Kent Taylor Civic Hall
Council Chambers
200 NE Second Street
McMinnville, OR 97128

City Council Meeting Agenda
Tuesday, March 10, 2026
7:00 p.m. – City Council Regular Meeting
EXECUTIVE SESSION – to immediately follow the Regular Meeting (CLOSED TO THE PUBLIC)

Welcome! This meeting will be a hybrid (in-person & Zoom) Meeting. However, if you are not feeling well, please stay home and take care of yourself.

The public is strongly encouraged to relay concerns and comments to the Council in one of five ways:
*• **Pre-register** using the online form here: **https://www.mcminnvilleoregon.gov/citycouncil/webform/public-comment-card** (Registration **OPENS** at **5:00 p.m. on the day the agenda is posted, one week before the meeting** and **CLOSES** at **12:00 p.m. the day BEFORE** the meeting // (Any form submitted outside this window will not be addressed);*
*• **Written comments** may be submitted to the City Recorder Team any time up to **12:00 p.m. the day BEFORE** the meeting and mailed to (McMinnville City Hall, c/o City Recorder Team, 230 NE Second Street, McMinnville, OR, 97128);*
*• **Digital comments (email)** may be submitted to the City Recorder Team any time up to **12:00 p.m. the day BEFORE** the meeting to CityRecorderTeam@mcminnvilleoregon.gov;*
*• Fill out a **physical public comment card** found at McMinnville City Hall; any time up to **12:00 p.m. the day BEFORE** the meeting, but **not before 5:00 p.m.** on the day the agenda is posted for the following week;*
*• Attend **in person** and fill out a public comment card.*

You can live broadcast the City Council Meeting on cable channels Xfinity 11 and 331, Frontier 29 or webstream here:
mcm11.org/live

CITY COUNCIL REGULAR MEETING:
You may join online via Zoom Webinar Meeting:
https://mcminnvilleoregon.zoom.us/j/88955069314?pwd=qSaSjjtAQmZIrR1VTdn1GVpueNQZsJ.1
Or you can call in and listen via Zoom: 1-253- 215- 8782
Webinar ID: 889 5506 9314

7:00 PM – REGULAR COUNCIL MEETING – VIA ZOOM AND SEATING AT CIVIC HALL

1. CALL TO ORDER & ROLL CALL

2. PLEDGE OF ALLEGIANCE

3. INVITATION TO COMMUNITY MEMBERS FOR PUBLIC COMMENT –
   The Mayor will announce that any interested audience members are invited to provide comments. Anyone may speak on any topic other than: a matter in litigation, a quasi-judicial land use matter; or a matter scheduled for public hearing at some future date. The Mayor may limit comments to 4 minutes per person for a total of 32 minutes. The Mayor will read the names of comments emailed to City Recorded and then call on anyone who has signed up to provide public comment.

4. CONSENT AGENDA
   a. Consider **Resolution No. 2026-05:** A Resolution authorizing the Interim City Manager to execute an extension to the Yamhill County Health and Human Services behavioral health services contract for Community Outreach Services and training.

b. Consider **Resolution No. 2026-06:** A Resolution adopting a policy for media attendance at executive sessions.
c. Consider **Resolution No. 2026-13:** A Resolution authorizing the City Manager to execute a purchase order with HD Fowler in the amount $109,798.28, to supply replacement check valves at the Raw Sewage Pump Station, Project 2026-5.
d. Consider **Resolution No. 2026-14:** A Resolution Appointing Members to the Diversity, Equity, and Inclusion Advisory Committee.
e. Consider **Resolution No. 2026-15:** A Resolution authorizing the City Manager to execute an Intergovernmental Agreement between the City and the Oregon Department of Transportation for the Third Street Improvement Project.
f. Consider **Resolution No. 2026-17:** A Resolution authorizing the City Manager to enter into a Professional Services Contract for the NE Gateway Sanitary and Storm Sewer Replacement, Project 2025-12, with AKS Engineering & Forestry, LLC.
g. Consider the request from Vitamin Cottage Natural Food Markets, Inc. dba Natural Grocers for Off-Premises Sales, OLCC Liquor License located at 448 NE Hwy 99W.

5. ORDINANCES
    a. Consider the first reading with a possible second reading of **Ordinance No. 5173:** An Ordinance approving a comprehensive plan map amendment (Docket CPA 1-25) and zone map amendment (Docket ZC 2-25) for approximately 26.07 acres, located at 2325 NE Three Mile Lane, 160 NE Atlantic Street, 2305, 2245, 2225, 2215, and 2205 NE Cumulus Avenue, and tax lot R4422CC 01102.

6. ADVICE/ INFORMATION ITEMS
    a. Reports from Councilors on Committee & Board Assignments
    b. Department Head Reports

7. ADJOURNMENT OF REGULAR MEETING

CITY COUNCIL EXECUTIVE SESSION – IMMEDIATELY FOLLOWING THE CITY COUNCIL REGULAR MEETING (NOT OPEN TO THE PUBLIC)

1. CALL TO ORDER

2. **EXECUTIVE SESSION PURSUANT TO ORS 192.660(2)(e):** To conduct deliberations with persons you have designated to negotiate real property transactions.

3. ADJOURNMENT OF EXECUTIVE SESSION

Meeting Accessibility Services and Americans with Disabilities Act (ADA) Notice: Kent Taylor Civic Hall is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made a least 48 hours before the meeting to the City Recorder (503) 435-5702 or CityRecorderTeam@mcminnvilleoregon.gov.

RESOLUTION NO. 2026-05

A Resolution authorizing the Interim City Manager to execute an extension to the Yamhill County Health and Human Services behavioral health services contract for Community Outreach Services and training.

RECITALS:

WHEREAS, Yamhill County Health and Human Services (YCHHS) provides mobile crisis response services for mental health crises throughout the county; and

WHEREAS, in addition to those services, the City of McMinnville entered into an agreement with YCHHS in February, 2024, to provide additional Community Outreach Services (COS) within the City over the course of one year; and

WHEREAS, the COS agreement was amended in 2025 to extend the agreement an additional year, through February, 2026, with up to two more one-year extensions; and

WHEREAS, the 2025 amendment also updated the scope of services (Exhibit A), which services constitute a strategy to connect at-risk individuals to behavioral health services and supports; and

WHEREAS, the COS services provided by YCHHS have been valuable to the City of McMinnville and beneficial to the care of some of its more-vulnerable, at-risk residents.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF McMINNVILLE, OREGON, as follows:

1. The Interim City Manager is authorized to execute an amendment to the COS agreement with YCHHS extending the term for another year.
2. This resolution shall take effect immediately upon passage and shall continue in full force and effect until modified, revoked, or replaced.

Adopted by the Council of the City of McMinnville at a regular meeting held the 10th day of March, 2026, by the following votes:

Ayes: _____

Nays: _____

Approved this 10th day of March 2026.

_____
MAYOR

Approved as to form:

_____
City Attorney

Attest:

_____
City Recorder

EXHIBITS:

A. COS Scope of Work

Exhibit A

Community Wide COS Services

1) 24/7 mobile crisis response for entire county at LE or 988 crisis hotline request.
2) 2-person crisis response team
3) Risk evaluation for mental health incidents

Expanded COS Services McMinnville - Scope of Work

In addition to the mobile crisis services required under OAR 309-019-0150 of Yamhill County Health and Human Services (YCHHS) as a Community Mental Health Program, YCHHS will provide the following:

1) Training and Information meetings (1hr/month)
   a) Community Outreach Services (COS) Team will conduct information meetings for various stakeholder or local business groups as requested by City staff or MIP. (
   b) Training information to include engaging with individuals with apparent behavioral health challenges, when to contact crisis workers, when to call 911.
   c) What to expect from COS response, what resources are available.

2) Providing proactive outreach to individuals demonstrating behaviors that violate the city's codes on publicly owned property (parks, library, etc.), around YCAP Navigation center and Provoking Hope drop-in center, as well as privately owned business properties when requested even when no apparent crisis behavior is being exhibited. This will also include individuals suspected to be under the influence of substances. (7hr/wk = 30.3 per month)

3) Walking the 3rd street business area to check-in with storefront staff and share about role of COS and how to request a response. (2hr/wk = 8.7 per month)

4) Attending select community street fair events to provide proactive outreach to individuals experiencing behavioral health crisis. (2hr/month)

5) Working with the Municipal court and its community court (6hr/month)
   a) Attending community court 2x/month to provide outreach and resource information to court participants.
   b) Follow-up with court participants who are willing to engage.

6) Coordinate regular staffing meetings between McMinnville PD and COS to discuss community members of concern for behavioral health crisis. (4hr month)

7) Provide quarterly report on training and outreach activities of COS under this agreement.

   a) Identify community stakeholder groups where presentations occurred.
   b) Log of outreach activity including dates and locations visited.

*Estimated Total approximately 52hr/month of direct work

City of McMinnville
ADMINISTRATION

STAFF REPORT

DATE: **March 10, 2026**
TO: **Adam Garvin, Interim City Manager**
SUBMITTED BY: **David Ligtenberg, City Attorney**
SUBJECT: **Executive Session Media Attendance Policy**

1. Resolution No. 2026-06, A Resolution adopting a policy for media attendance at executive sessions.

Report in Brief:

Oregon public meetings law provides that representatives of the news media shall be allowed to attend certain executive sessions. However, technological advances since the time the public meetings law was initially adopted have resulted in communication methods allowing virtually any individual or entity to disseminate information widely. An adopted definition of "news media" within a policy for executive session attendance would implement the intent of the public meetings law while protecting City business from abuse of that law by non-traditional information disseminators.

Background:

Since 1973, Oregon law has provided that the news media be allowed to attend executive sessions of governing bodies. Public meetings law requires that "representatives of the news media shall be allowed to attend executive sessions . . . but the governing body may require that specified information be undisclosed." (ORS 192.660(4).)

Discussion:

The Oregon public meetings law with regard to media attendance at executive sessions is understood as a broad requirement: "representatives of the news media" must be allowed to attend except in very limited cases. This has been understood to invite the institutional media as a "watchdog" over a governing body as well as to allow information gathering for future reporting.

However, since enactment in 1973, the legislature has not chosen to further define what might constitute "news media," even as the prevalence of electronic communication and the ubiquity of internet access have changed the landscape. In an effort to reconcile the law to that changing landscape, the Attorney General's Public Records and Meetings Manual has stated:

> The news media is not limited to traditional print and broadcast media, but can include internet media. For example, while a blogger keeping an online personal journal with reflections and comments would likely not qualify as a representative of the news media, an individual who regularly posts for a website maintained by a traditional media company (*e.g.*, cnn.com) likely would qualify. Relevant factors typically include whether the entity has staff and a formal business structure and regularly disseminates news to the public.

In reviewing its own guidance alongside the relevant legislative history in 2016, the Attorney General noted that "the legislature appears to have intended to distinguish between individuals and media entities and to permit only the latter to attend executive sessions. Without that distinction executive sessions essentially would be open to the public."

In the same guidance, the AG indicated that "governing bodies may adopt screening criteria for 'representatives of the news media' that are consistent with the meaning intended by the legislature . . . ." Following the 2016 AG guidance, the Oregon League of Cities created a Model Media Policy designed to meet the requirements of the public meetings law as interpreted by the AG, while also limiting access to institutional news media, as defined by the AG, and distinct from every individual with the ability to disseminate information broadly.

The proposed Executive Session Media Attendance Policy largely follows that model. It includes the following features:

1) A description of institutional news media organizations that meet the definition from the AG.
2) Provides a mechanism for individual representatives of news media organizations to demonstrate their affiliation and credentials. This includes the recommended, attached form and an indication that such application will be reviewed by the City Manager or a designee. If the City Manager determines that a submitter has not presented sufficient evidence under the policy, a denial will be issued with findings detailing such determination.
3) Standards for attendance at executive sessions, including restatements of the public meetings law expectation of non-disclosure, exceptions to attendance, and a prohibition on recording devices.

The proposed Policy differs from the Model in the following ways:

1) Some language changes in Section 1 that emphasize that a media organization must be "institutional news media," as well as a footnote to further flesh out that definition to better allow the Council to confirm or deny an organization's "institutionality" as opposed to simply the free speech of an individual. These changes are largely direct quotations of AG opinion.

2) Slight re-wording of 2.B. The Model Policy makes the form a requirement, but the AG opinion indicates that if an individual submits sufficient information to substantiate that they are a representative of institutional news media and the City denies their access, we will have violated the public meetings law.
3) Replacement of 2.C. The Model Policy requested advance submission of a request and credentials, but here indicated that if someone didn't meet the deadline, the body would either allow them to attend or postpone the executive session. The AG opinion states both that "governing bodies are not required to accept a person's mere assertion that they qualify as a representative of the news media. Consequently, a policy requiring proof of media status can be consistent with the Oregon Public Meetings Law." and that "the statute does not authorize excluding representatives of the news media for failure to provide their credentials within certain deadlines. The same is true for a policy requesting media representatives to notify the governing body in advance of their intent to attend an executive session." In the opinion of the City Attorney, the Model was overly cautious in this regard and that the statements of the AG must allow the prior review by the City Manager as proposed in 2.C.

Attachments:

1. Resolution No. 2026-06: A Resolution adopting a policy for media attendance at executive sessions.
    a. Exhibit A: Executive Session Media Attendance Policy

Fiscal Impact:

N/A

Alternatives:

Alternative 1 [Staff Recommendation]: Adopt the attached resolution adopting a policy for media attendance at executive sessions. This will immediately start a process by which the City Manager will review and confirm or deny any individual's request to attend executive sessions.

Alternative 2: Direct Staff to reconsider portions of the proposed policy and return with an amended version. This will delay Council's ability to confirm or deny the propriety of an individual's attendance at executive sessions.

Alternative 3: Reject the attached resolution. The Council will not have a mechanism to vet potential attendees of executive sessions who claim to be representatives of news media.

Alternative 4: The Council may consider any other alternative not presented by staff.

RESOLUTION NO. 2026-06

A Resolution adopting a policy for media attendance at executive sessions.

RECITALS:

WHEREAS, Oregon public meetings law provides that representatives of the news media shall be allowed to attend certain executive sessions of public bodies, but may be requested to not disclose specified information (ORS 192.660(4)); and

WHEREAS, because at the time state law relating to media attendance at executive session was adopted, "news media" consisted of entities that were institutionalized and structured to support compliance with the requirements of ORS 192.660(4), the law includes no express mechanism for enforcing those requirements; and

WHEREAS, technological advances since the time the public meetings law was initially adopted have resulted in development of communication mechanisms allowing virtually any individual or entity to disseminate information widely; and

WHEREAS, the city council finds that in that absence of a statutory definition of "news media" as that term is used in ORS 192.660(4) it is necessary to adopt a policy that implements the intent of the public meetings law relating to executive session attendance without precluding attendance by internet-based or other "non-traditional" information disseminators that are institutionalized and committed to compliance with ORS 192.660(4); and

WHEREAS, the city council recognizes that this policy is solely for determining eligibility to attend executive sessions, which requests non-disclosure of specified information from executive sessions, and is not intended to otherwise define "news media" or to determine eligibility to report on the city's activities or to limit access to other city meetings by any person;

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF McMINNVILLE, OREGON, as follows:

1. The City of McMinnville Executive Session Media Attendance Policy, attached as Exhibit A, is adopted.

2. This resolution shall take effect immediately upon passage and shall continue in full force and effect until modified, revoked, or replaced.

Adopted by the Council of the City of McMinnville at a regular meeting held the 10th day of March, 2026 by the following votes:

Ayes: _____

Nays: _____

Approved this 10th day of March 2026.

_____
MAYOR

Approved as to form: Attest:

_____ _____
City Attorney City Recorder

EXHIBITS:
A. City of McMinnville Executive Session Media Attendance Policy

City of McMinnville
Executive Session Media Attendance Policy

1. Recognized News Media Organizations. The City of McMinnville recognizes all institutional news media as eligible to attend executive sessions under ORS 192.660. The City recognizes that the following meet the definition of institutional news media[1]:

   (A) Daily newspapers, non-daily, and small-market newspapers/publications, as well as those publications that are released as digital and multiplatform products; so long as such publication is formally organized for the purpose of gathering and disseminating news; or

   (B) A newspaper or publication that the city uses for publication of public notices and that meets the requirements of ORS 193.020; or

   (C) An entity that is formally organized and operated to regularly and continuously publish, broadcast, transmit via television, radio or the internet or otherwise disseminate news to the public, and that regularly reports on matters of public concern.

2. Recognition of Media Representatives. Representatives of news media organizations recognized pursuant to Section 1 of this policy shall be allowed to attend executive sessions, except as described below in subsection 3 of this policy, pursuant to the following process:

   (A) The representative must provide substantial evidence persuading the City that he or she is a news reporter for the recognized news media organization. In making its determination whether to recognize the person as a representative of the news media organization, the City requires:

      i. A press badge or identification issued by the recognized news media organization, plus proof of identity (such as a driver's license);

[1] Whether any particular publication amounts to "institutional news media" depends on particular facts demonstrating that it is formally organized for the purpose of gathering and disseminating news. Indications that an entity is institutional might include its business structure, the nature of its overall operations, regular public dissemination of news, and similar factors. Short of an affiliation with a traditional media outlet, such factors may include the existence of staff (rather than a single individual), a formal business structure within which the publication operates, and regular publication.

ii. A recently published news article in the recognized news media organization publication or broadcast, with the person's byline, or a masthead showing the person's name as a member of the news gathering staff of the news media organization, plus proof of identity;

iii. A letter on letterhead from an editor of the recognized news media organization in which the editor states that the reporter is covering the meeting for the news media organization, plus proof of identity; or

iv. Any other credentials or evidence sufficient to demonstrate that the individual is a representative of the news media.

(B) Requests to be recognized as a representative of a news media organization should be made in writing on a form provided by the city. The form shall require disclosure of the person's name, and the entity for which he or she is a representative and shall require submission of evidence described in subsection 2(A) of this policy. The form shall also include a certification that the person is a representative of a recognized news media organization, that the information given is true, and that the person agrees to comply with ORS 192.660(4). The form will be made available on the city's webpage and upon request by any individual.

(C) The City Manager, or a designee, will review all submissions for sufficient proof that the submitter is, indeed, a representative of a recognized news media organization as defined by state law and recognized by this policy. If such review determines that a submitter is not a representative of a recognized news media organization, that submitter will be presented with written findings regarding such determination. Nothing shall preclude a submitter from providing additional proof or submitting again upon a change in circumstances or employment. Otherwise, upon review and recognition, said representative shall be permitted to attend executive sessions according to this policy until and unless their employment or affiliation with the recognized news media organization of their submittal ends. Representatives and news media organizations are requested to promptly notify the City of such changes in employment or affiliation.

3. Attendance at Executive Sessions.

(A) Representatives of the news media are expected to comply with ORS 192.660(4) regarding non-disclosure of specified information.

(B) Representatives of the news media are not permitted to attend executive sessions involving deliberations with persons designated to carry on labor negotiations. ORS 192.660(4).

(C) If the executive session is being held to confer with counsel about current litigation or litigation likely to be filed, the city shall exclude any member of the news media from attending if the member is a party to the litigation to be discussed or is an employee, agent or contractor of a news media organization that is a party to the litigation. ORS 192.660(5).

(D) Recording Devices Prohibited. Cameras, tape recorders and other recording devices shall not be used in executive sessions, except for any official executive session tapes made by city staff.

4. Application to Boards and Commissions. These policies and procedures shall apply to the city council and all of its boards and commissions.

City of McMinnville
ENGINEERING

STAFF REPORT

DATE: **March 10, 2026**
TO: **Adam Garvin, City Manager**
SUBMITTED BY: **Geoff Hunsaker, Public Works Director**
WRITTEN BY: **Kevin Wood, Engineering Program Manager - Utilities**
SUBJECT: **Purchasing Replacement Check Valves for RSPS**

1. Resolution No. 2026-13, A Resolution authorizing the City Manager to execute a Purchase Order with HD Fowler in the amount of $109,798.28, to supply replacement check valves at the Raw Sewage Pump Station

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Report in Brief:

This project proposes to replace four (4) check valves at the Raw Sewage Pump Station. The existing valves were installed in 1996 and have reached the end of their useful life.

Background:

The Raw Sewage Pump Station (RSPS) is the City's primary pump station; all wastewater flow passes through this facility before being pumped to the Water Reclamation Facility (WRF). The RSPS has performed very well since it was placed into service in 1996, but critical components are now reaching the end of their useful life due to age and prolonged exposure to a corrosive environment.

During the FY24/FY25 budget year, a check valve on one of the large RSPS pumps failed in the open position. This failure allowed wastewater that had already been pumped toward the WRF to flow backward through the pump. Staff responded quickly and ordered a replacement valve and arranged for installation. The lead time for the replacement valve was 32 weeks. The total cost for this single failure was $29,047 for the 24-inch check valve and $24,775 for installation by R.L. Reimer, for a total of $53,822.

In December 2025, a second check valve failed. Emergency repairs were made, and the valve is currently kept in a standby position. However, it cannot be trusted for normal operation. During heavy rain events, all three large pumps are required to operate to prevent an overflow at RSPS. Operating with compromised or unreliable check valves significantly increases the risk of pump damage, system instability, and potential overflow events.

We are proposing to proactively replace the remaining aging check valves at RSPS: two (2) 24-inch check valves and two (2) 18-inch check valves. These valves have been in continuous service for approximately 30 years in a highly corrosive wastewater environment and have exceeded their expected service life.

Recent vendor pricing indicates costs of approximately $32,000 per 24-inch valve and $22,800 per 18-inch valve. R.L. Reimer has estimated that by completing all four valve replacements as a single project, installation costs can be reduced to approximately $10,000–$15,000 per valve. Using the high end of that estimate, we project labor costs of $60,000 and valve costs of $109,800, for a total estimated overall project cost of approximately $170,000. This represents a savings of about $10,000 per valve when compared to doing each one individual as they fail.

Discussion:

We requested quotes in January and February 2026 from three different suppliers:

- HD Fowler;
- Core & Main, and;
- KGS Northwest.

As we are replacing the valves in kind, each of the suppliers was provided with the same equipment specifications. We received quotes from two of the three suppliers (i.e. HD Fowler and Core & Main).

A summary of the quotes received is below:

Bidder	18-inch Valve Unit Price	18-inch Valve Quantity	24-inch Valve Unit Price	24-inch Valve Quantity	Total Bid Amount
HD Fowler	$22,836.47	(2)	$32,062.67	(2)	$109,798.28
Core & Main	$24,863.65	(2)	$34,881.90	(2)	$119,491.10

Based on the quotes received, staff recommend authorizing a purchase order with HD Fowler.

Attachments:

1. HD Fowler Quote
2. Resolution No. 2026-13

Fiscal Impact:

This project has been included in the FY27 Wastewater Capital Fund account number 77.8710. However, current lead times for check valves remain approximately 32 weeks. If we wait until the FY27 budget is formally adopted to issue a purchase order, the valves may not arrive in time to complete installation before the next wet weather season, increasing the risk of pump station failure and overflow events.

To mitigate this risk, we are requesting authorization to proceed with ordering the valves by encumbering the funds during the current fiscal year (i.e. FY26) with the understanding that the encumbrance will be rolled over to the next fiscal year (i.e. FY27). This approach would allow manufacturing lead time to begin immediately while maintaining budgetary control.

Alternatives:

Alternative 1 [Staff Recommendation]: Adopt the attached resolution authorizing a purchase order with HD Fowler. Manufacturing of the required replacement valves can begin and will reduce the risk that installation is delayed until after the next wet weather season.

Alternative 2: Reject the attached resolution. Procurement of the valves will need to be delayed until the next fiscal year, which will require the existing valves to remain in service through the next wet weather season. Additional failures of the valves may occur during the next wet weather season, which will accelerate deterioration of other costly components at the RSPS.

