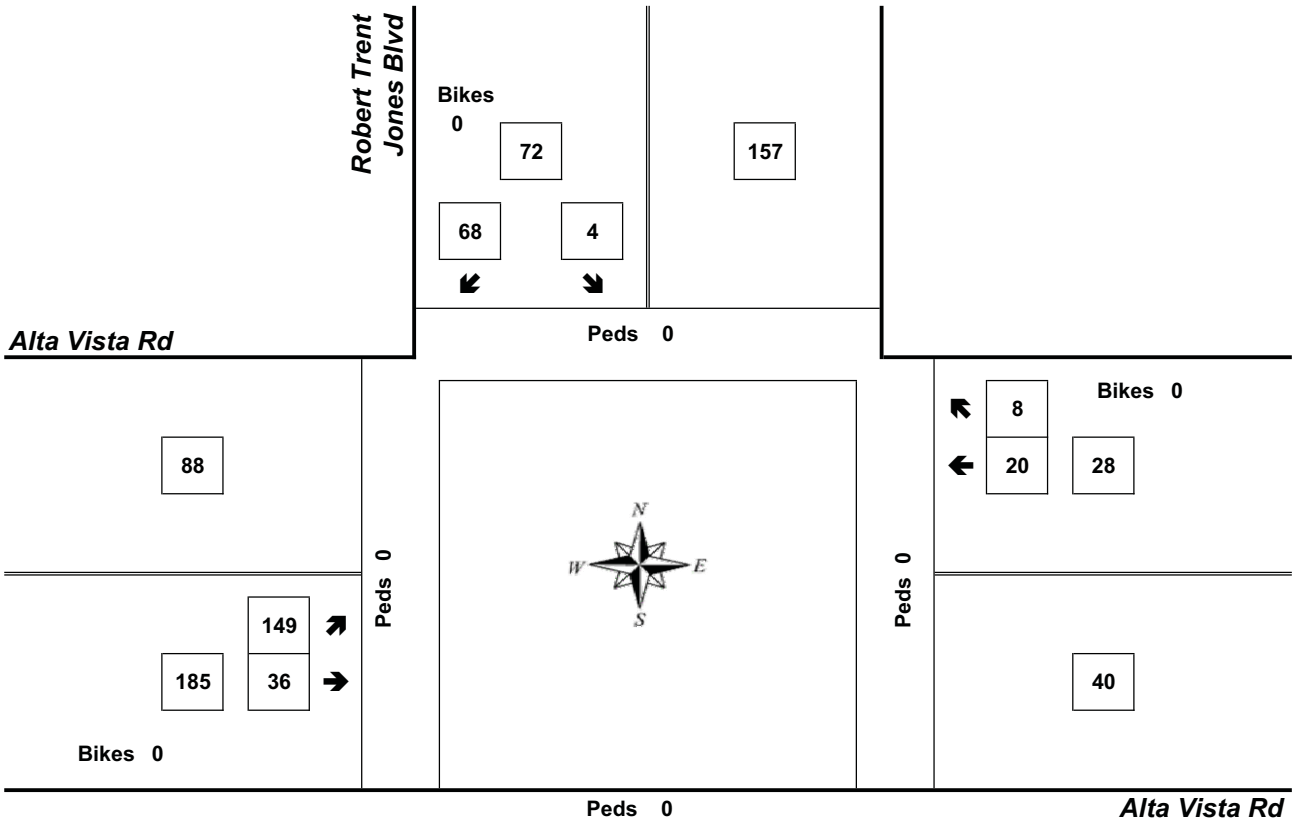
| Interval Start Time | Northbound Robert Trent Jones Blvd | | | | Southbound Robert Trent Jones Blvd | | | | Eastbound Alta Vista Rd | | | | Westbound Alta Vista Rd | | | | Interval Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Total | L | | R | Total | L | T | | Total | | T | R | Total | |
| 3:00 PM | | | | 0 | 1 | | 1 | 2 | 1 | 1 | | 2 | | 1 | 0 | 1 | 5 |
| 3:15 PM | | | | 0 | 0 | | 2 | 2 | 0 | 2 | | 2 | | 1 | 0 | 1 | 5 |
| 3:30 PM | | | | 0 | 0 | | 2 | 2 | 0 | 1 | | 1 | | 0 | 0 | 0 | 3 |
| 3:45 PM | | | | 0 | 0 | | 1 | 1 | 1 | 1 | | 2 | | 0 | 0 | 0 | 3 |
| 4:00 PM | | | | 0 | 1 | | 1 | 2 | 1 | 2 | | 3 | | 0 | 0 | 0 | 5 |
| 4:15 PM | | | | 0 | 1 | | 0 | 1 | 1 | 1 | | 2 | | 0 | 1 | 1 | 4 |
| 4:30 PM | | | | 0 | 1 | | 1 | 2 | 1 | 1 | | 2 | | 0 | 1 | 1 | 5 |
| 4:45 PM | | | | 0 | 1 | | 2 | 3 | 0 | 1 | | 1 | | 0 | 1 | 1 | 5 |
| 5:00 PM | | | | 0 | 0 | | 2 | 2 | 0 | 0 | | 0 | | 0 | 1 | 1 | 3 |

## Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

# Robert Trent Jones Blvd & Alta Vista Rd

**5:00 PM to 6:00 PM**
**Wednesday, May 27, 2009**



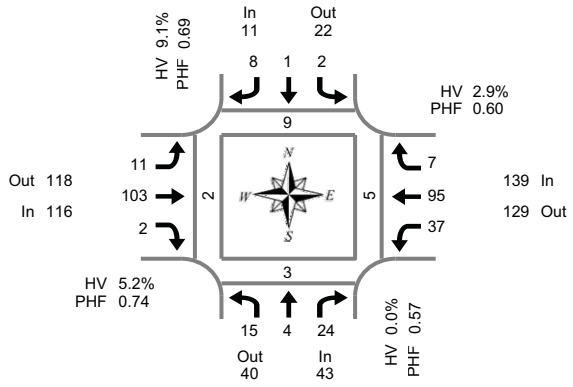

Bikes
0

| Approach | PHF | HV% | Volume |
|---|---|---|---|
| **EB** | 0.89 | 0.0% | 185 |
| **WB** | 0.64 | 3.6% | 28 |
| **NB** | 0.00 | 0.0% | 0 |
| **SB** | 0.58 | 2.8% | 72 |
| **Intersection** | 0.82 | 1.1% | 285 |

Count Period: 3:00 PM to 6:00 PM

# Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740




**Peak Hour Summary**
**3:00 PM to 4:00 PM**

# Diane Way & Crystal Dr

***Tuesday, May 26, 2009***
***3:00 PM to 6:00 PM***

### *15-Minute Interval Summary*
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Diane Way | | | | Southbound Diane Way | | | | Eastbound Crystal Dr | | | | Westbound Crystal Dr | | | | Interval Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | | North | South | East | West |
| 3:00 PM | 5 | 2 | 12 | 0 | 0 | 0 | 2 | 0 | 1 | 38 | 0 | 0 | 18 | 36 | 4 | 0 | 118 | 2 | 1 | 2 | 0 |
| 3:15 PM | 1 | 0 | 5 | 0 | 2 | 0 | 2 | 0 | 5 | 28 | 1 | 0 | 8 | 25 | 3 | 0 | 80 | 5 | 2 | 2 | 2 |
| 3:30 PM | 6 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 1 | 18 | 1 | 0 | 6 | 20 | 0 | 0 | 58 | 2 | 0 | 1 | 0 |
| 3:45 PM | 3 | 2 | 3 | 0 | 0 | 1 | 2 | 0 | 4 | 19 | 0 | 0 | 5 | 14 | 0 | 0 | 53 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 1 | 2 | 0 | 3 | 0 | 6 | 0 | 6 | 21 | 2 | 0 | 1 | 12 | 2 | 0 | 56 | 0 | 0 | 0 | 0 |
| 4:15 PM | 1 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 3 | 24 | 1 | 0 | 5 | 17 | 0 | 0 | 56 | 2 | 0 | 0 | 1 |
| 4:30 PM | 1 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 1 | 31 | 2 | 0 | 3 | 15 | 1 | 0 | 59 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 4 | 0 | 3 | 1 | 3 | 0 | 5 | 37 | 1 | 0 | 6 | 13 | 1 | 0 | 74 | 0 | 1 | 0 | 3 |
| 5:00 PM | 3 | 0 | 5 | 0 | 1 | 0 | 1 | 0 | 2 | 21 | 1 | 0 | 2 | 22 | 0 | 0 | 58 | 3 | 0 | 0 | 1 |
| 5:15 PM | 1 | 0 | 8 | 0 | 0 | 0 | 2 | 0 | 1 | 33 | 5 | 0 | 4 | 15 | 1 | 0 | 70 | 1 | 0 | 3 | 1 |
| 5:30 PM | 4 | 0 | 5 | 0 | 2 | 1 | 4 | 0 | 2 | 22 | 0 | 0 | 3 | 19 | 0 | 0 | 62 | 0 | 0 | 3 | 0 |
| 5:45 PM | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 4 | 40 | 4 | 0 | 5 | 13 | 0 | 0 | 69 | 0 | 0 | 3 | 0 |
| Total Survey | 26 | 6 | 54 | 0 | 13 | 3 | 27 | 0 | 35 | 332 | 18 | 0 | 66 | 221 | 12 | 0 | 813 | 15 | 4 | 14 | 8 |

### *Peak Hour Summary*
***3:00 PM to 4:00 PM***

| By Approach | Northbound Diane Way | | | | Southbound Diane Way | | | | Eastbound Crystal Dr | | | | Westbound Crystal Dr | | | | Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | Bikes | In | Out | Total | Bikes | In | Out | Total | Bikes | In | Out | Total | Bikes | | North | South | East | West |
| Volume | 43 | 40 | 83 | 0 | 11 | 22 | 33 | 0 | 116 | 118 | 234 | 0 | 139 | 129 | 268 | 0 | 309 | 9 | 3 | 5 | 2 |
| %HV | 0.0% | | | | 9.1% | | | | 5.2% | | | | 2.9% | | | | 3.6% | | | | |
| PHF | 0.57 | | | | 0.69 | | | | 0.74 | | | | 0.60 | | | | 0.65 | | | | |

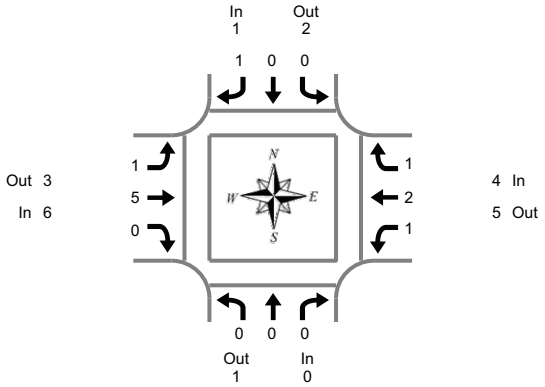
| By Movement | Northbound Diane Way | | | | Southbound Diane Way | | | | Eastbound Crystal Dr | | | | Westbound Crystal Dr | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| Volume | 15 | 4 | 24 | 43 | 2 | 1 | 8 | 11 | 11 | 103 | 2 | 116 | 37 | 95 | 7 | 139 | 309 |
| %HV | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 12.5% | 9.1% | 9.1% | 4.9% | 0.0% | 5.2% | 2.7% | 2.1% | 14.3% | 2.9% | 3.6% |
| PHF | 0.63 | 0.50 | 0.50 | 0.57 | 0.25 | 0.25 | 1.00 | 0.69 | 0.55 | 0.68 | 0.50 | 0.74 | 0.51 | 0.66 | 0.44 | 0.60 | 0.65 |

### *Rolling Hour Summary*
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Diane Way | | | | Southbound Diane Way | | | | Eastbound Crystal Dr | | | | Westbound Crystal Dr | | | | Interval Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | | North | South | East | West |
| 3:00 PM | 15 | 4 | 24 | 0 | 2 | 1 | 8 | 0 | 11 | 103 | 2 | 0 | 37 | 95 | 7 | 0 | 309 | 9 | 3 | 5 | 2 |
| 3:15 PM | 10 | 3 | 14 | 0 | 5 | 1 | 12 | 0 | 16 | 86 | 4 | 0 | 20 | 71 | 5 | 0 | 247 | 7 | 2 | 3 | 2 |
| 3:30 PM | 10 | 4 | 12 | 0 | 4 | 1 | 10 | 0 | 14 | 82 | 4 | 0 | 17 | 63 | 2 | 0 | 223 | 4 | 0 | 1 | 1 |
| 3:45 PM | 5 | 4 | 10 | 0 | 4 | 1 | 11 | 0 | 14 | 95 | 5 | 0 | 14 | 58 | 3 | 0 | 224 | 2 | 0 | 0 | 1 |
| 4:00 PM | 2 | 2 | 11 | 0 | 7 | 1 | 12 | 0 | 15 | 113 | 6 | 0 | 15 | 57 | 4 | 0 | 245 | 2 | 1 | 0 | 4 |
| 4:15 PM | 5 | 1 | 14 | 0 | 5 | 1 | 7 | 0 | 11 | 113 | 5 | 0 | 16 | 67 | 2 | 0 | 247 | 5 | 1 | 0 | 5 |
| 4:30 PM | 5 | 0 | 19 | 0 | 4 | 1 | 9 | 0 | 9 | 122 | 9 | 0 | 15 | 65 | 3 | 0 | 261 | 4 | 1 | 3 | 5 |
| 4:45 PM | 8 | 0 | 22 | 0 | 6 | 2 | 10 | 0 | 10 | 113 | 7 | 0 | 15 | 69 | 2 | 0 | 264 | 4 | 1 | 6 | 5 |
| 5:00 PM | 9 | 0 | 19 | 0 | 4 | 1 | 7 | 0 | 9 | 116 | 10 | 0 | 14 | 69 | 1 | 0 | 259 | 4 | 0 | 9 | 2 |

# Heavy Vehicle Summary

Clay Carney
(503) 833-2740




**Peak Hour Summary**
***3:00 PM to 4:00 PM***

# Diane Way & Crystal Dr

***Tuesday, May 26, 2009***
***3:00 PM to 6:00 PM***

***Heavy Vehicle 15-Minute Interval Summary***
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Diane Way | | | | Southbound Diane Way | | | | Eastbound Crystal Dr | | | | Westbound Crystal Dr | | | | Interval Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 2 | 0 | 3 | 5 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 0 | 4 | 0 | 0 | 1 | 1 | 6 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 3 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Survey | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 9 | 0 | 11 | 1 | 6 | 1 | 8 | 20 |

***Heavy Vehicle Peak Hour Summary***
***3:00 PM to 4:00 PM***

| By Approach | Northbound Diane Way | | | Southbound Diane Way | | | Eastbound Crystal Dr | | | Westbound Crystal Dr | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total | In | Out | Total | In | Out | Total | |
| Volume | 0 | 1 | 1 | 1 | 2 | 3 | 6 | 3 | 9 | 4 | 5 | 9 | 11 |
| PHF | 0.00 | | | 0.25 | | | 0.25 | | | 0.25 | | | 0.25 |

| By Movement | Northbound Diane Way | | | | Southbound Diane Way | | | | Eastbound Crystal Dr | | | | Westbound Crystal Dr | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 5 | 0 | 6 | 1 | 2 | 1 | 4 | 11 |
| PHF | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.25 | 0.25 | 0.25 | 0.25 | 0.00 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 |

***Heavy Vehicle Rolling Hour Summary***
***3:00 PM to 6:00 PM***

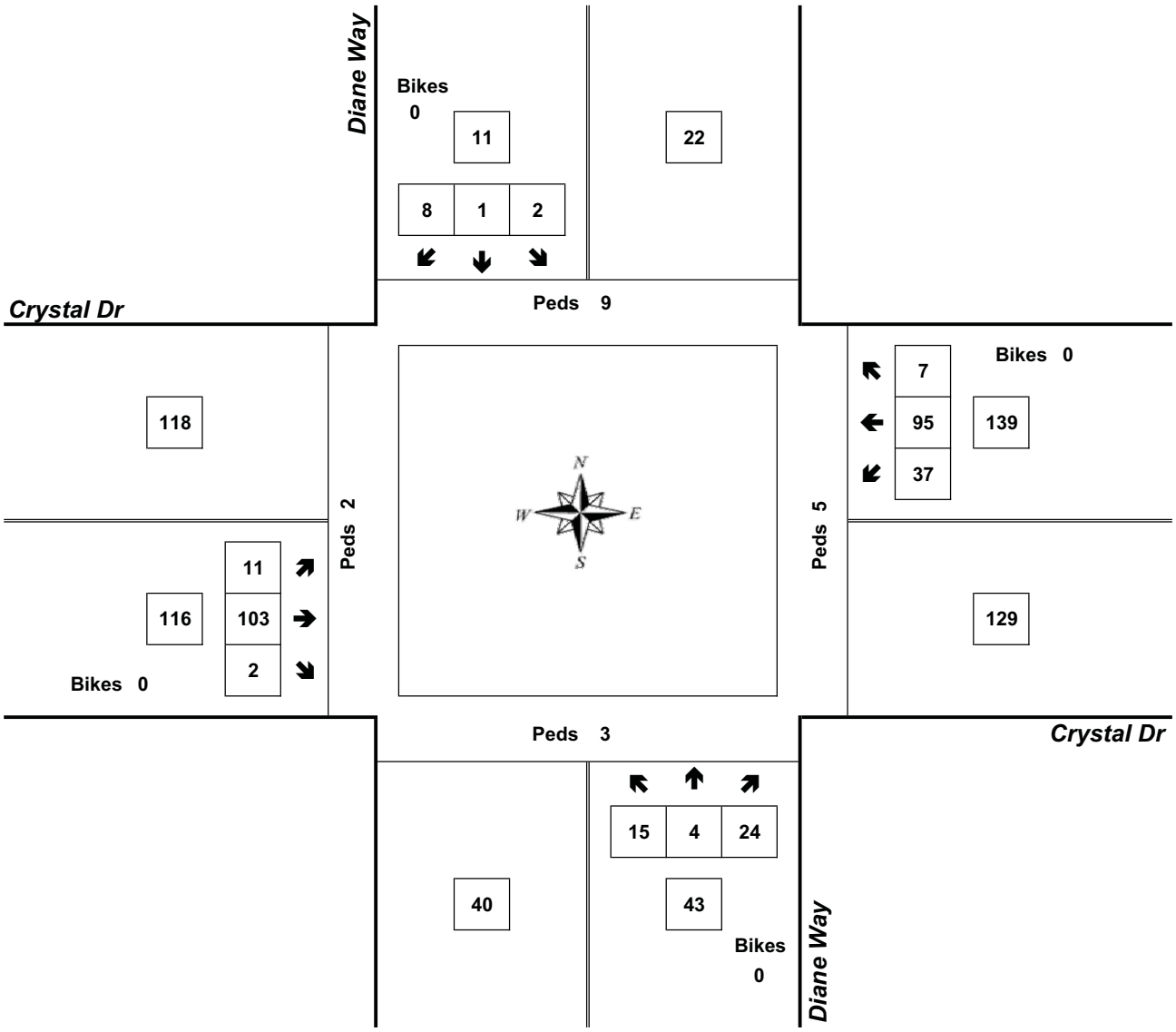
| Interval Start Time | Northbound Diane Way | | | | Southbound Diane Way | | | | Eastbound Crystal Dr | | | | Westbound Crystal Dr | | | | Interval Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 5 | 0 | 6 | 1 | 2 | 1 | 4 | 11 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 4 | 0 | 5 | 0 | 0 | 1 | 1 | 7 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 1 | 4 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 2 | 0 | 2 | 5 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 2 | 0 | 2 | 6 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 4 | 0 | 2 | 0 | 2 | 6 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 3 | 0 | 3 | 5 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 2 | 4 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 3 |

## Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

# Diane Way & Crystal Dr

**3:00 PM to 4:00 PM**
**Tuesday, May 26, 2009**

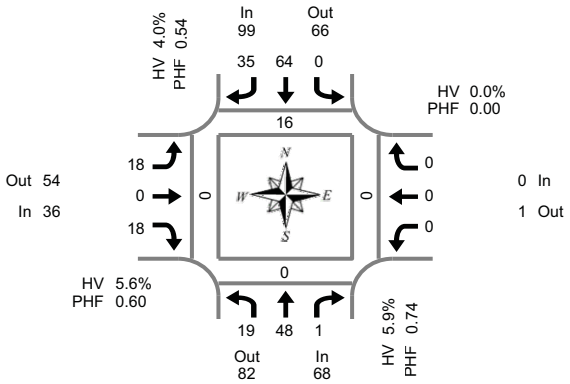



| Approach | PHF | HV% | Volume |
|---|---|---|---|
| **EB** | 0.74 | 5.2% | 116 |
| **WB** | 0.60 | 2.9% | 139 |
| **NB** | 0.57 | 0.0% | 43 |
| **SB** | 0.69 | 9.1% | 11 |
| **Intersection** | 0.65 | 3.6% | 309 |

Count Period: 3:00 PM to 6:00 PM

# Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740




**Peak Hour Summary**
***3:00 PM to 4:00 PM***

# Reese Creek Rd & Crystal Dr

***Tuesday, May 26, 2009***
***3:00 PM to 6:00 PM***

### *15-Minute Interval Summary*
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Reese Creek Rd | | | | Southbound Reese Creek Rd | | | | Eastbound Crystal Dr | | | | Westbound Crystal Dr | | | | Interval Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | | North | South | East | West |
| 3:00 PM | 6 | 17 | 0 | 0 | 0 | 26 | 20 | 0 | 8 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 84 | 10 | 0 | 0 | 0 |
| 3:15 PM | 7 | 15 | 1 | 0 | 0 | 12 | 9 | 0 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 54 | 6 | 0 | 0 | 0 |
| 3:30 PM | 3 | 5 | 0 | 0 | 0 | 15 | 1 | 0 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 0 |
| 3:45 PM | 3 | 11 | 0 | 0 | 0 | 11 | 5 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 0 |
| 4:00 PM | 2 | 12 | 0 | 0 | 0 | 9 | 3 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 0 |
| 4:15 PM | 6 | 6 | 0 | 0 | 0 | 8 | 3 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 |
| 4:30 PM | 2 | 6 | 0 | 0 | 0 | 3 | 3 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 18 | 3 | 0 | 0 | 0 |
| 4:45 PM | 1 | 11 | 0 | 0 | 0 | 9 | 0 | 0 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 |
| 5:00 PM | 8 | 10 | 1 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 3 |
| 5:15 PM | 2 | 14 | 0 | 0 | 0 | 3 | 2 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 |
| 5:30 PM | 3 | 11 | 0 | 0 | 0 | 10 | 2 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 0 |
| 5:45 PM | 1 | 7 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 |
| Total Survey | 44 | 125 | 2 | 0 | 0 | 113 | 51 | 0 | 35 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 408 | 19 | 0 | 0 | 3 |

### *Peak Hour Summary*
***3:00 PM to 4:00 PM***

| By Approach | Northbound Reese Creek Rd | | | | Southbound Reese Creek Rd | | | | Eastbound Crystal Dr | | | | Westbound Crystal Dr | | | | Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | Bikes | In | Out | Total | Bikes | In | Out | Total | Bikes | In | Out | Total | Bikes | | North | South | East | West |
| Volume | 68 | 82 | 150 | 0 | 99 | 66 | 165 | 0 | 36 | 54 | 90 | 0 | 0 | 1 | 1 | 0 | 203 | 16 | 0 | 0 | 0 |
| %HV | 5.9% | | | | 4.0% | | | | 5.6% | | | | 0.0% | | | | 4.9% | | | | |
| PHF | 0.74 | | | | 0.54 | | | | 0.60 | | | | 0.00 | | | | 0.60 | | | | |

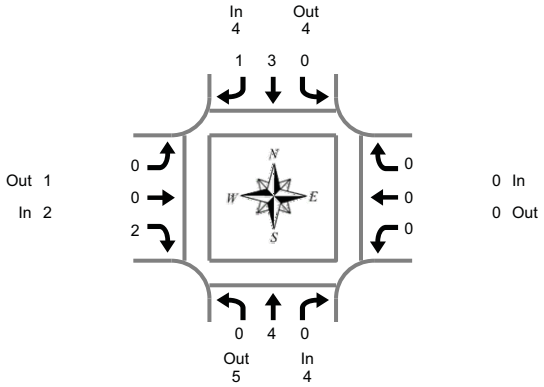
| By Movement | Northbound Reese Creek Rd | | | | Southbound Reese Creek Rd | | | | Eastbound Crystal Dr | | | | Westbound Crystal Dr | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| Volume | 19 | 48 | 1 | 68 | 0 | 64 | 35 | 99 | 18 | 0 | 18 | 36 | 0 | 0 | 0 | 0 | 203 |
| %HV | 0.0% | 8.3% | 0.0% | 5.9% | 0.0% | 4.7% | 2.9% | 4.0% | 0.0% | 0.0% | 11.1% | 5.6% | 0.0% | 0.0% | 0.0% | 0.0% | 4.9% |
| PHF | 0.68 | 0.71 | 0.25 | 0.74 | 0.00 | 0.62 | 0.44 | 0.54 | 0.56 | 0.00 | 0.64 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.60 |

### *Rolling Hour Summary*
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Reese Creek Rd | | | | Southbound Reese Creek Rd | | | | Eastbound Crystal Dr | | | | Westbound Crystal Dr | | | | Interval Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | | North | South | East | West |
| 3:00 PM | 19 | 48 | 1 | 0 | 0 | 64 | 35 | 0 | 18 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 203 | 16 | 0 | 0 | 0 |
| 3:15 PM | 15 | 43 | 1 | 0 | 0 | 47 | 18 | 0 | 12 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 151 | 6 | 0 | 0 | 0 |
| 3:30 PM | 14 | 34 | 0 | 0 | 0 | 43 | 12 | 0 | 8 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 123 | 0 | 0 | 0 | 0 |
| 3:45 PM | 13 | 35 | 0 | 0 | 0 | 31 | 14 | 0 | 8 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 110 | 3 | 0 | 0 | 0 |
| 4:00 PM | 11 | 35 | 0 | 0 | 0 | 29 | 9 | 0 | 11 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 105 | 3 | 0 | 0 | 0 |
| 4:15 PM | 17 | 33 | 1 | 0 | 0 | 21 | 8 | 0 | 10 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 99 | 3 | 0 | 0 | 3 |
| 4:30 PM | 13 | 41 | 1 | 0 | 0 | 16 | 7 | 0 | 11 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 98 | 3 | 0 | 0 | 3 |
| 4:45 PM | 14 | 46 | 1 | 0 | 0 | 23 | 6 | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 112 | 0 | 0 | 0 | 3 |
| 5:00 PM | 14 | 42 | 1 | 0 | 0 | 20 | 7 | 0 | 6 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 3 |

# Heavy Vehicle Summary

Clay Carney
(503) 833-2740




# Reese Creek Rd & Crystal Dr

***Tuesday, May 26, 2009***
***3:00 PM to 6:00 PM***

***Peak Hour Summary***
***3:00 PM to 4:00 PM***

***Heavy Vehicle 15-Minute Interval Summary***
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Reese Creek Rd | | | | Southbound Reese Creek Rd | | | | Eastbound Crystal Dr | | | | Westbound Crystal Dr | | | | Interval Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| 3:00 PM | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:15 PM | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 3 |
| 3:45 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Survey | 1 | 5 | 0 | 6 | 0 | 5 | 1 | 6 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 14 |

***Heavy Vehicle Peak Hour Summary***
***3:00 PM to 4:00 PM***

| By Approach | Northbound Reese Creek Rd | | | Southbound Reese Creek Rd | | | Eastbound Crystal Dr | | | Westbound Crystal Dr | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total | In | Out | Total | In | Out | Total | |
| Volume | 4 | 5 | 9 | 4 | 4 | 8 | 2 | 1 | 3 | 0 | 0 | 0 | 10 |
| PHF | 0.33 | | | 0.25 | | | 0.25 | | | 0.00 | | | 0.31 |

| By Movement | Northbound Reese Creek Rd | | | | Southbound Reese Creek Rd | | | | Eastbound Crystal Dr | | | | Westbound Crystal Dr | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| Volume | 0 | 4 | 0 | 4 | 0 | 3 | 1 | 4 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 10 |
| PHF | 0.00 | 0.33 | 0.00 | 0.33 | 0.00 | 0.25 | 0.25 | 0.25 | 0.00 | 0.00 | 0.25 | 0.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.31 |

***Heavy Vehicle Rolling Hour Summary***
***3:00 PM to 6:00 PM***

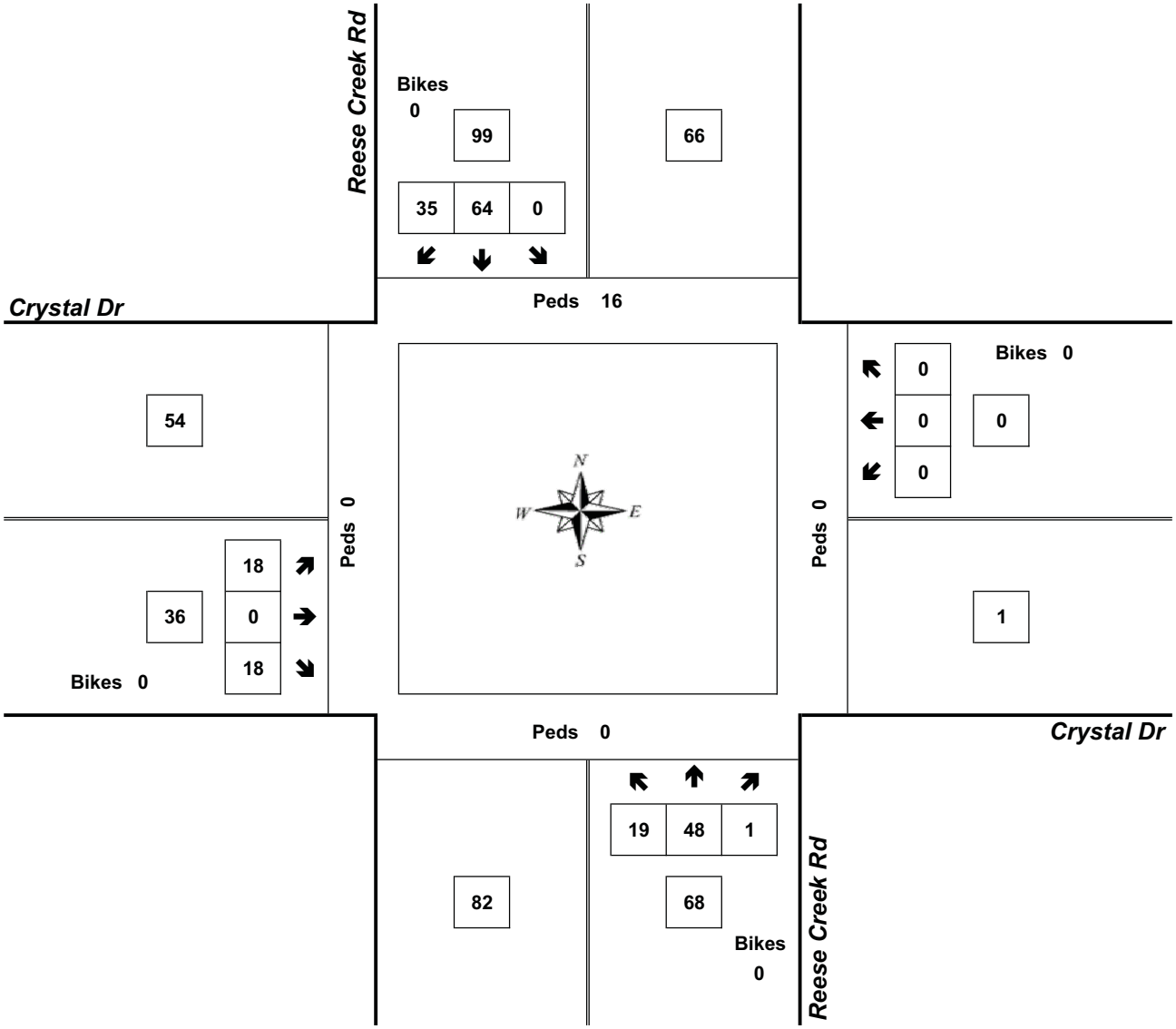
| Interval Start Time | Northbound Reese Creek Rd | | | | Southbound Reese Creek Rd | | | | Eastbound Crystal Dr | | | | Westbound Crystal Dr | | | | Interval Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| 3:00 PM | 0 | 4 | 0 | 4 | 0 | 3 | 1 | 4 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 10 |
| 3:15 PM | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 8 |
| 3:30 PM | 1 | 2 | 0 | 3 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 7 |
| 3:45 PM | 1 | 2 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:00 PM | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:15 PM | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 PM | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 PM | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

## Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

# Reese Creek Rd & Crystal Dr

**3:00 PM to 4:00 PM**
**Tuesday, May 26, 2009**

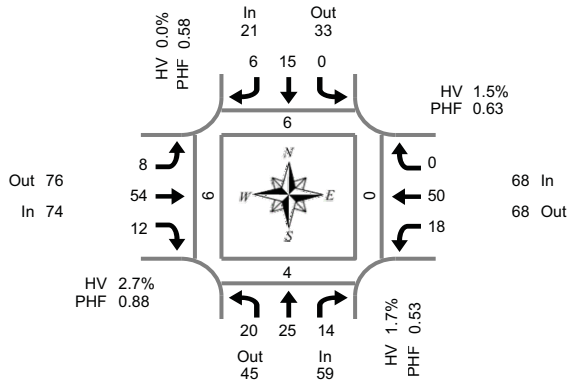



| Approach | PHF | HV% | Volume |
|---|---|---|---|
| **EB** | 0.60 | 5.6% | 36 |
| **WB** | 0.00 | 0.0% | 0 |
| **NB** | 0.74 | 5.9% | 68 |
| **SB** | 0.54 | 4.0% | 99 |
| **Intersection** | 0.60 | 4.9% | 203 |

Count Period: 3:00 PM to 6:00 PM

# Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740




# Teakwood Dr & Crystal Dr

***Tuesday, May 26, 2009***
***3:00 PM to 6:00 PM***

***Peak Hour Summary***
***3:00 PM to 4:00 PM***

### *15-Minute Interval Summary*
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Teakwood Dr | | | | Southbound Teakwood Dr | | | | Eastbound Crystal Dr | | | | Westbound Crystal Dr | | | | Interval Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | | North | South | East | West |
| 3:00 PM | 9 | 11 | 8 | 0 | 0 | 2 | 2 | 0 | 3 | 12 | 4 | 0 | 10 | 17 | 0 | 0 | 78 | 5 | 0 | 0 | 0 |
| 3:15 PM | 7 | 6 | 4 | 0 | 0 | 2 | 1 | 0 | 2 | 15 | 4 | 0 | 6 | 16 | 0 | 0 | 63 | 0 | 1 | 0 | 3 |
| 3:30 PM | 2 | 2 | 0 | 0 | 0 | 3 | 2 | 0 | 2 | 15 | 1 | 0 | 1 | 10 | 0 | 0 | 38 | 0 | 2 | 0 | 1 |
| 3:45 PM | 2 | 6 | 2 | 0 | 0 | 8 | 1 | 0 | 1 | 12 | 3 | 0 | 1 | 7 | 0 | 0 | 43 | 1 | 1 | 0 | 2 |
| 4:00 PM | 3 | 0 | 1 | 0 | 0 | 3 | 1 | 0 | 7 | 9 | 1 | 0 | 1 | 5 | 0 | 0 | 31 | 1 | 2 | 1 | 0 |
| 4:15 PM | 3 | 5 | 4 | 0 | 0 | 2 | 2 | 0 | 3 | 7 | 5 | 0 | 4 | 7 | 0 | 0 | 42 | 0 | 2 | 0 | 0 |
| 4:30 PM | 3 | 3 | 5 | 0 | 0 | 1 | 0 | 0 | 5 | 8 | 4 | 0 | 1 | 8 | 0 | 0 | 38 | 0 | 0 | 0 | 0 |
| 4:45 PM | 4 | 2 | 5 | 0 | 1 | 3 | 2 | 0 | 3 | 8 | 3 | 0 | 3 | 4 | 0 | 0 | 38 | 0 | 0 | 0 | 0 |
| 5:00 PM | 7 | 1 | 2 | 0 | 0 | 6 | 1 | 0 | 3 | 9 | 2 | 0 | 2 | 13 | 1 | 0 | 47 | 0 | 2 | 0 | 0 |
| 5:15 PM | 3 | 2 | 4 | 0 | 0 | 4 | 1 | 0 | 4 | 7 | 7 | 0 | 1 | 7 | 0 | 0 | 40 | 0 | 1 | 0 | 0 |
| 5:30 PM | 1 | 6 | 2 | 0 | 0 | 3 | 0 | 0 | 4 | 11 | 4 | 0 | 9 | 7 | 0 | 0 | 47 | 0 | 2 | 2 | 0 |
| 5:45 PM | 3 | 2 | 4 | 0 | 0 | 4 | 4 | 0 | 4 | 14 | 9 | 0 | 2 | 6 | 0 | 0 | 52 | 0 | 0 | 0 | 1 |
| Total Survey | 47 | 46 | 41 | 0 | 1 | 41 | 17 | 0 | 41 | 127 | 47 | 0 | 41 | 107 | 1 | 0 | 557 | 7 | 13 | 3 | 7 |

### *Peak Hour Summary*
***3:00 PM to 4:00 PM***

| By Approach | Northbound Teakwood Dr | | | | Southbound Teakwood Dr | | | | Eastbound Crystal Dr | | | | Westbound Crystal Dr | | | | Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | Bikes | In | Out | Total | Bikes | In | Out | Total | Bikes | In | Out | Total | Bikes | | North | South | East | West |
| Volume | 59 | 45 | 104 | 0 | 21 | 33 | 54 | 0 | 74 | 76 | 150 | 0 | 68 | 68 | 136 | 0 | 222 | 6 | 4 | 0 | 6 |
| %HV | 1.7% | | | | 0.0% | | | | 2.7% | | | | 1.5% | | | | 1.8% | | | | |
| PHF | 0.53 | | | | 0.58 | | | | 0.88 | | | | 0.63 | | | | 0.71 | | | | |

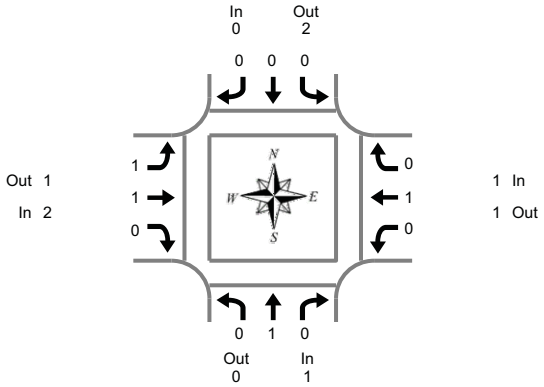
| By Movement | Northbound Teakwood Dr | | | | Southbound Teakwood Dr | | | | Eastbound Crystal Dr | | | | Westbound Crystal Dr | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| Volume | 20 | 25 | 14 | 59 | 0 | 15 | 6 | 21 | 8 | 54 | 12 | 74 | 18 | 50 | 0 | 68 | 222 |
| %HV | 0.0% | 4.0% | 0.0% | 1.7% | 0.0% | 0.0% | 0.0% | 0.0% | 12.5% | 1.9% | 0.0% | 2.7% | 0.0% | 2.0% | 0.0% | 1.5% | 1.8% |
| PHF | 0.56 | 0.57 | 0.44 | 0.53 | 0.00 | 0.47 | 0.75 | 0.58 | 0.67 | 0.90 | 0.75 | 0.88 | 0.45 | 0.74 | 0.00 | 0.63 | 0.71 |

### *Rolling Hour Summary*
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Teakwood Dr | | | | Southbound Teakwood Dr | | | | Eastbound Crystal Dr | | | | Westbound Crystal Dr | | | | Interval Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | | North | South | East | West |
| 3:00 PM | 20 | 25 | 14 | 0 | 0 | 15 | 6 | 0 | 8 | 54 | 12 | 0 | 18 | 50 | 0 | 0 | 222 | 6 | 4 | 0 | 6 |
| 3:15 PM | 14 | 14 | 7 | 0 | 0 | 16 | 5 | 0 | 12 | 51 | 9 | 0 | 9 | 38 | 0 | 0 | 175 | 2 | 6 | 1 | 6 |
| 3:30 PM | 10 | 13 | 7 | 0 | 0 | 16 | 6 | 0 | 13 | 43 | 10 | 0 | 7 | 29 | 0 | 0 | 154 | 2 | 7 | 1 | 3 |
| 3:45 PM | 11 | 14 | 12 | 0 | 0 | 14 | 4 | 0 | 16 | 36 | 13 | 0 | 7 | 27 | 0 | 0 | 154 | 2 | 5 | 1 | 2 |
| 4:00 PM | 13 | 10 | 15 | 0 | 1 | 9 | 5 | 0 | 18 | 32 | 13 | 0 | 9 | 24 | 0 | 0 | 149 | 1 | 4 | 1 | 0 |
| 4:15 PM | 17 | 11 | 16 | 0 | 1 | 12 | 5 | 0 | 14 | 32 | 14 | 0 | 10 | 32 | 1 | 0 | 165 | 0 | 4 | 0 | 0 |
| 4:30 PM | 17 | 8 | 16 | 0 | 1 | 14 | 4 | 0 | 15 | 32 | 16 | 0 | 7 | 32 | 1 | 0 | 163 | 0 | 3 | 0 | 0 |
| 4:45 PM | 15 | 11 | 13 | 0 | 1 | 16 | 4 | 0 | 14 | 35 | 16 | 0 | 15 | 31 | 1 | 0 | 172 | 0 | 5 | 2 | 0 |
| 5:00 PM | 14 | 11 | 12 | 0 | 0 | 17 | 6 | 0 | 15 | 41 | 22 | 0 | 14 | 33 | 1 | 0 | 186 | 0 | 5 | 2 | 1 |

# Heavy Vehicle Summary

Clay Carney
(503) 833-2740




# Teakwood Dr & Crystal Dr

***Tuesday, May 26, 2009***
***3:00 PM to 6:00 PM***

***Peak Hour Summary***
***3:00 PM to 4:00 PM***

***Heavy Vehicle 15-Minute Interval Summary***
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Teakwood Dr | | | | Southbound Teakwood Dr | | | | Eastbound Crystal Dr | | | | Westbound Crystal Dr | | | | Interval Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| 3:00 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 3 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| 5:30 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Survey | 1 | 1 | 2 | 4 | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 3 | 0 | 4 | 0 | 4 | 12 |

***Heavy Vehicle Peak Hour Summary***
***3:00 PM to 4:00 PM***

| By Approach | Northbound Teakwood Dr | | | Southbound Teakwood Dr | | | Eastbound Crystal Dr | | | Westbound Crystal Dr | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total | In | Out | Total | In | Out | Total | |
| Volume | 1 | 0 | 1 | 0 | 2 | 2 | 2 | 1 | 3 | 1 | 1 | 2 | 4 |
| PHF | 0.13 | | | 0.00 | | | 0.25 | | | 0.13 | | | 0.25 |

| By Movement | Northbound Teakwood Dr | | | | Southbound Teakwood Dr | | | | Eastbound Crystal Dr | | | | Westbound Crystal Dr | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| Volume | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 4 |
| PHF | 0.00 | 0.25 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.25 | 0.25 | 0.00 | 0.25 | 0.00 | 0.13 | 0.00 | 0.13 | 0.25 |

***Heavy Vehicle Rolling Hour Summary***
***3:00 PM to 6:00 PM***

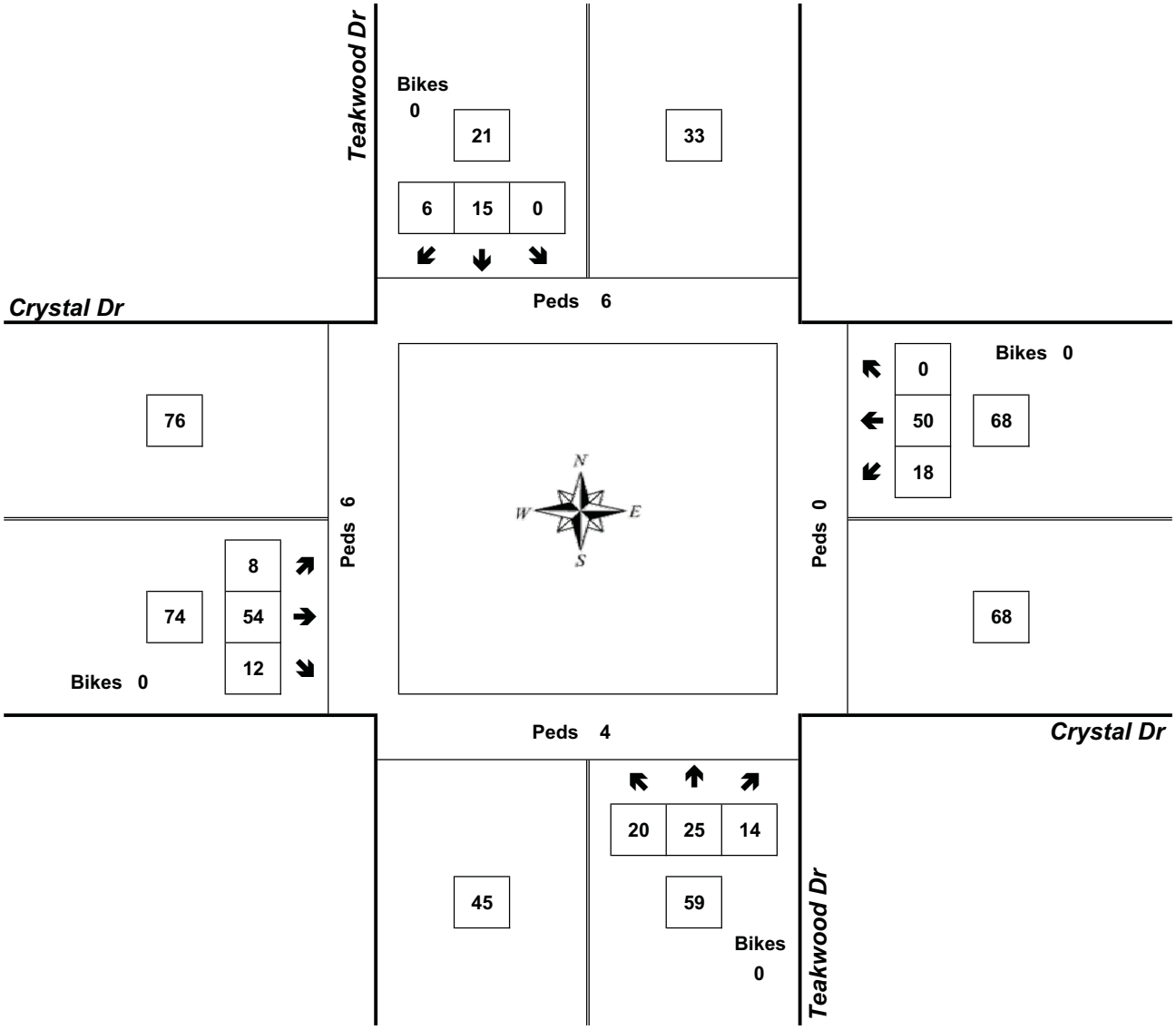
| Interval Start Time | Northbound Teakwood Dr | | | | Southbound Teakwood Dr | | | | Eastbound Crystal Dr | | | | Westbound Crystal Dr | | | | Interval Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| 3:00 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 4 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 3:30 PM | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 4 |
| 3:45 PM | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 4:00 PM | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 5 |
| 4:15 PM | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 4 |
| 4:30 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 4 |
| 4:45 PM | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 5 |
| 5:00 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 3 |

## Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

# Teakwood Dr & Crystal Dr

**3:00 PM to 4:00 PM**
**Tuesday, May 26, 2009**

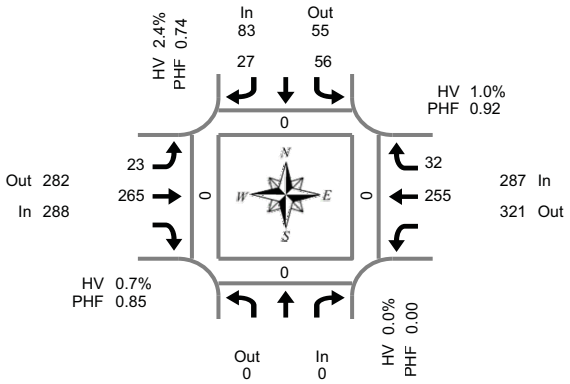



| Approach | PHF | HV% | Volume |
|---|---|---|---|
| **EB** | 0.88 | 2.7% | 74 |
| **WB** | 0.63 | 1.5% | 68 |
| **NB** | 0.53 | 1.7% | 59 |
| **SB** | 0.58 | 0.0% | 21 |
| **Intersection** | 0.71 | 1.8% | 222 |

Count Period: 3:00 PM to 6:00 PM

# Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740




**Peak Hour Summary**
***4:15 PM to 5:15 PM***

# Linn Rd & Hannon Dr

***Wednesday, May 27, 2009***
***3:00 PM to 6:00 PM***

### *15-Minute Interval Summary*
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Linn Rd | | | | Southbound Linn Rd | | | | Eastbound Hannon Dr | | | | Westbound Hannon Dr | | | | Interval Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Bikes | L | | R | Bikes | L | T | | Bikes | | T | R | Bikes | | North | South | East | West |
| 3:00 PM | | | | 0 | 7 | | 0 | 0 | 3 | 65 | | 0 | | 60 | 7 | 0 | 142 | 1 | 0 | 0 | 0 |
| 3:15 PM | | | | 0 | 7 | | 3 | 0 | 6 | 67 | | 0 | | 69 | 6 | 0 | 158 | 0 | 0 | 0 | 0 |
| 3:30 PM | | | | 0 | 7 | | 3 | 0 | 5 | 68 | | 0 | | 56 | 7 | 0 | 146 | 0 | 0 | 0 | 0 |
| 3:45 PM | | | | 0 | 9 | | 5 | 0 | 5 | 65 | | 0 | | 40 | 12 | 0 | 136 | 1 | 0 | 0 | 0 |
| 4:00 PM | | | | 0 | 12 | | 1 | 0 | 3 | 52 | | 0 | | 59 | 11 | 0 | 138 | 0 | 0 | 0 | 0 |
| 4:15 PM | | | | 0 | 13 | | 5 | 0 | 6 | 79 | | 0 | | 56 | 8 | 0 | 167 | 0 | 0 | 0 | 0 |
| 4:30 PM | | | | 0 | 10 | | 7 | 0 | 2 | 62 | | 0 | | 73 | 5 | 0 | 159 | 0 | 0 | 0 | 0 |
| 4:45 PM | | | | 0 | 18 | | 10 | 0 | 8 | 63 | | 0 | | 57 | 13 | 0 | 169 | 0 | 0 | 0 | 0 |
| 5:00 PM | | | | 0 | 15 | | 5 | 0 | 7 | 61 | | 0 | | 69 | 6 | 0 | 163 | 0 | 0 | 0 | 0 |
| 5:15 PM | | | | 0 | 15 | | 5 | 0 | 5 | 62 | | 0 | | 46 | 14 | 0 | 147 | 0 | 0 | 0 | 0 |
| 5:30 PM | | | | 0 | 11 | | 7 | 0 | 6 | 40 | | 0 | | 59 | 8 | 0 | 131 | 0 | 0 | 0 | 0 |
| 5:45 PM | | | | 0 | 13 | | 1 | 0 | 8 | 51 | | 0 | | 44 | 7 | 0 | 124 | 0 | 0 | 0 | 0 |
| Total Survey | | | | 0 | 137 | | 52 | 0 | 64 | 735 | | 0 | | 688 | 104 | 0 | 1,780 | 2 | 0 | 0 | 0 |

### *Peak Hour Summary*
***4:15 PM to 5:15 PM***

| By Approach | Northbound Linn Rd | | | | Southbound Linn Rd | | | | Eastbound Hannon Dr | | | | Westbound Hannon Dr | | | | Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | Bikes | In | Out | Total | Bikes | In | Out | Total | Bikes | In | Out | Total | Bikes | | North | South | East | West |
| Volume | 0 | 0 | 0 | 0 | 83 | 55 | 138 | 0 | 288 | 282 | 570 | 0 | 287 | 321 | 608 | 0 | 658 | 0 | 0 | 0 | 0 |
| %HV | 0.0% | | | | 2.4% | | | | 0.7% | | | | 1.0% | | | | 1.1% | | | | |
| PHF | 0.00 | | | | 0.74 | | | | 0.85 | | | | 0.92 | | | | 0.97 | | | | |

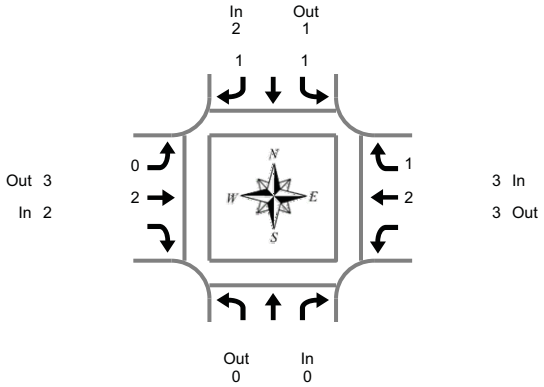
| By Movement | Northbound Linn Rd | | | | Southbound Linn Rd | | | | Eastbound Hannon Dr | | | | Westbound Hannon Dr | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Total | L | | R | Total | L | T | | Total | | T | R | Total | |
| Volume | | | | 0 | 56 | | 27 | 83 | 23 | 265 | | 288 | | 255 | 32 | 287 | 658 |
| %HV | NA | NA | NA | 0.0% | 1.8% | NA | 3.7% | 2.4% | 0.0% | 0.8% | NA | 0.7% | NA | 0.8% | 3.1% | 1.0% | 1.1% |
| PHF | | | | 0.00 | 0.78 | | 0.68 | 0.74 | 0.72 | 0.84 | | 0.85 | | 0.87 | 0.62 | 0.92 | 0.97 |

### *Rolling Hour Summary*
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Linn Rd | | | | Southbound Linn Rd | | | | Eastbound Hannon Dr | | | | Westbound Hannon Dr | | | | Interval Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Bikes | L | | R | Bikes | L | T | | Bikes | | T | R | Bikes | | North | South | East | West |
| 3:00 PM | | | | 0 | 30 | | 11 | 0 | 19 | 265 | | 0 | | 225 | 32 | 0 | 582 | 2 | 0 | 0 | 0 |
| 3:15 PM | | | | 0 | 35 | | 12 | 0 | 19 | 252 | | 0 | | 224 | 36 | 0 | 578 | 1 | 0 | 0 | 0 |
| 3:30 PM | | | | 0 | 41 | | 14 | 0 | 19 | 264 | | 0 | | 211 | 38 | 0 | 587 | 1 | 0 | 0 | 0 |
| 3:45 PM | | | | 0 | 44 | | 18 | 0 | 16 | 258 | | 0 | | 228 | 36 | 0 | 600 | 1 | 0 | 0 | 0 |
| 4:00 PM | | | | 0 | 53 | | 23 | 0 | 19 | 256 | | 0 | | 245 | 37 | 0 | 633 | 0 | 0 | 0 | 0 |
| 4:15 PM | | | | 0 | 56 | | 27 | 0 | 23 | 265 | | 0 | | 255 | 32 | 0 | 658 | 0 | 0 | 0 | 0 |
| 4:30 PM | | | | 0 | 58 | | 27 | 0 | 22 | 248 | | 0 | | 245 | 38 | 0 | 638 | 0 | 0 | 0 | 0 |
| 4:45 PM | | | | 0 | 59 | | 27 | 0 | 26 | 226 | | 0 | | 231 | 41 | 0 | 610 | 0 | 0 | 0 | 0 |
| 5:00 PM | | | | 0 | 54 | | 18 | 0 | 26 | 214 | | 0 | | 218 | 35 | 0 | 565 | 0 | 0 | 0 | 0 |

## Heavy Vehicle Summary

Clay Carney
(503) 833-2740




# Linn Rd & Hannon Dr

***Wednesday, May 27, 2009***
***3:00 PM to 6:00 PM***

***Peak Hour Summary***
***4:15 PM to 5:15 PM***

### *Heavy Vehicle 15-Minute Interval Summary*
### *3:00 PM to 6:00 PM*

| Interval Start Time | Northbound Linn Rd | | | | Southbound Linn Rd | | | | Eastbound Hannon Dr | | | | Westbound Hannon Dr | | | | Interval Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Total | L | | R | Total | L | T | | Total | | T | R | Total | |
| 3:00 PM | | | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | 1 | 1 | 1 |
| 3:15 PM | | | | 0 | 0 | | 0 | 0 | 1 | 1 | | 2 | | 3 | 0 | 3 | 5 |
| 3:30 PM | | | | 0 | 0 | | 0 | 0 | 0 | 4 | | 4 | | 1 | 0 | 1 | 5 |
| 3:45 PM | | | | 0 | 0 | | 0 | 0 | 1 | 2 | | 3 | | 0 | 1 | 1 | 4 |
| 4:00 PM | | | | 0 | 0 | | 1 | 1 | 0 | 2 | | 2 | | 1 | 1 | 2 | 5 |
| 4:15 PM | | | | 0 | 1 | | 0 | 1 | 0 | 2 | | 2 | | 1 | 1 | 2 | 5 |
| 4:30 PM | | | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 |
| 4:45 PM | | | | 0 | 0 | | 1 | 1 | 0 | 0 | | 0 | | 0 | 0 | 0 | 1 |
| 5:00 PM | | | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 1 | 0 | 1 | 1 |
| 5:15 PM | | | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 1 | 1 | 2 | 2 |
| 5:30 PM | | | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | 1 | 1 | 1 |
| 5:45 PM | | | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 |
| Total Survey | | | | 0 | 1 | | 2 | 3 | 2 | 11 | | 13 | | 8 | 6 | 14 | 30 |

### *Heavy Vehicle Peak Hour Summary*
### *4:15 PM to 5:15 PM*

| By Approach | Northbound Linn Rd | | | Southbound Linn Rd | | | Eastbound Hannon Dr | | | Westbound Hannon Dr | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total | In | Out | Total | In | Out | Total | |
| Volume | 0 | 0 | 0 | 2 | 1 | 3 | 2 | 3 | 5 | 3 | 3 | 6 | 7 |
| PHF | 0.00 | | | 0.25 | | | 0.06 | | | 0.15 | | | 0.13 |

| By Movement | Northbound Linn Rd | | | | Southbound Linn Rd | | | | Eastbound Hannon Dr | | | | Westbound Hannon Dr | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Total | L | | R | Total | L | T | | Total | | T | R | Total | |
| Volume | | | | 0 | 1 | | 1 | 2 | 0 | 2 | | 2 | | 2 | 1 | 3 | 7 |
| PHF | | | | 0.00 | 0.25 | | 0.25 | 0.25 | 0.00 | 0.06 | | 0.06 | | 0.13 | 0.08 | 0.15 | 0.13 |

### *Heavy Vehicle Rolling Hour Summary*
### *3:00 PM to 6:00 PM*

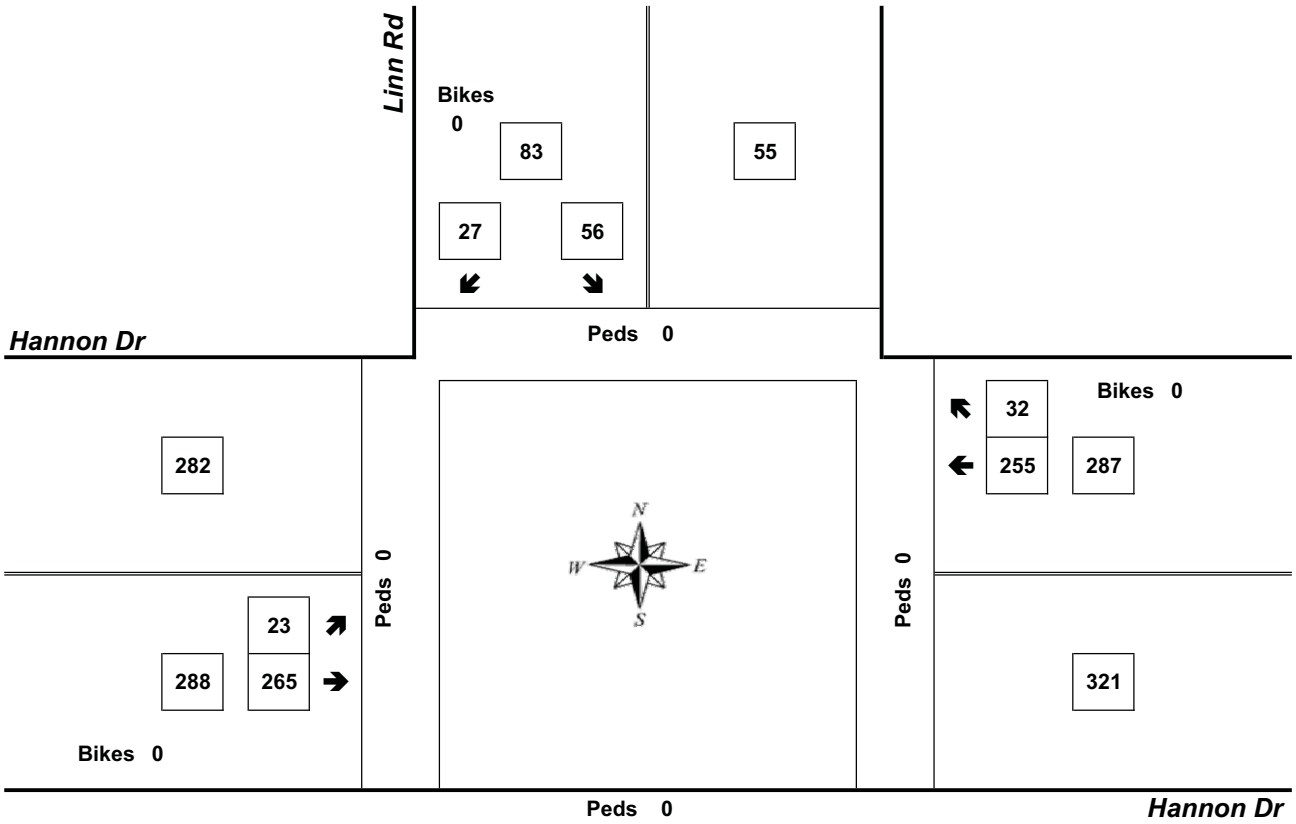
| Interval Start Time | Northbound Linn Rd | | | | Southbound Linn Rd | | | | Eastbound Hannon Dr | | | | Westbound Hannon Dr | | | | Interval Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Total | L | | R | Total | L | T | | Total | | T | R | Total | |
| 3:00 PM | | | | 0 | 0 | | 0 | 0 | 2 | 7 | | 9 | | 4 | 2 | 6 | 15 |
| 3:15 PM | | | | 0 | 0 | | 1 | 1 | 2 | 9 | | 11 | | 5 | 2 | 7 | 19 |
| 3:30 PM | | | | 0 | 1 | | 1 | 2 | 1 | 10 | | 11 | | 3 | 3 | 6 | 19 |
| 3:45 PM | | | | 0 | 1 | | 1 | 2 | 1 | 6 | | 7 | | 2 | 3 | 5 | 14 |
| 4:00 PM | | | | 0 | 1 | | 2 | 3 | 0 | 4 | | 4 | | 2 | 2 | 4 | 11 |
| 4:15 PM | | | | 0 | 1 | | 1 | 2 | 0 | 2 | | 2 | | 2 | 1 | 3 | 7 |
| 4:30 PM | | | | 0 | 0 | | 1 | 1 | 0 | 0 | | 0 | | 2 | 1 | 3 | 4 |
| 4:45 PM | | | | 0 | 0 | | 1 | 1 | 0 | 0 | | 0 | | 2 | 2 | 4 | 5 |
| 5:00 PM | | | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 2 | 2 | 4 | 4 |

## Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

# Linn Rd & Hannon Dr

**4:15 PM to 5:15 PM**
**Wednesday, May 27, 2009**



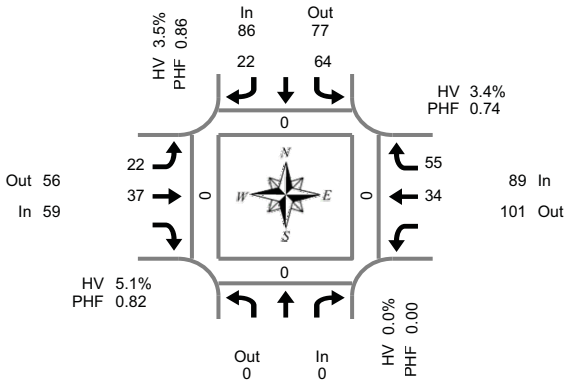

Bikes
0

| Approach | PHF | HV% | Volume |
|---|---|---|---|
| **EB** | 0.85 | 0.7% | 288 |
| **WB** | 0.92 | 1.0% | 287 |
| **NB** | 0.00 | 0.0% | 0 |
| **SB** | 0.74 | 2.4% | 83 |
| **Intersection** | 0.97 | 1.1% | 658 |

Count Period: 3:00 PM to 6:00 PM

# Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740




**Peak Hour Summary**
**3:00 PM to 4:00 PM**

# Hannon Dr & Nick Young Rd

***Wednesday, May 27, 2009***
***3:00 PM to 6:00 PM***

### *15-Minute Interval Summary*
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Hannon Dr | | | | Southbound Hannon Dr | | | | Eastbound Nick Young Rd | | | | Westbound Nick Young Rd | | | | Interval Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Bikes | L | | R | Bikes | L | T | | Bikes | T | R | Bikes | | North | South | East | West |
| 3:00 PM | | | | 0 | 13 | | 3 | 0 | 5 | 13 | | 0 | 8 | 22 | 0 | 64 | 0 | 0 | 0 | 0 |
| 3:15 PM | | | | 0 | 20 | | 4 | 0 | 5 | 4 | | 0 | 7 | 14 | 0 | 54 | 0 | 0 | 0 | 0 |
| 3:30 PM | | | | 0 | 15 | | 10 | 0 | 5 | 9 | | 0 | 12 | 8 | 0 | 59 | 0 | 0 | 0 | 0 |
| 3:45 PM | | | | 0 | 16 | | 5 | 0 | 7 | 11 | | 0 | 7 | 11 | 0 | 57 | 0 | 0 | 0 | 0 |
| 4:00 PM | | | | 0 | 9 | | 3 | 0 | 5 | 15 | | 0 | 3 | 16 | 0 | 51 | 0 | 0 | 0 | 0 |
| 4:15 PM | | | | 0 | 14 | | 4 | 0 | 7 | 4 | | 0 | 4 | 18 | 0 | 51 | 0 | 0 | 0 | 0 |
| 4:30 PM | | | | 0 | 13 | | 3 | 0 | 5 | 14 | | 0 | 7 | 19 | 0 | 61 | 0 | 0 | 0 | 0 |
| 4:45 PM | | | | 0 | 11 | | 2 | 0 | 5 | 18 | | 0 | 8 | 10 | 0 | 54 | 0 | 0 | 0 | 0 |
| 5:00 PM | | | | 0 | 12 | | 4 | 0 | 7 | 12 | | 0 | 3 | 9 | 0 | 47 | 0 | 0 | 0 | 0 |
| 5:15 PM | | | | 0 | 21 | | 10 | 0 | 1 | 13 | | 0 | 2 | 12 | 0 | 59 | 0 | 0 | 0 | 0 |
| 5:30 PM | | | | 0 | 19 | | 4 | 0 | 5 | 13 | | 0 | 7 | 10 | 0 | 58 | 0 | 0 | 0 | 0 |
| 5:45 PM | | | | 0 | 10 | | 0 | 0 | 5 | 13 | | 0 | 5 | 16 | 0 | 49 | 0 | 0 | 0 | 0 |
| Total Survey | | | | 0 | 173 | | 52 | 0 | 62 | 139 | | 0 | 73 | 165 | 0 | 664 | 0 | 0 | 0 | 0 |

### *Peak Hour Summary*
***3:00 PM to 4:00 PM***

| By Approach | Northbound Hannon Dr | | | | Southbound Hannon Dr | | | | Eastbound Nick Young Rd | | | | Westbound Nick Young Rd | | | | Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | Bikes | In | Out | Total | Bikes | In | Out | Total | Bikes | In | Out | Total | Bikes | | North | South | East | West |
| Volume | 0 | 0 | 0 | 0 | 86 | 77 | 163 | 0 | 59 | 56 | 115 | 0 | 89 | 101 | 190 | 0 | 234 | 0 | 0 | 0 | 0 |
| %HV | 0.0% | | | | 3.5% | | | | 5.1% | | | | 3.4% | | | | 3.8% | | | | |
| PHF | 0.00 | | | | 0.86 | | | | 0.82 | | | | 0.74 | | | | 0.91 | | | | |