Alternative 3: The Council may consider any other alternative not presented by staff.

Wilsonville Branch
28800 SW Boberg Rd
Wilsonville, OR 97070
(503) 783-3490 or (877) 715-7458

QUOTATION Date: 01/29/26

Project: CITY OF MCMINNVILLE CHECK VALVES
Location: MCMINNVILLE

Quote #: Q618037
Bid Date: 01/29/26
Estimator: Eric Mcconaughey
ericmc@hdfowler.com

Engineer:
Owner/Agency:

TO CONTRACTORS:

Attached is the HD Fowler Company quotation for materials we are offering on the above-listed project. This quotation is based on our interpretation of the plans and specifications. To accurately bid any project, it is necessary for the contractor to perform his own item and quantity take-off. We also strongly suggest that the contractor confirm the material list before ordering. Please carefully review the Terms & Conditions of Sale which also accompany this bid.

All products quoted are furnished with the factory's standard shop coating, unless otherwise stated in our quote. The provisions for field startup and the technical service of a manufacturer's representative are not included, unless otherwise stated in our quote.

Prices quoted are based on quantities shown and are subject to revision if quantities ordered vary substantially.

Due to unstable market conditions, rising fuel and raw materials costs, HD Fowler Company requests that you carefully evaluate material costs and the duration of price protection we are able to offer and plan accordingly. We value your business and will do our best to communicate changes in market conditions while assisting you through this difficult situation. Due to current unstable price conditions, unless specifically stated otherwise, the prices in this proposal are subject to change and material will be invoiced at the prices in effect at the time of shipment.

Required drawings of any kind are not included in this proposal unless specifically stated as a line item.

Prices of fabricated piping are based on lengths shown. Contractor is advised to verify lengths, tap and seep ring locations prior to ordering. All products from our fabrication shop are made by non-union employees.

Bolt, nut, stud, gasket and other fastener products are for estimating purposes only. Required fasteners need to be determined by the contractor.

The prices quoted on pipe are based on shipping full truckloads direct from the factory. In the event quantity ordered is less than truckload, shipment would have to be combined with others to make full truck and delivery time would depend on our ability to do so. Partial loads will be billed at full truck load rates.

Prices on copper tubing are extremely volitale and subject to change. They will be billed at the price in effect at time of shipment.

Due to varying trench depths and pumper thread specifications, we advise confirmation on fire hydrant requirements prior to ordering.

Unless otherwise noted, pipe supports listed here are for the convenience of the contractor only and do not constitute a "design." The contractor is responsible for any engineering required. Not every support that may be needed is listed here. Contractor shall verify the support type, material, finish, spacing and all other aspects of a complete pipe support system. All supports are for your use in estimating only.

HD Fowler Company has interpreted the plans and specifications in order to generate a complete and accurate bid proposal. Unfortunately, the submittal process may, at times, be the only way to actually determine the material requirements for the project. HD Fowler will work with the contractor to provide acceptable materials but if items differ substantially from the originally quoted items; price and availability, will be reviewed and revised as required.

FOB: **Payment Terms: Net 10th Prox.**
(subject to Credit approval)
Delivery: **Addenda Received for this project:**

Customer:	CITY OF MCMINNVILLE PUBLIC WORKS	**Quote #:**	Q618037
Estimator:	Eric McConaughey	**Bid Date:**	1/29/2026
Job Name:	CITY OF MCMINNVILLE CHECK VALVES		
Location:	MCMINNVILLE		

Line	Qty	UoM	Description	Unit Price	Extended Price
1	2	EA	24" MILLIKEN 9001 SWING CHECK VALVE, 125# FLANGED, CI BODY, Bronze Body Seat, SS Hinge Pin, DI Disc W/ Bronze RING, 10 Mils Epoxy Coating, Dual Lever and Weight	32,062.67	64,125.34
2	2	EA	18" MILLIKEN 9001 SWING CHECK VALVE, 125# FLANGED CI Body, Bronze Body Seat, SS Hinge Pin, DI Disc W/ Bronze RING 10 Mils Epoxy Coating, Dual Lever and Weight	22,836.47	45,672.94
			Approximate Total		**109,798.28**

HD Fowler Company TERMS AND CONDITIONS OF SALE

1. AGREEMENT; ACCEPTANCE.

This document (Agreement) contains all of the terms and conditions with respect to the sale and purchase of the material ordered by Purchaser and sold by HD Fowler Company (Fowler). This Agreement constitutes the entire agreement between Fowler and Purchaser; it will not be amended, altered, or changed except by a written agreement signed by both parties. Purchasers acceptance of the material shall conclusively evidence Purchasers

2. SHIPPING AND DELIVERY.

Shipment or delivery dates are estimates only. Fowler will not be liable for any failure or delay in making shipment or delivery caused by any contingency beyond Fowlers control, or the control of Fowlers vendors, with whom Fowler has contracted to cover this offer to sell materials to Purchaser. Such contingencies include but are not limited to: labor conditions, material shortages, carrier delays, acts of God, fire, weather, accidents, embargoes, war, insurrection, riots, government regulations, pandemics, or other causes beyond the control of Fowler and its vendors. Any time periods for Fowlers performance under this Agreement shall be extended accordingly. When materials are sold freight on board (FOB) shipping point or FOB shipping point freight allowed, Fowlers responsibility for loss or damage in transit terminates upon acceptance of material by the carrier. When sold FOB destination, Fowlers responsibility for loss or damage terminates upon tender of delivery by the carrier. Upon receipt of shipments, it shall be the Purchasers responsibility to inspect materials and secure written acknowledgement from the delivering carrier for any loss or damage. Claims for incorrect materials or shortages (other than loss in transit), must be made to Fowler in writing within five (5) calendar days after receipt of shipment. Following Fowlers receipt of notice of incorrect materials, Fowler will promptly arrange for pickup of

3. RETURNS.

Except as otherwise provided herein, material may not be returned without Fowlers prior written consent, in its sole discretion. If a return is approved by Fowler, standard items normally carried in Fowlers stock, returned in a new condition, will be credited less fifteen percent (15%) to cover handling costs. Special items manufactured to order may not be returned. All returned material must be shipped freight prepaid and the risk of loss will remain

4. TAXES.

Purchaser shall be responsible for the payment of all federal, state, provincial, county, local, or government taxes, including but not limited to, sales tax, use tax, value added tax, goods and services tax, or other excise tax that may be applied on the material (Taxes), and shall defend, indemnify and hold Fowler harmless from those Taxes. Fowler shall be responsible for any tax based solely upon its net income. Purchaser may supply Fowler with a valid Resale Certificate or other form certifying an exemption from the payment of Taxes from the taxing authority

5. PAYMENT TERMS.

Fowler will submit invoices to Purchaser upon the shipment of materials. Invoices shall be paid by Purchaser on or before the tenth (10th) day of the following month. Late payments shall accrue interest at the rate of one percent (1%) per month until paid, commencing on the first (1st) day of the month after the month in which payment was due. Prices are based on current published freight rates and are subject to adjustment if freight rates are increased. Prices include domestic packing for commercial truck shipment only. Fowlers offer herein is If Purchaser fails to comply with terms of payment or sale, or if Purchasers financial responsibility becomes impaired or unsatisfactory to Fowler, Fowler reserves the right to withhold further deliveries on partially filled orders and to require payment in advance or satisfactory security or guarantee that invoices will be paid when

6. LIMITED WARRANTY; LIMITATION OF LIABILITY.

The materials supplied hereunder are subject to the relevant third-party manufacturers warranties, which shall pass to Purchaser to the extent assignable. When provided reasonable notice, Fowler agrees to use commercially reasonable efforts to assist Purchaser with pursuing remedies under the manufacturers warranties for up to one (1) year from the date of sale, provided that Fowler shall not be required to incur any expenses. FOWLER EXPRESSLY DISCLAIMS ALL WARRANTIES OF ANY KIND, WHETHER EXPRESS OR IMPLIED, INCLUDING BUT NOT LIMITED TO THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE. FOWLER SHALL HAVE NO LIABILITY OR RESPONSIBILITY FOR THE DESIGN OF THE PROJECT IN WHICH THE MATERIALS WILL BE INSTALLED. FOWLER SHALL NOT BE REQUIRED TO HOLD THE MATERIALS FREE OF THE CLAIM OF ANY THIRD PERSON BY WAY OF
IN NO EVENT SHALL FOWLER BE LIABLE FOR ANY INDIRECT, SPECIAL, INCIDENTAL, CONSEQUENTIAL, PUNITIVE, EXEMPLARY, OR OTHER DAMAGES AND/OR LOSS OF PROFITS BASED ON PRODUCT LIABILITY, STRICT LIABILITY, TORT (INCLUDING NEGLIGENCE), BREACH OF CONTRACT, OR OTHERWISE. FOWLERS TOTAL LIABILITY FOR ANY AND ALL LOSSES, DAMAGES, LIABILITIES, AND/OR INDEMNITIES ARISING UNDER OR RELATING TO THIS AGREEMENT, UNDER ANY THEORY OF LIABILITY, SHALL BE LIMITED TO THE PURCHASE PRICE PAID TO FOWLER FOR THE APPLICABLE MATERIALS

7. INDEMNIFICATION.

Purchaser agrees to defend, indemnify, and hold Fowler harmless from any and all claims, demands, losses, and liabilities to or by third parties arising from, resulting from, or connected with the material to be finished under this Agreement, even though such claims may prove to be false, groundless, or fraudulent, to the fullest extent permitted by law and subject to the limitations provided below. Purchasers duty to indemnify Fowler shall not apply to liability for damages arising out of bodily injury to persons or damage to property caused by, or resulting from, the sole negligence of Fowler. Purchasers duty to indemnify Fowler for liability for damages arising out of bodily injury to persons or damage to property caused by, or resulting from, the concurrent negligence of Fowler and Purchaser, shall apply only to the extent of negligence of Purchaser. Further, the indemnification obligation under this Agreement shall not be limited in any way by any limitation on the amount or type of damages, compensation, or benefits payable to or for any third party under workers compensation acts, disability benefits acts, or other employee benefits acts; provided, Purchasers waiver of immunity by the provisions of this paragraph extends only to claims against Purchaser by Fowler, and does not include, or extend to, any claims by Purchasers employees directly against Purchaser. Subject to Purchasers duty to defend Fowler, if applicable,

8. TERM AND TERMINATION.

The terms within this Agreement shall survive the completion, suspension or termination of this Agreement and the exchange of material governed under this Agreement.

9. Successors and Assigns.

Fowlers successors and assigns shall be entitled to assume the liabilities and obligations, and succeed to the rights and interests, of Fowler under this Agreement at any time and without limitation. This Agreement may not be assigned by Purchaser without Fowlers prior written consent, in Fowlers sole discretion.

10. MEDIATION AND BINDING DISPUTE RESOLUTION.

In the event of any dispute relating to this Agreement, the parties agree to enter into mediation under the Construction Industry Rules of the American Arbitration Association. The costs of the mediator shall be paid equally. The parties agree that mediation shall occur in Seattle, Washington. In the event mediation fails to resolve the dispute, the parties agree to submit any and all disputes to binding arbitration in accordance with the Construction Industry Arbitration Rules of the American Arbitration Association. The parties agree that arbitration shall occur in Seattle, Washington. In any arbitration proceeding between Fowler and Purchaser, the prevailing party shall be awarded its reasonable attorneys fees and costs. The parties shall mutually agree upon the mediator or arbitrator, as applicable, to be used for the dispute resolution procedures set forth above. If the

11. APPLICABLE LAW.

This Agreement shall be governed by and enforced in accordance with the laws of the State of Washington without giving effect to principles regarding conflict of laws.

12. Delays or Omissions.

No delay or omission to exercise any right, power, or remedy accruing to either party upon any breach or default of the other party hereto shall impair any such right, power, or remedy of such non-defaulting party, nor shall it be construed to be a waiver of any such breach or default or an acquiescence therein, or of any similar breach or default thereafter occurring. A waiver of a breach or default by a party shall not be deemed to be a waiver of any

13. SEVERABILITY.

In the event any provision herein should be held unenforceable, such provision shall be deemed to be amended so that it will be enforceable to the fullest extent permitted by law, and all remaining provisions shall continue in full force without being affected, impaired, or invalidated thereby in any way.

14. Rules of Construction.

The parties acknowledge that they have been represented by, or had an opportunity to consult with, competent counsel with respect to this Agreement and therefore waive the application of any law, regulation, holding, or rule of construction providing that ambiguities in an agreement will be construed against the party drafting such

15. Effect of Headings.

The section headings herein are for convenience only and shall not affect the construction or interpretation of this

RESOLUTION NO. 2026-13

A Resolution authorizing the City Manager to execute a purchase order with HD Fowler in the amount $109,798.28, to supply replacement check valves at the Raw Sewage Pump Station, Project 2026-5.

RECITALS:

WHEREAS, the existing check valves at the Raw Sewage Pump Station have experienced recent failures and are past the end of their useful life; and

WHEREAS, quotes were received from two of three suppliers who were contacted for the required replacement check valves; and

WHEREAS, HD Fowler was the lowest responsive bidder.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF McMINNVILLE, OREGON, as follows:

1. That the City Manager is authorized to execute a purchase order with HD Fowler in the amount of $109,798.28 to supply the replacement check valves at the Raw Sewage Pump Station, Project 2026-5.
2. This resolution shall take effect immediately upon passage and shall continue in full force and effect until modified, revoked, or replaced.

Adopted by the Council of the City of McMinnville at a regular meeting held the 10th day of March, 2026 by the following votes:

Ayes: _____

Nays: _____

Approved this 10th day of March 2026.

_____
MAYOR

Approved as to form:

_____
City Attorney

Attest:

_____
City Recorder

City of McMinnville
ADMINISTRATION

STAFF REPORT

DATE: **March 10, 2026**
TO: **Adam Garvin, Interim City Manager**
SUBMITTED BY: **Noelle Amaya, Communication & Engagement Manager**
SUBJECT: **Resolution 2026-14, Committee Appointments**

1. Resolution No. 2026-14, A Resolution Appointing Members to the Diversity, Equity, and Inclusion Advisory Committee

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Report in Brief:

Consideration of Resolution No. 2026-14 appointing volunteers to the City's Diversity, Equity, and Inclusion Advisory Committee.

Background:

The City of McMinnville has many boards, commissions, and committees and that support the City's work on a volunteer basis. The City Council makes annual appointments and fills vacancies as they may arise during the year.

According to the City's Unified Board & Committee Appointment Policy, the City solicits applications by advertising the vacancies via the News Register, social media, and City website. Applications are then reviewed and interviews are conducted. All eligible applicants are invited to interview.

The interview panel for these vacancies consisted of the City staff liaison, both Co-Chairs for the committee, and the Mayor. The City Council Liaison was invited, but not available. Following the interviews, the interview panels make recommendations to the City Council for appointments.

Discussion:

There were two vacancies on the DEIAC; one at-large member with a term expiring December 31, 2030, and one youth member with a term expiring December 31, 2028. These vacancies were advertised in the News Register on December 8th, 12th, 15th, and 19th, and they were advertised on social media, the City website, and the City's e-newsletter. Applications were accepted from December 1, 2025, to December 31, 2025.

Attachments:

1. Resolution No. 2026-14

Fiscal Impact:

There is no fiscal impact associated with this decision.

Alternatives:

Alternative 1 [Staff Recommendation]: Adopt the attached resolution appointing the new committee members.

Alternative 2: Reject the recommended appointments and direct staff to start a new recruitment process.

Alternative 3: The Council may consider any other alternative not presented by staff.

RESOLUTION NO. 2026-14

A Resolution Appointing Members to the Diversity, Equity, and Inclusion Advisory Committee.

RECITALS:

WHEREAS, The City of McMinnville has several Boards, Committees, Commissions made up of community volunteers; and

WHEREAS, The City Council is responsible for making appointments to these committees; and

WHEREAS, The Diversity, Equity, and Inclusion Advisory Committee is made up of seven volunteer community members, one City Council liaison and one youth member; and

WHEREAS, The City Council reviewed the committee's scope and purpose at the February 10th, 2026 City Council meeting; and

WHEREAS, The Council has voted to support the committee in their charge to advise on culturally responsive service delivery and public engagement strategies by which McMinnville residents can better participate in the decision-making process

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF McMINNVILLE, OREGON, as follows:

1. The City Council appoints the following volunteers to the Diversity, Equity, and Inclusion Advisory Committee as detailed below.
2. This resolution shall take effect immediately upon passage and shall continue in full force and effect until modified, revoked, or replaced.

DIVERSITY, EQUITY, AND INCLUSION ADVISORY COMMITTEE

Allan Fernandez	Expires: December 31, 2028
Aida "Gina" Meza	Expires: December 31, 2030

Adopted by the Council of the City of McMinnville at a regular meeting held the 10th day of March, 2026 by the following votes:

Ayes: _____

Nays: _____

Approved this 10th day of March 2026.

_____
MAYOR

Approved as to form:

_____
City Attorney

Attest:

_____
City Recorder

City of McMinnville
ENGINEERING

STAFF REPORT

DATE: **March 10, 2026**
TO: **Adam Garvin, City Manager**
SUBMITTED BY: **Geoff Hunsaker, Public Works Director**
WRITTEN BY: **Jeff Gooden, Project Manager**
Jody Christensen, Special Projects Manager
James Lofton, City Engineer
SUBJECT: **Third Street Improvement Project – Oregon Department of Transportation Intergovernmental Agreement**

1. Resolution No. 2026-15, A Resolution authorizing the City Manager to execute an Intergovernmental Agreement between the City and the Oregon Department of Transportation for the Third Street Improvement Project

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Report in Brief:

This action is the consideration of a resolution to authorize the City Manager to enter into the agreement between the City of McMinnville and Oregon Department of Transportation (ODOT) for the design and delivery of the Third Street Improvement Project.

Background:

In June of 2025 the 30% design of the Third Street Improvement Project was completed. Project information can be found on the City website here https://www.mcminnvilleoregon.gov/thirdstreetimprovement. The City received $850k in Federal Highway Administration (FHWA) Congressionally Directed Funds. Receiving these funds requires the project to be delivered by a certified agency, such as ODOT. The City is not able to deliver the project due to not being a certified agency. In July the City received the first draft of the IGA from ODOT for the design of the Third Street Improvement Project. City Staff and ODOT have been negotiating the terms of the IGA since.

Discussion:

ODOT Staff and City Staff have been working in good faith to negotiate the terms of the IGA. While negotiating the terms of the IGA City Staff identified concerns over the terms that require the design to follow ODOT's Highway Design Manual and minimum AASHTO standards on the City's local streets. City Staff supports utilizing these standards when in ODOT right-of-way, however, presented terms to ODOT for consideration to allow the use of City's Standards on City right-of-way. ODOT did not accept the City Staff's terms and the document being presented for consideration reflects ODOT's preferred terms.

ODOT has a design exception process in place to manage the needs of City facilities if they should differ from the Highway Design Manual and ODOT Staff have performed a high-level review of the 30% design which yielded no initial concerns. ODOT Staff has communicated via email that there are no initial design concerns with the current 30% design within City right-of-way but have elected not to formalize statements in the IGA. Furthermore, ODOT has expressed design exceptions may be utilized to accommodate City-specific standards if issues may arise during design, but makes no guarantees that the exceptions will be granted.

City Staff did reach out to two other Certified Agencies to gauge whether or not capacity and interest existed for them to deliver the Third Street Improvement Project on behalf of the City. The other Agencies were not able to accommodate the City at this time. City Staff suspects we would receive similar feedback from other Certified Agencies given the backlog of projects all Cities are experiencing.

The timeline for the next steps to obligate the federal funds are as follows;

- ODOT provides scope of work and estimate Date April 2026
- Advertise for Procurement Date May 2026
- Select Consultant Date June 2026
- Contract Negotiations with Consultant August 2026
- Under Contract and begin design work September 2026
- Funds must be obligated by 9-30-2027
- Funds must be spent by 9-30-2032

Attachments:

1. ODOT IGA
2. Resolution No. 2026-15

Fiscal Impact:

The Project was awarded $850,000 in federal funds to continue the design of the Third Street Improvement Project. These funds come with the requirement of the City to provide a 10.27% match of $97,286.30 that must be deposited to ODOT after signing the IGA in order to obligate the federal funds. The total amount that ODOT will be managing on behalf of the City is $947,286.30. If through the design process the project goes over budget the City Council will be required to authorize and the City would pay the difference.

The City match of $97,286.30 would be coming from a combination of McMinnville Urban Renewal funds and Utility funds.

Alternatives:

Alternative 1 [Staff Recommendation]: Approve the terms of the Intergovernmental Agreement (IGA) and authorize the City Manager to enter said IGA between the City of McMinnville and Oregon Department of Transportation (ODOT) for the design and delivery of the Third Street Improvement Project.
Alternative 2: Pursue an agreement with a different Certified Agency (other than ODOT) to design and deliver the Third Street Improvement Project in order to utilize the federal funding obtained for that project.
Alternative 3: Do not approve the terms of the IGA and direct City Staff to continue negotiations for more preferable terms at risk of foregoing utilization of the federal funding obtained for the Third Street Improvement Project.
Alternative 4: The Council may consider any other alternative not presented by staff.

A156-G092921

ODOT Delivered Federal Project
On Behalf of City of McMinnville
Project Name: Third Street Improvement Project (McMinnville)
Key Number: 23829

THIS AGREEMENT ("Agreement") is made and entered into by and between the STATE OF OREGON, acting by and through its Department of Transportation, hereinafter referred to as "State" or "ODOT," and the CITY OF MCMINNVILLE, acting by and through its elected officials, hereinafter referred to as "Agency," both herein referred to individually as "Party" and collectively as "Parties."

RECITALS

1. By the authority granted in Oregon Revised Statute (ORS) 190.110, 366.572 and 366.576, state agencies may enter into cooperative agreements with counties, cities and units of local governments for the performance of any or all functions and activities that a party to the Agreement, its officers, or agents have the authority to perform.

2. Pacific Highway, Oregon Route 99 West (99W), is a part of the state highway system under the jurisdiction and control of the Oregon Transportation Commission (OTC). Within the city limits of the City of McMinnville, 99W is a couplet known as NE Adams Street and NE Baker Street. The city streets identified in Exhibit A – Project Location Map are a part of the city street system under the jurisdiction and control of Agency.

3. The Third Street Improvement Project consists of the rehabilitation of nine city blocks in downtown McMinnville from NE Adams Street to NE Johnson Street. The Project will enhance pedestrian safety by reducing the width of travel lanes; improve pedestrian access; and upgrade infrastructure including sidewalks, accessibility, lighting, stormwater treatment, and public utilities.

4. The Project was selected as a part of the Highway Infrastructure Program (HIP). "Project" is defined under Terms of Agreement, Paragraph 1 of this Agreement.

5. The Stewardship and Oversight Agreement On Project Assumption and Program Oversight By and Between Federal Highway Administration, Oregon Division and the State of Oregon Department of Transportation ("Stewardship Agreement") documents the roles and responsibilities of the State with respect to project approvals and responsibilities regarding delivery of the Federal Aid Highway Program. This includes the State's oversight and reporting requirements related to locally administered projects. The provisions of that agreement are hereby incorporated and included by reference.

NOW THEREFORE the premises being in general as stated in the foregoing Recitals, it is agreed by and between the Parties hereto as follows:

TERMS OF AGREEMENT

1. Under such authority, Agency and State agree to State delivering the Third Street Improvement Project, hereinafter referred to as "Project," on behalf of Agency. The Project includes preliminary engineering design for a future construction project which is anticipated to enhance pedestrian safety by reducing the width of travel lanes; improve pedestrian access; and upgrade infrastructure including sidewalks, accessibility, lighting, stormwater treatment, and public utilities. The location of the Project is approximately as shown on the map attached hereto, marked "Exhibit A," and by this reference made a part hereof.

2. The Parties anticipate State delivering the right of way and construction phases of the Project. Upon full funding and the addition of these phases to the Project in the Statewide Transportation Improvement Program (STIP), this Agreement will be amended to include right of way and construction phase work and add their respective costs.

3. Agency agrees that, if State hires a consultant to design the Project, State will serve as the lead contracting agency and contract administrator for the consultant contract related to the work under this Agreement. State will provide Agency an opportunity to review the preliminary Architectural and Engineering contract documents.

4. Project Costs and Funding.

    a. The total Project cost is estimated at $947,286.30, which is subject to change. Federal funds for this Project shall be limited to $850,000.00. Agency shall be responsible for all remaining costs, including any non-participating costs, all costs in excess of the federal funds, and the 10.27 percent match for all eligible costs. Any unused funds obligated to this Project will not be paid out by State and will not be available for use by Agency for this Agreement or any other projects. "Total Project Cost" means the estimated cost to complete the entire Project, and includes any federal funds, state funds, local matching funds, and any other funds.

    b. With the exception of Americans with Disabilities Act of 1990-related design standards and exceptions, State shall consult with Agency on Project decisions that impact Total Project Cost involving the application of design standards, design exceptions, risks, schedule, and preliminary engineering charges, for work performed on roadways under local jurisdiction. State will allow Agency to participate in regular meetings and will use all reasonable efforts to obtain Agency's concurrence on plans. State shall consult with Agency prior to making changes to Project scope, schedule, or budget. However, State may award a construction contract up to ten percent (10%) over engineer's estimate without prior approval of Agency.

c. Federal funds under this Agreement are provided under Title 23, United States Code.

d. ODOT does not consider Agency to be a subrecipient or contractor under this Agreement for purposes of federal funds. The Assistance Listing (AL) number for this Project is 20.205, title Highway Planning and Construction. Agency is not eligible to be reimbursed for work performed under this Agreement.

e. State will submit the requests for federal funding to the Federal Highway Administration (FHWA). The federal funding for this Project is contingent upon approval of each funding request by FHWA. Any work performed outside the period of performance or scope of work approved by FHWA will be considered nonparticipating and paid for at Agency expense.

f. Agency guarantees the availability of Agency funding in an amount required to fully fund Agency's share of the Project.

5. The term of this Agreement shall begin on the date all required signatures are obtained and shall terminate upon completion of the Project and final payment or ten (10) calendar years following the date all required signatures are obtained, whichever is sooner.

6. Termination.

   a. This Agreement may be terminated by mutual written consent of both Parties.

   b. State may terminate this Agreement upon thirty (30) days' written notice to Agency.

   c. State may terminate this Agreement effective upon delivery of written notice to Agency, or at such later date as may be established by State, under any of the following conditions:

      i. If Agency fails to provide services called for by this Agreement within the time specified herein or any extension thereof.

      ii. If Agency fails to perform any of the other provisions of this Agreement or so fails to pursue the work as to endanger performance of this Agreement in accordance with its terms, and after receipt of written notice from State fails to correct such failures within ten (10) days or such longer period as State may authorize.

      iii. If Agency fails to provide payment of its share of the cost of the Project.

      iv. If State fails to receive funding, appropriations, limitations or other expenditure authority sufficient to allow State, in the exercise of its reasonable administrative discretion, to continue to make payments for performance of this Agreement.

      v. If federal or state laws, regulations or guidelines are modified or interpreted in such a way that either the work under this Agreement is prohibited or if State is prohibited from paying for such work from the planned funding source.

d. Any termination of this Agreement shall not prejudice any rights or obligations accrued to the Parties prior to termination.

7. <u>Americans with Disabilities Act Compliance:</u>

a. When the Project scope includes work on sidewalks, curb ramps, or pedestrian-activated signals or triggers an obligation to address curb ramps or pedestrian signals, the Parties shall:

i. Utilize ODOT standards to assess and ensure Project compliance with Section 504 of the Rehabilitation Act of 1973 and the Americans with Disabilities Act of 1990 as amended (together, "ADA"), including ensuring that all sidewalks, curb ramps, and pedestrian-activated signals meet current ODOT Highway Design Manual standards;

ii. Follow ODOT's processes for design, construction, or alteration of sidewalks, curb ramps, and pedestrian-activated signals, including using the ODOT Highway Design Manual, ODOT Design Exception process, ODOT Standard Drawings, ODOT Construction Specifications, providing a temporary pedestrian accessible route plan and current ODOT Curb Ramp Inspection form;

iii. At Project completion, send a completed ODOT Curb Ramp Inspection Form 734-5020 to the address on the form as well as to State's Project Manager for each curb ramp constructed or altered as part of the Project. The completed form is the documentation required to show that each curb ramp meets ODOT standards and is ADA compliant. ODOT's fillable Curb Ramp Inspection Form and instructions are available at the following address:

https://www.oregon.gov/ODOT/Engineering/Pages/Accessibility.aspx; and

b. Agency shall ensure that any portions of the Project under Agency's maintenance jurisdiction are maintained in compliance with the ADA throughout the useful life of the Project. This includes, but is not limited to, Agency ensuring that:

i. Pedestrian access is maintained as required by the ADA,

ii. Any complaints received by Agency identifying sidewalk, curb ramp, or pedestrian-activated signal safety or access issues are promptly evaluated and addressed,

iii. Agency, or abutting property owner, pursuant to local code provisions, performs any repair or removal of obstructions needed to maintain the facility in compliance with the ADA requirements that were in effect at the time the facility was constructed or altered,

iv. Any future alteration work on Project or Project features during the useful life of the Project complies with the ADA requirements in effect at the time the future alteration work is performed, and

v. Applicable permitting and regulatory actions are consistent with ADA requirements.

c. Maintenance obligations in this section shall survive termination of this Agreement.

8. State shall ensure compliance with the Cargo Preference Act and implementing regulations (46 CFR Part 381) for use of United States-flag ocean vessels transporting materials or equipment acquired specifically for the Project. Strict compliance is required, including but not limited to the clauses in 46 CFR 381.7(a) and (b) which are incorporated by reference. State shall also include this requirement in all contracts and ensure that contractors include the requirement in their subcontracts.

9. Agency grants State the right to enter onto Agency right of way for the performance of duties as set forth in this Agreement.

10. The Parties acknowledge and agree that State, the Oregon Secretary of State's Office, the federal government, and their duly authorized representatives shall have access to the books, documents, papers, and records of the Parties which are directly pertinent to the specific Agreement for the purpose of making audit, examination, excerpts, and transcripts for a period of six (6) years after completion of the Project and final payment. Copies of applicable records shall be made available upon request. Payment for costs of copies is reimbursable by the requesting party.

11. The Special and Standard Provisions attached hereto, marked Attachments 1 and 2, respectively, are incorporated by this reference and made a part hereof. The Standard Provisions apply to all federal-aid projects and may be modified only by the Special Provisions. The Parties hereto mutually agree to the terms and conditions set forth in Attachments 1 and 2. In the event of a conflict, this Agreement shall control over the attachments; and Attachment 1 shall control over Attachment 2.

12. Agency shall assume sole liability for Agency’s breach of any federal statutes, rules, program requirements, and grant provisions applicable to the federal funds, and shall, upon Agency’s breach of any such conditions that requires State to return funds to FHWA, hold harmless and indemnify State for an amount equal to the funds received under this Agreement.

13. Agency and State are the only parties to this Agreement and are the only parties entitled to enforce its terms. Nothing in this Agreement gives, is intended to give, or shall be construed to give or provide any benefit or right, whether directly, indirectly or otherwise, to third persons unless such third persons are individually identified by name herein and expressly described as intended beneficiaries of the terms of this Agreement.

14. State and Agency hereto agree that if any term or provision of this Agreement is declared by a court of competent jurisdiction to be invalid, unenforceable, illegal, or in conflict with any law, the validity of the remaining terms and provisions shall not be affected, and the rights and obligations of the Parties shall be construed and enforced as if the Agreement did not contain the particular term or provision held to be invalid.

15. Notwithstanding anything in this Agreement or implied to the contrary, the rights and obligations set out in the following paragraphs of this Agreement shall survive Agreement expiration or termination, as well as any provisions of this Agreement that by their context are intended to survive: Terms of Agreement Paragraphs 4.e (Funding), 6.d (Termination), 7.b (ADA maintenance), 10-15, 18 (Integration, Merger; Waiver); and Attachment 2, Paragraphs 1 (Project Administration), 7, 9, 11, 13 (Finance), and 37-41 (Maintenance and Contribution).

16. Agency certifies and represents that the individual(s) signing this Agreement has been authorized to enter into and execute this Agreement on behalf of Agency, under the direction or approval of its governing body, commission, board, officers, members, or representatives, and to legally bind Agency.

17. This Agreement may be executed in several counterparts all of which when taken together shall constitute one agreement binding on all Parties, notwithstanding that all Parties are not signatories to the same counterpart. Each copy of this Agreement so executed shall constitute an original.

18. This Agreement and attached exhibits constitute the entire agreement between the Parties on the subject matter hereof. In the event of conflict, the body of this Agreement and the attached exhibits will control over Project application and documents provided by Agency to State. There are no understandings, agreements, or representations, oral or written, not specified herein regarding this Agreement. No waiver, consent, modification, or change of terms of this Agreement shall bind either Party unless in writing and signed by both Parties and all necessary approvals have been obtained. Such waiver, consent, modification, or change, if made, shall be effective only in the specific instance and for the specific purpose given. The failure of State to enforce any provision of this Agreement shall not constitute a waiver by State of that or any other provision. Notwithstanding this provision, the Parties may enter into a Right of Way Services Agreement in furtherance of the Project.

19. State's Contract Administrator for this Agreement is Valerie Greenway, Senior Transportation Project Manager; 455 Airport Road SE, Building B, Salem, Oregon, 97301; 971-304-5021; Valerie.greenway@odot.oregon.gov, or assigned designee upon individual's absence. State shall notify the other Party in writing of any contact information changes during the term of this Agreement.

20. Agency's Contract Administrator for this Agreement is Jeff Gooden, Engineering Project Manager; 231 NE Fifth Street, McMinnville, Oregon 97128; 503-434-2363; Jeff.gooden@mcminnvilleoregon.gov, or assigned designee upon individual's absence. Agency shall notify the other Party in writing of any contact information changes during the term of this Agreement.

Signature Page to Follow

THE PARTIES, by execution of this Agreement, hereby acknowledge that their signing representatives have read this Agreement, understand it, and agree to be bound by its terms and conditions.

This Project is in the 2024-2027 Statewide Transportation Improvement Program (STIP), Key No. 23829, that was adopted by the Oregon Transportation Commission on July 13, 2023 (or subsequently by amendment to the STIP).

CITY OF MCMINNVILLE, by and through its elected officials

By _____

Title _____

Date _____

By _____

Title _____

Date _____

LEGAL REVIEW APPROVAL
(If required in Agency's process)

By _____
Agency Counsel

Date _____

STATE OF OREGON, by and through its Department of Transportation

By _____
Region 2 Manager

Date _____

APPROVAL RECOMMENDED

By _____
State Traffic Engineer

Date _____

APPROVED AS TO LEGAL SUFFICIENCY

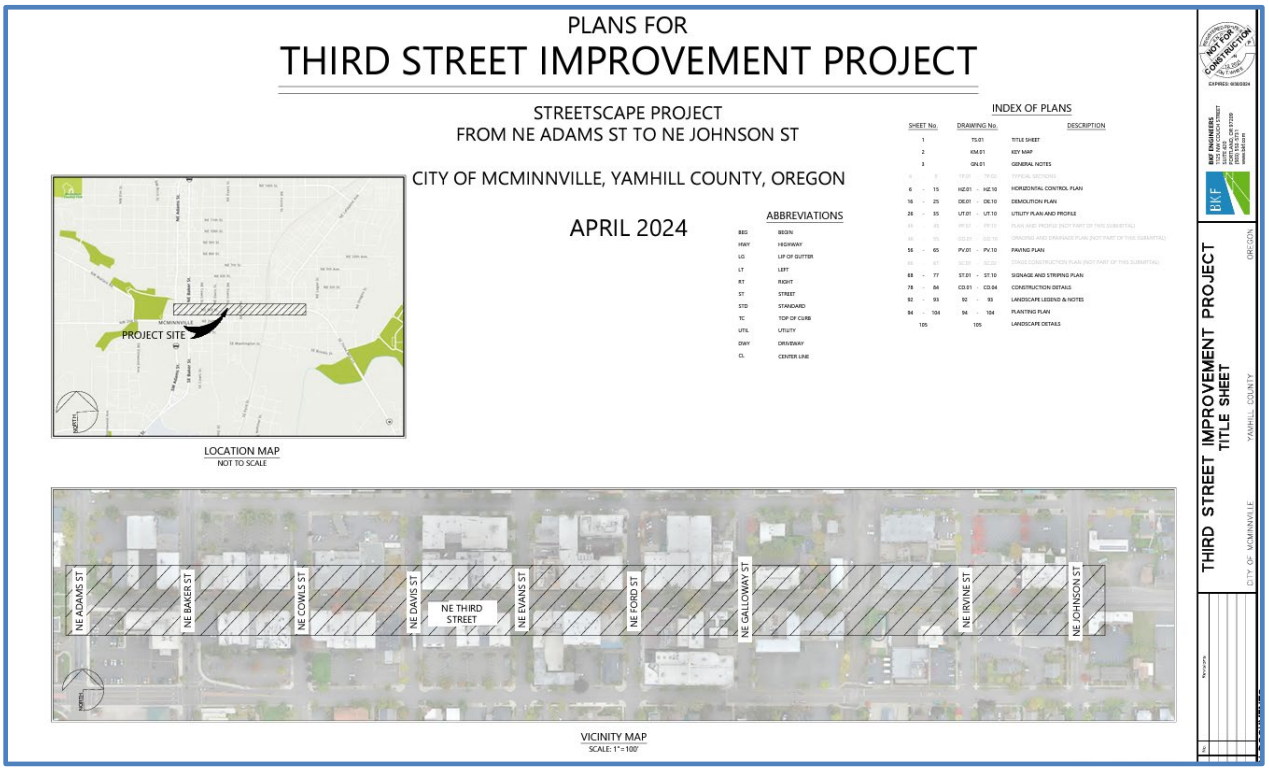
By_Karen Clevering via email _____
Assistant Attorney General _____

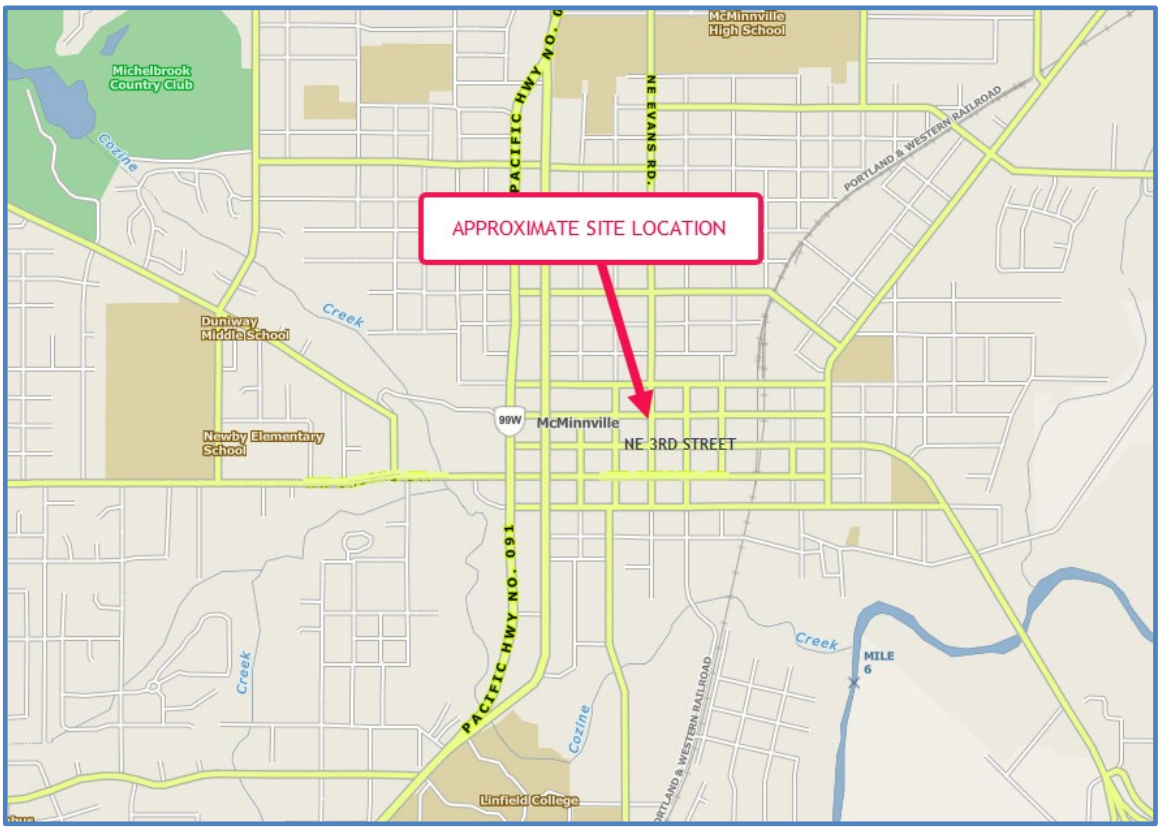
Date_July 15, 2025_____
Email approval retained in file

Agency Contact:
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Engineering Project Manager
231 NE Fifth Street
McMinnville, Oregon 97128
503-434-2363
Jeff.gooden@mcminnvilleoregon.gov

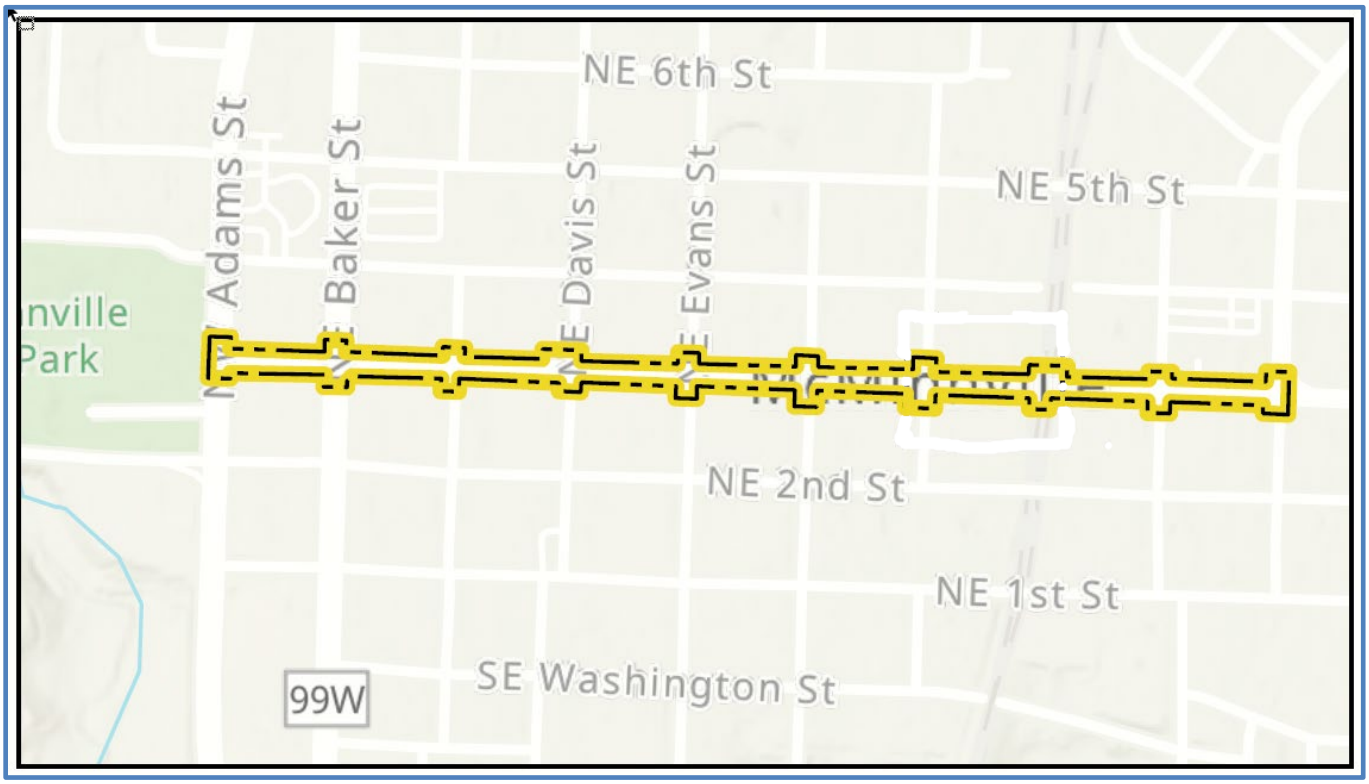
State Contact:
Valerie Greenway,
Senior Transportation Project Manager
455 Airport Road SE, Building B
Salem, Oregon
971-304-5021
Valerie.greenway@odot.oregon.gov

EXHIBIT A – Project Location Maps





Third Street Improvement Area





ATTACHMENT NO. 1 to AGREEMENT NO. 73000-00047705
SPECIAL PROVISIONS

1. State or its consultant shall conduct all work components necessary to complete the Project, except for those responsibilities specifically assigned to Agency in this Agreement.

   a. State or its consultant shall conduct preliminary engineering and design work required to produce final plans, specifications, and cost estimates in accordance with current state and federal laws and regulations; obtain all required permits; acquire necessary right of way and easements; and arrange for all utility relocations and adjustments.

   b. State will advertise, bid, and award the construction contract. Upon State's award of the construction contract, a consultant hired and overseen by the State shall be responsible for contract administration and construction engineering and inspection, including all required materials testing and quality documentation. State shall make all contractor payments.

   c. State will perform project management and oversight activities throughout the duration of the Project. The cost of such activities will be billed to the Project.

2. State and Agency agree that the useful life of this Project is defined as twenty (20) years.

3. If Agency fails to meet the requirements of this Agreement or the underlying federal regulations, State may withhold Agency's proportional share of Highway Fund distribution necessary to reimburse State for costs incurred by such Agency breach.

4. State will purchase right of way in State's name. Upon completion of the Project, State and Agency agree that any right of way purchased outside of State jurisdiction will be transferred to Agency. Agency agrees to take title to the property and shall maintain the property pursuant to this Agreement. Agency shall use the property for public road purposes. If the property is no longer used for public road purposes, it shall revert to State.

5. To reflect the changes made to 23 U.S.C. 102 by the Infrastructure Investment and Jobs Act of 2021 (Public Law 117-58), Paragraph 11.b. of Attachment No. 2 Federal Standard Provisions is deleted in its entirety.

ATTACHMENT NO. 2
FEDERAL STANDARD PROVISIONS

PROJECT ADMINISTRATION

1. State (ODOT) is acting to fulfill its responsibility to the Federal Highway Administration (FHWA) by the administration of this Project, and Agency (e.g., county, city, unit of local government, or other state agency) hereby agrees that State shall have full authority to carry out this administration. If requested by Agency or if deemed necessary by State in order to meet its obligations to FHWA, State will act for Agency in other matters pertaining to the Project. Prior to taking such action, State will confer with Agency concerning actions necessary to meet federal obligations. State and Agency shall each assign a person in responsible charge "liaison" to coordinate activities and assure that the interests of both Parties are considered during all phases of the Project.

2. Any project that uses federal funds in project development is subject to plans, specifications and estimates (PS&E) review and approval by FHWA or State acting on behalf of FHWA prior to advertisement for bid proposals, regardless of the source of funding for construction.