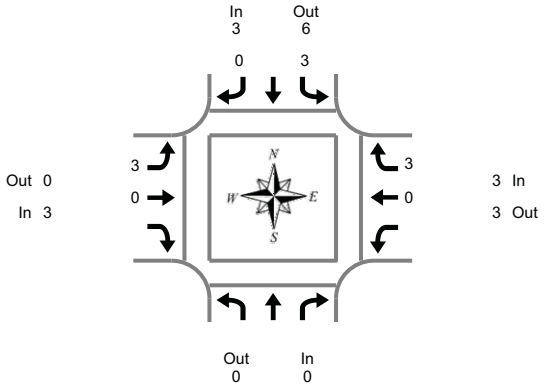
| By Movement | Northbound Hannon Dr | | | | Southbound Hannon Dr | | | | Eastbound Nick Young Rd | | | | Westbound Nick Young Rd | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Total | L | | R | Total | L | T | | Total | | T | R | Total | |
| Volume | | | | 0 | 64 | | 22 | 86 | 22 | 37 | | 59 | | 34 | 55 | 89 | 234 |
| %HV | NA | NA | NA | 0.0% | 4.7% | NA | 0.0% | 3.5% | 13.6% | 0.0% | NA | 5.1% | NA | 0.0% | 5.5% | 3.4% | 3.8% |
| PHF | | | | 0.00 | 0.80 | | 0.55 | 0.86 | 0.79 | 0.71 | | 0.82 | | 0.71 | 0.63 | 0.74 | 0.91 |

### *Rolling Hour Summary*
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Hannon Dr | | | | Southbound Hannon Dr | | | | Eastbound Nick Young Rd | | | | Westbound Nick Young Rd | | | | Interval Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Bikes | L | | R | Bikes | L | T | | Bikes | T | R | Bikes | | North | South | East | West |
| 3:00 PM | | | | 0 | 64 | | 22 | 0 | 22 | 37 | | 0 | 34 | 55 | 0 | 234 | 0 | 0 | 0 | 0 |
| 3:15 PM | | | | 0 | 60 | | 22 | 0 | 22 | 39 | | 0 | 29 | 49 | 0 | 221 | 0 | 0 | 0 | 0 |
| 3:30 PM | | | | 0 | 54 | | 22 | 0 | 24 | 39 | | 0 | 26 | 53 | 0 | 218 | 0 | 0 | 0 | 0 |
| 3:45 PM | | | | 0 | 52 | | 15 | 0 | 24 | 44 | | 0 | 21 | 64 | 0 | 220 | 0 | 0 | 0 | 0 |
| 4:00 PM | | | | 0 | 47 | | 12 | 0 | 22 | 51 | | 0 | 22 | 63 | 0 | 217 | 0 | 0 | 0 | 0 |
| 4:15 PM | | | | 0 | 50 | | 13 | 0 | 24 | 48 | | 0 | 22 | 56 | 0 | 213 | 0 | 0 | 0 | 0 |
| 4:30 PM | | | | 0 | 57 | | 19 | 0 | 18 | 57 | | 0 | 20 | 50 | 0 | 221 | 0 | 0 | 0 | 0 |
| 4:45 PM | | | | 0 | 63 | | 20 | 0 | 18 | 56 | | 0 | 20 | 41 | 0 | 218 | 0 | 0 | 0 | 0 |
| 5:00 PM | | | | 0 | 62 | | 18 | 0 | 18 | 51 | | 0 | 17 | 47 | 0 | 213 | 0 | 0 | 0 | 0 |

# Heavy Vehicle Summary

Clay Carney
(503) 833-2740




# Hannon Dr & Nick Young Rd

***Wednesday, May 27, 2009***
***3:00 PM to 6:00 PM***

***Peak Hour Summary***
***3:00 PM to 4:00 PM***

***Heavy Vehicle 15-Minute Interval Summary***
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Hannon Dr | | | | Southbound Hannon Dr | | | | Eastbound Nick Young Rd | | | | Westbound Nick Young Rd | | | | Interval Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Total | L | | R | Total | L | T | | Total | | T | R | Total | |
| 3:00 PM | | | | 0 | 1 | | 0 | 1 | 0 | 0 | | 0 | | 0 | 2 | 2 | 3 |
| 3:15 PM | | | | 0 | 1 | | 0 | 1 | 1 | 0 | | 1 | | 0 | 0 | 0 | 2 |
| 3:30 PM | | | | 0 | 1 | | 0 | 1 | 1 | 0 | | 1 | | 0 | 0 | 0 | 2 |
| 3:45 PM | | | | 0 | 0 | | 0 | 0 | 1 | 0 | | 1 | | 0 | 1 | 1 | 2 |
| 4:00 PM | | | | 0 | 0 | | 1 | 1 | 0 | 0 | | 0 | | 0 | 0 | 0 | 1 |
| 4:15 PM | | | | 0 | 1 | | 0 | 1 | 0 | 0 | | 0 | | 1 | 0 | 1 | 2 |
| 4:30 PM | | | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 |
| 4:45 PM | | | | 0 | 1 | | 0 | 1 | 0 | 0 | | 0 | | 0 | 1 | 1 | 2 |
| 5:00 PM | | | | 0 | 1 | | 0 | 1 | 0 | 1 | | 1 | | 0 | 0 | 0 | 2 |
| 5:15 PM | | | | 0 | 0 | | 1 | 1 | 0 | 0 | | 0 | | 1 | 0 | 1 | 2 |
| 5:30 PM | | | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 |
| 5:45 PM | | | | 0 | 1 | | 0 | 1 | 0 | 1 | | 1 | | 0 | 0 | 0 | 2 |
| Total Survey | | | | 0 | 7 | | 2 | 9 | 3 | 2 | | 5 | | 2 | 4 | 6 | 20 |

***Heavy Vehicle Peak Hour Summary***
***3:00 PM to 4:00 PM***

| By Approach | Northbound Hannon Dr | | | Southbound Hannon Dr | | | Eastbound Nick Young Rd | | | Westbound Nick Young Rd | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total | In | Out | Total | In | Out | Total | |
| Volume | 0 | 0 | 0 | 3 | 6 | 9 | 3 | 0 | 3 | 3 | 3 | 6 | 9 |
| PHF | 0.00 | | | 0.25 | | | 0.25 | | | 0.38 | | | 0.32 |

| By Movement | Northbound Hannon Dr | | | | Southbound Hannon Dr | | | | Eastbound Nick Young Rd | | | | Westbound Nick Young Rd | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Total | L | | R | Total | L | T | | Total | | T | R | Total | |
| Volume | | | | 0 | 3 | | 0 | 3 | 3 | 0 | | 3 | | 0 | 3 | 3 | 9 |
| PHF | | | | 0.00 | 0.25 | | 0.00 | 0.25 | 0.25 | 0.00 | | 0.25 | | 0.00 | 0.38 | 0.38 | 0.32 |

***Heavy Vehicle Rolling Hour Summary***
***3:00 PM to 6:00 PM***

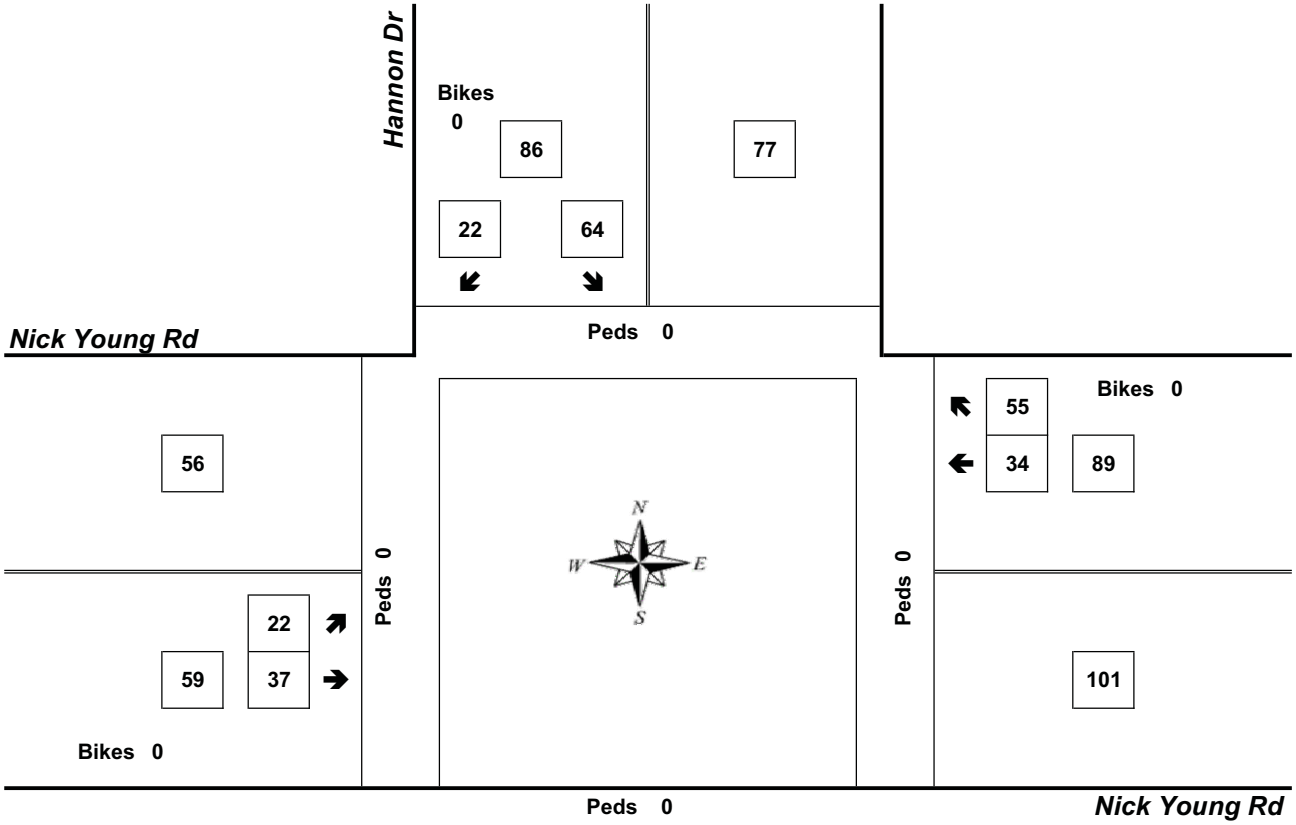
| Interval Start Time | Northbound Hannon Dr | | | | Southbound Hannon Dr | | | | Eastbound Nick Young Rd | | | | Westbound Nick Young Rd | | | | Interval Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Total | L | | R | Total | L | T | | Total | | T | R | Total | |
| 3:00 PM | | | | 0 | 3 | | 0 | 3 | 3 | 0 | | 3 | | 0 | 3 | 3 | 9 |
| 3:15 PM | | | | 0 | 2 | | 1 | 3 | 3 | 0 | | 3 | | 0 | 1 | 1 | 7 |
| 3:30 PM | | | | 0 | 2 | | 1 | 3 | 2 | 0 | | 2 | | 1 | 1 | 2 | 7 |
| 3:45 PM | | | | 0 | 1 | | 1 | 2 | 1 | 0 | | 1 | | 1 | 1 | 2 | 5 |
| 4:00 PM | | | | 0 | 2 | | 1 | 3 | 0 | 0 | | 0 | | 1 | 1 | 2 | 5 |
| 4:15 PM | | | | 0 | 3 | | 0 | 3 | 0 | 1 | | 1 | | 1 | 1 | 2 | 6 |
| 4:30 PM | | | | 0 | 2 | | 1 | 3 | 0 | 1 | | 1 | | 1 | 1 | 2 | 6 |
| 4:45 PM | | | | 0 | 2 | | 1 | 3 | 0 | 1 | | 1 | | 1 | 1 | 2 | 6 |
| 5:00 PM | | | | 0 | 2 | | 1 | 3 | 0 | 2 | | 2 | | 1 | 0 | 1 | 6 |

## Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

# Hannon Dr & Nick Young Rd

**3:00 PM to 4:00 PM**
**Wednesday, May 27, 2009**



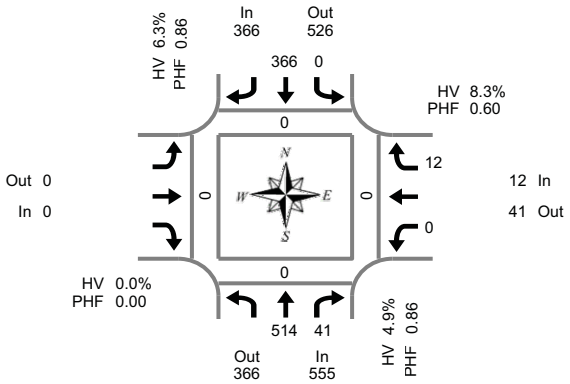

Bikes
0

| Approach | PHF | HV% | Volume |
|---|---|---|---|
| **EB** | 0.82 | 5.1% | 59 |
| **WB** | 0.74 | 3.4% | 89 |
| **NB** | 0.00 | 0.0% | 0 |
| **SB** | 0.86 | 3.5% | 86 |
| **Intersection** | 0.91 | 3.8% | 234 |

Count Period: 3:00 PM to 6:00 PM

# Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740




# Hwy 62 & Barton Rd

***Tuesday, May 26, 2009***
***3:00 PM to 6:00 PM***

***Peak Hour Summary***
***4:30 PM to 5:30 PM***

### *15-Minute Interval Summary*
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Hwy 62 | | | | Southbound Hwy 62 | | | | Eastbound Barton Rd | | | | Westbound Barton Rd | | | | Interval Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | T | R | Bikes | L | T | | Bikes | | | | Bikes | L | | R | Bikes | | North | South | East | West |
| 3:00 PM | | 138 | 10 | 0 | 0 | 70 | | 0 | | | | 0 | 0 | | 6 | 0 | 224 | 0 | 0 | 0 | 0 |
| 3:15 PM | | 130 | 5 | 0 | 0 | 99 | | 0 | | | | 0 | 0 | | 3 | 0 | 237 | 0 | 0 | 0 | 0 |
| 3:30 PM | | 138 | 11 | 0 | 0 | 94 | | 0 | | | | 0 | 0 | | 8 | 0 | 251 | 0 | 0 | 0 | 0 |
| 3:45 PM | | 115 | 4 | 0 | 0 | 76 | | 0 | | | | 0 | 0 | | 1 | 0 | 196 | 0 | 0 | 0 | 0 |
| 4:00 PM | | 110 | 7 | 0 | 0 | 112 | | 0 | | | | 0 | 0 | | 1 | 0 | 230 | 0 | 0 | 0 | 0 |
| 4:15 PM | | 132 | 10 | 0 | 0 | 89 | | 0 | | | | 0 | 0 | | 1 | 0 | 232 | 0 | 0 | 0 | 0 |
| 4:30 PM | | 125 | 15 | 0 | 0 | 106 | | 0 | | | | 0 | 0 | | 5 | 0 | 251 | 0 | 0 | 0 | 0 |
| 4:45 PM | | 113 | 11 | 0 | 0 | 83 | | 0 | | | | 0 | 0 | | 3 | 0 | 210 | 0 | 0 | 0 | 0 |
| 5:00 PM | | 122 | 7 | 0 | 0 | 93 | | 0 | | | | 0 | 0 | | 0 | 0 | 222 | 0 | 0 | 0 | 0 |
| 5:15 PM | | 154 | 8 | 0 | 0 | 84 | | 0 | | | | 0 | 0 | | 4 | 0 | 250 | 0 | 0 | 0 | 0 |
| 5:30 PM | | 129 | 8 | 0 | 0 | 87 | | 0 | | | | 0 | 0 | | 3 | 0 | 227 | 0 | 0 | 0 | 0 |
| 5:45 PM | | 105 | 14 | 0 | 0 | 78 | | 0 | | | | 0 | 0 | | 4 | 0 | 201 | 0 | 0 | 0 | 0 |
| Total Survey | | 1,511 | 110 | 0 | 0 | 1,071 | | 0 | | | | 0 | 0 | | 39 | 0 | 2,731 | 0 | 0 | 0 | 0 |

### *Peak Hour Summary*
***4:30 PM to 5:30 PM***

| By Approach | Northbound Hwy 62 | | | | Southbound Hwy 62 | | | | Eastbound Barton Rd | | | | Westbound Barton Rd | | | | Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | Bikes | In | Out | Total | Bikes | In | Out | Total | Bikes | In | Out | Total | Bikes | | North | South | East | West |
| Volume | 555 | 366 | 921 | 0 | 366 | 526 | 892 | 0 | 0 | 0 | 0 | 0 | 12 | 41 | 53 | 0 | 933 | 0 | 0 | 0 | 0 |
| %HV | 4.9% | | | | 6.3% | | | | 0.0% | | | | 8.3% | | | | 5.5% | | | | |
| PHF | 0.86 | | | | 0.86 | | | | 0.00 | | | | 0.60 | | | | 0.93 | | | | |

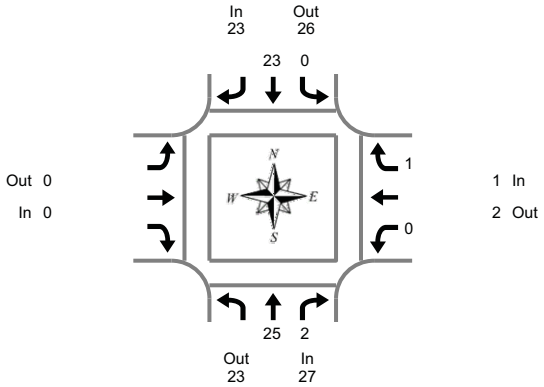
| By Movement | Northbound Hwy 62 | | | | Southbound Hwy 62 | | | | Eastbound Barton Rd | | | | Westbound Barton Rd | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | T | R | Total | L | T | | Total | | | | Total | L | | R | Total | |
| Volume | | 514 | 41 | 555 | 0 | 366 | | 366 | | | | 0 | 0 | | 12 | 12 | 933 |
| %HV | NA | 4.9% | 4.9% | 4.9% | 0.0% | 6.3% | NA | 6.3% | NA | NA | NA | 0.0% | 0.0% | NA | 8.3% | 8.3% | 5.5% |
| PHF | | 0.83 | 0.68 | 0.86 | 0.00 | 0.86 | | 0.86 | | | | 0.00 | 0.00 | | 0.60 | 0.60 | 0.93 |

### *Rolling Hour Summary*
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Hwy 62 | | | | Southbound Hwy 62 | | | | Eastbound Barton Rd | | | | Westbound Barton Rd | | | | Interval Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | T | R | Bikes | L | T | | Bikes | | | | Bikes | L | | R | Bikes | | North | South | East | West |
| 3:00 PM | | 521 | 30 | 0 | 0 | 339 | | 0 | | | | 0 | 0 | | 18 | 0 | 908 | 0 | 0 | 0 | 0 |
| 3:15 PM | | 493 | 27 | 0 | 0 | 381 | | 0 | | | | 0 | 0 | | 13 | 0 | 914 | 0 | 0 | 0 | 0 |
| 3:30 PM | | 495 | 32 | 0 | 0 | 371 | | 0 | | | | 0 | 0 | | 11 | 0 | 909 | 0 | 0 | 0 | 0 |
| 3:45 PM | | 482 | 36 | 0 | 0 | 383 | | 0 | | | | 0 | 0 | | 8 | 0 | 909 | 0 | 0 | 0 | 0 |
| 4:00 PM | | 480 | 43 | 0 | 0 | 390 | | 0 | | | | 0 | 0 | | 10 | 0 | 923 | 0 | 0 | 0 | 0 |
| 4:15 PM | | 492 | 43 | 0 | 0 | 371 | | 0 | | | | 0 | 0 | | 9 | 0 | 915 | 0 | 0 | 0 | 0 |
| 4:30 PM | | 514 | 41 | 0 | 0 | 366 | | 0 | | | | 0 | 0 | | 12 | 0 | 933 | 0 | 0 | 0 | 0 |
| 4:45 PM | | 518 | 34 | 0 | 0 | 347 | | 0 | | | | 0 | 0 | | 10 | 0 | 909 | 0 | 0 | 0 | 0 |
| 5:00 PM | | 510 | 37 | 0 | 0 | 342 | | 0 | | | | 0 | 0 | | 11 | 0 | 900 | 0 | 0 | 0 | 0 |

# Heavy Vehicle Summary

Clay Carney
(503) 833-2740




# Hwy 62 & Barton Rd

***Tuesday, May 26, 2009***
***3:00 PM to 6:00 PM***

***Peak Hour Summary***
***4:30 PM to 5:30 PM***

***Heavy Vehicle 15-Minute Interval Summary***
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Hwy 62 | | | | Southbound Hwy 62 | | | | Eastbound Barton Rd | | | | Westbound Barton Rd | | | | Interval Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | T | R | Total | L | T | | Total | | | | Total | L | | R | Total | |
| 3:00 PM | | 12 | 0 | 12 | 0 | 7 | | 7 | | | | 0 | 0 | | 0 | 0 | 19 |
| 3:15 PM | | 11 | 0 | 11 | 0 | 18 | | 18 | | | | 0 | 0 | | 0 | 0 | 29 |
| 3:30 PM | | 9 | 0 | 9 | 0 | 9 | | 9 | | | | 0 | 0 | | 0 | 0 | 18 |
| 3:45 PM | | 3 | 1 | 4 | 0 | 10 | | 10 | | | | 0 | 0 | | 1 | 1 | 15 |
| 4:00 PM | | 8 | 0 | 8 | 0 | 8 | | 8 | | | | 0 | 0 | | 0 | 0 | 16 |
| 4:15 PM | | 6 | 0 | 6 | 0 | 6 | | 6 | | | | 0 | 0 | | 0 | 0 | 12 |
| 4:30 PM | | 6 | 1 | 7 | 0 | 7 | | 7 | | | | 0 | 0 | | 1 | 1 | 15 |
| 4:45 PM | | 11 | 1 | 12 | 0 | 3 | | 3 | | | | 0 | 0 | | 0 | 0 | 15 |
| 5:00 PM | | 3 | 0 | 3 | 0 | 6 | | 6 | | | | 0 | 0 | | 0 | 0 | 9 |
| 5:15 PM | | 5 | 0 | 5 | 0 | 7 | | 7 | | | | 0 | 0 | | 0 | 0 | 12 |
| 5:30 PM | | 6 | 0 | 6 | 0 | 5 | | 5 | | | | 0 | 0 | | 1 | 1 | 12 |
| 5:45 PM | | 1 | 1 | 2 | 0 | 6 | | 6 | | | | 0 | 0 | | 0 | 0 | 8 |
| Total Survey | | 81 | 4 | 85 | 0 | 92 | | 92 | | | | 0 | 0 | | 3 | 3 | 180 |

***Heavy Vehicle Peak Hour Summary***
***4:30 PM to 5:30 PM***

| By Approach | Northbound Hwy 62 | | | Southbound Hwy 62 | | | Eastbound Barton Rd | | | Westbound Barton Rd | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total | In | Out | Total | In | Out | Total | |
| Volume | 27 | 23 | 50 | 23 | 26 | 49 | 0 | 0 | 0 | 1 | 2 | 3 | 51 |
| PHF | 0.21 | | | 0.16 | | | 0.00 | | | 0.25 | | | 0.19 |

| By Movement | Northbound Hwy 62 | | | | Southbound Hwy 62 | | | | Eastbound Barton Rd | | | | Westbound Barton Rd | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | T | R | Total | L | T | | Total | | | | Total | L | | R | Total | |
| Volume | | 25 | 2 | 27 | 0 | 23 | | 23 | | | | 0 | 0 | | 1 | 1 | 51 |
| PHF | | 0.20 | 0.25 | 0.21 | 0.00 | 0.16 | | 0.16 | | | | 0.00 | 0.00 | | 0.25 | 0.25 | 0.19 |

***Heavy Vehicle Rolling Hour Summary***
***3:00 PM to 6:00 PM***

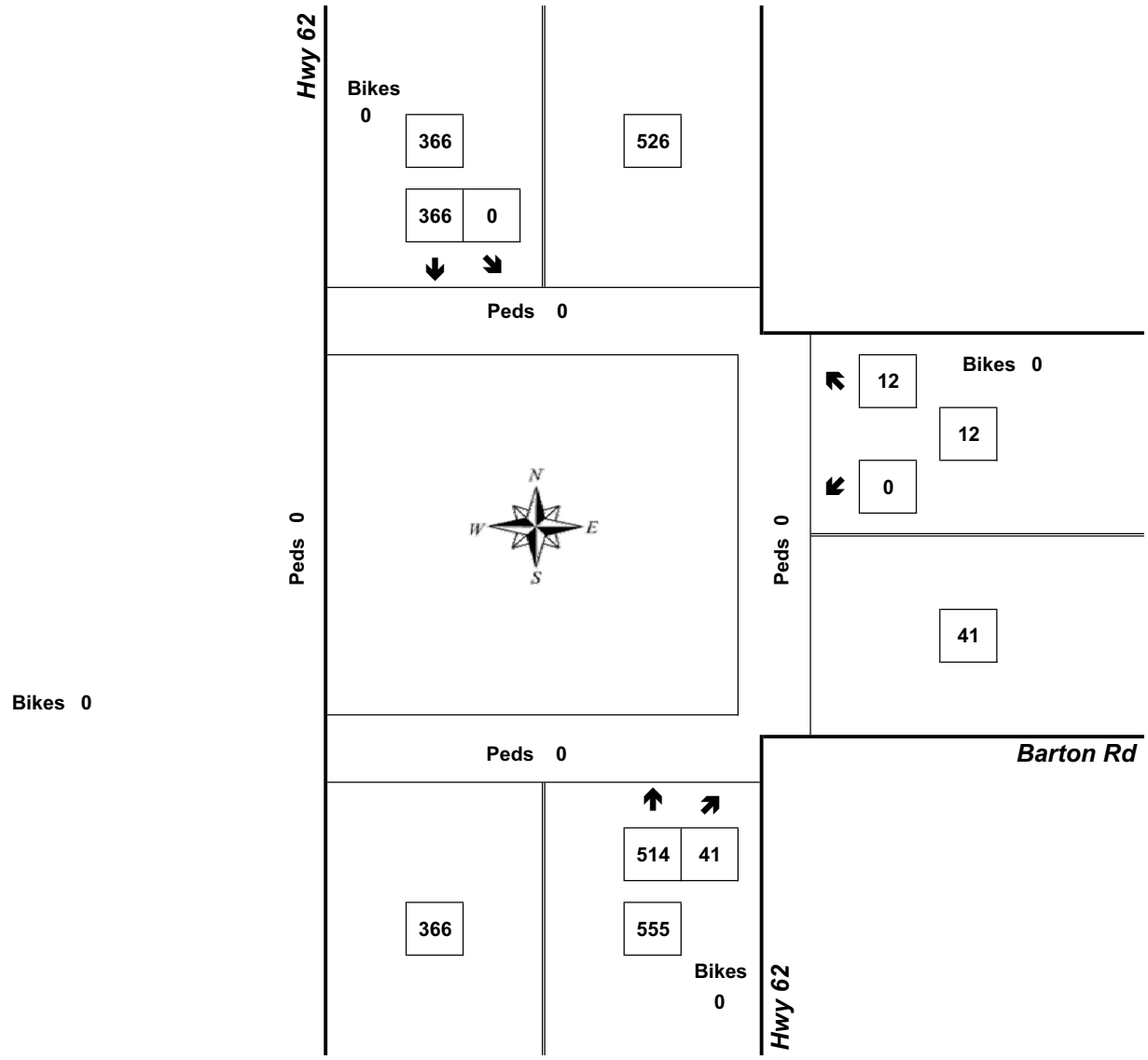
| Interval Start Time | Northbound Hwy 62 | | | | Southbound Hwy 62 | | | | Eastbound Barton Rd | | | | Westbound Barton Rd | | | | Interval Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | T | R | Total | L | T | | Total | | | | Total | L | | R | Total | |
| 3:00 PM | | 35 | 1 | 36 | 0 | 44 | | 44 | | | | 0 | 0 | | 1 | 1 | 81 |
| 3:15 PM | | 31 | 1 | 32 | 0 | 45 | | 45 | | | | 0 | 0 | | 1 | 1 | 78 |
| 3:30 PM | | 26 | 1 | 27 | 0 | 33 | | 33 | | | | 0 | 0 | | 1 | 1 | 61 |
| 3:45 PM | | 23 | 2 | 25 | 0 | 31 | | 31 | | | | 0 | 0 | | 2 | 2 | 58 |
| 4:00 PM | | 31 | 2 | 33 | 0 | 24 | | 24 | | | | 0 | 0 | | 1 | 1 | 58 |
| 4:15 PM | | 26 | 2 | 28 | 0 | 22 | | 22 | | | | 0 | 0 | | 1 | 1 | 51 |
| 4:30 PM | | 25 | 2 | 27 | 0 | 23 | | 23 | | | | 0 | 0 | | 1 | 1 | 51 |
| 4:45 PM | | 25 | 1 | 26 | 0 | 21 | | 21 | | | | 0 | 0 | | 1 | 1 | 48 |
| 5:00 PM | | 15 | 1 | 16 | 0 | 24 | | 24 | | | | 0 | 0 | | 1 | 1 | 41 |

## Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

# Hwy 62 & Barton Rd

**4:30 PM to 5:30 PM**
**Tuesday, May 26, 2009**

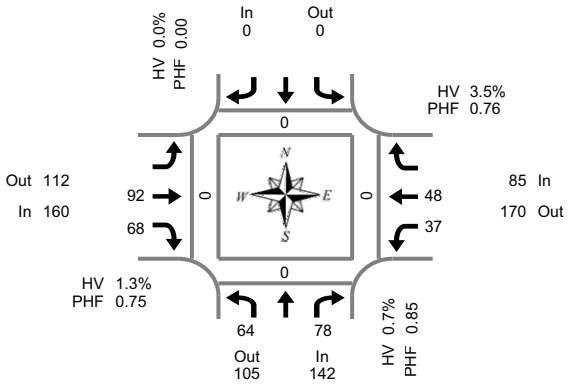



| Approach | PHF | HV% | Volume |
|---|---|---|---|
| **EB** | 0.00 | 0.0% | 0 |
| **WB** | 0.60 | 8.3% | 12 |
| **NB** | 0.86 | 4.9% | 555 |
| **SB** | 0.86 | 6.3% | 366 |
| **Intersection** | 0.93 | 5.5% | 933 |

Count Period: 3:00 PM to 6:00 PM

## Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740




**Peak Hour Summary**
***5:00 PM to 6:00 PM***

# Bigham Brown Rd & Alta Vista Rd

***Wednesday, May 27, 2009***
***3:00 PM to 6:00 PM***

### *15-Minute Interval Summary*
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Bigham Brown Rd | | | | Southbound Bigham Brown Rd | | | | Eastbound Alta Vista Rd | | | | Westbound Alta Vista Rd | | | | Interval Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | | R | Bikes | | | | Bikes | T | R | Bikes | L | T | | Bikes | | | North | South | East | West |
| 3:00 PM | 9 | | 8 | 0 | | | | 0 | 22 | 7 | 0 | 7 | 12 | | 0 | 65 | | 0 | 0 | 0 | 0 |
| 3:15 PM | 16 | | 17 | 0 | | | | 0 | 13 | 7 | 0 | 2 | 14 | | 0 | 69 | | 0 | 1 | 0 | 0 |
| 3:30 PM | 12 | | 10 | 0 | | | | 0 | 19 | 12 | 0 | 7 | 12 | | 0 | 72 | | 0 | 0 | 0 | 0 |
| 3:45 PM | 13 | | 22 | 0 | | | | 0 | 12 | 6 | 0 | 9 | 11 | | 0 | 73 | | 0 | 0 | 0 | 0 |
| 4:00 PM | 13 | | 12 | 0 | | | | 0 | 14 | 10 | 0 | 6 | 17 | | 0 | 72 | | 0 | 0 | 0 | 0 |
| 4:15 PM | 19 | | 12 | 0 | | | | 0 | 18 | 12 | 0 | 5 | 7 | | 0 | 73 | | 0 | 0 | 0 | 0 |
| 4:30 PM | 17 | | 12 | 0 | | | | 0 | 24 | 10 | 0 | 9 | 16 | | 0 | 88 | | 0 | 0 | 0 | 0 |
| 4:45 PM | 18 | | 20 | 0 | | | | 0 | 16 | 12 | 0 | 12 | 6 | | 0 | 84 | | 0 | 1 | 0 | 0 |
| 5:00 PM | 17 | | 25 | 0 | | | | 0 | 14 | 17 | 0 | 5 | 6 | | 0 | 84 | | 0 | 0 | 0 | 0 |
| 5:15 PM | 9 | | 17 | 0 | | | | 0 | 33 | 20 | 0 | 11 | 15 | | 0 | 105 | | 0 | 0 | 0 | 0 |
| 5:30 PM | 17 | | 17 | 0 | | | | 0 | 27 | 18 | 0 | 10 | 18 | | 0 | 107 | | 0 | 0 | 0 | 0 |
| 5:45 PM | 21 | | 19 | 0 | | | | 0 | 18 | 13 | 0 | 11 | 9 | | 0 | 91 | | 0 | 0 | 0 | 0 |
| Total Survey | 181 | | 191 | 0 | | | | 0 | 230 | 144 | 0 | 94 | 143 | | 0 | 983 | | 0 | 2 | 0 | 0 |

### *Peak Hour Summary*
***5:00 PM to 6:00 PM***

| By Approach | Northbound Bigham Brown Rd | | | | Southbound Bigham Brown Rd | | | | Eastbound Alta Vista Rd | | | | Westbound Alta Vista Rd | | | | Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | Bikes | In | Out | Total | Bikes | In | Out | Total | Bikes | In | Out | Total | Bikes | | North | South | East | West |
| Volume | 142 | 105 | 247 | 0 | 0 | 0 | 0 | 0 | 160 | 112 | 272 | 0 | 85 | 170 | 255 | 0 | 387 | 0 | 0 | 0 | 0 |
| %HV | 0.7% | | | | 0.0% | | | | 1.3% | | | | 3.5% | | | | 1.6% | | | | |
| PHF | 0.85 | | | | 0.00 | | | | 0.75 | | | | 0.76 | | | | 0.90 | | | | |

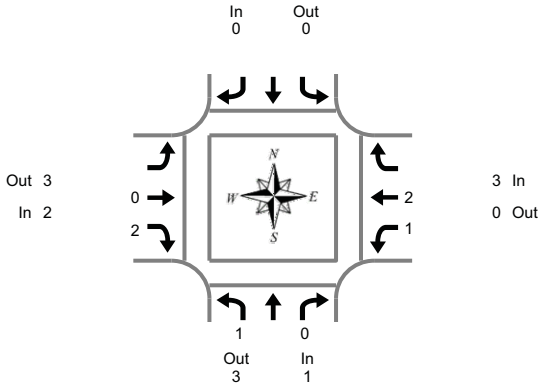
| By Movement | Northbound Bigham Brown Rd | | | | Southbound Bigham Brown Rd | | | | Eastbound Alta Vista Rd | | | | Westbound Alta Vista Rd | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | | R | Total | | | | Total | | T | R | Total | L | T | | Total | |
| Volume | 64 | | 78 | 142 | | | | 0 | | 92 | 68 | 160 | 37 | 48 | | 85 | 387 |
| %HV | 1.6% | NA | 0.0% | 0.7% | NA | NA | NA | 0.0% | NA | 0.0% | 2.9% | 1.3% | 2.7% | 4.2% | NA | 3.5% | 1.6% |
| PHF | 0.76 | | 0.78 | 0.85 | | | | 0.00 | | 0.70 | 0.85 | 0.75 | 0.84 | 0.67 | | 0.76 | 0.90 |

### *Rolling Hour Summary*
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Bigham Brown Rd | | | | Southbound Bigham Brown Rd | | | | Eastbound Alta Vista Rd | | | | Westbound Alta Vista Rd | | | | Interval Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | | R | Bikes | | | | Bikes | T | R | Bikes | L | T | | Bikes | | | North | South | East | West |
| 3:00 PM | 50 | | 57 | 0 | | | | 0 | 66 | 32 | 0 | 25 | 49 | | 0 | 279 | | 0 | 1 | 0 | 0 |
| 3:15 PM | 54 | | 61 | 0 | | | | 0 | 58 | 35 | 0 | 24 | 54 | | 0 | 286 | | 0 | 1 | 0 | 0 |
| 3:30 PM | 57 | | 56 | 0 | | | | 0 | 63 | 40 | 0 | 27 | 47 | | 0 | 290 | | 0 | 0 | 0 | 0 |
| 3:45 PM | 62 | | 58 | 0 | | | | 0 | 68 | 38 | 0 | 29 | 51 | | 0 | 306 | | 0 | 0 | 0 | 0 |
| 4:00 PM | 67 | | 56 | 0 | | | | 0 | 72 | 44 | 0 | 32 | 46 | | 0 | 317 | | 0 | 1 | 0 | 0 |
| 4:15 PM | 71 | | 69 | 0 | | | | 0 | 72 | 51 | 0 | 31 | 35 | | 0 | 329 | | 0 | 1 | 0 | 0 |
| 4:30 PM | 61 | | 74 | 0 | | | | 0 | 87 | 59 | 0 | 37 | 43 | | 0 | 361 | | 0 | 1 | 0 | 0 |
| 4:45 PM | 61 | | 79 | 0 | | | | 0 | 90 | 67 | 0 | 38 | 45 | | 0 | 380 | | 0 | 1 | 0 | 0 |
| 5:00 PM | 64 | | 78 | 0 | | | | 0 | 92 | 68 | 0 | 37 | 48 | | 0 | 387 | | 0 | 0 | 0 | 0 |

# Heavy Vehicle Summary

Clay Carney
(503) 833-2740




# Bigham Brown Rd & Alta Vista Rd

***Wednesday, May 27, 2009***
***3:00 PM to 6:00 PM***

***Peak Hour Summary***
***5:00 PM to 6:00 PM***

***Heavy Vehicle 15-Minute Interval Summary***
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Bigham Brown Rd | | | | Southbound Bigham Brown Rd | | | | Eastbound Alta Vista Rd | | | | Westbound Alta Vista Rd | | | | Interval Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | | R | Total | | | | Total | T | R | Total | L | T | | Total | | |
| 3:00 PM | 0 | | 1 | 1 | | | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 1 |
| 3:15 PM | 1 | | 0 | 1 | | | | 0 | 1 | 0 | 1 | 0 | 1 | | 1 | | 3 |
| 3:30 PM | 0 | | 0 | 0 | | | | 0 | 0 | 0 | 0 | 1 | 0 | | 1 | | 1 |
| 3:45 PM | 0 | | 0 | 0 | | | | 0 | 0 | 1 | 1 | 0 | 0 | | 0 | | 1 |
| 4:00 PM | 0 | | 0 | 0 | | | | 0 | 1 | 0 | 1 | 0 | 1 | | 1 | | 2 |
| 4:15 PM | 1 | | 0 | 1 | | | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 1 |
| 4:30 PM | 0 | | 0 | 0 | | | | 0 | 1 | 0 | 1 | 0 | 0 | | 0 | | 1 |
| 4:45 PM | 0 | | 0 | 0 | | | | 0 | 1 | 0 | 1 | 0 | 0 | | 0 | | 1 |
| 5:00 PM | 1 | | 0 | 1 | | | | 0 | 0 | 0 | 0 | 1 | 0 | | 1 | | 2 |
| 5:15 PM | 0 | | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 1 | | 1 | | 1 |
| 5:30 PM | 0 | | 0 | 0 | | | | 0 | 0 | 2 | 2 | 0 | 1 | | 1 | | 3 |
| 5:45 PM | 0 | | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 |
| Total Survey | 3 | | 1 | 4 | | | | 0 | 4 | 3 | 7 | 2 | 4 | | 6 | | 17 |

***Heavy Vehicle Peak Hour Summary***
***5:00 PM to 6:00 PM***

| By Approach | Northbound Bigham Brown Rd | | | Southbound Bigham Brown Rd | | | Eastbound Alta Vista Rd | | | Westbound Alta Vista Rd | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total | In | Out | Total | In | Out | Total | |
| Volume | 1 | 3 | 4 | 0 | 0 | 0 | 2 | 3 | 5 | 3 | 0 | 3 | 6 |
| PHF | 0.13 | | | 0.00 | | | 0.25 | | | 0.25 | | | 0.25 |

| By Movement | Northbound Bigham Brown Rd | | | | Southbound Bigham Brown Rd | | | | Eastbound Alta Vista Rd | | | | Westbound Alta Vista Rd | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | | R | Total | | | | Total | T | R | Total | L | T | | Total | | |
| Volume | 1 | | 0 | 1 | | | | 0 | 0 | 2 | 2 | 1 | 2 | | 3 | | 6 |
| PHF | 0.25 | | 0.00 | 0.13 | | | | 0.00 | 0.00 | 0.25 | 0.25 | 0.25 | 0.25 | | 0.25 | | 0.25 |

***Heavy Vehicle Rolling Hour Summary***
***3:00 PM to 6:00 PM***

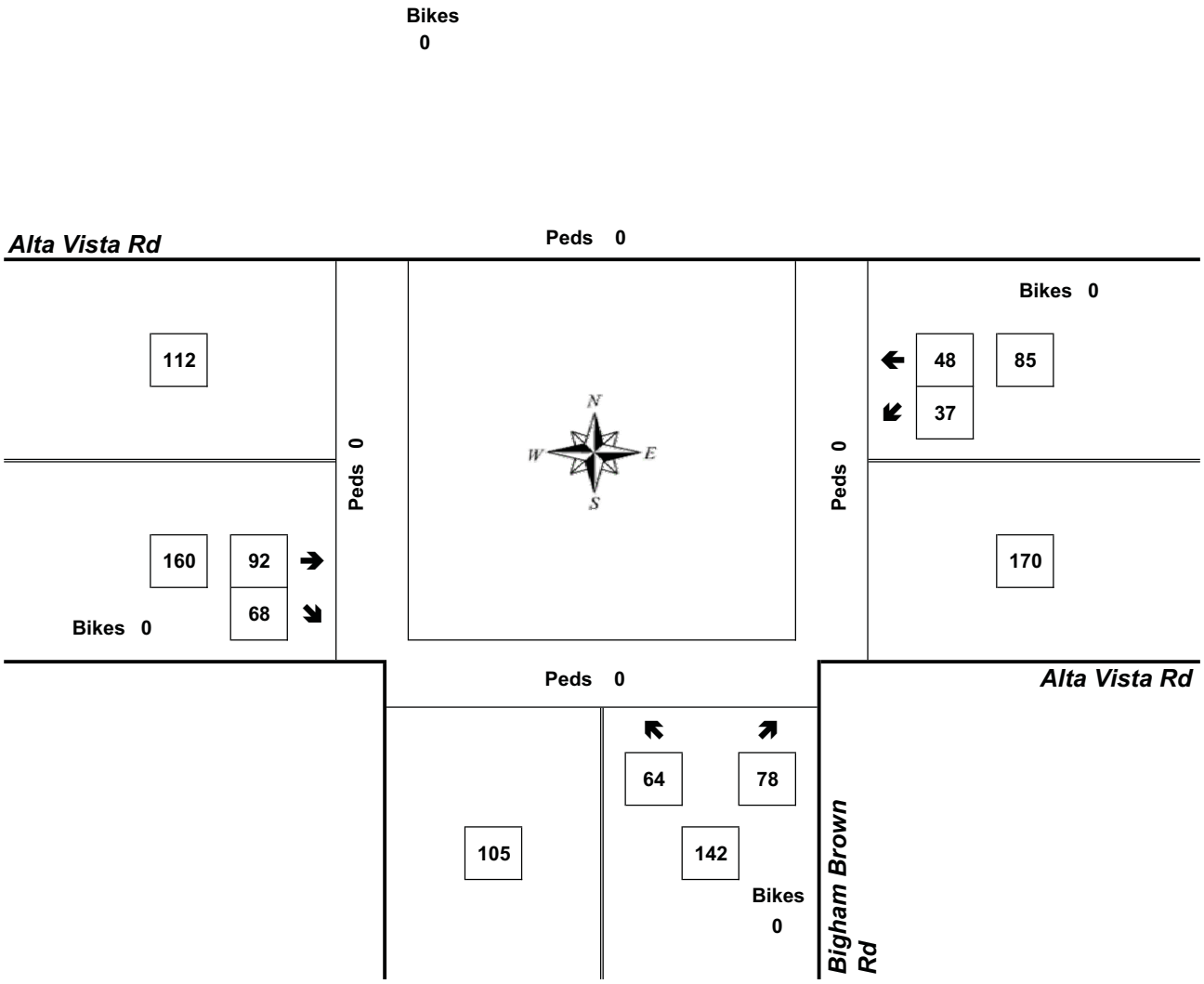
| Interval Start Time | Northbound Bigham Brown Rd | | | | Southbound Bigham Brown Rd | | | | Eastbound Alta Vista Rd | | | | Westbound Alta Vista Rd | | | | Interval Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | | R | Total | | | | Total | T | R | Total | L | T | | Total | | |
| 3:00 PM | 1 | | 1 | 2 | | | | 0 | 1 | 1 | 2 | 1 | 1 | | 2 | | 6 |
| 3:15 PM | 1 | | 0 | 1 | | | | 0 | 2 | 1 | 3 | 1 | 2 | | 3 | | 7 |
| 3:30 PM | 1 | | 0 | 1 | | | | 0 | 1 | 1 | 2 | 1 | 1 | | 2 | | 5 |
| 3:45 PM | 1 | | 0 | 1 | | | | 0 | 2 | 1 | 3 | 0 | 1 | | 1 | | 5 |
| 4:00 PM | 1 | | 0 | 1 | | | | 0 | 3 | 0 | 3 | 0 | 1 | | 1 | | 5 |
| 4:15 PM | 2 | | 0 | 2 | | | | 0 | 2 | 0 | 2 | 1 | 0 | | 1 | | 5 |
| 4:30 PM | 1 | | 0 | 1 | | | | 0 | 2 | 0 | 2 | 1 | 1 | | 2 | | 5 |
| 4:45 PM | 1 | | 0 | 1 | | | | 0 | 1 | 2 | 3 | 1 | 2 | | 3 | | 7 |
| 5:00 PM | 1 | | 0 | 1 | | | | 0 | 0 | 2 | 2 | 1 | 2 | | 3 | | 6 |

## Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

# Bigham Brown Rd & Alta Vista Rd

**5:00 PM to 6:00 PM**
**Wednesday, May 27, 2009**

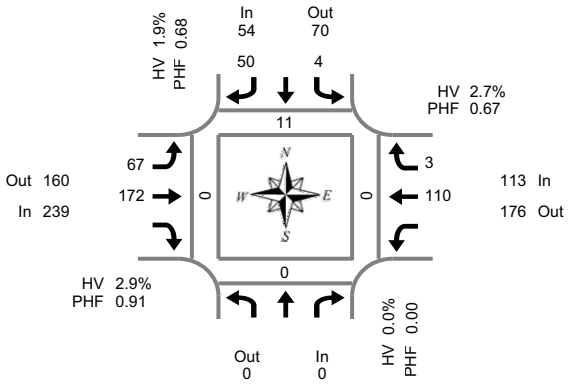



| Approach | PHF | HV% | Volume |
|---|---|---|---|
| **EB** | 0.75 | 1.3% | 160 |
| **WB** | 0.76 | 3.5% | 85 |
| **NB** | 0.85 | 0.7% | 142 |
| **SB** | 0.00 | 0.0% | 0 |
| **Intersection** | 0.90 | 1.6% | 387 |

Count Period: 3:00 PM to 6:00 PM

# Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740




# Teakwood Dr & Royal Ave

***Tuesday, May 26, 2009***
***3:00 PM to 6:00 PM***

***Peak Hour Summary***
***4:30 PM to 5:30 PM***

### *15-Minute Interval Summary*
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Teakwood Dr | | | | Southbound Teakwood Dr | | | | Eastbound Royal Ave | | | | Westbound Royal Ave | | | | Interval Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Bikes | L | | R | Bikes | L | T | | Bikes | | T | R | Bikes | | North | South | East | West |
| 3:00 PM | | | | 0 | 1 | | 15 | 0 | 15 | 32 | | 0 | | 47 | 0 | 0 | 110 | 29 | 1 | 0 | 0 |
| 3:15 PM | | | | 0 | 1 | | 14 | 0 | 13 | 39 | | 0 | | 32 | 0 | 0 | 99 | 14 | 0 | 0 | 0 |
| 3:30 PM | | | | 0 | 1 | | 11 | 0 | 10 | 29 | | 0 | | 33 | 0 | 0 | 84 | 6 | 0 | 0 | 0 |
| 3:45 PM | | | | 0 | 0 | | 13 | 0 | 14 | 30 | | 0 | | 27 | 1 | 0 | 85 | 4 | 0 | 0 | 0 |
| 4:00 PM | | | | 0 | 1 | | 4 | 0 | 11 | 37 | | 0 | | 29 | 0 | 0 | 82 | 3 | 0 | 0 | 0 |
| 4:15 PM | | | | 0 | 1 | | 11 | 0 | 6 | 31 | | 0 | | 31 | 1 | 0 | 81 | 3 | 0 | 0 | 0 |
| 4:30 PM | | | | 0 | 0 | | 10 | 0 | 18 | 40 | | 0 | | 23 | 0 | 0 | 91 | 1 | 0 | 0 | 0 |
| 4:45 PM | | | | 0 | 2 | | 4 | 0 | 18 | 40 | | 0 | | 35 | 0 | 0 | 99 | 0 | 0 | 0 | 0 |
| 5:00 PM | | | | 0 | 0 | | 18 | 0 | 20 | 46 | | 0 | | 41 | 1 | 0 | 126 | 6 | 0 | 0 | 0 |
| 5:15 PM | | | | 0 | 2 | | 18 | 0 | 11 | 46 | | 0 | | 11 | 2 | 0 | 90 | 4 | 0 | 0 | 0 |
| 5:30 PM | | | | 0 | 1 | | 14 | 0 | 14 | 35 | | 0 | | 22 | 1 | 0 | 87 | 5 | 0 | 0 | 0 |
| 5:45 PM | | | | 0 | 0 | | 8 | 0 | 26 | 34 | | 0 | | 28 | 2 | 0 | 98 | 4 | 0 | 0 | 0 |
| Total Survey | | | | 0 | 10 | | 140 | 0 | 176 | 439 | | 0 | | 359 | 8 | 0 | 1,132 | 79 | 1 | 0 | 0 |

### *Peak Hour Summary*
***4:30 PM to 5:30 PM***

| By Approach | Northbound Teakwood Dr | | | | Southbound Teakwood Dr | | | | Eastbound Royal Ave | | | | Westbound Royal Ave | | | | Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | Bikes | In | Out | Total | Bikes | In | Out | Total | Bikes | In | Out | Total | Bikes | | North | South | East | West |
| Volume | 0 | 0 | 0 | 0 | 54 | 70 | 124 | 0 | 239 | 160 | 399 | 0 | 113 | 176 | 289 | 0 | 406 | 11 | 0 | 0 | 0 |
| %HV | 0.0% | | | | 1.9% | | | | 2.9% | | | | 2.7% | | | | 2.7% | | | | |
| PHF | 0.00 | | | | 0.68 | | | | 0.91 | | | | 0.67 | | | | 0.81 | | | | |

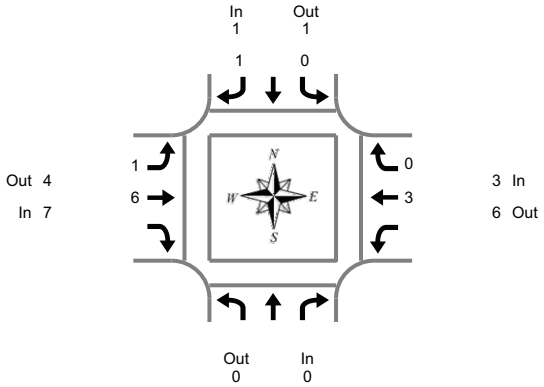
| By Movement | Northbound Teakwood Dr | | | | Southbound Teakwood Dr | | | | Eastbound Royal Ave | | | | Westbound Royal Ave | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Total | L | | R | Total | L | T | | Total | | T | R | Total | |
| Volume | | | | 0 | 4 | | 50 | 54 | 67 | 172 | | 239 | | 110 | 3 | 113 | 406 |
| %HV | NA | NA | NA | 0.0% | 0.0% | NA | 2.0% | 1.9% | 1.5% | 3.5% | NA | 2.9% | NA | 2.7% | 0.0% | 2.7% | 2.7% |
| PHF | | | | 0.00 | 0.50 | | 0.69 | 0.68 | 0.84 | 0.93 | | 0.91 | | 0.67 | 0.38 | 0.67 | 0.81 |

### *Rolling Hour Summary*
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Teakwood Dr | | | | Southbound Teakwood Dr | | | | Eastbound Royal Ave | | | | Westbound Royal Ave | | | | Interval Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Bikes | L | | R | Bikes | L | T | | Bikes | | T | R | Bikes | | North | South | East | West |
| 3:00 PM | | | | 0 | 3 | | 53 | 0 | 52 | 130 | | 0 | | 139 | 1 | 0 | 378 | 53 | 1 | 0 | 0 |
| 3:15 PM | | | | 0 | 3 | | 42 | 0 | 48 | 135 | | 0 | | 121 | 1 | 0 | 350 | 27 | 0 | 0 | 0 |
| 3:30 PM | | | | 0 | 3 | | 39 | 0 | 41 | 127 | | 0 | | 120 | 2 | 0 | 332 | 16 | 0 | 0 | 0 |
| 3:45 PM | | | | 0 | 2 | | 38 | 0 | 49 | 138 | | 0 | | 110 | 2 | 0 | 339 | 11 | 0 | 0 | 0 |
| 4:00 PM | | | | 0 | 4 | | 29 | 0 | 53 | 148 | | 0 | | 118 | 1 | 0 | 353 | 7 | 0 | 0 | 0 |
| 4:15 PM | | | | 0 | 3 | | 43 | 0 | 62 | 157 | | 0 | | 130 | 2 | 0 | 397 | 10 | 0 | 0 | 0 |
| 4:30 PM | | | | 0 | 4 | | 50 | 0 | 67 | 172 | | 0 | | 110 | 3 | 0 | 406 | 11 | 0 | 0 | 0 |
| 4:45 PM | | | | 0 | 5 | | 54 | 0 | 63 | 167 | | 0 | | 109 | 4 | 0 | 402 | 15 | 0 | 0 | 0 |
| 5:00 PM | | | | 0 | 3 | | 58 | 0 | 71 | 161 | | 0 | | 102 | 6 | 0 | 401 | 19 | 0 | 0 | 0 |

# Heavy Vehicle Summary

Clay Carney
(503) 833-2740




# Teakwood Dr & Royal Ave

***Tuesday, May 26, 2009***
***3:00 PM to 6:00 PM***

***Peak Hour Summary***
***4:30 PM to 5:30 PM***

***Heavy Vehicle 15-Minute Interval Summary***
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Teakwood Dr | | | | Southbound Teakwood Dr | | | | Eastbound Royal Ave | | | | Westbound Royal Ave | | | | Interval Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Total | L | | R | Total | L | T | | Total | | T | R | Total | |
| 3:00 PM | | | | 0 | 0 | | 0 | 0 | 1 | 0 | | 1 | | 1 | 0 | 1 | 2 |
| 3:15 PM | | | | 0 | 0 | | 1 | 1 | 0 | 1 | | 1 | | 0 | 0 | 0 | 2 |
| 3:30 PM | | | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 |
| 3:45 PM | | | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 2 | 0 | 2 | 2 |
| 4:00 PM | | | | 0 | 0 | | 0 | 0 | 0 | 1 | | 1 | | 1 | 0 | 1 | 2 |
| 4:15 PM | | | | 0 | 0 | | 0 | 0 | 0 | 1 | | 1 | | 1 | 0 | 1 | 2 |
| 4:30 PM | | | | 0 | 0 | | 0 | 0 | 0 | 1 | | 1 | | 0 | 0 | 0 | 1 |
| 4:45 PM | | | | 0 | 0 | | 0 | 0 | 1 | 1 | | 2 | | 3 | 0 | 3 | 5 |
| 5:00 PM | | | | 0 | 0 | | 1 | 1 | 0 | 2 | | 2 | | 0 | 0 | 0 | 3 |
| 5:15 PM | | | | 0 | 0 | | 0 | 0 | 0 | 2 | | 2 | | 0 | 0 | 0 | 2 |
| 5:30 PM | | | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 3 | 0 | 3 | 3 |
| 5:45 PM | | | | 0 | 0 | | 0 | 0 | 1 | 0 | | 1 | | 1 | 0 | 1 | 2 |
| Total Survey | | | | 0 | 0 | | 2 | 2 | 3 | 9 | | 12 | | 12 | 0 | 12 | 26 |

***Heavy Vehicle Peak Hour Summary***
***4:30 PM to 5:30 PM***

| By Approach | Northbound Teakwood Dr | | | Southbound Teakwood Dr | | | Eastbound Royal Ave | | | Westbound Royal Ave | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total | In | Out | Total | In | Out | Total | |
| Volume | 0 | 0 | 0 | 1 | 1 | 2 | 7 | 4 | 11 | 3 | 6 | 9 | 11 |
| PHF | 0.00 | | | 0.25 | | | 0.29 | | | 0.19 | | | 0.28 |

| By Movement | Northbound Teakwood Dr | | | | Southbound Teakwood Dr | | | | Eastbound Royal Ave | | | | Westbound Royal Ave | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Total | L | | R | Total | L | T | | Total | | T | R | Total | |
| Volume | | | | 0 | 0 | | 1 | 1 | 1 | 6 | | 7 | | 3 | 0 | 3 | 11 |
| PHF | | | | 0.00 | 0.00 | | 0.25 | 0.25 | 0.25 | 0.30 | | 0.29 | | 0.19 | 0.00 | 0.19 | 0.28 |

***Heavy Vehicle Rolling Hour Summary***
***3:00 PM to 6:00 PM***

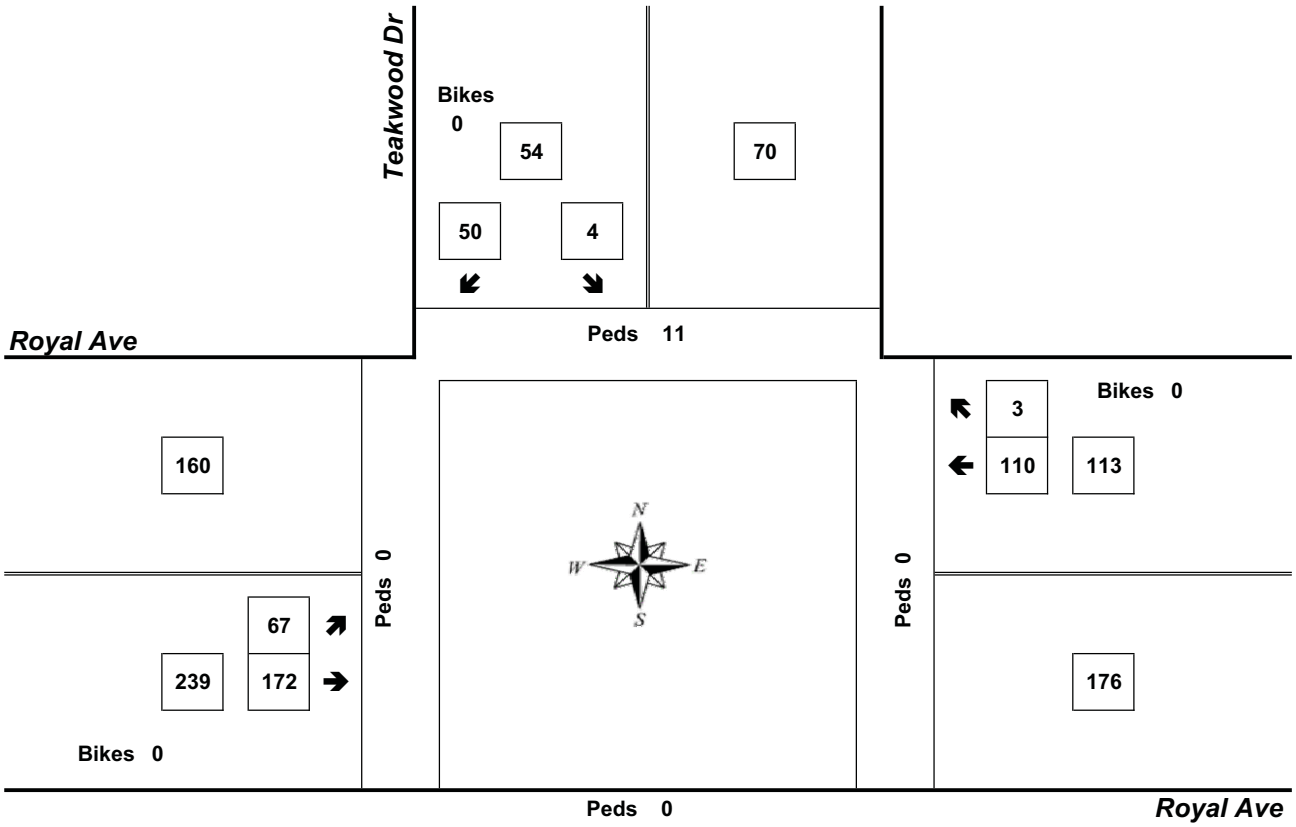
| Interval Start Time | Northbound Teakwood Dr | | | | Southbound Teakwood Dr | | | | Eastbound Royal Ave | | | | Westbound Royal Ave | | | | Interval Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Total | L | | R | Total | L | T | | Total | | T | R | Total | |
| 3:00 PM | | | | 0 | 0 | | 1 | 1 | 1 | 1 | | 2 | | 3 | 0 | 3 | 6 |
| 3:15 PM | | | | 0 | 0 | | 1 | 1 | 0 | 2 | | 2 | | 3 | 0 | 3 | 6 |
| 3:30 PM | | | | 0 | 0 | | 0 | 0 | 0 | 2 | | 2 | | 4 | 0 | 4 | 6 |
| 3:45 PM | | | | 0 | 0 | | 0 | 0 | 0 | 3 | | 3 | | 4 | 0 | 4 | 7 |
| 4:00 PM | | | | 0 | 0 | | 0 | 0 | 1 | 4 | | 5 | | 5 | 0 | 5 | 10 |
| 4:15 PM | | | | 0 | 0 | | 1 | 1 | 1 | 5 | | 6 | | 4 | 0 | 4 | 11 |
| 4:30 PM | | | | 0 | 0 | | 1 | 1 | 1 | 6 | | 7 | | 3 | 0 | 3 | 11 |
| 4:45 PM | | | | 0 | 0 | | 1 | 1 | 1 | 5 | | 6 | | 6 | 0 | 6 | 13 |
| 5:00 PM | | | | 0 | 0 | | 1 | 1 | 1 | 4 | | 5 | | 4 | 0 | 4 | 10 |

## Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

# Teakwood Dr & Royal Ave

**4:30 PM to 5:30 PM**
**Tuesday, May 26, 2009**



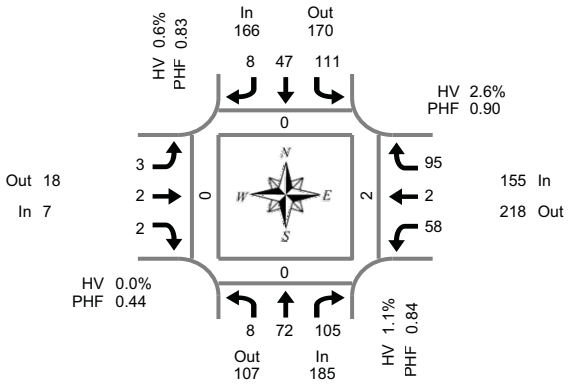

Bikes
0

| Approach | PHF | HV% | Volume |
|---|---|---|---|
| **EB** | 0.91 | 2.9% | 239 |
| **WB** | 0.67 | 2.7% | 113 |
| **NB** | 0.00 | 0.0% | 0 |
| **SB** | 0.68 | 1.9% | 54 |
| **Intersection** | 0.81 | 2.7% | 406 |

Count Period: 3:00 PM to 6:00 PM

# Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740




**Peak Hour Summary**
***4:45 PM to 5:45 PM***

# Shasta Ave & Alta Vista Rd

***Tuesday, May 26, 2009***
***3:00 PM to 6:00 PM***

### *15-Minute Interval Summary*
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Shasta Ave | | | | Southbound Shasta Ave | | | | Eastbound Alta Vista Rd | | | | Westbound Alta Vista Rd | | | | Interval Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | | North | South | East | West |
| 3:00 PM | 0 | 11 | 24 | 0 | 13 | 6 | 1 | 0 | 0 | 1 | 2 | 0 | 11 | 0 | 15 | 0 | 84 | 0 | 1 | 0 | 0 |
| 3:15 PM | 0 | 13 | 13 | 0 | 20 | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 16 | 1 | 22 | 0 | 94 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 18 | 20 | 0 | 11 | 16 | 0 | 0 | 1 | 0 | 1 | 0 | 13 | 0 | 21 | 0 | 101 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 16 | 15 | 0 | 17 | 14 | 0 | 0 | 0 | 0 | 1 | 0 | 8 | 1 | 19 | 0 | 91 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 14 | 23 | 0 | 17 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 25 | 0 | 112 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 18 | 24 | 0 | 16 | 10 | 0 | 0 | 0 | 0 | 2 | 0 | 9 | 0 | 27 | 0 | 106 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 11 | 17 | 0 | 20 | 13 | 1 | 0 | 0 | 1 | 0 | 0 | 10 | 0 | 29 | 0 | 102 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 17 | 27 | 0 | 22 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 23 | 0 | 110 | 0 | 0 | 0 | 0 |
| 5:00 PM | 1 | 15 | 17 | 0 | 31 | 10 | 0 | 0 | 3 | 1 | 0 | 0 | 9 | 0 | 23 | 0 | 110 | 0 | 0 | 0 | 0 |
| 5:15 PM | 3 | 16 | 34 | 0 | 29 | 15 | 4 | 0 | 0 | 1 | 1 | 0 | 15 | 1 | 25 | 0 | 144 | 0 | 0 | 0 | 0 |
| 5:30 PM | 4 | 24 | 27 | 0 | 29 | 17 | 4 | 0 | 0 | 0 | 1 | 0 | 18 | 1 | 24 | 0 | 149 | 0 | 0 | 2 | 0 |
| 5:45 PM | 0 | 20 | 24 | 0 | 18 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 26 | 0 | 106 | 0 | 0 | 0 | 0 |
| Total Survey | 8 | 193 | 265 | 0 | 243 | 144 | 13 | 0 | 4 | 6 | 8 | 0 | 142 | 4 | 279 | 0 | 1,309 | 0 | 1 | 2 | 0 |

### *Peak Hour Summary*
***4:45 PM to 5:45 PM***

| By Approach | Northbound Shasta Ave | | | | Southbound Shasta Ave | | | | Eastbound Alta Vista Rd | | | | Westbound Alta Vista Rd | | | | Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | Bikes | In | Out | Total | Bikes | In | Out | Total | Bikes | In | Out | Total | Bikes | | North | South | East | West |
| Volume | 185 | 107 | 292 | 0 | 166 | 170 | 336 | 0 | 7 | 18 | 25 | 0 | 155 | 218 | 373 | 0 | 513 | 0 | 0 | 2 | 0 |
| %HV | 1.1% | | | | 0.6% | | | | 0.0% | | | | 2.6% | | | | 1.4% | | | | |
| PHF | 0.84 | | | | 0.83 | | | | 0.44 | | | | 0.90 | | | | 0.86 | | | | |

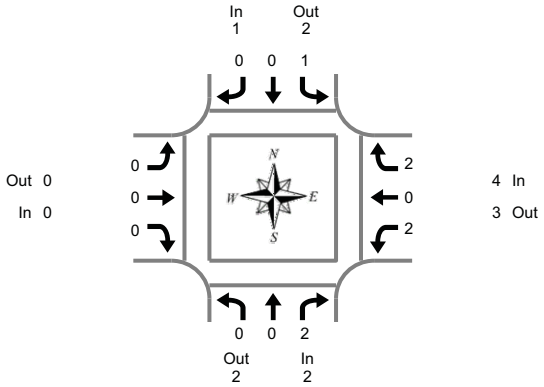
| By Movement | Northbound Shasta Ave | | | | Southbound Shasta Ave | | | | Eastbound Alta Vista Rd | | | | Westbound Alta Vista Rd | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| Volume | 8 | 72 | 105 | 185 | 111 | 47 | 8 | 166 | 3 | 2 | 2 | 7 | 58 | 2 | 95 | 155 | 513 |
| %HV | 0.0% | 0.0% | 1.9% | 1.1% | 0.9% | 0.0% | 0.0% | 0.6% | 0.0% | 0.0% | 0.0% | 0.0% | 3.4% | 0.0% | 2.1% | 2.6% | 1.4% |
| PHF | 0.50 | 0.75 | 0.77 | 0.84 | 0.90 | 0.69 | 0.50 | 0.83 | 0.25 | 0.50 | 0.50 | 0.44 | 0.81 | 0.50 | 0.95 | 0.90 | 0.86 |