3. State will provide or secure services to perform PS&E, construction contract advertisement, bid, award, contractor payments and contract administration. A State-approved consultant may be used to perform preliminary engineering, right of way, and construction engineering services.

4. Agency may perform only those elements of the Project identified in the special provisions.

PROJECT FUNDING REQUEST

5. State shall submit a separate written Project funding request to FHWA requesting approval of federal-aid participation for each project phase including a) Program Development (Planning), b) Preliminary Engineering (National Environmental Policy Act - NEPA, Permitting and Project Design), c) Right of Way Acquisition, d) Utilities, and e) Construction (Construction Advertising, Bid and Award). Any work performed prior to FHWA's approval of each funding request will be considered nonparticipating and paid for at Agency expense. State, its consultant, or Agency shall not proceed on any activity in which federal-aid participation is desired until such written approval for each corresponding phase is obtained by State. State shall notify Agency in writing when authorization to proceed has been received from FHWA. All work and records of such work shall be in conformance with FHWA rules and regulations.

FINANCE

6. Federal funds shall be applied toward Project costs at the current federal-aid matching ratio, unless otherwise agreed and allowable by law. Agency shall be responsible for the entire match amount for the federal funds and any portion of the Project which is not covered by federal funding, unless otherwise agreed to and specified in the intergovernmental Agreement (Project Agreement). Agency must obtain written approval from State to use in-kind contributions rather than cash to satisfy all or part of the matching funds requirement. If federal funds are used, State will specify the Catalog of Federal Domestic Assistance (CFDA) number in the Project Agreement. State will also determine and clearly state in the Project Agreement if recipient is a subrecipient or contractor, using the criteria in 2 CFR 200.331.

7. If the estimated cost exceeds the total matched federal funds available, Agency shall deposit its share of the required matching funds, plus 100 percent of all costs in excess of the total matched federal funds. Agency shall pay one hundred (100) percent of the cost of any item in which FHWA

will not participate. If Agency has not repaid any non-participating cost, future allocations of federal funds or allocations of State Highway Trust Funds to Agency may be withheld to pay the non-participating costs. If State approves processes, procedures, or contract administration that result in items being declared non-participating by FHWA, such items deemed non-participating will be negotiated between Agency and State. Agency agrees that costs incurred by State and Agency for services performed in connection with any phase of the Project shall be charged to the Project, unless otherwise mutually agreed upon by the Parties.

8. Agency's estimated share and advance deposit.

   a) Agency shall, prior to commencement of the preliminary engineering and/or right of way acquisition phases, deposit with State its estimated share of each phase. Exception may be made in the case of projects where Agency has written approval from State to use in-kind contributions rather than cash to satisfy all or part of the matching funds requirement.

   b) Agency's construction phase deposit shall be one hundred ten (110) percent of Agency's share of the engineer's estimate and shall be received prior to award of the construction contract. Any additional balance of the deposit, based on the actual bid, must be received within forty-five (45) days of receipt of written notification by State of the final amount due, unless the contract is cancelled. Any balance of a cash deposit in excess of amount needed, based on the actual bid, will be refunded within forty-five (45) days of receipt by State of the Project sponsor's written request.

   c) Pursuant to Oregon Revised Statutes (ORS) 366.425, the advance deposit may be in the form of 1) money deposited in the State Treasury (an option where a deposit is made in the Local Government Investment Pool), and an Irrevocable Limited Power of Attorney is sent to State's Active Transportation Section, Funding and Program Services Unit, or 2) an Irrevocable Letter of Credit issued by a local bank in the name of State, or 3) cash or check submitted to the Oregon Department of Transportation.

9. If Agency makes a written request for the cancellation of a federal-aid project; Agency shall bear one hundred (100) percent of all costs incurred as of the date of cancellation. If State was the sole cause of the cancellation, State shall bear one hundred (100) percent of all costs incurred. If it is determined that the cancellation was caused by third parties or circumstances beyond the control of State or Agency, Agency shall bear all costs, whether incurred by State or Agency, either directly or through contract services, and State shall bear any State administrative costs incurred. After settlement of payments, State shall deliver surveys, maps, field notes, and all other data to Agency.

10. Agency shall make additional deposits, as needed, upon request from State. Requests for additional deposits shall be accompanied by an itemized statement of expenditures and an estimated cost to complete the Project.

11. Agency shall, upon State's written request for reimbursement in accordance with Title 23, CFR part 630.112(c) 1 and 2, as directed by FHWA, reimburse State for federal-aid funds distributed to Agency if any of the following events occur:

    a) Right of way acquisition is not undertaken or actual construction is not started by the close of the twentieth federal fiscal year following the federal fiscal year in which the federal-aid funds were authorized for right of way acquisition. Agency may submit a written request to State's Liaison for a time extension beyond the twenty (20) year

limit with no repayment of federal funds and State will forward the request to FHWA. FHWA may approve this request if it is considered reasonable.

b) Right of way acquisition or actual construction of the facility for which preliminary engineering is undertaken is not started by the close of the tenth federal fiscal year following the federal fiscal year in which the federal-aid funds were authorized. Agency may submit a written request to State's Liaison for a time extension beyond the ten (10) year limit with no repayment of federal funds and State will forward the request to FHWA. FHWA may approve this request if it is considered reasonable.

12. State shall, on behalf of Agency, maintain all Project documentation in keeping with State and FHWA standards and specifications. This shall include, but is not limited to, daily work records, quantity documentation, material invoices and quality documentation, certificates of origin, process control records, test results, and inspection records to ensure that the Project is completed in conformance with approved plans and specifications.

13. State shall submit all claims for federal-aid participation to FHWA in the normal manner and compile accurate cost accounting records. State shall pay all reimbursable costs of the Project. Agency may request a statement of costs-to-date at any time by submitting a written request. When the final total cost of the Project has been computed, State shall furnish Agency with an itemized statement. Agency shall pay an amount which, when added to said advance deposit and federal reimbursement payment, will equal one hundred (100) percent of the final total cost of the Project. Any portion of deposits made in excess of the final total cost of the Project, minus federal reimbursement, shall be released to Agency. The actual cost of services provided by State will be charged to the Project expenditure account(s) and will be included in the final total cost of the Project.

DESIGN STANDARDS

14. Agency and State agree that minimum design standards on all local agency jurisdictional roadway or street projects on the National Highway System (NHS) and projects on the non-NHS shall be the American Association of State Highway and Transportation Officials (AASHTO) standards and be in accordance with State's Oregon Bicycle & Pedestrian Design Guide (current version). State or its consultant shall use either AASHTO's A Policy on Geometric Design of Highways and Streets (current version) or State's Resurfacing, Restoration and Rehabilitation (3R) design standards for 3R projects. State or its consultant may use AASHTO for vertical clearance requirements on Agency's jurisdictional roadways or streets.

15. Agency agrees that if the Project is on the Oregon State Highway System or a State-owned facility, that design standards shall be in compliance with standards specified in the current ODOT Highway Design Manual and related references. Construction plans for such projects shall be in conformance with standard practices of State and all specifications shall be in substantial compliance with the most current Oregon Standard Specifications for Highway Construction and current Contract Plans Development Guide.

16. State and Agency agree that for all projects on the Oregon State Highway System or a State-owned facility, any design element that does not meet ODOT Highway Design Manual design standards must be justified and documented by means of a design exception. State and Agency further agree that for all projects on the NHS, regardless of funding source; any design element that does not meet AASHTO standards must be justified and documented by means of a design exception. State shall review any design exceptions on the Oregon State Highway System and retain authority for said approval. FHWA shall review any design exceptions for projects subject to Project of Division Interest and retains authority for their approval.

17. ODOT agrees all traffic control devices and traffic management plans shall meet the requirements of the current edition of the Manual on Uniform Traffic Control Devices and Oregon Supplement as adopted in Oregon Administrative Rule (OAR) 734-020-0005. State or its consultant shall, on behalf of Agency, obtain the approval of the State Traffic Engineer prior to the design and construction of any traffic signal, or illumination to be installed on a state highway pursuant to OAR 734-020-0430.

PRELIMINARY AND CONSTRUCTION ENGINEERING

18. Preliminary engineering and construction engineering may be performed by either a) State, or b) a State-approved consultant. Engineering work will be monitored by State to ensure conformance with FHWA rules and regulations. Project plans, specifications and cost estimates shall be performed by either a) State, or b) a State-approved consultant. State shall review and approve Project plans, specifications and cost estimates. State shall, at project expense, review, process and approve, or submit for approval to the federal regulators, all environmental statements. State shall offer Agency the opportunity to review the documents prior to advertising for bids.

19. Architectural, engineering, photogrammetry, transportation planning, land surveying, and related services (A&E Services) as needed for federal-aid transportation projects must follow State's processes to ensure federal reimbursement. State will award, execute, and administer the contracts. State's personal services contracting process and resulting contract document will follow Title 23 CFR part 172, 2 CFR part 1201, ORS 279A.055, 279C.110, 279C.125, OAR 731-148-0130, OAR 731-148-0220(3), OAR 731-148-0260 and State Personal Services Contracting Procedures, as applicable and as approved by FHWA. Such personal services contract(s) shall contain a description of the work to be performed, a project schedule, and the method of payment. No reimbursement shall be made using federal-aid funds for any costs incurred by Agency or the state approved consultant prior to receiving authorization from State to proceed.

20. State or its consultant responsible for performing preliminary engineering for the Project shall, as part of its preliminary engineering costs, obtain all Project related permits necessary for the construction of said Project. Said permits shall include, but are not limited to, access, utility, environmental, construction, and approach permits. All pre-construction permits will be obtained prior to advertisement for construction.

21. State shall prepare construction contract and bidding documents, advertise for bid proposals, award all construction contracts, and administer the construction contracts.

22. Upon State's award of a construction contract, State shall perform quality assurance and independent assurance testing in accordance with the FHWA-approved Quality Assurance Program found in State's Manual of Field Test Procedures, process and pay all contractor progress estimates, check final quantities and costs, and oversee and provide intermittent inspection services during the construction phase of the Project.

23. State shall, as a Project expense, assign a liaison to provide Project monitoring as needed throughout all phases of Project activities (preliminary engineering, right-of-way acquisition, and construction). State's liaison shall process reimbursement for federal participation costs.

DISADVANTAGED BUSINESS ENTERPRISES (DBE) OBLIGATIONS

24. State and Agency agree to incorporate by reference the requirements of 49 CFR part 26 and State's DBE Program Plan, as required by 49 CFR part 26 and as approved by USDOT, into all contracts entered into under this Project Agreement. The following required DBE assurance shall be included in all contracts:

"*The contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of Title 49 CFR part 26 in the award and administration of federal-aid contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as Agency deems appropriate. Each subcontract the contractor signs with a subcontractor must include the assurance in this paragraph (see 49 CFR 26.13(b)).*"

25. State and Agency agree to comply with all applicable civil rights laws, rules, and regulations, including Title V and Section 504 of the Rehabilitation Act of 1973, the Americans with Disabilities Act of 1990 (ADA), and Titles VI and VII of the Civil Rights Act of 1964.

26. The Parties hereto agree and understand that they will comply with all applicable federal, state, and local laws, regulations, executive orders and ordinances applicable to the work including, but not limited to, the provisions of ORS 279C.505, 279C.515, 279C.520, 279C.530 and 279B.270, incorporated herein by reference and made a part hereof; Title 23 CFR parts 1.11, 140, 635, 710, and 771; Title 49 CFR parts 24 and 26; 2 CFR 1201; Title 23, USC, Federal-Aid Highway Act; Title 41, Chapter 1, USC 51-58, Anti-Kickback Act; Title 42 USC; Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended, the provisions of the FAPG and *FHWA Contract Administration Core Curriculum Participants Manual & Reference Guide*. State and Agency agree that FHWA-1273 Required Contract Provisions shall be included in all contracts and subcontracts verbatim and not by reference.

RIGHT OF WAY

27. Right of Way activities shall be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, ORS Chapter 35, FAPG, CFR, and the *ODOT Right of Way Manual*, Title 23 CFR part 710 and Title 49 CFR part 24.

28. State is responsible for proper acquisition of the necessary right of way and easements for construction and maintenance of projects. State or its consultant may perform acquisition of the necessary right of way and easements for construction and maintenance of the Project in accordance with the *ODOT Right of Way Manual*, and with the prior approval from State's Region Right of Way office.

29. If the Project has the potential of needing right of way, to ensure compliance in the event that right of way is unexpectedly needed, a right of way services agreement will be required. State, at Project expense, shall be responsible for requesting the obligation of project funding from FHWA. State, at Project expense, shall be entirely responsible for project acquisition and coordination of the right of way certification.

30. State or its consultant shall ensure that all project right of way monumentation will be conducted in conformance with ORS 209.155.

31. State and Agency grant each other authority to enter onto the other's right of way for the performance of non-construction activities such as surveying and inspection of the Project.

RAILROADS

32. State shall follow State established policy and procedures when impacts occur on railroad property. The policy and procedures are available through the State's Liaison, who will contact State's Railroad Liaison on behalf of Agency. Only those costs allowable under Title 23 CFR part 140

subpart I, and Title 23 part 646 subpart B shall be included in the total Project costs; all other costs associated with railroad work will be at the sole expense of Agency, or others.

UTILITIES

33. State or its consultant shall follow State established statutes, policies and procedures when impacts occur to privately or publicly-owned utilities. Policy, procedures and forms are available through the State Utility Liaison or State's Liaison. State or its consultant shall provide copies of all signed utility notifications, agreements and Utility Certification to the State Utility and Railroad Liaison. Only those utility relocations, which are eligible for reimbursement under the FAPG, Title 23 CFR part 645 subparts A and B, shall be included in the total Project costs; all other utility relocations shall be at the sole expense of Agency, or others. Agency may send a written request to State, at Project expense, to arrange for utility relocations/adjustments lying within Agency jurisdiction. This request must be submitted no later than twenty-one (21) weeks prior to bid let date. Agency shall not perform any utility work on state highway right of way without first receiving written authorization from State.

GRADE CHANGE LIABILITY

34. Agency, if a County, acknowledges the effect and scope of ORS 105.755 and agrees that all acts necessary to complete construction of the Project which may alter or change the grade of existing county roads are being accomplished at the direct request of the County.

35. Agency, if a City, hereby accepts responsibility for all claims for damages from grade changes. Approval of plans by State shall not subject State to liability under ORS 105.760 for change of grade.

36. Agency, if a City, by execution of the Project Agreement, gives its consent as required by ORS 373.030(2) to any and all changes of grade within the City limits, and gives its consent as required by ORS 373.050(1) to any and all closure of streets intersecting the highway, in connection with or arising out of the Project covered by the Project Agreement.

MAINTENANCE RESPONSIBILITIES

37. Agency shall, at its own expense, maintain operate, and provide power as needed upon Project completion at a minimum level that is consistent with normal depreciation and/or service demand and throughout the useful life of the Project. The useful life of the Project is defined in the Special Provisions. State may conduct periodic inspections during the life of the Project to verify that the Project is properly maintained and continues to serve the purpose for which federal funds were provided. Maintenance and power responsibilities shall survive any termination of the Project Agreement. In the event the Project will include or affect a state highway, this provision does not address maintenance of that state highway.

CONTRIBUTION

38. If any third party makes any claim or brings any action, suit or proceeding alleging a tort as now or hereafter defined in ORS 30.260 ("Third Party Claim") against State or Agency with respect to which the other Party may have liability, the notified Party must promptly notify the other Party in writing of the Third Party Claim and deliver to the other Party a copy of the claim, process, and all legal pleadings with respect to the Third Party Claim. Each Party is entitled to participate in the defense of a Third Party Claim, and to defend a Third Party Claim with counsel of its own choosing. Receipt by a Party of the notice and copies required in this paragraph and meaningful opportunity for the Party to participate in the investigation, defense and settlement of the Third Party Claim with counsel

of its own choosing are conditions precedent to that Party's liability with respect to the Third Party Claim.

39. With respect to a Third Party Claim for which State is jointly liable with Agency (or would be if joined in the Third Party Claim), State shall contribute to the amount of expenses (including attorneys' fees), judgments, fines and amounts paid in settlement actually and reasonably incurred and paid or payable by Agency in such proportion as is appropriate to reflect the relative fault of State on the one hand and of Agency on the other hand in connection with the events which resulted in such expenses, judgments, fines or settlement amounts, as well as any other relevant equitable considerations. The relative fault of State on the one hand and of Agency on the other hand shall be determined by reference to, among other things, the Parties' relative intent, knowledge, access to information and opportunity to correct or prevent the circumstances resulting in such expenses, judgments, fines or settlement amounts. State's contribution amount in any instance is capped to the same extent it would have been capped under Oregon law, including the Oregon Tort Claims Act, ORS 30.260 to 30.300, if State had sole liability in the proceeding.

40. With respect to a Third Party Claim for which Agency is jointly liable with State (or would be if joined in the Third Party Claim), Agency shall contribute to the amount of expenses (including attorneys' fees), judgments, fines and amounts paid in settlement actually and reasonably incurred and paid or payable by State in such proportion as is appropriate to reflect the relative fault of Agency on the one hand and of State on the other hand in connection with the events which resulted in such expenses, judgments, fines or settlement amounts, as well as any other relevant equitable considerations. The relative fault of Agency on the one hand and of State on the other hand shall be determined by reference to, among other things, the Parties' relative intent, knowledge, access to information and opportunity to correct or prevent the circumstances resulting in such expenses, judgments, fines or settlement amounts. Agency's contribution amount in any instance is capped to the same extent it would have been capped under Oregon law, including the Oregon Tort Claims Act, ORS 30.260 to 30.300, if it had sole liability in the proceeding.

ALTERNATIVE DISPUTE RESOLUTION

41. The Parties shall attempt in good faith to resolve any dispute arising out of this Project Agreement. In addition, the Parties may agree to utilize a jointly selected mediator or arbitrator (for non-binding arbitration) to resolve the dispute short of litigation.

WORKERS' COMPENSATION COVERAGE

42. All employers, including Agency, that employ subject workers who work under this Project Agreement in the State of Oregon shall comply with ORS 656.017 and provide the required Workers' Compensation coverage unless such employers are exempt under ORS 656.126. Employers Liability Insurance with coverage limits of not less than five hundred thousand ($500,000) must be included. State and Agency shall ensure that each of its contractors complies with these requirements.

LOBBYING RESTRICTIONS

43. Agency certifies by signing the Agreement that:

    a) No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding

of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.

b) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

c) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subgrants, and contracts and subcontracts under grants, subgrants, loans, and cooperative agreements) which exceed one hundred thousand dollars ($100,000), and that all such subrecipients shall certify and disclose accordingly.

d) This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Title 31, USC Section 1352.

e) Any person who fails to file the required certification shall be subject to a civil penalty of not less than ten thousand dollars ($10,000) and not more than one hundred thousand dollars ($100,000) for each such failure.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY, AND VOLUNTARY EXCLUSION – LOWER TIER COVERED TRANSACTIONS

By signing this Agreement, Agency agrees to fulfill the responsibility imposed by 2 CFR Subpart C, including 2 CFR 180.300, 180.355, 180.360, and 180.365, regarding debarment, suspension, and other responsibility matters. For the purpose of this provision only, Agency is considered a participant in a covered transaction. Furthermore, by signing this Agreement, Agency is providing the certification for its principals required in Appendix to 2 CFR part 180 – Covered Transactions.

RESOLUTION NO. 2026-15

A Resolution authorizing the City Manager to execute an Intergovernmental Agreement between the City and the Oregon Department of Transportation for the Third Street Improvement Project.

RECITALS:

Whereas, in February of 2025 federal funding in the amount of $850,000 became available through ODOT's Statewide Transportation Improvement Program; and

Whereas, The City is required to provide a 10.27% match and utilize a Certified Agency to deliver the project in order to utilize the federal funding; and

Whereas, in June of 2025 the City completed the 30% design of the Third Street Improvement Project; and

WHEREAS, City Staff have negotiated terms of the Intergovernmental Agreement.

NOW, THEREFORE, BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF McMINNVILLE, OREGON, as follows:

1. That the City Manager is authorized and directed to execute the Intergovernmental Agreement with ODOT, attached as Exhibit A.

2. That this resolution shall take effect immediately upon passage and shall continue in full force and effect until modified, revoked, or replaced.

Adopted by the Common Council of the City of McMinnville at a regular meeting held the 10th day of March, 2026 by the following votes:

Ayes: _____

Nays: _____

Approved this 10th day of March 2026.

_____
MAYOR

Approved as to form:

_____
City Attorney

Attest:

_____
City Recorder

City of McMinnville
ENGINEERING

STAFF REPORT

DATE: **March 10, 2026**
TO: **Adam Garvin, City Manager**
SUBMITTED BY: **Geoff Hunsaker, Public Works Director**
WRITTEN BY: **Kevin Wood, Engineering Program Manager - Utilities**
SUBJECT: **Contract for NE Gateway Sanitary and Storm Sewer Replacement**

1. Resolution No. 2026-17, A Resolution Authorizing the City Manager to execute a Professional Service Agreement (PSA) with AKS Engineering & Forestry, LLC (AKS) in the amount of $497,737 for the engineering design of the NE Gateway Sanitary and Storm Sewer Replacement, Project 2025-12.

Report in Brief:

This project is proposed to replace two aging sanitary sewer main lines and rehabilitate an adjacent failing section of the storm sewer main within the NE Gateway District.

Background:

The City is nearing completion of an update to the community's Water Reclamation Facility Plan and Conveyance System Master Plan (master plans). These master plans identify capacity shortfalls in the sanitary sewer conveyance system. In addition, the capacity deficiencies have been previously documented in a 2019 Technical Memorandum titled Collection System Available Capacity Mapping and in a 2023 update of the City's hydraulic model. Thus, upsizing the existing 21-inch diameter pipelines to minimum 30-inch diameter pipelines is anticipated to meet estimated peak flows between Lafayette Avenue and the diversion structure / raw sewage pump station. The sanitary sewer pipelines needing to be upsized are also adjacent to the existing 48-inch diameter storm sewer. The existing 48-inch diameter storm sewer is not capacity constrained but needs to be replaced/rehabilitated due to structural deficiencies. The NE Gateway

sanitary sewer replacement is a high priority improvement project. The storm sewer replacement/rehabilitation is included in the scope of this project due to:

- multiple failure points along this pipeline;
- the opportunity to minimize neighborhood disruption, and;
- to take advantage of cost savings from concurrent construction.

Upsizing of the parallel 21-inch diameter sanitary sewer lines is anticipated to be required along approximately 1,326 feet (between manholes J-7-53, J-7-57, J-7-60, J-7-62, and J-7-64) and 764 feet (between manholes J-7-56, J-7-59, and J-7-62) of existing sanitary sewer pipeline. Replacement/rehabilitation of the 48-inch diameter storm sewer is anticipated along approximately 1,284 feet (between manholes J-7-18AU, J-7-G, J-7-18CB, J-7-H, and J-7-J) of existing storm sewer pipeline.

The project site plan (attachment 1) reflects the approximate work areas covered by the PSA.

Discussion:

On Thursday, December 4, 2025, six proposals were received for the design of the NE Gateway Sanitary and Storm Sewer Replacement, Project 2025-12. The design consultants that submitted proposals are as follows:

- AKS Engineering & Forestry, LLC;
- HDR;
- Keller Associates;
- HHPR;
- Otak, and;
- West Yost.

The proposals were evaluated by four city staff reviewers based on qualifications using the following criteria:

- Introductory Letter - Required
- Project Understanding - 20 points
- Project Approach - 20 points
- Proposer's Experience - 30 points
- Project Team Experience - 30 points
- Project Schedule - Required

All proposals were deemed complete and met the City's requirements. Copies of the proposals received are on file in the Engineering Department. A summary of the scoring breakdown for each consultant is attached to this staff report. Based on the results of the scoring, AKS Engineering and Forestry, LLC, had the highest overall score by all reviewers and was selected as the most qualified consultant for design of the project.