### *Rolling Hour Summary*
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Shasta Ave | | | | Southbound Shasta Ave | | | | Eastbound Alta Vista Rd | | | | Westbound Alta Vista Rd | | | | Interval Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | | North | South | East | West |
| 3:00 PM | 0 | 58 | 72 | 0 | 61 | 43 | 1 | 0 | 1 | 3 | 4 | 0 | 48 | 2 | 77 | 0 | 370 | 0 | 1 | 0 | 0 |
| 3:15 PM | 0 | 61 | 71 | 0 | 65 | 58 | 0 | 0 | 1 | 2 | 2 | 0 | 49 | 2 | 87 | 0 | 398 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 66 | 82 | 0 | 61 | 61 | 0 | 0 | 1 | 0 | 4 | 0 | 42 | 1 | 92 | 0 | 410 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 59 | 79 | 0 | 70 | 58 | 1 | 0 | 0 | 1 | 3 | 0 | 39 | 1 | 100 | 0 | 411 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 60 | 91 | 0 | 75 | 49 | 1 | 0 | 0 | 1 | 2 | 0 | 47 | 0 | 104 | 0 | 430 | 0 | 0 | 0 | 0 |
| 4:15 PM | 1 | 61 | 85 | 0 | 89 | 38 | 1 | 0 | 3 | 2 | 2 | 0 | 44 | 0 | 102 | 0 | 428 | 0 | 0 | 0 | 0 |
| 4:30 PM | 4 | 59 | 95 | 0 | 102 | 43 | 5 | 0 | 3 | 3 | 1 | 0 | 50 | 1 | 100 | 0 | 466 | 0 | 0 | 0 | 0 |
| 4:45 PM | 8 | 72 | 105 | 0 | 111 | 47 | 8 | 0 | 3 | 2 | 2 | 0 | 58 | 2 | 95 | 0 | 513 | 0 | 0 | 2 | 0 |
| 5:00 PM | 8 | 75 | 102 | 0 | 107 | 52 | 11 | 0 | 3 | 2 | 2 | 0 | 47 | 2 | 98 | 0 | 509 | 0 | 0 | 2 | 0 |

# Heavy Vehicle Summary

Clay Carney
(503) 833-2740




# Shasta Ave & Alta Vista Rd

***Tuesday, May 26, 2009***
***3:00 PM to 6:00 PM***

***Peak Hour Summary***
***4:45 PM to 5:45 PM***

***Heavy Vehicle 15-Minute Interval Summary***
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Shasta Ave | | | | Southbound Shasta Ave | | | | Eastbound Alta Vista Rd | | | | Westbound Alta Vista Rd | | | | Interval Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| 3:00 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 2 |
| 3:30 PM | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 2 |
| 4:30 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 2 |
| 5:15 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 5:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| 5:45 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total Survey | 0 | 0 | 6 | 6 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 6 | 0 | 5 | 11 | 20 |

***Heavy Vehicle Peak Hour Summary***
***4:45 PM to 5:45 PM***

| By Approach | Northbound Shasta Ave | | | Southbound Shasta Ave | | | Eastbound Alta Vista Rd | | | Westbound Alta Vista Rd | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total | In | Out | Total | In | Out | Total | |
| Volume | 2 | 2 | 4 | 1 | 2 | 3 | 0 | 0 | 0 | 4 | 3 | 7 | 7 |
| PHF | 0.25 | | | 0.13 | | | 0.00 | | | 0.25 | | | 0.25 |

| By Movement | Northbound Shasta Ave | | | | Southbound Shasta Ave | | | | Eastbound Alta Vista Rd | | | | Westbound Alta Vista Rd | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| Volume | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 | 7 |
| PHF | 0.00 | 0.00 | 0.25 | 0.25 | 0.13 | 0.00 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.17 | 0.00 | 0.25 | 0.25 | 0.25 |

***Heavy Vehicle Rolling Hour Summary***
***3:00 PM to 6:00 PM***

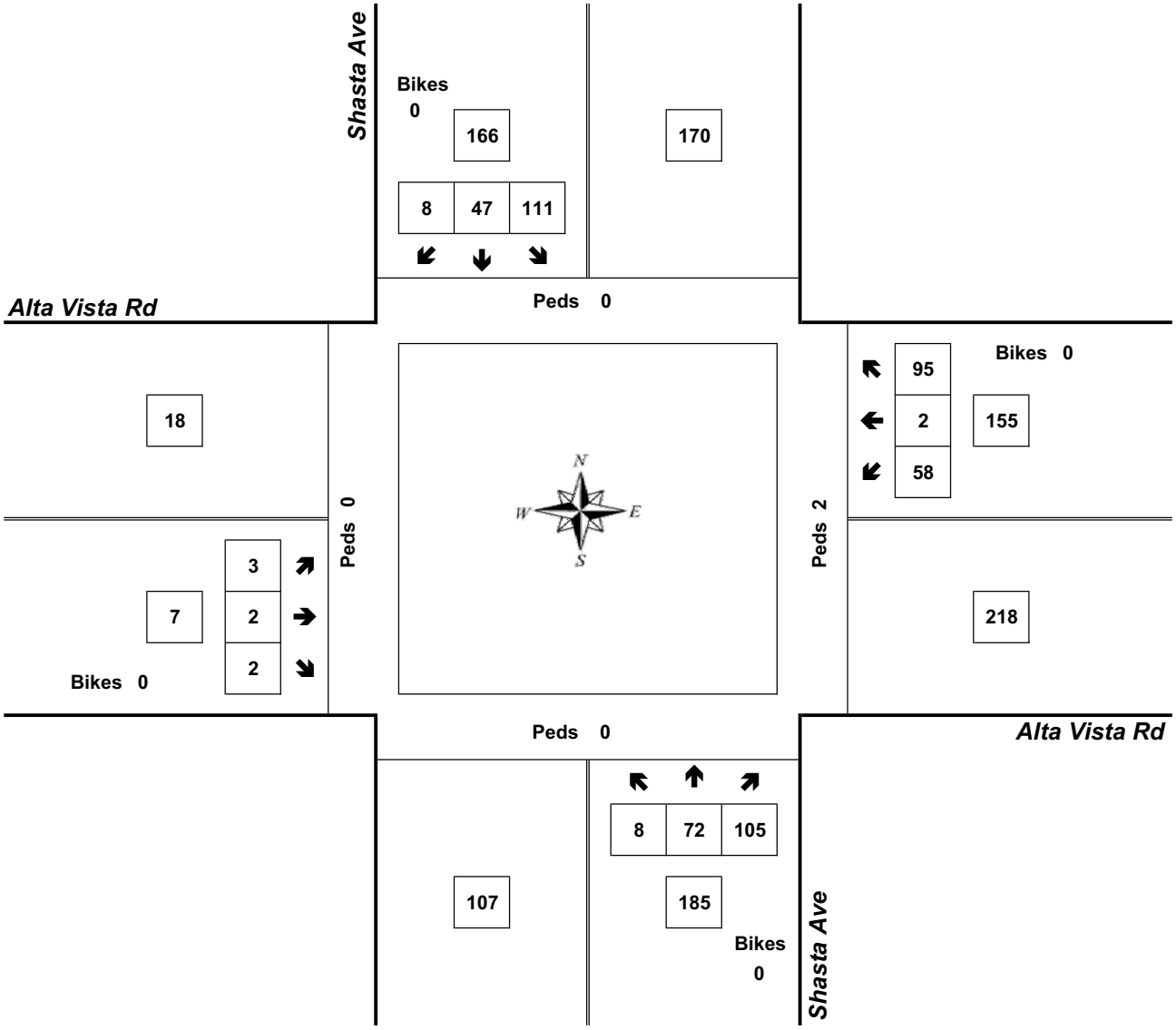
| Interval Start Time | Northbound Shasta Ave | | | | Southbound Shasta Ave | | | | Eastbound Alta Vista Rd | | | | Westbound Alta Vista Rd | | | | Interval Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| 3:00 PM | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 4 | 7 |
| 3:15 PM | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 | 7 |
| 3:30 PM | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 | 7 |
| 3:45 PM | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 5 |
| 4:00 PM | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 6 |
| 4:15 PM | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 | 6 |
| 4:30 PM | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 3 | 6 |
| 4:45 PM | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 | 7 |
| 5:00 PM | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 | 7 |

## Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

# Shasta Ave & Alta Vista Rd

**4:45 PM to 5:45 PM**
**Tuesday, May 26, 2009**

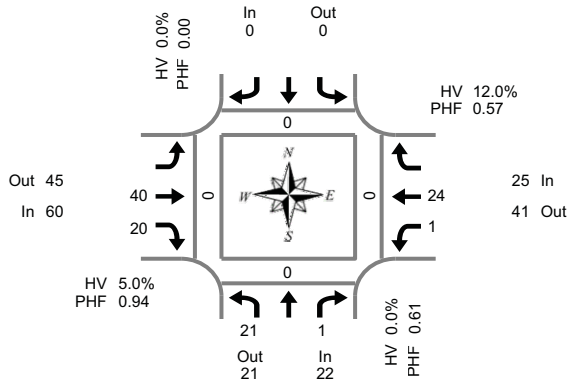



| Approach | PHF | HV% | Volume |
|---|---|---|---|
| **EB** | 0.44 | 0.0% | 7 |
| **WB** | 0.90 | 2.6% | 155 |
| **NB** | 0.84 | 1.1% | 185 |
| **SB** | 0.83 | 0.6% | 166 |
| **Intersection** | 0.86 | 1.4% | 513 |

Count Period: 3:00 PM to 6:00 PM

# Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740




**Peak Hour Summary**
**4:30 PM to 5:30 PM**

# Riley Rd & Stevens Rd

***Wednesday, May 27, 2009***
***3:00 PM to 6:00 PM***

### *15-Minute Interval Summary*
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Riley Rd | | | | Southbound Riley Rd | | | | Eastbound Stevens Rd | | | | Westbound Stevens Rd | | | | Interval Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | | R | Bikes | | | | Bikes | T | R | Bikes | L | T | | Bikes | | | North | South | East | West |
| 3:00 PM | 5 | | 1 | 0 | | | | 0 | 10 | 3 | 0 | 0 | 2 | | 0 | | 21 | 0 | 0 | 0 | 0 |
| 3:15 PM | 4 | | 1 | 0 | | | | 0 | 6 | 5 | 0 | 1 | 4 | | 0 | | 21 | 0 | 0 | 0 | 0 |
| 3:30 PM | 4 | | 1 | 0 | | | | 0 | 5 | 2 | 0 | 2 | 7 | | 0 | | 21 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | | 0 | 0 | | | | 0 | 14 | 6 | 0 | 2 | 7 | | 0 | | 29 | 0 | 0 | 0 | 0 |
| 4:00 PM | 3 | | 0 | 0 | | | | 0 | 9 | 5 | 0 | 0 | 6 | | 0 | | 23 | 0 | 0 | 0 | 0 |
| 4:15 PM | 2 | | 0 | 0 | | | | 0 | 14 | 1 | 0 | 2 | 5 | | 0 | | 24 | 0 | 0 | 0 | 0 |
| 4:30 PM | 8 | | 1 | 0 | | | | 0 | 5 | 9 | 0 | 1 | 4 | | 0 | | 28 | 0 | 0 | 0 | 0 |
| 4:45 PM | 4 | | 0 | 0 | | | | 0 | 12 | 4 | 0 | 0 | 11 | | 0 | | 31 | 0 | 0 | 0 | 0 |
| 5:00 PM | 4 | | 0 | 0 | | | | 0 | 12 | 4 | 0 | 0 | 1 | | 0 | | 21 | 0 | 0 | 0 | 0 |
| 5:15 PM | 5 | | 0 | 0 | | | | 0 | 11 | 3 | 0 | 0 | 8 | | 0 | | 27 | 0 | 0 | 0 | 0 |
| 5:30 PM | 2 | | 1 | 0 | | | | 0 | 5 | 3 | 0 | 0 | 5 | | 0 | | 16 | 0 | 0 | 0 | 0 |
| 5:45 PM | 5 | | 1 | 0 | | | | 0 | 8 | 2 | 0 | 1 | 5 | | 0 | | 22 | 0 | 0 | 1 | 0 |
| Total Survey | 46 | | 6 | 0 | | | | 0 | 111 | 47 | 0 | 9 | 65 | | 0 | | 284 | 0 | 0 | 1 | 0 |

### *Peak Hour Summary*
***4:30 PM to 5:30 PM***

| By Approach | Northbound Riley Rd | | | | Southbound Riley Rd | | | | Eastbound Stevens Rd | | | | Westbound Stevens Rd | | | | Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | Bikes | In | Out | Total | Bikes | In | Out | Total | Bikes | In | Out | Total | Bikes | | North | South | East | West |
| Volume | 22 | 21 | 43 | 0 | 0 | 0 | 0 | 0 | 60 | 45 | 105 | 0 | 25 | 41 | 66 | 0 | 107 | 0 | 0 | 0 | 0 |
| %HV | 0.0% | | | | 0.0% | | | | 5.0% | | | | 12.0% | | | | 5.6% | | | | |
| PHF | 0.61 | | | | 0.00 | | | | 0.94 | | | | 0.57 | | | | 0.86 | | | | |

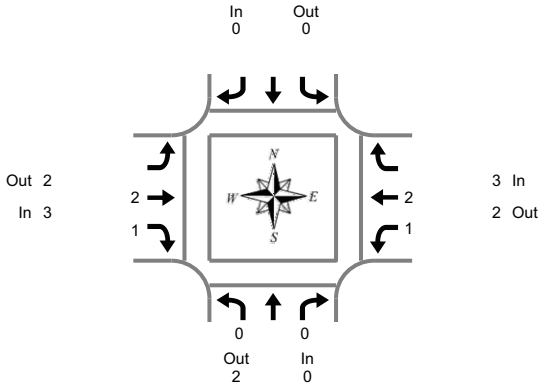
| By Movement | Northbound Riley Rd | | | | Southbound Riley Rd | | | | Eastbound Stevens Rd | | | | Westbound Stevens Rd | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | | R | Total | | | | Total | | T | R | Total | L | T | | Total | |
| Volume | 21 | | 1 | 22 | | | | 0 | | 40 | 20 | 60 | 1 | 24 | | 25 | 107 |
| %HV | 0.0% | NA | 0.0% | 0.0% | NA | NA | NA | 0.0% | NA | 5.0% | 5.0% | 5.0% | ##### | 8.3% | NA | 12.0% | 5.6% |
| PHF | 0.66 | | 0.25 | 0.61 | | | | 0.00 | | 0.83 | 0.56 | 0.94 | 0.25 | 0.55 | | 0.57 | 0.86 |

### *Rolling Hour Summary*
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Riley Rd | | | | Southbound Riley Rd | | | | Eastbound Stevens Rd | | | | Westbound Stevens Rd | | | | Interval Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | | R | Bikes | | | | Bikes | T | R | Bikes | L | T | | Bikes | | | North | South | East | West |
| 3:00 PM | 13 | | 3 | 0 | | | | 0 | 35 | 16 | 0 | 5 | 20 | | 0 | | 92 | 0 | 0 | 0 | 0 |
| 3:15 PM | 11 | | 2 | 0 | | | | 0 | 34 | 18 | 0 | 5 | 24 | | 0 | | 94 | 0 | 0 | 0 | 0 |
| 3:30 PM | 9 | | 1 | 0 | | | | 0 | 42 | 14 | 0 | 6 | 25 | | 0 | | 97 | 0 | 0 | 0 | 0 |
| 3:45 PM | 13 | | 1 | 0 | | | | 0 | 42 | 21 | 0 | 5 | 22 | | 0 | | 104 | 0 | 0 | 0 | 0 |
| 4:00 PM | 17 | | 1 | 0 | | | | 0 | 40 | 19 | 0 | 3 | 26 | | 0 | | 106 | 0 | 0 | 0 | 0 |
| 4:15 PM | 18 | | 1 | 0 | | | | 0 | 43 | 18 | 0 | 3 | 21 | | 0 | | 104 | 0 | 0 | 0 | 0 |
| 4:30 PM | 21 | | 1 | 0 | | | | 0 | 40 | 20 | 0 | 1 | 24 | | 0 | | 107 | 0 | 0 | 0 | 0 |
| 4:45 PM | 15 | | 1 | 0 | | | | 0 | 40 | 14 | 0 | 0 | 25 | | 0 | | 95 | 0 | 0 | 0 | 0 |
| 5:00 PM | 16 | | 2 | 0 | | | | 0 | 36 | 12 | 0 | 1 | 19 | | 0 | | 86 | 0 | 0 | 1 | 0 |

# Heavy Vehicle Summary

Clay Carney
(503) 833-2740




# Riley Rd & Stevens Rd

***Wednesday, May 27, 2009***
***3:00 PM to 6:00 PM***

***Peak Hour Summary***
***4:30 PM to 5:30 PM***

***Heavy Vehicle 15-Minute Interval Summary***
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Riley Rd | | | | Southbound Riley Rd | | | | Eastbound Stevens Rd | | | | Westbound Stevens Rd | | | | Interval Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | | R | Total | | | | Total | T | R | Total | L | T | | Total | |
| 3:00 PM | 1 | | 0 | 1 | | | | 0 | 1 | 0 | 1 | 0 | 0 | | 0 | 2 |
| 3:15 PM | 0 | | 0 | 0 | | | | 0 | 0 | 1 | 1 | 0 | 0 | | 0 | 1 |
| 3:30 PM | 0 | | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 |
| 3:45 PM | 0 | | 0 | 0 | | | | 0 | 3 | 0 | 3 | 0 | 0 | | 0 | 3 |
| 4:00 PM | 0 | | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 1 | | 1 | 1 |
| 4:15 PM | 0 | | 0 | 0 | | | | 0 | 1 | 0 | 1 | 1 | 0 | | 1 | 2 |
| 4:30 PM | 0 | | 0 | 0 | | | | 0 | 0 | 1 | 1 | 1 | 1 | | 2 | 3 |
| 4:45 PM | 0 | | 0 | 0 | | | | 0 | 2 | 0 | 2 | 0 | 1 | | 1 | 3 |
| 5:00 PM | 0 | | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 |
| 5:15 PM | 0 | | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 |
| 5:30 PM | 0 | | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 |
| 5:45 PM | 0 | | 0 | 0 | | | | 0 | 1 | 0 | 1 | 0 | 0 | | 0 | 1 |
| Total Survey | 1 | | 0 | 1 | | | | 0 | 8 | 2 | 10 | 2 | 3 | | 5 | 16 |

***Heavy Vehicle Peak Hour Summary***
***4:30 PM to 5:30 PM***

| By Approach | Northbound Riley Rd | | | Southbound Riley Rd | | | Eastbound Stevens Rd | | | Westbound Stevens Rd | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total | In | Out | Total | In | Out | Total | |
| Volume | 0 | 2 | 2 | 0 | 0 | 0 | 3 | 2 | 5 | 3 | 2 | 5 | 6 |
| PHF | 0.00 | | | 0.00 | | | 0.19 | | | 0.19 | | | 0.19 |

| By Movement | Northbound Riley Rd | | | | Southbound Riley Rd | | | | Eastbound Stevens Rd | | | | Westbound Stevens Rd | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | | R | Total | | | | Total | T | R | Total | L | T | | Total | |
| Volume | 0 | | 0 | 0 | | | | 0 | 2 | 1 | 3 | 1 | 2 | | 3 | 6 |
| PHF | 0.00 | | 0.00 | 0.00 | | | | 0.00 | 0.13 | 0.25 | 0.19 | 0.13 | 0.25 | | 0.19 | 0.19 |

***Heavy Vehicle Rolling Hour Summary***
***3:00 PM to 6:00 PM***

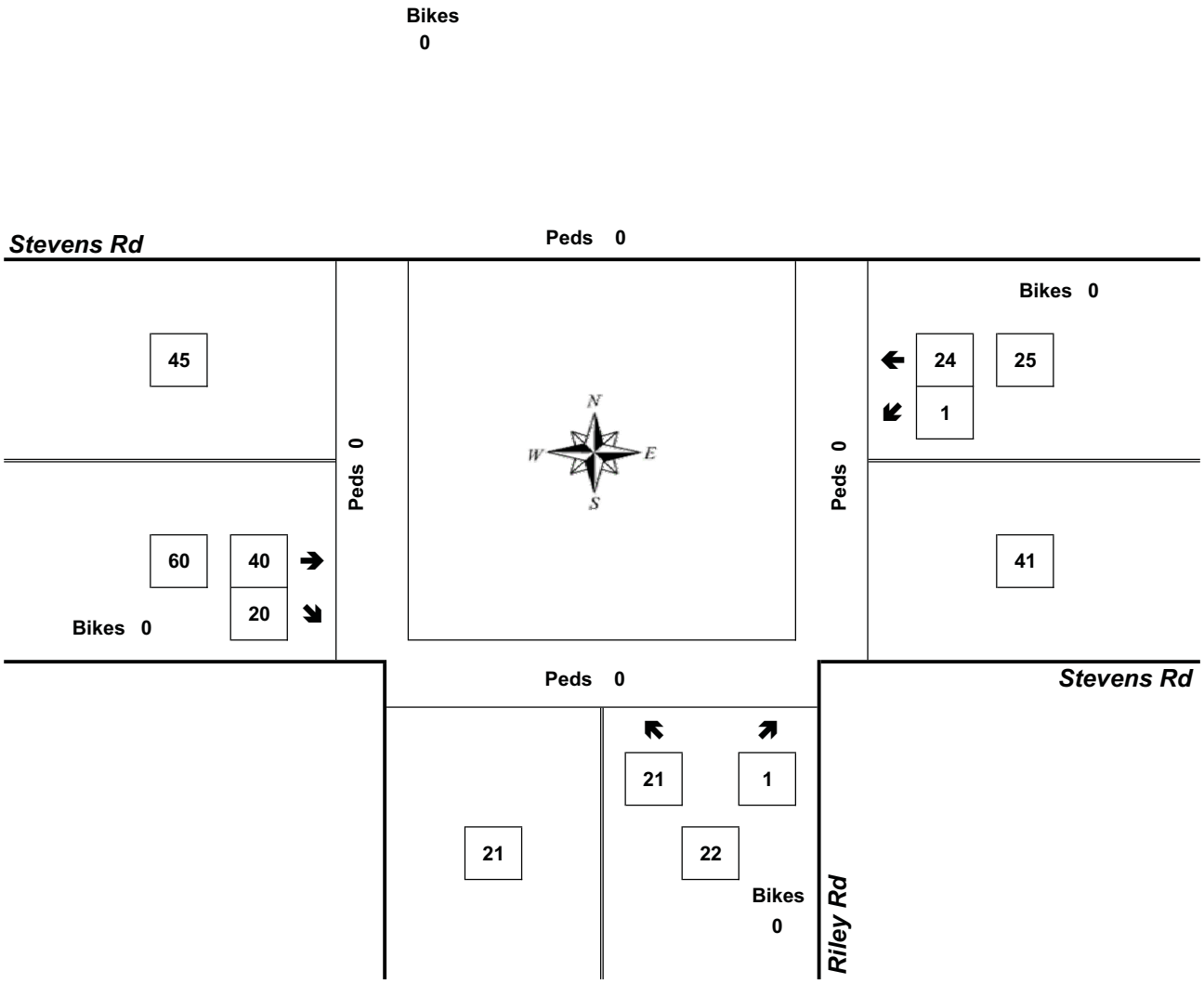
| Interval Start Time | Northbound Riley Rd | | | | Southbound Riley Rd | | | | Eastbound Stevens Rd | | | | Westbound Stevens Rd | | | | Interval Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | | R | Total | | | | Total | T | R | Total | L | T | | Total | |
| 3:00 PM | 1 | | 0 | 1 | | | | 0 | 4 | 1 | 5 | 0 | 0 | | 0 | 6 |
| 3:15 PM | 0 | | 0 | 0 | | | | 0 | 3 | 1 | 4 | 0 | 1 | | 1 | 5 |
| 3:30 PM | 0 | | 0 | 0 | | | | 0 | 4 | 0 | 4 | 1 | 1 | | 2 | 6 |
| 3:45 PM | 0 | | 0 | 0 | | | | 0 | 4 | 1 | 5 | 2 | 2 | | 4 | 9 |
| 4:00 PM | 0 | | 0 | 0 | | | | 0 | 3 | 1 | 4 | 2 | 3 | | 5 | 9 |
| 4:15 PM | 0 | | 0 | 0 | | | | 0 | 3 | 1 | 4 | 2 | 2 | | 4 | 8 |
| 4:30 PM | 0 | | 0 | 0 | | | | 0 | 2 | 1 | 3 | 1 | 2 | | 3 | 6 |
| 4:45 PM | 0 | | 0 | 0 | | | | 0 | 2 | 0 | 2 | 0 | 1 | | 1 | 3 |
| 5:00 PM | 0 | | 0 | 0 | | | | 0 | 1 | 0 | 1 | 0 | 0 | | 0 | 1 |

## Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

# Riley Rd & Stevens Rd

**4:30 PM to 5:30 PM**
**Wednesday, May 27, 2009**

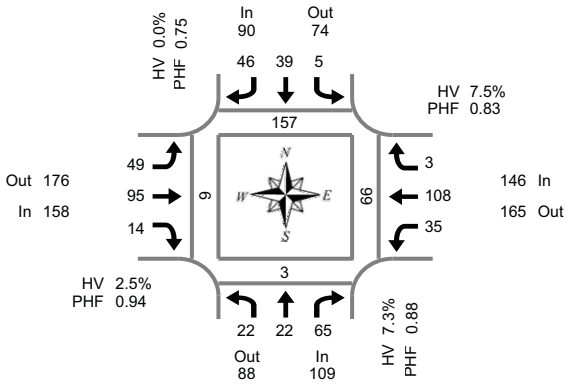



| Approach | PHF | HV% | Volume |
|---|---|---|---|
| **EB** | 0.94 | 5.0% | 60 |
| **WB** | 0.57 | 12.0% | 25 |
| **NB** | 0.61 | 0.0% | 22 |
| **SB** | 0.00 | 0.0% | 0 |
| **Intersection** | 0.86 | 5.6% | 107 |

Count Period: 3:00 PM to 6:00 PM

# Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740




**Peak Hour Summary**
***3:00 PM to 4:00 PM***

# Shasta Ave & Main St

***Tuesday, May 26, 2009***
***3:00 PM to 6:00 PM***

### *15-Minute Interval Summary*
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Shasta Ave | | | | Southbound Shasta Ave | | | | Eastbound Main St | | | | Westbound Main St | | | | Interval Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | | North | South | East | West |
| 3:00 PM | 4 | 6 | 20 | 0 | 1 | 14 | 15 | 0 | 12 | 27 | 3 | 0 | 13 | 31 | 0 | 0 | 146 | 148 | 1 | 62 | 5 |
| 3:15 PM | 7 | 4 | 13 | 0 | 0 | 9 | 12 | 0 | 16 | 23 | 2 | 0 | 7 | 29 | 2 | 0 | 124 | 8 | 1 | 2 | 3 |
| 3:30 PM | 4 | 4 | 23 | 0 | 3 | 8 | 12 | 0 | 10 | 25 | 5 | 0 | 9 | 21 | 1 | 0 | 125 | 0 | 1 | 0 | 1 |
| 3:45 PM | 7 | 8 | 9 | 0 | 1 | 8 | 7 | 0 | 11 | 20 | 4 | 0 | 6 | 27 | 0 | 0 | 108 | 1 | 0 | 2 | 0 |
| 4:00 PM | 5 | 7 | 14 | 0 | 2 | 10 | 3 | 0 | 6 | 14 | 2 | 0 | 6 | 22 | 1 | 0 | 92 | 6 | 3 | 2 | 1 |
| 4:15 PM | 4 | 6 | 11 | 0 | 3 | 8 | 12 | 0 | 10 | 12 | 6 | 0 | 2 | 17 | 3 | 0 | 94 | 0 | 0 | 3 | 0 |
| 4:30 PM | 8 | 11 | 13 | 0 | 1 | 7 | 9 | 0 | 10 | 12 | 6 | 0 | 3 | 12 | 1 | 0 | 93 | 0 | 0 | 0 | 0 |
| 4:45 PM | 13 | 9 | 11 | 0 | 2 | 7 | 15 | 0 | 10 | 19 | 7 | 0 | 5 | 23 | 0 | 0 | 121 | 1 | 0 | 0 | 0 |
| 5:00 PM | 6 | 8 | 18 | 0 | 1 | 6 | 8 | 0 | 11 | 19 | 6 | 0 | 3 | 20 | 6 | 0 | 112 | 3 | 0 | 0 | 0 |
| 5:15 PM | 8 | 6 | 5 | 0 | 3 | 8 | 5 | 0 | 8 | 28 | 13 | 0 | 3 | 14 | 0 | 0 | 101 | 4 | 0 | 0 | 1 |
| 5:30 PM | 11 | 10 | 6 | 0 | 3 | 5 | 9 | 0 | 10 | 17 | 5 | 0 | 4 | 13 | 3 | 0 | 96 | 4 | 0 | 0 | 0 |
| 5:45 PM | 7 | 7 | 13 | 0 | 1 | 7 | 9 | 0 | 8 | 11 | 5 | 0 | 1 | 20 | 5 | 0 | 94 | 7 | 0 | 0 | 3 |
| Total Survey | 84 | 86 | 156 | 0 | 21 | 97 | 116 | 0 | 122 | 227 | 64 | 0 | 62 | 249 | 22 | 0 | 1,306 | 182 | 6 | 71 | 14 |

### *Peak Hour Summary*
***3:00 PM to 4:00 PM***

| By Approach | Northbound Shasta Ave | | | | Southbound Shasta Ave | | | | Eastbound Main St | | | | Westbound Main St | | | | Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | Bikes | In | Out | Total | Bikes | In | Out | Total | Bikes | In | Out | Total | Bikes | | North | South | East | West |
| Volume | 109 | 88 | 197 | 0 | 90 | 74 | 164 | 0 | 158 | 176 | 334 | 0 | 146 | 165 | 311 | 0 | 503 | 157 | 3 | 66 | 9 |
| %HV | 7.3% | | | | 0.0% | | | | 2.5% | | | | 7.5% | | | | 4.6% | | | | |
| PHF | 0.88 | | | | 0.75 | | | | 0.94 | | | | 0.83 | | | | 0.86 | | | | |

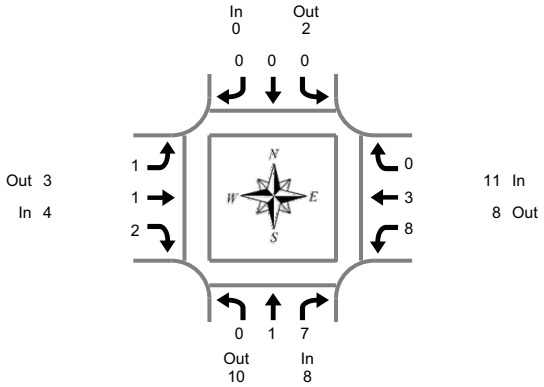
| By Movement | Northbound Shasta Ave | | | | Southbound Shasta Ave | | | | Eastbound Main St | | | | Westbound Main St | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| Volume | 22 | 22 | 65 | 109 | 5 | 39 | 46 | 90 | 49 | 95 | 14 | 158 | 35 | 108 | 3 | 146 | 503 |
| %HV | 0.0% | 4.5% | 10.8% | 7.3% | 0.0% | 0.0% | 0.0% | 0.0% | 2.0% | 1.1% | 14.3% | 2.5% | 22.9% | 2.8% | 0.0% | 7.5% | 4.6% |
| PHF | 0.79 | 0.69 | 0.71 | 0.88 | 0.42 | 0.70 | 0.77 | 0.75 | 0.77 | 0.88 | 0.70 | 0.94 | 0.67 | 0.87 | 0.38 | 0.83 | 0.86 |

### *Rolling Hour Summary*
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Shasta Ave | | | | Southbound Shasta Ave | | | | Eastbound Main St | | | | Westbound Main St | | | | Interval Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | | North | South | East | West |
| 3:00 PM | 22 | 22 | 65 | 0 | 5 | 39 | 46 | 0 | 49 | 95 | 14 | 0 | 35 | 108 | 3 | 0 | 503 | 157 | 3 | 66 | 9 |
| 3:15 PM | 23 | 23 | 59 | 0 | 6 | 35 | 34 | 0 | 43 | 82 | 13 | 0 | 28 | 99 | 4 | 0 | 449 | 15 | 5 | 6 | 5 |
| 3:30 PM | 20 | 25 | 57 | 0 | 9 | 34 | 34 | 0 | 37 | 71 | 17 | 0 | 23 | 87 | 5 | 0 | 419 | 7 | 4 | 7 | 2 |
| 3:45 PM | 24 | 32 | 47 | 0 | 7 | 33 | 31 | 0 | 37 | 58 | 18 | 0 | 17 | 78 | 5 | 0 | 387 | 7 | 3 | 7 | 1 |
| 4:00 PM | 30 | 33 | 49 | 0 | 8 | 32 | 39 | 0 | 36 | 57 | 21 | 0 | 16 | 74 | 5 | 0 | 400 | 7 | 3 | 5 | 1 |
| 4:15 PM | 31 | 34 | 53 | 0 | 7 | 28 | 44 | 0 | 41 | 62 | 25 | 0 | 13 | 72 | 10 | 0 | 420 | 4 | 0 | 3 | 0 |
| 4:30 PM | 35 | 34 | 47 | 0 | 7 | 28 | 37 | 0 | 39 | 78 | 32 | 0 | 14 | 69 | 7 | 0 | 427 | 8 | 0 | 0 | 1 |
| 4:45 PM | 38 | 33 | 40 | 0 | 9 | 26 | 37 | 0 | 39 | 83 | 31 | 0 | 15 | 70 | 9 | 0 | 430 | 12 | 0 | 0 | 1 |
| 5:00 PM | 32 | 31 | 42 | 0 | 8 | 26 | 31 | 0 | 37 | 75 | 29 | 0 | 11 | 67 | 14 | 0 | 403 | 18 | 0 | 0 | 4 |

# Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740




## Shasta Ave & Main St

***Tuesday, May 26, 2009***
***3:00 PM to 6:00 PM***

***Peak Hour Summary***
***3:00 PM to 4:00 PM***

***Heavy Vehicle 15-Minute Interval Summary***
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Shasta Ave | | | | Southbound Shasta Ave | | | | Eastbound Main St | | | | Westbound Main St | | | | Interval Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| 3:00 PM | 0 | 1 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 7 | 14 |
| 3:15 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 0 | 1 | 0 | 1 | 5 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 2 | 3 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 4:00 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 3 |
| 4:15 PM | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 5 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 3 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 2 | 4 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Total Survey | 0 | 2 | 9 | 11 | 0 | 1 | 3 | 4 | 3 | 5 | 2 | 10 | 10 | 6 | 2 | 18 | 43 |

***Heavy Vehicle Peak Hour Summary***
***3:00 PM to 4:00 PM***

| By Approach | Northbound Shasta Ave | | | Southbound Shasta Ave | | | Eastbound Main St | | | Westbound Main St | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total | In | Out | Total | In | Out | Total | |
| Volume | 8 | 10 | 18 | 0 | 2 | 2 | 4 | 3 | 7 | 11 | 8 | 19 | 23 |
| PHF | 0.25 | | | 0.00 | | | 0.25 | | | 0.28 | | | 0.26 |

| By Movement | Northbound Shasta Ave | | | | Southbound Shasta Ave | | | | Eastbound Main St | | | | Westbound Main St | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| Volume | 0 | 1 | 7 | 8 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 4 | 8 | 3 | 0 | 11 | 23 |
| PHF | 0.00 | 0.25 | 0.25 | 0.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.13 | 0.08 | 0.25 | 0.25 | 0.29 | 0.25 | 0.00 | 0.28 | 0.26 |

***Heavy Vehicle Rolling Hour Summary***
***3:00 PM to 6:00 PM***

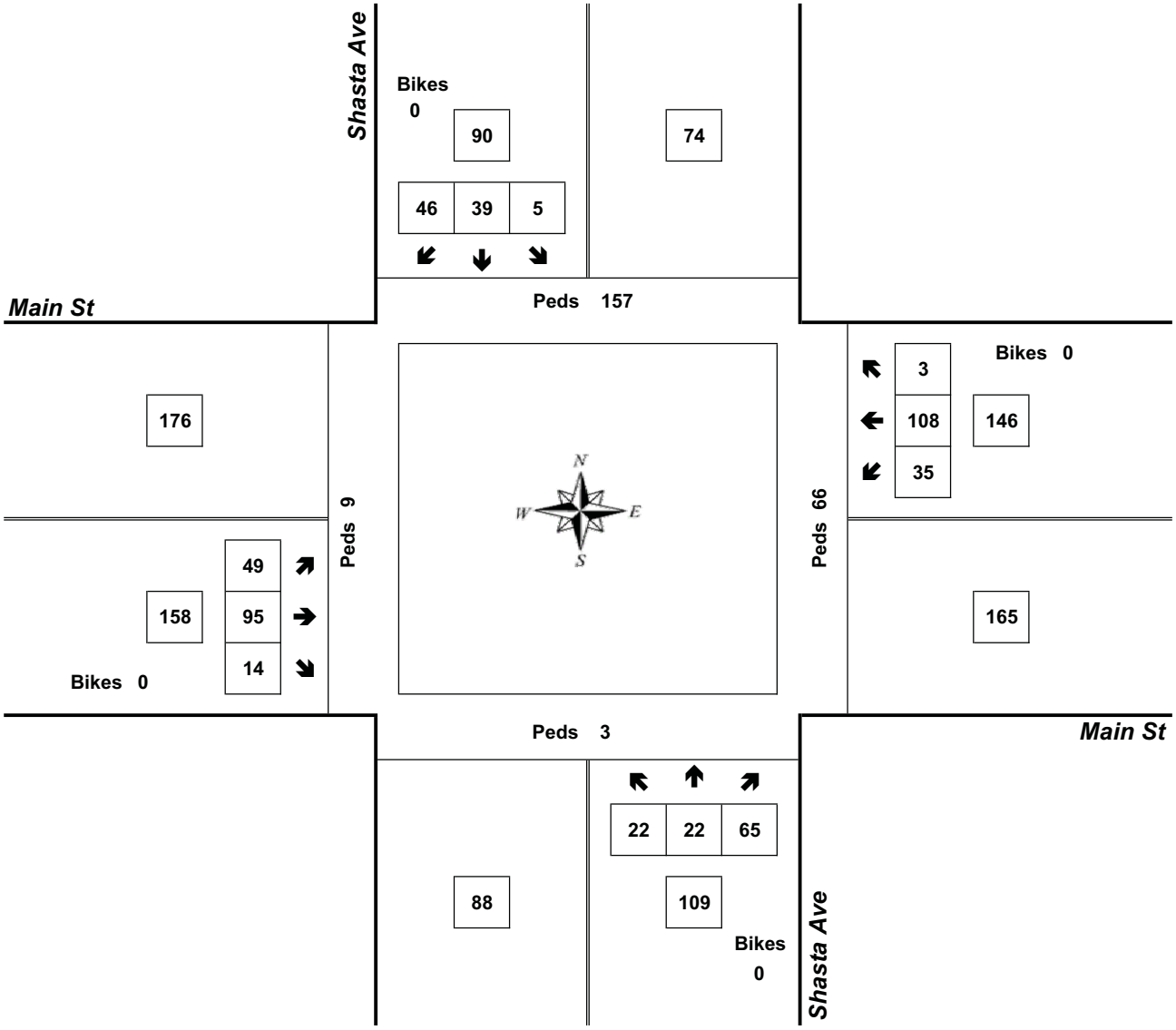
| Interval Start Time | Northbound Shasta Ave | | | | Southbound Shasta Ave | | | | Eastbound Main St | | | | Westbound Main St | | | | Interval Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| 3:00 PM | 0 | 1 | 7 | 8 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 4 | 8 | 3 | 0 | 11 | 23 |
| 3:15 PM | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 5 | 2 | 3 | 0 | 5 | 12 |
| 3:30 PM | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 1 | 2 | 2 | 1 | 5 | 2 | 2 | 0 | 4 | 12 |
| 3:45 PM | 0 | 0 | 2 | 2 | 0 | 1 | 1 | 2 | 2 | 2 | 0 | 4 | 2 | 1 | 1 | 4 | 12 |
| 4:00 PM | 0 | 0 | 2 | 2 | 0 | 1 | 2 | 3 | 2 | 3 | 0 | 5 | 2 | 2 | 1 | 5 | 15 |
| 4:15 PM | 0 | 0 | 1 | 1 | 0 | 1 | 2 | 3 | 1 | 3 | 0 | 4 | 2 | 2 | 1 | 5 | 13 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 2 | 2 | 1 | 5 | 8 |
| 4:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 1 | 1 | 2 | 1 | 4 | 8 |
| 5:00 PM | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 2 | 5 |

## Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

# Shasta Ave & Main St

**3:00 PM to 4:00 PM**
**Tuesday, May 26, 2009**

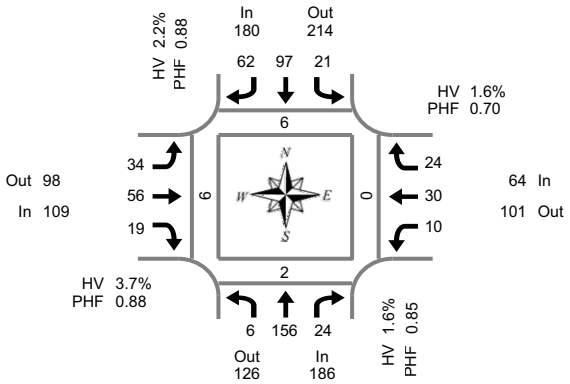



| Approach | PHF | HV% | Volume |
|---|---|---|---|
| **EB** | 0.94 | 2.5% | 158 |
| **WB** | 0.83 | 7.5% | 146 |
| **NB** | 0.88 | 7.3% | 109 |
| **SB** | 0.75 | 0.0% | 90 |
| **Intersection** | 0.86 | 4.6% | 503 |

Count Period: 3:00 PM to 6:00 PM

# Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740




**Peak Hour Summary**
***4:30 PM to 5:30 PM***

# Royal Ave & Loto St

***Tuesday, June 02, 2009***
***3:00 PM to 6:00 PM***

### *15-Minute Interval Summary*
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Royal Ave | | | | Southbound Royal Ave | | | | Eastbound Loto St | | | | Westbound Loto St | | | | Interval Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | | North | South | East | West |
| 3:00 PM | 4 | 24 | 7 | 0 | 4 | 22 | 12 | 0 | 11 | 19 | 6 | 0 | 4 | 8 | 7 | 0 | 128 | 12 | 4 | 8 | 6 |
| 3:15 PM | 2 | 35 | 5 | 0 | 2 | 19 | 16 | 0 | 9 | 22 | 8 | 0 | 2 | 9 | 4 | 0 | 133 | 8 | 1 | 6 | 2 |
| 3:30 PM | 2 | 24 | 8 | 0 | 3 | 20 | 18 | 0 | 12 | 24 | 6 | 0 | 1 | 6 | 5 | 0 | 129 | 3 | 2 | 2 | 3 |
| 3:45 PM | 3 | 34 | 6 | 0 | 6 | 24 | 12 | 0 | 10 | 13 | 6 | 0 | 2 | 8 | 2 | 0 | 126 | 1 | 2 | 4 | 0 |
| 4:00 PM | 0 | 29 | 9 | 0 | 5 | 24 | 13 | 0 | 8 | 19 | 5 | 0 | 3 | 5 | 6 | 0 | 126 | 2 | 0 | 2 | 2 |
| 4:15 PM | 1 | 31 | 5 | 0 | 2 | 24 | 10 | 0 | 14 | 15 | 2 | 0 | 0 | 7 | 8 | 0 | 119 | 1 | 1 | 0 | 0 |
| 4:30 PM | 3 | 38 | 11 | 0 | 3 | 28 | 18 | 0 | 4 | 14 | 7 | 0 | 2 | 9 | 9 | 0 | 146 | 1 | 0 | 0 | 2 |
| 4:45 PM | 0 | 30 | 3 | 0 | 3 | 25 | 23 | 0 | 11 | 11 | 2 | 0 | 2 | 6 | 3 | 0 | 119 | 0 | 0 | 0 | 0 |
| 5:00 PM | 1 | 48 | 6 | 0 | 8 | 23 | 13 | 0 | 10 | 16 | 5 | 0 | 3 | 9 | 11 | 0 | 153 | 3 | 1 | 0 | 1 |
| 5:15 PM | 2 | 40 | 4 | 0 | 7 | 21 | 8 | 0 | 9 | 15 | 5 | 0 | 3 | 6 | 1 | 0 | 121 | 2 | 1 | 0 | 3 |
| 5:30 PM | 2 | 34 | 3 | 0 | 2 | 19 | 14 | 0 | 8 | 12 | 5 | 0 | 0 | 7 | 4 | 0 | 110 | 2 | 1 | 0 | 0 |
| 5:45 PM | 3 | 29 | 3 | 0 | 2 | 20 | 9 | 0 | 5 | 8 | 7 | 0 | 3 | 4 | 3 | 0 | 96 | 0 | 0 | 2 | 0 |
| Total Survey | 23 | 396 | 70 | 0 | 47 | 269 | 166 | 0 | 111 | 188 | 64 | 0 | 25 | 84 | 63 | 0 | 1,506 | 35 | 13 | 24 | 19 |

### *Peak Hour Summary*
***4:30 PM to 5:30 PM***

| By Approach | Northbound Royal Ave | | | | Southbound Royal Ave | | | | Eastbound Loto St | | | | Westbound Loto St | | | | Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | Bikes | In | Out | Total | Bikes | In | Out | Total | Bikes | In | Out | Total | Bikes | | North | South | East | West |
| Volume | 186 | 126 | 312 | 0 | 180 | 214 | 394 | 0 | 109 | 98 | 207 | 0 | 64 | 101 | 165 | 0 | 539 | 6 | 2 | 0 | 6 |
| %HV | 1.6% | | | | 2.2% | | | | 3.7% | | | | 1.6% | | | | 2.2% | | | | |
| PHF | 0.85 | | | | 0.88 | | | | 0.88 | | | | 0.70 | | | | 0.88 | | | | |

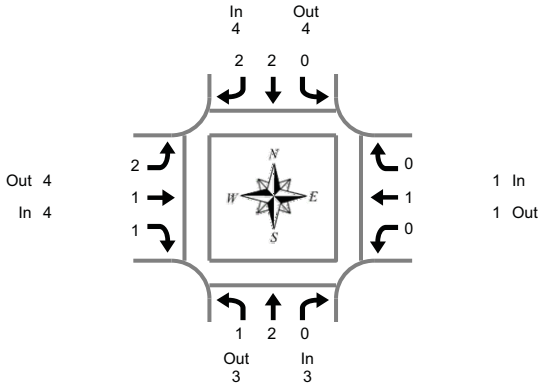
| By Movement | Northbound Royal Ave | | | | Southbound Royal Ave | | | | Eastbound Loto St | | | | Westbound Loto St | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| Volume | 6 | 156 | 24 | 186 | 21 | 97 | 62 | 180 | 34 | 56 | 19 | 109 | 10 | 30 | 24 | 64 | 539 |
| %HV | 16.7% | 1.3% | 0.0% | 1.6% | 0.0% | 2.1% | 3.2% | 2.2% | 5.9% | 1.8% | 5.3% | 3.7% | 0.0% | 3.3% | 0.0% | 1.6% | 2.2% |
| PHF | 0.50 | 0.81 | 0.55 | 0.85 | 0.66 | 0.87 | 0.67 | 0.88 | 0.77 | 0.88 | 0.68 | 0.88 | 0.83 | 0.83 | 0.55 | 0.70 | 0.88 |

### *Rolling Hour Summary*
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Royal Ave | | | | Southbound Royal Ave | | | | Eastbound Loto St | | | | Westbound Loto St | | | | Interval Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | | North | South | East | West |
| 3:00 PM | 11 | 117 | 26 | 0 | 15 | 85 | 58 | 0 | 42 | 78 | 26 | 0 | 9 | 31 | 18 | 0 | 516 | 24 | 9 | 20 | 11 |
| 3:15 PM | 7 | 122 | 28 | 0 | 16 | 87 | 59 | 0 | 39 | 78 | 25 | 0 | 8 | 28 | 17 | 0 | 514 | 14 | 5 | 14 | 7 |
| 3:30 PM | 6 | 118 | 28 | 0 | 16 | 92 | 53 | 0 | 44 | 71 | 19 | 0 | 6 | 26 | 21 | 0 | 500 | 7 | 5 | 8 | 5 |
| 3:45 PM | 7 | 132 | 31 | 0 | 16 | 100 | 53 | 0 | 36 | 61 | 20 | 0 | 7 | 29 | 25 | 0 | 517 | 5 | 3 | 6 | 4 |
| 4:00 PM | 4 | 128 | 28 | 0 | 13 | 101 | 64 | 0 | 37 | 59 | 16 | 0 | 7 | 27 | 26 | 0 | 510 | 4 | 1 | 2 | 4 |
| 4:15 PM | 5 | 147 | 25 | 0 | 16 | 100 | 64 | 0 | 39 | 56 | 16 | 0 | 7 | 31 | 31 | 0 | 537 | 5 | 2 | 0 | 3 |
| 4:30 PM | 6 | 156 | 24 | 0 | 21 | 97 | 62 | 0 | 34 | 56 | 19 | 0 | 10 | 30 | 24 | 0 | 539 | 6 | 2 | 0 | 6 |
| 4:45 PM | 5 | 152 | 16 | 0 | 20 | 88 | 58 | 0 | 38 | 54 | 17 | 0 | 8 | 28 | 19 | 0 | 503 | 7 | 3 | 0 | 4 |
| 5:00 PM | 8 | 151 | 16 | 0 | 19 | 83 | 44 | 0 | 32 | 51 | 22 | 0 | 9 | 26 | 19 | 0 | 480 | 7 | 3 | 2 | 4 |

# Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740




# Royal Ave & Loto St

***Tuesday, June 02, 2009***
***3:00 PM to 6:00 PM***

***Peak Hour Summary***
***4:30 PM to 5:30 PM***

***Heavy Vehicle 15-Minute Interval Summary***
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Royal Ave | | | | Southbound Royal Ave | | | | Eastbound Loto St | | | | Westbound Loto St | | | | Interval Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| 3:00 PM | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 3:15 PM | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 4:30 PM | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 5:00 PM | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 5:30 PM | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 4 |
| 5:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total Survey | 2 | 5 | 1 | 8 | 0 | 7 | 7 | 14 | 4 | 5 | 2 | 11 | 0 | 1 | 0 | 1 | 34 |

***Heavy Vehicle Peak Hour Summary***
***4:30 PM to 5:30 PM***

| By Approach | Northbound Royal Ave | | | Southbound Royal Ave | | | Eastbound Loto St | | | Westbound Loto St | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total | In | Out | Total | In | Out | Total | |
| Volume | 3 | 3 | 6 | 4 | 4 | 8 | 4 | 4 | 8 | 1 | 1 | 2 | 12 |
| PHF | 0.25 | | | 0.25 | | | 0.25 | | | 0.25 | | | 0.30 |

| By Movement | Northbound Royal Ave | | | | Southbound Royal Ave | | | | Eastbound Loto St | | | | Westbound Loto St | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| Volume | 1 | 2 | 0 | 3 | 0 | 2 | 2 | 4 | 2 | 1 | 1 | 4 | 0 | 1 | 0 | 1 | 12 |
| PHF | 0.25 | 0.25 | 0.00 | 0.25 | 0.00 | 0.17 | 0.25 | 0.25 | 0.25 | 0.13 | 0.25 | 0.25 | 0.00 | 0.25 | 0.00 | 0.25 | 0.30 |

***Heavy Vehicle Rolling Hour Summary***
***3:00 PM to 6:00 PM***

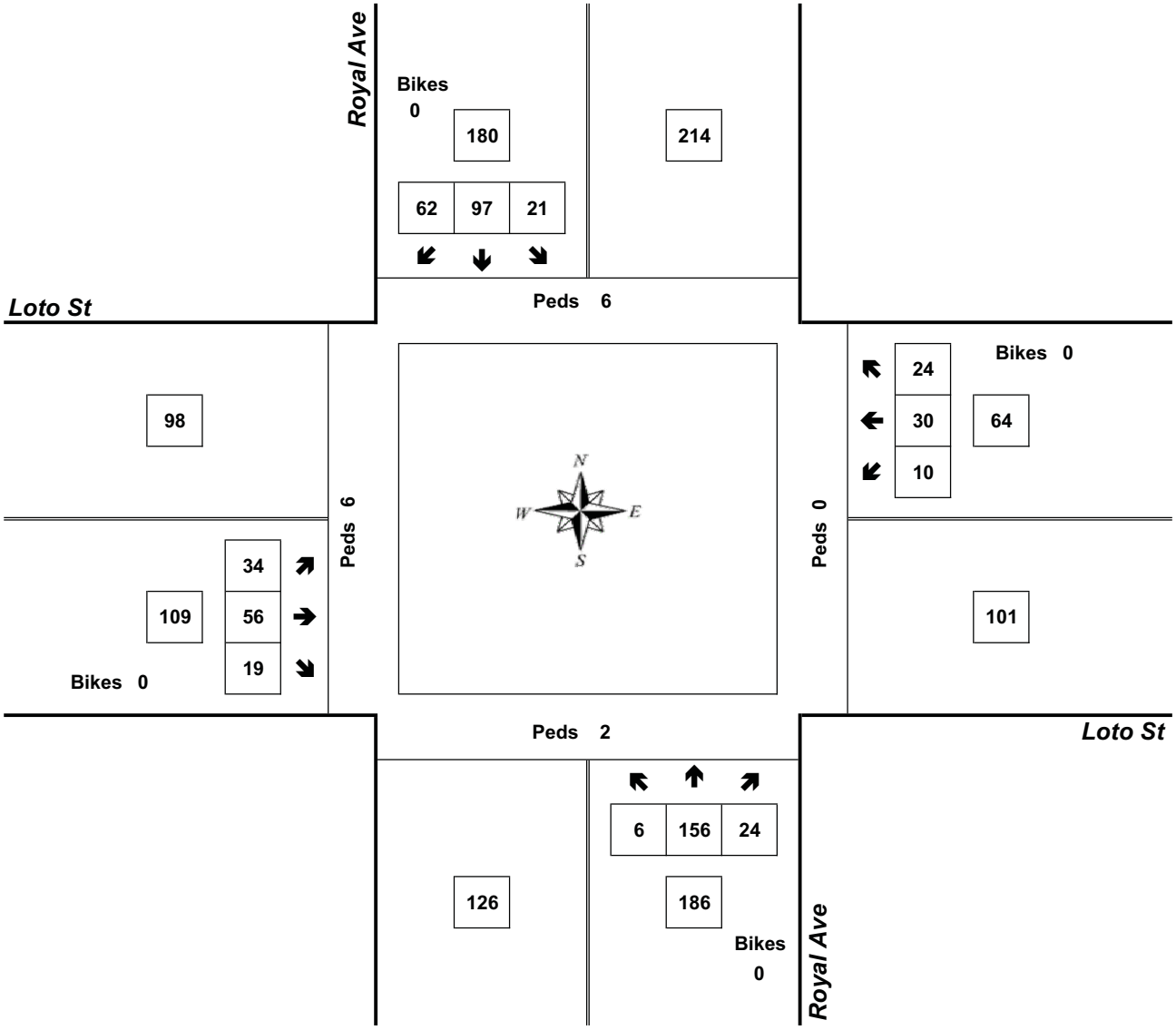
| Interval Start Time | Northbound Royal Ave | | | | Southbound Royal Ave | | | | Eastbound Loto St | | | | Westbound Loto St | | | | Interval Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| 3:00 PM | 1 | 2 | 0 | 3 | 0 | 3 | 2 | 5 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 12 |
| 3:15 PM | 1 | 1 | 0 | 2 | 0 | 3 | 2 | 5 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 11 |
| 3:30 PM | 0 | 1 | 0 | 1 | 0 | 3 | 2 | 5 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 9 |
| 3:45 PM | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 3 | 1 | 2 | 1 | 4 | 0 | 0 | 0 | 0 | 10 |
| 4:00 PM | 1 | 1 | 0 | 2 | 0 | 2 | 2 | 4 | 1 | 2 | 1 | 4 | 0 | 0 | 0 | 0 | 10 |
| 4:15 PM | 1 | 2 | 0 | 3 | 0 | 1 | 3 | 4 | 3 | 1 | 1 | 5 | 0 | 0 | 0 | 0 | 12 |
| 4:30 PM | 1 | 2 | 0 | 3 | 0 | 2 | 2 | 4 | 2 | 1 | 1 | 4 | 0 | 1 | 0 | 1 | 12 |
| 4:45 PM | 0 | 1 | 1 | 2 | 0 | 3 | 3 | 6 | 2 | 1 | 1 | 4 | 0 | 1 | 0 | 1 | 13 |
| 5:00 PM | 0 | 2 | 1 | 3 | 0 | 2 | 3 | 5 | 2 | 0 | 1 | 3 | 0 | 1 | 0 | 1 | 12 |

## Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

# Royal Ave & Loto St

**4:30 PM to 5:30 PM**
**Tuesday, June 02, 2009**

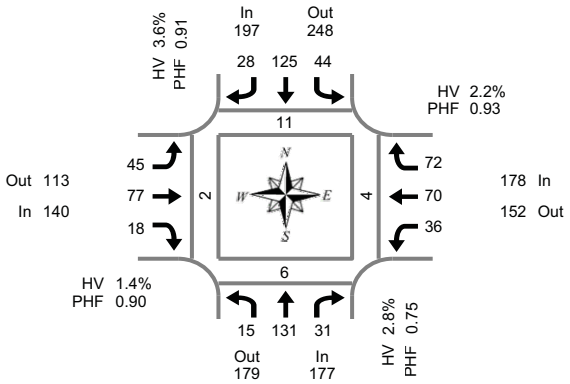



| Approach | PHF | HV% | Volume |
|---|---|---|---|
| **EB** | 0.88 | 3.7% | 109 |
| **WB** | 0.70 | 1.6% | 64 |
| **NB** | 0.85 | 1.6% | 186 |
| **SB** | 0.88 | 2.2% | 180 |
| **Intersection** | 0.88 | 2.2% | 539 |

Count Period: 3:00 PM to 6:00 PM

# Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740




**Peak Hour Summary**
**4:45 PM to 5:45 PM**

# Royal Ave & Main St

***Tuesday, May 26, 2009***
***3:00 PM to 6:00 PM***

### *15-Minute Interval Summary*
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Royal Ave | | | | Southbound Royal Ave | | | | Eastbound Main St | | | | Westbound Main St | | | | Interval Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | | North | South | East | West |
| 3:00 PM | 5 | 27 | 6 | 0 | 9 | 29 | 5 | 0 | 11 | 25 | 7 | 0 | 6 | 17 | 13 | 0 | 160 | 1 | 0 | 0 | 0 |
| 3:15 PM | 2 | 22 | 8 | 0 | 5 | 23 | 7 | 0 | 7 | 28 | 7 | 0 | 3 | 17 | 11 | 0 | 140 | 0 | 0 | 0 | 0 |
| 3:30 PM | 1 | 21 | 2 | 0 | 13 | 34 | 4 | 0 | 10 | 27 | 6 | 0 | 2 | 18 | 11 | 0 | 149 | 0 | 0 | 0 | 0 |
| 3:45 PM | 3 | 23 | 5 | 0 | 7 | 28 | 4 | 0 | 9 | 22 | 4 | 0 | 7 | 14 | 10 | 0 | 136 | 0 | 0 | 0 | 0 |
| 4:00 PM | 5 | 36 | 4 | 0 | 4 | 24 | 9 | 0 | 5 | 17 | 6 | 0 | 10 | 19 | 10 | 0 | 149 | 0 | 0 | 0 | 0 |
| 4:15 PM | 3 | 31 | 5 | 0 | 9 | 26 | 8 | 0 | 12 | 15 | 7 | 0 | 3 | 17 | 13 | 0 | 149 | 2 | 1 | 0 | 0 |
| 4:30 PM | 2 | 36 | 6 | 0 | 8 | 18 | 7 | 0 | 17 | 14 | 7 | 0 | 10 | 16 | 10 | 0 | 151 | 5 | 1 | 5 | 2 |
| 4:45 PM | 3 | 36 | 8 | 0 | 7 | 32 | 8 | 0 | 14 | 20 | 5 | 0 | 7 | 20 | 19 | 0 | 179 | 4 | 2 | 1 | 2 |
| 5:00 PM | 2 | 21 | 8 | 0 | 12 | 28 | 5 | 0 | 10 | 18 | 5 | 0 | 7 | 15 | 20 | 0 | 151 | 2 | 0 | 0 | 0 |
| 5:15 PM | 6 | 41 | 12 | 0 | 11 | 36 | 7 | 0 | 11 | 26 | 2 | 0 | 11 | 26 | 11 | 0 | 200 | 4 | 0 | 0 | 0 |
| 5:30 PM | 4 | 33 | 3 | 0 | 14 | 29 | 8 | 0 | 10 | 13 | 6 | 0 | 11 | 9 | 22 | 0 | 162 | 1 | 4 | 3 | 0 |
| 5:45 PM | 2 | 38 | 4 | 0 | 9 | 20 | 5 | 0 | 11 | 12 | 4 | 0 | 4 | 22 | 21 | 0 | 152 | 1 | 2 | 0 | 1 |
| Total Survey | 38 | 365 | 71 | 0 | 108 | 327 | 77 | 0 | 127 | 237 | 66 | 0 | 81 | 210 | 171 | 0 | 1,878 | 20 | 10 | 9 | 5 |

### *Peak Hour Summary*
***4:45 PM to 5:45 PM***

| By Approach | Northbound Royal Ave | | | | Southbound Royal Ave | | | | Eastbound Main St | | | | Westbound Main St | | | | Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | Bikes | In | Out | Total | Bikes | In | Out | Total | Bikes | In | Out | Total | Bikes | | North | South | East | West |
| Volume | 177 | 179 | 356 | 0 | 197 | 248 | 445 | 0 | 140 | 113 | 253 | 0 | 178 | 152 | 330 | 0 | 692 | 11 | 6 | 4 | 2 |
| %HV | 2.8% | | | | 3.6% | | | | 1.4% | | | | 2.2% | | | | 2.6% | | | | |
| PHF | 0.75 | | | | 0.91 | | | | 0.90 | | | | 0.93 | | | | 0.87 | | | | |

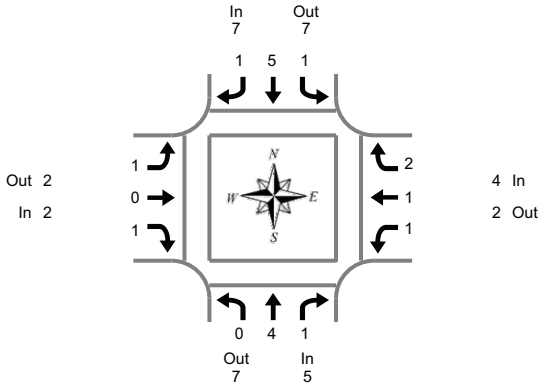
| By Movement | Northbound Royal Ave | | | | Southbound Royal Ave | | | | Eastbound Main St | | | | Westbound Main St | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| Volume | 15 | 131 | 31 | 177 | 44 | 125 | 28 | 197 | 45 | 77 | 18 | 140 | 36 | 70 | 72 | 178 | 692 |
| %HV | 0.0% | 3.1% | 3.2% | 2.8% | 2.3% | 4.0% | 3.6% | 3.6% | 2.2% | 0.0% | 5.6% | 1.4% | 2.8% | 1.4% | 2.8% | 2.2% | 2.6% |
| PHF | 0.63 | 0.80 | 0.65 | 0.75 | 0.79 | 0.87 | 0.88 | 0.91 | 0.80 | 0.74 | 0.75 | 0.90 | 0.82 | 0.67 | 0.82 | 0.93 | 0.87 |

### *Rolling Hour Summary*
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Royal Ave | | | | Southbound Royal Ave | | | | Eastbound Main St | | | | Westbound Main St | | | | Interval Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | | North | South | East | West |
| 3:00 PM | 11 | 93 | 21 | 0 | 34 | 114 | 20 | 0 | 37 | 102 | 24 | 0 | 18 | 66 | 45 | 0 | 585 | 1 | 0 | 0 | 0 |
| 3:15 PM | 11 | 102 | 19 | 0 | 29 | 109 | 24 | 0 | 31 | 94 | 23 | 0 | 22 | 68 | 42 | 0 | 574 | 0 | 0 | 0 | 0 |
| 3:30 PM | 12 | 111 | 16 | 0 | 33 | 112 | 25 | 0 | 36 | 81 | 23 | 0 | 22 | 68 | 44 | 0 | 583 | 2 | 1 | 0 | 0 |
| 3:45 PM | 13 | 126 | 20 | 0 | 28 | 96 | 28 | 0 | 43 | 68 | 24 | 0 | 30 | 66 | 43 | 0 | 585 | 7 | 2 | 5 | 2 |
| 4:00 PM | 13 | 139 | 23 | 0 | 28 | 100 | 32 | 0 | 48 | 66 | 25 | 0 | 30 | 72 | 52 | 0 | 628 | 11 | 4 | 6 | 4 |
| 4:15 PM | 10 | 124 | 27 | 0 | 36 | 104 | 28 | 0 | 53 | 67 | 24 | 0 | 27 | 68 | 62 | 0 | 630 | 13 | 4 | 6 | 4 |
| 4:30 PM | 13 | 134 | 34 | 0 | 38 | 114 | 27 | 0 | 52 | 78 | 19 | 0 | 35 | 77 | 60 | 0 | 681 | 15 | 3 | 6 | 4 |
| 4:45 PM | 15 | 131 | 31 | 0 | 44 | 125 | 28 | 0 | 45 | 77 | 18 | 0 | 36 | 70 | 72 | 0 | 692 | 11 | 6 | 4 | 2 |
| 5:00 PM | 14 | 133 | 27 | 0 | 46 | 113 | 25 | 0 | 42 | 69 | 17 | 0 | 33 | 72 | 74 | 0 | 665 | 8 | 6 | 3 | 1 |

# Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740




# Royal Ave & Main St

***Tuesday, May 26, 2009***
***3:00 PM to 6:00 PM***

***Peak Hour Summary***
***4:45 PM to 5:45 PM***

***Heavy Vehicle 15-Minute Interval Summary***
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Royal Ave | | | | Southbound Royal Ave | | | | Eastbound Main St | | | | Westbound Main St | | | | Interval Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| 3:00 PM | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4 |
| 3:15 PM | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 2 |
| 3:45 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 PM | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 4 |
| 4:15 PM | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 4:30 PM | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 4 |
| 4:45 PM | 0 | 2 | 1 | 3 | 1 | 2 | 0 | 3 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 2 | 9 |
| 5:00 PM | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 2 | 5 |
| 5:15 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| Total Survey | 0 | 9 | 3 | 12 | 5 | 7 | 2 | 14 | 2 | 1 | 3 | 6 | 3 | 3 | 3 | 9 | 41 |

***Heavy Vehicle Peak Hour Summary***
***4:45 PM to 5:45 PM***

| By Approach | Northbound Royal Ave | | | Southbound Royal Ave | | | Eastbound Main St | | | Westbound Main St | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total | In | Out | Total | In | Out | Total | |
| Volume | 5 | 7 | 12 | 7 | 7 | 14 | 2 | 2 | 4 | 4 | 2 | 6 | 18 |
| PHF | 0.21 | | | 0.44 | | | 0.13 | | | 0.25 | | | 0.25 |

| By Movement | Northbound Royal Ave | | | | Southbound Royal Ave | | | | Eastbound Main St | | | | Westbound Main St | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| Volume | 0 | 4 | 1 | 5 | 1 | 5 | 1 | 7 | 1 | 0 | 1 | 2 | 1 | 1 | 2 | 4 | 18 |
| PHF | 0.00 | 0.25 | 0.13 | 0.21 | 0.13 | 0.42 | 0.25 | 0.44 | 0.25 | 0.00 | 0.13 | 0.13 | 0.25 | 0.13 | 0.25 | 0.25 | 0.25 |