Attachments:

1. Project Site Plan;
2. Consultant Scoring Summary;
3. Resolution No. 2026-17;
4. Professional Service Agreement, and;
5. Exhibit A – Scope of Work.

Fiscal Impact:

The estimated fee of $497,737 for professional services is within the budgeted amounts included in the FY26/FY27 Wastewater Capital Fund account number 77.7770-55.

Alternatives:

Alternative 1 [Staff Recommendation]: Adopt the attached resolution authorizing a contract with AKS Engineering & Forestry, LLC in the amount of $497,737 and an additional budget authority of 10% for project contingency (for efficiently responding to unknown issues such as differing site conditions, which may affect the final design scope). AKS was the top scoring consultant among all City reviewers, has recently successfully completed sewer line improvements for the City upstream of the proposed project site, and presented project experience within their proposal replacing/rehabilitating sewer lines within a similar congested mobile home park setting for an adjacent municipality.

Alternative 2: Direct Staff to negotiate with an alternative design consultant. Based on the scoring, Keller Associates had the second highest average proposal and was the second highest scoring consultant for three of the four reviewers.

Alternative 3: Reject the attached resolution. Future development upstream of the proposed sewer improvements will be impacted. The current capacity of the sanitary system will continue to be constrained and future overflows should be anticipated that may result in regulatory action by DEQ.

Alternative 4: The Council may consider any other alternative not presented by staff.

0 62.5 125 250 Feet

1 Inch = 125 Feet

NE Gateway Sanitary and Storm Sewer Replacement

N

City of McMinnville ENGINEERING



NE Gateway Sanitary and Storm Sewer Replacement

Project 2025-12

City of McMinnville ENGINEERING

	DESIGN CONSULTANT	Joe Rinkes	Matt Bernards	Erik Grimstad	Kevin Wood	Average
1	AKS	75	95	92	96	90
2	West Yost	63	72	87	89	78
3	OTAK	75	68	89	89	80
4	Keller Associates	74	90	90	94	87
5	HHPR	68	73	83	86	78
6	HDR	73	65	88	89	79
7						
8						
9						
10						

RESOLUTION NO. 2026-17

A Resolution authorizing the City Manager to enter into a Professional Services Contract for the NE Gateway Sanitary and Storm Sewer Replacement, Project 2025-12, with AKS Engineering & Forestry, LLC.

RECITALS:

WHEREAS, on Thursday, December 4, 2025, six proposals were received for the project; and

WHEREAS, AKS Engineering & Forestry, LLC met all of the proposal requirements and was the highest scoring proposer by all City reviewers; and

WHEREAS, the City has negotiated the type of services, work scope, project team, subconsultants, fee, and schedule with AKS Engineering & Forestry, LLC for the project; and

WHEREAS, the estimated fee for this scope of work is $497,737; and

WHEREAS, the project funding is included in the FY 26-27 Wastewater Capital Fund (account number 77.7770-55) for the professional services.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF McMINNVILLE, OREGON, as follows:

1. That the City Manager is authorized to enter into a Professional Services Contract with AKS Engineering & Forestry, LLC, in the amount of $497,737 for the design of the NE Gateway Sanitary and Storm Sewer Replacement, Project 2025-12.
2. Authorizes a 10% reserve for contingencies ($49,773) for efficiently responding to unforeseen issues such as differing site conditions, which may affect the final design.
3. This resolution shall take effect immediately upon passage and shall continue in full force and effect until modified, revoked, or replaced.

Adopted by the Council of the City of McMinnville at a regular meeting held the 10th day of March, 2026 by the following votes:

Ayes: _____

Nays: _____

Approved this 10th day of March 2026.

_____
MAYOR

Approved as to form:

_____
City Attorney

Attest:

_____
City Recorder

CITY OF McMINNVILLE
PROFESSIONAL SERVICES AGREEMENT

This Professional Services Agreement ("Agreement") for the NE Gateway Sanitary and Storm Sewer Replacement Project ("Project") is made and entered into on this ____ day of _____ 2026 ("Effective Date") by and between the **City of McMinnville**, a municipal corporation of the State of Oregon (hereinafter referred to as the "City"), and AKS Engineering & Forestry, LLC a Washington Limited Liability Company (hereinafter referred to as "Consultant").

RECITALS

WHEREAS, the City requires services which Consultant is capable of providing, under terms and conditions hereinafter described; and

WHEREAS, Consultant represents that Consultant is qualified to perform the services described herein on the basis of specialized experience and technical expertise; and

WHEREAS, Consultant is prepared to provide such services as the City does hereinafter require.

NOW, THEREFORE, in consideration of these mutual promises and the terms and conditions set forth herein, the parties agree as follows:

AGREEMENT

Section 1. Scope of Work

Consultant shall diligently perform the professional services according to the requirements and deliverable dates identified in the Scope of Work for the Project, attached hereto as **Exhibit A** and incorporated by reference herein (the "Services").

Section 2. Term

The term of this Agreement shall be from the Effective Date until all Services required to be performed hereunder are completed and accepted, or no later than December 31, 2027, whichever occurs first, unless earlier terminated in accordance herewith or an extension of time is agreed to, in writing, by the City.

Section 3. Consultant's Services

3.1. All written documents, drawings, and plans submitted by Consultant in conjunction with the Services shall bear the signature, stamp, or initials of Consultant's authorized Project Manager. Any documents submitted by Consultant that do not bear the signature, stamp, or initials of Consultant's authorized Project Manager, will not be relied upon by the City. Interpretation of plans and answers to questions regarding the Services or Scope of Work given by Consultant's Project Manager may be verbal or in writing, and may be relied upon by the City, whether given

verbally or in writing. If requested by the City to be in writing, Consultant's Project Manager will provide such written documentation.

3.2. Consultant will not be deemed to be in default by reason of delays in performance due to circumstances beyond Consultant's reasonable control, including but not limited to strikes, lockouts, severe acts of nature, or other unavoidable delays or acts of third parties not under Consultant's direction and control ("Force Majeure"). In the case of the happening of any Force Majeure event, the time for completion of the Services will be extended accordingly and proportionately by the City, in writing. Lack of labor, supplies, materials, or the cost of any of the foregoing shall not be deemed a Force Majeure event.

3.3. The existence of this Agreement between the City and Consultant shall not be construed as the City's promise or assurance that Consultant will be retained for future services beyond the Scope of Work described herein.

3.4. Consultant shall maintain the confidentiality of any confidential information that is exempt from disclosure under state or federal law to which Consultant may have access by reason of this Agreement. Consultant warrants that Consultant's employees assigned to the Services provided in this Agreement shall be clearly instructed to maintain this confidentiality. All agreements with respect to confidentiality shall survive the termination or expiration of this Agreement.

Section 4. Compensation

4.1. Except as otherwise set forth in this **Section 4**, the City agrees to pay Consultant on a time and materials basis, guaranteed not to exceed **FOUR HUNDRED NINETY SEVEN THOUSAND SEVEN HUNDRED THIRTY SEVEN DOLLARS AND NO CENTS ($497,737)**, for performance of the Services ("Compensation Amount"). Any compensation in excess of the Compensation Amount will require an express written Addendum to be executed between the City and Consultant.

4.2. During the course of Consultant's performance, if the City, through its Project Manager, specifically requests Consultant to provide additional services that are beyond the Scope of Work described on **Exhibit A**, a written Addendum to this Agreement must be executed in compliance with the provisions of **Section 17**.

4.3. Except for amounts withheld by the City pursuant to this Agreement, Consultant will be paid for Services for which an itemized invoice is received by the City within thirty (30) days of receipt, unless the City disputes such invoice. In that instance, the undisputed portion of the invoice will be paid by the City within the above timeframe. The City will set forth its reasons for the disputed claim amount and make good faith efforts to resolve the invoice dispute with Consultant as promptly as is reasonably possible.

4.4. The City will be responsible for the direct payment of required fees payable to governmental agencies, including but not limited to plan checking, land use, zoning, permitting, and all other similar fees resulting from this Project, that are not specifically covered by **Exhibit A**.

4.5. Consultant's Compensation Amount and Rate Schedule are all inclusive and include, but are not limited to, all work-related costs, expenses, salaries or wages, plus fringe benefits and contributions, including payroll taxes, workers compensation insurance, liability insurance, profit, pension benefits and similar contributions and benefits, technology and/or software charges, licensing, trademark, and/or copyright costs, office expenses, travel expenses, mileage, and all other indirect and overhead charges.

Section 5. City's Rights and Responsibilities

5.1. The City will designate a Project Manager to facilitate day-to-day communication between Consultant and the City, including timely receipt and processing of invoices, requests for information, and general coordination of City staff to support the Project.

Section 6. City's Project Manager

The City's Project Manager is **Kevin Wood**. The City shall give Consultant prompt written notice of any re-designation of its Project Manager.

Section 7. Consultant's Project Manager

Consultant's Project Manager is **Dean Wood**. In the event that Consultant's designated Project Manager is changed, Consultant shall give the City prompt written notification of such re-designation. Recognizing the need for consistency and knowledge in the administration of the Project, Consultant's Project Manager will not be changed without the written consent of the City, which consent shall not be unreasonably withheld. In the event the City receives any communication from Consultant that is not from Consultant's designated Project Manager, the City may request verification by Consultant's Project Manager, which verification must be promptly furnished.

Section 8. Project Information

Except for confidential information designated by the City as information not to be shared, Consultant agrees to share Project information with, and to fully cooperate with, those corporations, firms, contractors, public utilities, governmental entities, and persons involved in or associated with the Project. No information, news, or press releases related to the Project, whether made to representatives of newspapers, magazines, or television and radio stations, shall be made without the written authorization of the City's Project Manager.

Section 9. Duty to Inform

If at any time during the performance of this Agreement or any future phase of this Agreement for which Consultant has been retained, Consultant becomes aware of actual or potential problems, faults, or defects in the Project or Scope of Work, or any portion thereof; or of any nonconformance with federal, state, or local laws, rules, or regulations; or if Consultant has any objection to any decision or order made by the City with respect to such laws, rules, or regulations, Consultant shall

give prompt written notice thereof to the City's Project Manager. Any delay or failure on the part of the City to provide a written response to Consultant shall neither constitute agreement with nor acquiescence to Consultant's statement or claim, nor constitute a waiver of any of the City's rights.

Section 10. Subcontractors and Assignments

10.1. Consultant shall not assign any of Consultant's rights acquired hereunder without obtaining prior written approval from the City, which approval may be granted or denied in the City's sole discretion. Some Services may be performed by persons other than Consultant, provided Consultant advises the City of the names of such subcontractors and the work which they intend to perform, and the City specifically agrees in writing to such subcontracting. Consultant acknowledges such work will be provided to the City pursuant to a subcontract(s) between Consultant and subcontractor(s) and no privity of contract exists between the City and the subcontractor(s). Unless otherwise specifically provided by this Agreement, the City incurs no liability to third persons for payment of any compensation provided herein to Consultant. Any attempted assignment of this Agreement without the written consent of the City shall be void. Except as otherwise specifically agreed, all costs for work performed by others on behalf of Consultant shall not be subject to additional reimbursement by the City.

10.2. The City shall have the right to enter into other agreements for the Project, to be coordinated with this Agreement. Consultant shall cooperate with the City and other firms, engineers or subcontractors on the Project so that all portions of the Project may be completed in the least possible time and within normal working hours. Consultant shall furnish other engineers, subcontractors and affected public utilities, whose designs are fitted into Consultant's design, detail drawings giving full information so that conflicts can be avoided.

10.3. Consultant shall include this Agreement by reference in any subcontract and require subcontractors to perform in strict compliance with this Agreement.

Section 11. Consultant Is Independent Contractor

11.1. Consultant is an independent contractor for all purposes and shall be entitled to no compensation other than the Compensation Amount provided for under **Section 4** of this Agreement. Consultant will be solely responsible for determining the manner and means of accomplishing the end result of Consultant's Services. The City does not have the right to control or interfere with the manner or method of accomplishing said Services. The City, however, will have the right to specify and control the results of Consultant's Services so such Services meet the requirements of the Project.

11.2. Consultant may requestthat some consulting services be performed on the Project by persons or firms other than Consultant, through a subcontract with Consultant. Consultant acknowledges that if such services are provided to the City pursuant to a subcontract(s) between Consultant and those who provide such services, Consultant may not utilize any subcontractor(s), or in any way assign its responsibility under this Agreement, without first obtaining the express written consent of the City, which consent may be given or denied in the City's sole discretion. In all cases, processing and payment of billings from subcontractors is solely the responsibility of Consultant.

11.3. Consultant shall be responsible for, and defend, indemnify, and hold the City harmless against, any liability, cost, or damage arising out of Consultant's use of such subcontractor(s) and subcontractor's negligent acts, errors, or omissions. Unless otherwise agreed to, in writing, by the City, Consultant shall require that all of Consultant's subcontractors also comply with, and be subject to, the provisions of this **Section 11** and meet the same insurance requirements of Consultant under this Agreement.

Section 12. Consultant Responsibilities

12.1. Consultant must make prompt payment for any claims for labor, materials, or services furnished to Consultant by any person in connection with this Agreement as such claims become due. Consultant shall not permit any liens or claims to be filed or prosecuted against the City on account of any labor or material furnished to or on behalf of Consultant. If Consultant fails, neglects, or refuses to make prompt payment of any such claim, the City may, but shall not be obligated to, pay such claim to the person furnishing the labor, materials, or services and offset the amount of the payment against funds due or to become due to Consultant under this Agreement. The City may also recover any such amounts directly from Consultant.

12.2. Consultant must comply with all applicable Oregon and federal wage and hour laws, including BOLI wage requirements, if applicable. Consultant shall make all required workers compensation and medical care payments on time. Consultant shall be fully responsible for payment of all employee withholdings required by law, including but not limited to taxes, including payroll, income, Social Security (FICA), and Medicaid. Consultant shall also be fully responsible for payment of salaries, benefits, taxes, Industrial Accident Fund contributions, and all other charges on account of any employees. Consultant shall pay to the Department of Revenue all sums withheld from employees pursuant to ORS 316.167. All costs incident to the hiring of assistants or employees shall be Consultant's responsibility. Consultant shall defend, indemnify, and hold the City harmless from claims for payment of all such expenses.

12.3. No person shall be discriminated against by Consultant or any subcontractor in the performance of this Agreement on the basis of sex, gender, race, color, creed, religion, marital status, age, disability, sexual orientation, gender identity, or national origin. Any violation of this provision shall be grounds for cancellation, termination, or suspension of the Agreement, in whole or in part, by the City. References to "subcontractor" mean a subcontractor at any tier.

Section 13. Indemnity

13.1. Indemnification. Consultant acknowledges responsibility for liability arising out of the performance of this Agreement, and shall defend, indemnify, and hold the City harmless from any and all liability, settlements, loss, costs, and expenses in connection with any action, suit, or claim resulting or allegedly resulting from Consultant's negligent acts, omissions, errors, or willful or reckless misconduct pursuant to this Agreement, or from Consultant's failure to perform its responsibilities as set forth in this Agreement. The review, approval, or acceptance by the City, its Project Manager, or any City employee of documents or other work performed, prepared, or submitted by Consultant shall not be considered a negligent act, error, omission, or willful

misconduct on the part of the City, and none of the foregoing shall relieve Consultant of its responsibility to perform in full conformity with the City's requirements, as set forth in this Agreement, and to indemnify the City as provided above and to reimburse the City for any and all costs and damages suffered by the City as a result of Consultant's negligent performance of this Agreement, failure of performance hereunder, violation of state or federal laws, or failure to adhere to the standards of performance and care described in **Subsection 13.2**. Consultant shall defend the City (using legal counsel reasonably acceptable to the City) against any claim that alleges negligent acts, omissions, errors, or willful or reckless misconduct by Consultant. As used herein, the term "Consultant" applies to Consultant and its own agents, employees, and suppliers, and to all of Consultant's subcontractors, including their agents, employees, and suppliers.

13.2. Standard of Care. In the performance of the Services, Consultant agrees to use at least that degree of care and skill exercised under similar circumstances by reputable members of Consultant's profession practicing in the Portland metropolitan area. Consultant will re-perform any Services not meeting this standard without additional compensation. Consultant's re-performance of any Services, even if done at the City's request, shall not be considered as a limitation or waiver by the City of any other remedies or claims it may have arising out of Consultant's failure to perform in accordance with the applicable standard of care of this Agreement and within the prescribed timeframe.

13.3 Indemnification for Claims for Professional Liability. Notwithstanding any contrary provision herein, with regard to claims for professional liability (as opposed to general liability or automobile liability), it is hereby agreed that the Consultant's obligation to defend or to pay the defense costs of the indemnitees shall only apply if and when and to the extent that a court or other forum of competent jurisdiction has determined the percentage of Consultant's fault for the liability alleged, in which case Consultant shall be obligated to pay the amount equal to the percentage of its fault that has been actually determined.

Section 14. Insurance

14.1. Insurance Requirements. Consultant shall maintain insurance coverage acceptable to the City in full force and effect throughout the term of this Agreement. Such insurance shall cover all risks arising directly or indirectly out of Consultant's activities or work hereunder. Any and all agents, contractors, or subcontractors with which Consultant contracts to work on the Services must have insurance that conforms to the insurance requirements in this Agreement. Additionally, if a subcontractor is an engineer, architect, or other professional, Consultant must require the subcontractor to carry Professional Errors and Omissions insurance and must provide to the City proof of such coverage. The amount of insurance carried is in no way a limitation on Consultant's liability hereunder. The policy or policies maintained by Consultant shall provide at least the following minimum limits and coverages at all times during performance under this Agreement:

14.1.1. Commercial General Liability Insurance. Consultant and all subcontractors shall obtain, at each of their own expense, and keep in effect during the term of this Agreement, comprehensive Commercial General Liability Insurance covering Bodily Injury and Property Damage, written on an "occurrence" form policy. This coverage shall include

broad form Contractual Liability insurance for the indemnities provided under this Agreement and shall be for the following minimum insurance coverage amounts: The coverage shall be in the amount of **$2,000,000** for each occurrence and **$3,000,000** general aggregate and shall include Products-Completed Operations Aggregate in the minimum amount of **$2,000,000** per occurrence, Fire Damage (any one fire) in the minimum amount of **$50,000**, and Medical Expense (any one person) in the minimum amount of **$10,000**. All of the foregoing coverages must be carried and maintained at all times during this Agreement.

14.1.2. Professional Errors and Omissions Coverage. Consultant agrees to carry Professional Errors and Omissions Liability insurance on a policy form appropriate to the professionals providing the Services hereunder with a limit of no less than **$2,000,000** per claim. Consultant shall maintain this insurance for damages alleged to be as a result of errors, omissions, or negligent acts of Consultant. Such policy shall have a retroactive date effective before the commencement of any work by Consultant on the Services covered by this Agreement, and coverage will remain in force for a period of at least three (3) years after termination of this Agreement.

14.1.3. Business Automobile Liability Insurance. If Consultant or any subcontractors will be using a motor vehicle in the performance of the Services herein, Consultant shall provide the City a certificate indicating that Consultant and its subcontractors have business automobile liability coverage for all owned, hired, and non-owned vehicles. The Combined Single Limit per occurrence shall not be less than **$2,000,000**.

14.1.4. Workers Compensation Insurance. Consultant, its subcontractors, and all employers providing work, labor, or materials under this Agreement that are subject employers under the Oregon Workers Compensation Law shall comply with ORS 656.017, which requires them to provide workers compensation coverage that satisfies Oregon law for all their subject workers under ORS 656.126. Out-of-state employers must provide Oregon workers compensation coverage for their workers who work at a single location within Oregon for more than thirty (30) days in a calendar year. Consultants who perform work without the assistance or labor of any employee need not obtain such coverage. This shall include Employer's Liability Insurance with coverage limits of not less than **$500,000** each accident.

14.1.5. Insurance Carrier Rating. Coverages provided by Consultant and its subcontractors must be underwritten by an insurance company deemed acceptable by the City, with an AM Best Rating of A or better. The City reserves the right to reject all or any insurance carrier(s) with a financial rating that is unacceptable to the City.

14.1.6. Additional Insured and Termination Endorsements. The City will be named as an additional insured with respect to Consultant's liabilities hereunder in insurance coverages. Additional Insured coverage under Consultant's Commercial General Liability, Automobile Liability, and Excess Liability Policies, as applicable, will be provided by endorsement. Additional insured coverage shall be for both ongoing operations via

ISO Form CG 2010 or its equivalent, and products and completed operations via ISO Form CG 2037 or its equivalent. Coverage shall be Primary and Non-Contributory. Waiver of Subrogation endorsement via ISO Form CG 2404 or its equivalent shall be provided. The following is included as additional insured: "The City of McMinnville, its elected and appointed officials, officers, agents, employees, and volunteers." An endorsement shall also be provided requiring the insurance carrier to give the City at least thirty (30) days' written notification of any termination or major modification of the insurance policies required hereunder. Consultant must be an additional insured on the insurance policies obtained by its subcontractors performing work on the Services contemplated under this Agreement.

14.1.7. Certificates of Insurance. As evidence of the insurance coverage required by this Agreement, Consultant shall furnish a Certificate of Insurance to the City. This Agreement shall not be effective until the required certificates and the Additional Insured Endorsements have been received and approved by the City. Consultant agrees that it will not terminate or change its coverage during the term of this Agreement without giving the City at least thirty (30) days' prior advance notice and Consultant will obtain an endorsement from its insurance carrier, in favor of the City, requiring the carrier to notify the City of any termination or change in insurance coverage, as provided above.

14.2. Primary Coverage. The coverage provided by these policies shall be primary, with the exception of Workers Compensation and Professional Liability, and any other insurance carried by the City is excess. Consultant shall be responsible for any deductible amounts payable under all policies of insurance. If insurance policies are "Claims Made" policies, Consultant will be required to maintain such policies in full force and effect throughout any warranty period.

Section 15. Early Termination; Default

15.1. This Agreement may be terminated prior to the expiration of the agreed upon terms:

15.1.1. By mutual written consent of the parties;

15.1.2. By the City, for any reason, and within its sole discretion, effective upon delivery of written notice to Consultant by mail or in person; or

15.1.3. By Consultant, effective upon seven (7) days' prior written notice in the event of substantial failure by the City to perform in accordance with the terms through no fault of Consultant, where such default is not cured within the seven (7) day period by the City. Withholding of disputed payment is not a default by the City.

15.2. If the City terminates this Agreement, in whole or in part, due to default or failure of Consultant to perform Services in accordance with the Agreement, the City may procure, upon reasonable terms and in a reasonable manner, services similar to those so terminated. In addition to any other remedies the City may have, both at law and in equity, for breach of contract, Consultant shall be liable for all costs and damages incurred by the City as a result of the default by Consultant,

including, but not limited to all costs incurred by the City in procuring services from others as needed to complete this Agreement. This Agreement shall be in full force to the extent not terminated by written notice from the City to Consultant. In the event of a default, the City will provide Consultant with written notice of the default and a period of ten (10) days to cure the default. If Consultant notifies the City that it wishes to cure the default but cannot, in good faith, do so within the ten (10) day cure period provided, then the City may elect, in its sole discretion, to extend the cure period to an agreed upon time period, or the City may elect to terminate this Agreement and seek remedies for the default, as provided above.

15.3. If the City terminates this Agreement for its own convenience not due to any default by Consultant, payment of Consultant shall be prorated to, and include the day of, termination and shall be in full satisfaction of all claims by Consultant against the City under this Agreement.

15.4. Termination under any provision of this Section shall not affect any right, obligation, or liability of Consultant or the City that accrued prior to such termination. Consultant shall surrender to the City items of work or portions thereof, referred to in **Section 19**, for which Consultant has received payment or the City has made payment.

Section 16. Suspension of Services

The City may suspend, delay, or interrupt all or any part of the Services for such time as the City deems appropriate for its own convenience by giving written notice thereof to Consultant. An adjustment in the time of performance or method of compensation shall be allowed as a result of such delay or suspension unless the reason for the delay is within Consultant's control. The City shall not be responsible for Services performed by any subcontractors after notice of suspension is given by the City to Consultant. Should the City suspend, delay, or interrupt the Services and the suspension is not within Consultant's control, then the City shall extend the time of completion by the length of the delay.

Section 17. Modification/Addendum

Any modification of the provisions of this Agreement shall not be enforceable unless reduced to writing and signed by both the City and Consultant. A modification is a written document, contemporaneously executed by the City and Consultant, which increases or decreases the cost to the City over the agreed Compensation Amount in **Section 4** of this Agreement, or changes or modifies the Scope of Work or the time for performance. No modification shall be binding or effective until executed, in writing, by both Consultant and the City. In the event Consultant receives any communication of whatsoever nature from the City, which communication Consultant contends gives rise to any modification of this Agreement, Consultant shall, within five (5) days after receipt, make a written request for modification to the City's Project Manager in the form of an Addendum. Consultant's failure to submit such written request for modification in the form of an Addendum shall be the basis for refusal by the City to treat said communication as a basis for modification or to allow such modification. In connection with any modification to this Agreement affecting any change in price, Consultant shall submit a complete breakdown of labor, material, equipment, and other costs. If Consultant incurs additional costs or devotes additional time on Project tasks, the City shall be responsible for payment of only those additional costs for which it

has agreed to pay under a signed Addendum. To be enforceable, the Addendum must describe with particularity the nature of the change, any delay in time the Addendum will cause, or any increase or decrease in the Compensation Amount. The Addendum must be signed and dated by both Consultant and the City before the Addendum may be implemented.

Section 18. Access to Records

The City shall have access, upon request, to such books, documents, receipts, papers, and records of Consultant as are directly pertinent to this Agreement for the purpose of making audit, examination, excerpts, and transcripts during the term of this Agreement and for a period of four (4) years after termination of the Agreement, unless the City specifically requests an extension. This clause shall survive the expiration, completion, or termination of this Agreement.

Section 19. Property of the City

19.1. Originals or certified copies of the original work forms, including but not limited to documents, drawings, tracings, surveying records, mylars, spreadsheets, charts, graphs, modeling, data generation, papers, diaries, inspection reports, and photographs, performed or produced by Consultant under this Agreement shall be the exclusive property of the City and shall be delivered to the City prior to final payment. Any statutory or common law rights to such property held by Consultant as creator of such work shall be conveyed to the City upon request without additional compensation. Upon the City's written approval, and provided the City is identified in connection therewith, Consultant may include Consultant's work in its promotional materials. Drawings may bear a disclaimer releasing Consultant from any liability for changes made on the original drawings and for reuse of the drawings subsequent to the date they are turned over to the City.

19.2. Consultant shall not be held liable for any damage, loss, increased expenses, or otherwise, caused by or attributed to the reuse by the City or its designees of all work performed by Consultant pursuant to this Agreement without the express written permission of Consultant.

Section 20. Notices

Any notice required or permitted under this Agreement shall be in writing and shall be given when actually delivered in person or forty-eight (48) hours after having been deposited in the United States mail as certified or registered mail, addressed to the addresses set forth below, or to such other address as one party may indicate by written notice to the other party.

To City: City of McMinnville
Attn: Kevin Wood
231 NE Fifth Street
McMinnville, OR 97128

To Consultant: AKS Engineering & Forestry, LLC
Attn: Dean Wood
12965 SW Herman Rd Ste 100
Tualatin, OR 97062

Section 21. Miscellaneous Provisions

21.1. Integration. This Agreement, including all exhibits attached hereto, contains the entire and integrated agreement between the parties and supersedes all prior written or oral discussions, representations, or agreements. In case of conflict among these documents, the provisions of this Agreement shall control.

21.2. Legal Effect and Assignment. This Agreement shall be binding upon and inure to the benefit of the parties hereto and their respective heirs, personal representatives, successors, and assigns. This Agreement may be enforced by an action at law or in equity.

21.3. No Assignment. Consultant may not assign this Agreement, nor delegate the performance of any obligations hereunder, unless agreed to in advance and in writing by the City.

21.4. Adherence to Law. In the performance of this Agreement, Consultant shall adhere to all applicable federal, state, and local laws (including the McMinnville Code and Public Works Standards), including but not limited to laws, rules, regulations, and policies concerning employer and employee relationships, workers compensation, and minimum and prevailing wage requirements. Any certificates, licenses, or permits that Consultant is required by law to obtain or maintain in order to perform the Services described on **Exhibit A**, shall be obtained and maintained throughout the term of this Agreement.

21.5. Governing Law. This Agreement shall be construed in accordance with and governed by the laws of the State of Oregon, regardless of any conflicts of laws. All contractual provisions required by ORS Chapters 279A, 279B, 279C, and related Oregon Administrative Rules to be included in public agreements are hereby incorporated by reference and shall become a part of this Agreement as if fully set forth herein.

21.6. Jurisdiction. Venue for any dispute will be in Yamhill County Circuit Court.

21.7. Legal Action/Attorney Fees. If a suit, action, or other proceeding of any nature whatsoever (including any proceeding under the U.S. Bankruptcy Code) is instituted in connection with any controversy arising out of this Agreement or to interpret or enforce any rights or obligations hereunder, the prevailing party shall be entitled to recover attorney, paralegal, accountant, and other expert fees and all other fees, costs, and expenses actually incurred and reasonably necessary in connection therewith, as determined by the court or body at trial or on any appeal or review, in addition to all other amounts provided by law. If the City is required to seek legal assistance to enforce any term of this Agreement, such fees shall include all of the above fees, whether or not a proceeding is initiated. Payment of all such fees shall also apply to any administrative proceeding, trial, and/or any appeal or petition for review.

21.8. Nonwaiver. Failure by either party at any time to require performance by the other party of any of the provisions of this Agreement shall in no way affect the party's rights hereunder to enforce the same, nor shall any waiver by the party of the breach hereof be held to be a waiver of any succeeding breach or a waiver of this nonwaiver clause.

21.9. Severability. If any provision of this Agreement is found to be void or unenforceable to any extent, it is the intent of the parties that the rest of the Agreement shall remain in full force and effect, to the greatest extent allowed by law.

21.10. Modification. This Agreement may not be modified except by written instrument executed by Consultant and the City.

21.11. Time of the Essence. Time is expressly made of the essence in the performance of this Agreement.

21.12. Calculation of Time. Except where the reference is to business days, all periods of time referred to herein shall include Saturdays, Sundays, and legal holidays in the State of Oregon, except that if the last day of any period falls on any Saturday, Sunday, or legal holiday observed by the City, the period shall be extended to include the next day which is not a Saturday, Sunday, or legal holiday. Where the reference is to business days, periods of time referred to herein shall exclude Saturdays, Sundays, and legal holidays observed by the City. Whenever a time period is set forth in days in this Agreement, the first day from which the designated period of time begins to run shall not be included.

21.13. Headings. Any titles of the sections of this Agreement are inserted for convenience of reference only and shall be disregarded in construing or interpreting any of its provisions.

21.14. Number, Gender and Captions. In construing this Agreement, it is understood that, if the context so requires, the singular pronoun shall be taken to mean and include the plural, the masculine, the feminine and the neuter, and that, generally, all grammatical changes shall be made, assumed, and implied to individuals and/or corporations and partnerships. All captions and paragraph headings used herein are intended solely for convenience of reference and shall in no way limit any of the provisions of this Agreement.

21.15. Good Faith and Reasonableness. The parties intend that the obligations of good faith and fair dealing apply to this Agreement generally and that no negative inferences be drawn by the absence of an explicit obligation to be reasonable in any portion of this Agreement. The obligation to be reasonable shall only be negated if arbitrariness is clearly and explicitly permitted as to the specific item in question, such as in the case of where this Agreement gives the City "sole discretion" or the City is allowed to make a decision in its "sole judgment."

21.16. Other Necessary Acts. Each party shall execute and deliver to the other all such further instruments and documents as may be reasonably necessary to carry out this Agreement in order to provide and secure to the other parties the full and complete enjoyment of rights and privileges hereunder.

21.17. Interpretation. As a further condition of this Agreement, the City and Consultant acknowledge that this Agreement shall be deemed and construed to have been prepared mutually by each party and it shall be expressly agreed that any uncertainty or ambiguity existing therein shall not be construed against any party. In the event that any party shall take an action, whether judicial or otherwise, to enforce or interpret any of the terms of the Agreement, the prevailing party shall be entitled to recover from the other party all expenses which it may reasonably incur in taking such action, including attorney fees and costs, whether incurred in a court of law or otherwise.

21.18. Entire Agreement. This Agreement and all documents attached to this Agreement represent the entire agreement between the parties.

21.19. Counterparts. This Agreement may be executed in one or more counterparts, each of which shall constitute an original Agreement but all of which together shall constitute one and the same instrument.

21.20. Authority. Each party signing on behalf of Consultant and the City hereby warrants actual authority to bind their respective party.

The Consultant and the City hereby agree to all provisions of this Agreement.

CONSULTANT:

AKS Engineering & Forestry, LLC

By:_____

Print Name:_____

As Its:_____

Employer I.D. No._____

CITY:

CITY OF McMINNVILLE

By:_____

Print Name:_____

As Its:_____

APPROVED AS TO FORM:

_____

David Ligtenberg, City Attorney
City of McMinnville, Oregon

NE Gateway Sanitary and Storm Sewer Replacement

Exhibit A - Scope of Work

The following is a proposed Scope of Work for the project. The City reserves the right to modify the Scope of Work based on the Proposer's Proposal.

Task 1 – Project Management

The consultant shall manage all sub-consultants on the team, directing the flow of information between the consultant team members and the City's project manager. Monthly billing and status reports will be clearly presented in an organized manner, with costs distributed among tasks and funding sources. The consultant shall provide services including the following items:

1. Organize and conduct Kick-off meeting at City of McMinnville Community Development Center.
2. Prepare and provide updates as needed to the Project schedule, risk register, decision log, and change log.
3. Organize, lead, and conduct Project meetings twice a month through 90%. Meetings beyond 90% will be budgeted in Ad-hoc meetings below.
4. Coordinate various members of the consultant team.
5. Provide exhibits, maps, figures, as need and required.
6. Communicate clearly and regularly with the City's project manager.
7. Submit monthly invoices/payment requests, separate costs by tasks.

Task 1 Deliverables:

- Meeting agendas and minutes
- Monthly Updates on Project Controls
- Monthly Invoices

Task 1 Assumptions:

- Project Schedule of 18 Months
- Unless otherwise stated, meetings will be virtual

Task 2 – Public Engagement

The consultant shall prepare a Public Engagement Plan that includes strategies and desired outcomes for focused engagement of key stakeholders and the residents of the impacted neighborhood. Consultant shall prepare public information materials, including fact sheets, postcards, photographs, graphic illustrations, communications,

exhibits, visualizations, presentations, surveys, summaries and other documents needed to support the activities outlined in the Public Engagement Plan.

Task 2 deliverables will include:

1. Draft and Final Public Engagement Plan
2. Public information materials and project content

Task 2 Assumptions:

- City will develop and maintain project website and upload content.
- City will manage community engagement and serve as point of contact for media and public inquiries.
- City will organize and host all public outreach activities
- Consultant will not participate in public meetings unless requested by City PM

Task 3 –Project Planning and Surveying

Consultant will provide professional surveying services for the area identified in figure 1. All work outlined below will be performed by or under the direction of a licensed Professional Land Surveyor.

Task 3.1 – Project Initial Research and Project Planning

The City will provide the consultant with the following information in electronic format prior to the project Kick-Off Meeting for their review:

1. Most current City of McMinnville Public Works Standards and Detail Drawings.
2. As-built record drawing information, as available.
3. Other pertinent information requested by consultant, as available.

The consultant will:

1. Request maps from all utility companies that have utilities within the subject area.
2. Review thoroughly all as-builts and/or record drawings, utility company information, and GIS maps.
3. Conduct research necessary to perform the field surveying tasks and resolve right of ways, property boundaries, and adjacent easements of record.
4. Schedule, facilitate, and prepare agendas, meeting materials and minutes for up to three (3) Project Planning Team Meetings to review existing information and project approach. Consultant shall provide Preliminary Project Team Meeting agendas, and meeting materials two (2) business days prior to meeting date and Preliminary Project Team Meeting minutes.

Task 3.1 Deliverables:

- Draft and Final TM 1 summarizing project planning team meetings to document preliminary design approach based on City feedback.

Task 3.2 – Site/Topo Design Survey, and Potholing

The following items will be completed by the consultant within the area shown in Figure 1:

- Survey, title, road, and as-built research
- Locating existing property corner monuments of record
- Establishing property lines, right-of-way lines, and easements
- Elevating site to the North American Vertical Datum of 1988 (NAVD 88)
- Establishing North American Datum of 1983 (NAD 83) 2011 State Plane Coordinates
- Coordinating public utility locates
- Coordinating private utility locates
- Providing notice to adjoining property owners
- Aerial mapping and Field tying:
    - Above ground located utilities (e.g. sanitary, storm, water, gas, power, communications)
    - Invert elevations of all sanitary and storm sewer structures within project limits
    - Hard surfaces (e.g. curb, sidewalk, concrete, asphalt, driveway drops, ramps)
    - Traffic signal poles, light poles, and signs
    - Trees 6-inch diameter at breast height and greater
    - Natural ground and break lines for 1-foot contours
- Preparing an Existing Conditions Map showing the above items that can be used for design purposes

Task 3.2 deliverables will include:

1. Existing Conditions Plan, stamped by a Professional Land Surveyor registered in Oregon, in PDF and CAD formats.
2. Utility locate ticket numbers and maps provided by utility carriers;
3. Site photos;
4. Title reports and easement documents received

Task 3.2 Assumptions

- The city will coordinate access with the landowners, and with any tenants withholding survey crew access around private property.
- The extents of the survey work will be limited to area defined in Figure 1.
- City will provide an updated title report for city property
- Excludes legal lot analysis
- Excludes existing easement extinguishment services
- Excludes property boundary dispute resolution
- Private locator fee includes 3 days of effort. If additional days are needed, or if missing locates are identified, a contract amendment will be needed to cover additional locator fees.

Task 3.3 – Potholing and CCTV Review

Consultant will coordinate potholing services, which shall be done using a vactor excavation truck and shall be conducted to verify depth, location, size, and material type of existing utilities as determined by the consultant and the City. Potholes will be backfilled per appropriate agency requirements. The consultant will also review all CCTV data to inform preliminary design approach.

Task 3.3 deliverables will include:

1. Pothole log with locations, elevations, and field notes of all potholing activities for existing utilities;
2. Video inspection reports showing condition of pipe and lateral connections including size and location via PDF.
3. TM 2: Draft and Final Existing Conditions Summary Report

Task 3.3 Assumptions

- Video recording of the existing sanitary and storm sewer trunk line will be performed by the City.

Task 4 – Tree Evaluation

Consultant's arborist will assess surveyed trees (i.e. species, diameter, crown radius, health and windthrow resistance) and identify high quality significant trees as priorities to preserve and protect. Consultant will coordinate with project arborist throughout all phases of design to develop tree removal and protection recommendations. Consultant will schedule up to one (1) on-site meeting with the project arborist to review the tree assessment and discuss alternatives to inform the design.

Task 4 deliverables will include:

1. Tree inventory data and tree survey mark-up identifying significant trees.
2. Tree protection specifications.
3. Final tree inventory data including treatments to remove and retain trees.

Task 5 – Geotechnical Investigation (GRI)

GRI shall perform a geotechnical investigation as defined in exhibit 2.

Task 6 – Permitting and Environmental Considerations

Consultant shall obtain necessary permits to complete the tasks identified in this scope of work. Permit applications shall be submitted in a timely manner, and consultant will be responsible for monitoring the issuance of permits for the proposed project. Consultant will be responsible for coordination with outside agencies and subconsultants, which may include, but is not limited to, the following:

1. Any environmental permitting / considerations including erosion control and compliance with environmental regulations.
2. Local permitting requirements from the City and Yamhill County.
    a. If construction disturbance is estimated to exceed one acre, then the City will be responsible for obtaining the NPDES 1200-C permit.

Task 6 deliverables will include:

1. Identification of all permits and permit costs related to the project
2. Application and monitoring of permits with check-ins as needed
3. Final permits issued to the City

Task 6 exclusions:

- All permit fees to be paid by City

Task 7 – Preliminary Engineering and Recommendations

After engineering studies and survey have been completed, the consultant shall prepare a preliminary design memo with preliminary design figures. Preparation of the preliminary design memo including major design assumptions shall be coordinated with the City. Computer modeling services will be required as needed to evaluate proposed sanitary and storm system alternatives.

The consultant shall provide the following items:

1. Preliminary design memo including discussion of project direction, discussion of conclusions from engineering studies, discussion of permitting requirements and any other important findings.
    a. An evaluation should be included that compares and contrasts up to four conceptual improvement alternatives for each pipeline that meets the project needs and provides:
        i. Cost savings to the City, and/or;
        ii. Reduces the disturbance to adjacent properties.
    b. An evaluation of viable trenchless pipe installation methods for both the sanitary and storm sewer that reduce surface disruptions, while considering constructability and budget constraints.
2. Preliminary design figures should validate proposed horizontal and vertical alignment of the sanitary and storm sewer and highlight any potential existing utility crossings that could be in conflict and require coordination and relocation with the appropriate provider.
3. Identify locations and quantity of likely easement or property acquisitions for the Project.
4. Prepare preliminary cost estimates, legal descriptions, and exhibits for easements and/or property acquisition, as required.
5. Identify permitting needs including timelines, costs, and any other requirements.
6. Prepare planning level 5 cost estimates for each alternative.

Task 7 deliverables will include:

1. Preliminary design memo with engineering studies attached.
2. Preliminary design figures.
3. Planning level 5 cost estimates for construction of improvements.

Task 7 Assumptions:

- The models prepared for the Conveyance System Master Plan and recent storm water upgrades upstream will be made available to the consultant
- City to provide hydraulic flow requirements for both sewer and stormwater pipelines

Task 8 – Final Design and Bid Documents: 30%, 60%, 90%, and 100% Plans

Once preliminary engineering has been completed and a preferred alternative has been approved by the City, Final Design for the project may commence. The purpose of the final design is to prepare the final construction documents necessary

to construct the required sewer improvements. At this point the preliminary project design efforts may reveal the need to adjust scope and amend the contract as necessary for the continuation of the final design. Final Design budgeting is based on the Drawing List provided.

Task 8.1 – 30% Design Documents

Consultant will have the opportunity to reassess project scope and amend contract, if necessary. Once the preliminary engineering studies have been completed and a preferred alternative has been approved by the City, the consultant shall prepare a preliminary set of 30% design plans and cost estimate. Plan sheets of the 30% plan set shall include, but is not limited to:

1. Cover Sheet;
2. Draft Legend and Construction Notes;
3. Existing Conditions Plan;
4. Draft Demolition Plan;
5. Draft Site Plan;
6. Draft Utility Plan;
7. Draft Grading/Drainage Plan;
8. Draft Stormwater Management Plan;
9. Draft Storm Sewer Plan and Profile, and;
10. Draft Sanitary Sewer Plan and Profile.

The Consultant will prepare BlueBeam Studio Sessions for the City to provide comments on deliverables. Consultant shall provide a response to each comment and submit with the 60% construction documents. Consultant is expected to perform their own quality control check prior to submittal to ensure all items are included and are consistent with requirements of this RFP and the scope of work included with the executed professional services agreement.

Task 8.1 deliverables will include:

1. Comment log for City to provide review comments.
2. 30% plan set in 22"x34" electronic (PDF) format with no smaller than 10-point font.
3. 30% Engineer's construction cost estimate.

Task 8.2 – 30% Design Review Meeting

Consultant shall schedule, facilitate, and prepare agendas, meeting materials, and minutes for one (1) 30% design review meeting after receipt and review of City 30%

review comments. The design review meeting is in addition to regularly scheduled project team meetings and is intended to receive additional input from other City departments (i.e. wastewater, streets, planning). Meeting may be held virtually or at the McMinnville Community Development Center.

Task 8.2 deliverables:

1. Meeting Agenda and Minutes
2. Updated Decision Log and Risk Register

Task 8.3 – 60% Design Documents

Consultant shall prepare a set of 60% design plans and cost estimate, incorporating comments from the 30% plans. The 60% design should include property appraisals for any property, temporary (construction) and permanent easements and property acquisition needed to construct the proposed improvements. Appraisal services should be provided by a real estate appraiser who has earned the MAI designation from the Appraisal Institute. Plan sheets of the 60% plan set shall include, but is not limited to:

1. Cover Sheet;
2. Legend and Construction Notes;
3. Existing Conditions Plan;
4. Construction Traffic Control and Access Plan;
5. Erosion Control Plan;
6. Demolition Plan;
7. Site Plan;
8. Utility Plan;
9. Grading/Drainage Plan;
10. Storm Sewer Plan and Profile;
11. Sanitary Sewer Plan and Profile, and;
12. Applicable City of McMinnville, Yamhill County, and ODOT Detail Drawings.

Consultant shall prepare, in collaboration with the City Project Manager, Project Special Provisions based on the current ODOT Special Provisions. The City will add 60% plan review comments to a comment log and to a copy of the plans. Consultant shall update comment log by providing a response to each comment and submit with the 90% construction documents.

Task 8.3 deliverables will include:

1. Updated comment log with consultant responses to each review comment.
2. 60% plan set in 22"x34" electronic (PDF) format with no smaller than 10-point font.
3. 60% project special provisions.
4. 60% engineer's construction cost estimate.

Task 8.4 – 60% Design Review Meetings

Consultant shall schedule, facilitate, and prepare agendas, meeting materials, and minutes for two (2) 60% design review meetings after receipt and review of City 60% review comments. The design review meeting is in addition to regularly scheduled project team meetings and is intended to receive additional input from other City departments (i.e. wastewater, streets, planning). Meetings may be held virtually or at the McMinnville Community Development Center.

Task 8.4 deliverables will include:

1. Meeting Agenda and Minutes
2. Updated Decision Log and Risk Register

Task 8.5 – Funding Evaluation Support

Consultant shall evaluate the potential funding sources based on the proposed construction cost estimates and will help to develop a financial strategy for funding the construction for the project while balancing the financial needs of future projects.

Task 8.5 assumptions:

1. Work will be limited to supporting the City. No deliverables are included with scope of work.

Task 8.6 – 90% Design Documents

Consultant shall prepare a complete set of 90% design plans, special provisions and cost estimate, incorporating comments from the 60% design documents. City will add 90% plan review comments to comment log. Consultant shall update comment log by providing a response to each comment and submit with the 100% bid-ready documents.

Task 8.6 deliverables will include:

1. Updated comment log with consultant responses to each review comment.
2. 90% plan set in 22"x34" electronic (PDF) format with no smaller than 10-point font.
3. 90% project special provisions.
4. 90% bid schedule and bid item descriptions.
5. 90% engineer's construction cost estimate.

Task 8.7 – 90% Design Review Meeting

Consultant shall schedule, facilitate, and prepare agendas, meeting materials, and minutes for one (1) 90% design review meeting after receipt and review of City 90% review comments. The design review meeting is in addition to regularly scheduled project team meetings and is intended to receive additional input from other City departments (i.e. wastewater, streets, planning). Meetings may be held virtually or at the McMinnville Community Development Center.