***Heavy Vehicle Rolling Hour Summary***
***3:00 PM to 6:00 PM***

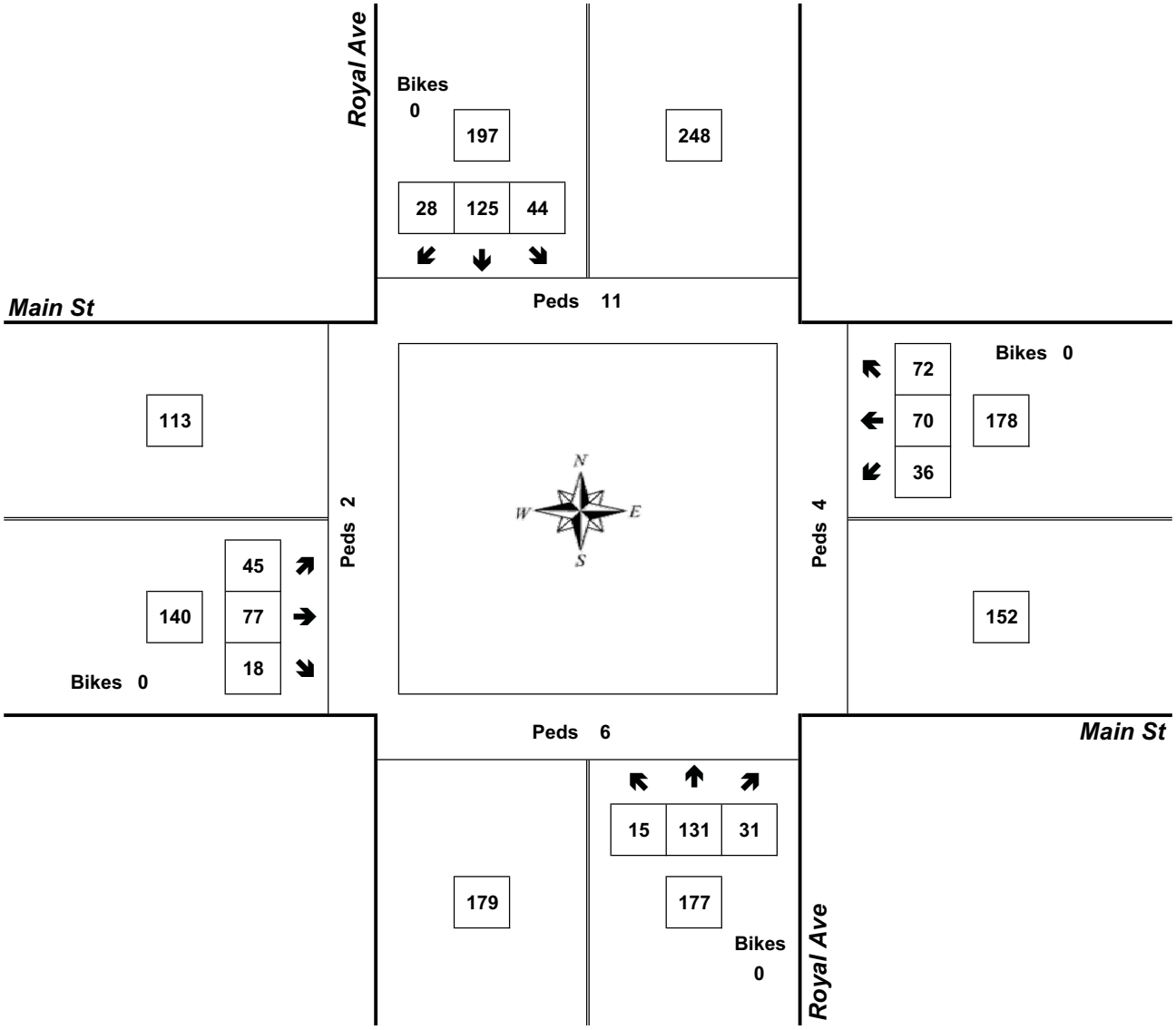
| Interval Start Time | Northbound Royal Ave | | | | Southbound Royal Ave | | | | Eastbound Main St | | | | Westbound Main St | | | | Interval Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| 3:00 PM | 0 | 2 | 1 | 3 | 2 | 2 | 0 | 4 | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 1 | 10 |
| 3:15 PM | 0 | 2 | 0 | 2 | 2 | 1 | 1 | 4 | 1 | 0 | 1 | 2 | 1 | 1 | 0 | 2 | 10 |
| 3:30 PM | 0 | 2 | 0 | 2 | 2 | 1 | 1 | 4 | 1 | 0 | 1 | 2 | 1 | 2 | 0 | 3 | 11 |
| 3:45 PM | 0 | 3 | 1 | 4 | 2 | 1 | 1 | 4 | 0 | 1 | 1 | 2 | 1 | 2 | 0 | 3 | 13 |
| 4:00 PM | 0 | 5 | 2 | 7 | 2 | 2 | 1 | 5 | 0 | 1 | 2 | 3 | 2 | 3 | 0 | 5 | 20 |
| 4:15 PM | 0 | 5 | 2 | 7 | 2 | 2 | 1 | 5 | 1 | 1 | 2 | 4 | 1 | 2 | 2 | 5 | 21 |
| 4:30 PM | 0 | 5 | 2 | 7 | 1 | 2 | 1 | 4 | 1 | 1 | 2 | 4 | 1 | 1 | 2 | 4 | 19 |
| 4:45 PM | 0 | 4 | 1 | 5 | 1 | 5 | 1 | 7 | 1 | 0 | 1 | 2 | 1 | 1 | 2 | 4 | 18 |
| 5:00 PM | 0 | 2 | 0 | 2 | 1 | 3 | 1 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 3 | 11 |

## Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

# Royal Ave & Main St

**4:45 PM to 5:45 PM**
**Tuesday, May 26, 2009**

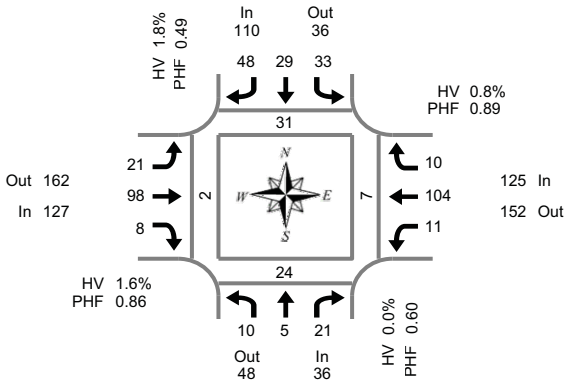



| Approach | PHF | HV% | Volume |
|---|---|---|---|
| **EB** | 0.90 | 1.4% | 140 |
| **WB** | 0.93 | 2.2% | 178 |
| **NB** | 0.75 | 2.8% | 177 |
| **SB** | 0.91 | 3.6% | 197 |
| **Intersection** | 0.87 | 2.6% | 692 |

Count Period: 3:00 PM to 6:00 PM

# Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740




**Peak Hour Summary**
***3:00 PM to 4:00 PM***

# Platt St & Main St

***Tuesday, May 26, 2009***
***3:00 PM to 6:00 PM***

### *15-Minute Interval Summary*
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Platt St | | | | Southbound Platt St | | | | Eastbound Main St | | | | Westbound Main St | | | | Interval Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | | North | South | East | West |
| 3:00 PM | 3 | 1 | 4 | 0 | 20 | 16 | 20 | 0 | 11 | 23 | 2 | 0 | 4 | 22 | 6 | 0 | 132 | 9 | 4 | 4 | 0 |
| 3:15 PM | 2 | 1 | 3 | 0 | 4 | 3 | 10 | 0 | 4 | 28 | 5 | 0 | 4 | 30 | 1 | 0 | 95 | 18 | 14 | 3 | 0 |
| 3:30 PM | 1 | 2 | 4 | 0 | 3 | 7 | 9 | 0 | 3 | 22 | 0 | 0 | 2 | 25 | 1 | 0 | 79 | 2 | 3 | 0 | 2 |
| 3:45 PM | 4 | 1 | 10 | 0 | 6 | 3 | 9 | 0 | 3 | 25 | 1 | 0 | 1 | 27 | 2 | 0 | 92 | 2 | 3 | 0 | 0 |
| 4:00 PM | 3 | 2 | 7 | 0 | 3 | 3 | 4 | 0 | 7 | 30 | 0 | 0 | 2 | 22 | 1 | 0 | 84 | 2 | 5 | 0 | 0 |
| 4:15 PM | 3 | 1 | 5 | 0 | 2 | 2 | 4 | 0 | 2 | 24 | 0 | 0 | 3 | 20 | 2 | 0 | 68 | 2 | 3 | 0 | 2 |
| 4:30 PM | 2 | 3 | 4 | 0 | 5 | 2 | 3 | 0 | 0 | 19 | 1 | 0 | 3 | 16 | 0 | 0 | 58 | 2 | 2 | 0 | 0 |
| 4:45 PM | 4 | 4 | 7 | 0 | 2 | 3 | 2 | 0 | 4 | 36 | 3 | 0 | 3 | 22 | 4 | 0 | 94 | 4 | 1 | 0 | 0 |
| 5:00 PM | 1 | 3 | 6 | 0 | 1 | 5 | 4 | 0 | 5 | 27 | 3 | 0 | 3 | 23 | 4 | 0 | 85 | 5 | 1 | 0 | 0 |
| 5:15 PM | 2 | 7 | 3 | 0 | 3 | 1 | 9 | 0 | 1 | 27 | 0 | 0 | 1 | 19 | 2 | 0 | 75 | 0 | 3 | 0 | 0 |
| 5:30 PM | 2 | 3 | 3 | 0 | 1 | 1 | 2 | 0 | 4 | 23 | 3 | 0 | 2 | 19 | 0 | 0 | 63 | 2 | 5 | 0 | 0 |
| 5:45 PM | 0 | 6 | 1 | 0 | 2 | 2 | 2 | 0 | 6 | 30 | 0 | 0 | 1 | 20 | 11 | 0 | 81 | 4 | 10 | 0 | 3 |
| Total Survey | 27 | 34 | 57 | 0 | 52 | 48 | 78 | 0 | 50 | 314 | 18 | 0 | 29 | 265 | 34 | 0 | 1,006 | 52 | 54 | 7 | 7 |

### *Peak Hour Summary*
***3:00 PM to 4:00 PM***

| By Approach | Northbound Platt St | | | | Southbound Platt St | | | | Eastbound Main St | | | | Westbound Main St | | | | Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | Bikes | In | Out | Total | Bikes | In | Out | Total | Bikes | In | Out | Total | Bikes | | North | South | East | West |
| Volume | 36 | 48 | 84 | 0 | 110 | 36 | 146 | 0 | 127 | 162 | 289 | 0 | 125 | 152 | 277 | 0 | 398 | 31 | 24 | 7 | 2 |
| %HV | 0.0% | | | | 1.8% | | | | 1.6% | | | | 0.8% | | | | 1.3% | | | | |
| PHF | 0.60 | | | | 0.49 | | | | 0.86 | | | | 0.89 | | | | 0.75 | | | | |

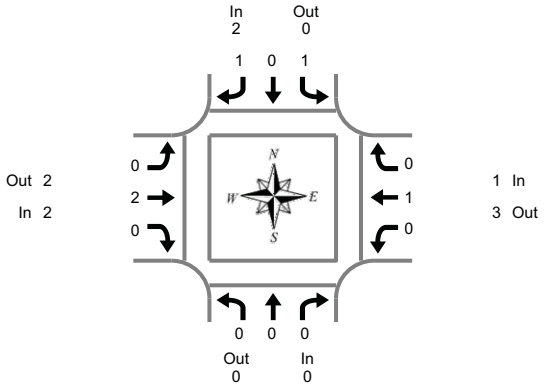
| By Movement | Northbound Platt St | | | | Southbound Platt St | | | | Eastbound Main St | | | | Westbound Main St | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| Volume | 10 | 5 | 21 | 36 | 33 | 29 | 48 | 110 | 21 | 98 | 8 | 127 | 11 | 104 | 10 | 125 | 398 |
| %HV | 0.0% | 0.0% | 0.0% | 0.0% | 3.0% | 0.0% | 2.1% | 1.8% | 0.0% | 2.0% | 0.0% | 1.6% | 0.0% | 1.0% | 0.0% | 0.8% | 1.3% |
| PHF | 0.63 | 0.63 | 0.53 | 0.60 | 0.41 | 0.45 | 0.60 | 0.49 | 0.48 | 0.88 | 0.40 | 0.86 | 0.69 | 0.87 | 0.42 | 0.89 | 0.75 |

### *Rolling Hour Summary*
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Platt St | | | | Southbound Platt St | | | | Eastbound Main St | | | | Westbound Main St | | | | Interval Total | Pedestrians Crosswalk | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | L | T | R | Bikes | | North | South | East | West |
| 3:00 PM | 10 | 5 | 21 | 0 | 33 | 29 | 48 | 0 | 21 | 98 | 8 | 0 | 11 | 104 | 10 | 0 | 398 | 31 | 24 | 7 | 2 |
| 3:15 PM | 10 | 6 | 24 | 0 | 16 | 16 | 32 | 0 | 17 | 105 | 6 | 0 | 9 | 104 | 5 | 0 | 350 | 24 | 25 | 3 | 2 |
| 3:30 PM | 11 | 6 | 26 | 0 | 14 | 15 | 26 | 0 | 15 | 101 | 1 | 0 | 8 | 94 | 6 | 0 | 323 | 8 | 14 | 0 | 4 |
| 3:45 PM | 12 | 7 | 26 | 0 | 16 | 10 | 20 | 0 | 12 | 98 | 2 | 0 | 9 | 85 | 5 | 0 | 302 | 8 | 13 | 0 | 2 |
| 4:00 PM | 12 | 10 | 23 | 0 | 12 | 10 | 13 | 0 | 13 | 109 | 4 | 0 | 11 | 80 | 7 | 0 | 304 | 10 | 11 | 0 | 2 |
| 4:15 PM | 10 | 11 | 22 | 0 | 10 | 12 | 13 | 0 | 11 | 106 | 7 | 0 | 12 | 81 | 10 | 0 | 305 | 13 | 7 | 0 | 2 |
| 4:30 PM | 9 | 17 | 20 | 0 | 11 | 11 | 18 | 0 | 10 | 109 | 7 | 0 | 10 | 80 | 10 | 0 | 312 | 11 | 7 | 0 | 0 |
| 4:45 PM | 9 | 17 | 19 | 0 | 7 | 10 | 17 | 0 | 14 | 113 | 9 | 0 | 9 | 83 | 10 | 0 | 317 | 11 | 10 | 0 | 0 |
| 5:00 PM | 5 | 19 | 13 | 0 | 7 | 9 | 17 | 0 | 16 | 107 | 6 | 0 | 7 | 81 | 17 | 0 | 304 | 11 | 19 | 0 | 3 |

# Heavy Vehicle Summary

Clay Carney
(503) 833-2740




# Platt St & Main St

***Tuesday, May 26, 2009***
***3:00 PM to 6:00 PM***

***Peak Hour Summary***
***3:00 PM to 4:00 PM***

***Heavy Vehicle 15-Minute Interval Summary***
***3:00 PM to 6:00 PM***

| Interval Start Time | Northbound Platt St | | | | Southbound Platt St | | | | Eastbound Main St | | | | Westbound Main St | | | | Interval Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 3:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 2 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Total Survey | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 1 | 6 | 0 | 7 | 0 | 3 | 0 | 3 | 12 |

***Heavy Vehicle Peak Hour Summary***
***3:00 PM to 4:00 PM***

| By Approach | Northbound Platt St | | | Southbound Platt St | | | Eastbound Main St | | | Westbound Main St | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total | In | Out | Total | In | Out | Total | |
| Volume | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 2 | 4 | 1 | 3 | 4 | 5 |
| PHF | 0.00 | | | 0.25 | | | 0.17 | | | 0.25 | | | 0.31 |

| By Movement | Northbound Platt St | | | | Southbound Platt St | | | | Eastbound Main St | | | | Westbound Main St | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| Volume | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 5 |
| PHF | 0.00 | 0.00 | 0.00 | 0.00 | 0.25 | 0.00 | 0.25 | 0.25 | 0.00 | 0.17 | 0.00 | 0.17 | 0.00 | 0.25 | 0.00 | 0.25 | 0.31 |

***Heavy Vehicle Rolling Hour Summary***
***3:00 PM to 6:00 PM***

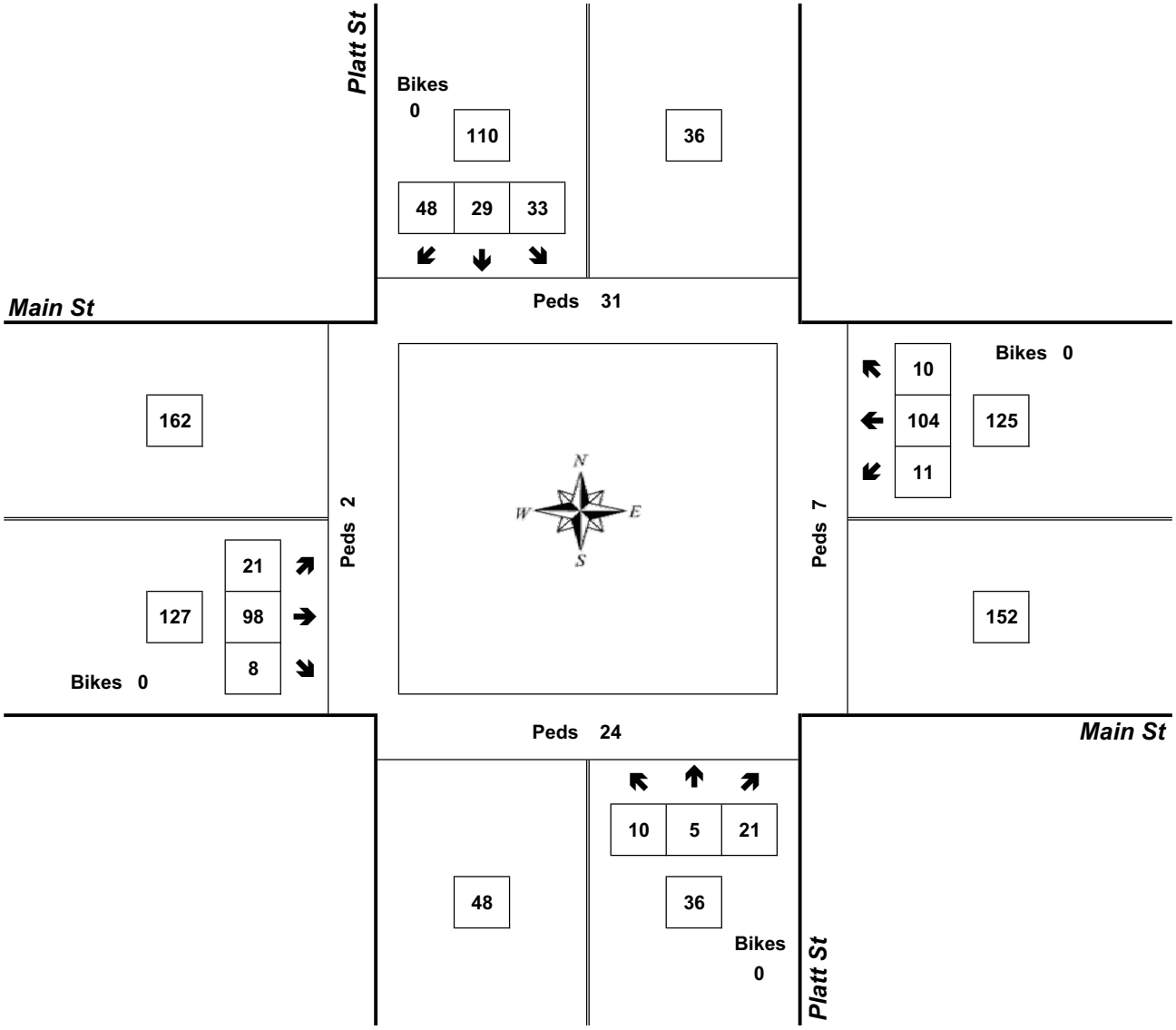
| Interval Start Time | Northbound Platt St | | | | Southbound Platt St | | | | Eastbound Main St | | | | Westbound Main St | | | | Interval Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Total | L | T | R | Total | L | T | R | Total | L | T | R | Total | |
| 3:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 5 |
| 3:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 5 |
| 3:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 4 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 4 | 0 | 1 | 0 | 1 | 5 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 4 | 0 | 1 | 0 | 1 | 5 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 1 | 4 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 4 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 2 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 2 |

## Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

# Platt St & Main St

**3:00 PM to 4:00 PM**
**Tuesday, May 26, 2009**




| Approach | PHF | HV% | Volume |
|---|---|---|---|
| **EB** | 0.86 | 1.6% | 127 |
| **WB** | 0.89 | 0.8% | 125 |
| **NB** | 0.60 | 0.0% | 36 |
| **SB** | 0.49 | 1.8% | 110 |
| **Intersection** | 0.75 | 1.3% | 398 |

Count Period: 3:00 PM to 6:00 PM

ALL TRAFFIC DATA SERVICES, INC.
3209 SE 147TH PL #97
VANCOUVER, WA. 98683
503-833-2740

File Name : 62&Crystal
Site Code : 00000000
Start Date : 5/27/2009
Page No : 1

Groups Printed- Unshifted - Bank 1

| | HWY 62 Southbound | | | | | CRYSTAL DR Westbound | | | | | HWY 62 Northbound | | | | | CRYSTAL DR Eastbound | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Exclu. Total | Inclu. Total | Int. Total |
| 05:00 | 2 | 17 | 0 | 0 | 19 | 16 | 0 | 1 | 1 | 17 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 44 | 45 |
| 05:15 | 0 | 27 | 0 | 0 | 27 | 13 | 0 | 0 | 0 | 13 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 51 |
| 05:30 | 1 | 50 | 0 | 0 | 51 | 17 | 0 | 0 | 0 | 17 | 0 | 20 | 1 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 89 |
| 05:45 | 2 | 54 | 0 | 0 | 56 | 27 | 0 | 0 | 0 | 27 | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 101 |
| Total | 5 | 148 | 0 | 0 | 153 | 73 | 0 | 1 | 1 | 74 | 0 | 57 | 1 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 1 | 285 | 286 |
| 06:00 | 2 | 47 | 0 | 0 | 49 | 20 | 0 | 0 | 0 | 20 | 0 | 28 | 2 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 99 |
| 06:15 | 0 | 73 | 0 | 0 | 73 | 24 | 0 | 1 | 0 | 25 | 0 | 25 | 5 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 128 | 128 |
| 06:30 | 5 | 88 | 0 | 0 | 93 | 40 | 0 | 2 | 0 | 42 | 0 | 38 | 4 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 177 | 177 |
| 06:45 | 3 | 108 | 0 | 0 | 111 | 43 | 0 | 5 | 0 | 48 | 0 | 35 | 5 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 199 |
| Total | 10 | 316 | 0 | 0 | 326 | 127 | 0 | 8 | 0 | 135 | 0 | 126 | 16 | 0 | 142 | 0 | 0 | 0 | 0 | 0 | 0 | 603 | 603 |
| 07:00 | 9 | 110 | 0 | 0 | 119 | 52 | 0 | 3 | 0 | 55 | 0 | 38 | 8 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 220 | 220 |
| 07:15 | 9 | 128 | 0 | 0 | 137 | 55 | 0 | 7 | 0 | 62 | 0 | 53 | 6 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 258 | 258 |
| 07:30 | 12 | 137 | 0 | 0 | 149 | 59 | 0 | 6 | 0 | 65 | 0 | 52 | 6 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 272 | 272 |
| 07:45 | 19 | 141 | 0 | 0 | 160 | 40 | 0 | 2 | 0 | 42 | 0 | 78 | 13 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 293 | 293 |
| Total | 49 | 516 | 0 | 0 | 565 | 206 | 0 | 18 | 0 | 224 | 0 | 221 | 33 | 0 | 254 | 0 | 0 | 0 | 0 | 0 | 0 | 1043 | 1043 |
| 08:00 | 16 | 102 | 0 | 0 | 118 | 47 | 0 | 5 | 2 | 52 | 0 | 62 | 11 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 2 | 243 | 245 |
| 08:15 | 23 | 111 | 0 | 0 | 134 | 40 | 0 | 6 | 0 | 46 | 0 | 68 | 6 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 254 | 254 |
| 08:30 | 6 | 122 | 0 | 0 | 128 | 38 | 0 | 4 | 0 | 42 | 0 | 68 | 11 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 0 | 249 | 249 |
| 08:45 | 8 | 86 | 0 | 0 | 94 | 22 | 0 | 6 | 0 | 28 | 0 | 71 | 7 | 0 | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 200 | 200 |
| Total | 53 | 421 | 0 | 0 | 474 | 147 | 0 | 21 | 2 | 168 | 0 | 269 | 35 | 0 | 304 | 0 | 0 | 0 | 0 | 0 | 2 | 946 | 948 |
| 09:00 | 4 | 89 | 0 | 1 | 93 | 27 | 0 | 1 | 0 | 28 | 0 | 73 | 6 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 1 | 200 | 201 |
| 09:15 | 10 | 106 | 0 | 0 | 116 | 19 | 0 | 2 | 0 | 21 | 0 | 65 | 5 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 207 | 207 |
| 09:30 | 1 | 72 | 0 | 0 | 73 | 25 | 0 | 1 | 0 | 26 | 0 | 54 | 10 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 163 | 163 |
| 09:45 | 1 | 99 | 0 | 0 | 100 | 13 | 0 | 1 | 0 | 14 | 0 | 63 | 8 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 185 | 185 |
| Total | 16 | 366 | 0 | 1 | 382 | 84 | 0 | 5 | 0 | 89 | 0 | 255 | 29 | 0 | 284 | 0 | 0 | 0 | 0 | 0 | 1 | 755 | 756 |
| 10:00 | 2 | 74 | 0 | 0 | 76 | 19 | 0 | 5 | 0 | 24 | 0 | 73 | 9 | 0 | 82 | 0 | 0 | 0 | 0 | 0 | 0 | 182 | 182 |
| 10:15 | 2 | 93 | 0 | 0 | 95 | 24 | 0 | 2 | 0 | 26 | 0 | 69 | 12 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 202 | 202 |
| 10:30 | 5 | 100 | 0 | 0 | 105 | 19 | 0 | 0 | 0 | 19 | 0 | 69 | 5 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 198 | 198 |
| 10:45 | 2 | 97 | 0 | 0 | 99 | 25 | 0 | 2 | 0 | 27 | 0 | 69 | 11 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 206 | 206 |
| Total | 11 | 364 | 0 | 0 | 375 | 87 | 0 | 9 | 0 | 96 | 0 | 280 | 37 | 0 | 317 | 0 | 0 | 0 | 0 | 0 | 0 | 788 | 788 |
| 11:00 | 8 | 87 | 0 | 0 | 95 | 21 | 0 | 2 | 0 | 23 | 0 | 73 | 13 | 0 | 86 | 0 | 0 | 0 | 0 | 0 | 0 | 204 | 204 |
| 11:15 | 6 | 80 | 0 | 0 | 86 | 18 | 0 | 4 | 0 | 22 | 0 | 88 | 10 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 0 | 206 | 206 |
| 11:30 | 1 | 94 | 0 | 0 | 95 | 18 | 0 | 5 | 0 | 23 | 0 | 80 | 9 | 0 | 89 | 0 | 0 | 0 | 0 | 0 | 0 | 207 | 207 |
| 11:45 | 9 | 71 | 0 | 0 | 80 | 16 | 0 | 3 | 0 | 19 | 0 | 74 | 16 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 0 | 189 | 189 |
| Total | 24 | 332 | 0 | 0 | 356 | 73 | 0 | 14 | 0 | 87 | 0 | 315 | 48 | 0 | 363 | 0 | 0 | 0 | 0 | 0 | 0 | 806 | 806 |
| 12:00 | 2 | 86 | 0 | 0 | 88 | 11 | 0 | 2 | 0 | 13 | 0 | 93 | 16 | 0 | 109 | 0 | 0 | 0 | 0 | 0 | 0 | 210 | 210 |
| 12:15 | 3 | 94 | 0 | 0 | 97 | 19 | 0 | 3 | 0 | 22 | 0 | 81 | 8 | 0 | 89 | 0 | 0 | 0 | 0 | 0 | 0 | 208 | 208 |
| 12:30 | 2 | 92 | 0 | 0 | 94 | 17 | 0 | 1 | 0 | 18 | 0 | 89 | 11 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 212 | 212 |
| 12:45 | 2 | 81 | 0 | 0 | 83 | 15 | 0 | 5 | 0 | 20 | 0 | 81 | 16 | 0 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 200 | 200 |
| Total | 9 | 353 | 0 | 0 | 362 | 62 | 0 | 11 | 0 | 73 | 0 | 344 | 51 | 0 | 395 | 0 | 0 | 0 | 0 | 0 | 0 | 830 | 830 |
| 13:00 | 10 | 82 | 0 | 0 | 92 | 13 | 0 | 2 | 0 | 15 | 0 | 87 | 17 | 0 | 104 | 0 | 0 | 0 | 0 | 0 | 0 | 211 | 211 |
| 13:15 | 13 | 91 | 0 | 0 | 104 | 12 | 0 | 4 | 0 | 16 | 0 | 113 | 23 | 0 | 136 | 0 | 0 | 0 | 0 | 0 | 0 | 256 | 256 |
| 13:30 | 4 | 84 | 0 | 1 | 88 | 16 | 0 | 3 | 0 | 19 | 0 | 95 | 14 | 0 | 109 | 0 | 0 | 0 | 0 | 0 | 1 | 216 | 217 |
| 13:45 | 4 | 76 | 0 | 0 | 80 | 11 | 0 | 3 | 0 | 14 | 0 | 88 | 15 | 0 | 103 | 0 | 0 | 0 | 0 | 0 | 0 | 197 | 197 |
| Total | 31 | 333 | 0 | 1 | 364 | 52 | 0 | 12 | 0 | 64 | 0 | 383 | 69 | 0 | 452 | 0 | 0 | 0 | 0 | 0 | 1 | 880 | 881 |
| 14:00 | 4 | 78 | 0 | 0 | 82 | 12 | 0 | 4 | 0 | 16 | 0 | 84 | 16 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 198 | 198 |
| 14:15 | 6 | 101 | 0 | 0 | 107 | 15 | 0 | 8 | 0 | 23 | 0 | 106 | 18 | 0 | 124 | 0 | 0 | 0 | 0 | 0 | 0 | 254 | 254 |
| 14:30 | 10 | 82 | 0 | 0 | 92 | 12 | 0 | 5 | 0 | 17 | 0 | 82 | 20 | 0 | 102 | 0 | 0 | 0 | 0 | 0 | 0 | 211 | 211 |
| 14:45 | 15 | 82 | 0 | 0 | 97 | 21 | 0 | 12 | 0 | 33 | 0 | 117 | 26 | 0 | 143 | 0 | 0 | 0 | 0 | 0 | 0 | 273 | 273 |
| Total | 35 | 343 | 0 | 0 | 378 | 60 | 0 | 29 | 0 | 89 | 0 | 389 | 80 | 0 | 469 | 0 | 0 | 0 | 0 | 0 | 0 | 936 | 936 |

ALL TRAFFIC DATA SERVICES, INC.
3209 SE 147TH PL #97
VANCOUVER, WA. 98683
503-833-2740

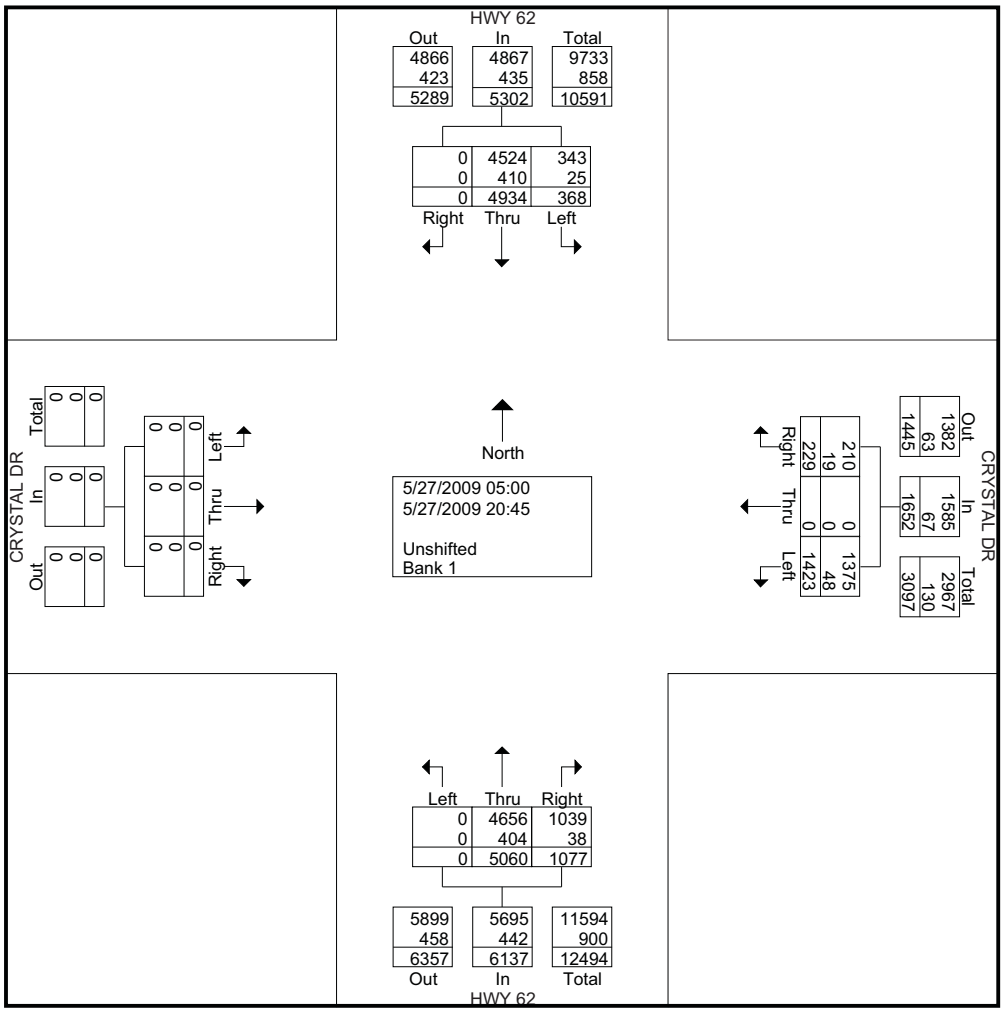
File Name : 62&Crystal
Site Code : 00000000
Start Date : 5/27/2009
Page No : 2

Groups Printed- Unshifted - Bank 1

| | HWY 62 Southbound | | | | | CRYSTAL DR Westbound | | | | | HWY 62 Northbound | | | | | CRYSTAL DR Eastbound | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Exclu. Total | Inclu. Total | Int. Total |
| 15:00 | 5 | 67 | 0 | 0 | 72 | 34 | 0 | 13 | 0 | 47 | 0 | 113 | 28 | 0 | 141 | 0 | 0 | 0 | 0 | 0 | 0 | 260 | 260 |
| 15:15 | 7 | 90 | 0 | 0 | 97 | 33 | 0 | 6 | 0 | 39 | 0 | 136 | 33 | 0 | 169 | 0 | 0 | 0 | 0 | 0 | 0 | 305 | 305 |
| 15:30 | 5 | 86 | 0 | 1 | 91 | 28 | 0 | 2 | 0 | 30 | 0 | 143 | 21 | 0 | 164 | 0 | 0 | 0 | 0 | 0 | 1 | 285 | 286 |
| 15:45 | 6 | 76 | 0 | 0 | 82 | 28 | 0 | 5 | 0 | 33 | 0 | 119 | 26 | 0 | 145 | 0 | 0 | 0 | 0 | 0 | 0 | 260 | 260 |
| Total | 23 | 319 | 0 | 1 | 342 | 123 | 0 | 26 | 0 | 149 | 0 | 511 | 108 | 0 | 619 | 0 | 0 | 0 | 0 | 0 | 1 | 1110 | 1111 |
| 16:00 | 4 | 108 | 0 | 0 | 112 | 18 | 0 | 6 | 0 | 24 | 0 | 130 | 30 | 0 | 160 | 0 | 0 | 0 | 0 | 0 | 0 | 296 | 296 |
| 16:15 | 5 | 94 | 0 | 0 | 99 | 26 | 0 | 6 | 0 | 32 | 0 | 136 | 43 | 0 | 179 | 0 | 0 | 0 | 0 | 0 | 0 | 310 | 310 |
| 16:30 | 6 | 110 | 0 | 0 | 116 | 25 | 0 | 4 | 1 | 29 | 0 | 134 | 34 | 0 | 168 | 0 | 0 | 0 | 0 | 0 | 1 | 313 | 314 |
| 16:45 | 7 | 76 | 0 | 0 | 83 | 19 | 0 | 2 | 0 | 21 | 0 | 118 | 43 | 0 | 161 | 0 | 0 | 0 | 0 | 0 | 0 | 265 | 265 |
| Total | 22 | 388 | 0 | 0 | 410 | 88 | 0 | 18 | 1 | 106 | 0 | 518 | 150 | 0 | 668 | 0 | 0 | 0 | 0 | 0 | 1 | 1184 | 1185 |
| 17:00 | 7 | 91 | 0 | 0 | 98 | 31 | 0 | 8 | 0 | 39 | 0 | 131 | 26 | 0 | 157 | 0 | 0 | 0 | 0 | 0 | 0 | 294 | 294 |
| 17:15 | 9 | 73 | 0 | 0 | 82 | 13 | 0 | 7 | 0 | 20 | 0 | 148 | 38 | 0 | 186 | 0 | 0 | 0 | 0 | 0 | 0 | 288 | 288 |
| 17:30 | 8 | 77 | 0 | 1 | 85 | 25 | 0 | 5 | 0 | 30 | 0 | 115 | 35 | 0 | 150 | 0 | 0 | 0 | 0 | 0 | 1 | 265 | 266 |
| 17:45 | 10 | 65 | 0 | 0 | 75 | 15 | 0 | 4 | 0 | 19 | 0 | 119 | 37 | 0 | 156 | 0 | 0 | 0 | 0 | 0 | 0 | 250 | 250 |
| Total | 34 | 306 | 0 | 1 | 340 | 84 | 0 | 24 | 0 | 108 | 0 | 513 | 136 | 0 | 649 | 0 | 0 | 0 | 0 | 0 | 1 | 1097 | 1098 |
| 18:00 | 4 | 46 | 0 | 0 | 50 | 16 | 0 | 4 | 0 | 20 | 0 | 90 | 21 | 0 | 111 | 0 | 0 | 0 | 0 | 0 | 0 | 181 | 181 |
| 18:15 | 9 | 48 | 0 | 0 | 57 | 15 | 0 | 0 | 0 | 15 | 0 | 109 | 37 | 0 | 146 | 0 | 0 | 0 | 0 | 0 | 0 | 218 | 218 |
| 18:30 | 1 | 53 | 0 | 0 | 54 | 20 | 0 | 7 | 0 | 27 | 0 | 76 | 32 | 0 | 108 | 0 | 0 | 0 | 0 | 0 | 0 | 189 | 189 |
| 18:45 | 10 | 35 | 0 | 0 | 45 | 12 | 0 | 2 | 1 | 14 | 0 | 83 | 27 | 0 | 110 | 0 | 0 | 0 | 0 | 0 | 1 | 169 | 170 |
| Total | 24 | 182 | 0 | 0 | 206 | 63 | 0 | 13 | 1 | 76 | 0 | 358 | 117 | 0 | 475 | 0 | 0 | 0 | 0 | 0 | 1 | 757 | 758 |
| 19:00 | 1 | 35 | 0 | 0 | 36 | 15 | 0 | 3 | 0 | 18 | 0 | 103 | 18 | 0 | 121 | 0 | 0 | 0 | 0 | 0 | 0 | 175 | 175 |
| 19:15 | 5 | 40 | 0 | 0 | 45 | 10 | 0 | 3 | 0 | 13 | 0 | 60 | 18 | 0 | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 136 |
| 19:30 | 1 | 34 | 0 | 0 | 35 | 9 | 0 | 0 | 0 | 9 | 0 | 61 | 15 | 0 | 76 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 120 |
| 19:45 | 3 | 35 | 0 | 0 | 38 | 14 | 0 | 3 | 0 | 17 | 0 | 72 | 22 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 149 |
| Total | 10 | 144 | 0 | 0 | 154 | 48 | 0 | 9 | 0 | 57 | 0 | 296 | 73 | 0 | 369 | 0 | 0 | 0 | 0 | 0 | 0 | 580 | 580 |
| 20:00 | 1 | 21 | 0 | 0 | 22 | 14 | 0 | 2 | 0 | 16 | 0 | 63 | 31 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 0 | 132 | 132 |
| 20:15 | 4 | 32 | 0 | 0 | 36 | 17 | 0 | 3 | 0 | 20 | 0 | 58 | 22 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 136 |
| 20:30 | 4 | 30 | 0 | 0 | 34 | 10 | 0 | 4 | 0 | 14 | 0 | 48 | 19 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 115 |
| 20:45 | 3 | 20 | 0 | 0 | 23 | 5 | 0 | 2 | 0 | 7 | 0 | 56 | 22 | 0 | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 108 |
| Total | 12 | 103 | 0 | 0 | 115 | 46 | 0 | 11 | 0 | 57 | 0 | 225 | 94 | 0 | 319 | 0 | 0 | 0 | 0 | 0 | 0 | 491 | 491 |
| Grand Total | 368 | 4934 | 0 | 4 | 5302 | 1423 | 0 | 229 | 5 | 1652 | 0 | 5060 | 1077 | 0 | 6137 | 0 | 0 | 0 | 0 | 0 | 9 | 13091 | 13100 |
| Apprch % | 6.9 | 93.1 | 0 | | | 86.1 | 0 | 13.9 | | | 0 | 82.5 | 17.5 | | | 0 | 0 | 0 | | | | | |
| Total % | 2.8 | 37.7 | 0 | | 40.5 | 10.9 | 0 | 1.7 | | 12.6 | 0 | 38.7 | 8.2 | | 46.9 | 0 | 0 | 0 | | 0 | 0.1 | 99.9 | |
| Unshifted | 343 | 4524 | 0 | | 4871 | 1375 | 0 | 210 | | 1590 | 0 | 4656 | 1039 | | 5695 | 0 | 0 | 0 | | 0 | 0 | 0 | 12156 |
| % Unshifted | 93.2 | 91.7 | 0 | 100 | 91.8 | 96.6 | 0 | 91.7 | 100 | 96 | 0 | 92 | 96.5 | 0 | 92.8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92.8 |
| Bank 1 | 25 | 410 | 0 | | 435 | 48 | 0 | 19 | | 67 | 0 | 404 | 38 | | 442 | 0 | 0 | 0 | | 0 | 0 | 0 | 944 |
| % Bank 1 | 6.8 | 8.3 | 0 | 0 | 8.2 | 3.4 | 0 | 8.3 | 0 | 4 | 0 | 8 | 3.5 | 0 | 7.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7.2 |

ALL TRAFFIC DATA SERVICES, INC.
3209 SE 147TH PL #97
VANCOUVER, WA. 98683
503-833-2740

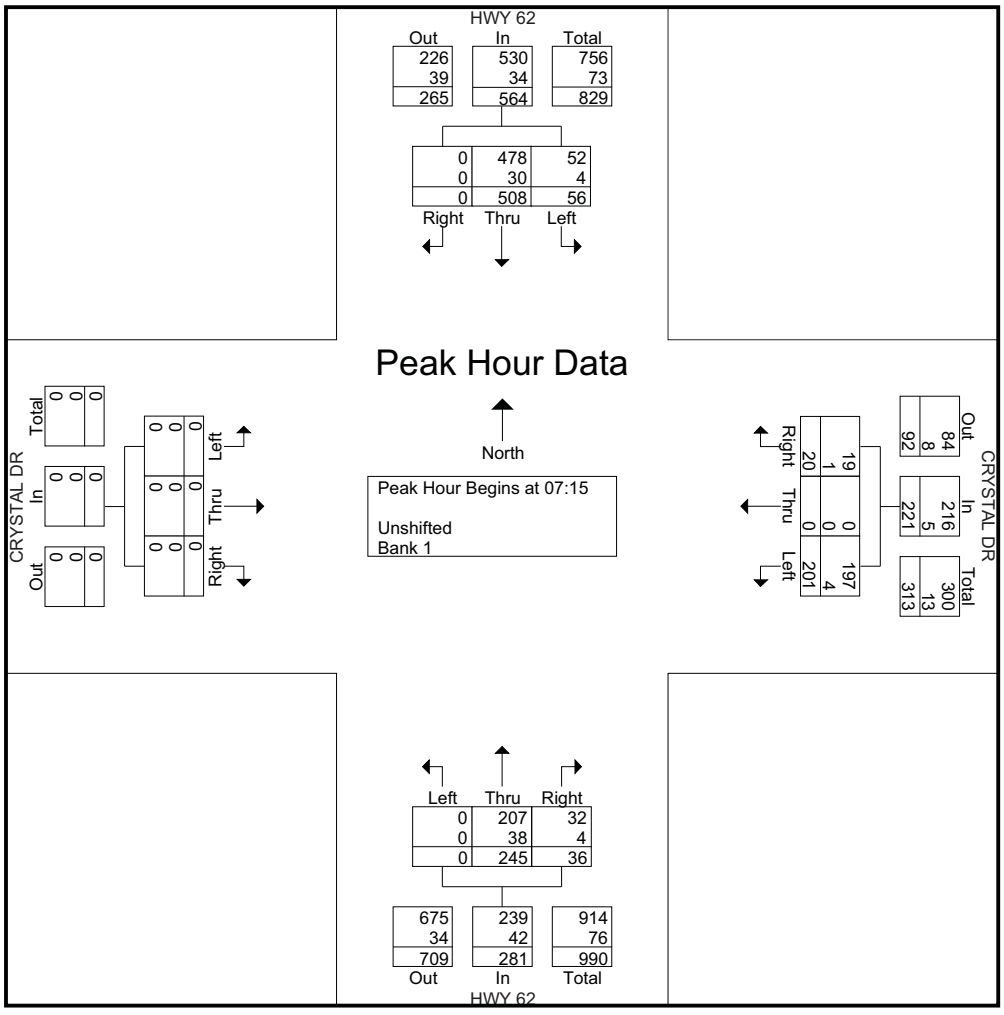
File Name : 62&Crystal
Site Code : 00000000
Start Date : 5/27/2009
Page No : 3



ALL TRAFFIC DATA SERVICES, INC.
3209 SE 147TH PL #97
VANCOUVER, WA. 98683
503-833-2740

File Name : 62&Crystal
Site Code : 00000000
Start Date : 5/27/2009
Page No : 4

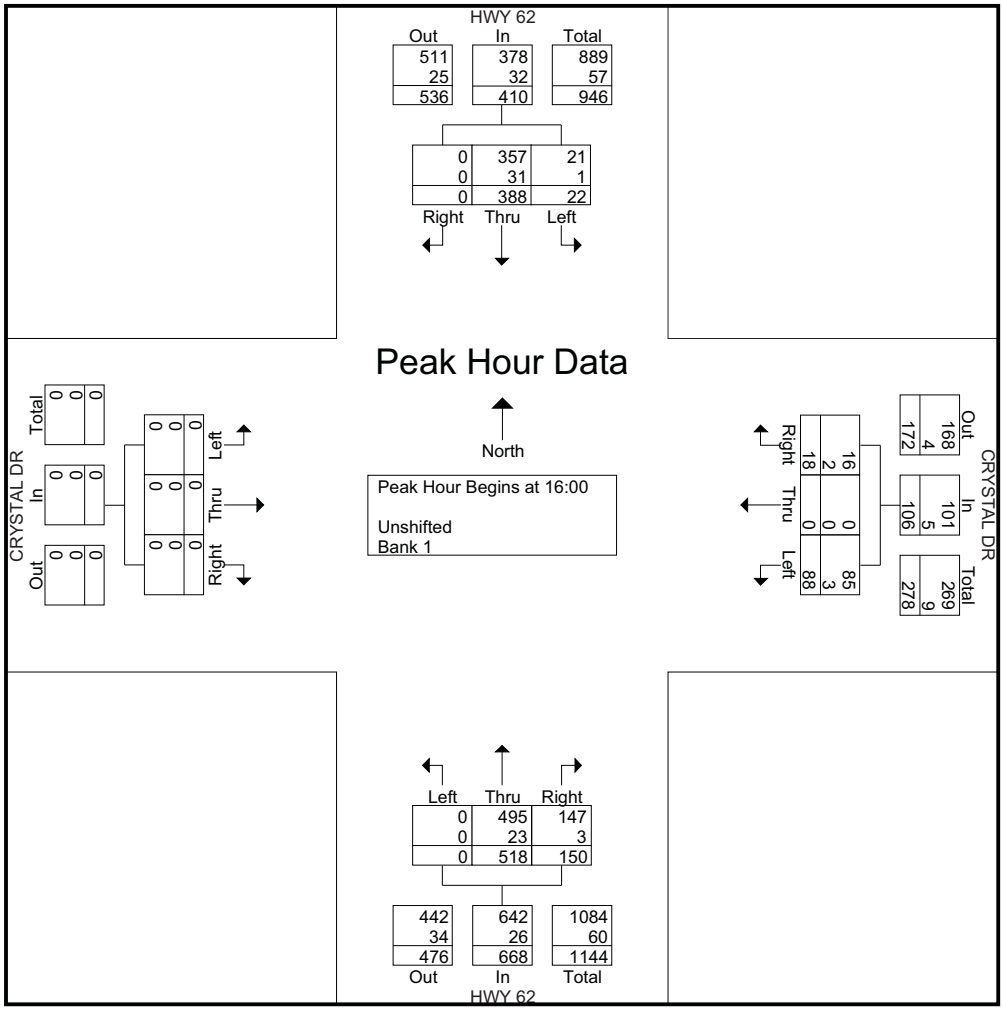
| | HWY 62 Southbound | | | | CRYSTAL DR Westbound | | | | HWY 62 Northbound | | | | CRYSTAL DR Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 05:00 to 11:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 | | | | | | | | | | | | | | | | | |
| 07:15 | 9 | 128 | 0 | 137 | 55 | 0 | **7** | 62 | 0 | 53 | 6 | 59 | 0 | 0 | 0 | 0 | 258 |
| 07:30 | 12 | 137 | 0 | 149 | **59** | 0 | 6 | **65** | 0 | 52 | 6 | 58 | 0 | 0 | 0 | 0 | 272 |
| 07:45 | **19** | **141** | 0 | **160** | 40 | 0 | 2 | 42 | 0 | **78** | **13** | **91** | 0 | 0 | 0 | 0 | **293** |
| 08:00 | 16 | 102 | 0 | 118 | 47 | 0 | 5 | 52 | 0 | 62 | 11 | 73 | 0 | 0 | 0 | 0 | 243 |
| Total Volume | 56 | 508 | 0 | 564 | 201 | 0 | 20 | 221 | 0 | 245 | 36 | 281 | 0 | 0 | 0 | 0 | 1066 |
| % App. Total | 9.9 | 90.1 | 0 | | 91 | 0 | 9 | | 0 | 87.2 | 12.8 | | 0 | 0 | 0 | | |
| PHF | .737 | .901 | .000 | .881 | .852 | .000 | .714 | .850 | .000 | .785 | .692 | .772 | .000 | .000 | .000 | .000 | .910 |
| Unshifted | 52 | 478 | 0 | 530 | 197 | 0 | 19 | 216 | 0 | 207 | 32 | 239 | 0 | 0 | 0 | 0 | 985 |
| % Unshifted | 92.9 | 94.1 | 0 | 94.0 | 98.0 | 0 | 95.0 | 97.7 | 0 | 84.5 | 88.9 | 85.1 | 0 | 0 | 0 | 0 | 92.4 |
| Bank 1 | 4 | 30 | 0 | 34 | 4 | 0 | 1 | 5 | 0 | 38 | 4 | 42 | 0 | 0 | 0 | 0 | 81 |
| % Bank 1 | 7.1 | 5.9 | 0 | 6.0 | 2.0 | 0 | 5.0 | 2.3 | 0 | 15.5 | 11.1 | 14.9 | 0 | 0 | 0 | 0 | 7.6 |



ALL TRAFFIC DATA SERVICES, INC.
3209 SE 147TH PL #97
VANCOUVER, WA. 98683
503-833-2740

File Name : 62&Crystal
Site Code : 00000000
Start Date : 5/27/2009
Page No : 5

| | HWY 62 Southbound | | | | CRYSTAL DR Westbound | | | | HWY 62 Northbound | | | | CRYSTAL DR Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 to 20:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:00 | | | | | | | | | | | | | | | | | |
| 16:00 | 4 | 108 | 0 | 112 | 18 | 0 | **6** | 24 | 0 | 130 | 30 | 160 | 0 | 0 | 0 | 0 | 296 |
| 16:15 | 5 | 94 | 0 | 99 | **26** | 0 | 6 | **32** | 0 | **136** | **43** | **179** | 0 | 0 | 0 | 0 | 310 |
| 16:30 | 6 | **110** | 0 | **116** | 25 | 0 | 4 | 29 | 0 | 134 | 34 | 168 | 0 | 0 | 0 | 0 | **313** |
| 16:45 | **7** | 76 | 0 | 83 | 19 | 0 | 2 | 21 | 0 | 118 | 43 | 161 | 0 | 0 | 0 | 0 | 265 |
| Total Volume | 22 | 388 | 0 | 410 | 88 | 0 | 18 | 106 | 0 | 518 | 150 | 668 | 0 | 0 | 0 | 0 | 1184 |
| % App. Total | 5.4 | 94.6 | 0 | | 83 | 0 | 17 | | 0 | 77.5 | 22.5 | | 0 | 0 | 0 | | |
| PHF | .786 | .882 | .000 | .884 | .846 | .000 | .750 | .828 | .000 | .952 | .872 | .933 | .000 | .000 | .000 | .000 | .946 |
| Unshifted | 21 | 357 | 0 | 378 | 85 | 0 | 16 | 101 | 0 | 495 | 147 | 642 | 0 | 0 | 0 | 0 | 1121 |
| % Unshifted | 95.5 | 92.0 | 0 | 92.2 | 96.6 | 0 | 88.9 | 95.3 | 0 | 95.6 | 98.0 | 96.1 | 0 | 0 | 0 | 0 | 94.7 |
| Bank 1 | 1 | 31 | 0 | 32 | 3 | 0 | 2 | 5 | 0 | 23 | 3 | 26 | 0 | 0 | 0 | 0 | 63 |
| % Bank 1 | 4.5 | 8.0 | 0 | 7.8 | 3.4 | 0 | 11.1 | 4.7 | 0 | 4.4 | 2.0 | 3.9 | 0 | 0 | 0 | 0 | 5.3 |



ALL TRAFFIC DATA SERVICES, INC.
3209 SE 147TH PL #97
VANCOUVER, WA. 98683
503-833-2740

File Name : 62&Linn
Site Code : 00000000
Start Date : 5/27/2009
Page No : 1

Groups Printed- Unshifted - Bank 1

| | HWY 62 Southbound | | | | | LINN RD Westbound | | | | | HWY 62 Northbound | | | | | LINN RD Eastbound | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Exclu. Total | Inclu. Total | Int. Total |
| 05:00 | 1 | 30 | 1 | 0 | 32 | 8 | 1 | 1 | 1 | 10 | 0 | 14 | 1 | 0 | 15 | 0 | 0 | 1 | 0 | 1 | 1 | 58 | 59 |
| 05:15 | 3 | 44 | 1 | 0 | 48 | 17 | 1 | 2 | 0 | 20 | 0 | 17 | 4 | 0 | 21 | 0 | 1 | 0 | 0 | 1 | 0 | 90 | 90 |
| 05:30 | 5 | 53 | 2 | 0 | 60 | 28 | 2 | 1 | 0 | 31 | 1 | 19 | 4 | 0 | 24 | 4 | 0 | 1 | 0 | 5 | 0 | 120 | 120 |
| 05:45 | 3 | 80 | 3 | 0 | 86 | 22 | 2 | 2 | 0 | 26 | 0 | 18 | 1 | 0 | 19 | 0 | 1 | 2 | 0 | 3 | 0 | 134 | 134 |
| Total | 12 | 207 | 7 | 0 | 226 | 75 | 6 | 6 | 1 | 87 | 1 | 68 | 10 | 0 | 79 | 4 | 2 | 4 | 0 | 10 | 1 | 402 | 403 |
| 06:00 | 2 | 76 | 2 | 0 | 80 | 19 | 2 | 4 | 1 | 25 | 1 | 22 | 2 | 0 | 25 | 0 | 2 | 2 | 0 | 4 | 1 | 134 | 135 |
| 06:15 | 4 | 84 | 4 | 0 | 92 | 15 | 2 | 4 | 0 | 21 | 2 | 35 | 8 | 0 | 45 | 0 | 3 | 1 | 0 | 4 | 0 | 162 | 162 |
| 06:30 | 4 | 133 | 4 | 0 | 141 | 26 | 8 | 7 | 0 | 41 | 3 | 37 | 8 | 0 | 48 | 3 | 6 | 5 | 0 | 14 | 0 | 244 | 244 |
| 06:45 | 11 | 131 | 11 | 0 | 153 | 29 | 7 | 6 | 0 | 42 | 9 | 44 | 11 | 0 | 64 | 3 | 3 | 3 | 0 | 9 | 0 | 268 | 268 |
| Total | 21 | 424 | 21 | 0 | 466 | 89 | 19 | 21 | 1 | 129 | 15 | 138 | 29 | 0 | 182 | 6 | 14 | 11 | 0 | 31 | 1 | 808 | 809 |
| 07:00 | 12 | 123 | 13 | 0 | 148 | 22 | 10 | 5 | 0 | 37 | 10 | 38 | 22 | 0 | 70 | 5 | 10 | 6 | 0 | 21 | 0 | 276 | 276 |
| 07:15 | 18 | 161 | 11 | 1 | 190 | 45 | 10 | 6 | 0 | 61 | 11 | 45 | 18 | 0 | 74 | 7 | 11 | 14 | 0 | 32 | 1 | 357 | 358 |
| 07:30 | 15 | 168 | 7 | 0 | 190 | 52 | 17 | 7 | 0 | 76 | 6 | 70 | 23 | 0 | 99 | 4 | 11 | 5 | 0 | 20 | 0 | 385 | 385 |
| 07:45 | 25 | 147 | 16 | 0 | 188 | 34 | 13 | 6 | 0 | 53 | 4 | 95 | 29 | 0 | 128 | 5 | 17 | 3 | 0 | 25 | 0 | 394 | 394 |
| Total | 70 | 599 | 47 | 1 | 716 | 153 | 50 | 24 | 0 | 227 | 31 | 248 | 92 | 0 | 371 | 21 | 49 | 28 | 0 | 98 | 1 | 1412 | 1413 |
| 08:00 | 18 | 112 | 6 | 0 | 136 | 31 | 14 | 14 | 0 | 59 | 11 | 44 | 61 | 0 | 116 | 4 | 11 | 6 | 0 | 21 | 0 | 332 | 332 |
| 08:15 | 21 | 124 | 7 | 0 | 152 | 65 | 20 | 17 | 0 | 102 | 7 | 48 | 60 | 0 | 115 | 7 | 8 | 9 | 0 | 24 | 0 | 393 | 393 |
| 08:30 | 9 | 125 | 15 | 0 | 149 | 43 | 17 | 5 | 0 | 65 | 12 | 82 | 23 | 0 | 117 | 4 | 14 | 12 | 0 | 30 | 0 | 361 | 361 |
| 08:45 | 12 | 102 | 9 | 0 | 123 | 24 | 9 | 8 | 0 | 41 | 15 | 61 | 27 | 0 | 103 | 6 | 8 | 10 | 0 | 24 | 0 | 291 | 291 |
| Total | 60 | 463 | 37 | 0 | 560 | 163 | 60 | 44 | 0 | 267 | 45 | 235 | 171 | 0 | 451 | 21 | 41 | 37 | 0 | 99 | 0 | 1377 | 1377 |
| 09:00 | 10 | 108 | 12 | 0 | 130 | 30 | 14 | 6 | 0 | 50 | 14 | 81 | 14 | 1 | 109 | 6 | 12 | 6 | 0 | 24 | 1 | 313 | 314 |
| 09:15 | 10 | 118 | 17 | 0 | 145 | 29 | 16 | 7 | 0 | 52 | 20 | 54 | 13 | 0 | 87 | 7 | 9 | 7 | 0 | 23 | 0 | 307 | 307 |
| 09:30 | 9 | 81 | 13 | 0 | 103 | 24 | 18 | 13 | 2 | 55 | 15 | 75 | 20 | 0 | 110 | 8 | 15 | 7 | 0 | 30 | 2 | 298 | 300 |
| 09:45 | 12 | 94 | 13 | 0 | 119 | 29 | 18 | 4 | 0 | 51 | 17 | 56 | 30 | 0 | 103 | 10 | 18 | 10 | 0 | 38 | 0 | 311 | 311 |
| Total | 41 | 401 | 55 | 0 | 497 | 112 | 66 | 30 | 2 | 208 | 66 | 266 | 77 | 1 | 409 | 31 | 54 | 30 | 0 | 115 | 3 | 1229 | 1232 |
| 10:00 | 13 | 96 | 5 | 0 | 114 | 24 | 13 | 11 | 0 | 48 | 22 | 56 | 32 | 0 | 110 | 12 | 18 | 10 | 0 | 40 | 0 | 312 | 312 |
| 10:15 | 11 | 65 | 12 | 0 | 88 | 32 | 24 | 10 | 0 | 66 | 20 | 70 | 21 | 0 | 111 | 9 | 20 | 10 | 0 | 39 | 0 | 304 | 304 |
| 10:30 | 20 | 105 | 17 | 0 | 142 | 29 | 18 | 10 | 0 | 57 | 19 | 53 | 21 | 0 | 93 | 12 | 18 | 8 | 0 | 38 | 0 | 330 | 330 |
| 10:45 | 16 | 104 | 24 | 0 | 144 | 31 | 25 | 6 | 0 | 62 | 25 | 67 | 10 | 0 | 102 | 15 | 21 | 17 | 0 | 53 | 0 | 361 | 361 |
| Total | 60 | 370 | 58 | 0 | 488 | 116 | 80 | 37 | 0 | 233 | 86 | 246 | 84 | 0 | 416 | 48 | 77 | 45 | 0 | 170 | 0 | 1307 | 1307 |
| 11:00 | 10 | 64 | 11 | 0 | 85 | 29 | 16 | 5 | 0 | 50 | 29 | 82 | 27 | 0 | 138 | 20 | 24 | 19 | 1 | 63 | 1 | 336 | 337 |
| 11:15 | 12 | 77 | 9 | 1 | 98 | 48 | 30 | 9 | 0 | 87 | 27 | 54 | 20 | 0 | 101 | 14 | 17 | 16 | 0 | 47 | 1 | 333 | 334 |
| 11:30 | 18 | 96 | 20 | 0 | 134 | 57 | 27 | 10 | 0 | 94 | 27 | 84 | 27 | 0 | 138 | 16 | 30 | 19 | 0 | 65 | 0 | 431 | 431 |
| 11:45 | 11 | 79 | 6 | 1 | 96 | 27 | 29 | 13 | 0 | 69 | 27 | 65 | 40 | 4 | 132 | 19 | 32 | 18 | 0 | 69 | 5 | 366 | 371 |
| Total | 51 | 316 | 46 | 2 | 413 | 161 | 102 | 37 | 0 | 300 | 110 | 285 | 114 | 4 | 509 | 69 | 103 | 72 | 1 | 244 | 7 | 1466 | 1473 |
| 12:00 | 12 | 73 | 18 | 0 | 103 | 41 | 36 | 16 | 0 | 93 | 27 | 51 | 50 | 0 | 128 | 19 | 31 | 12 | 0 | 62 | 0 | 386 | 386 |
| 12:15 | 13 | 84 | 14 | 0 | 111 | 45 | 22 | 7 | 0 | 74 | 24 | 60 | 29 | 0 | 113 | 20 | 20 | 17 | 0 | 57 | 0 | 355 | 355 |
| 12:30 | 11 | 99 | 18 | 0 | 128 | 42 | 27 | 10 | 0 | 79 | 22 | 76 | 25 | 0 | 123 | 11 | 23 | 11 | 2 | 45 | 2 | 375 | 377 |
| 12:45 | 10 | 63 | 10 | 0 | 83 | 35 | 24 | 11 | 2 | 70 | 18 | 42 | 26 | 0 | 86 | 28 | 24 | 23 | 0 | 75 | 2 | 314 | 316 |
| Total | 46 | 319 | 60 | 0 | 425 | 163 | 109 | 44 | 2 | 316 | 91 | 229 | 130 | 0 | 450 | 78 | 98 | 63 | 2 | 239 | 4 | 1430 | 1434 |
| 13:00 | 20 | 66 | 13 | 1 | 99 | 32 | 15 | 11 | 4 | 58 | 26 | 92 | 38 | 1 | 156 | 16 | 27 | 7 | 1 | 50 | 7 | 363 | 370 |
| 13:15 | 23 | 49 | 14 | 0 | 86 | 30 | 26 | 15 | 0 | 71 | 23 | 91 | 45 | 0 | 159 | 25 | 26 | 15 | 0 | 66 | 0 | 382 | 382 |
| 13:30 | 9 | 70 | 11 | 0 | 90 | 33 | 31 | 7 | 0 | 71 | 20 | 76 | 24 | 0 | 120 | 20 | 24 | 13 | 2 | 57 | 2 | 338 | 340 |
| 13:45 | 14 | 77 | 13 | 0 | 104 | 19 | 20 | 5 | 0 | 44 | 25 | 90 | 38 | 0 | 153 | 16 | 19 | 18 | 0 | 53 | 0 | 354 | 354 |
| Total | 66 | 262 | 51 | 1 | 379 | 114 | 92 | 38 | 4 | 244 | 94 | 349 | 145 | 1 | 588 | 77 | 96 | 53 | 3 | 226 | 9 | 1437 | 1446 |
| 14:00 | 16 | 95 | 16 | 0 | 127 | 29 | 14 | 9 | 0 | 52 | 21 | 91 | 38 | 0 | 150 | 15 | 23 | 12 | 0 | 50 | 0 | 379 | 379 |
| 14:15 | 24 | 89 | 9 | 0 | 122 | 22 | 20 | 11 | 0 | 53 | 23 | 73 | 34 | 1 | 130 | 25 | 24 | 10 | 0 | 59 | 1 | 364 | 365 |
| 14:30 | 9 | 78 | 21 | 0 | 108 | 48 | 38 | 20 | 0 | 106 | 15 | 91 | 48 | 0 | 154 | 21 | 25 | 10 | 0 | 56 | 0 | 424 | 424 |
| 14:45 | 13 | 76 | 15 | 0 | 104 | 51 | 31 | 21 | 0 | 103 | 37 | 108 | 55 | 0 | 200 | 28 | 25 | 9 | 0 | 62 | 0 | 469 | 469 |
| Total | 62 | 338 | 61 | 0 | 461 | 150 | 103 | 61 | 0 | 314 | 96 | 363 | 175 | 1 | 634 | 89 | 97 | 41 | 0 | 227 | 1 | 1636 | 1637 |

ALL TRAFFIC DATA SERVICES, INC.
3209 SE 147TH PL #97
VANCOUVER, WA. 98683
503-833-2740

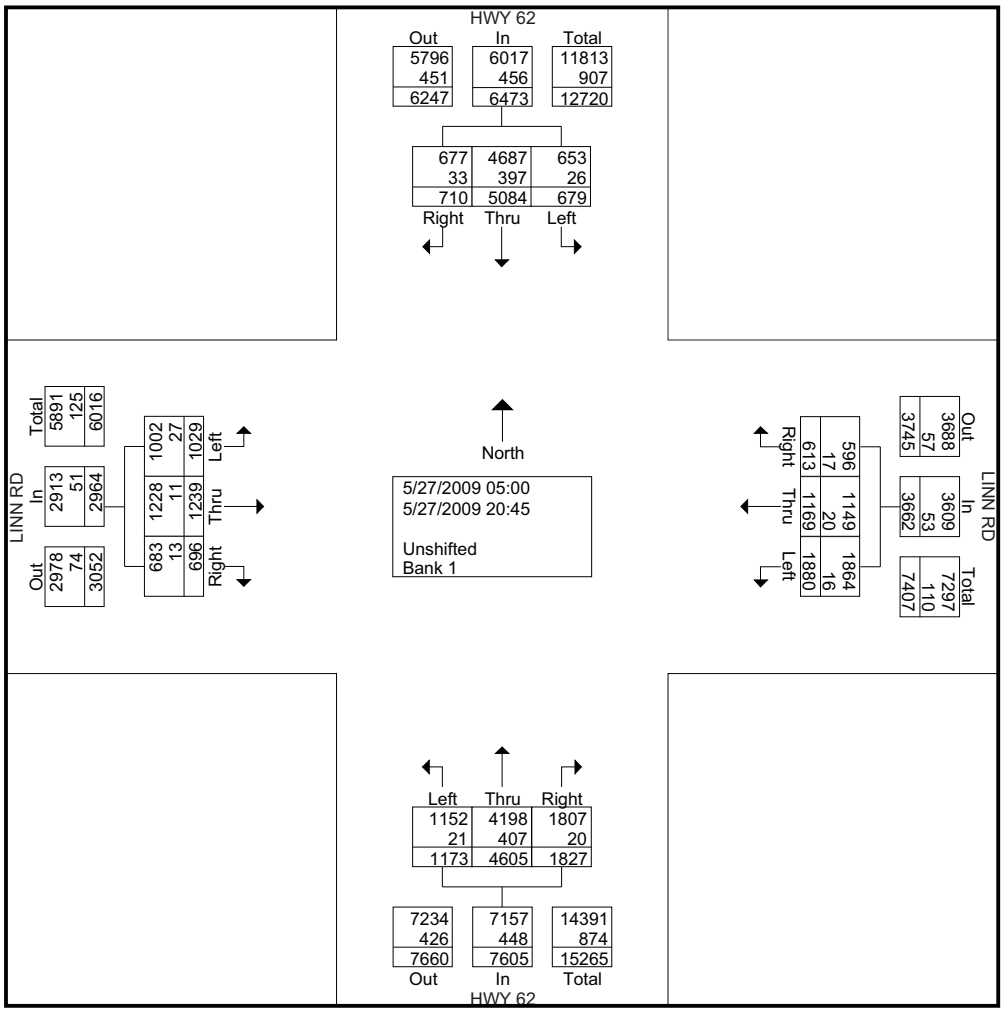
File Name : 62&Linn
Site Code : 00000000
Start Date : 5/27/2009
Page No : 2

Groups Printed- Unshifted - Bank 1

| | HWY 62 Southbound | | | | | LINN RD Westbound | | | | | HWY 62 Northbound | | | | | LINN RD Eastbound | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Exclu. Total | Inclu. Total | Int. Total |
| 15:00 | 17 | 102 | 18 | 1 | 137 | 63 | 28 | 28 | 0 | 119 | 25 | 107 | 51 | 0 | 183 | 32 | 36 | 11 | 0 | 79 | 1 | 518 | 519 |
| 15:15 | 4 | 108 | 15 | 0 | 127 | 40 | 23 | 24 | 1 | 87 | 31 | 111 | 46 | 0 | 188 | 28 | 31 | 15 | 0 | 74 | 1 | 476 | 477 |
| 15:30 | 14 | 84 | 12 | 0 | 110 | 22 | 24 | 18 | 0 | 64 | 27 | 92 | 43 | 0 | 162 | 33 | 32 | 11 | 0 | 76 | 0 | 412 | 412 |
| 15:45 | 13 | 103 | 13 | 0 | 129 | 32 | 25 | 15 | 1 | 72 | 32 | 143 | 47 | 0 | 222 | 27 | 29 | 18 | 1 | 74 | 2 | 497 | 499 |
| Total | 48 | 397 | 58 | 1 | 503 | 157 | 100 | 85 | 2 | 342 | 115 | 453 | 187 | 0 | 755 | 120 | 128 | 55 | 1 | 303 | 4 | 1903 | 1907 |
| 16:00 | 11 | 87 | 23 | 0 | 121 | 34 | 21 | 16 | 0 | 71 | 24 | 130 | 48 | 0 | 202 | 24 | 25 | 15 | 0 | 64 | 0 | 458 | 458 |
| 16:15 | 9 | 84 | 14 | 0 | 107 | 23 | 26 | 15 | 0 | 64 | 29 | 121 | 47 | 0 | 197 | 42 | 28 | 16 | 0 | 86 | 0 | 454 | 454 |
| 16:30 | 16 | 103 | 15 | 0 | 134 | 46 | 25 | 11 | 0 | 82 | 33 | 107 | 42 | 0 | 182 | 36 | 23 | 18 | 0 | 77 | 0 | 475 | 475 |
| 16:45 | 9 | 67 | 14 | 0 | 90 | 36 | 36 | 17 | 0 | 89 | 20 | 115 | 64 | 0 | 199 | 30 | 35 | 16 | 5 | 81 | 5 | 459 | 464 |
| Total | 45 | 341 | 66 | 0 | 452 | 139 | 108 | 59 | 0 | 306 | 106 | 473 | 201 | 0 | 780 | 132 | 111 | 65 | 5 | 308 | 5 | 1846 | 1851 |
| 17:00 | 9 | 58 | 22 | 0 | 89 | 37 | 26 | 11 | 0 | 74 | 24 | 126 | 48 | 0 | 198 | 27 | 35 | 11 | 0 | 73 | 0 | 434 | 434 |
| 17:15 | 8 | 92 | 11 | 0 | 111 | 20 | 21 | 14 | 0 | 55 | 24 | 121 | 52 | 0 | 197 | 28 | 37 | 14 | 0 | 79 | 0 | 442 | 442 |
| 17:30 | 8 | 54 | 13 | 0 | 75 | 31 | 22 | 12 | 0 | 65 | 29 | 104 | 37 | 0 | 170 | 20 | 20 | 11 | 0 | 51 | 0 | 361 | 361 |
| 17:45 | 8 | 48 | 11 | 0 | 67 | 21 | 16 | 12 | 0 | 49 | 27 | 100 | 26 | 0 | 153 | 19 | 35 | 12 | 3 | 66 | 3 | 335 | 338 |
| Total | 33 | 252 | 57 | 0 | 342 | 109 | 85 | 49 | 0 | 243 | 104 | 451 | 163 | 0 | 718 | 94 | 127 | 48 | 3 | 269 | 3 | 1572 | 1575 |
| 18:00 | 8 | 43 | 14 | 0 | 65 | 19 | 24 | 12 | 1 | 55 | 18 | 90 | 27 | 0 | 135 | 37 | 32 | 16 | 2 | 85 | 3 | 340 | 343 |
| 18:15 | 7 | 48 | 9 | 0 | 64 | 10 | 16 | 14 | 0 | 40 | 26 | 81 | 22 | 0 | 129 | 27 | 22 | 17 | 0 | 66 | 0 | 299 | 299 |
| 18:30 | 3 | 47 | 6 | 0 | 56 | 17 | 19 | 9 | 0 | 45 | 15 | 80 | 24 | 0 | 119 | 17 | 24 | 7 | 0 | 48 | 0 | 268 | 268 |
| 18:45 | 10 | 26 | 8 | 0 | 44 | 14 | 18 | 5 | 1 | 37 | 20 | 81 | 20 | 0 | 121 | 17 | 23 | 11 | 0 | 51 | 1 | 253 | 254 |
| Total | 28 | 164 | 37 | 0 | 229 | 60 | 77 | 40 | 2 | 177 | 79 | 332 | 93 | 0 | 504 | 98 | 101 | 51 | 2 | 250 | 4 | 1160 | 1164 |
| 19:00 | 5 | 46 | 5 | 0 | 56 | 15 | 15 | 3 | 0 | 33 | 12 | 53 | 20 | 0 | 85 | 18 | 17 | 15 | 0 | 50 | 0 | 224 | 224 |
| 19:15 | 5 | 34 | 3 | 0 | 42 | 10 | 17 | 9 | 0 | 36 | 18 | 77 | 29 | 0 | 124 | 10 | 18 | 8 | 3 | 36 | 3 | 238 | 241 |
| 19:30 | 7 | 28 | 10 | 0 | 45 | 17 | 12 | 4 | 0 | 33 | 20 | 68 | 12 | 0 | 100 | 16 | 31 | 12 | 0 | 59 | 0 | 237 | 237 |
| 19:45 | 3 | 32 | 4 | 0 | 39 | 14 | 9 | 3 | 0 | 26 | 20 | 60 | 16 | 0 | 96 | 27 | 19 | 15 | 0 | 61 | 0 | 222 | 222 |
| Total | 20 | 140 | 22 | 0 | 182 | 56 | 53 | 19 | 0 | 128 | 70 | 258 | 77 | 0 | 405 | 71 | 85 | 50 | 3 | 206 | 3 | 921 | 924 |
| 20:00 | 6 | 30 | 10 | 0 | 46 | 23 | 15 | 4 | 0 | 42 | 18 | 49 | 25 | 0 | 92 | 17 | 22 | 11 | 0 | 50 | 0 | 230 | 230 |
| 20:15 | 7 | 27 | 11 | 0 | 45 | 18 | 15 | 5 | 0 | 38 | 10 | 56 | 20 | 0 | 86 | 19 | 10 | 10 | 0 | 39 | 0 | 208 | 208 |
| 20:30 | 2 | 21 | 2 | 0 | 25 | 10 | 10 | 6 | 0 | 26 | 21 | 52 | 21 | 0 | 94 | 14 | 13 | 10 | 0 | 37 | 0 | 182 | 182 |
| 20:45 | 1 | 13 | 4 | 0 | 18 | 12 | 19 | 4 | 0 | 35 | 15 | 54 | 13 | 0 | 82 | 20 | 11 | 12 | 0 | 43 | 0 | 178 | 178 |
| Total | 16 | 91 | 27 | 0 | 134 | 63 | 59 | 19 | 0 | 141 | 64 | 211 | 79 | 0 | 354 | 70 | 56 | 43 | 0 | 169 | 0 | 798 | 798 |
| Grand Total | 679 | 5084 | 710 | 5 | 6473 | 1880 | 1169 | 613 | 14 | 3662 | 1173 | 4605 | 1827 | 7 | 7605 | 1029 | 1239 | 696 | 20 | 2964 | 46 | 20704 | 20750 |
| Apprch % | 10.5 | 78.5 | 11 | | | 51.3 | 31.9 | 16.7 | | | 15.4 | 60.6 | 24 | | | 34.7 | 41.8 | 23.5 | | | | | |
| Total % | 3.3 | 24.6 | 3.4 | | 31.3 | 9.1 | 5.6 | 3 | | 17.7 | 5.7 | 22.2 | 8.8 | | 36.7 | 5 | 6 | 3.4 | | 14.3 | 0.2 | 99.8 | |
| Unshifted | 653 | 4687 | 677 | | 6022 | 1864 | 1149 | 596 | | 3623 | 1152 | 4198 | 1807 | | 7164 | 1002 | 1228 | 683 | | 2933 | 0 | 0 | 19742 |
| % Unshifted | 96.2 | 92.2 | 95.4 | 100 | 93 | 99.1 | 98.3 | 97.2 | 100 | 98.6 | 98.2 | 91.2 | 98.9 | 100 | 94.1 | 97.4 | 99.1 | 98.1 | 100 | 98.3 | 0 | 0 | 95.1 |
| Bank 1 | 26 | 397 | 33 | | 456 | 16 | 20 | 17 | | 53 | 21 | 407 | 20 | | 448 | 27 | 11 | 13 | | 51 | 0 | 0 | 1008 |
| % Bank 1 | 3.8 | 7.8 | 4.6 | 0 | 7 | 0.9 | 1.7 | 2.8 | 0 | 1.4 | 1.8 | 8.8 | 1.1 | 0 | 5.9 | 2.6 | 0.9 | 1.9 | 0 | 1.7 | 0 | 0 | 4.9 |

ALL TRAFFIC DATA SERVICES, INC.
3209 SE 147TH PL #97
VANCOUVER, WA. 98683
503-833-2740

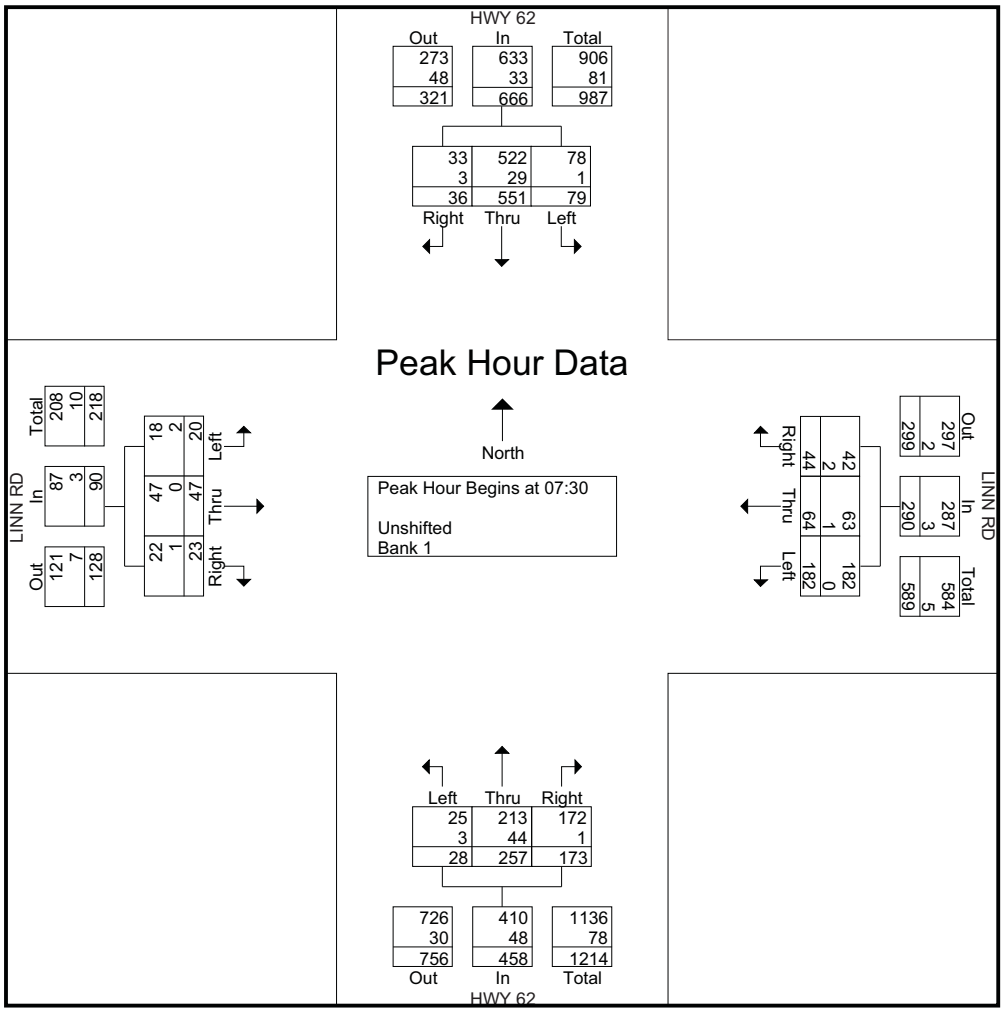
File Name : 62&Linn
Site Code : 00000000
Start Date : 5/27/2009
Page No : 3



ALL TRAFFIC DATA SERVICES, INC.
3209 SE 147TH PL #97
VANCOUVER, WA. 98683
503-833-2740

File Name : 62&Linn
Site Code : 00000000
Start Date : 5/27/2009
Page No : 4

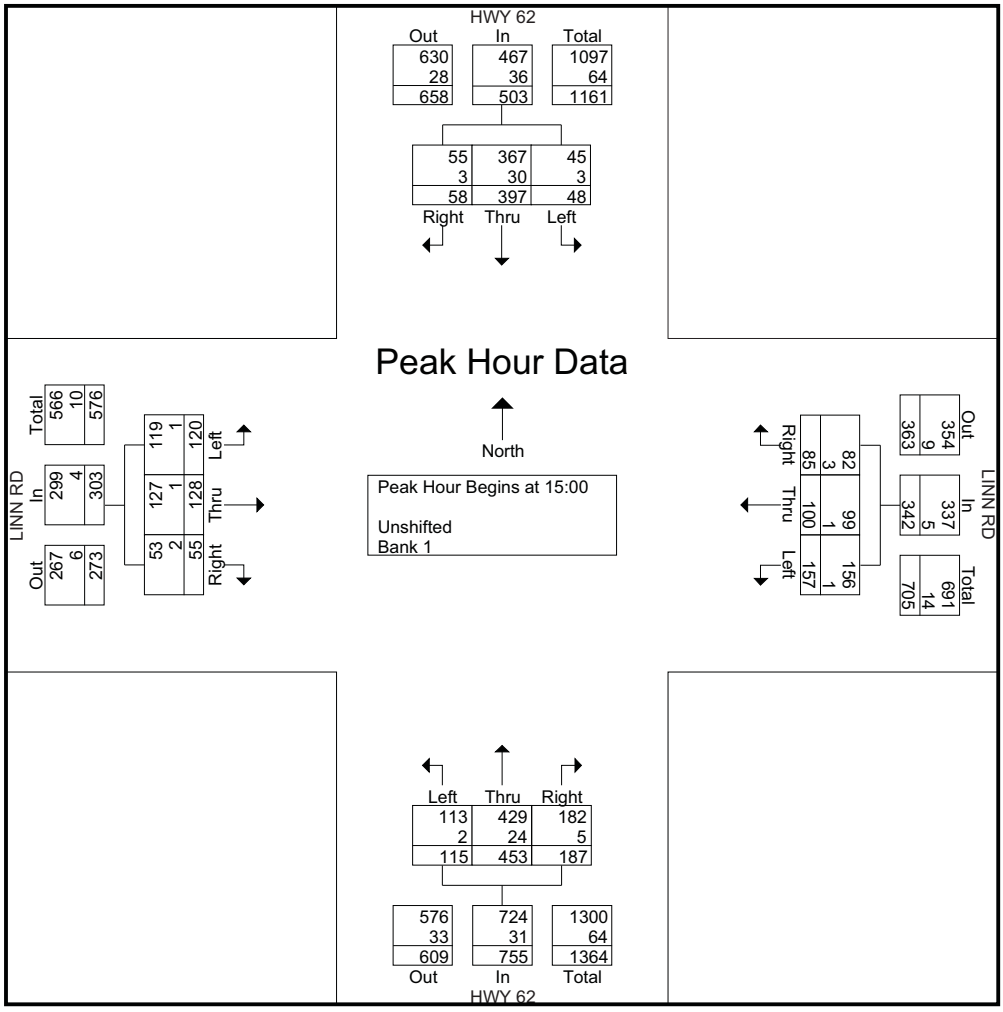
| | HWY 62 Southbound | | | | LINN RD Westbound | | | | HWY 62 Northbound | | | | LINN RD Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 05:00 to 11:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 | | | | | | | | | | | | | | | | | |
| 07:30 | 15 | **168** | 7 | **190** | 52 | 17 | 7 | 76 | 6 | 70 | 23 | 99 | 4 | 11 | 5 | 20 | 385 |
| 07:45 | **25** | 147 | **16** | 188 | 34 | 13 | 6 | 53 | 4 | **95** | 29 | **128** | 5 | **17** | 3 | **25** | **394** |
| 08:00 | 18 | 112 | 6 | 136 | 31 | 14 | 14 | 59 | **11** | 44 | **61** | 116 | 4 | 11 | 6 | 21 | 332 |
| 08:15 | 21 | 124 | 7 | 152 | **65** | **20** | **17** | **102** | 7 | 48 | 60 | 115 | **7** | 8 | **9** | 24 | 393 |
| Total Volume | 79 | 551 | 36 | 666 | 182 | 64 | 44 | 290 | 28 | 257 | 173 | 458 | 20 | 47 | 23 | 90 | 1504 |
| % App. Total | 11.9 | 82.7 | 5.4 | | 62.8 | 22.1 | 15.2 | | 6.1 | 56.1 | 37.8 | | 22.2 | 52.2 | 25.6 | | |
| PHF | .790 | .820 | .563 | .876 | .700 | .800 | .647 | .711 | .636 | .676 | .709 | .895 | .714 | .691 | .639 | .900 | .954 |
| Unshifted | 78 | 522 | 33 | 633 | 182 | 63 | 42 | 287 | 25 | 213 | 172 | 410 | 18 | 47 | 22 | 87 | 1417 |
| % Unshifted | 98.7 | 94.7 | 91.7 | 95.0 | 100 | 98.4 | 95.5 | 99.0 | 89.3 | 82.9 | 99.4 | 89.5 | 90.0 | 100 | 95.7 | 96.7 | 94.2 |
| Bank 1 | 1 | 29 | 3 | 33 | 0 | 1 | 2 | 3 | 3 | 44 | 1 | 48 | 2 | 0 | 1 | 3 | 87 |
| % Bank 1 | 1.3 | 5.3 | 8.3 | 5.0 | 0 | 1.6 | 4.5 | 1.0 | 10.7 | 17.1 | 0.6 | 10.5 | 10.0 | 0 | 4.3 | 3.3 | 5.8 |



ALL TRAFFIC DATA SERVICES, INC.
3209 SE 147TH PL #97
VANCOUVER, WA. 98683
503-833-2740

File Name : 62&Linn
Site Code : 00000000
Start Date : 5/27/2009
Page No : 5

| | HWY 62 Southbound | | | | LINN RD Westbound | | | | HWY 62 Northbound | | | | LINN RD Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 to 20:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 15:00 | | | | | | | | | | | | | | | | | |
| 15:00 | **17** | 102 | **18** | **137** | **63** | **28** | **28** | **119** | 25 | 107 | **51** | 183 | 32 | **36** | 11 | **79** | **518** |
| 15:15 | 4 | **108** | 15 | 127 | 40 | 23 | 24 | 87 | 31 | 111 | 46 | 188 | 28 | 31 | 15 | 74 | 476 |
| 15:30 | 14 | 84 | 12 | 110 | 22 | 24 | 18 | 64 | 27 | 92 | 43 | 162 | **33** | 32 | 11 | 76 | 412 |
| 15:45 | 13 | 103 | 13 | 129 | 32 | 25 | 15 | 72 | **32** | **143** | 47 | **222** | 27 | 29 | **18** | 74 | 497 |
| Total Volume | 48 | 397 | 58 | 503 | 157 | 100 | 85 | 342 | 115 | 453 | 187 | 755 | 120 | 128 | 55 | 303 | 1903 |
| % App. Total | 9.5 | 78.9 | 11.5 | | 45.9 | 29.2 | 24.9 | | 15.2 | 60 | 24.8 | | 39.6 | 42.2 | 18.2 | | |
| PHF | .706 | .919 | .806 | .918 | .623 | .893 | .759 | .718 | .898 | .792 | .917 | .850 | .909 | .889 | .764 | .959 | .918 |
| Unshifted | 45 | 367 | 55 | 467 | 156 | 99 | 82 | 337 | 113 | 429 | 182 | 724 | 119 | 127 | 53 | 299 | 1827 |
| % Unshifted | 93.8 | 92.4 | 94.8 | 92.8 | 99.4 | 99.0 | 96.5 | 98.5 | 98.3 | 94.7 | 97.3 | 95.9 | 99.2 | 99.2 | 96.4 | 98.7 | 96.0 |
| Bank 1 | 3 | 30 | 3 | 36 | 1 | 1 | 3 | 5 | 2 | 24 | 5 | 31 | 1 | 1 | 2 | 4 | 76 |
| % Bank 1 | 6.3 | 7.6 | 5.2 | 7.2 | 0.6 | 1.0 | 3.5 | 1.5 | 1.7 | 5.3 | 2.7 | 4.1 | 0.8 | 0.8 | 3.6 | 1.3 | 4.0 |



ALL TRAFFIC DATA SERVICES, INC.
3209 SE 147TH PL #97
VANCOUVER, WA. 98683
503-833-2740

File Name : 62&NickYoung
Site Code : 00000000
Start Date : 5/27/2009
Page No : 1

Groups Printed- Unshifted - Bank 1

| | HWY 62 Southbound | | | | | NICK YOUNG RD Westbound | | | | | HWY 62 Northbound | | | | | NICK YOUNG RD Eastbound | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Exclu. Total | Inclu. Total | Int. Total |
| 05:00 | 3 | 35 | 1 | 0 | 39 | 5 | 1 | 0 | 0 | 6 | 1 | 13 | 5 | 0 | 19 | 0 | 0 | 1 | 0 | 1 | 0 | 65 | 65 |
| 05:15 | 1 | 58 | 0 | 0 | 59 | 12 | 2 | 1 | 0 | 15 | 2 | 22 | 1 | 0 | 25 | 0 | 0 | 1 | 0 | 1 | 0 | 100 | 100 |
| 05:30 | 1 | 82 | 3 | 1 | 86 | 23 | 2 | 0 | 0 | 25 | 2 | 18 | 0 | 0 | 20 | 0 | 0 | 1 | 0 | 1 | 1 | 132 | 133 |
| 05:45 | 1 | 99 | 1 | 0 | 101 | 20 | 3 | 0 | 0 | 23 | 0 | 19 | 3 | 0 | 22 | 0 | 0 | 1 | 1 | 1 | 1 | 147 | 148 |
| Total | 6 | 274 | 5 | 1 | 285 | 60 | 8 | 1 | 0 | 69 | 5 | 72 | 9 | 0 | 86 | 0 | 0 | 4 | 1 | 4 | 2 | 444 | 446 |
| 06:00 | 0 | 92 | 1 | 0 | 93 | 30 | 4 | 1 | 0 | 35 | 0 | 30 | 3 | 0 | 33 | 0 | 1 | 0 | 1 | 1 | 1 | 162 | 163 |
| 06:15 | 0 | 109 | 0 | 0 | 109 | 23 | 2 | 0 | 0 | 25 | 2 | 36 | 3 | 0 | 41 | 3 | 0 | 1 | 0 | 4 | 0 | 179 | 179 |
| 06:30 | 1 | 131 | 4 | 0 | 136 | 39 | 3 | 0 | 0 | 42 | 2 | 43 | 7 | 0 | 52 | 0 | 2 | 5 | 0 | 7 | 0 | 237 | 237 |
| 06:45 | 0 | 150 | 1 | 0 | 151 | 25 | 4 | 1 | 0 | 30 | 2 | 65 | 4 | 0 | 71 | 0 | 1 | 4 | 0 | 5 | 0 | 257 | 257 |
| Total | 1 | 482 | 6 | 0 | 489 | 117 | 13 | 2 | 0 | 132 | 6 | 174 | 17 | 0 | 197 | 3 | 4 | 10 | 1 | 17 | 1 | 835 | 836 |
| 07:00 | 0 | 158 | 0 | 0 | 158 | 47 | 9 | 1 | 0 | 57 | 5 | 67 | 8 | 0 | 80 | 4 | 4 | 7 | 0 | 15 | 0 | 310 | 310 |
| 07:15 | 4 | 183 | 4 | 0 | 191 | 57 | 10 | 0 | 0 | 67 | 0 | 70 | 13 | 0 | 83 | 1 | 1 | 10 | 0 | 12 | 0 | 353 | 353 |
| 07:30 | 4 | 203 | 3 | 0 | 210 | 42 | 8 | 0 | 0 | 50 | 2 | 103 | 16 | 0 | 121 | 1 | 1 | 8 | 0 | 10 | 0 | 391 | 391 |
| 07:45 | 1 | 154 | 0 | 0 | 155 | 57 | 5 | 2 | 0 | 64 | 5 | 117 | 21 | 0 | 143 | 2 | 1 | 5 | 0 | 8 | 0 | 370 | 370 |
| Total | 9 | 698 | 7 | 0 | 714 | 203 | 32 | 3 | 0 | 238 | 12 | 357 | 58 | 0 | 427 | 8 | 7 | 30 | 0 | 45 | 0 | 1424 | 1424 |
| 08:00 | 0 | 140 | 2 | 0 | 142 | 22 | 0 | 2 | 0 | 24 | 5 | 101 | 15 | 0 | 121 | 1 | 0 | 3 | 0 | 4 | 0 | 291 | 291 |
| 08:15 | 3 | 180 | 1 | 0 | 184 | 41 | 4 | 1 | 1 | 46 | 7 | 111 | 10 | 0 | 128 | 1 | 1 | 10 | 0 | 12 | 1 | 370 | 371 |
| 08:30 | 7 | 147 | 2 | 0 | 156 | 29 | 2 | 0 | 0 | 31 | 5 | 106 | 14 | 0 | 125 | 0 | 2 | 9 | 0 | 11 | 0 | 323 | 323 |
| 08:45 | 2 | 114 | 0 | 0 | 116 | 24 | 3 | 0 | 0 | 27 | 5 | 114 | 6 | 0 | 125 | 2 | 0 | 10 | 0 | 12 | 0 | 280 | 280 |
| Total | 12 | 581 | 5 | 0 | 598 | 116 | 9 | 3 | 1 | 128 | 22 | 432 | 45 | 0 | 499 | 4 | 3 | 32 | 0 | 39 | 1 | 1264 | 1265 |
| 09:00 | 6 | 124 | 1 | 0 | 131 | 22 | 4 | 3 | 0 | 29 | 6 | 95 | 15 | 0 | 116 | 2 | 0 | 12 | 1 | 14 | 1 | 290 | 291 |
| 09:15 | 6 | 131 | 3 | 0 | 140 | 24 | 3 | 0 | 0 | 27 | 6 | 88 | 14 | 0 | 108 | 0 | 1 | 10 | 0 | 11 | 0 | 286 | 286 |
| 09:30 | 0 | 125 | 3 | 0 | 128 | 41 | 2 | 2 | 0 | 45 | 7 | 90 | 20 | 0 | 117 | 4 | 1 | 7 | 0 | 12 | 0 | 302 | 302 |
| 09:45 | 3 | 123 | 3 | 0 | 129 | 29 | 2 | 0 | 0 | 31 | 7 | 94 | 12 | 0 | 113 | 5 | 3 | 13 | 0 | 21 | 0 | 294 | 294 |
| Total | 15 | 503 | 10 | 0 | 528 | 116 | 11 | 5 | 0 | 132 | 26 | 367 | 61 | 0 | 454 | 11 | 5 | 42 | 1 | 58 | 1 | 1172 | 1173 |
| 10:00 | 4 | 103 | 2 | 0 | 109 | 32 | 2 | 0 | 1 | 34 | 7 | 109 | 17 | 0 | 133 | 8 | 5 | 13 | 0 | 26 | 1 | 302 | 303 |
| 10:15 | 3 | 115 | 2 | 0 | 120 | 29 | 6 | 0 | 0 | 35 | 9 | 91 | 16 | 0 | 116 | 2 | 1 | 6 | 0 | 9 | 0 | 280 | 280 |
| 10:30 | 6 | 112 | 1 | 0 | 119 | 26 | 2 | 2 | 0 | 30 | 7 | 83 | 16 | 0 | 106 | 2 | 1 | 22 | 0 | 25 | 0 | 280 | 280 |
| 10:45 | 3 | 143 | 1 | 0 | 147 | 23 | 3 | 4 | 0 | 30 | 18 | 82 | 15 | 0 | 115 | 9 | 0 | 13 | 2 | 22 | 2 | 314 | 316 |
| Total | 16 | 473 | 6 | 0 | 495 | 110 | 13 | 6 | 1 | 129 | 41 | 365 | 64 | 0 | 470 | 21 | 7 | 54 | 2 | 82 | 3 | 1176 | 1179 |
| 11:00 | 6 | 115 | 1 | 0 | 122 | 30 | 1 | 2 | 0 | 33 | 9 | 123 | 29 | 0 | 161 | 3 | 4 | 20 | 0 | 27 | 0 | 343 | 343 |
| 11:15 | 7 | 114 | 1 | 0 | 122 | 22 | 4 | 1 | 1 | 27 | 14 | 115 | 17 | 0 | 146 | 4 | 1 | 11 | 0 | 16 | 1 | 311 | 312 |
| 11:30 | 7 | 145 | 0 | 0 | 152 | 44 | 2 | 3 | 1 | 49 | 7 | 126 | 21 | 0 | 154 | 1 | 2 | 10 | 0 | 13 | 1 | 368 | 369 |
| 11:45 | 4 | 110 | 0 | 0 | 114 | 18 | 4 | 2 | 0 | 24 | 15 | 114 | 30 | 0 | 159 | 4 | 5 | 13 | 0 | 22 | 0 | 319 | 319 |
| Total | 24 | 484 | 2 | 0 | 510 | 114 | 11 | 8 | 2 | 133 | 45 | 478 | 97 | 0 | 620 | 12 | 12 | 54 | 0 | 78 | 2 | 1341 | 1343 |
| 12:00 | 7 | 109 | 0 | 0 | 116 | 26 | 0 | 2 | 0 | 28 | 11 | 132 | 28 | 0 | 171 | 6 | 6 | 19 | 0 | 31 | 0 | 346 | 346 |
| 12:15 | 5 | 134 | 0 | 0 | 139 | 27 | 2 | 3 | 0 | 32 | 8 | 87 | 16 | 0 | 111 | 5 | 3 | 17 | 0 | 25 | 0 | 307 | 307 |
| 12:30 | 2 | 123 | 1 | 0 | 126 | 31 | 3 | 2 | 1 | 36 | 13 | 107 | 16 | 0 | 136 | 2 | 0 | 17 | 0 | 19 | 1 | 317 | 318 |
| 12:45 | 6 | 110 | 0 | 4 | 116 | 27 | 2 | 3 | 1 | 32 | 13 | 105 | 18 | 0 | 136 | 1 | 2 | 18 | 0 | 21 | 5 | 305 | 310 |
| Total | 20 | 476 | 1 | 4 | 497 | 111 | 7 | 10 | 2 | 128 | 45 | 431 | 78 | 0 | 554 | 14 | 11 | 71 | 0 | 96 | 6 | 1275 | 1281 |
| 13:00 | 4 | 92 | 0 | 0 | 96 | 24 | 1 | 1 | 0 | 26 | 19 | 131 | 26 | 0 | 176 | 4 | 0 | 8 | 0 | 12 | 0 | 310 | 310 |
| 13:15 | 5 | 95 | 0 | 0 | 100 | 18 | 0 | 5 | 0 | 23 | 15 | 135 | 25 | 0 | 175 | 4 | 5 | 14 | 0 | 23 | 0 | 321 | 321 |
| 13:30 | 6 | 116 | 3 | 0 | 125 | 29 | 6 | 0 | 0 | 35 | 18 | 115 | 12 | 0 | 145 | 5 | 4 | 19 | 0 | 28 | 0 | 333 | 333 |
| 13:45 | 4 | 108 | 1 | 0 | 113 | 29 | 0 | 2 | 0 | 31 | 12 | 125 | 22 | 0 | 159 | 8 | 8 | 25 | 0 | 41 | 0 | 344 | 344 |
| Total | 19 | 411 | 4 | 0 | 434 | 100 | 7 | 8 | 0 | 115 | 64 | 506 | 85 | 0 | 655 | 21 | 17 | 66 | 0 | 104 | 0 | 1308 | 1308 |
| 14:00 | 5 | 95 | 0 | 0 | 100 | 24 | 3 | 2 | 0 | 29 | 18 | 106 | 24 | 0 | 148 | 3 | 2 | 13 | 0 | 18 | 0 | 295 | 295 |
| 14:15 | 5 | 92 | 0 | 0 | 97 | 23 | 5 | 0 | 2 | 28 | 17 | 149 | 29 | 0 | 195 | 5 | 5 | 9 | 0 | 19 | 2 | 339 | 341 |
| 14:30 | 5 | 100 | 1 | 2 | 106 | 30 | 4 | 0 | 0 | 34 | 16 | 124 | 34 | 0 | 174 | 6 | 3 | 15 | 0 | 24 | 2 | 338 | 340 |
| 14:45 | 2 | 121 | 2 | 0 | 125 | 30 | 1 | 1 | 0 | 32 | 8 | 178 | 28 | 0 | 214 | 5 | 9 | 14 | 0 | 28 | 0 | 399 | 399 |
| Total | 17 | 408 | 3 | 2 | 428 | 107 | 13 | 3 | 2 | 123 | 59 | 557 | 115 | 0 | 731 | 19 | 19 | 51 | 0 | 89 | 4 | 1371 | 1375 |

ALL TRAFFIC DATA SERVICES, INC.
3209 SE 147TH PL #97
VANCOUVER, WA. 98683
503-833-2740

File Name : 62&NickYoung
Site Code : 00000000
Start Date : 5/27/2009
Page No : 2

Groups Printed- Unshifted - Bank 1

| | HWY 62 Southbound | | | | | NICK YOUNG RD Westbound | | | | | HWY 62 Northbound | | | | | NICK YOUNG RD Eastbound | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Exclu. Total | Inclu. Total | Int. Total |
| 15:00 | 15 | 141 | 2 | 0 | 158 | 44 | 7 | 2 | 0 | 53 | 17 | 158 | 26 | 0 | 201 | 9 | 2 | 14 | 0 | 25 | 0 | 437 | 437 |
| 15:15 | 3 | 145 | 0 | 1 | 148 | 41 | 6 | 4 | 0 | 51 | 15 | 169 | 28 | 0 | 212 | 4 | 4 | 18 | 0 | 26 | 1 | 437 | 438 |
| 15:30 | 9 | 123 | 5 | 0 | 137 | 26 | 4 | 4 | 0 | 34 | 9 | 145 | 21 | 0 | 175 | 7 | 7 | 11 | 0 | 25 | 0 | 371 | 371 |
| 15:45 | 6 | 105 | 2 | 0 | 113 | 36 | 5 | 1 | 1 | 42 | 16 | 140 | 28 | 0 | 184 | 5 | 5 | 14 | 0 | 24 | 1 | 363 | 364 |
| Total | 33 | 514 | 9 | 1 | 556 | 147 | 22 | 11 | 1 | 180 | 57 | 612 | 103 | 0 | 772 | 25 | 18 | 57 | 0 | 100 | 2 | 1608 | 1610 |
| 16:00 | 8 | 109 | 3 | 0 | 120 | 45 | 6 | 2 | 0 | 53 | 11 | 156 | 31 | 0 | 198 | 7 | 9 | 14 | 0 | 30 | 0 | 401 | 401 |
| 16:15 | 5 | 121 | 6 | 0 | 132 | 36 | 3 | 3 | 1 | 42 | 13 | 131 | 26 | 1 | 170 | 2 | 5 | 10 | 0 | 17 | 2 | 361 | 363 |
| 16:30 | 9 | 101 | 2 | 1 | 112 | 26 | 5 | 0 | 0 | 31 | 18 | 143 | 19 | 0 | 180 | 5 | 3 | 10 | 0 | 18 | 1 | 341 | 342 |
| 16:45 | 6 | 118 | 0 | 0 | 124 | 30 | 6 | 2 | 0 | 38 | 10 | 131 | 34 | 0 | 175 | 10 | 6 | 14 | 0 | 30 | 0 | 367 | 367 |
| Total | 28 | 449 | 11 | 1 | 488 | 137 | 20 | 7 | 1 | 164 | 52 | 561 | 110 | 1 | 723 | 24 | 23 | 48 | 0 | 95 | 3 | 1470 | 1473 |
| 17:00 | 5 | 104 | 1 | 1 | 110 | 38 | 3 | 0 | 1 | 41 | 7 | 139 | 32 | 0 | 178 | 6 | 2 | 13 | 0 | 21 | 2 | 350 | 352 |
| 17:15 | 8 | 108 | 0 | 0 | 116 | 31 | 2 | 1 | 0 | 34 | 11 | 159 | 28 | 0 | 198 | 8 | 7 | 19 | 0 | 34 | 0 | 382 | 382 |
| 17:30 | 5 | 95 | 2 | 0 | 102 | 26 | 5 | 1 | 0 | 32 | 10 | 174 | 30 | 0 | 214 | 13 | 6 | 15 | 0 | 34 | 0 | 382 | 382 |
| 17:45 | 4 | 91 | 0 | 0 | 95 | 26 | 5 | 2 | 1 | 33 | 16 | 195 | 34 | 0 | 245 | 8 | 3 | 11 | 0 | 22 | 1 | 395 | 396 |
| Total | 22 | 398 | 3 | 1 | 423 | 121 | 15 | 4 | 2 | 140 | 44 | 667 | 124 | 0 | 835 | 35 | 18 | 58 | 0 | 111 | 3 | 1509 | 1512 |
| 18:00 | 2 | 76 | 3 | 0 | 81 | 20 | 5 | 0 | 0 | 25 | 20 | 139 | 26 | 0 | 185 | 7 | 4 | 9 | 0 | 20 | 0 | 311 | 311 |
| 18:15 | 4 | 58 | 0 | 0 | 62 | 18 | 1 | 2 | 0 | 21 | 11 | 150 | 31 | 0 | 192 | 6 | 1 | 10 | 0 | 17 | 0 | 292 | 292 |
| 18:30 | 7 | 69 | 0 | 0 | 76 | 12 | 1 | 0 | 0 | 13 | 10 | 106 | 21 | 0 | 137 | 6 | 5 | 5 | 0 | 16 | 0 | 242 | 242 |
| 18:45 | 0 | 48 | 0 | 0 | 48 | 8 | 1 | 1 | 0 | 10 | 7 | 128 | 15 | 0 | 150 | 3 | 0 | 7 | 0 | 10 | 0 | 218 | 218 |
| Total | 13 | 251 | 3 | 0 | 267 | 58 | 8 | 3 | 0 | 69 | 48 | 523 | 93 | 0 | 664 | 22 | 10 | 31 | 0 | 63 | 0 | 1063 | 1063 |
| 19:00 | 1 | 54 | 0 | 0 | 55 | 8 | 0 | 0 | 1 | 8 | 7 | 123 | 18 | 0 | 148 | 2 | 1 | 11 | 0 | 14 | 1 | 225 | 226 |
| 19:15 | 3 | 55 | 0 | 0 | 58 | 19 | 0 | 0 | 0 | 19 | 11 | 85 | 20 | 0 | 116 | 1 | 0 | 8 | 0 | 9 | 0 | 202 | 202 |
| 19:30 | 4 | 34 | 0 | 0 | 38 | 7 | 0 | 4 | 0 | 11 | 14 | 108 | 19 | 0 | 141 | 5 | 5 | 12 | 0 | 22 | 0 | 212 | 212 |
| 19:45 | 3 | 37 | 0 | 0 | 40 | 14 | 1 | 0 | 0 | 15 | 10 | 118 | 22 | 0 | 150 | 3 | 0 | 19 | 0 | 22 | 0 | 227 | 227 |
| Total | 11 | 180 | 0 | 0 | 191 | 48 | 1 | 4 | 1 | 53 | 42 | 434 | 79 | 0 | 555 | 11 | 6 | 50 | 0 | 67 | 1 | 866 | 867 |
| 20:00 | 2 | 48 | 1 | 0 | 51 | 18 | 1 | 0 | 0 | 19 | 11 | 94 | 10 | 0 | 115 | 2 | 5 | 18 | 0 | 25 | 0 | 210 | 210 |
| 20:15 | 2 | 59 | 0 | 0 | 61 | 10 | 3 | 1 | 1 | 14 | 13 | 86 | 13 | 0 | 112 | 5 | 6 | 19 | 0 | 30 | 1 | 217 | 218 |
| 20:30 | 0 | 45 | 1 | 0 | 46 | 18 | 2 | 1 | 0 | 21 | 10 | 83 | 15 | 0 | 108 | 6 | 3 | 20 | 0 | 29 | 0 | 204 | 204 |
| 20:45 | 2 | 37 | 0 | 0 | 39 | 24 | 1 | 0 | 0 | 25 | 4 | 84 | 15 | 0 | 103 | 1 | 3 | 17 | 0 | 21 | 0 | 188 | 188 |
| Total | 6 | 189 | 2 | 0 | 197 | 70 | 7 | 2 | 1 | 79 | 38 | 347 | 53 | 0 | 438 | 14 | 17 | 74 | 0 | 105 | 1 | 819 | 820 |
| Grand Total | 252 | 6771 | 77 | 10 | 7100 | 1735 | 197 | 80 | 14 | 2012 | 606 | 6883 | 1191 | 1 | 8680 | 244 | 177 | 732 | 5 | 1153 | 30 | 18945 | 18975 |
| Apprch % | 3.5 | 95.4 | 1.1 | | | 86.2 | 9.8 | 4 | | | 7 | 79.3 | 13.7 | | | 21.2 | 15.4 | 63.5 | | | | | |
| Total % | 1.3 | 35.7 | 0.4 | | 37.5 | 9.2 | 1 | 0.4 | | 10.6 | 3.2 | 36.3 | 6.3 | | 45.8 | 1.3 | 0.9 | 3.9 | | 6.1 | 0.2 | 99.8 | |
| Unshifted | 243 | 6357 | 76 | | 6686 | 1673 | 194 | 77 | | 1958 | 578 | 6464 | 1160 | | 8203 | 232 | 169 | 701 | | 1107 | 0 | 0 | 17954 |
| % Unshifted | 96.4 | 93.9 | 98.7 | 100 | 94 | 96.4 | 98.5 | 96.2 | 100 | 96.6 | 95.4 | 93.9 | 97.4 | 100 | 94.5 | 95.1 | 95.5 | 95.8 | 100 | 95.6 | 0 | 0 | 94.6 |
| Bank 1 | 9 | 414 | 1 | | 424 | 62 | 3 | 3 | | 68 | 28 | 419 | 31 | | 478 | 12 | 8 | 31 | | 51 | 0 | 0 | 1021 |
| % Bank 1 | 3.6 | 6.1 | 1.3 | 0 | 6 | 3.6 | 1.5 | 3.8 | 0 | 3.4 | 4.6 | 6.1 | 2.6 | 0 | 5.5 | 4.9 | 4.5 | 4.2 | 0 | 4.4 | 0 | 0 | 5.4 |

ALL TRAFFIC DATA SERVICES, INC.
3209 SE 147TH PL #97
VANCOUVER, WA. 98683
503-833-2740

File Name : 62&NickYoung
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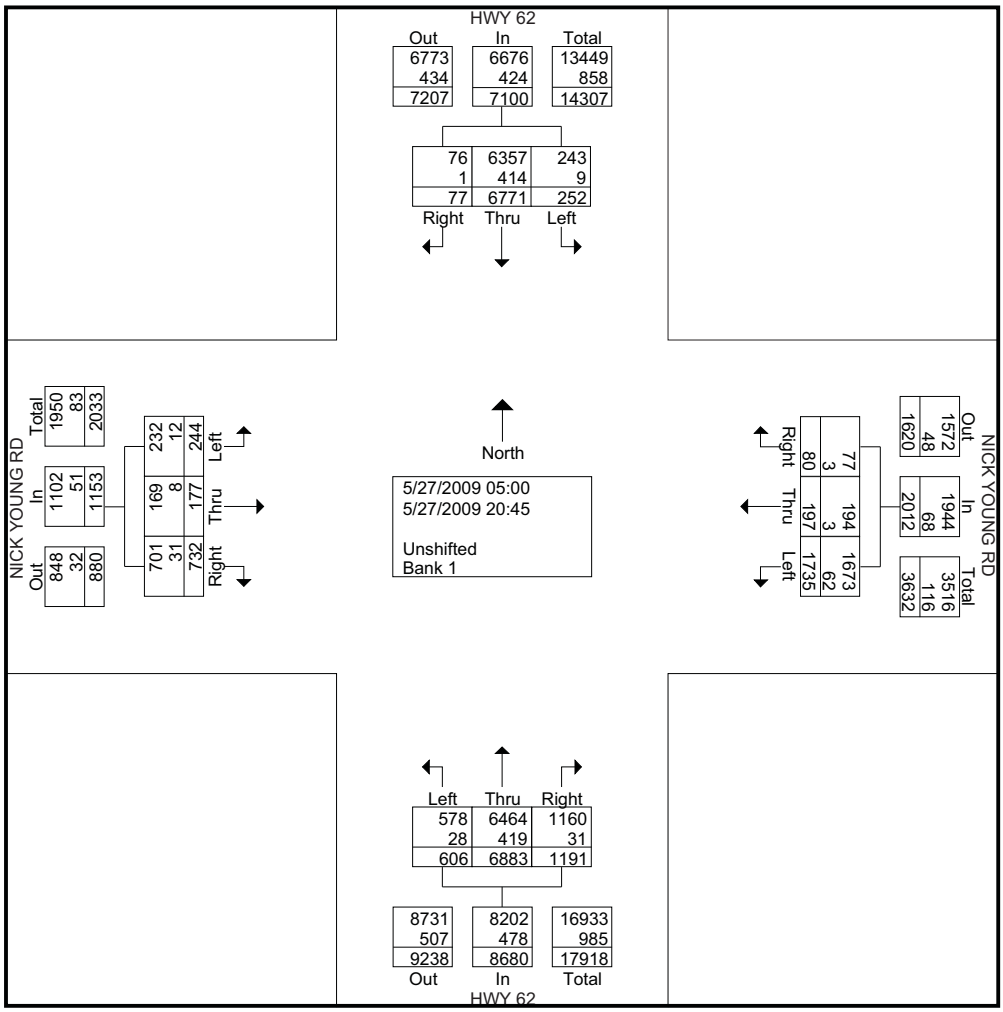
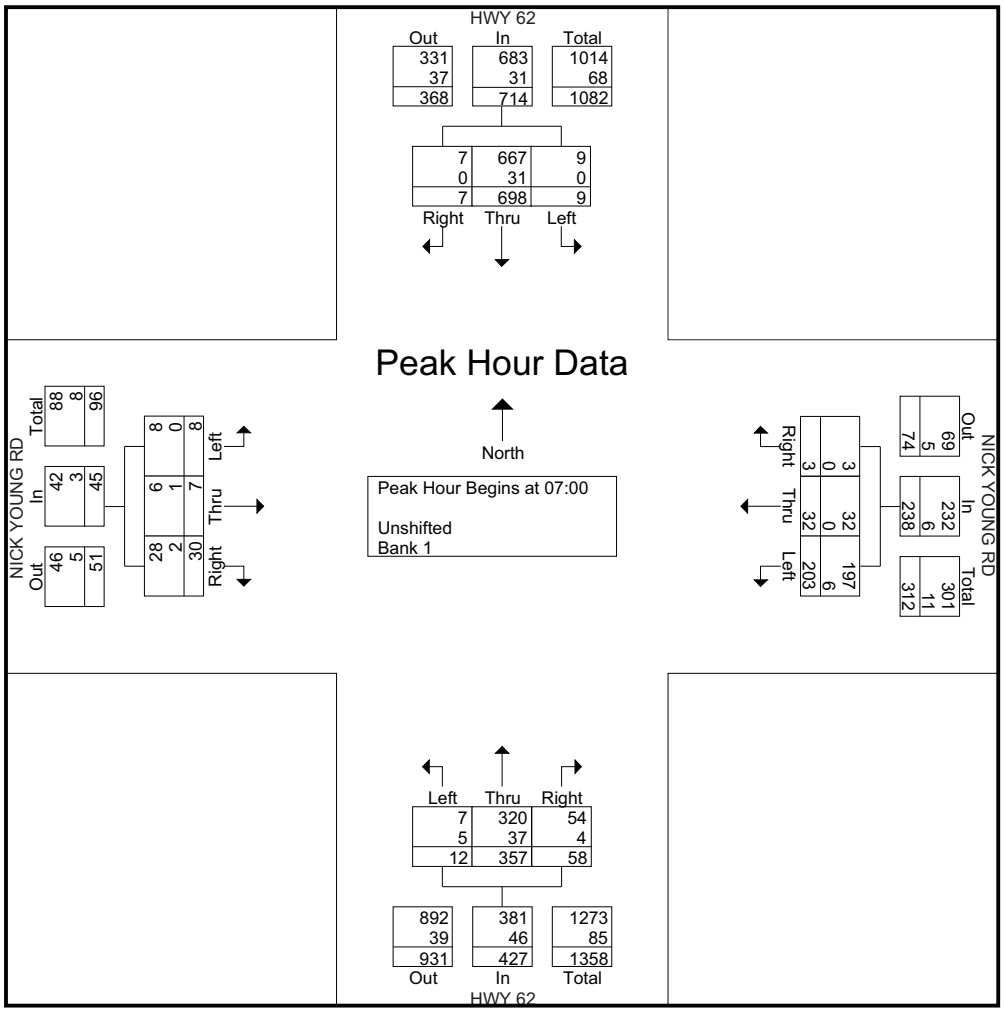
Start Date : 5/27/2009
Page No : 3



ALL TRAFFIC DATA SERVICES, INC.
3209 SE 147TH PL #97
VANCOUVER, WA. 98683
503-833-2740

File Name : 62&NickYoung
Site Code : 00000000
Start Date : 5/27/2009
Page No : 4

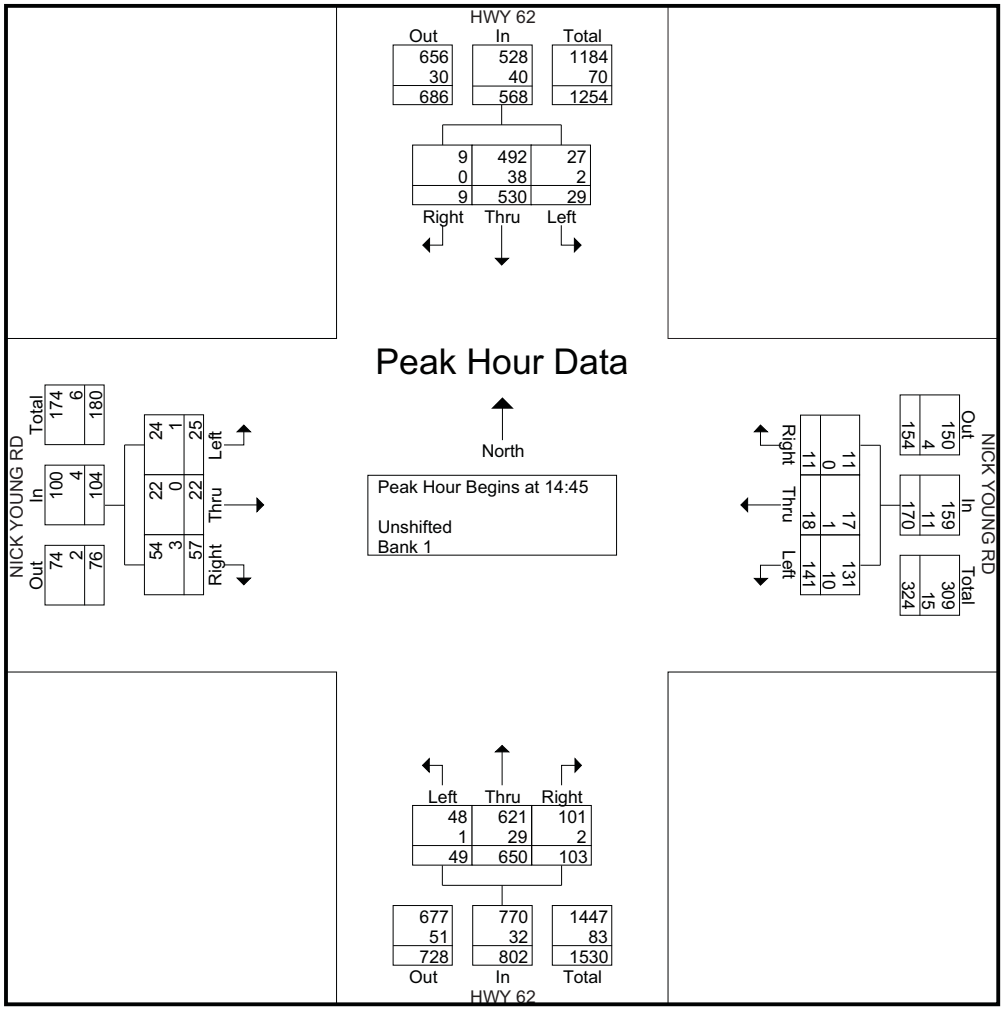
| | HWY 62 Southbound | | | | NICK YOUNG RD Westbound | | | | HWY 62 Northbound | | | | NICK YOUNG RD Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 05:00 to 11:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 158 | 0 | 158 | 47 | 9 | 1 | 57 | **5** | 67 | 8 | 80 | **4** | **4** | 7 | **15** | 310 |
| 07:15 | **4** | 183 | **4** | 191 | **57** | **10** | 0 | **67** | 0 | 70 | 13 | 83 | 1 | 1 | **10** | 12 | 353 |
| 07:30 | 4 | **203** | 3 | **210** | 42 | 8 | 0 | 50 | 2 | 103 | 16 | 121 | 1 | 1 | 8 | 10 | **391** |
| 07:45 | 1 | 154 | 0 | 155 | 57 | 5 | **2** | 64 | 5 | **117** | **21** | **143** | 2 | 1 | 5 | 8 | 370 |
| Total Volume | 9 | 698 | 7 | 714 | 203 | 32 | 3 | 238 | 12 | 357 | 58 | 427 | 8 | 7 | 30 | 45 | 1424 |
| % App. Total | 1.3 | 97.8 | 1 | | 85.3 | 13.4 | 1.3 | | 2.8 | 83.6 | 13.6 | | 17.8 | 15.6 | 66.7 | | |
| PHF | .563 | .860 | .438 | .850 | .890 | .800 | .375 | .888 | .600 | .763 | .690 | .747 | .500 | .438 | .750 | .750 | .910 |
| Unshifted | 9 | 667 | 7 | 683 | 197 | 32 | 3 | 232 | 7 | 320 | 54 | 381 | 8 | 6 | 28 | 42 | 1338 |
| % Unshifted | 100 | 95.6 | 100 | 95.7 | 97.0 | 100 | 100 | 97.5 | 58.3 | 89.6 | 93.1 | 89.2 | 100 | 85.7 | 93.3 | 93.3 | 94.0 |
| Bank 1 | 0 | 31 | 0 | 31 | 6 | 0 | 0 | 6 | 5 | 37 | 4 | 46 | 0 | 1 | 2 | 3 | 86 |
| % Bank 1 | 0 | 4.4 | 0 | 4.3 | 3.0 | 0 | 0 | 2.5 | 41.7 | 10.4 | 6.9 | 10.8 | 0 | 14.3 | 6.7 | 6.7 | 6.0 |



ALL TRAFFIC DATA SERVICES, INC.
3209 SE 147TH PL #97
VANCOUVER, WA. 98683
503-833-2740

File Name : 62&NickYoung
Site Code : 00000000
Start Date : 5/27/2009
Page No : 5

| | HWY 62 Southbound | | | | NICK YOUNG RD Westbound | | | | HWY 62 Northbound | | | | NICK YOUNG RD Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 to 20:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 14:45 | | | | | | | | | | | | | | | | | |
| 14:45 | 2 | 121 | 2 | 125 | 30 | 1 | 1 | 32 | 8 | **178** | **28** | **214** | 5 | **9** | 14 | **28** | 399 |
| 15:00 | **15** | 141 | 2 | **158** | **44** | **7** | 2 | **53** | **17** | 158 | 26 | 201 | **9** | 2 | 14 | 25 | **437** |
| 15:15 | 3 | **145** | 0 | 148 | 41 | 6 | **4** | 51 | 15 | 169 | 28 | 212 | 4 | 4 | **18** | 26 | 437 |
| 15:30 | 9 | 123 | **5** | 137 | 26 | 4 | 4 | 34 | 9 | 145 | 21 | 175 | 7 | 7 | 11 | 25 | 371 |
| Total Volume | 29 | 530 | 9 | 568 | 141 | 18 | 11 | 170 | 49 | 650 | 103 | 802 | 25 | 22 | 57 | 104 | 1644 |
| % App. Total | 5.1 | 93.3 | 1.6 | | 82.9 | 10.6 | 6.5 | | 6.1 | 81 | 12.8 | | 24 | 21.2 | 54.8 | | |
| PHF | .483 | .914 | .450 | .899 | .801 | .643 | .688 | .802 | .721 | .913 | .920 | .937 | .694 | .611 | .792 | .929 | .941 |
| Unshifted | 27 | 492 | 9 | 528 | 131 | 17 | 11 | 159 | 48 | 621 | 101 | 770 | 24 | 22 | 54 | 100 | 1557 |
| % Unshifted | 93.1 | 92.8 | 100 | 93.0 | 92.9 | 94.4 | 100 | 93.5 | 98.0 | 95.5 | 98.1 | 96.0 | 96.0 | 100 | 94.7 | 96.2 | 94.7 |
| Bank 1 | 2 | 38 | 0 | 40 | 10 | 1 | 0 | 11 | 1 | 29 | 2 | 32 | 1 | 0 | 3 | 4 | 87 |
| % Bank 1 | 6.9 | 7.2 | 0 | 7.0 | 7.1 | 5.6 | 0 | 6.5 | 2.0 | 4.5 | 1.9 | 4.0 | 4.0 | 0 | 5.3 | 3.8 | 5.3 |



ALL TRAFFIC DATA SERVICES, INC.
3209 SE 147TH PL #97
VANCOUVER, WA. 98683
503-833-2740

File Name : 62&Shasta
Site Code : 00000000
Start Date : 5/27/2009
Page No : 1

Groups Printed- Unshifted - Bank 1

| | HWY 62 Southbound | | | | | SHASTA AVE Westbound | | | | | HWY 62 Northbound | | | | | SHASTA AVE Eastbound | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Exclu. Total | Inclu. Total | Int. Total |
| 05:00 | 0 | 35 | 0 | 0 | 35 | 7 | 0 | 0 | 0 | 7 | 0 | 18 | 3 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 63 |
| 05:15 | 3 | 57 | 0 | 0 | 60 | 10 | 0 | 0 | 0 | 10 | 0 | 25 | 1 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 96 |
| 05:30 | 0 | 93 | 0 | 0 | 93 | 26 | 0 | 0 | 0 | 26 | 0 | 17 | 5 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 141 | 141 |
| 05:45 | 1 | 112 | 0 | 0 | 113 | 21 | 0 | 1 | 0 | 22 | 0 | 21 | 4 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 160 | 160 |
| Total | 4 | 297 | 0 | 0 | 301 | 64 | 0 | 1 | 0 | 65 | 0 | 81 | 13 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 0 | 460 | 460 |
| 06:00 | 0 | 109 | 0 | 0 | 109 | 24 | 0 | 1 | 0 | 25 | 0 | 23 | 2 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 159 | 159 |
| 06:15 | 0 | 127 | 0 | 0 | 127 | 18 | 0 | 0 | 0 | 18 | 0 | 48 | 7 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 200 | 200 |
| 06:30 | 0 | 179 | 0 | 0 | 179 | 35 | 0 | 0 | 0 | 35 | 0 | 46 | 4 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 264 | 264 |
| 06:45 | 1 | 174 | 0 | 0 | 175 | 33 | 0 | 1 | 0 | 34 | 0 | 53 | 7 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 269 | 269 |
| Total | 1 | 589 | 0 | 0 | 590 | 110 | 0 | 2 | 0 | 112 | 0 | 170 | 20 | 0 | 190 | 0 | 0 | 0 | 0 | 0 | 0 | 892 | 892 |
| 07:00 | 1 | 186 | 0 | 0 | 187 | 36 | 0 | 0 | 0 | 36 | 0 | 79 | 5 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 307 | 307 |
| 07:15 | 2 | 248 | 0 | 0 | 250 | 36 | 0 | 2 | 0 | 38 | 0 | 74 | 19 | 0 | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 381 | 381 |
| 07:30 | 1 | 257 | 0 | 0 | 258 | 58 | 0 | 0 | 0 | 58 | 0 | 103 | 12 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 0 | 431 | 431 |
| 07:45 | 1 | 218 | 0 | 0 | 219 | 51 | 0 | 3 | 0 | 54 | 0 | 151 | 22 | 0 | 173 | 0 | 0 | 0 | 0 | 0 | 0 | 446 | 446 |
| Total | 5 | 909 | 0 | 0 | 914 | 181 | 0 | 5 | 0 | 186 | 0 | 407 | 58 | 0 | 465 | 0 | 0 | 0 | 0 | 0 | 0 | 1565 | 1565 |
| 08:00 | 1 | 172 | 0 | 0 | 173 | 34 | 0 | 0 | 0 | 34 | 0 | 122 | 22 | 0 | 144 | 0 | 0 | 0 | 0 | 0 | 0 | 351 | 351 |
| 08:15 | 0 | 221 | 0 | 0 | 221 | 45 | 0 | 2 | 0 | 47 | 0 | 120 | 27 | 0 | 147 | 0 | 0 | 0 | 0 | 0 | 0 | 415 | 415 |
| 08:30 | 0 | 191 | 0 | 0 | 191 | 47 | 0 | 0 | 0 | 47 | 0 | 121 | 16 | 0 | 137 | 0 | 0 | 0 | 0 | 0 | 0 | 375 | 375 |
| 08:45 | 1 | 153 | 0 | 0 | 154 | 28 | 0 | 0 | 0 | 28 | 0 | 120 | 26 | 0 | 146 | 0 | 0 | 0 | 0 | 0 | 0 | 328 | 328 |
| Total | 2 | 737 | 0 | 0 | 739 | 154 | 0 | 2 | 0 | 156 | 0 | 483 | 91 | 0 | 574 | 0 | 0 | 0 | 0 | 0 | 0 | 1469 | 1469 |
| 09:00 | 0 | 160 | 0 | 0 | 160 | 26 | 0 | 2 | 0 | 28 | 0 | 118 | 10 | 0 | 128 | 0 | 0 | 0 | 0 | 0 | 0 | 316 | 316 |
| 09:15 | 2 | 168 | 0 | 0 | 170 | 25 | 0 | 0 | 0 | 25 | 0 | 105 | 27 | 0 | 132 | 0 | 0 | 0 | 0 | 0 | 0 | 327 | 327 |
| 09:30 | 2 | 151 | 0 | 0 | 153 | 35 | 0 | 0 | 0 | 35 | 0 | 126 | 20 | 0 | 146 | 0 | 0 | 0 | 0 | 0 | 0 | 334 | 334 |
| 09:45 | 0 | 157 | 0 | 0 | 157 | 19 | 0 | 2 | 0 | 21 | 0 | 130 | 11 | 0 | 141 | 0 | 0 | 0 | 0 | 0 | 0 | 319 | 319 |
| Total | 4 | 636 | 0 | 0 | 640 | 105 | 0 | 4 | 0 | 109 | 0 | 479 | 68 | 0 | 547 | 0 | 0 | 0 | 0 | 0 | 0 | 1296 | 1296 |
| 10:00 | 1 | 153 | 0 | 0 | 154 | 24 | 0 | 0 | 0 | 24 | 0 | 133 | 8 | 0 | 141 | 0 | 0 | 0 | 0 | 0 | 0 | 319 | 319 |
| 10:15 | 2 | 140 | 0 | 0 | 142 | 29 | 0 | 5 | 0 | 34 | 0 | 115 | 18 | 0 | 133 | 0 | 0 | 0 | 0 | 0 | 0 | 309 | 309 |
| 10:30 | 1 | 174 | 0 | 0 | 175 | 25 | 0 | 0 | 1 | 25 | 0 | 103 | 27 | 0 | 130 | 0 | 0 | 0 | 0 | 0 | 1 | 330 | 331 |
| 10:45 | 2 | 176 | 1 | 0 | 179 | 24 | 0 | 0 | 2 | 24 | 0 | 113 | 27 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | 2 | 343 | 345 |
| Total | 6 | 643 | 1 | 0 | 650 | 102 | 0 | 5 | 3 | 107 | 0 | 464 | 80 | 0 | 544 | 0 | 0 | 0 | 0 | 0 | 3 | 1301 | 1304 |
| 11:00 | 1 | 148 | 2 | 0 | 151 | 32 | 0 | 4 | 0 | 36 | 0 | 143 | 27 | 0 | 170 | 0 | 0 | 0 | 0 | 0 | 0 | 357 | 357 |
| 11:15 | 2 | 142 | 0 | 0 | 144 | 36 | 0 | 1 | 0 | 37 | 0 | 147 | 17 | 0 | 164 | 0 | 0 | 0 | 0 | 0 | 0 | 345 | 345 |
| 11:30 | 2 | 179 | 1 | 0 | 182 | 29 | 0 | 0 | 0 | 29 | 0 | 147 | 20 | 0 | 167 | 0 | 0 | 0 | 0 | 0 | 0 | 378 | 378 |
| 11:45 | 2 | 131 | 0 | 0 | 133 | 14 | 0 | 3 | 0 | 17 | 0 | 156 | 26 | 0 | 182 | 0 | 0 | 0 | 0 | 0 | 0 | 332 | 332 |
| Total | 7 | 600 | 3 | 0 | 610 | 111 | 0 | 8 | 0 | 119 | 0 | 593 | 90 | 0 | 683 | 0 | 0 | 0 | 0 | 0 | 0 | 1412 | 1412 |
| 12:00 | 2 | 145 | 1 | 0 | 148 | 41 | 0 | 2 | 0 | 43 | 0 | 163 | 42 | 0 | 205 | 0 | 0 | 0 | 0 | 0 | 0 | 396 | 396 |
| 12:15 | 3 | 161 | 0 | 0 | 164 | 25 | 0 | 0 | 0 | 25 | 0 | 115 | 30 | 0 | 145 | 0 | 0 | 0 | 0 | 0 | 0 | 334 | 334 |
| 12:30 | 0 | 159 | 0 | 0 | 159 | 33 | 0 | 1 | 0 | 34 | 0 | 137 | 28 | 0 | 165 | 0 | 0 | 0 | 0 | 0 | 0 | 358 | 358 |
| 12:45 | 1 | 156 | 0 | 0 | 157 | 22 | 0 | 0 | 1 | 22 | 0 | 151 | 31 | 0 | 182 | 0 | 0 | 0 | 0 | 0 | 1 | 361 | 362 |
| Total | 6 | 621 | 1 | 0 | 628 | 121 | 0 | 3 | 1 | 124 | 0 | 566 | 131 | 0 | 697 | 0 | 0 | 0 | 0 | 0 | 1 | 1449 | 1450 |
| 13:00 | 1 | 135 | 1 | 0 | 137 | 33 | 0 | 1 | 0 | 34 | 0 | 193 | 31 | 0 | 224 | 0 | 0 | 0 | 0 | 0 | 0 | 395 | 395 |
| 13:15 | 1 | 123 | 0 | 0 | 124 | 28 | 0 | 2 | 0 | 30 | 0 | 191 | 30 | 0 | 221 | 0 | 0 | 0 | 0 | 0 | 0 | 375 | 375 |
| 13:30 | 1 | 156 | 0 | 0 | 157 | 25 | 0 | 0 | 0 | 25 | 0 | 154 | 27 | 0 | 181 | 0 | 0 | 0 | 0 | 0 | 0 | 363 | 363 |
| 13:45 | 0 | 150 | 1 | 0 | 151 | 30 | 0 | 1 | 0 | 31 | 0 | 155 | 31 | 0 | 186 | 0 | 0 | 0 | 0 | 0 | 0 | 368 | 368 |
| Total | 3 | 564 | 2 | 0 | 569 | 116 | 0 | 4 | 0 | 120 | 0 | 693 | 119 | 0 | 812 | 0 | 0 | 0 | 0 | 0 | 0 | 1501 | 1501 |
| 14:00 | 1 | 133 | 2 | 0 | 136 | 31 | 0 | 0 | 0 | 31 | 0 | 141 | 23 | 0 | 164 | 0 | 0 | 0 | 0 | 0 | 0 | 331 | 331 |
| 14:15 | 2 | 133 | 0 | 0 | 135 | 19 | 0 | 3 | 0 | 22 | 0 | 203 | 24 | 0 | 227 | 0 | 0 | 0 | 0 | 0 | 0 | 384 | 384 |
| 14:30 | 2 | 144 | 1 | 0 | 147 | 27 | 0 | 0 | 0 | 27 | 0 | 192 | 36 | 0 | 228 | 0 | 0 | 0 | 0 | 0 | 0 | 402 | 402 |
| 14:45 | 2 | 176 | 1 | 0 | 179 | 31 | 0 | 1 | 0 | 32 | 0 | 208 | 33 | 0 | 241 | 0 | 0 | 0 | 0 | 0 | 0 | 452 | 452 |
| Total | 7 | 586 | 4 | 0 | 597 | 108 | 0 | 4 | 0 | 112 | 0 | 744 | 116 | 0 | 860 | 0 | 0 | 0 | 0 | 0 | 0 | 1569 | 1569 |