Task 8.7 deliverables will include:

1. Meeting Agenda and Minutes
2. Updated Decision Log and Risk Register

Task 8.8 – 100% Design Documents

Following review of the 90% design plans and special provisions, consultant will make any revisions based on comments received from the City and re-submit the 100% construction documents, project special provisions, and engineer's construction cost estimate.

Task 9 – Property/Easement Acquisition

UFS shall perform services as detailed in exhibit 1.

0 62.5 125 250 Feet

1 Inch = 125 Feet

NE Gateway Sanitary and Storm Sewer Replacement

N

Legend

- Pressurized Mains
- Sanitary Sewer
- Sanitary Manholes
- Electrical
- Catch Basins
- Storm Lines
- Storm Manholes
- Water

NE RIVERSIDE DR

NE 12TH AVE

NE LAFAYETTE AVE

NE 11TH WAY

NE 11TH AVE

NE 10TH AVE

NE NEWBY ST

MASSEY CT

OLIVER CT

CASE CT

DEERE CT

OLIVER DR

MOLINE CT

ALLIS DR

J-7-AU

J-7-G

J-7-96

J-7-53

J-7-57

J-7-56

J-7-18CB

J-7-60

J-7-H

J-7-59

J-7-62

J-7-64

J-7-J

3'-7 3/4"

415'-7 1/4"

439'-6 1/4"

299'-6 1/2"

1,414'-11 1/2"

1,146'-7 3/4"

Months 21
Weeks 90
Total CAD Hrs 908 Sheets 32

Weeks/yr 52

Mark Ups 5%

Project Budget Estimate
Project
AKS #

	AKS ENGINEERING & FORESTRY, LLC													UFS	GRI	Lovett	
	Principal In Charge (QC) JC LXXXIII	Project Manager / Engineer DW LXXXV	Project Engineer (EOR) ND LXXVII	CAD Designer (Matt. S) LXVII	GIS Specialist	Certified Arborist (BK) LXXII	Project Surveyor (BH) LXXVII	Survey Tech (Matt Demming) LXXII	Survey Office Tech	Survey Crew (Two Person)	Technical Editor	Clerical (Anne B.) LXI	Direct Costs	Direct Costs	Direct Costs	Direct Costs	ESTIMATED TOTAL COST
Project Tasks & Estimated Personnel Hours																	
TASK 1: Project Management																	
1.1 Project Kick-Off Meeting (Assume in Person)	1	2	4										$100				$1,570
1.2 Project Controls (Schedule, Risk Register, Decision Log)	4	21	8														$7,690
1.3 Bi-Weekly External Meetings with CoM		26	39														$13,520
1.4 Internal Coordination (Staff and subs) (2 hrs/mo for key delivery staff)		42	42		2	4	12				8	21					$25,280
1.5 Exhibit preparation			8	24													$5,400
1.6 Ad-hoc communication with CoM PM	4	12	12														$6,160
1.7 Invoicing (Assume 18 Month Schedule and 1/2 hour per month)		9										21					$4,770
																	$0
TASK 2: Public Engagement																	
2.1 Public Engagement Plan	1	1	16	8													$4,700
2.2 Material Prep (Fact Sheets, Postcards, exhibits, presentations)	4	2	16	8													$5,700
TASK 3: Project Planning and Surveying																	
3.1 Project Initial Research and Project Planning																	$0
Utilities research, request, and coordination			8	4	8												$3,140
Contract with Oregon Utility Notification Center			8														$1,440
Data Review		4	8		8												$3,480
3 Project Planning Team Meetings (Teams 1 hr/ea + Prep)		3	5														$1,650
TM 1 - Preliminary Design Approach	2	4	24									4					$6,300
3.2 Site/Topo/Design Survey, and Potholing (Ben Huff to Provide)																	$0
Survey and Map Prep							3	10	80	60			$6,000				$35,110
Legal Descriptions (AKS to Prepare)							1	2	20								$3,490
3.3 Potholing and CCTV Review																	$0
Potholing (1 Day Plug Number - Lovett)																30,000	$31,500
CCTV Review			4														$720
TM 2 - Existing Conditions Summary Report	1		16				1				2						$3,630
																	$0
TASK 4: Tree Evaluation (Bennett Kocsis - Nadia to reach out)																	
4.1 Site and field investigation						10	2						$250				$2,390
4.2 Field investigation findings Meeting		1	1			5											$1,280
4.3 Draft & Final Tree inventory data and tree survey	1		2			20	4				2						$5,170
																	$0
TASK 5: Geotechnical Investigation (GRI Scope)																	
GRI Scope of Work (Exhibit 2)	2		8												$ 49,100.00		$53,495
																	$0
TASK 6: Permitting and Environmental Considerations																	
6.1 Agency Coordination			1									4					$660
6.2 Permit Tracking & Log (Bi-Monthly Updates)	1	2	2									10					$2,310
6.3 Permit Applications (Assume 4)			2									10					$1,560
																	$0
TASK 7: Preliminary Engineering & Recommendations																	
7.1 Alterantives Evaluation	2	10	24														$7,320
7.2 Preliminary design figures	2		4	16													$3,860

7.3 Easements Map		1	4	16													$3,610
7.4 Permitting Table/Log		1	4														$970
7.5 Level 5 Cost Estimate	2	1	8	24													$6,150
7.6 Draft and Final Preliminary Design memo	4	8	32	8							4						$10,640
																	$0
TASK 8: Final Desing and Bid Documents																	
8.1 30% Design Documents																	$0
Plans	8	8	40	272.40													$56,146
Specifications/Specials List	2		4														$1,220
Cost Estimate	2		8														$1,940
8.2 30% Design Review Workshop		1	4														$970
8.3 60% Design Documents																	$0
Plans	8	8	30	363.20													$69,328
Specifications / Special Provisions	4		24														$5,320
Cost Estimate	1		4														$970
8.4 60% Design Review Workshop		1	4														$970
8.5 Funding Source Evaluation Support	1	1	8														$1,940
8.6 90% Design Documents																	$0
Plans	4	4	20	181.60													$35,564
Specifications / Special Provisions	4		12														$3,160
Cost Estimate	1		4														$970
Bid Schedule	1		4														$970
8.7 90% Design Review Workshop		1	4														$970
8.8 100% Design Documents																	$0
Plans	4	2	20	90.80													$20,082
Specifications / Special Provisions	2		4														$1,220
																	$0
TASK 9: Property/Easement Acquisition Support																	
UFS Scope of work (Exhibit 1)	1	2	4											28,439.75			$31,332
ESTIMATED PERSONNEL TASK HOURS SUBTOTAL	74	178	508	1016	18	39	23	12	100	60	16	70					
ESTIMATED PERSONNEL COST SUBTOTAL	$18,500	$44,500	$91,440	$167,640	$2,340	$6,630	$5,060	$2,220	$14,500	$15,000	$2,240	$8,400	$6,350				$384,820
ESTIMATED REIMBURSABLE EXPENSES (Cost + 5% Mark UP)		-	-	-		-	-	-		-	-	-	-	$29,862	$51,555	$31,500	$112,917
CONTINGENCY SERVICES (if needed and authorized)		-	-	-		-	-	-		-	-	-	-	-	-	$0	$0
TOTAL COST ESTIMATE																	$497,737

	DRAWINGS LIST	Total Hours	
1	Cover	10	
2	Notes and Legend	20	
3	General Abreviations	8	
4	Sheet Map	8	
5	Construction Traffic Control and Access Plan	24	20-scale, 2 VPs per sheet
6	Construction Traffic Control and Access Plan	24	20-scale, 2 VPs per sheet
7	Construction Traffic Control and Access Plan	24	20-scale, 2 VPs per sheet
8	TC and Access Details	16	
9	Erosion Control	30	20-scale, 2 VPs per sheet
10	Erosion Control	30	20-scale, 2 VPs per sheet
11	Erosion Control	30	20-scale, 2 VPs per sheet
12	Erosion Control Details	16	
13	Storm Plan & Profile	40	
14	Storm Plan & Profile	40	
15	Storm Plan & Profile	40	
16	Storm Plan & Profile	40	
17	Storm Details	16	
18	Storm Details	16	
19	Sanitary Sewer Plan & Profile	40	
20	Sanitary Sewer Plan & Profile	40	
21	Sanitary Sewer Plan & Profile	40	
22	Sanitary Sewer Plan & Profile	40	
23	Sanitary Sewer Plan & Profile	40	
24	Sanitary Sewer Plan & Profile	40	
25	Sanitary Sewer Details	32	
26	Sanitary Sewer Details	32	
27	Sanitary Sewer Details	32	
28	Surface Restoration	36	20-scale, 2 VPs per sheet
29	Surface Restoration	36	20-scale, 2 VPs per sheet
30	Surface Restoration	36	20-scale, 2 VPs per sheet
31	Surface Restoration Details	16	
32	Surface Restoration Details	16	
		908.00	

Scope of Services
NE Gateway Sanitary and Storm Sewer Repair Project
February 10, 2026

Right-of-Way (R/W) Services– NE Gateway Sanitary and Storm Sewer Repair Project, McMinnville, OR

Universal Field Services (UFS) shall provide labor, equipment and materials to acquire easements from 2 properties for the city of McMinnville and AKS. AKS engineering will provide the property owner list, maps, descriptions, and documents needed.

R/W activities shall confirm to the standards contained in the Uniform Act of 1970 and amendments, the laws of the State of Oregon and the city of McMinnville Policies and Procedures.

Task: Title Reports – UFS will obtain 2 preliminary title reports.

Deliverable(s)
(2) Two preliminary title reports.

Task: Appraisals – UFS will obtain one appraisal for each property acquisition on the project. The appraisals shall conform to the Uniform Standards of Professional Appraisal Practice (USPAP). UFS will hire a licensed fee appraiser to prepare all appraisals. The appraiser will send 15-day notice to appraise required by ORS 35.

Assumptions
Two (2) properties require easement acquisition and appraisal reports.

Deliverable(s)
- Two (2) Appraisal reports

Task: Appraisal Reviews – UFS will hire an independent appraiser to complete one appraisal review for each appraisal obtained.

Assumptions
- Two (2) properties require easement acquisition for appraisal review.

Deliverable(s)
- Two (2) Appraisal review reports

Task: Acquisition
UFS will seek two easement acquisitions, on behalf of the city of McMinnville and AKS.

UFS will research the ownership status of the parcels with preliminary title reports and last vesting deeds.

UFS will compile and/or prepare all essential documents to be submitted to owners using the **city of McMinnville approved documents**. These include, but are not limited to project information letters, acquisition and relocation brochures, maps of the acquisition, and instruments of conveyance.

UFS will meet all property owners in person, if possible, to present the offers.

Universal will provide all property owners with:

A written notice of the city of McMinnville 40 day offers with the approved appraisal, map of the acquisition, conveyance documents, and a W9.

UFS will prepare and maintain written diaries of negotiator contacts with property owners and tenants to document:

- contact with the property owner regarding the offer and possible donation,
- owners' suggestions for changes in plans,
- responses to owners' counterproposals, etc.

UFS will make every reasonable effort to acquire the ROW expeditiously.

Assumptions

- Two properties require easement acquisition
- Relocation activity is anticipated, but as requested not included in this scope of work.

Deliverable(s)

- Two (2) completed acquisition files.

Task: Record Keeping
UFS will keep accurate records of property owner contacts and keep all pertinent documents in a file to be given to the city of McMinnville at the closing of the acquisition. Copies of all documents will be retained by the consultant for seven years.

Deliverable(s)

- Two (2) completed files (File includes: All correspondence, diary of negotiator contacts with property owners and tenants, appraisal, and preliminary title report)

Project Budget

- Proposed budget is time and materials based on 2 acquisitions. The not-to -exceed amount is **$28,439.75** and a copy of the budget spreadsheet is attached as Exhibit "A".

Universal Field Services, Inc.
PO Box 2354, Salem, OR 97308
(503) 399-8002

NE Gateway Sanitary and Storm Sewer Repair Project
AKS

Exhibit "A"

2/10/2026 by Barry Bliss

PRELIMINARY TITLE REPORT ESTIMATE							
Right of Way Tech	2	hours	1	$45.00		$90.00	
Preliminary Title Reports	2	Each	@	$450.00		$900.00	
							$990.00
APPRAISAL/APPRAISAL REVIEWS							
Project Manager	4	Hours	2.00	$110		$880.00	
Appraisals	2	Each	@	$5,500		$11,000.00	
Appraisal Review	2	Each	@	$1,800		$3,600.00	
Total Appraisal Fee							**$15,480.00**
NEGOTIATION ESTIMATE							
Corporate Oversight	3	Hours	$181.00		2	$1,086.00	
Project Manager	15	Hours	$110.00		2	$3,300.00	
Sr. R/W Agent	40	Hours	$80.00		2	$6,400.00	
Right of Way Tech	6	Hours	$45.00		2	$540.00	
Mileage	750	Miles	$0.725			$543.750	
Misc. / Postage						$100.00	
Total Acquisition Consultant Estimate							**$11,969.75**
PROJECT TOTAL							**$28,439.75**

(1) Estimated number of parcels is 2. Changes in number of parcels will have an impact on the final costs. If the number of parcels is increased, the cost will increase.

(2) Estimate includes a minimum of three visits and or contacts with the property owner.

(3) Estimate does not include estimated relocation impacts or cost on the mobile home park or adjacent parcels.

(4) Miscelanious Expenses covers mailing, first class, certified and return envelopes for property acquistion for owners that live aborad and to cover required notices.

February 11, 2026

AKS Engineering & Forestry, LLC
12965 SW Herman Road, Suite 100
Tualatin, OR 97062

Attention: Dean Wood

SUBJECT: Geotechnical Scope of Work
City of McMinnville NE Gateway Sewer Replacement Project
McMinnville, Oregon

GRI is pleased to submit this anticipated scope of work for the above-referenced project. This scope of work is intended to satisfy the requirements of Task 5 in the RFP document prepared by the City of McMinnville, Project #2025-12, dated October 31, 2025. We understand the City would also like GRI to complete a Level 1 Hazardous Material Corridor Study (HMCS) for the project, the scope for which is also included below.

Task 5 – Geotechnical Investigation

Scope of Work:

- Up to 6 drilled borings will be advanced to a maximum depth of 15 feet at readily accessible locations agreed upon by the project team. The borings will be completed using a trailer-mounted drill rig and auger drilling techniques.
- Prior to completing the borings, a brief Exploration Work Plan (EWP) will be prepared that shows the planned locations for drilling and provides basic information regarding completion of the borings.
- Prior to completing the borings, the presence of locatable underground utilities will be reviewed by public and private utility locators.
- An open-standpipe piezometer will be installed in one of the borings to allow periodic measurement of groundwater levels. Groundwater levels can be periodically monitored by City personnel, or by GRI as a contingency task as summarized below.

- Laboratory testing will be completed on samples obtained from the borings, including standard index testing, such as determinations of natural moisture content and unit weight, Atterberg Limits testing, and sieve analyses.

- Logs of the borings will be prepared for inclusion in a geotechnical investigation report.

- A geotechnical investigation report will be prepared that summarizes the work completed and provides our recommendations for design and construction of the project. The report will include a site plan showing boring locations, boring logs, laboratory test results, and a discussion of geotechnical considerations associated with installation of new utilities.

- GRI will attend up to 4 project team meetings (1 kickoff meeting, 1 project team meeting, and 2 bi-weekly team meetings).

Continency Tasks:

- A GRI representative will visit the site up to 5 times to measure groundwater levels in the observation standpipe piezometer.

Assumptions/Exclusions:

- Any required permitting will be coordinated and obtained by the City and/or AKS, and any associated permit fees will be waived.

- Completing borings within the bottle drop facility parking lot and the mobile home park will only require providing notification of work (type of work, dates of work, and hours of work, etc.) and will not require specific right-of-entry measures or additional coordination with property owners.

- Traffic control will not be required for completing the borings, and the work areas can simply be flagged off using cones and barricades to protect work areas and prevent access by the public.

- We anticipate borings within the mobile home park can generally be completed within parking or landscaped areas outside of primary access roads and travel areas.

- Vacuum-advanced excavations or "potholing" will not be required at boring locations prior to drilling. If required, we understand potholing can be completed by others as part of overall utility locating.

- Available as-built drawings and other utility information will be provided for our review prior to completing the borings.

- The maximum depth of new utilities will be on the order of 10 feet.

Task 9 – Level 1 Hazardous Materials Corridor Study (HMCS)

The Level 1 HMCS is intended to identify potential sources of environmental contamination (hazardous waste, hazardous substances, toxic substances, and other hazardous materials regulated under federal and State statutes and regulations/administrative rules) that could impact the project.

Scope of Work:

- Review available federal and state environmental databases to identify sites documenting contamination that could potentially impact the Project.

- Review Department of Environmental Quality (DEQ) files, available using DEQ's Facility Profiler/Your DEQ Online website to evaluate whether contamination from adjacent facilities is likely to impact project construction. Alternatively, GRI may conduct this review using commercially available regulatory database reports. The HMCS will review and discuss information that DEQ published for Environmental Cleanup Site Information ("ECSI") sites and UST sites to further evaluate whether the project has the potential to encounter contamination associated with listed sites.

- Review the Oregon Water Resources Department ("OWRD") on-line database to determine whether water wells or monitoring wells are located on or adjacent to the project area.

- Conduct a site reconnaissance in person to identify potential sources of contamination that could impact construction.

- Assess the potential for contaminants-of-concern to be encountered in the project area during construction.

- Prepare an HMCS report summarizing the information obtained through the activities listed above. The HMCS report will include photographs documenting key project area observations, if found. The HMCS report will also include conclusions that identify specific sources of contamination that could impact project construction and recommendations for further investigation, if needed

Assumptions/Exclusions:

- The final project alignment will be available for our review prior to conducting our site reconnaissance.
- The property will be accessible to GRI for physical reconnaissance, and a contact person knowledgeable about site history will be available for interview.
- If available, previous environmental reports, records regarding hazardous material use, hazardous material permits, and records of environmental liens for the site will be provided to GRI. If no such records are provided to GRI within two days of authorization to proceed, we will assume they do not exist or are unavailable to GRI.

We appreciate the opportunity to work on this project and are looking forward to working together. Please contact us with any questions regarding this scope of work.

Submitted for GRI,

John K. (Jack) Gordon, PE
Associate

Michael S. Marshall, CEG, LEG, PG
Senior Engineering Geologist

Enclosure: BOC Spreadsheet

Project McMinnville NE Gateway Sewer Replacement
Updated: 2/17/2026

Annual Escalation Rate	3.5%
% of budget through May 2026	100%
% of budget through May 2027	0%
% of budget through May 2028	0%
% of budget through May 2029	0%
Weighted Escalation Factor	1.00

Staff Role/Title:		Principal	Associate	Senior Engr/Geol	Project Engr/Geol	Engr/Geol Staff	CAD Operator	Technical Editor	Administrative Coordinator	Project Accountant						
Rate:		$ 300.00	$ 250.00	$ 215.00	$ 190.00	$ 160.00	$ 130.00	$ 140.00	$ 110.00	$ 135.00						
Task ID	Task Description	Hrs	Hrs	Hrs	Hrs	Hrs	Hrs	Hrs	Hrs	Hrs	Total Hours	Total Labor	Subs	Direct Expenses	Lab Costs	TOTALS
Task 5	**Geotechnical Investigation**	6	28	-	48	48	6	6	2	2	146	$ 27,710.00	$ 7,590.00	$ 130.50	$ 3,311.00	$ 38,741.50
5.1	Subsurface Explorations		4		8	28			2	2	44	$ 7,490.00	$ 7,590.00	$ 130.50	$ -	$ 15,210.50
5.2	Laboratory Testing				4	2					6	$ 1,080.00	$ -	$ -	$ 3,311.00	$ 4,391.00
5.3	Exploration Logs		2		2	6	2				12	$ 2,100.00	$ -	$ -	$ -	$ 2,100.00
5.4	Engineering & Construction Considerations	2	4		12						18	$ 3,880.00	$ -	$ -	$ -	$ 3,880.00
5.5	Geotechnical Inevstigation Report	4	8		16	12	4	6			50	$ 9,520.00	$ -	$ -	$ -	$ 9,520.00
5.6	Meeting Allowance		10		6						16	$ 3,640.00	$ -	$ -	$ -	$ 3,640.00
5.7	**Level 1 HMCS**	2	-	6	-	24	3	4	2	2	43	$ 7,170.00	$ 550.00	$ 43.50	$ -	$ 7,763.50
	Background Research	1		2		10			2	2	17	$ 2,820.00	$ 550.00	$ 43.50	$ -	$ 3,413.50
	Site Reconnaisance			2		6					8	$ 1,390.00	$ -	$ -	$ -	$ 1,390.00
	HMCS Report	1		2		8	3	4			18	$ 2,960.00	$ -	$ -	$ -	$ 2,960.00
											-	$ -	$ -	$ -	$ -	$ -
											-	$ -	$ -	$ -	$ -	$ -
											-	$ -	$ -	$ -	$ -	$ -
Task C.5.4	**Contingency Task: Geotechincal Investigation**	-	-	-	2	12	-	-	-	-	14	$ 2,300.00	$ -	$ 261.00	$ -	$ 2,561.00
C.5.4	Groundwater Piezometer Readings				2	12					14	$ 2,300.00	$ -	$ 261.00	$ -	$ 2,561.00
											-	$ -	$ -	$ -	$ -	$ -
	Tasks Summary of Hours	8	28	6	50	84	9	10	4	4	203	$ 37,180.00	$ 8,140.00	$ 435.00	$ 3,311.00	$ 49,066.00

Recommended Project Budget: $ 49,100.00

City of McMinnville
POLICE

City Recorder Use

Final Action:
Approved ☐ Disapproved ☐

Liquor License Recommendation

BUSINESS NAME / INDIVIDUAL: **Vitamin Cottage Natural Food Markets, Inc. dba Natural Grocers**
BUSINESS LOCATION ADDRESS: **448 NE Hwy 99W, McMinnville, OR 97128**
LIQUOR LICENSE TYPE: **Off-Premises Sales**

Is the business at this location currently licensed by OLCC
☐ Yes ☑ No

If yes, what is the name of the existing business:

Proposed business operations:

Retail Off-Premises Sales

Tritech Records Management System Check: Yes ☑ No ☐

Criminal Records Check: Yes ☐ No ☑

Recommended Action: Approve ☑ Disapprove ☐

Scott Fessler, Captain

Chief of Police / Designee

City Manager / Designee

OREGON LIQUOR & CANNABIS COMMISSION

Local Government Recommendation – Liquor License

Per OAR 845-005-0304(3): The Commission requires an applicant for issuance of a new license issued under ORS chapter 471, to provide written notice of the application to the local government in the form of a complete, accurate, and legible Commission form.

The local government is as follows:
(a) If the address of the premises proposed to be licensed is within a city's limits, the local government is the city.
(b) If the address of the premises proposed to be licensed is not within a city's limits, the local government is the county.

INSTRUCTIONS:

Step 1: Applicant completes all of Section 1 (including top of Page 2).

Step 2: Applicant submits both pages of the form to the appropriate local government. NOTE: The local government may require additional forms and/or fees.

Step 3: Local government completes at least Section 2 and returns all pages of the form, or a copy thereof, to the applicant. The local government is allowed up to 45 days to complete Section 3.

Step 4: Applicant takes the form with at least Sections 1 and 2 completed and includes it with their CAMP application to meet the Local Government Recommendation document requirement. Submissions that do not have at least Sections 1 and 2 completed will not be accepted.

Step 5: The local government issues its final recommendation in Section 3 and returns the completed form to the applicant. If the applicant has already submitted their initial application via CAMP, they hold on to the final recommendation and provide it to their investigator, when requested. If they have not already submitted their application, they upload the fully completed Local Government Recommendation form with their initial application submission.