ALL TRAFFIC DATA SERVICES, INC.
3209 SE 147TH PL #97
VANCOUVER, WA. 98683
503-833-2740

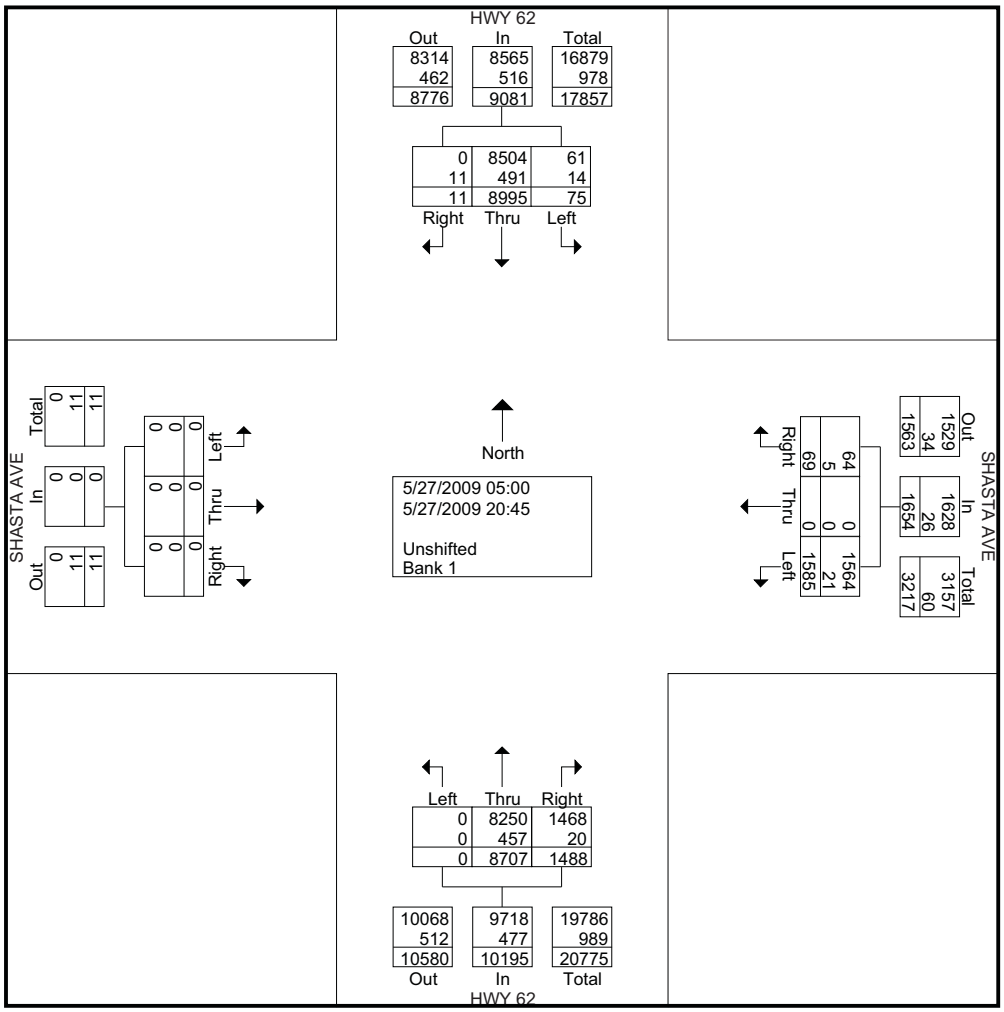
File Name : 62&Shasta
Site Code : 00000000
Start Date : 5/27/2009
Page No : 2

Groups Printed- Unshifted - Bank 1

| | HWY 62 Southbound | | | | | SHASTA AVE Westbound | | | | | HWY 62 Northbound | | | | | SHASTA AVE Eastbound | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Exclu. Total | Inclu. Total | Int. Total |
| 15:00 | 1 | 206 | 0 | 0 | 207 | 35 | 0 | 1 | 1 | 36 | 0 | 215 | 37 | 0 | 252 | 0 | 0 | 0 | 0 | 0 | 1 | 495 | 496 |
| 15:15 | 2 | 196 | 0 | 0 | 198 | 22 | 0 | 0 | 0 | 22 | 0 | 218 | 34 | 0 | 252 | 0 | 0 | 0 | 0 | 0 | 0 | 472 | 472 |
| 15:30 | 1 | 175 | 0 | 0 | 176 | 25 | 0 | 2 | 0 | 27 | 0 | 184 | 23 | 0 | 207 | 0 | 0 | 0 | 0 | 0 | 0 | 410 | 410 |
| 15:45 | 2 | 149 | 0 | 0 | 151 | 25 | 0 | 1 | 0 | 26 | 0 | 191 | 31 | 0 | 222 | 0 | 0 | 0 | 0 | 0 | 0 | 399 | 399 |
| Total | 6 | 726 | 0 | 0 | 732 | 107 | 0 | 4 | 1 | 111 | 0 | 808 | 125 | 0 | 933 | 0 | 0 | 0 | 0 | 0 | 1 | 1776 | 1777 |
| 16:00 | 1 | 157 | 0 | 0 | 158 | 22 | 0 | 3 | 1 | 25 | 0 | 221 | 44 | 0 | 265 | 0 | 0 | 0 | 0 | 0 | 1 | 448 | 449 |
| 16:15 | 3 | 146 | 0 | 0 | 149 | 26 | 0 | 0 | 1 | 26 | 0 | 193 | 30 | 0 | 223 | 0 | 0 | 0 | 0 | 0 | 1 | 398 | 399 |
| 16:30 | 2 | 156 | 0 | 0 | 158 | 31 | 0 | 3 | 0 | 34 | 0 | 194 | 52 | 0 | 246 | 0 | 0 | 0 | 0 | 0 | 0 | 438 | 438 |
| 16:45 | 2 | 161 | 0 | 0 | 163 | 15 | 0 | 1 | 0 | 16 | 0 | 189 | 46 | 0 | 235 | 0 | 0 | 0 | 0 | 0 | 0 | 414 | 414 |
| Total | 8 | 620 | 0 | 0 | 628 | 94 | 0 | 7 | 2 | 101 | 0 | 797 | 172 | 0 | 969 | 0 | 0 | 0 | 0 | 0 | 2 | 1698 | 1700 |
| 17:00 | 3 | 168 | 0 | 0 | 171 | 19 | 0 | 3 | 0 | 22 | 0 | 204 | 40 | 0 | 244 | 0 | 0 | 0 | 0 | 0 | 0 | 437 | 437 |
| 17:15 | 0 | 128 | 0 | 0 | 128 | 17 | 0 | 1 | 1 | 18 | 0 | 231 | 48 | 0 | 279 | 0 | 0 | 0 | 0 | 0 | 1 | 425 | 426 |
| 17:30 | 1 | 131 | 0 | 0 | 132 | 23 | 0 | 3 | 0 | 26 | 0 | 202 | 31 | 0 | 233 | 0 | 0 | 0 | 0 | 0 | 0 | 391 | 391 |
| 17:45 | 0 | 112 | 0 | 0 | 112 | 14 | 0 | 2 | 1 | 16 | 0 | 229 | 29 | 0 | 258 | 0 | 0 | 0 | 0 | 0 | 1 | 386 | 387 |
| Total | 4 | 539 | 0 | 0 | 543 | 73 | 0 | 9 | 2 | 82 | 0 | 866 | 148 | 0 | 1014 | 0 | 0 | 0 | 0 | 0 | 2 | 1639 | 1641 |
| 18:00 | 0 | 103 | 0 | 0 | 103 | 10 | 0 | 2 | 0 | 12 | 0 | 201 | 34 | 0 | 235 | 0 | 0 | 0 | 0 | 0 | 0 | 350 | 350 |
| 18:15 | 5 | 92 | 0 | 0 | 97 | 23 | 0 | 0 | 0 | 23 | 0 | 171 | 36 | 0 | 207 | 0 | 0 | 0 | 0 | 0 | 0 | 327 | 327 |
| 18:30 | 2 | 87 | 0 | 0 | 89 | 20 | 0 | 0 | 0 | 20 | 0 | 133 | 23 | 0 | 156 | 0 | 0 | 0 | 0 | 0 | 0 | 265 | 265 |
| 18:45 | 0 | 79 | 0 | 0 | 79 | 12 | 0 | 0 | 0 | 12 | 0 | 134 | 16 | 0 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 241 | 241 |
| Total | 7 | 361 | 0 | 0 | 368 | 65 | 0 | 2 | 0 | 67 | 0 | 639 | 109 | 0 | 748 | 0 | 0 | 0 | 0 | 0 | 0 | 1183 | 1183 |
| 19:00 | 0 | 73 | 0 | 0 | 73 | 18 | 0 | 1 | 0 | 19 | 0 | 136 | 26 | 0 | 162 | 0 | 0 | 0 | 0 | 0 | 0 | 254 | 254 |
| 19:15 | 1 | 72 | 0 | 0 | 73 | 9 | 0 | 0 | 0 | 9 | 0 | 105 | 15 | 0 | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 202 | 202 |
| 19:30 | 0 | 65 | 0 | 0 | 65 | 11 | 0 | 2 | 0 | 13 | 0 | 143 | 21 | 0 | 164 | 0 | 0 | 0 | 0 | 0 | 0 | 242 | 242 |
| 19:45 | 0 | 73 | 0 | 0 | 73 | 10 | 0 | 0 | 0 | 10 | 0 | 132 | 27 | 0 | 159 | 0 | 0 | 0 | 0 | 0 | 0 | 242 | 242 |
| Total | 1 | 283 | 0 | 0 | 284 | 48 | 0 | 3 | 0 | 51 | 0 | 516 | 89 | 0 | 605 | 0 | 0 | 0 | 0 | 0 | 0 | 940 | 940 |
| 20:00 | 1 | 71 | 0 | 0 | 72 | 7 | 0 | 0 | 0 | 7 | 0 | 104 | 17 | 0 | 121 | 0 | 0 | 0 | 0 | 0 | 0 | 200 | 200 |
| 20:15 | 0 | 75 | 0 | 0 | 75 | 7 | 0 | 1 | 0 | 8 | 0 | 104 | 21 | 0 | 125 | 0 | 0 | 0 | 0 | 0 | 0 | 208 | 208 |
| 20:30 | 2 | 73 | 0 | 0 | 75 | 4 | 0 | 4 | 0 | 8 | 0 | 98 | 11 | 0 | 109 | 0 | 0 | 0 | 0 | 0 | 0 | 192 | 192 |
| 20:45 | 1 | 65 | 0 | 0 | 66 | 8 | 0 | 1 | 0 | 9 | 0 | 95 | 10 | 0 | 105 | 0 | 0 | 0 | 0 | 0 | 0 | 180 | 180 |
| Total | 4 | 284 | 0 | 0 | 288 | 26 | 0 | 6 | 0 | 32 | 0 | 401 | 59 | 0 | 460 | 0 | 0 | 0 | 0 | 0 | 0 | 780 | 780 |
| Grand Total | 75 | 8995 | 11 | 0 | 9081 | 1585 | 0 | 69 | 9 | 1654 | 0 | 8707 | 1488 | 0 | 10195 | 0 | 0 | 0 | 0 | 0 | 9 | 20930 | 20939 |
| Apprch % | 0.8 | 99.1 | 0.1 | | | 95.8 | 0 | 4.2 | | | 0 | 85.4 | 14.6 | | | 0 | 0 | 0 | | | | | |
| Total % | 0.4 | 43 | 0.1 | | 43.4 | 7.6 | 0 | 0.3 | | 7.9 | 0 | 41.6 | 7.1 | | 48.7 | 0 | 0 | 0 | | 0 | 0 | 100 | |
| Unshifted | 61 | 8504 | 0 | | 8565 | 1564 | 0 | 64 | | 1637 | 0 | 8250 | 1468 | | 9718 | 0 | 0 | 0 | | 0 | 0 | 0 | 19920 |
| % Unshifted | 81.3 | 94.5 | 0 | 0 | 94.3 | 98.7 | 0 | 92.8 | 100 | 98.4 | 0 | 94.8 | 98.7 | 0 | 95.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95.1 |
| Bank 1 | 14 | 491 | 11 | | 516 | 21 | 0 | 5 | | 26 | 0 | 457 | 20 | | 477 | 0 | 0 | 0 | | 0 | 0 | 0 | 1019 |
| % Bank 1 | 18.7 | 5.5 | 100 | 0 | 5.7 | 1.3 | 0 | 7.2 | 0 | 1.6 | 0 | 5.2 | 1.3 | 0 | 4.7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4.9 |

ALL TRAFFIC DATA SERVICES, INC.
3209 SE 147TH PL #97
VANCOUVER, WA. 98683
503-833-2740

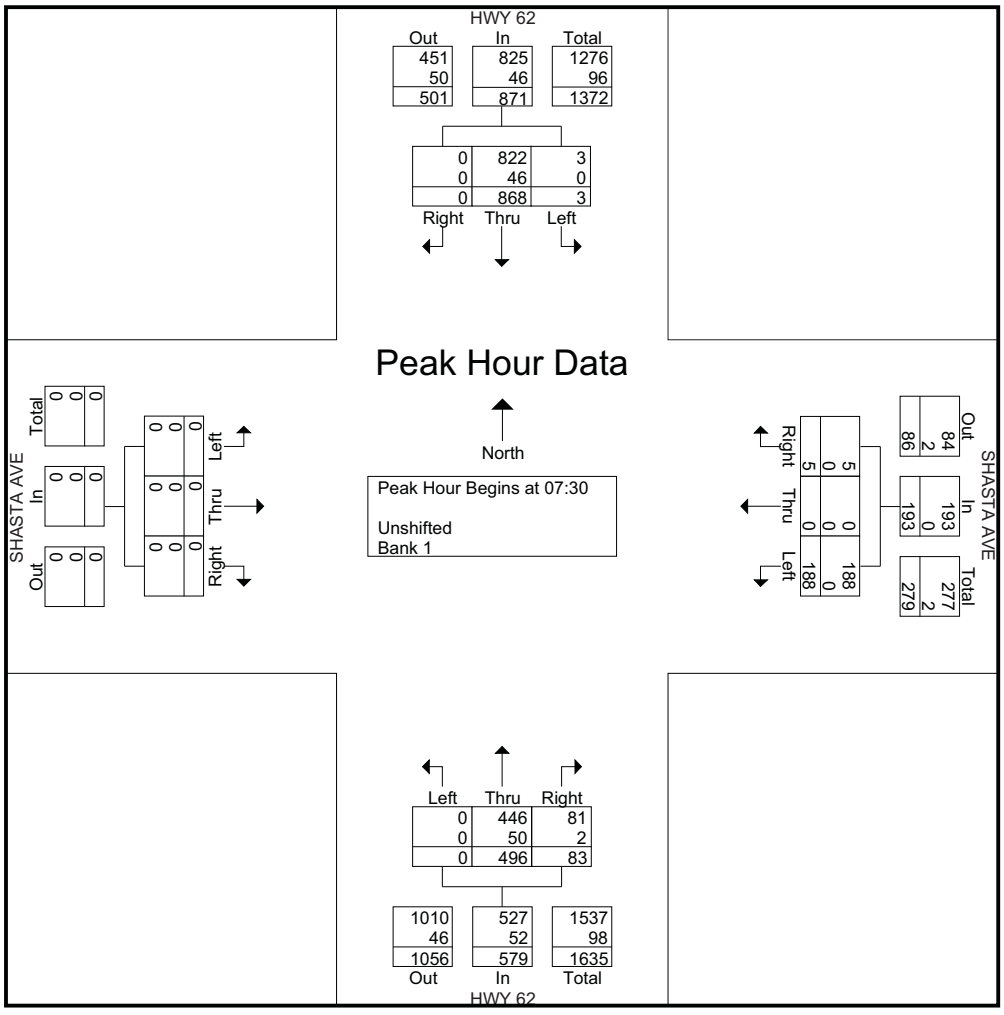
File Name : 62&Shasta
Site Code : 00000000
Start Date : 5/27/2009
Page No : 3



ALL TRAFFIC DATA SERVICES, INC.
3209 SE 147TH PL #97
VANCOUVER, WA. 98683
503-833-2740

File Name : 62&Shasta
Site Code : 00000000
Start Date : 5/27/2009
Page No : 4

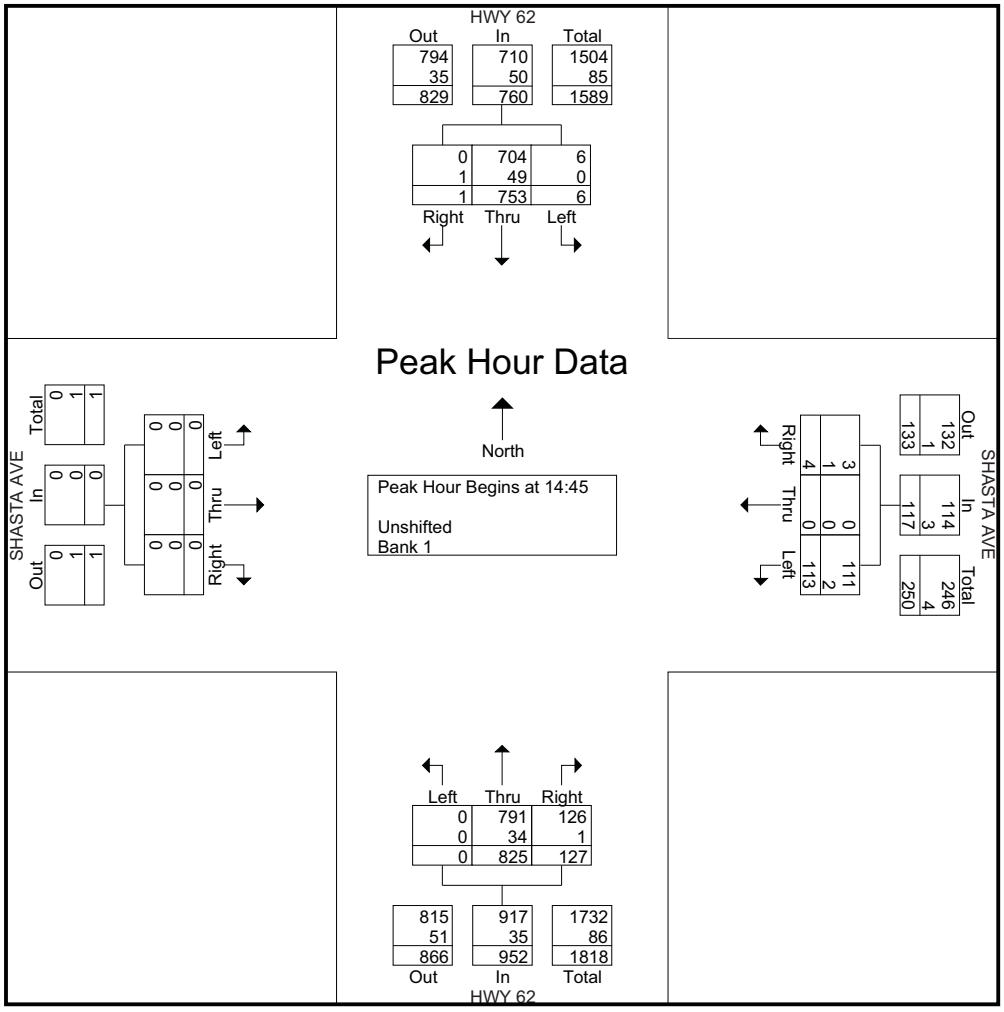
| | HWY 62 Southbound | | | | SHASTA AVE Westbound | | | | HWY 62 Northbound | | | | SHASTA AVE Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 05:00 to 11:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 | | | | | | | | | | | | | | | | | |
| 07:30 | **1** | **257** | 0 | **258** | **58** | 0 | 0 | **58** | 0 | 103 | 12 | 115 | 0 | 0 | 0 | 0 | 431 |
| 07:45 | 1 | 218 | 0 | 219 | 51 | 0 | **3** | 54 | 0 | **151** | 22 | **173** | 0 | 0 | 0 | 0 | **446** |
| 08:00 | 1 | 172 | 0 | 173 | 34 | 0 | 0 | 34 | 0 | 122 | 22 | 144 | 0 | 0 | 0 | 0 | 351 |
| 08:15 | 0 | 221 | 0 | 221 | 45 | 0 | 2 | 47 | 0 | 120 | **27** | 147 | 0 | 0 | 0 | 0 | 415 |
| Total Volume | 3 | 868 | 0 | 871 | 188 | 0 | 5 | 193 | 0 | 496 | 83 | 579 | 0 | 0 | 0 | 0 | 1643 |
| % App. Total | 0.3 | 99.7 | 0 | | 97.4 | 0 | 2.6 | | 0 | 85.7 | 14.3 | | 0 | 0 | 0 | | |
| PHF | .750 | .844 | .000 | .844 | .810 | .000 | .417 | .832 | .000 | .821 | .769 | .837 | .000 | .000 | .000 | .000 | .921 |
| Unshifted | 3 | 822 | 0 | 825 | 188 | 0 | 5 | 193 | 0 | 446 | 81 | 527 | 0 | 0 | 0 | 0 | 1545 |
| % Unshifted | 100 | 94.7 | 0 | 94.7 | 100 | 0 | 100 | 100 | 0 | 89.9 | 97.6 | 91.0 | 0 | 0 | 0 | 0 | 94.0 |
| Bank 1 | 0 | 46 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 50 | 2 | 52 | 0 | 0 | 0 | 0 | 98 |
| % Bank 1 | 0 | 5.3 | 0 | 5.3 | 0 | 0 | 0 | 0 | 0 | 10.1 | 2.4 | 9.0 | 0 | 0 | 0 | 0 | 6.0 |



ALL TRAFFIC DATA SERVICES, INC.
3209 SE 147TH PL #97
VANCOUVER, WA. 98683
503-833-2740

File Name : 62&Shasta
Site Code : 00000000
Start Date : 5/27/2009
Page No : 5

| | HWY 62 Southbound | | | | SHASTA AVE Westbound | | | | HWY 62 Northbound | | | | SHASTA AVE Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 to 20:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 14:45 | | | | | | | | | | | | | | | | | |
| 14:45 | **2** | 176 | **1** | 179 | 31 | 0 | 1 | 32 | 0 | 208 | 33 | 241 | 0 | 0 | 0 | 0 | 452 |
| 15:00 | 1 | **206** | 0 | **207** | **35** | 0 | 1 | **36** | 0 | 215 | **37** | **252** | 0 | 0 | 0 | 0 | **495** |
| 15:15 | 2 | 196 | 0 | 198 | 22 | 0 | 0 | 22 | 0 | **218** | 34 | 252 | 0 | 0 | 0 | 0 | 472 |
| 15:30 | 1 | 175 | 0 | 176 | 25 | 0 | **2** | 27 | 0 | 184 | 23 | 207 | 0 | 0 | 0 | 0 | 410 |
| Total Volume | 6 | 753 | 1 | 760 | 113 | 0 | 4 | 117 | 0 | 825 | 127 | 952 | 0 | 0 | 0 | 0 | 1829 |
| % App. Total | 0.8 | 99.1 | 0.1 | | 96.6 | 0 | 3.4 | | 0 | 86.7 | 13.3 | | 0 | 0 | 0 | | |
| PHF | .750 | .914 | .250 | .918 | .807 | .000 | .500 | .813 | .000 | .946 | .858 | .944 | .000 | .000 | .000 | .000 | .924 |
| Unshifted | 6 | 704 | 0 | 710 | 111 | 0 | 3 | 114 | 0 | 791 | 126 | 917 | 0 | 0 | 0 | 0 | 1741 |
| % Unshifted | 100 | 93.5 | 0 | 93.4 | 98.2 | 0 | 75.0 | 97.4 | 0 | 95.9 | 99.2 | 96.3 | 0 | 0 | 0 | 0 | 95.2 |
| Bank 1 | 0 | 49 | 1 | 50 | 2 | 0 | 1 | 3 | 0 | 34 | 1 | 35 | 0 | 0 | 0 | 0 | 88 |
| % Bank 1 | 0 | 6.5 | 100 | 6.6 | 1.8 | 0 | 25.0 | 2.6 | 0 | 4.1 | 0.8 | 3.7 | 0 | 0 | 0 | 0 | 4.8 |



All Traffic Data Services, Inc.
15105 SE 17th St.
Vancouver, WA. 98683
PH. 503-833-2740



Site Code: 26

Royal Ave E-O Old Hwy 62

| Start Time | 27-May-0 Wed | EB | WB | Total |
|---|---|---|---|---|
| 12:00 AM | | 5 | 13 | 18 |
| 01:00 | | 5 | 17 | 22 |
| 02:00 | | 3 | 6 | 9 |
| 03:00 | | 7 | 8 | 15 |
| 04:00 | | 28 | 34 | 62 |
| 05:00 | | 66 | 76 | 142 |
| 06:00 | | 136 | 156 | 292 |
| 07:00 | | **186** | **255** | **441** |
| 08:00 | | 136 | 198 | 334 |
| 09:00 | | 122 | 194 | 316 |
| 10:00 | | 111 | 198 | 309 |
| 11:00 | | 129 | 232 | 361 |
| 12:00 PM | | 130 | 226 | 356 |
| 01:00 | | **131** | 245 | 376 |
| 02:00 | | 128 | 258 | 386 |
| 03:00 | | 113 | 240 | 353 |
| 04:00 | | 130 | **336** | **466** |
| 05:00 | | 124 | 293 | 417 |
| 06:00 | | 94 | 206 | 300 |
| 07:00 | | 62 | 150 | 212 |
| 08:00 | | 50 | 130 | 180 |
| 09:00 | | 40 | 98 | 138 |
| 10:00 | | 27 | 72 | 99 |
| 11:00 | | 14 | 32 | 46 |
| Total | | 1977 | 3673 | 5650 |
| Percent | | 35.0% | 65.0% | |
| AM Peak | | 07:00 | 07:00 | 07:00 |
| Vol. | | 186 | 255 | 441 |
| PM Peak | | 13:00 | 16:00 | 16:00 |
| Vol. | | 131 | 336 | 466 |
| Grand Total | | 1977 | 3673 | 5650 |
| Percent | | 35.0% | 65.0% | |
| ADT | | Not Calculated | | |

All Traffic Data Services, Inc.
15105 SE 17th St.
Vancouver, WA. 98683
PH. 503-833-2740



Site Code: 27

Nick Young Rd W-O Hannon Rd

| Start Time | 27-May-0 Wed | EB | WB | Total |
|---|---|---|---|---|
| 12:00 AM | | 3 | 0 | 3 |
| 01:00 | | 4 | 0 | 4 |
| 02:00 | | 1 | 0 | 1 |
| 03:00 | | 5 | 0 | 5 |
| 04:00 | | 1 | 1 | 2 |
| 05:00 | | 8 | 22 | 30 |
| 06:00 | | 14 | 26 | 40 |
| 07:00 | | 30 | **62** | **92** |
| 08:00 | | 20 | 28 | 48 |
| 09:00 | | 34 | 32 | 66 |
| 10:00 | | 11 | 11 | 22 |
| 11:00 | | **40** | 32 | 72 |
| 12:00 PM | | 45 | 35 | 80 |
| 01:00 | | 47 | 40 | 87 |
| 02:00 | | 56 | 46 | 102 |
| 03:00 | | 66 | **62** | **128** |
| 04:00 | | **80** | 41 | 121 |
| 05:00 | | 74 | 38 | 112 |
| 06:00 | | 38 | 34 | 72 |
| 07:00 | | 30 | 24 | 54 |
| 08:00 | | 48 | 20 | 68 |
| 09:00 | | 11 | 9 | 20 |
| 10:00 | | 6 | 7 | 13 |
| 11:00 | | 2 | 2 | 4 |
| Total | | 674 | 572 | 1246 |
| Percent | | 54.1% | 45.9% | |
| AM Peak | | 11:00 | 07:00 | 07:00 |
| Vol. | | 40 | 62 | 92 |
| PM Peak | | 16:00 | 15:00 | 15:00 |
| Vol. | | 80 | 62 | 128 |
| Grand Total | | 674 | 572 | 1246 |
| Percent | | 54.1% | 45.9% | |
| ADT | | Not Calculated | | |

All Traffic Data Services, Inc.
15105 SE 17th St.
Vancouver, WA. 98683
PH. 503-833-2740



Site Code: 25

Brownsboro Hwy E-O Old Butte Falls Rd

| Start Time | 27-May-0 Wed | EB | WB | Total |
|---|---|---|---|---|
| 12:00 AM | | 2 | 1 | 3 |
| 01:00 | | 1 | 1 | 2 |
| 02:00 | | 0 | 0 | 0 |
| 03:00 | | 0 | 0 | 0 |
| 04:00 | | 7 | 7 | 14 |
| 05:00 | | 7 | 10 | 17 |
| 06:00 | | 28 | 19 | 47 |
| 07:00 | | 28 | 55 | 83 |
| 08:00 | | 28 | 32 | 60 |
| 09:00 | | 31 | 41 | 72 |
| 10:00 | | **35** | 51 | 86 |
| 11:00 | | 29 | **59** | **88** |
| 12:00 PM | | 42 | 40 | 82 |
| 01:00 | | 43 | **61** | **104** |
| 02:00 | | 50 | 46 | 96 |
| 03:00 | | 39 | 43 | 82 |
| 04:00 | | **60** | 42 | 102 |
| 05:00 | | 44 | 36 | 80 |
| 06:00 | | 57 | 38 | 95 |
| 07:00 | | 46 | 24 | 70 |
| 08:00 | | 30 | 20 | 50 |
| 09:00 | | 17 | 24 | 41 |
| 10:00 | | 8 | 8 | 16 |
| 11:00 | | 3 | 3 | 6 |
| Total | | 635 | 661 | 1296 |
| Percent | | 49.0% | 51.0% | |
| AM Peak | | 10:00 | 11:00 | 11:00 |
| Vol. | | 35 | 59 | 88 |
| PM Peak | | 16:00 | 13:00 | 13:00 |
| Vol. | | 60 | 61 | 104 |
| Grand Total | | 635 | 661 | 1296 |
| Percent | | 49.0% | 51.0% | |
| ADT | | Not Calculated | | |

All Traffic Data Services, Inc.
15105 SE 17th St.
Vancouver, WA. 98683
PH. 503-833-2740



Site Code: 28

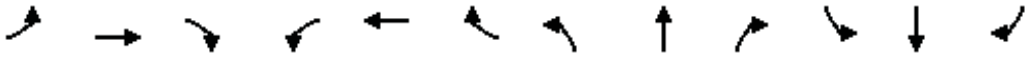
Bigham Brown Rd S-O Alta Vista Rd

| Start Time | 27-May-0 Wed | NB | SB | Total |
|---|---|---|---|---|
| 12:00 AM | | 4 | 1 | 5 |
| 01:00 | | 3 | 2 | 5 |
| 02:00 | | 0 | 2 | 2 |
| 03:00 | | 0 | 2 | 2 |
| 04:00 | | 2 | 11 | 13 |
| 05:00 | | 9 | 41 | 50 |
| 06:00 | | 15 | 90 | 105 |
| 07:00 | | 42 | **186** | **228** |
| 08:00 | | 41 | 123 | 164 |
| 09:00 | | **45** | 74 | 119 |
| 10:00 | | 45 | 78 | 123 |
| 11:00 | | 43 | 60 | 103 |
| 12:00 PM | | 58 | 60 | 118 |
| 01:00 | | 70 | 62 | 132 |
| 02:00 | | 83 | 61 | 144 |
| 03:00 | | 120 | 62 | 182 |
| 04:00 | | 138 | 84 | 222 |
| 05:00 | | **156** | **116** | **272** |
| 06:00 | | 124 | 58 | 182 |
| 07:00 | | 127 | 43 | 170 |
| 08:00 | | 60 | 21 | 81 |
| 09:00 | | 32 | 8 | 40 |
| 10:00 | | 11 | 5 | 16 |
| 11:00 | | 6 | 6 | 12 |
| Total | | 1234 | 1256 | 2490 |
| Percent | | 49.6% | 50.4% | |
| AM Peak | | 09:00 | 07:00 | 07:00 |
| Vol. | | 45 | 186 | 228 |
| PM Peak | | 17:00 | 17:00 | 17:00 |
| Vol. | | 156 | 116 | 272 |
| Grand Total | | 1234 | 1256 | 2490 |
| Percent | | 49.6% | 50.4% | |
| ADT | | Not Calculated | | |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Yield | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 5 | 0 | 0 | 30 | 35 | 10 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 6 | 0 | 0 | 34 | 40 | 11 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 80 | 45 | 51 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 80 | 45 | 51 | | | |
| tC, single (s) | 6.5 | 6.3 | 4.3 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.4 | 2.3 | | | |
| p0 queue free % | 99 | 100 | 100 | | | |
| cM capacity (veh/h) | 913 | 1013 | 1470 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 6 | 34 | 51 |
| Volume Left | 6 | 0 | 0 |
| Volume Right | 0 | 0 | 11 |
| cSH | 913 | 1700 | 1700 |
| Volume to Capacity | 0.01 | 0.02 | 0.03 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 9.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 9.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

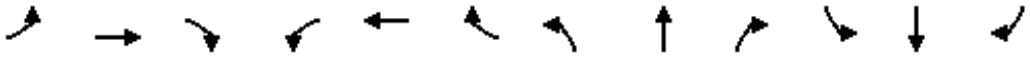
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.6 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 145 | 160 | 10 | 5 | 140 | 15 | 10 | 5 | 5 | 10 | 5 | 115 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 165 | 182 | 11 | 6 | 159 | 17 | 11 | 6 | 6 | 11 | 6 | 131 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 159 | | | 193 | | | 830 | 688 | 188 | 705 | 702 | 168 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 159 | | | 193 | | | 830 | 688 | 188 | 705 | 702 | 168 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 88 | | | 100 | | | 95 | 98 | 99 | 96 | 98 | 85 |
| cM capacity (veh/h) | 1426 | | | 1374 | | | 223 | 328 | 860 | 315 | 322 | 882 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 358 | 182 | 23 | 11 | 136 |
| Volume Left | 165 | 6 | 11 | 11 | 0 |
| Volume Right | 11 | 17 | 6 | 0 | 131 |
| cSH | 1426 | 1374 | 303 | 315 | 822 |
| Volume to Capacity | 0.12 | 0.00 | 0.07 | 0.04 | 0.17 |
| Queue Length 95th (ft) | 10 | 0 | 6 | 3 | 15 |
| Control Delay (s) | 4.2 | 0.3 | 17.8 | 16.8 | 10.2 |
| Lane LOS | A | A | C | C | B |
| Approach Delay (s) | 4.2 | 0.3 | 17.8 | 10.8 | |
| Approach LOS | | | C | B | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 5.0 | | | |
| Intersection Capacity Utilization | 44.9% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Yield | | | Stop | | | Stop | |
| Volume (vph) | 5 | 45 | 15 | 95 | 55 | 25 | 5 | 40 | 120 | 20 | 20 | 0 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 6 | 50 | 17 | 106 | 61 | 28 | 6 | 44 | 133 | 22 | 22 | 0 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total (vph) | 72 | 194 | 50 | 133 | 44 |
| Volume Left (vph) | 6 | 106 | 6 | 0 | 22 |
| Volume Right (vph) | 17 | 28 | 0 | 133 | 0 |
| Hadj (s) | -0.09 | 0.04 | 0.04 | -0.58 | 0.10 |
| Departure Headway (s) | 4.2 | 4.2 | 4.6 | 3.2 | 4.7 |
| Degree Utilization, x | 0.09 | 0.23 | 0.06 | 0.12 | 0.06 |
| Capacity (veh/h) | 817 | 828 | 734 | 1121 | 723 |
| Control Delay (s) | 7.6 | 8.5 | 7.9 | 6.6 | 7.9 |
| Approach Delay (s) | 7.6 | 8.5 | 7.0 | | 7.9 |
| Approach LOS | A | A | A | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 7.8 | | | |
| HCM Level of Service | A | | | |
| Intersection Capacity Utilization | 32.5% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 25 | 140 | 10 | 5 | 110 | 10 | 15 | 10 | 5 | 15 | 15 | 35 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Hourly flow rate (vph) | 26 | 146 | 10 | 5 | 115 | 10 | 16 | 10 | 5 | 16 | 16 | 36 |
| Pedestrians | | 26 | | | 36 | | | 36 | | | 31 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 2 | | | 3 | | | 3 | | | 3 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 156 | | | 192 | | | 440 | 406 | 223 | 411 | 406 | 177 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 156 | | | 192 | | | 440 | 406 | 223 | 411 | 406 | 177 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.2 | 6.6 | 6.3 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.6 | 4.1 | 3.4 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 98 | | | 100 | | | 96 | 98 | 99 | 97 | 97 | 96 |
| cM capacity (veh/h) | 1387 | | | 1328 | | | 433 | 487 | 757 | 479 | 494 | 826 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 182 | 130 | 31 | 68 |
| Volume Left | 26 | 5 | 16 | 16 |
| Volume Right | 10 | 10 | 5 | 36 |
| cSH | 1387 | 1328 | 485 | 625 |
| Volume to Capacity | 0.02 | 0.00 | 0.06 | 0.11 |
| Queue Length 95th (ft) | 1 | 0 | 5 | 9 |
| Control Delay (s) | 1.2 | 0.3 | 12.9 | 11.5 |
| Lane LOS | A | A | B | B |
| Approach Delay (s) | 1.2 | 0.3 | 12.9 | 11.5 |
| Approach LOS | | | B | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.5 | | |
| Intersection Capacity Utilization | 33.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 40 | 115 | 15 | 20 | 110 | 15 | 15 | 10 | 20 | 35 | 30 | 50 |
| Peak Hour Factor | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Hourly flow rate (vph) | 53 | 153 | 20 | 27 | 147 | 20 | 20 | 13 | 27 | 47 | 40 | 67 |
| Pedestrians | | 33 | | | 38 | | | 31 | | | 38 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 3 | | | 3 | | | 3 | | | 3 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 205 | | | 204 | | | 631 | 559 | 232 | 589 | 559 | 228 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 205 | | | 204 | | | 631 | 559 | 232 | 589 | 559 | 228 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 96 | | | 98 | | | 93 | 97 | 97 | 86 | 90 | 91 |
| cM capacity (veh/h) | 1324 | | | 1338 | | | 289 | 391 | 766 | 338 | 388 | 764 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 227 | 193 | 60 | 153 |
| Volume Left | 53 | 27 | 20 | 47 |
| Volume Right | 20 | 20 | 27 | 67 |
| cSH | 1324 | 1338 | 434 | 467 |
| Volume to Capacity | 0.04 | 0.02 | 0.14 | 0.33 |
| Queue Length 95th (ft) | 3 | 2 | 12 | 35 |
| Control Delay (s) | 2.1 | 1.2 | 14.6 | 16.4 |
| Lane LOS | A | A | B | C |
| Approach Delay (s) | 2.1 | 1.2 | 14.6 | 16.4 |
| Approach LOS | | | B | C |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.5 | | |
| Intersection Capacity Utilization | 35.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBR | EBR2 | NWL2 | NWL | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | Stop | | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 50 | 85 | 20 | 40 | 75 | 75 | 40 | 135 | 45 | 45 | 130 | 30 |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Hourly flow rate (vph) | 57 | 98 | 23 | 46 | 86 | 86 | 46 | 155 | 52 | 52 | 149 | 34 |

| Direction, Lane # | EB 1 | NW 1 | NE 1 | SW 1 |
|---|---|---|---|---|
| Volume Total (vph) | 178 | 218 | 253 | 236 |
| Volume Left (vph) | 57 | 46 | 46 | 52 |
| Volume Right (vph) | 23 | 86 | 52 | 34 |
| Hadj (s) | 0.02 | -0.16 | -0.04 | 0.02 |
| Departure Headway (s) | 5.7 | 5.4 | 5.4 | 5.5 |
| Degree Utilization, x | 0.28 | 0.33 | 0.38 | 0.36 |
| Capacity (veh/h) | 570 | 603 | 611 | 605 |
| Control Delay (s) | 10.9 | 11.1 | 11.7 | 11.5 |
| Approach Delay (s) | 10.9 | 11.1 | 11.7 | 11.5 |
| Approach LOS | B | B | B | B |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 11.3 | | |
| HCM Level of Service | B | | |
| Intersection Capacity Utilization | 48.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBR | EBR2 | NWL2 | NWL | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | Stop | | | | Stop | | | Free | | | Free | |
| Grade | 0% | | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 35 | 90 | 35 | 15 | 50 | 25 | 10 | 160 | 25 | 25 | 100 | 65 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 40 | 102 | 40 | 17 | 57 | 28 | 11 | 182 | 28 | 28 | 114 | 74 |
| Pedestrians | 12 | | | | 6 | | | 8 | | | 12 | |
| Lane Width (ft) | 12.0 | | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | 1 | | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | None | | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 507 | 458 | 171 | 531 | 481 | 214 | 200 | | | 216 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 507 | 458 | 171 | 531 | 481 | 214 | 200 | | | 216 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 90 | 78 | 95 | 95 | 88 | 97 | 99 | | | 98 | | |
| cM capacity (veh/h) | 392 | 474 | 854 | 349 | 463 | 814 | 1359 | | | 1347 | | |

| Direction, Lane # | EB 1 | NW 1 | NE 1 | SW 1 |
|---|---|---|---|---|
| Volume Total | 182 | 102 | 222 | 216 |
| Volume Left | 40 | 17 | 11 | 28 |
| Volume Right | 40 | 28 | 28 | 74 |
| cSH | 500 | 496 | 1359 | 1347 |
| Volume to Capacity | 0.36 | 0.21 | 0.01 | 0.02 |
| Queue Length 95th (ft) | 41 | 19 | 1 | 2 |
| Control Delay (s) | 16.3 | 14.1 | 0.5 | 1.2 |
| Lane LOS | C | B | A | A |
| Approach Delay (s) | 16.3 | 14.1 | 0.5 | 1.2 |
| Approach LOS | C | B | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 6.6 | | | |
| Intersection Capacity Utilization | 48.5% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

| Movement | SBL2 | SBL | SBR | NWL | NWR | NWR2 | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | Stop | | | | Stop | | | Stop | |
| Volume (vph) | 50 | 110 | 15 | 40 | 115 | 5 | 25 | 25 | 70 | 10 | 40 | 50 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 54 | 120 | 16 | 43 | 125 | 5 | 27 | 27 | 76 | 11 | 43 | 54 |

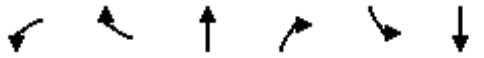
| Direction, Lane # | SB 1 | NW 1 | NE 1 | SW 1 |
|---|---|---|---|---|
| Volume Total (vph) | 190 | 174 | 130 | 109 |
| Volume Left (vph) | 54 | 43 | 27 | 11 |
| Volume Right (vph) | 16 | 5 | 76 | 54 |
| Hadj (s) | 0.04 | 0.17 | -0.19 | -0.28 |
| Departure Headway (s) | 4.8 | 4.9 | 4.8 | 4.7 |
| Degree Utilization, x | 0.25 | 0.24 | 0.17 | 0.14 |
| Capacity (veh/h) | 711 | 693 | 693 | 695 |
| Control Delay (s) | 9.3 | 9.4 | 8.8 | 8.5 |
| Approach Delay (s) | 9.3 | 9.4 | 8.8 | 8.5 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | | 9.1 | | |
| HCM Level of Service | | A | | |
| Intersection Capacity Utilization | | 53.2% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 45 | 25 | 5 | 25 | 25 | 5 |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Hourly flow rate (vph) | 52 | 29 | 6 | 29 | 29 | 6 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 81 | | 108 | 67 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 81 | | 108 | 67 |
| tC, single (s) | | | 4.2 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.3 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 97 | 99 |
| cM capacity (veh/h) | | | 1455 | | 891 | 1002 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 81 | 35 | 35 |
| Volume Left | 0 | 6 | 29 |
| Volume Right | 29 | 0 | 6 |
| cSH | 1700 | 1455 | 908 |
| Volume to Capacity | 0.05 | 0.00 | 0.04 |
| Queue Length 95th (ft) | 0 | 0 | 3 |
| Control Delay (s) | 0.0 | 1.3 | 9.1 |
| Lane LOS | | A | A |
| Approach Delay (s) | 0.0 | 1.3 | 9.1 |
| Approach LOS | | | A |

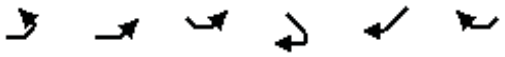
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.4 | | |
| Intersection Capacity Utilization | 15.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 70 | 100 | 75 | 110 | 115 | 50 |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Hourly flow rate (vph) | 81 | 116 | 87 | 128 | 134 | 58 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | 1184 | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 477 | 151 | | | 215 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 477 | 151 | | | 215 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 83 | 87 | | | 90 | |
| cM capacity (veh/h) | 491 | 893 | | | 1355 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 198 | 215 | 192 |
| Volume Left | 81 | 0 | 134 |
| Volume Right | 116 | 128 | 0 |
| cSH | 668 | 1700 | 1355 |
| Volume to Capacity | 0.30 | 0.13 | 0.10 |
| Queue Length 95th (ft) | 31 | 0 | 8 |
| Control Delay (s) | 12.6 | 0.0 | 5.8 |
| Lane LOS | B | | A |
| Approach Delay (s) | 12.6 | 0.0 | 5.8 |
| Approach LOS | B | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.0 | | |
| Intersection Capacity Utilization | 41.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL2 | EBL | SEL | SER | SWR | SWR2 |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Stop | | Free | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 70 | 175 | 5 | 55 | 115 | 5 |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 |
| Hourly flow rate (vph) | 86 | 216 | 6 | 68 | 142 | 6 |
| Pedestrians | | 11 | 11 | | 11 | |
| Lane Width (ft) | | 12.0 | 12.0 | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | 4.0 | | 4.0 | |
| Percent Blockage | | 1 | 1 | | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 159 | | 556 | 167 | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 159 | | 556 | 167 | | |
| tC, single (s) | 4.1 | | 6.4 | 6.2 | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | 3.5 | 3.3 | | |
| p0 queue free % | 94 | | 99 | 92 | | |
| cM capacity (veh/h) | 1401 | | 453 | 861 | | |

| Direction, Lane # | EB 1 | SE 1 | SW 1 |
|---|---|---|---|
| Volume Total | 302 | 74 | 148 |
| Volume Left | 86 | 6 | 0 |
| Volume Right | 0 | 68 | 6 |
| cSH | 1401 | 801 | 1700 |
| Volume to Capacity | 0.06 | 0.09 | 0.09 |
| Queue Length 95th (ft) | 5 | 8 | 0 |
| Control Delay (s) | 2.6 | 10.0 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 2.6 | 10.0 | 0.0 |
| Approach LOS | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.9 | | |
| Intersection Capacity Utilization | 38.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 105 | 70 | 45 | 50 | 70 | 90 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 117 | 78 | 50 | 56 | 78 | 100 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 194 | | 311 | 156 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 194 | | 311 | 156 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 96 | | 88 | 89 |
| cM capacity (veh/h) | | | 1367 | | 658 | 893 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 194 | 106 | 178 |
| Volume Left | 0 | 50 | 78 |
| Volume Right | 78 | 0 | 100 |
| cSH | 1700 | 1367 | 773 |
| Volume to Capacity | 0.11 | 0.04 | 0.23 |
| Queue Length 95th (ft) | 0 | 3 | 22 |
| Control Delay (s) | 0.0 | 3.8 | 11.0 |
| Lane LOS | | A | B |
| Approach Delay (s) | 0.0 | 3.8 | 11.0 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.0 | | |
| Intersection Capacity Utilization | 35.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Ideal Flow (vphpl) | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 |
| Frt | 1.00 | 0.85 | 1.00 | 0.85 | 1.00 | 1.00 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 1676 | 1500 | 3353 | 1500 | 1676 | 3353 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 1676 | 1500 | 3353 | 1500 | 1676 | 3353 |
| Volume (vph) | 115 | 5 | 840 | 175 | 10 | 770 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 125 | 5 | 913 | 190 | 11 | 837 |
| RTOR Reduction (vph) | 0 | 4 | 0 | 70 | 0 | 0 |
| Lane Group Flow (vph) | 125 | 1 | 913 | 120 | 11 | 837 |
| Turn Type | | Perm | | Perm | Prot | |
| Protected Phases | 4 | | 6 | | 5 | 2 |
| Permitted Phases | | 4 | | 6 | | |
| Actuated Green, G (s) | 11.2 | 11.2 | 39.8 | 39.8 | 1.1 | 44.9 |
| Effective Green, g (s) | 11.2 | 11.2 | 41.8 | 41.8 | 1.1 | 46.9 |
| Actuated g/C Ratio | 0.17 | 0.17 | 0.63 | 0.63 | 0.02 | 0.71 |
| Clearance Time (s) | 4.0 | 4.0 | 6.0 | 6.0 | 4.0 | 6.0 |
| Vehicle Extension (s) | 2.5 | 2.5 | 5.4 | 5.4 | 2.5 | 5.4 |
| Lane Grp Cap (vph) | 284 | 254 | 2120 | 949 | 28 | 2379 |
| v/s Ratio Prot | c0.07 | | c0.27 | | 0.01 | c0.25 |
| v/s Ratio Perm | | 0.00 | | 0.08 | | |
| v/c Ratio | 0.44 | 0.00 | 0.43 | 0.13 | 0.39 | 0.35 |
| Uniform Delay, d1 | 24.6 | 22.8 | 6.1 | 4.9 | 32.2 | 3.7 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.8 | 0.0 | 0.3 | 0.1 | 6.5 | 0.2 |
| Delay (s) | 25.4 | 22.8 | 6.5 | 5.0 | 38.7 | 3.9 |
| Level of Service | C | C | A | A | D | A |
| Approach Delay (s) | 25.3 | | 6.2 | | | 4.4 |
| Approach LOS | C | | A | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 6.7 | HCM Level of Service | A |
| HCM Volume to Capacity ratio | 0.44 | | |
| Actuated Cycle Length (s) | 66.1 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 37.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1676 | 1765 | 1500 | 1676 | 1765 | 1500 | 1676 | 3353 | 1500 | 1676 | 3353 | 1500 |
| Flt Permitted | 0.74 | 1.00 | 1.00 | 0.74 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1312 | 1765 | 1500 | 1305 | 1765 | 1500 | 1676 | 3353 | 1500 | 1676 | 3353 | 1500 |
| Volume (vph) | 30 | 25 | 60 | 145 | 20 | 15 | 65 | 675 | 105 | 30 | 575 | 10 |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph) | 32 | 27 | 64 | 154 | 21 | 16 | 69 | 718 | 112 | 32 | 612 | 11 |
| RTOR Reduction (vph) | 0 | 0 | 52 | 0 | 0 | 13 | 0 | 0 | 45 | 0 | 0 | 5 |
| Lane Group Flow (vph) | 32 | 27 | 12 | 154 | 21 | 3 | 69 | 718 | 67 | 32 | 612 | 6 |
| Turn Type | Perm | | Perm | Perm | | Perm | Prot | | Prot | Prot | | Prot |
| Protected Phases | | 8 | | | 4 | | 1 | 6 | 6 | 5 | 2 | 2 |
| Permitted Phases | 8 | | 8 | 4 | | 4 | | | | | | |
| Actuated Green, G (s) | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 4.4 | 34.4 | 34.4 | 1.6 | 31.6 | 31.6 |
| Effective Green, g (s) | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 4.4 | 36.4 | 36.4 | 1.6 | 33.6 | 33.6 |
| Actuated g/C Ratio | 0.18 | 0.18 | 0.18 | 0.18 | 0.18 | 0.18 | 0.07 | 0.60 | 0.60 | 0.03 | 0.55 | 0.55 |
| Clearance Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 6.0 | 6.0 | 4.0 | 6.0 | 6.0 |
| Vehicle Extension (s) | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 5.4 | 5.4 | 2.5 | 5.4 | 5.4 |
| Lane Grp Cap (vph) | 238 | 321 | 273 | 237 | 321 | 273 | 121 | 1998 | 894 | 44 | 1844 | 825 |
| v/s Ratio Prot | | 0.02 | | | 0.01 | | c0.04 | c0.21 | 0.04 | 0.02 | 0.18 | 0.00 |
| v/s Ratio Perm | 0.02 | | 0.01 | c0.12 | | 0.00 | | | | | | |
| v/c Ratio | 0.13 | 0.08 | 0.04 | 0.65 | 0.07 | 0.01 | 0.57 | 0.36 | 0.07 | 0.73 | 0.33 | 0.01 |
| Uniform Delay, d1 | 21.0 | 20.8 | 20.6 | 23.2 | 20.7 | 20.5 | 27.4 | 6.4 | 5.2 | 29.5 | 7.6 | 6.2 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.2 | 0.1 | 0.0 | 5.3 | 0.1 | 0.0 | 5.2 | 0.3 | 0.1 | 43.0 | 0.3 | 0.0 |
| Delay (s) | 21.2 | 20.9 | 20.7 | 28.5 | 20.8 | 20.5 | 32.7 | 6.6 | 5.3 | 72.5 | 7.8 | 6.2 |
| Level of Service | C | C | C | C | C | C | C | A | A | E | A | A |
| Approach Delay (s) | | 20.8 | | | 27.0 | | | 8.5 | | | 11.0 | |
| Approach LOS | | C | | | C | | | A | | | B | |

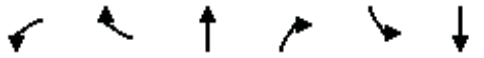
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 12.0 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.45 | | |
| Actuated Cycle Length (s) | 61.1 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 48.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1676 | 1765 | 1500 | 1676 | 1765 | 1500 | 1676 | 3353 | 1500 | 1676 | 3353 | 1500 |
| Flt Permitted | 0.65 | 1.00 | 1.00 | 0.62 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1138 | 1765 | 1500 | 1088 | 1765 | 1500 | 1676 | 3353 | 1500 | 1676 | 3353 | 1500 |
| Volume (vph) | 125 | 115 | 60 | 160 | 105 | 90 | 120 | 465 | 185 | 50 | 395 | 60 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 136 | 125 | 65 | 174 | 114 | 98 | 130 | 505 | 201 | 54 | 429 | 65 |
| RTOR Reduction (vph) | 0 | 0 | 54 | 0 | 0 | 81 | 0 | 0 | 107 | 0 | 0 | 32 |
| Lane Group Flow (vph) | 136 | 125 | 11 | 174 | 114 | 17 | 130 | 505 | 94 | 54 | 429 | 33 |
| Turn Type | pm+pt | | Perm | pm+pt | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | 19.9 | 13.4 | 13.4 | 19.9 | 13.4 | 13.4 | 8.5 | 38.9 | 38.9 | 4.6 | 35.0 | 35.0 |
| Effective Green, g (s) | 23.9 | 15.4 | 15.4 | 23.9 | 15.4 | 15.4 | 10.5 | 40.9 | 40.9 | 6.6 | 37.0 | 37.0 |
| Actuated g/C Ratio | 0.27 | 0.18 | 0.18 | 0.27 | 0.18 | 0.18 | 0.12 | 0.47 | 0.47 | 0.08 | 0.42 | 0.42 |
| Clearance Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Vehicle Extension (s) | 2.5 | 3.0 | 3.0 | 2.5 | 3.0 | 3.0 | 2.5 | 5.2 | 5.2 | 2.5 | 5.2 | 5.2 |
| Lane Grp Cap (vph) | 364 | 311 | 264 | 355 | 311 | 264 | 201 | 1569 | 702 | 127 | 1419 | 635 |
| v/s Ratio Prot | 0.04 | 0.07 | | c0.05 | 0.06 | | c0.08 | c0.15 | | 0.03 | 0.13 | |
| v/s Ratio Perm | 0.07 | | 0.01 | c0.09 | | 0.01 | | | 0.06 | | | 0.02 |
| v/c Ratio | 0.37 | 0.40 | 0.04 | 0.49 | 0.37 | 0.07 | 0.65 | 0.32 | 0.13 | 0.43 | 0.30 | 0.05 |
| Uniform Delay, d1 | 25.1 | 31.9 | 29.9 | 25.8 | 31.7 | 30.0 | 36.7 | 14.6 | 13.2 | 38.6 | 16.7 | 14.9 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.5 | 0.9 | 0.1 | 0.8 | 0.7 | 0.1 | 6.2 | 0.3 | 0.2 | 1.7 | 0.3 | 0.1 |
| Delay (s) | 25.6 | 32.8 | 30.0 | 26.5 | 32.4 | 30.1 | 42.9 | 14.8 | 13.4 | 40.3 | 16.9 | 14.9 |
| Level of Service | C | C | C | C | C | C | D | B | B | D | B | B |
| Approach Delay (s) | | 29.2 | | | 29.2 | | | 18.8 | | | 19.0 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 22.4 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.42 | | |
| Actuated Cycle Length (s) | 87.4 | Sum of lost time (s) | 16.0 |
| Intersection Capacity Utilization | 44.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Ideal Flow (vphpl) | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 0.85 | 1.00 | 1.00 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 1676 | 1500 | 1765 | 1500 | 1676 | 1765 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 1.00 | 0.35 | 1.00 |
| Satd. Flow (perm) | 1676 | 1500 | 1765 | 1500 | 625 | 1765 |
| Volume (vph) | 90 | 35 | 525 | 155 | 25 | 415 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 95 | 37 | 553 | 163 | 26 | 437 |
| RTOR Reduction (vph) | 0 | 28 | 0 | 22 | 0 | 0 |
| Lane Group Flow (vph) | 95 | 9 | 553 | 141 | 26 | 437 |
| Turn Type | | Perm | | custom | pm+pt | |
| Protected Phases | 4 | | 6 | 7 | 5 | 2 |
| Permitted Phases | 4 | 4 | | 6 | 2 | |
| Actuated Green, G (s) | 18.5 | 18.5 | 40.3 | 57.8 | 48.3 | 46.3 |
| Effective Green, g (s) | 18.5 | 18.5 | 42.3 | 60.8 | 48.3 | 48.3 |
| Actuated g/C Ratio | 0.25 | 0.25 | 0.57 | 0.81 | 0.65 | 0.65 |
| Clearance Time (s) | 4.0 | 4.0 | 6.0 | 5.0 | 4.0 | 6.0 |
| Vehicle Extension (s) | 2.5 | 2.5 | 4.8 | 4.8 | 2.5 | 4.8 |
| Lane Grp Cap (vph) | 415 | 371 | 998 | 1299 | 432 | 1140 |
| v/s Ratio Prot | c0.06 | | c0.31 | 0.03 | 0.00 | c0.25 |
| v/s Ratio Perm | | 0.01 | | 0.07 | 0.04 | |
| v/c Ratio | 0.23 | 0.02 | 0.55 | 0.11 | 0.06 | 0.38 |
| Uniform Delay, d1 | 22.5 | 21.3 | 10.3 | 1.4 | 9.4 | 6.2 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.2 | 0.0 | 1.1 | 0.1 | 0.0 | 0.4 |
| Delay (s) | 22.7 | 21.3 | 11.4 | 1.5 | 9.5 | 6.7 |
| Level of Service | C | C | B | A | A | A |
| Approach Delay (s) | 22.3 | | 9.1 | | | 6.8 |
| Approach LOS | C | | A | | | A |

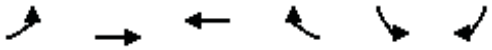
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 9.6 | HCM Level of Service | A |
| HCM Volume to Capacity ratio | 0.44 | | |
| Actuated Cycle Length (s) | 74.8 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 41.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 0 | 15 | 515 | 45 | 0 | 440 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Hourly flow rate (vph) | 0 | 16 | 554 | 48 | 0 | 473 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1027 | 554 | | | 602 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1027 | 554 | | | 602 | |
| tC, single (s) | 6.5 | 6.3 | | | 4.2 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.4 | | | 2.3 | |
| p0 queue free % | 100 | 97 | | | 100 | |
| cM capacity (veh/h) | 253 | 521 | | | 956 | |

| Direction, Lane # | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|
| Volume Total | 16 | 554 | 48 | 473 |
| Volume Left | 0 | 0 | 0 | 0 |
| Volume Right | 16 | 0 | 48 | 0 |
| cSH | 521 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.03 | 0.33 | 0.03 | 0.28 |
| Queue Length 95th (ft) | 2 | 0 | 0 | 0 |
| Control Delay (s) | 12.1 | 0.0 | 0.0 | 0.0 |
| Lane LOS | B | | | |
| Approach Delay (s) | 12.1 | 0.0 | | 0.0 |
| Approach LOS | B | | | |

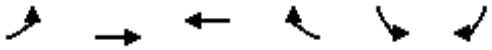
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.2 | | |
| Intersection Capacity Utilization | 38.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 25 | 40 | 35 | 60 | 75 | 25 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Hourly flow rate (vph) | 27 | 44 | 38 | 66 | 82 | 27 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | 567 | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 104 | | | | 170 | 71 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 104 | | | | 170 | 71 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 98 | | | | 90 | 97 |
| cM capacity (veh/h) | 1469 | | | | 800 | 985 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 71 | 104 | 110 |
| Volume Left | 27 | 0 | 82 |
| Volume Right | 0 | 66 | 27 |
| cSH | 1469 | 1700 | 839 |
| Volume to Capacity | 0.02 | 0.06 | 0.13 |
| Queue Length 95th (ft) | 1 | 0 | 11 |
| Control Delay (s) | 3.0 | 0.0 | 9.9 |
| Lane LOS | A | | A |
| Approach Delay (s) | 3.0 | 0.0 | 9.9 |
| Approach LOS | | | A |

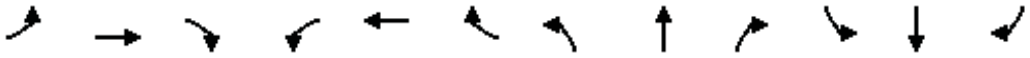
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.6 | | |
| Intersection Capacity Utilization | 23.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 25 | 240 | 255 | 30 | 60 | 30 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Hourly flow rate (vph) | 26 | 247 | 263 | 31 | 62 | 31 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | 336 | | | |
| pX, platoon unblocked | 0.97 | | | | 0.97 | 0.97 |
| vC, conflicting volume | 294 | | | | 577 | 278 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 273 | | | | 565 | 257 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 98 | | | | 87 | 96 |
| cM capacity (veh/h) | 1259 | | | | 463 | 759 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 26 | 247 | 294 | 93 |
| Volume Left | 26 | 0 | 0 | 62 |
| Volume Right | 0 | 0 | 31 | 31 |
| cSH | 1259 | 1700 | 1700 | 532 |
| Volume to Capacity | 0.02 | 0.15 | 0.17 | 0.17 |
| Queue Length 95th (ft) | 2 | 0 | 0 | 16 |
| Control Delay (s) | 7.9 | 0.0 | 0.0 | 13.2 |
| Lane LOS | A | | | B |
| Approach Delay (s) | 0.7 | | 0.0 | 13.2 |
| Approach LOS | | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.2 | | |
| Intersection Capacity Utilization | 34.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 10 | 55 | 15 | 20 | 55 | 0 | 25 | 30 | 15 | 0 | 20 | 10 |
| Peak Hour Factor | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 |
| Hourly flow rate (vph) | 14 | 77 | 21 | 28 | 77 | 0 | 35 | 42 | 21 | 0 | 28 | 14 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 77 | | | 99 | | | 278 | 250 | 88 | 292 | 261 | 77 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 77 | | | 99 | | | 278 | 250 | 88 | 292 | 261 | 77 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | 98 | | | 94 | 93 | 98 | 100 | 96 | 99 |
| cM capacity (veh/h) | 1515 | | | 1494 | | | 628 | 635 | 970 | 603 | 629 | 989 |

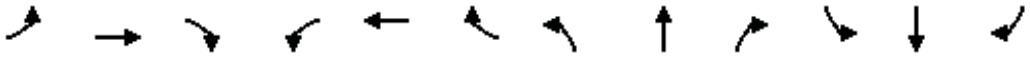
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 113 | 106 | 99 | 42 |
| Volume Left | 14 | 28 | 35 | 0 |
| Volume Right | 21 | 0 | 21 | 14 |
| cSH | 1515 | 1494 | 683 | 716 |
| Volume to Capacity | 0.01 | 0.02 | 0.14 | 0.06 |
| Queue Length 95th (ft) | 1 | 1 | 13 | 5 |
| Control Delay (s) | 1.0 | 2.1 | 11.2 | 10.3 |
| Lane LOS | A | A | B | B |
| Approach Delay (s) | 1.0 | 2.1 | 11.2 | 10.3 |
| Approach LOS | | | B | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.2 | | |
| Intersection Capacity Utilization | 25.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 20 | 20 | 20 | 50 | 70 | 40 |
| Peak Hour Factor | 0.60 | 0.60 | 0.60 | 0.60 | 0.60 | 0.60 |
| Hourly flow rate (vph) | 33 | 33 | 33 | 83 | 117 | 67 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 300 | 150 | 183 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 300 | 150 | 183 | | | |
| tC, single (s) | 6.5 | 6.3 | 4.2 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.4 | 2.3 | | | |
| p0 queue free % | 95 | 96 | 98 | | | |
| cM capacity (veh/h) | 667 | 886 | 1368 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 67 | 117 | 183 |
| Volume Left | 33 | 33 | 0 |
| Volume Right | 33 | 0 | 67 |
| cSH | 761 | 1368 | 1700 |
| Volume to Capacity | 0.09 | 0.02 | 0.11 |
| Queue Length 95th (ft) | 7 | 2 | 0 |
| Control Delay (s) | 10.2 | 2.3 | 0.0 |
| Lane LOS | B | A | |
| Approach Delay (s) | 10.2 | 2.3 | 0.0 |
| Approach LOS | B | | |

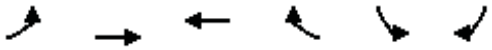
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.6 | | |
| Intersection Capacity Utilization | 20.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 15 | 105 | 5 | 40 | 100 | 10 | 20 | 5 | 25 | 5 | 5 | 10 |
| Peak Hour Factor | 0.65 | 0.65 | 0.65 | 0.65 | 0.65 | 0.65 | 0.65 | 0.65 | 0.65 | 0.65 | 0.65 | 0.65 |
| Hourly flow rate (vph) | 23 | 162 | 8 | 62 | 154 | 15 | 31 | 8 | 38 | 8 | 8 | 15 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 169 | | | 169 | | | 515 | 504 | 165 | 538 | 500 | 162 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 169 | | | 169 | | | 515 | 504 | 165 | 538 | 500 | 162 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.2 | 6.6 | 6.3 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.6 | 4.1 | 3.4 |
| p0 queue free % | 98 | | | 96 | | | 93 | 98 | 96 | 98 | 98 | 98 |
| cM capacity (veh/h) | 1390 | | | 1402 | | | 438 | 445 | 884 | 399 | 435 | 865 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 192 | 231 | 77 | 31 |
| Volume Left | 23 | 62 | 31 | 8 |
| Volume Right | 8 | 15 | 38 | 15 |
| cSH | 1390 | 1402 | 587 | 562 |
| Volume to Capacity | 0.02 | 0.04 | 0.13 | 0.05 |
| Queue Length 95th (ft) | 1 | 3 | 11 | 4 |
| Control Delay (s) | 1.0 | 2.3 | 12.1 | 11.8 |
| Lane LOS | A | A | B | B |
| Approach Delay (s) | 1.0 | 2.3 | 12.1 | 11.8 |
| Approach LOS | | | B | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.8 | | |
| Intersection Capacity Utilization | 26.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 155 | 40 | 25 | 10 | 5 | 70 |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Hourly flow rate (vph) | 189 | 49 | 30 | 12 | 6 | 85 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 43 | | | | 463 | 37 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 43 | | | | 463 | 37 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 88 | | | | 99 | 92 |
| cM capacity (veh/h) | 1579 | | | | 489 | 1033 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 238 | 43 | 91 |
| Volume Left | 189 | 0 | 6 |
| Volume Right | 0 | 12 | 85 |
| cSH | 1579 | 1700 | 962 |
| Volume to Capacity | 0.12 | 0.03 | 0.10 |
| Queue Length 95th (ft) | 10 | 0 | 8 |
| Control Delay (s) | 6.2 | 0.0 | 9.1 |
| Lane LOS | A | | A |
| Approach Delay (s) | 6.2 | 0.0 | 9.1 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.2 | | |
| Intersection Capacity Utilization | 29.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 65 | 65 | 5 | 45 | 60 | 5 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Hourly flow rate (vph) | 67 | 67 | 5 | 46 | 62 | 5 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 134 | | 157 | 101 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 134 | | 157 | 101 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 93 | 99 |
| cM capacity (veh/h) | | | 1463 | | 831 | 955 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 134 | 52 | 67 |
| Volume Left | 0 | 5 | 62 |
| Volume Right | 67 | 0 | 5 |
| cSH | 1700 | 1463 | 839 |
| Volume to Capacity | 0.08 | 0.00 | 0.08 |
| Queue Length 95th (ft) | 0 | 0 | 6 |
| Control Delay (s) | 0.0 | 0.8 | 9.7 |
| Lane LOS | | A | A |
| Approach Delay (s) | 0.0 | 0.8 | 9.7 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 2.7 | |
| Intersection Capacity Utilization | | 18.3% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |

| Movement | NBL | NBT | SBT | SBR | SEL | SER |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Yield | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 15 | 30 | 35 | 0 | 0 | 15 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 17 | 34 | 40 | 0 | 0 | 17 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 40 | | | | 108 | 40 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 40 | | | | 108 | 40 |
| tC, single (s) | 4.3 | | | | 6.5 | 6.3 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.3 | | | | 3.6 | 3.4 |
| p0 queue free % | 99 | | | | 100 | 98 |
| cM capacity (veh/h) | 1484 | | | | 870 | 1020 |

| Direction, Lane # | NB 1 | SB 1 | SE 1 |
|---|---|---|---|
| Volume Total | 51 | 40 | 17 |
| Volume Left | 17 | 0 | 0 |
| Volume Right | 0 | 0 | 17 |
| cSH | 1484 | 1700 | 1020 |
| Volume to Capacity | 0.01 | 0.02 | 0.02 |
| Queue Length 95th (ft) | 1 | 0 | 1 |
| Control Delay (s) | 2.5 | 0.0 | 8.6 |
| Lane LOS | A | | A |
| Approach Delay (s) | 2.5 | 0.0 | 8.6 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.6 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Yield | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 10 | 0 | 0 | 45 | 40 | 15 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 11 | 0 | 0 | 51 | 45 | 17 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 105 | 54 | 62 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 105 | 54 | 62 | | | |
| tC, single (s) | 6.5 | 6.3 | 4.3 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.4 | 2.3 | | | |
| p0 queue free % | 99 | 100 | 100 | | | |
| cM capacity (veh/h) | 883 | 1002 | 1456 | | | |

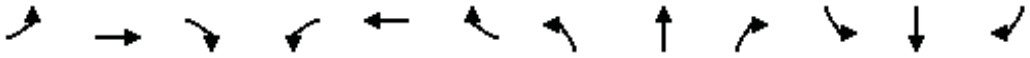
| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 11 | 51 | 62 |
| Volume Left | 11 | 0 | 0 |
| Volume Right | 0 | 0 | 17 |
| cSH | 883 | 1700 | 1700 |
| Volume to Capacity | 0.01 | 0.03 | 0.04 |
| Queue Length 95th (ft) | 1 | 0 | 0 |
| Control Delay (s) | 9.1 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 9.1 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.8 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 225 | 225 | 20 | 10 | 185 | 20 | 10 | 5 | 5 | 15 | 10 | 145 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 256 | 256 | 23 | 11 | 210 | 23 | 11 | 6 | 6 | 17 | 11 | 165 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 210 | | | 278 | | | 1193 | 1011 | 267 | 1031 | 1034 | 222 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 210 | | | 278 | | | 1193 | 1011 | 267 | 1031 | 1034 | 222 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 81 | | | 99 | | | 89 | 97 | 99 | 90 | 94 | 80 |
| cM capacity (veh/h) | 1366 | | | 1279 | | | 107 | 194 | 776 | 176 | 189 | 823 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 534 | 244 | 23 | 17 | 176 |
| Volume Left | 256 | 11 | 11 | 17 | 0 |
| Volume Right | 23 | 23 | 6 | 0 | 165 |
| cSH | 1366 | 1279 | 160 | 176 | 676 |
| Volume to Capacity | 0.19 | 0.01 | 0.14 | 0.10 | 0.26 |
| Queue Length 95th (ft) | 17 | 1 | 12 | 8 | 26 |
| Control Delay (s) | 4.9 | 0.4 | 31.3 | 27.6 | 12.2 |
| Lane LOS | A | A | D | D | B |
| Approach Delay (s) | 4.9 | 0.4 | 31.3 | 13.6 | |
| Approach LOS | | | D | B | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 6.1 | | | |
| Intersection Capacity Utilization | 59.4% | ICU Level of Service | | B |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Yield | | | Stop | | | Stop | |
| Volume (vph) | 5 | 55 | 20 | 115 | 65 | 35 | 10 | 80 | 160 | 35 | 35 | 0 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 6 | 61 | 22 | 128 | 72 | 39 | 11 | 89 | 178 | 39 | 39 | 0 |

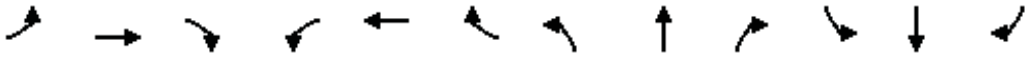
| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total (vph) | 89 | 239 | 100 | 178 | 78 |
| Volume Left (vph) | 6 | 128 | 11 | 0 | 39 |
| Volume Right (vph) | 22 | 39 | 0 | 178 | 0 |
| Hadj (s) | -0.10 | 0.03 | 0.04 | -0.58 | 0.10 |
| Departure Headway (s) | 4.5 | 4.5 | 4.8 | 3.2 | 4.9 |
| Degree Utilization, x | 0.11 | 0.30 | 0.13 | 0.16 | 0.11 |
| Capacity (veh/h) | 752 | 766 | 695 | 1121 | 680 |
| Control Delay (s) | 8.1 | 9.4 | 8.6 | 6.8 | 8.5 |
| Approach Delay (s) | 8.1 | 9.4 | 7.4 | | 8.5 |
| Approach LOS | A | A | A | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 8.3 | | | |
| HCM Level of Service | A | | | |
| Intersection Capacity Utilization | 36.6% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 30 | 200 | 20 | 10 | 155 | 25 | 15 | 10 | 10 | 30 | 20 | 40 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 32 | 211 | 21 | 11 | 163 | 26 | 16 | 11 | 11 | 32 | 21 | 42 |
| Pedestrians | | 26 | | | 36 | | | 36 | | | 31 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 2 | | | 3 | | | 3 | | | 3 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 220 | | | 268 | | | 596 | 562 | 293 | 564 | 559 | 233 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 220 | | | 268 | | | 596 | 562 | 293 | 564 | 559 | 233 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.2 | 6.6 | 6.3 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.6 | 4.1 | 3.4 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 98 | | | 99 | | | 95 | 97 | 98 | 92 | 95 | 95 |
| cM capacity (veh/h) | 1314 | | | 1246 | | | 328 | 392 | 691 | 372 | 400 | 768 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 263 | 200 | 37 | 95 |
| Volume Left | 32 | 11 | 16 | 32 |
| Volume Right | 21 | 26 | 11 | 42 |
| cSH | 1314 | 1246 | 409 | 492 |
| Volume to Capacity | 0.02 | 0.01 | 0.09 | 0.19 |
| Queue Length 95th (ft) | 2 | 1 | 7 | 18 |
| Control Delay (s) | 1.1 | 0.5 | 14.7 | 14.0 |
| Lane LOS | A | A | B | B |
| Approach Delay (s) | 1.1 | 0.5 | 14.7 | 14.0 |
| Approach LOS | | | B | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.8 | | |
| Intersection Capacity Utilization | 41.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 50 | 160 | 30 | 25 | 130 | 20 | 25 | 15 | 25 | 40 | 35 | 60 |
| Peak Hour Factor | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Hourly flow rate (vph) | 67 | 213 | 40 | 33 | 173 | 27 | 33 | 20 | 33 | 53 | 47 | 80 |
| Pedestrians | | 33 | | | 38 | | | 31 | | | 38 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | | 3 | | | 3 | | | 3 | | | 3 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 238 | | | 284 | | | 787 | 702 | 302 | 739 | 709 | 258 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 238 | | | 284 | | | 787 | 702 | 302 | 739 | 709 | 258 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 95 | | | 97 | | | 84 | 94 | 95 | 79 | 85 | 89 |
| cM capacity (veh/h) | 1287 | | | 1251 | | | 210 | 318 | 700 | 255 | 313 | 735 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 320 | 233 | 87 | 180 |
| Volume Left | 67 | 33 | 33 | 53 |
| Volume Right | 40 | 27 | 33 | 80 |
| cSH | 1287 | 1251 | 322 | 385 |
| Volume to Capacity | 0.05 | 0.03 | 0.27 | 0.47 |
| Queue Length 95th (ft) | 4 | 2 | 27 | 60 |
| Control Delay (s) | 2.0 | 1.3 | 20.2 | 22.3 |
| Lane LOS | A | A | C | C |
| Approach Delay (s) | 2.0 | 1.3 | 20.2 | 22.3 |
| Approach LOS | | | C | C |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 8.2 | | |
| Intersection Capacity Utilization | 40.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBR | EBR2 | NWL2 | NWL | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | Stop | | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 65 | 130 | 25 | 55 | 90 | 115 | 50 | 155 | 115 | 55 | 150 | 35 |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Hourly flow rate (vph) | 75 | 149 | 29 | 63 | 103 | 132 | 57 | 178 | 132 | 63 | 172 | 40 |

| Direction, Lane # | EB 1 | NW 1 | NE 1 | SW 1 |
|---|---|---|---|---|
| Volume Total (vph) | 253 | 299 | 368 | 276 |
| Volume Left (vph) | 75 | 63 | 57 | 63 |
| Volume Right (vph) | 29 | 132 | 132 | 40 |
| Hadj (s) | 0.02 | -0.19 | -0.13 | 0.03 |
| Departure Headway (s) | 6.8 | 6.5 | 6.3 | 6.7 |
| Degree Utilization, x | 0.48 | 0.54 | 0.65 | 0.51 |
| Capacity (veh/h) | 464 | 497 | 532 | 481 |
| Control Delay (s) | 15.9 | 16.8 | 20.1 | 16.5 |
| Approach Delay (s) | 15.9 | 16.8 | 20.1 | 16.5 |
| Approach LOS | C | C | C | C |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 17.5 | | |
| HCM Level of Service | C | | |
| Intersection Capacity Utilization | 62.6% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBR | EBR2 | NWL2 | NWL | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | Stop | | | | Stop | | | Free | | | Free | |
| Grade | 0% | | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 60 | 145 | 50 | 20 | 80 | 40 | 20 | 220 | 30 | 30 | 110 | 90 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 68 | 165 | 57 | 23 | 91 | 45 | 23 | 250 | 34 | 34 | 125 | 102 |
| Pedestrians | 12 | | | | 6 | | | 8 | | | 12 | |
| Lane Width (ft) | 12.0 | | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | | 4.0 | | | 4.0 | | | 4.0 | |
| Percent Blockage | 1 | | | | 1 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | None | | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 672 | 592 | 196 | 710 | 626 | 285 | 239 | | | 290 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 672 | 592 | 196 | 710 | 626 | 285 | 239 | | | 290 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 74 | 58 | 93 | 89 | 76 | 94 | 98 | | | 97 | | |
| cM capacity (veh/h) | 263 | 392 | 826 | 207 | 377 | 743 | 1314 | | | 1265 | | |

| Direction, Lane # | EB 1 | NW 1 | NE 1 | SW 1 |
|---|---|---|---|---|
| Volume Total | 290 | 159 | 307 | 261 |
| Volume Left | 68 | 23 | 23 | 34 |
| Volume Right | 57 | 45 | 34 | 102 |
| cSH | 387 | 386 | 1314 | 1265 |
| Volume to Capacity | 0.75 | 0.41 | 0.02 | 0.03 |
| Queue Length 95th (ft) | 149 | 49 | 1 | 2 |
| Control Delay (s) | 37.2 | 20.7 | 0.7 | 1.2 |
| Lane LOS | E | C | A | A |
| Approach Delay (s) | 37.2 | 20.7 | 0.7 | 1.2 |
| Approach LOS | E | C | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 14.4 | | | |
| Intersection Capacity Utilization | 58.2% | ICU Level of Service | B | |
| Analysis Period (min) | 15 | | | |

| Movement | SBL2 | SBL | SBR | NWL | NWR | NWR2 | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | Stop | | | | Stop | | | Stop | |
| Volume (vph) | 85 | 195 | 20 | 55 | 160 | 10 | 35 | 35 | 85 | 15 | 55 | 70 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 92 | 212 | 22 | 60 | 174 | 11 | 38 | 38 | 92 | 16 | 60 | 76 |

| Direction, Lane # | SB 1 | NW 1 | NE 1 | SW 1 |
|---|---|---|---|---|
| Volume Total (vph) | 326 | 245 | 168 | 152 |
| Volume Left (vph) | 92 | 60 | 38 | 16 |
| Volume Right (vph) | 22 | 11 | 92 | 76 |
| Hadj (s) | 0.05 | 0.16 | -0.16 | -0.28 |
| Departure Headway (s) | 5.3 | 5.5 | 5.6 | 5.5 |
| Degree Utilization, x | 0.48 | 0.37 | 0.26 | 0.23 |
| Capacity (veh/h) | 646 | 604 | 575 | 577 |
| Control Delay (s) | 13.0 | 11.7 | 10.5 | 10.1 |
| Approach Delay (s) | 13.0 | 11.7 | 10.5 | 10.1 |
| Approach LOS | B | B | B | B |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 11.7 | | |
| HCM Level of Service | B | | |
| Intersection Capacity Utilization | 67.7% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 50 | 40 | 10 | 35 | 40 | 10 |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Hourly flow rate (vph) | 58 | 47 | 12 | 41 | 47 | 12 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 105 | | 145 | 81 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 105 | | 145 | 81 |
| tC, single (s) | | | 4.2 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.3 | | 3.5 | 3.3 |
| p0 queue free % | | | 99 | | 94 | 99 |
| cM capacity (veh/h) | | | 1427 | | 845 | 984 |

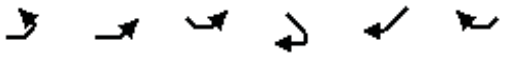
| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 105 | 52 | 58 |
| Volume Left | 0 | 12 | 47 |
| Volume Right | 47 | 0 | 12 |
| cSH | 1700 | 1427 | 869 |
| Volume to Capacity | 0.06 | 0.01 | 0.07 |
| Queue Length 95th (ft) | 0 | 1 | 5 |
| Control Delay (s) | 0.0 | 1.7 | 9.4 |
| Lane LOS | | A | A |
| Approach Delay (s) | 0.0 | 1.7 | 9.4 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.0 | | |
| Intersection Capacity Utilization | 19.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Ideal Flow (vphpl) | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Total Lost time (s) | 4.0 | | 4.0 | | | 4.0 |
| Lane Util. Factor | 1.00 | | 1.00 | | | 1.00 |
| Frt | 0.93 | | 0.94 | | | 1.00 |
| Flt Protected | 0.98 | | 1.00 | | | 0.98 |
| Satd. Flow (prot) | 1585 | | 1662 | | | 1727 |
| Flt Permitted | 0.98 | | 1.00 | | | 0.68 |
| Satd. Flow (perm) | 1585 | | 1662 | | | 1204 |
| Volume (vph) | 105 | 120 | 245 | 185 | 125 | 160 |
| Peak-hour factor, PHF | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Adj. Flow (vph) | 122 | 140 | 285 | 215 | 145 | 186 |
| RTOR Reduction (vph) | 54 | 0 | 28 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 208 | 0 | 472 | 0 | 0 | 331 |
| Heavy Vehicles (%) | 3% | 3% | 2% | 2% | 2% | 2% |
| Turn Type | | | | | Perm | |
| Protected Phases | | | 2 | | | 6 |
| Permitted Phases | 8 | | | | 6 | |
| Actuated Green, G (s) | 9.9 | | 26.6 | | | 26.6 |
| Effective Green, g (s) | 10.9 | | 27.6 | | | 27.6 |
| Actuated g/C Ratio | 0.23 | | 0.59 | | | 0.59 |
| Clearance Time (s) | 5.0 | | 5.0 | | | 5.0 |
| Vehicle Extension (s) | 3.0 | | 3.0 | | | 3.0 |
| Lane Grp Cap (vph) | 372 | | 986 | | | 715 |
| v/s Ratio Prot | | | c0.28 | | | |
| v/s Ratio Perm | c0.13 | | | | | 0.27 |
| v/c Ratio | 0.56 | | 0.48 | | | 0.46 |
| Uniform Delay, d1 | 15.7 | | 5.4 | | | 5.3 |
| Progression Factor | 1.00 | | 1.00 | | | 1.00 |
| Incremental Delay, d2 | 1.9 | | 0.4 | | | 0.5 |
| Delay (s) | 17.6 | | 5.7 | | | 5.8 |
| Level of Service | B | | A | | | A |
| Approach Delay (s) | 17.6 | | 5.7 | | | 5.8 |
| Approach LOS | B | | A | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 8.6 | HCM Level of Service | A |
| HCM Volume to Capacity ratio | 0.50 | | |
| Actuated Cycle Length (s) | 46.5 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 65.6% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL2 | EBL | SEL | SER | SWR | SWR2 |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Stop | | Free | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 95 | 235 | 10 | 75 | 130 | 10 |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 |
| Hourly flow rate (vph) | 117 | 290 | 12 | 93 | 160 | 12 |
| Pedestrians | | 11 | 11 | | 11 | |
| Lane Width (ft) | | 12.0 | 12.0 | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | 4.0 | | 4.0 | |
| Percent Blockage | | 1 | 1 | | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 184 | | 713 | 189 | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 184 | | 713 | 189 | | |
| tC, single (s) | 4.1 | | 6.4 | 6.2 | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | 3.5 | 3.3 | | |
| p0 queue free % | 91 | | 97 | 89 | | |
| cM capacity (veh/h) | 1372 | | 358 | 838 | | |

| Direction, Lane # | EB 1 | SE 1 | SW 1 |
|---|---|---|---|
| Volume Total | 407 | 105 | 173 |
| Volume Left | 117 | 12 | 0 |
| Volume Right | 0 | 93 | 12 |
| cSH | 1372 | 723 | 1700 |
| Volume to Capacity | 0.09 | 0.15 | 0.10 |
| Queue Length 95th (ft) | 7 | 13 | 0 |
| Control Delay (s) | 2.8 | 10.8 | 0.0 |
| Lane LOS | A | B | |
| Approach Delay (s) | 2.8 | 10.8 | 0.0 |
| Approach LOS | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.3 | | |
| Intersection Capacity Utilization | 44.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 135 | 70 | 115 | 60 | 80 | 240 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 150 | 78 | 128 | 67 | 89 | 267 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 228 | | 511 | 189 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 228 | | 511 | 189 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 90 | | 81 | 69 |
| cM capacity (veh/h) | | | 1329 | | 474 | 856 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 228 | 194 | 356 |
| Volume Left | 0 | 128 | 89 |
| Volume Right | 78 | 0 | 267 |
| cSH | 1700 | 1329 | 712 |
| Volume to Capacity | 0.13 | 0.10 | 0.50 |
| Queue Length 95th (ft) | 0 | 8 | 70 |
| Control Delay (s) | 0.0 | 5.5 | 15.0 |
| Lane LOS | | A | B |
| Approach Delay (s) | 0.0 | 5.5 | 15.0 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 8.2 | | |
| Intersection Capacity Utilization | 52.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Ideal Flow (vphpl) | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 |
| Frt | 1.00 | 0.85 | 1.00 | 0.85 | 1.00 | 1.00 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 1676 | 1500 | 3353 | 1500 | 1676 | 3353 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 1676 | 1500 | 3353 | 1500 | 1676 | 3353 |
| Volume (vph) | 250 | 15 | 1255 | 410 | 20 | 1170 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 272 | 16 | 1364 | 446 | 22 | 1272 |
| RTOR Reduction (vph) | 0 | 9 | 0 | 156 | 0 | 0 |
| Lane Group Flow (vph) | 272 | 7 | 1364 | 290 | 22 | 1272 |
| Turn Type | | Perm | | Perm | Prot | |
| Protected Phases | 4 | | 6 | | 5 | 2 |
| Permitted Phases | | 4 | | 6 | | |
| Actuated Green, G (s) | 15.3 | 15.3 | 35.4 | 35.4 | 2.4 | 41.8 |
| Effective Green, g (s) | 15.3 | 15.3 | 37.4 | 37.4 | 2.4 | 43.8 |
| Actuated g/C Ratio | 0.23 | 0.23 | 0.56 | 0.56 | 0.04 | 0.65 |
| Clearance Time (s) | 4.0 | 4.0 | 6.0 | 6.0 | 4.0 | 6.0 |
| Vehicle Extension (s) | 2.5 | 2.5 | 5.4 | 5.4 | 2.5 | 5.4 |
| Lane Grp Cap (vph) | 382 | 342 | 1869 | 836 | 60 | 2189 |
| v/s Ratio Prot | c0.16 | | c0.41 | | 0.01 | c0.38 |
| v/s Ratio Perm | | 0.00 | | 0.19 | | |
| v/c Ratio | 0.71 | 0.02 | 0.73 | 0.35 | 0.37 | 0.58 |
| Uniform Delay, d1 | 23.9 | 20.1 | 11.1 | 8.1 | 31.6 | 6.5 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 5.8 | 0.0 | 1.9 | 0.6 | 2.8 | 0.7 |
| Delay (s) | 29.6 | 20.1 | 13.0 | 8.7 | 34.4 | 7.2 |
| Level of Service | C | C | B | A | C | A |
| Approach Delay (s) | 29.1 | | 11.9 | | | 7.7 |
| Approach LOS | C | | B | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 11.8 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.73 | | |
| Actuated Cycle Length (s) | 67.1 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 57.9% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1676 | 1765 | 1500 | 1676 | 1765 | 1500 | 1676 | 3353 | 1500 | 1676 | 3353 | 1500 |
| Flt Permitted | 0.74 | 1.00 | 1.00 | 0.71 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1305 | 1765 | 1500 | 1257 | 1765 | 1500 | 1676 | 3353 | 1500 | 1676 | 3353 | 1500 |
| Volume (vph) | 110 | 65 | 105 | 155 | 25 | 20 | 90 | 1040 | 140 | 40 | 930 | 20 |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph) | 117 | 69 | 112 | 165 | 27 | 21 | 96 | 1106 | 149 | 43 | 989 | 21 |
| RTOR Reduction (vph) | 0 | 0 | 92 | 0 | 0 | 17 | 0 | 0 | 43 | 0 | 0 | 7 |
| Lane Group Flow (vph) | 117 | 69 | 20 | 165 | 27 | 4 | 96 | 1106 | 106 | 43 | 989 | 14 |
| Turn Type | Perm | | Perm | Perm | | Perm | Prot | | Prot | Prot | | Prot |
| Protected Phases | | 8 | | | 4 | | 1 | 6 | 6 | 5 | 2 | 2 |
| Permitted Phases | 8 | | 8 | 4 | | 4 | | | | | | |
| Actuated Green, G (s) | 12.6 | 12.6 | 12.6 | 12.6 | 12.6 | 12.6 | 4.2 | 42.7 | 42.7 | 2.4 | 40.9 | 40.9 |
| Effective Green, g (s) | 12.6 | 12.6 | 12.6 | 12.6 | 12.6 | 12.6 | 4.2 | 44.7 | 44.7 | 2.4 | 42.9 | 42.9 |
| Actuated g/C Ratio | 0.18 | 0.18 | 0.18 | 0.18 | 0.18 | 0.18 | 0.06 | 0.62 | 0.62 | 0.03 | 0.60 | 0.60 |
| Clearance Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 6.0 | 6.0 | 4.0 | 6.0 | 6.0 |
| Vehicle Extension (s) | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 5.4 | 5.4 | 2.5 | 5.4 | 5.4 |
| Lane Grp Cap (vph) | 229 | 310 | 264 | 221 | 310 | 264 | 98 | 2090 | 935 | 56 | 2006 | 897 |
| v/s Ratio Prot | | 0.04 | | | 0.02 | | c0.06 | c0.33 | 0.07 | 0.03 | 0.29 | 0.01 |
| v/s Ratio Perm | 0.09 | | 0.01 | c0.13 | | 0.00 | | | | | | |
| v/c Ratio | 0.51 | 0.22 | 0.07 | 0.75 | 0.09 | 0.01 | 0.98 | 0.53 | 0.11 | 0.77 | 0.49 | 0.02 |
| Uniform Delay, d1 | 26.8 | 25.3 | 24.7 | 28.0 | 24.7 | 24.4 | 33.7 | 7.6 | 5.5 | 34.4 | 8.2 | 5.8 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 1.4 | 0.3 | 0.1 | 12.2 | 0.1 | 0.0 | 83.3 | 0.5 | 0.1 | 44.5 | 0.5 | 0.0 |
| Delay (s) | 28.2 | 25.6 | 24.8 | 40.3 | 24.8 | 24.4 | 117.0 | 8.1 | 5.6 | 78.8 | 8.7 | 5.9 |
| Level of Service | C | C | C | D | C | C | F | A | A | E | A | A |
| Approach Delay (s) | | 26.3 | | | 36.7 | | | 15.6 | | | 11.5 | |
| Approach LOS | | C | | | D | | | B | | | B | |

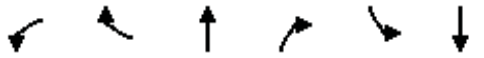
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 16.7 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.58 | | |
| Actuated Cycle Length (s) | 71.7 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 59.4% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1676 | 1765 | 1500 | 1676 | 1765 | 1500 | 1676 | 3353 | 1500 | 1676 | 3353 | 1500 |
| Flt Permitted | 0.66 | 1.00 | 1.00 | 0.44 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1171 | 1765 | 1500 | 774 | 1765 | 1500 | 1676 | 3353 | 1500 | 1676 | 3353 | 1500 |
| Volume (vph) | 170 | 185 | 125 | 225 | 135 | 95 | 180 | 745 | 295 | 80 | 640 | 75 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 185 | 201 | 136 | 245 | 147 | 103 | 196 | 810 | 321 | 87 | 696 | 82 |
| RTOR Reduction (vph) | 0 | 0 | 106 | 0 | 0 | 78 | 0 | 0 | 195 | 0 | 0 | 28 |
| Lane Group Flow (vph) | 185 | 201 | 30 | 245 | 147 | 25 | 196 | 810 | 126 | 87 | 696 | 54 |
| Turn Type | pm+pt | | Perm | pm+pt | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | 21.6 | 16.2 | 16.2 | 25.4 | 18.1 | 18.1 | 8.3 | 30.9 | 30.9 | 5.4 | 28.0 | 28.0 |
| Effective Green, g (s) | 25.6 | 18.2 | 18.2 | 29.4 | 20.1 | 20.1 | 10.3 | 32.9 | 32.9 | 7.4 | 30.0 | 30.0 |
| Actuated g/C Ratio | 0.31 | 0.22 | 0.22 | 0.35 | 0.24 | 0.24 | 0.12 | 0.39 | 0.39 | 0.09 | 0.36 | 0.36 |
| Clearance Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Vehicle Extension (s) | 2.5 | 3.0 | 3.0 | 2.5 | 3.0 | 3.0 | 2.5 | 5.2 | 5.2 | 2.5 | 5.2 | 5.2 |
| Lane Grp Cap (vph) | 402 | 383 | 326 | 372 | 423 | 360 | 206 | 1316 | 589 | 148 | 1200 | 537 |
| v/s Ratio Prot | 0.04 | 0.11 | | c0.07 | 0.08 | | c0.12 | c0.24 | | 0.05 | 0.21 | |
| v/s Ratio Perm | 0.10 | | 0.02 | c0.16 | | 0.02 | | | 0.08 | | | 0.04 |
| v/c Ratio | 0.46 | 0.52 | 0.09 | 0.66 | 0.35 | 0.07 | 0.95 | 0.62 | 0.21 | 0.59 | 0.58 | 0.10 |
| Uniform Delay, d1 | 22.7 | 29.0 | 26.2 | 21.0 | 26.4 | 24.6 | 36.5 | 20.4 | 16.9 | 36.7 | 21.8 | 17.9 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.6 | 1.3 | 0.1 | 3.7 | 0.5 | 0.1 | 48.8 | 1.3 | 0.4 | 4.9 | 1.1 | 0.2 |
| Delay (s) | 23.3 | 30.3 | 26.3 | 24.7 | 26.9 | 24.7 | 85.3 | 21.7 | 17.3 | 41.6 | 22.9 | 18.1 |
| Level of Service | C | C | C | C | C | C | F | C | B | D | C | B |
| Approach Delay (s) | | 26.8 | | | 25.4 | | | 30.0 | | | 24.4 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 27.2 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.71 | | |
| Actuated Cycle Length (s) | 83.8 | Sum of lost time (s) | 16.0 |
| Intersection Capacity Utilization | 66.0% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Ideal Flow (vphpl) | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 0.85 | 1.00 | 1.00 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 1676 | 1500 | 1765 | 1500 | 1676 | 1765 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 1.00 | 0.15 | 1.00 |
| Satd. Flow (perm) | 1676 | 1500 | 1765 | 1500 | 258 | 1765 |
| Volume (vph) | 180 | 65 | 730 | 280 | 40 | 615 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 189 | 68 | 768 | 295 | 42 | 647 |
| RTOR Reduction (vph) | 0 | 47 | 0 | 33 | 0 | 0 |
| Lane Group Flow (vph) | 189 | 21 | 768 | 262 | 42 | 647 |
| Turn Type | | Perm | | custom | pm+pt | |
| Protected Phases | 4 | | 6 | 7 | 5 | 2 |
| Permitted Phases | 4 | 4 | | 6 | 2 | |
| Actuated Green, G (s) | 22.1 | 22.1 | 33.3 | 54.4 | 42.8 | 40.8 |
| Effective Green, g (s) | 22.1 | 22.1 | 35.3 | 57.4 | 42.8 | 42.8 |
| Actuated g/C Ratio | 0.30 | 0.30 | 0.48 | 0.79 | 0.59 | 0.59 |
| Clearance Time (s) | 4.0 | 4.0 | 6.0 | 5.0 | 4.0 | 6.0 |
| Vehicle Extension (s) | 2.5 | 2.5 | 4.8 | 4.8 | 2.5 | 4.8 |
| Lane Grp Cap (vph) | 508 | 455 | 855 | 1263 | 220 | 1036 |
| v/s Ratio Prot | c0.11 | | c0.44 | 0.06 | 0.01 | c0.37 |
| v/s Ratio Perm | | 0.01 | | 0.11 | 0.10 | |
| v/c Ratio | 0.37 | 0.05 | 0.90 | 0.21 | 0.19 | 0.62 |
| Uniform Delay, d1 | 19.9 | 17.9 | 17.2 | 2.0 | 21.4 | 9.8 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.3 | 0.0 | 12.8 | 0.2 | 0.3 | 1.6 |
| Delay (s) | 20.3 | 18.0 | 29.9 | 2.1 | 21.7 | 11.4 |
| Level of Service | C | B | C | A | C | B |
| Approach Delay (s) | 19.7 | | 22.2 | | | 12.0 |
| Approach LOS | B | | C | | | B |

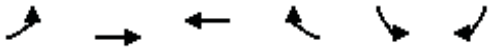
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 18.4 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.67 | | |
| Actuated Cycle Length (s) | 72.9 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 57.7% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 0 | 90 | 675 | 115 | 0 | 655 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Hourly flow rate (vph) | 0 | 97 | 726 | 124 | 0 | 704 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1430 | 726 | | | 849 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1430 | 726 | | | 849 | |
| tC, single (s) | 6.5 | 6.3 | | | 4.2 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.4 | | | 2.3 | |
| p0 queue free % | 100 | 77 | | | 100 | |
| cM capacity (veh/h) | 144 | 415 | | | 772 | |

| Direction, Lane # | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|
| Volume Total | 97 | 726 | 124 | 704 |
| Volume Left | 0 | 0 | 0 | 0 |
| Volume Right | 97 | 0 | 124 | 0 |
| cSH | 415 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.23 | 0.43 | 0.07 | 0.41 |
| Queue Length 95th (ft) | 22 | 0 | 0 | 0 |
| Control Delay (s) | 16.3 | 0.0 | 0.0 | 0.0 |
| Lane LOS | C | | | |
| Approach Delay (s) | 16.3 | 0.0 | | 0.0 |
| Approach LOS | C | | | |

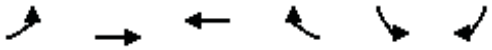
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.0 | | |
| Intersection Capacity Utilization | 50.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 70 | 175 | 50 | 85 | 105 | 30 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Hourly flow rate (vph) | 77 | 192 | 55 | 93 | 115 | 33 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | 567 | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 148 | | | | 448 | 102 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 148 | | | | 448 | 102 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 95 | | | | 78 | 97 |
| cM capacity (veh/h) | 1415 | | | | 534 | 948 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 269 | 148 | 148 |
| Volume Left | 77 | 0 | 115 |
| Volume Right | 0 | 93 | 33 |
| cSH | 1415 | 1700 | 592 |
| Volume to Capacity | 0.05 | 0.09 | 0.25 |
| Queue Length 95th (ft) | 4 | 0 | 25 |
| Control Delay (s) | 2.5 | 0.0 | 13.1 |
| Lane LOS | A | | B |
| Approach Delay (s) | 2.5 | 0.0 | 13.1 |
| Approach LOS | | | B |

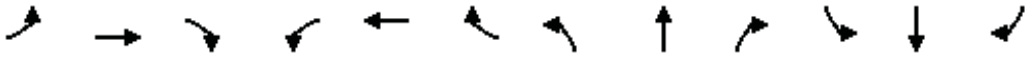
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.6 | | |
| Intersection Capacity Utilization | 40.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 35 | 390 | 335 | 55 | 90 | 30 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 37 | 411 | 353 | 58 | 95 | 32 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | 336 | | | |
| pX, platoon unblocked | 0.96 | | | | 0.96 | 0.96 |
| vC, conflicting volume | 411 | | | | 866 | 382 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 383 | | | | 860 | 353 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 97 | | | | 69 | 95 |
| cM capacity (veh/h) | 1128 | | | | 302 | 660 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 37 | 411 | 411 | 126 |
| Volume Left | 37 | 0 | 0 | 95 |
| Volume Right | 0 | 0 | 58 | 32 |
| cSH | 1128 | 1700 | 1700 | 349 |
| Volume to Capacity | 0.03 | 0.24 | 0.24 | 0.36 |
| Queue Length 95th (ft) | 3 | 0 | 0 | 40 |
| Control Delay (s) | 8.3 | 0.0 | 0.0 | 21.0 |
| Lane LOS | A | | | C |
| Approach Delay (s) | 0.7 | | 0.0 | 21.0 |
| Approach LOS | | | | C |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.0 | | |
| Intersection Capacity Utilization | 42.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 20 | 140 | 35 | 35 | 110 | 0 | 30 | 35 | 30 | 0 | 25 | 15 |
| Peak Hour Factor | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 |
| Hourly flow rate (vph) | 28 | 197 | 49 | 49 | 155 | 0 | 42 | 49 | 42 | 0 | 35 | 21 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 155 | | | 246 | | | 570 | 532 | 222 | 599 | 556 | 155 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 155 | | | 246 | | | 570 | 532 | 222 | 599 | 556 | 155 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 98 | | | 96 | | | 89 | 88 | 95 | 100 | 92 | 98 |
| cM capacity (veh/h) | 1419 | | | 1319 | | | 378 | 428 | 818 | 345 | 417 | 896 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 275 | 204 | 134 | 56 |
| Volume Left | 28 | 49 | 42 | 0 |
| Volume Right | 49 | 0 | 42 | 21 |
| cSH | 1419 | 1319 | 480 | 522 |
| Volume to Capacity | 0.02 | 0.04 | 0.28 | 0.11 |
| Queue Length 95th (ft) | 2 | 3 | 28 | 9 |
| Control Delay (s) | 0.9 | 2.1 | 15.4 | 12.7 |
| Lane LOS | A | A | C | B |
| Approach Delay (s) | 0.9 | 2.1 | 15.4 | 12.7 |
| Approach LOS | | | C | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.2 | | |
| Intersection Capacity Utilization | 34.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 30 | 25 | 25 | 110 | 85 | 50 |
| Peak Hour Factor | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 |
| Hourly flow rate (vph) | 43 | 36 | 36 | 157 | 121 | 71 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 386 | 157 | 193 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 386 | 157 | 193 | | | |
| tC, single (s) | 6.5 | 6.3 | 4.2 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.4 | 2.3 | | | |
| p0 queue free % | 93 | 96 | 97 | | | |
| cM capacity (veh/h) | 594 | 878 | 1357 | | | |

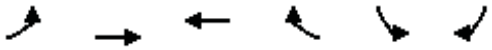
| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 79 | 193 | 193 |
| Volume Left | 43 | 36 | 0 |
| Volume Right | 36 | 0 | 71 |
| cSH | 696 | 1357 | 1700 |
| Volume to Capacity | 0.11 | 0.03 | 0.11 |
| Queue Length 95th (ft) | 9 | 2 | 0 |
| Control Delay (s) | 10.8 | 1.6 | 0.0 |
| Lane LOS | B | A | |
| Approach Delay (s) | 10.8 | 1.6 | 0.0 |
| Approach LOS | B | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.5 | | |
| Intersection Capacity Utilization | 28.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 50 | 175 | 10 | 65 | 135 | 15 | 40 | 25 | 90 | 20 | 30 | 45 |
| Peak Hour Factor | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 |
| Hourly flow rate (vph) | 71 | 250 | 14 | 93 | 193 | 21 | 57 | 36 | 129 | 29 | 43 | 64 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 214 | | | 264 | | | 875 | 800 | 257 | 936 | 796 | 204 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 214 | | | 264 | | | 875 | 800 | 257 | 936 | 796 | 204 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.2 | 6.6 | 6.3 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.6 | 4.1 | 3.4 |
| p0 queue free % | 95 | | | 93 | | | 72 | 87 | 84 | 83 | 84 | 92 |
| cM capacity (veh/h) | 1338 | | | 1294 | | | 201 | 282 | 786 | 164 | 274 | 820 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 336 | 307 | 221 | 136 |
| Volume Left | 71 | 93 | 57 | 29 |
| Volume Right | 14 | 21 | 129 | 64 |
| cSH | 1338 | 1294 | 385 | 331 |
| Volume to Capacity | 0.05 | 0.07 | 0.58 | 0.41 |
| Queue Length 95th (ft) | 4 | 6 | 87 | 48 |
| Control Delay (s) | 2.1 | 2.9 | 26.3 | 23.2 |
| Lane LOS | A | A | D | C |
| Approach Delay (s) | 2.1 | 2.9 | 26.3 | 23.2 |
| Approach LOS | | | D | C |

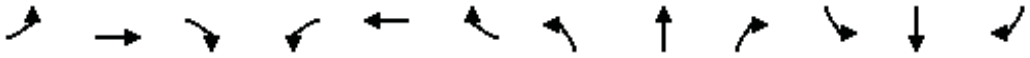
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 10.5 | | |
| Intersection Capacity Utilization | 39.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 255 | 120 | 50 | 15 | 10 | 125 |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Hourly flow rate (vph) | 311 | 146 | 61 | 18 | 12 | 152 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 79 | | | | 838 | 70 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 79 | | | | 838 | 70 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 80 | | | | 95 | 85 |
| cM capacity (veh/h) | 1532 | | | | 267 | 990 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 457 | 79 | 165 |
| Volume Left | 311 | 0 | 12 |
| Volume Right | 0 | 18 | 152 |
| cSH | 1532 | 1700 | 824 |
| Volume to Capacity | 0.20 | 0.05 | 0.20 |
| Queue Length 95th (ft) | 19 | 0 | 19 |
| Control Delay (s) | 6.0 | 0.0 | 10.5 |
| Lane LOS | A | | B |
| Approach Delay (s) | 6.0 | 0.0 | 10.5 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.3 | | |
| Intersection Capacity Utilization | 43.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 5 | 75 | 130 | 20 | 50 | 5 | 115 | 10 | 10 | 5 | 15 | 5 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 5 | 79 | 137 | 21 | 53 | 5 | 121 | 11 | 11 | 5 | 16 | 5 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 58 | | | 216 | | | 268 | 258 | 147 | 271 | 324 | 55 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 58 | | | 216 | | | 268 | 258 | 147 | 271 | 324 | 55 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 98 | | | 82 | 98 | 99 | 99 | 97 | 99 |
| cM capacity (veh/h) | 1546 | | | 1366 | | | 657 | 634 | 900 | 655 | 583 | 1012 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 221 | 79 | 142 | 26 |
| Volume Left | 5 | 21 | 121 | 5 |
| Volume Right | 137 | 5 | 11 | 5 |
| cSH | 1546 | 1366 | 669 | 653 |
| Volume to Capacity | 0.00 | 0.02 | 0.21 | 0.04 |
| Queue Length 95th (ft) | 0 | 1 | 20 | 3 |
| Control Delay (s) | 0.2 | 2.1 | 11.8 | 10.7 |
| Lane LOS | A | A | B | B |
| Approach Delay (s) | 0.2 | 2.1 | 11.8 | 10.7 |
| Approach LOS | | | B | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.6 | | | |
| Intersection Capacity Utilization | 36.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

| Movement | NBL | NBT | SBT | SBR | SEL | SER |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Yield | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 25 | 45 | 40 | 0 | 0 | 20 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 26 | 47 | 42 | 0 | 0 | 21 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 42 | | | | 142 | 42 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 42 | | | | 142 | 42 |
| tC, single (s) | 4.3 | | | | 6.5 | 6.3 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.3 | | | | 3.6 | 3.4 |
| p0 queue free % | 98 | | | | 100 | 98 |
| cM capacity (veh/h) | 1481 | | | | 826 | 1017 |

| Direction, Lane # | NB 1 | SB 1 | SE 1 |
|---|---|---|---|
| Volume Total | 74 | 42 | 21 |
| Volume Left | 26 | 0 | 0 |
| Volume Right | 0 | 0 | 21 |
| cSH | 1481 | 1700 | 1017 |
| Volume to Capacity | 0.02 | 0.02 | 0.02 |
| Queue Length 95th (ft) | 1 | 0 | 2 |
| Control Delay (s) | 2.8 | 0.0 | 8.6 |
| Lane LOS | A | | A |
| Approach Delay (s) | 2.8 | 0.0 | 8.6 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.8 | | |
| Intersection Capacity Utilization | 14.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

**Eagle Point Modeled Motor Vehicle Trip Growth by TAZ**

| | 2009 Modeled Vehicle Trips | | | 2034 Modeled Vehicle Trips | | | Change in Vehicle Trips | | |
|---|---|---|---|---|---|---|---|---|---|
| **TAZ** | **IN** | **OUT** | **Total** | **IN** | **OUT** | **Total** | **IN** | **OUT** | **Total** |
| 105 | 77 | 116 | 193 | 186 | 289 | 475 | 109 | 173 | 282 |
| 111 | 79 | 66 | 145 | 212 | 153 | 365 | 133 | 87 | 220 |
| 112 | 60 | 33 | 93 | 135 | 75 | 210 | 75 | 42 | 117 |
| 113 | 126 | 64 | 190 | 343 | 184 | 527 | 218 | 120 | 337 |
| 114 | 37 | 22 | 60 | 81 | 48 | 129 | 43 | 26 | 69 |
| 115 | 104 | 75 | 179 | 140 | 94 | 234 | 36 | 19 | 54 |
| 116 | 46 | 29 | 76 | 62 | 39 | 101 | 16 | 10 | 25 |
| 117 | 90 | 54 | 144 | 108 | 65 | 174 | 18 | 12 | 30 |
| 118 | 78 | 72 | 150 | 108 | 90 | 198 | 30 | 18 | 48 |
| 119 | 111 | 114 | 226 | 200 | 219 | 419 | 89 | 105 | 194 |
| 120 | 29 | 18 | 47 | 139 | 79 | 218 | 111 | 61 | 172 |
| 122 | 24 | 20 | 44 | 70 | 59 | 128 | 45 | 39 | 84 |
| 123 | 213 | 118 | 330 | 344 | 196 | 539 | 131 | 78 | 209 |
| 124 | 69 | 85 | 154 | 74 | 97 | 171 | 5 | 11 | 16 |
| 125 | 120 | 107 | 226 | 190 | 156 | 346 | 70 | 49 | 119 |
| **Total** | **1264** | **995** | **2259** | **2391** | **1843** | **4235** | **1128** | **848** | **1976** |

# APPENDIX B

## URBAN RESERVE AREAS

# URBAN RESERVE AREAS

This section summarizes strategies for evaluating the future needs associated with developing the four Eagle Point urban reserve areas and recommends improvements for Eagle Point's pedestrian and bicycle networks.

## PROPOSED URBAN RESERVE AREAS

The City of Eagle Point and Jackson County are jointly responsible for planning for land that is included in the Eagle Point Urban Growth Boundary (UGB) until it is annexed to the City. Eagle Point's UGB is required to include enough land to satisfy expected growth for a 20-year planning horizon. Over time, all land in the UGB is expected to be developed for urban uses or for amenities like schools, parks, and public facilities that serve urban uses. Beyond the UGB, Jackson County and the City have identified four areas which include rural land that could potentially be added to Eagle Point's UGB and finally to the City limits some time during the next 50 years. This land is proposed as Urban Reserve areas through the Regional Problem Solving process with the Rogue Valley Council of Governments (RVCOG).

The areas being considered for urban reserve areas include (also shown in Figure B-1):

1. Land along West Linn Road, generally east of the West Linn Road and Dahlia Terrace intersection.

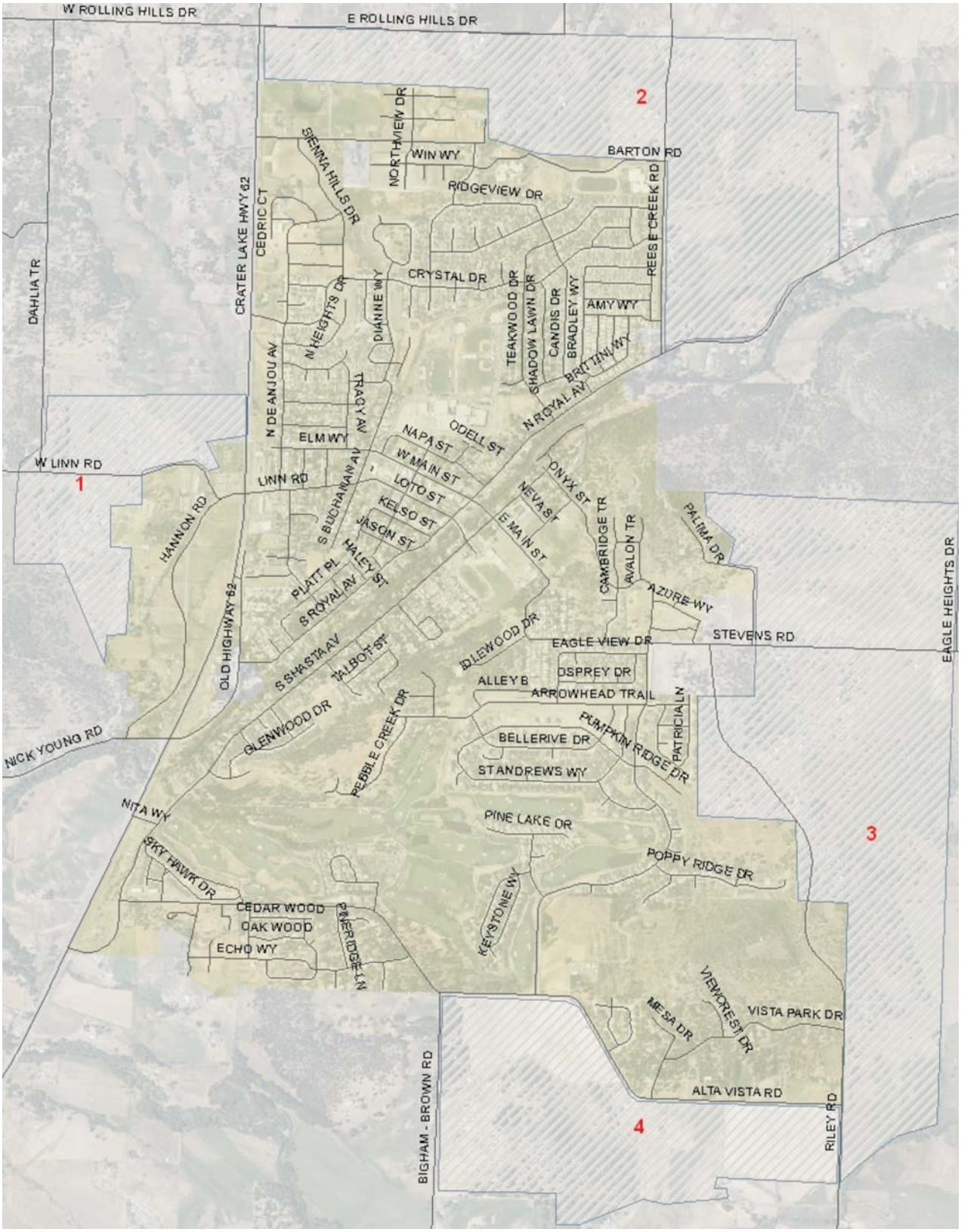
2. Land around Rolling Hills Drive and Reese Creek Road.

3. Land to the east of Riley Road.

4. Land generally to the southeast of the Alta Vista Road/ Bigham-Brown Road intersection.

## URBAN RESERVE AREASPROJECTS

In addition to the motor vehicle, pedestrian and bicycle improvements for areas within the UGB, several projects were developed for areas outside of the current UGB within the Urban Reserve areas. These projects were identified to guide future motor vehicle, pedestrian and bicycle facility planning. The potential improvements, listed below in **Table B-1**, would extend motor vehicle, pedestrian and bicycle facilities into the urban reserve areas, connecting these areas to the rest of the City. These facility extensions would also provide a foundation for linking future streets and the associated pedestrian and bicycle facilities within the urban reserve areas. Since these areas are outside the influence area of the city, they are only guides if and when the urban growth boundary (or an urban reserve area) is extended beyond the present boundary.




**LEGEND**

- Proposed Urban Reserve Areas
- Urban Growth Boundary

DKS Associates
TRANSPORTATION SOLUTIONS

NO SCALE

## Eagle Point Potential Urban Reserve Areas

FIGURE B-1

**Table B-1: Eagle Point Urban Reserve Area Potential Motor Vehicle, Pedestrian and Bicycle Projects**

| Area | Location | Improvement | From | To |
|---|---|---|---|---|
| 1 | New Roadway | Construct an east to west Industrial collector roadway on Hannon Road | Hannon Road | West of Hannon Road |
| 1 | Dahlia Trail | Upgrade roadway with sidewalks and bike lanes on both sides of the street | West Linn Road | 0.20 miles north of West Linn Road |
| 1 | West Linn Road* | Upgrade to Industrial Collector Standards. | Hannon Road | Dahlia Trail |
| 2 | Barton Road | Extend to the east with Collector cross-section. Construct sidewalks and bike lanes on both sides of the street | Reese Creek Road | East of Reese Creek Road |
| 2 | Brownsboro Highway | Upgrade roadway with sidewalks and bike lanes on both sides of the street | Reese Creek Road | 0.60 miles east of Reese Creek Road |
| 2 | Crystal Drive | Extend to the east with Collector cross-section. Construct sidewalks and bike lanes on both sides of the street | Reese Creek Road | East of Reese Creek Road |
| 2 | East Rolling Hills Drive | Extend to the east with Collector cross-section. Construct sidewalks and bike lanes on both sides of the street | Highway 62 | Reese Creek Road |
| 2 | Havenwood Drive | Extend to the north with Local Collector cross-section. Construct sidewalks and bike lanes on both sides of the street | Barton Road | East Rolling Hills Drive |
| 2 | Reese Creek Road | Upgrade roadway with sidewalks and bike lanes on both sides of the street | Brownsboro Highway | East Rolling Hills Drive |
| 2 | Sienna Hills Drive | Extend to the north with Local Collector cross-section. Construct sidewalks and bike lanes on both sides of the street | Barton Road | East Rolling Hills Drive |
| 3 | Alta Vista Road | Extend to the east with Arterial cross section. Construct sidewalks and bike lanes on both sides of the street | Riley Road | East of Riley Road |
| 3 | New Roadway | Construct a Collector roadway between Riley Road and Stevens Road | Riley Road-south of Veterans Cemetery | Stevens Road |
| 3 | New Roadway | Construct a Collector roadway east of Riley Road (between Poppy Ridge Drive and Vista Park Drive) | Riley Road | East of Riley Road |
| 3 | Stevens Road | Upgrade roadway with sidewalks and bike lanes on both sides of the street | Riley Road | Eagle Heights Drive |
| 3 | Riley Road* | Upgrade roadway with sidewalks and bike lanes on both sides of the street | Stevens Road | Alta Vista Road |

| | | | | |
|---|---|---|---|---|
| **3** | Vista Park Drive | Extend to the east with Local Collector cross section. Construct sidewalks and bike lanes on both sides of the street | Riley Road | East of Riley Road |
| **4** | Bigham-Brown Road | Upgrade roadway with sidewalks and bike lanes on both sides of the street | Alta Vista Road | 0.50 miles south of Alta Vista Road |
| **4** | Riley Road | Upgrade roadway with sidewalks and bike lanes on both sides of the street | Alta Vista Road | 0.20 miles south of Alta Vista Road |
| **4** | Robert Trent Jones Boulevard | Extend to the southwest to connect with Bigham-Brown Road. Construct sidewalks and bike lanes on both sides of the street | Alta Vista Road | 0.20 miles south of Alta Vista Road |

*Project included in the Eagle Point Motor Vehicle Master Plan

# APPENDIX C

## PLAN AND POLICY REVIEW SUMMARY

# Memorandum

**Date:** June 11, 2009

**To:** City of Eagle Point Transportation System Plan (TSP) Update Project Team

**cc:**

**From:** DJ Heffernan and Shayna Rehberg

**Re:** Memorandum 4.1: City of Eagle Point Transportation System Plan (TSP) Update, Plan and Policy Review Summary

## I. Introduction

Updating the Eagle Point Transportation System Plan (TSP) must be consistent with adopted planning policies and standards, but also may involve modifying adopted policies, standards, and capital projects in order to address identified transportation needs and state and regional transportation planning requirements for TSPs. This memorandum reviews planning and regulatory documents that affect transportation planning in the City of Eagle Point, examining the relationship between the City of Eagle Point 2001 TSP and the State Transportation Planning Rule (TPR), the Rogue Valley Metropolitan Planning Organization (MPO) Regional Transportation Plan (RTP), and Jackson County TSP in particular. It constitutes the deliverable for Task 4.1 of TGM Category 2 File Code 3F-07, Agreement #25112, Work Order Contract #16, Amendment #3, and relies on document review conducted during the initial scoping phase of this project.

The memorandum evaluates the existing City TSP against rules, policies, standards, and projects established in the TPR, RTP, and County TSP. This work will be incorporated into a draft of Chapter 1 of the updated TSP, which will also include a brief summary of Eagle Point's transportation systems, a description of state, regional and local plans and rules to provide historical context for the TSP, and an annotated list of related plans, policies, and transportation goals that affect Eagle Point's TSP. Chapter 2 will be prepared in tandem with Chapter 1, and will update TSP goals and policies.

## II. Plan and Policy Review Summary

### State of Oregon Transportation Planning Rule (OAR 660, Division 12)

An assessment of the City's existing TSP based on transportation planning requirements established in the State's Transportation Planning Rule (TPR) provides important guidance in updating the City's TSP. The two following tables assess the City's TSP based on required elements of TSPs and implementation measures for TSPs, established in Sections -0020 and -0045 of the TPR.

**Table 1. TSP Compliance with Transportation Planning Rule Section -0020**

| **Elements of TSPs**<br><br>**OAR 660-012-0020(2) and (3)** | **Compliance Issues** |
|---|---|
| *(2) The TSP shall include the following elements:*<br>*(a) A determination of transportation needs as provided in OAR 660-012-0030;* | The TSP identifies deficiencies and needs for 2017 based on an inventory of transportation facilities that existed during the preparation of the TSP and population and employment forecasts that were available at that time.<br><br>**Needs of the transportation disadvantaged are addressed indirectly in deficiencies and improvements identified for walking and bicycling facilities** and more directly in those identified for transit.<br><br>The TSP includes a bicycle and pedestrian plan that addresses the need for reduced reliance on driving, per OAR 66-012-0030(3)(b). The City's TSP and Standard Details manual establish guidelines and standards for bike lanes and sidewalks to be constructed with road improvements. **The City's Zoning and Subdivision Ordinances include** on-site pedestrian circulation requirements and **minimal bicycle parking provisions.** |
| *(b) A road plan for a system of arterials and collectors and standards for the layout of local streets and other important non-collector street connections. Functional classifications of roads in regional and local TSP's shall be consistent with functional classifications of roads in state and regional TSP's and shall provide for continuity between adjacent jurisdictions. The standards for the layout of local streets shall provide for safe and convenient bike and pedestrian circulation necessary to carry out OAR 660-012-0045(3)(b). New connections to arterials and state highways shall be consistent with designated access management categories. The intent of this requirement is to provide guidance on the spacing of future extensions and connections along existing and future streets which are needed to provide reasonably direct routes for bicycle and pedestrian travel. The standards for the layout of local streets shall address:*<br>*(A) Extensions of existing streets;*<br>*(B) Connections to existing or planned streets, including arterials and collectors; and*<br>*(C) Connections to neighborhood destinations.* | The TSP includes a map of proposed functional classifications for future roads (Figure 6-1). The TSP refers to a Local Road Network Plan but none is included. Figure 6-1 can serve as an interim proxy for a future road network plan. **The 2005 RTP shows functional classifications for a few of the roadways in Eagle Point but is not entirely consistent with the functional classifications show both as existing (Figure 2-1) or planned. Neither the RTP nor the TSP base maps reflect the entire street network.**<br><br>Street design and construction standards are provided in the City Engineer's 2005 Standard Details manual, including specifications for sidewalks and bike lanes. **The standards should be consistently referred to in the TSP. These standards would be strengthened if included in city code. The city may enact them by ordinance and include an updating provision that allows amendments by resolution to streamline the update process.**<br><br>Internal and external connectivity of streets and other transportation facilities are addressed in narrative in the TSP and in the City's Zoning and Subdivision Ordinances.<br><br>**Local access management and spacing standards are not listed in the current TSP or in city code.** |

| Elements of TSPs<br>OAR 660-012-0020(2) and (3) | Compliance Issues |
|---|---|
| | The City has coordinated access and intersection improvements on OR 62 with ODOT since the current TSP was adopted. Future access to the highway will likely be granted via access on existing approach roads, development of frontage roads and overpasses, and consolidation of existing access points. |
| *(c) A public transportation plan which:*<br>*(A) Describes public transportation services for the transportation disadvantaged and identifies service inadequacies;*<br>*(B) Describes intercity bus and passenger rail service and identifies the location of terminals;*<br>*(C) For areas within an urban growth boundary which have public transit service, identifies existing and planned transit trunk routes, exclusive transit ways, terminals and major transfer stations, major transit stops, and park-and-ride stations. Designation of stop or station locations may allow for minor adjustments in the location of stops to provide for efficient transit or traffic operation or to provide convenient pedestrian access to adjacent or nearby uses.*<br>*(D) For areas within an urban area containing a population greater than 25,000 persons, not currently served by transit, evaluates the feasibility of developing a public transit system at buildout. Where a transit system is determined to be feasible, the plan shall meet the requirements of paragraph (2)(c)(C) of this rule.* [Note: not applicable to Eagle Point] | The TSP public transportation plan describes existing conditions and community needs. There is not an established fixed line service, nor does there appear to be need for a large or fixed line service.<br><br>The public transportation plan is summarized in a policy statement about pursuing limited and flexible services with the Rogue Valley Transit District, by either annexing to the district or seeking a contract. However, the most recent RTP does not identify transit projects or service for Eagle Point.<br><br>Transit stop and station planning is not addressed in the TSP.<br><br>**It is recommended that the updated TSP identify private transit and shuttle services that are currently available in the community, and add policies and suggested programs for Transportation Demand Management, such as employer-supported carpools and vanpools.** |
| *(d) A bicycle and pedestrian plan for a network of bicycle and pedestrian routes throughout the planning area. The network and list of facility improvements shall be consistent with the requirements of ORS 366.514;* | The TSP includes a bicycle and pedestrian plan element that provides general guidelines and maps of proposed sidewalk and bike lane locations.<br>**However, the plan does not include project priority or cost information required by the TPR, and it is not clear how the TSP relates to the motor vehicle element or if ORS 366.514 is satisfied.** |
| *(e) An air, rail, water and pipeline transportation plan which identifies where public use airports, mainline and branchline railroads and railroad facilities, port facilities, and major regional pipelines and terminals are located or planned within the planning area. For airports, the planning area shall include all areas within airport imaginary surfaces and other areas covered by state or federal regulations;* | There are no existing air, rail, or water facilities in Eagle Point nor does the TSP demonstrate that such facilities are needed.<br><br>The existing TSP discusses natural gas lines in the city**. If there is any additional description of the system that the City wants to provide, or future plans for expansion or modification of this system, then include that in the update.** |

| Elements of TSPs<br><br>OAR 660-012-0020(2) and (3) | Compliance Issues |
|---|---|
| *(g) A parking plan in MPO areas as provided in OAR 660-012-0045(5)(c);* | **Eagle Point is a voluntary member of the MPO. It is the opinion of some state officials that membership by consent means that all requirements of MPO members apply to Eagle Point. The strategies and methods that members employ to meet those requirements, however, may differ.**<br><br>Eagle Point's TSP does not include a parking plan. The City's current Zoning Ordinance addresses shared parking, parking credits, and centralized parking downtown. Other parking optimization mechanisms, such as parking maximums, could be considered. |
| *(h) Policies and land use regulations for implementing the TSP as provided in OAR 660-012-0045;* | **Code amendments were proposed as part of the 2001 TSP but it does not appear that these were formally adopted into the City's code.** |
| *(i) For areas within an urban growth boundary containing a population greater than 2500 persons, a transportation financing program as provided in OAR 660-012-0040.* | **The TSP offers a general discussion of funding sources but does not include a detailed plan to finance proposed improvements.** The financing plan could be updated with information from the RTP and other sources. |
| *(3) Each element identified in subsections (2)(b)-(d) of this rule shall contain:*<br>*(a) An inventory and general assessment of existing and committed transportation facilities and services by function, type, capacity and condition:*<br>*(A) The transportation capacity analysis shall include information on:*<br>*(i) The capacities of existing and committed facilities;*<br>*(ii) The degree to which those capacities have been reached or surpassed on existing facilities; and*<br>*(iii) The assumptions upon which these capacities are based.*<br>*(B) For state and regional facilities, the transportation capacity analysis shall be consistent with standards of facility performance considered acceptable by the affected state or regional transportation agency;*<br>*(C) The transportation facility condition analysis shall describe the general physical and operational condition of each transportation facility (e.g., very good, good, fair, poor, very poor).* | The TSP includes narrative describing existing facilities and conditions, a table of physical characteristics of roads in 2001 (Table 2-2), rated on the "very good" to "very poor" scale, and maps of the functional classifications and sidewalks (Figures 2-1 and 2-2) existing at the time that the TSP was prepared.<br><br>Level-of-service (LOS) conditions are provided for nine key intersections in the city. Otherwise system and facility deficiencies are described in narrative.<br><br>**Specific traffic capacity analysis for the state highway (OR 62) is not included in the TSP.** Subsequent transportation impact studies have provided more current information. |

| Elements of TSPs<br>OAR 660-012-0020(2) and (3) | Compliance Issues |
|---|---|
| *(b) A system of planned transportation facilities, services and major improvements. The system shall include a description of the type or functional classification of planned facilities and services and their planned capacities and performance standards;* | Proposed improvements for the road system are presented in the TSP narrative and in a functional classification map, including project priority and cost.<br><br>Sidewalk and bike lane improvements are described in text and shown in maps. **They are not accompanied by project priority designations or costs.**<br><br>The public transportation plan is a general discussion of transportation needs and services, and is supported by a policy statement to pursue annexation to or contracts with the Rogue Valley Transit District. **There are not projects, project priorities, or costs specified in the plan.**<br><br>**Planned capacities or performance standards are not provided in any of these modal plans.** |

**Table 2. Compliance with Transportation Planning Rule Section -0045**

| Implementation of the TSP<br>OAR 660-12-0045 | Compliance Issues |
|---|---|
| *(1) Each local government shall amend its land use regulations to implement the TSP.* | |
| *(b) To the extent, if any, that a transportation facility, service, or improvement concerns the application of a comprehensive plan provision or land use regulation, it may be allowed without further land use review if it is permitted outright or if it is subject to standards that do not require interpretation or the exercise of factual, policy or legal judgment.* | **The City's Zoning Ordinance does not establish transportation facilities, services, or improvements as allowed uses in its residential, commercial, and industrial land use districts**. The Zoning Ordinance does, however, permit walkways, bike paths, and roadways in its Aggregate Resource Overlay District (Section 3.171), Flood Plain Overlay District (Section 3.182), and Parking Reserve Overlay District (Section 3.211). |
| *(c) In the event that a transportation facility, service or improvement is determined to have a significant impact on land use or to concern the application of a comprehensive plan or land use regulation and to be subject to standards that require interpretation or the exercise of factual, policy or legal judgment, the local government shall provide a review and approval process that is consistent with 660-012-0050. To facilitate implementation of the TSP, each local government shall amend its land use regulations to provide for consolidated* | Article IIA of the City's Zoning Ordinance establishes notice and hearing procedures for "Type A" and "Type B" procedures. (Type A decisions are made with a hearing and Type B decisions are made without a hearing.) The notice and hearings procedures are repeated in the Subdivision Ordinance (Section 12A).<br><br>**The existing provisions do not address consolidated review of land use decisions, including review of decisions involving transportation projects.** |

| Implementation of the TSP<br>OAR 660-12-0045 | Compliance Issues |
|---|---|
| *review of land use decisions required to permit a transportation project.* | |
| *(2) Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities, corridors and sites for their identified functions. Such regulations shall include:* | |
| *(a) Access control measures, for example, driveway and public road spacing, median control and signal spacing standards, which are consistent with the functional classification of roads and consistent with limiting development on rural lands to rural uses and densities;* | Section 4.130 (Access) of the City's Zoning Ordinance establishes minimum frontage on a public street but does not discuss access control measures like those identified in the rule.<br>Article X (Site Plan and Landscape Approval), Section -045 of the Zoning Ordinance states that curb cuts and road access shall be kept to a minimum, and cites shared access ways and frontage roads as ways of minimizing impacts on adjacent roads.<br>Sections 25 and 26 of the Subdivision Ordinance address reserve strips, marginal access streets, and blocks. Amendments related to public improvement standards in Article IV of the Zoning Ordinance that were proposed in the 1997 TSP address reserve strips, minimum and maximum distances between intersections, block lengths, and development along OR 62, but it does not appear that these amendments have been adopted.<br>The City's TSP policies emphasize limiting direct access to OR 62 by taking access off of approach roads and using frontage roads.<br>**The site plan provisions and TSP policies form a base, but there is not a fully developed set of access control measures in the City's code or TSP.** As stated in the compliance findings for TPR Section -0020, the City has coordinated access and intersection improvements on OR 62 with ODOT since the current TSP was adopted. Future access to the highway will likely be granted via access on existing approach roads, development of frontage roads and overpasses, and consolidation of existing access points. |
| *(b) Standards to protect the future operations of roadways and transit corridors;* | The City's adopted Land Use Application/Approval Fee Schedule (Ordinance #2002-09) addresses traffic impact studies, and studies have been conducted for development proposals affecting OR 62. The City's |

| Implementation of the TSP<br>OAR 660-12-0045 | Compliance Issues |
|---|---|
| | site plan requirements (Section 10.045) generally address roadway reconstruction or re-paving if the proposed development is projected to degrade streets connecting the development site to the "nearest adequate road." **However, requirements and procedures for traffic impact studies and mitigation are not clearly established in the City's Zoning or Subdivision Ordinances.**<br><br>**Roadway performance or mobility standards are not established in the City's code or TSP.** OHP mobility standards apply to the state facilities (OR 62) in the city. |
| *(d) A process for coordinated review of future land use decisions affecting transportation facilities, corridors or sites;* | **The City's code does not currently specify a review process for transportation facility permitting or a process for review of land use decisions that affect transportation facilities that is coordinated amongst pertinent public agencies.** |
| *(e) A process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors or sites;* | **Traffic impact studies, minimizing adverse impacts, or protecting transportation facilities are not established as development application requirements or approval criteria in the City's code.** |
| *(f) Regulations to provide notice to public agencies providing transportation facilities and services, MPOs, and ODOT of: land use applications that require public hearings, subdivision and partition applications, other applications which affect private access to roads, and other applications within airport noise corridors and imaginary surfaces which affect airport operations.* | Article IIA, Section 2A.030 of the City's Zoning Ordinance establishes that notice is to be given to property owners within specified distances of the subject site and that notice will be published in the local newspaper. The Subdivision Ordinance also establishes that the City Engineer must certify that improvements required with development are built to City standards.<br><br>**Notice to pertinent public agencies is not included in the City's code.** |
| *(g) Regulations assuring amendments to land use designations, densities, design standards are consistent with the function, capacities, and levels of service of facilities designated in the TSP.* | Criteria for amendments to the code or zoning map generally require that a proposal not significantly negatively affect the surrounding area and that unavoidable impacts be mitigated (Section 9.030). generally require compliance with the Comprehensive Plan, Comprehensive Plan designations, and other applicable implementing ordinances. **These provisions do not explicitly address consistency with transportation-related criteria.**<br><br>**The code does not include procedures and** |

| Implementation of the TSP<br>OAR 660-12-0045 | Compliance Issues |
|---|---|
| | **criteria for amendments to the Comprehensive Plan.** |
| *(3) Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth below. The purposes of this section are to provide for safe and convenient pedestrian, bicycle and vehicular circulation consistent with access management standards and the function of affected streets, to ensure that new development provides on-site streets and accessways that provide reasonably direct routes for pedestrian and bicycle travel in areas where pedestrian and bicycle travel is likely if connections are provided, and which avoids wherever possible levels of automobile traffic which might interfere with or discourage pedestrian or bicycle travel.* | |
| *(a) Bicycle parking facilities as part of new multi-family residential developments of four units or more, new retail, office and institutional developments, and all transit transfer stations and park-and-ride lots;* | The City's TSP makes advisory statements about bicycle parking, including parking requirements for multi-family housing. Section 5.080(g) of the Zoning Ordinance specifies bicycle parking requirements per floor area for retail and service uses. **Bicycle parking requirements are not established for residential, office, institutional, transit, or other uses.** |
| *(b) On-site facilities shall be provided which accommodate safe and convenient pedestrian and bicycle access from within new subdivisions, multi-family developments, planned developments, shopping centers, and commercial districts to adjacent residential areas and transit stops, and to neighborhood activity centers within one-half mile of the development. Single-family residential developments shall generally include streets and accessways. Pedestrian circulation through parking lots should generally be provided in the form of accessways.* | Sidewalks are required as part of street frontage improvements pursuant to site plan provisions in Section 10.045(b) of the Zoning Ordinance.<br><br>Similarly, Section 32 of the Subdivision Ordinance requires sidewalks with all subdivisions, and Section 35 states that the same improvements that are required for subdivisions are also required for partitions. Subdivision provisions in Section 34 allow the Planning Commission to require that bicycle routes – on-street bicycle lanes or off-street paths – be installed with development. The City's Standard Details for street design specify bike lanes of five- to six-foot width on arterials and collectors with average daily traffic volumes of over 3,000 vehicles. Bike lanes are not required for lower-volume collectors and local streets. The Standard Details specify sidewalks for all street types.<br><br>TSP policies state that all streets and accessways shall connect to others within the development and surrounding the development, even though **community destinations are not specified per the TPR.** Subdivision Ordinance provisions in Section 26 regarding easements states that bicycle |

| Implementation of the TSP<br>OAR 660-12-0045 | Compliance Issues |
|---|---|
| | and pedestrian paths may be provided using easements in order to provide connections. **However, the code does not require these connections.**<br>**The Off-Street Parking and Loading Section (Article V) of the Zoning Ordinance does not specify pedestrian access and circulation through parking lots.** |
| *(c) Where off-site road improvements are otherwise required as a condition of development approval, they shall include facilities accommodating convenient pedestrian and bicycle travel, including bicycle ways along arterials and major collectors;* | The City's Standard Details manual for street design specifies bike lanes of five- to six-foot width on arterials and collectors with average daily traffic volumes of over 3,000 vehicles. Bike lanes are not required for lower-volume collectors and local streets, where shared roadway is appropriate.<br>The Standard Details manual specifies sidewalks for all street types. The sidewalks are generally designed to be six feet but up to nine-and-a-half and 12 feet on commercial local and collector roads respectively, and down to five feet on industrial and commercial local roads. All the road types specify sidewalks on both sides of the road, except for one type of local neighborhood road, which includes a sidewalk just on one side. |
| *(e) Internal pedestrian circulation within new office parks and commercial developments shall be provided through clustering of buildings, construction of accessways, walkways and similar techniques.* | TSP policies state that all streets and accessways shall connect to others within the development and surrounding the development. Subdivision Ordinance provisions (Section 26) regarding easements state that bicycle and pedestrian paths may be provided using easements in order to provide connections. **However, the code currently does not require these connections.** |
| *(5) In MPO areas, local governments shall adopt land use and subdivision regulations to reduce reliance on the automobile which:*<br>*(a) Allow transit-oriented developments (TODs) on lands along transit routes;* | The City does not currently have regular local transit service or routes. A TSP policy directs the City to work toward providing affordable transit services through measures such as annexing to or contracting with the Rogue Valley Transportation District.<br><br>The R-4 High Density Multiple Family Residential District allows for housing densities up to 18 units per acre and 2001 amendments to the C-1 Retail Commercial District permit a mixture of residential and commercial development in the C-1 district in the "core of the City." **However, extending this mixed use provision to C-1 zoning in other parts of the city (along potential transit routes)** |

| Implementation of the TSP<br>OAR 660-12-0045 | Compliance Issues |
|---|---|
| | **and adding design and architectural standards and streetscape standards would likely be needed to better support transit-oriented development in the city.** |
| *(b) Implements a demand management program to meet the measurable standards set in the TSP in response to 660-012-0035(4);* | **The City's TSP and code do not include a demand management program or measurable standards. Example program elements could include park and ride, support for ride share, policies supporting flexible work hours, tele-commuting, and other approaches that reduce auto trips.** |
| *(c) Implements a parking plan which:*<br>*(A) Achieves a 10% reduction in the number of parking spaces per capita in the MPO area over the planning period. This may be accomplished through a combination of restrictions on development of new parking spaces and requirements that existing parking spaces be redeveloped to other uses;*<br>*(B) Aids in achieving the measurable standards set in the TSP in response to OAR 660-012-0035(4);*<br>*(C) Includes land use and subdivision regulations setting minimum and maximum parking requirements in appropriate locations, such as downtowns, designated regional or community centers, and transit oriented-developments; and*<br>*(D) Is consistent with demand management programs, transit-oriented development requirements and planned transit service.*<br><br>*(d) As an alternative to (c) above, local governments in an MPO may instead revise ordinance requirements for parking as follows:*<br>*(A) Reduce minimum off-street parking requirements for all non-residential uses from 1990 levels;*<br>*(B) Allow provision of on-street parking, long-term lease parking, and shared parking to meet minimum off-street parking requirements;*<br>*(C) Establish off-street parking maximums in appropriate locations, such as downtowns, designated regional or community centers, and transit-oriented* | The City's code (Article V) allows for shared use of parking for uses which do not conflict in times or types of use. **The code does not provide for reductions in parking (including on-street parking credits), parking maximums, parking exemptions, minimum and maximum parking requirements by location, development standards for large parking lots, or parking districts.** |

| Implementation of the TSP<br><br>OAR 660-12-0045 | Compliance Issues |
|---|---|
| *developments;*<br>*(D) Exempt structured parking and on-street parking from parking maximums;*<br>*(E) Require that parking lots over 3 acres in size provide street-like features along major driveways (including curbs, sidewalks, and street trees or planting strips); and*<br>*(F) Provide for designation of residential parking districts.* | |
| *(e) Require all major industrial, institutional, retail and office developments to provide either a transit stop on site or connection to a transit stop along a transit trunk route when the transit operator requires such an improvement.* | There is not regular transit service in the city yet, so this rule does not apply. However, it is a City TSP policy to pursue affordable public transit service, and when it does, **the code will need to be amended to include references to transit connections and stops for institutional and employment uses, as determined by the transit agency. These may include "transit-ready" provisions, given that Eagle Point currently does not have fixed route transit service to employment areas.** |
| *(6) In developing a bicycle and pedestrian circulation plan as required by 660-012-0020(2)(d), local governments shall identify improvements to facilitate bicycle and pedestrian trips to meet local travel needs in developed areas. Appropriate improvements should provide for more direct, convenient and safer bicycle or pedestrian travel within and between residential areas and neighborhood activity centers (i.e., schools, shopping, transit stops). Specific measures include, for example, constructing walkways between cul-de-sacs and adjacent roads, providing walkways between buildings, and providing direct access between adjacent uses.* | TSP policies state that all streets and accessways shall connect to others within the development and surrounding the development. Subdivision Ordinance provisions (Section 26) regarding easements state that bicycle and pedestrian paths may be provided using easements in order to provide connections. **However, the code currently does not require these connections.**<br><br>The City's existing TSP does include planned bicycle and pedestrian facilities. Bicycle lanes are planned for Royal and Shasta Avenues because of the large number of students using these roads, and for all arterial and collector streets in the city (per the TPR). A planned bicycle/pedestrian bridge across Little Butte Creek will connect residential neighborhoods and provide access to pedestrian facilities in and around the golf course.<br><br>In-fill sidewalks are planned for activity centers in the older parts of the city. New subdivisions are required to provide sidewalks. |
| *(7) Local governments shall establish standards for local streets and accessways that minimize pavement width and total right-of-way consistent with the operational needs of the facility. The intent of this requirement is that local governments* | Narrow street standards are most closely approximated by the design standards for Class D local streets in the City's Standard Details manual. These roads are 22 feet wide, do not include on-street parking, and have sidewalks on just one |

| Implementation of the TSP<br><br>OAR 660-12-0045 | Compliance Issues |
|---|---|
| *consider and reduce excessive standards for local streets and accessways in order to reduce the cost of construction, provide for more efficient use of urban land, provide for emergency vehicle access while discouraging inappropriate traffic volumes and speeds, and which accommodate convenient pedestrian and bicycle circulation. Not withstanding section (1) or (3) of this rule, local street standards adopted to meet this requirement need not be adopted as land use regulations.* | side. Otherwise, road design standards in the City – other than for alleys – require road widths of at least 28 feet. **Narrow street standards could be further developed.** |

## Rogue Valley Metropolitan Planning Organization (RVMPO) Regional Transportation Plan (RTP) (2005)

The Rogue Valley Council of Governments serves as the Metropolitan Planning Organization (MPO) for the Rogue Valley (or RVMPO). MPOs are designated nationwide to coordinate transportation planning in urbanized areas with populations of 50,000 or more. The RVMPO Regional Transportation Plan (RTP) is a long-range plan prepared for all principal transportation modes in the metropolitan area. While not yet formally designated part of the MPO, Eagle Point voluntarily participates in the RTP planning process. Projects from Eagle Point's TSP that are deemed regionally significant are also included in the RTP.

The RTP includes policies and projects, and projects that are both short-term and long-term. As identified in the RVMPO RTP introduction, population growth and air quality pose the greatest challenges for the region and transportation planning.

Projects and implementation measures in the RTP are based on Guiding Principles. The Guiding Principles of the 2005 RTP essentially update the 2002 RTP goals, objectives, and policies, based on input from the MPO Policy Committee, Technical Advisory Committee, Public Advisory Committee and guidance from the TPR and from TSPs developed or updated within the MPO since 2002. Goals from the Guiding Principles in the 2005 RTP are as follows:

> *Goal 1 Plan for, Develop, and Maintain a Balanced Multi-Modal Transportation System that Will Address Existing and Future Needs for Transportation of People and Goods in the Region.*
>
> *Goal 2 Optimize Safety and Security on the Transportation System.*
>
> *Goal 3 Use Transportation Investments to Foster Compact, Livable Communities. Develop a Plan That Builds on the Character of the Community, is Sensitive to the Environment, and Enhances Quality of Life.*
>
> *Goal 4 Develop a Plan that Can Be Funded and that Reflects Responsible Stewardship of Public Funds.*
>
> *Goal 5 Maximize the Efficient Utilization of Existing and Future Transportation Infrastructure to Facilitate Smooth Movement of People and Motorized and Non-motorized Vehicles.*

*Goal 6 Through the Use of Incentives, Encourage Regional Multi-Occupant and Non-Motorized Vehicle Facilities and Services, so That These are the Choice for an Increased Percent of Regional Trips.*

*Goal 7 Provide an Open, Balanced, and Credible Process for Planning and Developing a Transportation System that Complies With State and Federal Regulations.*

*Goal 8 Provide Environmentally Sensitive and Healthy Transportation Options.*

*Goal 9 Encourage Use of Cost-Effective Emerging Technologies Where Appropriate to Achieve Regional Transportation Goals and Policies.*

*Goal 10 Use Transportation Investments to Foster Economic Opportunities.*

Policies included in the City's existing TSP do not necessarily conflict with the Guiding Principles established in the 2005 RTP. However, the City's policies do not as specifically call out the following ideas represented in the RTP Guiding principles:

- providing accessible and credible transportation planning and project development processes
- using transportation investments to support compact, livable communities and economic development
- maximizing public investment in transportation facilities and the use of those facilities
- providing incentives for using transportation alternatives to single-occupancy driving
- developing a transportation system that supports environmental health and public health.

Chapter 8 (Street System Element) presents Tier 1 and Tier 2 projects for the cities and unincorporated county areas in the MPO boundary (Figure 8-3). Tier 1 projects are part of the financially constrained project list (i.e. funding for these projects is expected to be available within the planning horizon)., Tier 1 projects are divided into short, medium, and long term priorities, which represent implementing timeframes for 2005-2009, 2010-2015, and 2016-2030 respectively. Tier 2 projects do not have available or identified funding and essentially comprise a "wish list".

Eagle Point has five short- and medium-term projects, primarily intersection improvements, in the RTP Tier 1, financially constrained project list. Project #300 (Crystal Drive at OR 62) entails extending Crystal Drive west to OR 62, and includes intersection improvements. This project corresponds to the City's one project included in the 2008-2011 Statewide Transportation Improvement Program (STIP) and the region's MTIP (reviewed in the next section). Because of the need for the project in order to maintain adequate service levels on OR 62, particularly in the southern portion of the city and at the intersection with Linn Road, this project has been expedited and completed.

Projects #301-#304 include intersection reconfigurations and improvements for the intersections of Main Street/N Buchanan Avenue, Main Street/Royal Avenue, and Shasta Avenue/Arrowhead Trail. Project #303 entails widening a box culvert and adding a turn lane for Linn Road at S Buchanan Avenue.

Projects in the City's existing TSP address turn lanes for Crystal Avenue at OR 62 and intersection improvements for Main Street/Buchanan Avenue and Shasta Avenue/Arrowhead Trail, but not the other projects included in the RTP.

There are also two corridors outside of Eagle Point in Jackson County and White City – the Agate Road corridor west of Eagle Point and the Bigham-Brown/Foothill corridor south of the city – that present opportunities for developing alternate routes to OR 62 between Eagle Point and regional destinations to the south. While these corridors have not been formally designated as alternate routes, the projects planned in these corridors support long-term regional transportation planning objectives and improved connectivity for Eagle Point. Short-term, financially constrained Tier 1 projects in these corridors are identified in the RTP list of road projects in Chapter 8; they include Projects #801 and 802 for Agate Road (new three lane industrial collector segment and new traffic signal) and Project #809 for Foothill Road (new two land major rural collector). Construction of both projects is scheduled for 2008.

## Jackson County Transportation System Plan (2005)

The Jackson County Transportation System Plan (TSP) features transportation analysis of existing and projected conditions, goals and policies, functional classification guidelines, road design standards, and projects. The TSP includes goals and policies related to coordination with other agencies and jurisdictions. In particular, the policies dictate that inside UGBs, "transportation projects and transportation planning should defer to the city's adopted Transportation System Plan; this deference should occur in accordance with any applicable provisions in the Urban Growth Management Agreement between the particular city and the County; this deference should occur in accordance with any applicable provisions in the Urban Growth Management Agreement between the particular city and the County" (Policy 4.2.1-R).

There are a number of County roads in Eagle Point. Below is an inventory of the roads as presented in the City's existing TSP.

**Table 3. Jackson County Roads in Eagle Point**

| JACKSON COUNTY | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Street Name** | **Speed Limit** | **ROW Width** | **Street Width** | **Curbs** | **On-Street Parking** | **Sidewalk Location** | **Bike Lane** | **Pavement Condition** |
| **Collectors** | | | | | | | | |
| Bigham Brown Rd. | 55 | 60' | 23' | None | None | None | None | Good |
| Alta Vista Rd. | 45 | 60' | 25' | None | None | None | None | Good |
| Brownsboro Hwy. | 55 | 60' | 25' | None | None | None | None | Good |
| Nick Young Rd. | 55 | 60' | 23' | None | None | None | None | Good |
| Reese Creek Rd. | 55 | 60' | 25' | None | None | None | None | Good |
| Hannon Road | 55 | 75' | 32' | None | None | None | None | Good |
| Riley Road | 45 | 60' | 23' | None | None | None | None | Good |
| South Royal Ave. | 25 | 60'-66' | 25' | None-One Side | None | None-One Side | None | Good |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| South Shasta Ave. | 30-45 | 60' | 25' | None | None | None | None | Good |
| Stevens Rd. | 45-55 | 60' | 23' | None | None | None | None | Good |
| **Old Hwy 62** | | **60** | **23'** | **None** | **None** | **None** | **None** | **Good** |

Compare this with the street design standards in the County's TSP (Figures 5-2 and 503).

- Urban major arterials – four 12-foot travel lanes, 14-foot center turn lane, 6-foot bike lanes on both sides, planting strips and sidewalks on both sides
- Urban minor arterials – two 12-foot travel lanes, 14-foot center turn lane, 6-foot bike lanes on both sides, planting strips and sidewalks on both sides
- Urban major collector – two 12-foot travel lanes, 14-foot center turn lane, 5.5-foot bike lanes on both sides, planting strips and sidewalks on both sides
- Urban minor collector – two 12-foot travel lanes, 5.5-foot bike lanes on both sides, parking strip on one side, planting strips and sidewalks on both sides.

The County roads consistently do not have enough street width to accommodate the urban minor collector standard (about 38 feet), and curbs, bike lanes, and sidewalks are missing. Similarly, the City street design standards for collectors call for 36 to 50 feet of street width and for bike lanes, planter strips, and sidewalks on both sides of the road.

During scoping meetings for this project, the County expressed interest in exploring potential transfers of road authority from the County to the City within Eagle Point, particularly for small segments of County road within the city. This is supported in part by County TSP policies, which state that "Jackson County will pursue jurisdictional road transfers that improve jurisdictional allocation of facility management responsibilities" and that "Urban Growth Boundary expansions should be accompanied by an agreement to transfer jurisdiction of County roads within the UGB to the applicable city" (Policy 4.2.1-Q).

# APPENDIX D

## PLAN AND CODE AMENDMENT LANGUAGE

**Proposed Plan and Code Amendments**

*Note: Incorporating some of these amendments will require the re-numbering and re-lettering of plan and code sections.*

**Recommendation:**
**Add policy and code criteria addressing alternative bike and pedestrian facilities when providing sidewalks and bike lanes is not feasible.**

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For addition to policies in the Draft TSP, Chapter 2:

Recognizing that there may be environmental or physical constraints, and that there is not always sufficient right-of-way to provide full pedestrian and bicycle facilities as illustrated in engineering cross-sections, the City shall provide developers the option to build alternative pedestrian and bicycle facilities provided that the alternative facilities enable safe and accessible travel.

ZONING ORDINANCE
ARTICLE X SITE PLAN AND LANDSCAPE APPROVAL

Section 10.045 Basic Requirements

(b) Street Frontage Improvements: Full curb, gutter, ~~and~~ sidewalks, and bike lanes shall be provided, with pavement reconstruction to the extent needed to provide a City standard roadway for the full frontage length and width of the site.

If any of the requirements of this subsection are ~~completely~~ inappropriate or infeasible given the physical circumstances of the area, a deferred improvement agreement may be used to ensure later completion. The Planning Commission may allow a variance to these requirements in unique cases where it is certain that such improvements should not be installed at present or in the future.

In addition to conditions described in Section 7.010 (Variances, Description and Purpose), criteria for granting a variance to requirements for dedicating and making improvements to a public right-of-way may include: constrained right-of-way, steep slopes, streams and wetlands, significant wildlife habitat, other environmentally sensitive land, and existing buildings. The Planning Commission may use its discretion to exempt the applicant from applicable requirements in this subsection, or to require alternative methods of providing the facilities included in the City Engineering Standard Details.

SUBDIVISION ORDINANCE
SECTION 34. IMPROVEMENTS IN SUBDIVISIONS

1. Streets. Public streets, including alleys, within the subdivision and public streets adjacent but only partially within the subdivision shall be improved. If physical conditions make full pedestrian and bicycle improvements infeasible, the applicant shall

concurrently apply for a variance and provide alternative safe and accessible pedestrian and bicycle access to and within the proposed development.

SECTION 36. IMPROVEMENTS IN PARTITIONS

1. Street and Pedestrian Ways.

d. All street improvements shall be constructed to City standards for permanent street and alley construction. If physical conditions make full pedestrian and bicycle improvements infeasible, the applicant shall concurrently apply for a variance and provide alternative safe and accessible pedestrian and bicycle access to and within the proposed development.

**Recommendation:**
**Support jurisdictional transfer of road authority in Eagle Point UGB, pursuant to scope (Task 9.3) and project process.**

---

Add to policies in Draft TSP, Chapter 2:

The City shall negotiate the transfer of road authority for roadways in the city of Eagle Point as appropriate. The City shall coordinate transfers with other jurisdictions having road authority in the City, namely Jackson County and Oregon Department of Transportation (ODOT). The jurisdictions involved are responsible for deeming what is an appropriate transfer.

**Recommendation:**
**The City should also update the development code to require new development to dedicate right of way to the ultimate planned street cross section in order to avoid building impacts and right of way negotiating and purchasing at a later time. (Chapter 11, Draft TSP)**

**Recommendation:**
**Add policy and code criteria to protect transportation corridors designated in URA, pursuant to scope (Task 9.3) and project process.**

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For addition to policies in the Draft TSP, Chapter 2:

A general plan of roadways may be adopted as part of Urban Reserve Areas. While the City Transportation System Plan is constrained to address only the land inside the current City Urban Growth Boundary, it is the policy of the City to protect potential transportation corridors in the Urban Reserve Areas; the City shall coordinate with Jackson County and ODOT to protect future urban transportation corridors and work to establish development review criteria in order to do so.

ZONING ORDINANCE
ARTICLE XI STREET DEDICATION AND BUILDING SETBACK REQUIREMENTS

Section 11.020 General Plan of Street and Highways
The classification of street and roads in, and adjacent to, the City of Eagle Point ~~will~~ shall be shown and designated upon maps included in the City of Eagle Point Transportation System Plan and hereto made a part of this Ordinance by reference ~~and titled "City of Eagle Point General Plan of Streets and Highways". The original of this plan, including any changes or amendments thereto, shall be kept on file in City Hall. In the absence of a City General Plan Section 11.030 shall apply.~~ A general plan of roadways may be adopted as part of Urban Reserve Areas. Development applications in Urban Reserve Areas must demonstrate how they will protect potential and planned transportation corridors in these areas.

Section 11.030 Planned Highway Right-of-Way Lines
[Replace Section 11.030(a) with the following]
(a) Establishment of right-of-way lines: Right-of-way lines shall be established according to the functional classification of the roadway as shown in the City of Eagle Point Transportation System Plan and the corresponding cross-sections included in the City Engineering Standard Details.

SUBDIVISION ORDINANCE
DESIGN STANDARDS
2. Minimum Right-of-Way, Roadway Width and Setbacks. Unless otherwise indicated and approved on a development plan, the right-of-way widths, paving widths, setbacks of buildings from the right-of-way, and width and number of sidewalks shall not be less that the minimum shown in the roadway cross-sections in the City Engineering Standard Details.~~on the following table:~~

[Note: No table is shown below this provision in the code.]

**Related Recommendation:**
**Remove Design Standards diagrams DS-1 – DS-20 in the Subdivision Ordinance insofar as they are being overridden by standards and cross-sections developed during the TSP update.**

**Recommendation:**
**Establish code requirements and conditions for when a Traffic Impact Study (TIS) will be required, pursuant to OAR 660-012-0045.**

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ZONING ORDINANCE
ARTICLE IV SPECIAL USES, GENERAL PROVISIONS AND EXCEPTIONS

Section 4.010 Traffic Impact Study (TIS)

a. Purpose: Implementation of Section 660-012-0045(2)(e) of the State Transportation Planning Rule (TPR) requiring the City to adopt a process to apply development approval conditions in order to minimize adverse impacts to and protect transportation facilities. This section further establishes the standards for review of a land use proposal review as related to potential traffic impacts; submittal of a Traffic Impact Study (TIS) with a development application to determine whether conditions are needed to minimize impacts to and protect transportation facilities; the content of said TIS; and professional qualifications required of those preparing the Study.

b. Typical Average Daily Trips: The latest edition of the Trip Generation manual, published by the Institute of Transportation Engineers (ITE) shall be used as standards by which to estimate average daily vehicle trips.

c. Applicability: A TIS shall be submitted to the City with a land use application, when the following conditions apply:

1. A proposed change in zoning or plan amendment designation; or

2. A proposed subdivision of 25 or more lots; or

2. The proposed development causes one or more of the following effects, as determined by field counts, site observation, traffic impact analysis or study, field measurements, crash history, ITE Trip Generation manual; and information and studies provided by the local reviewing jurisdiction and/or the Oregon Department of Transportation (ODOT):

a. An increase in site traffic volume generation by 200 Average Daily Trips (ADT) or more (or as required by the City Engineer); or
b. The location of the access driveway does not meet the access spacing standard of the roadway on which the driveway is located; or
c. A change in internal traffic patterns that may cause safety problems, such as back up onto the highway or traffic crashes in the approach area.

d. Traffic Impact Study Requirements

1. Preparation: A TIS shall be prepared by a professional engineer in accordance with OAR 734-051-180. The cost of any TIS shall be assumed by the applicant.
2. A TIS shall include, at a minimum, an analysis of the following elements:

a. Trip generation, modal split, distribution, and assignment for the proposed development; and
b. An analysis of the projected impact of the proposed development upon the current operating level of any affected transportation corridor or intersection classified in the TSP as a “collector” or “arterial” roadway.
3. Traffic analysis results shall be assessed according to adopted State or City mobility standards depending on the jurisdiction of the roadway. For City mobility standards, see the City Transportation System Plan (TSP).
4. Transportation Planning Rule Compliance: See Article X, Amendments, Transportation Planning Rule Compliance.
5. Pre-application Conference: The applicant shall meet with Eagle Point Public Works prior to submitting an application requiring a TIS. The City has the discretion to determine the required elements of the TIS and the level of analysis expected.

e. Approval Criteria: When a Traffic Impact Study is required, approval of the development proposal requires satisfaction of the following criteria:

1. The TIS was prepared by a professional engineer in accordance with OAR 734-051-180; and
2. If the proposed development shall cause one or more of the effects in Section 2.301.03.C, above, or other traffic hazard or negative impact to a transportation facility, the TIS shall include mitigation measures meeting the applicable mobility standards and satisfactory to the City Engineer and ODOT, when applicable; and
3. The proposed site design and traffic and circulation design and facilities, for all transportation modes, including any mitigation measures, are designed to:

a. Have the least negative impact on all applicable transportation facilities; and
b. Accommodate and encourage non-motor vehicular modes of transportation to the extent practicable; and
c. Make the most efficient use of land and public facilities as practicable; and
d. Provide the most direct, safe and convenient routes practicable between on-site destinations, and between on-site and off-site destinations; and
e. Otherwise comply with applicable requirements of the City of Eagle Point Zoning and Subdivision Ordinances and Standard Details.

f. Conditions of Approval: The City may deny, approve, or approve a development proposal with appropriate conditions.

1. Where the existing transportation system will be impacted by the proposed development, dedication of land for streets, transit facilities, sidewalks, bikeways, paths, or accessways may be required to ensure that the transportation system is adequate to handle the additional burden caused by the proposed use.
2. Where the existing transportation system is shown to be burdened by the proposed use, improvements such as paving, curbing, installation or contribution to traffic signals, construction of sidewalks, bikeways, accessways, paths, or streets that serve the proposed use may be required.

**Recommendation:**
**Develop provisions for consolidated review procedures for permitting transportation facilities and other land use actions, pursuant to OAR 660-012-0045 (1)(c).**

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ZONING ORDINANCE
ARTICLE IIA NOTICE AND HEARING PROCEDURE

Section 2A.080. Multiple Applications

A. Applications for multiple land use actions for the same property may, at the applicant's discretion, be combined and heard or reviewed concurrently.

B. Multiple land use requests involving different processing Types shall be heard and decided at the higher processing Type. For example, an application involving a Type B decision being processed with a Type A decision shall be reviewed and decided as a Type A request.

**Recommendation:**
**Establish access management standards and mobility standards, pursuant to OAR 660-012-0045 (2)(a) and (b).**
**Refer to the standards in the City's code.**

**Recommendation:**
**Add policy and requirements supporting internal circulation and connections to adjacent and local community destinations for pedestrians and bicyclists, pursuant to OAR 660-012-0045 (3)(b), (3)(e), (6).**

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ZONING ORDINANCE
ARTICLE X SITE PLAN AND LANDSCAPE APPROVAL

Section 10.040 Procedures

(c) Standards for Approval

2. The site plan adequately provides for pedestrian safety and general welfare of facility users. To ensure safe, direct, and convenient pedestrian circulation, all site plans shall include a continuous internal circulation system for drivers, bicyclists, and pedestrians. Walkways within developments shall provide safe, reasonably direct, and convenient connections between parking areas, primary building entrances, and all adjacent streets.

3. The project will satisfactorily take care of traffic it generates by means of adequate off-street parking, access points and additional street right-of-way improvements. Access management standards and mobility standards in the City Transportation System Plan (TSP) will be used to help determine adequacy.

SUBDIVISION ORDINANCE
SECTION 8. EXPLANATORY INFORMATION WITH TENTATIVE PLAN

1. A vicinity map showing all existing subdivision, streets and unsubdivided land ownerships adjacent to the proposed subdivision, and showing how proposed streets may be extended to connect to existing streets.

3. Approximate center line profiles showing the proposed finished grade of all streets, including the extension for a reasonable distance beyond the limits of the proposed subdivision. Refer to the City Transportation System Plan (TSP) for access spacing standards.

4. A map showing the system that provides pedestrian, bicycle and vehicle circulation within the subdivision and provides safe and convenient pedestrian, bicycle and vehicle access to nearby residential areas, neighborhood activity centers such as schools and parks, commercial areas, and industrial areas. Nearby uses are those within 1/4 mile that can be reasonably accessed by pedestrians, and those within one mile of the subdivision boundary that can reasonably be accessed by bicyclists.

**Recommendation:**
**Require notice of land use review and hearings to be provided to other public agencies with transportation authority, pursuant to OAR 660-012-0045 (2)(f).**
**Specify joint (ODOT/City) review of development applications, pursuant to project scope (Task 9.3).**

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ZONING ORDINANCE
ARTICLE IIA NOTICE AND HEARING PROCEDURE

Section 2A.030. "Type A": Decisions Made With a Hearing.

A. NOTICE: At least 20 days before the public hearing, written notice of the hearing shall be mailed to all owners of property within 100 feet of the site, or, if the site is entirely outside of the urban growth boundary, to all owners of property within 250 feet of the site or, if the site is within a farm or forest zone, to all owners of property within 500 feet of the site. Notice of projects adjacent to or otherwise determined to potentially affect State or County transportation facilities will be sent to Jackson County and the Oregon Department of Transportation (ODOT) accordingly.

The City shall provide written notification to ODOT when the application is deemed complete. This notice shall include an invitation to ODOT, Jackson County, Rogue Valley Council of Governments (RVCOG) and other relevant transportation facility or service providers to participate, as applicable, in the City's Site Plan Committee review meeting(s), which is regulated by Article X, Site Plan and Landscape Approval.

ODOT and the County shall have at least 20 days, measured from the date completion notice is mailed, to provide written comments to the City. If ODOT and the County do not provide written comments during this 20-day period, the City staff report will be issued without consideration of ODOT and County comments.

ARTICLE X SITE PLAN AND LANDSCAPE APPROVAL

Section 10.030 Site Plan Committee

(a) Site Plan Committee. The Site Plan Committee shall consist of the staff members and department heads as designated by the City Administrator, as well as representatives from Jackson County and/or ODOT when the proposal is located adjacent to a County or State roadway or is otherwise determined to have an affect on a County or State roadway. The committee ~~and~~ shall carry out the duties set forth in this section.

SUBDIVISION ORDINANCE

SECTION 10. PRELIMINARY REVIEW OF TENTATIVE PLAN

Upon receipt, the City Planning Director shall make available copies of the tentative plan and the supplementary material to such agencies as are known to be affected. Copies

shall be sent to the Oregon Department of Transportation (ODOT), Jackson County, the Rogue Valley Council of Governments (RVCOG), and any affected transportation facility or service providers. Such agencies will be given a reasonable time to review the plan and to suggest revisions that appear to be in the public interest.

SECTION 19. PARTITIONING PROCEDURES

Partitions shall be approved under the following procedures:

3. Prior to submittal to the Planning Commission for review, copies of the tentative partition plan shall be sent to the Oregon Department of Transportation (ODOT), Jackson County, the Rogue Valley Council of Governments (RVCOG), and any affected transportation facility or service providers. Such agencies will be given a reasonable time to review the plan and to suggest revisions that appear to be in the public interest.

~~3~~4. The tentative partition plan shall be submitted for Planning Commission review and determination whether the proposal complies with this ordinance. Notice of the public hearing shall be given in the same manner as for subdivisions.

[Note: The rest of Section 19 will need to be renumbered.]

**Recommendation:**
**Add bike parking requirements for multi-family residential, retail, office, and institutional development, pursuant to OAR 660-012-0045(3)(a).**

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ZONING ORDINANCE
ARTICLE V OFF-STREET PARKING AND LOACING FACILITY REQUIREMENTS

Section 5.079 Bicycle Parking

Bicycle parking shall be required in all public and semi-public, commercial and industrial development as well as park-and-ride lots. The following number of bicycle parking spaces shall be provided:

(a) Residential Types

| | |
|---|---|
| 1. Multi-family apartments with 4 or more units | 1 space per 2 units |
| 2. Hotel, motel | 1 space per 40 guest rooms |

(b) Institutional and Public Types

| | |
|---|---|
| 1. Hospitals, nursing homes, convalescent home | 1 space per 50 beds |
| 2. Places of worship, auditorium, stadium, theater, community or recreation center | 1 space per 20 required vehicle parking spaces |
| 3. Elementary, middle, and high schools | 1 space per classroom |

(c) Commercial Types

| | |
|---|---|
| 1. Retail establishments | 1 space per 10 required vehicle parking spaces, maximum of 10 required |
| 2. Service repair center; retail store handling bulky merchandise (e.g. furniture) | 1 space per 30 required vehicle parking spaces, maximum of 6 required |
| 3. Bank, offices, medical clinic, government offices | 1 space per 20 required vehicle parking spaces, maximum of 6 required |
| 4. Eating and drinking establishment | 1 space per 20 required vehicle parking spaces, maximum of 6 required |

(d) Industrial Types

| | |
|---|---|
| 1. Industrial, manufacturing, processing | 1 space per 30 required vehicle parking spaces |
| 2. Wholesale establishment | 1 space per 30 required vehicle parking spaces, maximum of 6 required |
| 3. Warehousing and storage terminals | 1 space per 30 required vehicle parking spaces |

(e) Bicycle Parking Development Requirements

1. Space Size. Each bicycle parking space shall be a minimum of six feet long and two feet wide and be accessible by a minimum four foot aisle.
2. Location. All bicycle parking areas shall be within 50 feet of a building entrance and located within a well-lit area.
3. Rack Design. Bicycle racks must be designed to secure the bicycle frame and at least one wheel, and, accommodate a locking device. Racks, lockers or other related facilities shall be securely anchored to the ground or to a structure. As an alternative, the bicycle spaces can be provided within a secured compound.
4. Access. Access to a public right-of-way and pedestrian access from the bicycle parking area to the building entrance must be provided.

(f) Exemptions: The following uses are exempt from the bicycle parking requirements:

1. Seasonal or temporary businesses.
2. Drive-in theaters
3. Self-storage facilities
4. Automobile oriented businesses such as automobile service stations, automobile repair shops, restaurants without seating facilities (either indoors or outdoors), or oil and lubrication services, but excluding automobile retail businesses such as dealers or auto parts stores.

**Recommendation:**
**Add/refer to Transportation Demand Management (TDM) program, pursuant to OAR 660-012-0045 (5)(b).**

**Recommendation:**
**Support agreements/coordination with other transportation service providers for TDM programs, pursuant to scope (Task 9.3) and project process.**

---

A set of TDM strategies is outlined in the Draft TSP, Chapter 8. It is recommended that programs to encourage transportation alternatives at schools be added to the target audiences for these strategies, not just employers and employees. It is also recommended that language on coordination of TDM programming with other transportation service providers in the community be added to the TDM section in Chapter 8.

Add to policies in Draft TSP, Chapter 2:
<u>The City shall coordinate and enter agreements with other transportation service providers in the community in developing and implementing Transportation Demand Management (TDM) programs.</u>

**Recommendation:**
**Add TPR compliance language to zone changes and plan amendments sections, pursuant to OAR 660-012-0045 (2)(g) and OAR 660-012-0060.**

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ZONING ORDINANCE
ARTICLE IX AMENDMENT

Section 9.030 Review Criteria

(a) Review of Applications for Effect on Transportation Facilities: In accordance with Oregon Administrative Rule (OAR) 660-012-0060 (the Transportation Planning Rule – "TPR"), any proposed amendment to an acknowledged Comprehensive Plan, zone change or land use regulation change shall be reviewed to determine whether it significantly affects a transportation facility. "Significant" means the proposal would:

1. Change the functional classification of an existing or planned transportation facility (excluding correction of map errors in an adopted plan);
2. Change standards implementing a functional classification system; or
3. As measured at the end of the planning period identified in the adopted City Transportation System Plan:
    a. Allow land uses or levels of development that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;
    b. Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP; or
    c. Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or Comprehensive Plan.

(b) Amendments Significantly Affecting Transportation Facilities: Amendments to land use regulations significantly affecting a transportation facility shall ensure that allowed land uses are consistent with the function, capacity, and level of service of the facility identified in the TSP. This shall be accomplished by one or a combination of the following:

1. Adopt measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.
2. Amend the TSP or Comprehensive Plan to provide transportation facilities, improvements or services adequate to support the proposed land uses consistent with the requirements of Section -0060 of the TPR.
3. Change land use designations, densities, or design requirements to reduce demand for vehicle travel and meet travel needs through other modes of transportation.
4. Amend the TSP to modify the planned function, capacity or performance standards of the transportation facility.

(c) Traffic Impact Study. A TIS shall be submitted with an application that proposes amendments to a zoning designation or the Zoning Ordinance. See Section 4.10, Traffic Impact Study (TIS).

COMPREHENSIVE PLAN
CHAPTER XV REVIEW AND AMENDMENT PROCEDURE

COMPREHENSIVE PLAN REVIEW AND AMENDMENT PROCEDURES

Land Use Plan Map:
Major Revisions

6. Procedure
The statewide planning goals will be utilized as a primary criterion upon which this review will be based.

(a) Review of Applications for Effect on Transportation Facilities: A proposed plan amendment or land use regulation change shall be reviewed to determine whether it significantly affects a transportation facility, in accordance with Oregon Administrative Rule (OAR) 660-012-0060 (the Transportation Planning Rule – "TPR"). "Significant" means the proposal would:

1. Change the functional classification of an existing or planned transportation facility (excluding correction of map errors in an adopted plan);
2. Change standards implementing a functional classification system; or
3. As measured at the end of the planning period identified in the adopted City Transportation System Plan:
    a. Allow land uses or levels of development resulting in types or levels of travel or access inconsistent with the functional classification of an existing or planned transportation facility;
    b. Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP; or
    c. Worsen the performance of an existing or planned transportation facility otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or Comprehensive Plan.

(b) Amendments Significantly Affecting Transportation Facilities: Amendments to land use regulations significantly affecting a transportation facility shall ensure that allowed land uses are consistent with the function, capacity, and level of service of the facility identified in the TSP. This shall be accomplished by one, or a combination of the following:

1. Adopt measures demonstrating allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.
2. Amend the TSP or comprehensive plan to provide transportation facilities, improvements or services adequate to support the proposed land uses consistent with the requirements of Section -0060 of the TPR.
3. Change land use designations, densities, or design requirements to reduce demand for vehicle travel and meet travel needs through other modes of transportation.

4. Amend the TSP to modify the planned function, capacity or performance standards of the transportation facility.

(c) Traffic Impact Study. A TIS shall be submitted with any application proposing amendments to a zoning designation or the Zoning Ordinance. See Section 4.10, Traffic Impact Study (TIS).

URBAN GROWTH BOUNDARY AND URBANIZATION POLICIES AMENDMENT PROCEDURES

Major Revisions

Final legislative action on major revision requests shall be based on the following factors:

8) Effect on transportation facilities

(a) Review of Applications for Effect on Transportation Facilities: A plan amendment or land use regulation change shall be reviewed to determine whether it significantly affects a transportation facility, in accordance with Oregon Administrative Rule (OAR) 660-012-0060 (the TPR). "Significant" means the proposal would:

1. Change the functional classification of an existing or planned transportation facility (excluding correction of map errors in an adopted plan);
2. Change standards implementing a functional classification system; or
3. As measured at the end of the planning period identified in the adopted City Transportation System Plan:
    a. Allow land uses or levels of development resulting in types or levels of travel or access inconsistent with the functional classification of an existing or planned transportation facility;
    b. Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP; or
    c. Worsen the performance of an existing or planned transportation facility otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or Comprehensive Plan.

(b) Amendments Significantly Affecting Transportation Facilities: Amendments to land use regulations significantly affecting a transportation facility shall ensure that allowed land uses are consistent with the function, capacity, and level of service of the facility identified in the TSP. This shall be accomplished by one, or a combination of the following:

1. Adopt measures demonstrating allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.
2. Amend the TSP or comprehensive plan to provide transportation facilities, improvements or services adequate to support the proposed land uses consistent with the requirements of Section -0060 of the TPR.
3. Change land use designations, densities, or design requirements to reduce demand for vehicle travel and meet travel needs through other modes of transportation.

4. Amend the TSP to modify the planned function, capacity or performance standards of the transportation facility.

(c) Traffic Impact Study. A TIS shall be submitted with any application proposing amendments to a zoning designation or the Zoning Ordinance. See Section 4.10, Traffic Impact Study (TIS).

# APPENDIX E

## EXISTING CAPITAL IMPROVEMENT AND SDC PROJECTS

**Existing Eagle Point Capital Improvement Projects**

| Location | Improvement | Cost |
|---|---|---|
| Alta Vista Road/South Shasta Avenue | Signal and Intersection Improvements | $225,000 |
| Elm Way | Construct sidewalks on Elm Way from Buchanan Avenue to De Anjou Avenue | $50,000 |
| Fargo Street | Upgrade Fargo Street to local collector | $279,000 |
| Highway 62/ Nick Young Road | Extend northbound left turn lane on Highway 62 at Nick Young Road | $125,000 |
| Linn Road/Loto Street | Box culvert replacement, and double left turn onto Highway 62 | $326,0000 |
| Main Street | Parking and lighting improvements | $255,0000 |
| South Shasta Avenue | Extend S. Shasta Avenue at Highway 62 into Lagoon Park Site | $250,000 |
| Sienna Hills Drive | Extension of Siena Hills Drive from Crystal Drive to De Anjou Avenue | $375,000 |
| Onyx Street | Onyx Street Extension from Tabor Avenue to Stevens Road | $552,000 |
| | **Total** | **$2,437,000** |

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# EAGLE POINT - 2007 STREET SDC CAPITAL IMPROVEMENT PROJECT LIST

1-5 yr | 5-15 yr | 15-20yr | Future

| Project Number | | Location | Project | Length (ft) | R/W Width | Street Width | Street Class | Cost per Foot | Misc. Cost R/W etc. | Description | Total Cost ($) | Developer Funds ($) | Other Funds ($) | City SDC ($) | City Street Department ($) | Completed or Partially Completed | Year Budgeted | Comments/Status |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Completed | Loto Street | Loto Street Bridge | | | | | | | Construct New Bridge over Little Butte Creek at Loto Street | $2,382,210 | | | $358,788 | $120,000 | C | | Completed |
| | Completed | N. Shasta | N. Shasta Improvements | | | | | | $140,000.00 | Widen Street, Sidewalks | $140,000.00 | | | | $140,000.00 | C | 2008/09 | Reimbursement from STP Funds for $48,935 |
| | Completed | City Hall | City Hall Parking | | | | | | | Replace Asphalt removed for City Hall Expansion | $2,500 | | | | $2,500 | C | 2008/09 | |
| | Completed | Highway 62 at Crystal Drive | Crystal Drive/Highway 62 | | | | | | | Extend Crystal Drive to Highway 62, Construct New Signal | $790,000 | | | $790,000 | | C | | Completed |
| | Completed | Hwy 62 at Chaberlain Dr | Chamberlain Driveway | | | | | | | Construct additional access into Chamberlain Property off Highway 62 at Crystal Drive | $45,000 | | | $45,000 | | C | | Follow Up to Crystal Drive/Highway 62 Project |
| | Completed | Royal Avenue at Main Street | Royal Avenue/Main Street Improvements | | | | | | $140,000.00 | Construct New Crosswalks, Reconstruct Intersection | $140,000 | | | | $140,000 | C | 2008/09 | |
| | Completed | Various | Street Inventory | | | | | | | Engineering Services for Street Inventory | $10,000 | | | | $10,000 | C | 2008/09 | LTM Study |
| | Completed | Teakwood, Shadowlawn, Archwood | Tree Replacement Program | | | | | | | Replace Trees on Shadowlawn, Teakwood, and Archwood | $100,000 | | | | $50,000 | P | | Partially Complete |
| | Completed | Main Street Bridge | Main Street Bridge Rail | | | | | | | Paint Main Street Bridge Rails | $10,000 | | | | $10,000 | | 2009/10 | |
| | Completed | Barton Road | Barton Rd. upgrade (incl. rt-in/rt-out Hwy 62) | | | | | | | Construct right in/right out at Barton road and Highway 62 | $389,081 | $61,461 | $0 | $327,620 | $0 | C | | Developer Project - Price is from LTM bid sheet |
| | Completed | Main Street | Main Street Sidewalk infill - Buchannan to Royal | 340 | 80 | 8' SIDEWALK | | $47.60 | | Infill Sidewalks/Widen to 8 feet | $20,000 | | $20,000 | | $0 | C | | City |
| | Completed | Main Steet | Main Street Roadway Improvements | | | | | | | Reconstruct pavement | $303,000 | | $303,000 | | $0 | | | |
| | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| | | Covered Bridge | Bridge 202 Painting | | | | | | | Paint the Covered Bridge (Br 202) | $7,500 | | | | $7,500 | | | |
| | | Edith Circle | Edith Circle Storm Drain | 850 | | | | | | Extend storm drain SW along Royal then NW up Edith Circle to pick up storm drainage in cul-de-sac. Abandon existing storm drain from Cul-de-sac to Buchannan Ditch | $133,000 | | | $68,000 | | | | $65,000 in Storm SDC |
| | | Judge Stewart House | Judge Stewart House Parking Lot | | | | | | | Repair/Replace Parking Lot at Judge Stewart House | $55,000 | | | | $55,000 | | 2008/09 | |
| | | Loto Street | City Entry Signs | | | | | | | Construct Entry Signs at Linn Road and Highway 62 | $8,000 | | | | $5,000 | | 2010/11 | |
| | | Main Street Bridge | Main Street Bridge Sidewalks | | | | | | | Repair Sidewalks onMain Street bridge | $7,500 | | | | $7,500 | | | |
| | | Public Works | Public Works Relocation | | | | | | | Construct New Public Works Facility | $60,000 | | | $60,000 | $60,000 | P | | Also in water, storm |
| | | Teakwood, Shadowlawn, E. Archwood | Tree Replacement Program | | | | | | | Replace Trees on Shadowlawn, Teakwood, and Archwood | $100,000 | | | | $50,000 | P | 2010/11 | $8,000 in 2008/09 |
| | | Various | Asphalt Testing - City Streets | | | | | | | Core and Test Streets throughout the City | $10,000 | | | | $10,000 | | 2010/11 | LTM Testing |
| | | Various | Stop Sign Replacement | | | | | | | Replace Stop Signs within the City | $5,000 | | | | $5,000 | | 2008/09 | |
| | | Various | Financial/Document Imaging Software | | | | | | | Imaging Software for City's overall computer system | $150,000 | | | $20,000 | $19,000 | | 2008/09 | Also Funded from Water, Water SDC and Storm |
| | | Alta Vista | Alta Vista Bike Route Alternative - Hidden Valley to Echo Way | | | | | | | Provide alternative bike route along Hidden Valley and Echo Way with | $100,000 | | | $100,000 | | | | |
| | | Alta Vista | Bike lane on Alta Vista - Bigham Brown to RTJ | | | | | | | Construct bike lane on south side of Alta Vista from Inn at Eagle Point to | $40,000 | | | $40,000 | | | | |
| | | Alta Vista and S. Shasta | Alta Vista Rd. / Shasta Ave. intersection & signals | 1 | | | | $225,000.00 | | Signalize intersection of Alta Vista and Shasta Avenue | $225,000 | $25,000 | $0 | $200,000 | $0 | | | City/Development on West Side |
| | Development | Barton Road | Barton Road Upgrade to Collector - Highway 62 to Northview (Shelter View) | 1180 | 60 | 44 | B | $424.00 | | Sidewalk Adjacent to face of curb | $500,000 | $500,000 | $0 | $0 | $0 | | | |
| | | Barton Road | Barton Road Extension | | | | | | | Extend Barton Road from Havenwood to E. Barton Road | $350,000 | | | $150,000 | | | | $200,000 from property acquisition |
| | | Elm Way | Construct Sidewalks on Elm Way from Buchannan to De Anjou | 500 | | | | $48.00 | | | $50,000 | | | $25,000 | $25,000 | | | |
| | | Fargo | Upgrade Fargo to Local Collector - Lorraine Road to Royal | 750 | 60 | 36 | B | $372.00 | | Upgrade Lorraine/Fargo to collector from Linn Road to Royal Avenue | $279,000 | $0 | $0 | $179,000 | $100,000 | | | City |
| | | Fawn/Talbot | Reconstruct Fawn/Talbot Intersection | | | | | | | Reconstruct Intersection of Fawn/Talbot | $156,000.00 | | | | $156,000.00 | | | |
| | | Highway 62 | Highway 62 - Extend Northbound Left Turn lane at Nick Young Road | | | | | | | Extend northbound left turn lane on Highway 62 onto nick Young Road | $125,000 | $0 | $0 | $125,000 | $0 | | | State Agreement/City |
| | | Laurel Street | Laurel Street Storm Drain | 1450 | | | | | | Install 18" storm drain along Laurel Street and Tracy. Combine with French drain | $247,000 | | | $200,000 | | | | $47,000 in Storm SDC |
| | | Linn Road | Linn Road - Westbound double left at Hwy 62 | 600 | | | | $200.00 | | Construct dual left from Linn Road onto Highway 62 | $120,000 | $60,000 | $0 | $60,000 | $0 | | | City/Developer |
| | | Linn Road | Widen Linn Rd to arterial standards | 1300 | | | | $717.00 | $142,000.00 | Widen Linn Road to Arterial Standards from Buchanan Avenue to Highway 62 | $1,074,100 | $74,100 | $0 | $500,000 | $500,000 | | | City |

# EAGLE POINT - 2007 STREET SDC CAPITAL IMPROVEMENT PROJECT LIST

1-5 yr | 5-15 yr | 15-20yr | Future

| Project Number | | Location | Project | Length (ft) | R/W Width | Street Width | Street Class | Cost per Foot | Misc. Cost R/W etc. | Description | Total Cost ($) | Developer Funds ($) | Other Funds ($) | City SDC ($) | City Street Department ($) | Completed or Partially Completed | Year Budgeted | Comments/Status |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Linn Road | Linn Road Storm Drain | 850 | | | | | | Buchannan Ditch to Lorraine area to serve Linn Road and northerly streets. | $157,000 | | | $100,000 | | | | $57,000 in Storm SDC - with upgrade of Lorraine to collector |
| | | Little Butte Creek Path | Creekside Pedestrian Path - Loto St. to Butte Creek Mill+ - west side of creek | 1400 | | 12 | | $67.15 | | Construct path adjacent to creek | $94,010 | $0 | $0 | $94,010 | $0 | | | City |
| | | Loto Street | Loto St. Sidewalk infill - Buchannan to Royal | 1600 | 70 | 8' SIDEWALK | | $47.60 | | Infill Sidewalks/Widen to 8 feet | $76,160 | $51,160 | $0 | $25,000 | $0 | | | City/Owners LID |
| | | Loto St to Stevens Extension | Loto Street to Stevens Road Arterial Extension | 1560 | 60 | | | $1,673.46 | | Extend Lava Street to Stevens Road, adjacent to school and PW site | $2,610,600 | $2,000,000 | $0 | $610,600 | $0 | | | City/School/15% Developer |
| | | Loto Street Bridge | Interpretive Signs | | | | | | | Place Interpretive Signs at Loto Street Bridge | $3,000 | | | | $3,000 | | | |
| | | Loto/Linn/ Buchanan Intersection | Loto/Linn/ Buchanan Intersection | | | | | | $131,000.00 | Widen Box Culvert, Left turn lane onto Buchanan | $131,000 | $0 | $6,550 | $124,450 | $0 | | | City 95%/5% |
| | | Main Street | Main Street Parking Improvements | 1350 | 80 West | | | $200.00 | | Construct bulb outs at Platt Street | $75,000 | $50,000 | $0 | $25,000 | | | | |
| | | Main Street | Main Street Lighting Improvements | | | | | | | Lighting from Buchannan to Royal | $200,000 | | | $200,000 | | | | |
| | | Old Hwy 62 | Bike lane on Old Highway 62 from Harnish to Royal | | | | | | | Bike lanes on Old highway 62 from Harnish to Royal Ave | $100,000 | | | $100,000 | | | | |
| | | Old Hwy 62 | Old Hwy 62 Box Culvert At DeAnjou Ditch | 115 | | | | | | Install new 8' x 6' box culvert across Old Hwy 62 | $169,000 | | | $40,000 | | | | $129,000 in Storm SDC |
| | Development | Onyx | Construct Onyx St./Stevens Rd. pedestrian path - | 550 | | | | $68.00 | | Construct pedestrian path from Katherine Mae subdivision to Main | $37,400 | $37,400 | $0 | $0 | $0 | | | Developer Katherine Mae |
| | | Rodale Drive | Rodale Drive Reconstruction | | | | | | | Reconstruct Rodale Drive | $50,000.00 | | | | $50,000.00 | | | |
| | | Royal Avenue | Construct bicycle/pedestrian path on Royal Ave. - Old Hwy 62 to Loto Street | 3600 | | | | $68.00 | | Royal Avenue Bike Path - Old Highway 62 to Loto Street | $244,800 | $0 | $0 | $244,800 | $0 | | | County jurisdiction - City |
| | | Royal Avenue | Royal Avenue Sidewalk infill - Loto to Main | 400 | 60-66 | 8' SIDEWALK | | $47.60 | | Infill Sidewalks/Widen to 8 feet | $19,040 | $9,540 | $0 | $9,500 | $0 | | | City |
| | | Reese Creek Road | Bike lanes and drainange improvements on Reese Creek Road | | | | | | | Bike lanes and drainage improvements on Reese Creek Road from Royal Ave | | | | | | | | |
| | Development | S. Buchanan | Extend S. Buchanan Ave to Fargo St | 600 | 50 proposed | 36 | local | $240.00 | | Currently part of Willows development | $144,000 | $134,000 | $0 | $10,000 | $0 | | | Developer Project credit for extra depth |
| | | S. Shasta | S. Shasta Ave. Pedestrian Path | 5977 | | 8 | | $67.93 | | Construct 8' Wide separated AC pedestrian path | $406,000 | $0 | $0 | $236,000 | $170,000 | | 2008/09 | $250,000 budgeted in 2008/09 |
| | | S. Shasta | Shasta Avenue Sidewalk infill - Loto to Main | 300 | 60 | 8' SIDEWALK | | $47.60 | | Infill Sidewalks/Widen to 8 feet | $14,280 | $7,180 | $0 | $7,100 | $0 | | | Developer/City 50% |
| | | S. Shasta Ave Extension | Shasta Avenue Extension to lagoon site | | | | | | | Extend Shasta Avenue to lagoon site | $250,000 | | | $250,000 | | | | New Access Road/Could be park of park expansion |
| | Development | Sienna Hills Drive | Sienna Hills Drive - Crystal to Barton Road | 1800 | needed | | | $462.00 | | Construction of Sienna Hills Drive from Crystal Drive to Barton Road | $831,600 | $744,600 | $0 | $86,000 | $0 | P | | Developer credit for extra depth |
| | | Various | Downtown Alleys | | | | | | | Construct/Repave Downtown Alleys | $300,000.00 | $200,000.00 | | $100,000.00 | | | | Constructed with Downtown Development |
| | | Various | Pavement Maintenance | | | | | | | Overlay/chip seal of exisitng pavements | $750,000.00 | | | | $750,000.00 | | | |
| | | Various | Old Town Road Side Ditches | | | | | | | Regrade and install driveway culverts (1000 feet per year) | $684,000 | | | $284,000 | | | | $400,000 in Storm Budget |
| | UGB | Alta Vista | Alta Vista Upgrade to Collector - Bigham Brown to Robert Trent Jones | 1300 | 60 | | | $717.00 | | Upgrade Alta Vista to collector from Robert Trent Jones to Bigham Brown | $932,100 | $466,100 | $0 | $466,000 | $0 | | | Dev S. Side-City N. Side/Jackson County Jurisdiction at this time. |
| | Development | Arrowhead Trail | Arrowhead Trail extension from Black Wolf Ln to Pebble Creek | 6300 | 54 | 36 | | $372.00 | | Collector ( feet curb to curb, 8' s/w & 5' s/w) | $2,343,600 | $1,883,600 | $0 | $460,000 | $0 | | | Local to Collector std. oversizing cost credit for oversizing. |
| | Development | De Anjou Ave | DeAnjou Avenue upgrade to Collector Standards - Linn Road to Crystal | 2100 | 60 | 36 | C | $372.00 | | Upgrade DeAnjou Avenue to collector from Linn Road to Crystal Drive | $781,200 | $0 | $0 | $581,200 | $200,000 | | | |
| | Development | Hannon Road | Hannon Rd Upgrade - Commercial Local Collector from W. Linn to Nick Young | 1400 | Varies 65 to 78+ | 50? | | $392.00 | | Upgrade Hannon Road to Collector, from realigned section to Nick Young | $548,800 | $548,800 | $0 | $0 | $0 | | | Developer |
| | | Highway 62 at S. Shasta Ave | Shasta Light Improvements | | | | | | | Upgrade signal at Shasta Avenue and Highway 62 to include 4th leg | $100,000 | | | $100,000 | | | | |
| | | Little Butte Creek Ped Bridge | New Pedestrian Bridge at Little Butte Creek Park | 700 | | | | | | Construct New Pedestrian Bridge at over Little Butte Creek at Little Butte | $800,000 | | | $800,000 | $0 | | | |
| | Development | Lorraine | Upgrade Lorraine to Local Collector - Linn Road to FargoRoyal | 1000 | 60 | 36 | B | $372.00 | | Upgrade Lorraine/Fargo to collector from Linn Road to Royal Avenue | $372,000 | $0 | $0 | $272,000 | $100,000 | | | City |
| | Development | Nick Young Road | Nick Young Rd upgrade to Collector - Hannon to Hwy 62 | 600 | 60 | | | $462.00 | $30,000.00 | Reconstruct pavement and widen to collector, Hannon Road to Highway 62 | $307,200 | $157,200 | $0 | $150,000 | $0 | | | City |
| | Development | Old Hwy 62 | Realign old Hwy 62 and S. Royal Ave | 901 | | 36 | | $372.00 | | Realign intersection at Old Highway 62 abnd Roayl Avenue | $335,172 | $80,000 | $0 | $0 | $255,172 | | | Does not include right of way costs/Realigned with development |
| | Development | Old Hwy 62 | Re-construct old Highway 62 to a collector | 900 | 100 to Royal 60 N | | | $424.00 | | Reconstruct pavement, widen from Harnish to Cottonwood Drive | $381,600 | $301,600 | $0 | $80,000 | $0 | | | Developer/City |
| | Development | Onyx Road | Onyx St. Extension - Shasta to Tabor | 500 | | | | $424.00 | | Extend Onyx Road from Shasta Avenue to Tabor | $212,000 | $202,000 | $0 | $10,000 | $0 | | | Developer?/City depth |
| | Development | Onyx Street | Onyx St. Extension - Tabor to Bridgeport | 1300 | | | | $424.00 | | Pave Onyx Road to complete street from Tabor to Bridgeport | $551,200 | $301,200 | $0 | $250,000 | $0 | | | Part Developer/City |
| | Development | Reese Creek Road | Reese Creek Road upgrade to Collector - Royal to Rolling Hills | 4100 | 60 | 44 | B | $424.00 | | Upgrade Reese Creek Road to collector from Royal Avenue to Rolling | $1,738,400 | $900,000 | $0 | $835,000 | $0 | | | 1/2 street to City/1/2 street to Developer. County Jurisdiction |
| | UGB | Rolling Hills Drive | Rolling Hills Drive Collector - Hwy 62 to Reese Creek Road | 5400 | 60 | 44 | B | $424.00 | | Upgrade Rolling Hills Drive to collector from Reese Creek Road to Highway 62 | $2,289,600 | $2,200,000 | $0 | $89,600 | $0 | | | |

# EAGLE POINT - 2007 STREET SDC CAPITAL IMPROVEMENT PROJECT LIST

1-5 yr | 5-15 yr | 15-20yr | Future

| Project Number | | Location | Project | Length (ft) | R/W Width | Street Width | Street Class | Cost per Foot | Misc. Cost R/W etc. | Description | Total Cost ($) | Developer Funds ($) | Other Funds ($) | City | | Completed or Partially Completed | Year Budgeted | Comments/Status |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | SDC ($) | Street Department ($) | | | |
| | | S. Shasta | Shasta Avenue Culvert at EPGC | 320 | | | | | | Install new 36" culvert at the Golf Course drainage crossing. | $93,000 | | | $40,000 | | | | $53,000 in Storm SDC |
| | UGB | Sienna Hills Drive | Sienna Hills Drive - Barton to Rolling Hills Drive | 1500 | needed | | | $462.00 | | Sienna Hills Extension from Barton Road to Rolling Hills Drive | $693,000 | $621,000 | $0 | $72,000 | $0 | | | Developer-Credit + extra width |
| | Development | Steven Road | Upgrade Stevens Rd to a collector - Palima Dr | 2400 | 60 | 44 | B | $424.00 | | Reconstruct pavement, widen from Riley Road to Main Street | $1,017,600 | $517,600 | $0 | $500,000 | $0 | | | Developer fronting street/City through developed areas. |
| | | Teakwood | Upgrade Teakwood Ave. to a collector - Overlay, restripe, sign, etc. | 1880 | 60 | 36 | | $138.30 | | Reconstruct pavement to collector | $260,000 | $0 | $0 | $200,000 | $60,000 | | | City |
| | Development | Idlewood Drive | Idlewood Extension | | | | | | | Extend Idlewood from Main Street to Sandpines Dr | | | | | | | | |
| | | Various | Pavement Maintenance | | | | | | | Overlay/chip seal of exisitng pavements | $1,500,000.00 | | | | $1,500,000.00 | | | |
| | | Alta Vista | Alta Vista Rd upgrade 3 Lane Class "C" Arterial - Shasta to Bigham Brown | 4700 | 60 | | | $420.00 | | Upgrade Alta Vista to arterial from Shasta Avenue to Bigham Brown Road | $1,974,000 | $200,000 | $0 | $1,774,000 | $0 | | | Dev. S. Side-Credit N. Side City |
| | UGB | Alta Vista | Alta Vista upgrade to Local Collector - Robert Trent Jones Jr. to Riley Road | 4800 | 60 | | | $372.00 | | Upgrade Alta Vista to collector from Robert Trent Jones to Riley Road | $1,785,600 | $785,600 | $0 | $1,000,000 | $0 | | | Dev S. Side-City N. Side/Jackson County Jurisdiction at this time. |
| | UGB | Alta Vista at RTJ | Alta Vista/RTJ signal | | | | | | | Construct signal at Alta Vista and Robert Trent Jones | $250,000 | | | $250,000 | | | | |
| | UGB | Barton Road | Barton Road Local Collector - East of Reese Creek Road | 1800 | | 36 | | $372.00 | | Extend Barton Road east of Reese Creek Road (collector) | $669,600 | $640,000 | $0 | $29,600 | $0 | | | Developer/City Credit |
| | UGB | Bingham Brown | Bigham Brown Realignment | 2600 | | 44 | | $424.00 | | realign Bigham Brown Road to intersect with Robert Trent Jones Blvd | $1,102,400 | $977,400 | $0 | $125,000 | $0 | | | Developer/City Credit |
| | | Elm Way | Re-construct Elm Way to local collector status - Buchannan to DeAnjou | 900 | 60 | 36 | | $372.00 | | Reconstruct pavement to collector, add sidewalks | $334,800 | $0 | $0 | $300,000 | $34,800 | | | City - Water replacement also included |
| | Development | Hannon Road at Linn Road | Linn Road/ Hannon Rd intersection realignment | 800 | | 60 | | $717.00 | | Realign Linn Road at Hannon Drive | $573,600 | $0 | $0 | $573,600 | $0 | | | Realign Linn Road west of Lenn Hannon Dr. |
| | UGB | Havenwood | Havenwood Drive Upgrade to Local Collector | 1400 | | 36 | | $372.00 | | Havenwood Extension from Barton Road to Rolling Hills Drive | $520,800 | $495,800 | $0 | $25,000 | $0 | | | Developer credit for extra depth |
| | UGB | Highway 62 | Highway 62 Upgrade/widening - Linn Road to Rolling Hills | 6100 | 100+ | | | $200.00 | | Widen Highway 62 from Linn Road to Rolling Hills Drive | $1,220,000 | $0 | $1,220,000 | $0 | $0 | | | STIP Project ???? - City/State |
| | UGB | Highway 62 at Rolling Hills Drive | Highway 62/Rolling Hills Drive Signal | 1 | -- | | | $235,000.00 | | Construct signal at Highway 62 and Rolling Hills Drive | $235,000 | | $0 | $235,000 | $0 | | | STIP Project ???? - City/State |
| | Development | Linn Road at De Anjou | DeAnjou/Linn Rd/Lorraine Ave Intersection upgrade | 400 | | 36 | | $372.00 | $87,500.00 | Realign DeAnjou Road to intersect with Lorraine Avenue | $236,300 | $236,300 | $0 | $0 | $0 | | | Realign DeAnjou to line up with Lorraine - Developer |
| | UGB | Riley Road | Riley Road Upgrade to Collector - Stevens Road to Alta Vista | 6700 | 60 | 36 | C | $372.00 | | Upgrade Riley road to collector from Stevens Road to Alta Vista Road | $2,492,400 | $492,400 | $0 | $2,000,000 | $0 | | | County Jurisdiction - City/Developer |
| | UGB | Rolling Hills Drive | Rolling Hills Drive Collector - East of Reese Creek Road | 4200 | | 44 | | $424.00 | | Extend Rolling Hill Drive east of Reese Creek Road (collector) | $1,780,800 | $1,700,000 | $0 | $80,800 | $0 | | | Developer/City Credit |
| | Development | Shasta Ave | Shast Avenue upgrade to Arterial - Main to Alta Vista | 7120 | 60 | | C | $344.24 | | Upgrade Shasta Avenue to arterial from Main Street to Alta Vista | $2,451,000 | $0 | $451,000 | $2,000,000 | $0 | | | City |
| | UGB | Stevens Road | Stevens Rd East of Palima Dr | 3200 | | 44 | | $424.00 | | Upgrade Stevens Road to collector east of Riley Road | $1,356,800 | $1,300,000 | $0 | $56,800 | $0 | | | Developer |
| | UGB | Stone Quarry Road | Stone Quarry Road local collector | 900 | | | | $372.00 | | Upgrade Stone Quarry Road to Local Collector | $334,800 | $320,000 | | $14,800 | | | | Developer |
| | UGB | Vista Park Drive | Vista Park Drive South of Alta Vista | 1400 | | 36 | | $372.00 | | Extend Vista Park Drive south of Alta Vista Road (collector) | $520,800 | $495,000 | $0 | $25,800 | $0 | | | Developer/City depth |
| | | Various | Pavement Maintenance | | | | | | | Overlay/chip seal of exisitng pavements | $1,000,000.00 | | | | $1,000,000.00 | | | |
| | UGB | Riley Road | Riley Road Upgrade to Collector - South of Alta Vista | 1000 | | 44 | | $424.00 | | Upgrade Riley Road to collector south of Alta Vista | $424,000 | $100,000 | $0 | $324,000 | $0 | | | Developer/City Credit |
| | Development | Royal Avenue | Royal Avenue upgrade to Collector -Reese Creek to Nick Young | 6850 | 60-66 | | | $424.00 | | Upgrade Royal Avenue to collector from Reese Creek to Nick Young | $2,904,400 | $0 | $904,400 | $2,000,000 | $0 | | | City |