Applicants within the city of Portland ONLY: After completing the attached form, please follow these steps to complete the Local Government Recommendation process:

- Apply via the City of Portland website.
- Once you have completed the application with the City of Portland, you will receive an email notifying you that your application has been accepted, usually within two business days. The email will contain an attachment titled "ABC Public Notice."
- Upload the ABC Public Notice document with your CAMP application to meet the Local Government Recommendation document requirement.

NOTE: This document only provides proof of submission. Once you receive your final recommendation from the City of Portland, you will need to provide that to your assigned OLCC investigator.

OREGON LIQUOR & CANNABIS COMMISSION

Local Government Recommendation – Liquor License

Annual Liquor License Types	
Off-Premises Sales	Brewery-Public House
Limited On-Premises Sales	Brewery
Full On-Premises, Caterer	Distillery
Full On-Premises, Commercial	Grower Sales Privilege
Full On-Premises, For Profit Private Club	Winery
Full On-Premises, Non Profit Private Club	Wholesale Malt Beverage & Wine
Full On-Premises, Other Public Location	Warehouse
Full On-Premises, Public Passenger Carrier	

Section 1 – Submission – To be completed by Applicant:

License Information

Legal Entity/Individual Applicant Name(s): Vitamin Cottage Natural Food Markets, Inc.

Proposed Trade Name: Natural Grocers

Premises Address: 448 OR-99W Unit:

City: McMinnville County: Yamhill Zip: 97128

Application Type: (•) New License Application ( ) Change of Ownership ( ) Change of Location

License Type: Off-Premises Sales [ ] Additional Location for an Existing License

Application Contact Information

Contact Name: Kemper Isely Phone: [redacted]

Mailing Address: [redacted]

City: Lakewood State: CO Zip: 80228

Email Address: [redacted]

Business Details

Please check all that apply to your proposed business operations at this location:

[ ] Manufacturing/Production

[■] Retail Off-Premises Sales

[ ] Retail On-Premises Sales & Consumption

If there will be On-Premises Consumption at this location:

[ ] Indoor Consumption [ ] Outdoor Consumption

[ ] Proposing to Allow Minors

Section 1 continued on next page

Local Government Recommendation – Liquor License

Section 1 Continued – Submission - To be completed by Applicant:

Legal Entity/Individual Applicant Name(s): Vitamin Cottage Natural Food Markets, Inc.

Proposed Trade Name: Natural Grocers

IMPORTANT: You MUST submit this form to the local government PRIOR to submitting to OLCC. Section 2 must be completed ***by the local government*** for this form to be accepted with your CAMP application.

Section 2 – Acceptance - To be completed by Local Government:

Local Government Recommendation Proof of Acceptance

After accepting this form, please return a copy to the applicant with received and accepted information

City or County Name: McMinnville

Optional Date Received Stamp

Date Application Received: 02/25/2026

Received by: Scott Fessler

Section 3 – Recommendation - To be completed by Local Government:

- ◯ **Recommend this license be granted**
- ◯ **Recommend this license be denied** (Please include documentation that meets OAR 845-005-0308)
- ◯ **No Recommendation/Neutral**

Name of Reviewing Official:

Title:

Date:

Signature:

After providing your recommendation and signature, please return this form to the applicant.

City of McMinnville

COMMUNITY DEVELOPMENT DEPARTMENT

STAFF REPORT

DATE: **March 10, 2026**
TO: **Adam Garvin, Interim City Manager**
SUBMITTED BY: **Heather Richards, Community Development Director**
WRITTEN BY: **Taylor Graybehl, Senior Planner**
SUBJECT: **Ordinance No. 5173 – CPA 1-25 & ZC 2-25**

1. *Ordinance No. 5173, An Ordinance approving a comprehensive plan map amendment (Docket CPA 1-25) and zone map amendment (Docket ZC 2-25) for approximately 26.07 acres, located at 2325 NE Three Mile Lane, 160 NE Atlantic Street, 2305, 2245, 2225, 2215, and 2205 NE Cumulus Avenue, and tax lot R4422CC 01102.*

Report in Brief:

This is the consideration of Ordinance No. 5173, approving a Comprehensive Plan Map Amendment (Docket CPA 1-25) and Zone Map Amendment (ZC 2-25) application for the following properties: 2325 NE Three Mile Lane; 160 NE Atlantic Street; 2205, 2215, 2225, 2245, and 2305 NE Cumulus Avenue, and Tax Lot R4422CC 01102.

This is a quasi-judicial application subject to the procedures of Section 17.72.130 of the Zoning Ordinance. Per Section 17.72.130 (5) and (6) of the Zoning Ordinance, the Planning Commission makes a recommendation to the City Council to approve or deny the application.

The Planning Commission held a public hearing on February 19, 2026, and voted unanimously to recommend **approval** with conditions.

The Planning Commission recommendation is now forwarded to City Council based on the findings provided in Exhibit A to Ordinance No. 5173, the Decision Document, Findings of Fact and Conclusionary Findings for Docket CPA 1-25/ZC 2-25.

Comprehensive Plan Map Amendment (CPA 1-25) and Zone Map Amendment (ZC 2-25): The application bundles two requests: 1) a request to amend the Comprehensive Plan Map; and 2) a request to amend the Zone Map. No development is proposed at this time.

The subject properties are currently designated as Industrial, Residential, Commercial, and Floodplain on the McMinnville Comprehensive Plan and M-2 (General Industrial) (15.1 AC), C-3 (General Commercial) (2.49 AC), R-4 Medium, High-Density 5000 SF Lot Residential Zone (2.06 AC), R-1 Low-Density 9000 SF Lot Residential Zone (1.79 AC), and F-P Flood Plan (4.63 AC) on the Zoning Map

The request, if approved, would designate the properties as Residential, Commercial, and Floodplain on the McMinnville Comprehensive Plan and C-3 General Commercial (3.62 AC), R-4 Medium, High-Density 5000 SF Lot Residential Zone (17.83 AC), and F-P Flood Area Zone (4.63 AC) on the Zoning Map.

This request is consistent with the land-use map amendments recommended by the recently adopted Three Mile Lane Area Plan to efficiently utilize the land within the city's limits to meet its future housing and commercial needs.

The project is not subject to the 120-day clock deadline.

Background:

The application was submitted with the required fee on July 8, 2025. It was deemed incomplete on August 7, 2025, and additional materials were submitted on August 22, 2025, but it was deemed incomplete again on August 28, 2025. Further materials were provided on November 24, 2025, and the application was deemed complete on November 25, 2025. Notice of the application was sent to the Oregon Department of Land Conservation and Development (DLCD) on December 3, 2025. A public hearing notice was mailed to property owners within 300 feet of the subject site on January 30, 2026, and published in the News Register on February 13, 2026.

FIGURE 1. VICINITY MAP OF SUBJECT PROPERTIES (PROPERTY LINES APPROXIMATE)



FIGURE 2. COMPREHENSIVE PLAN MAP AMENDMENT

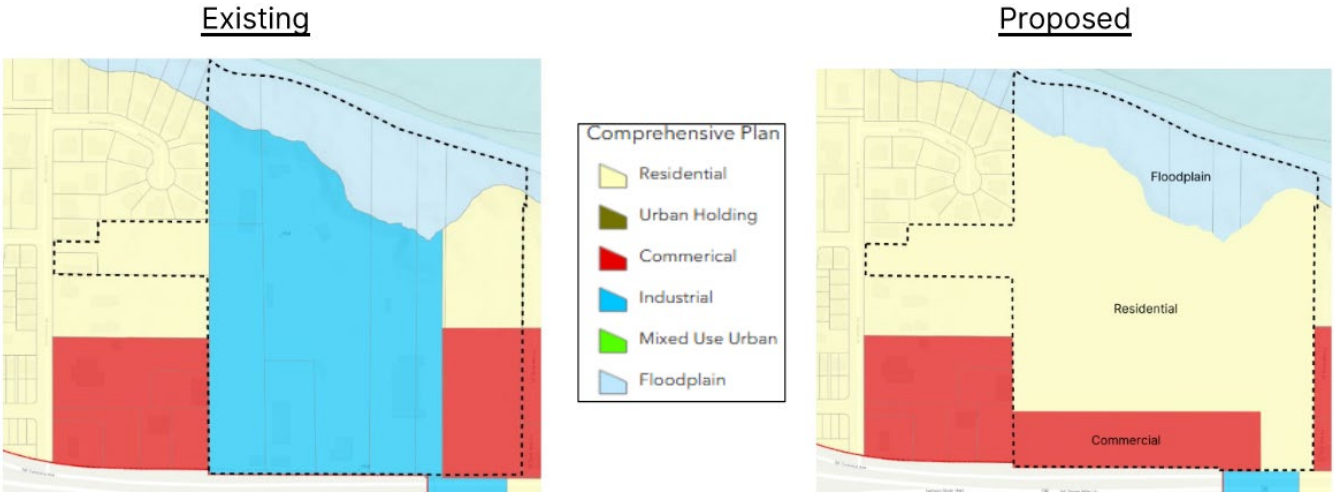
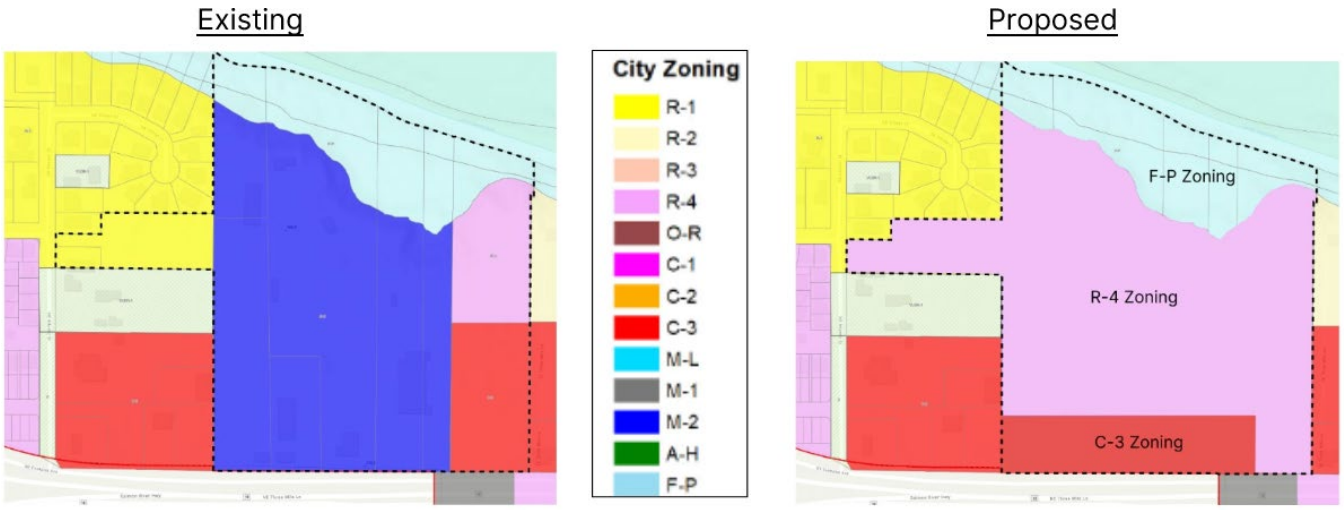


FIGURE 3. ZONING MAP AMENDMENT



Discussion:

The Conclusionary Findings are the findings regarding the application's consistency with the applicable criteria. The applicable criteria and standards for a Comprehensive Plan Amendment and Zone Change are found in the MMC, Title 17, Chapter 17.74 of the Zoning Ordinance.

In addition, the goals, policies, and proposals in Volume II of the Comprehensive Plan are to be applied to all land use decisions as criteria for approval, denial, or modification of a proposed request. Goals and policies are mandated; all land use decisions must conform to the applicable goals and policies of Volume II.

Amendments to the City's adopted and acknowledged planning documents, including amendments to the Comprehensive Plan Map and Zoning Map, are also subject to certain Statewide Planning Goals and associated statutes and administrative rules.

The Planning Commission found that the comprehensive plan amendment/zone change application CPA 1-25/ZC 2-25, subject to the conditions recommended, satisfied all code criteria, applicable Comprehensive Plan Goals and Polices, and applicable Statewide Planning Goals.

The application addresses key priorities, including housing needs, economic development, and implementation of the Three Mile Lane Plan. It supports the City's Housing Needs Analysis by enabling higher-density residential development and responds to a documented

commercial land deficit. Conditions of approval will require future development to provide sanitary sewer and stormwater plans, a sewer capacity analysis, and transportation improvements, including a westbound right-turn lane at the intersection of Se Nehemiah Lane/NE Cumulus Avenue & Three Mile Lane.

At the public hearing, the Planning Commission heard from three adjacent property owners about their concerns regarding the proposed rezoning on the neighborhood, in terms of housing density and transportation impacts. A traffic impact analysis was provided by the applicant, and per the modeling of the impact of the proposed rezone, the applicant will be required to build a right-hand turn lane off of Cumulus onto Three Mile Lane at the Cumulus, Nehemiah, Three Mile Lane intersection with development of the property. To identify when that needs to happen, the land-use decision has a condition of approval requiring a new traffic impact analysis when future development is proposed particular to that specific development proposal.

Attachments:

1. Planning Commission Minutes, February 19, 2026 (to be provided)
2. CPA 1-25/ZC 2-25 Application Materials
3. Revised TIA Received January 20, 2026
4. Ordinance No. 5173
    a. Exhibit A to Ordinance No. 5173 – Docket CPA 1-25/ZC 2-25 Decision Document

Fiscal Impact:

No public expenses are associated with the application's approval.

Alternatives:

Alternative 1 [Staff Recommendation]: **ADOPT THE ORDINANCE** approving Dockets CPA 1-25/ZC 2-25, and adopting the Decision, Findings of Fact, and Conclusionary Findings per the decision document provided.

Alternative 2: **ADOPT THE ORDINANCE** approving CPA 1-25/ZC 2-24 and adopting the Decision, Findings of Fact, and Conclusionary Findings per the decision document provided, **with revisions**.

Alternative 3: **CALL FOR A PUBLIC HEARING**, date-specific to a future City Council meeting.

Alternative 4: **DO NOT ADOPT THE ORDINANCE**, providing findings of fact and conclusionary findings based upon specific criteria to deny the application in the motion to not approve Ordinance No. 5173. If the application is not approved, the Applicant will be required to wait at least one year before making a similar application.

Recommendation:

The Planning Commission reviewed the proposal for consistency with the applicable criteria. The Planning Commission found that the applicable criteria were satisfied, as provided in the decision document, and **RECOMMENDED APPROVAL, WITH CONDITIONS** of the applications.

Suggested Motion:

"BASED ON THE FINDINGS OF FACT, THE CONCLUSIONARY FINDINGS FOR APPROVAL, THE MATERIALS SUBMITTED BY THE APPLICANT, AND EVIDENCE IN THE RECORD, I MOVE THAT THE CITY COUNCIL ADOPT ORDINANCE NO. 5173."

Attachment 2

Comprehensive Plan Map Amendment and Zone Change

Proposed for:

26-Acre Site at
NE Cumulus Avenue and NE Atlantic Street

McMinnville, OR

Prepared By:

Westlake Consultants, Inc.
15115 SW Sequoia Parkway, Suite 150
Tigard, OR 97224

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LIST OF EXHIBITS

A. Land Use Application
B. Site Plan: Proposed Comprehensive Plan Map Amendment and Zone Change
C. Property Legal Description
D. Neighborhood Meeting Documentation
F. Transportation Impact Analysis / TPR Analysis

APPLICANT AND SUBJECT PROPERTY SUMMARY

APPLICANT:	BRR Properties, LLC [redacted]
APPLICANT'S REPRESENTATIVE:	Ken Sandblast, AICP Westlake Consultants, Inc. [redacted]
PROPOSED PROJECT:	Comp Plan Map Amendment / Zone Change to Three Mile Land Plan Designations
PROPERTY LOCATION:	NE Cumulus Avenue / NE Atlantic Street McMinnville, Oregon
TAX MAP/LOTS:	4.4.22CC / 100,400,500,600,601,700,800,1100,1102
SITE SIZE:	26.07 AC.
EXISTING ZONING:	M-2 General Industrial: 15.1 AC C-3 General Commercial: 2.49 AC R-4 Medium, High-Density Residential: 2.06 AC R-1 Low-Density Residential: 1.79 AC Floodplain: 4.63 AC
PROPOSED REZONE:	Mixed Use C-3: 3.62 AC R-4 Medium, High-Density Residential: 17.83 AC Floodplain: 4.63 AC

PROJECT OVERVIEW

This Application requests a Comprehensive Plan Map Amendment and Zone Change for a 26.07-acre site located at 2245 NE Cumulus Avenue (NE Cumulus Avenue/NE Atlantic Street). The site is located north of Three Mile Lane (Highway 18) within the Three Mile Lane Area Plan (3MLAP) boundary, and encompasses nine tax lots: Tax Lots 100, 400, 500, 600, 601, 700, 800, 1100, and 1102 of Tax Map 4.4.22CC.

The McMinnville Comprehensive Plan Map designations for the subject site include Industrial, Residential, Commercial and Floodplain. The site has existing zoning designations of General Industrial M-2, Residential Low Density R-1, Medium, High-Density R-4, Commercial C-3, and Floodplain F-P on the McMinnville Zoning Map.

The proposed map amendment and zone changes are consistent with the recently adopted Three Mile Lane Area Plan. The 3MLAP was developed through a multi-year process that resulted an "implementable vision for the area's future land uses and multi-modal transportation system." The plan is intended to be implemented through the City's codes and ordinances, as well as amendments to the Comprehensive Plan Map and Zoning Map.

The proposed rezone will assist the City in implementing the goals and objectives of the Three Mile Lane Area Plan and address potential long-term compatibility issues of existing industrial zoning with the surrounding residential and commercial zoning and uses. In addition, the proposed rezone to housing and commercial zones contributes to the reduction of the projected commercial land deficit identified in the 2023 EOA and the housing deficit identified in the 2024 Housing Needs Analysis.

The site has been identified through the 3MLAP as a key site for the plan area's future development. At over 26 acres, the subject site offers a future opportunity for more cohesive planned development. The 3MLAP concept identifies the site as suitable for a mix of medium/high density residential and a neighborhood commercial node to serve the local area. The proposed comprehensive plan map amendment and zone changes proposed through this application are consistent with the 3MLAP. Accordingly, the Applicant proposes zone changes from General Industrial (M-2) and Low-Density Residential (R-1) to an overall mix of General Commercial C-3 and Medium, High-Density Residential (R-4).

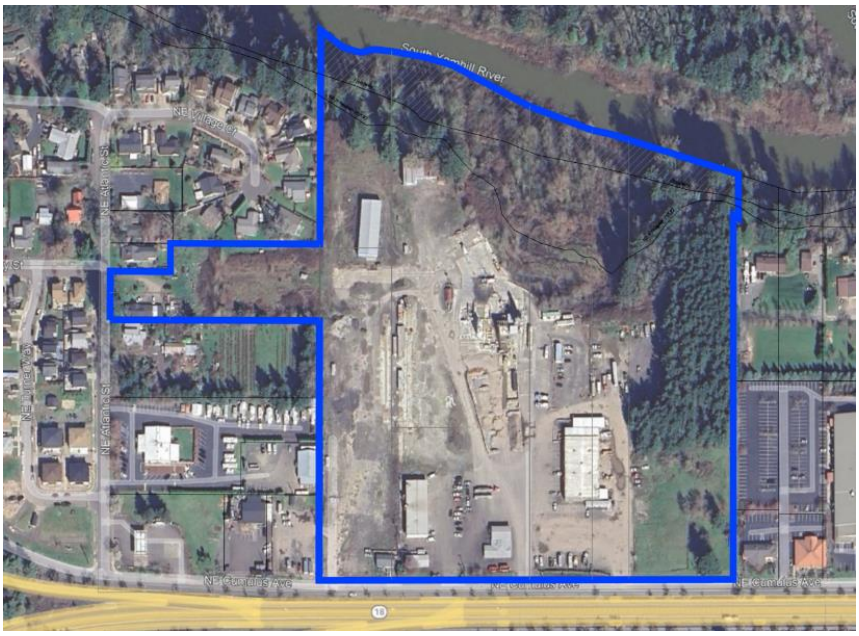
The portion of the site proposed for the C-3 has frontage on—and direct access to—Cumulus Avenue. A significant portion of the site is proposed for R-4 residential zoning to accommodate a range of housing types, both attached and detached.

No development is proposed through this Application. Any subsequent development proposal will be reviewed under the applicable procedures and standards set forth in *Chapter 17.72* of the *McMinnville Zoning Ordinance*.

OVERVIEW OF THE SUBJECT SITE AND SURROUNDING AREA

The subject site includes a total of 26.07 acres of land. The site is located on the north side of Three Mile Lane (Highway 18) and is within the Three Mile Lane Area Plan boundary. Access to the site is provided from Cumulus Avenue and Atlantic Street.

Figure 1. Aerial Photo



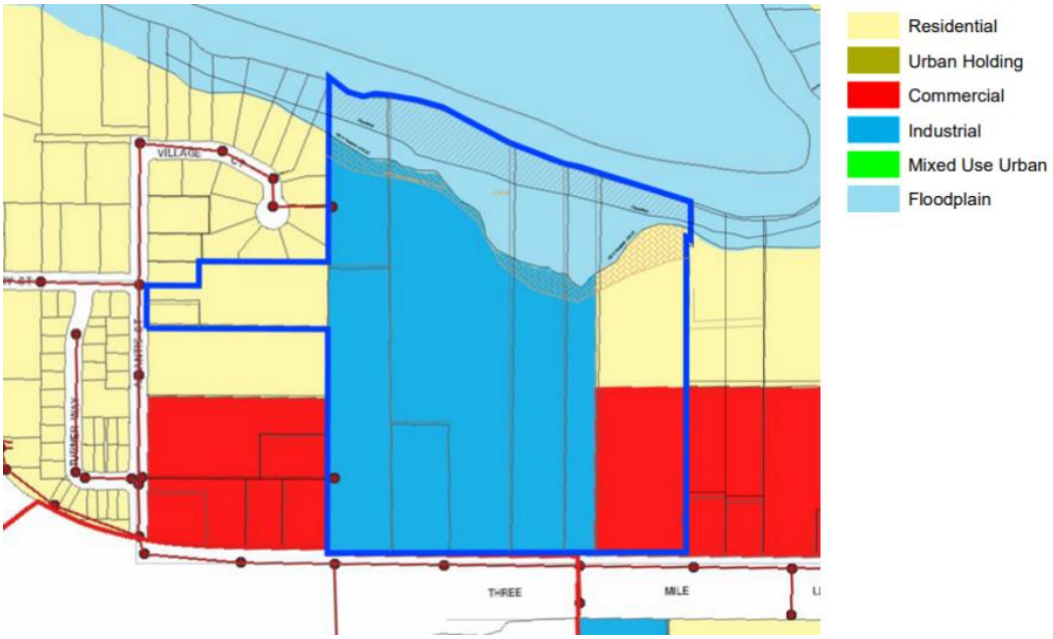
The existing use on the industrial-zoned portion of the site includes a ready-mix concrete manufacturer. In the R-1 zoned area, a single-family home exists. Other portions of the site zoned R-4 and C-3 are not developed with those uses. A 4.6-acre portion of the site along the north boundary is located within the floodplain and will not be developed.

Adjacent uses include residential development, plant nursery, gas station, and other commercial and medical services, as well as the South Yamhill River. Other uses in the vicinity along the north side of Three Mile Lane include Chemeketa Community College, and the Evergreen Aviation Museum. Across Three Mile Lane (Highway 18), existing land uses include agricultural acreage, commercial supply and services, and a mobile home park.

CURRENT PLAN DESIGNATIONS

As shown in Figure 2., the McMinnville Comprehensive Plan designations for the site include Industrial, Commercial, Residential and Floodplain.

Figure 2. Comprehensive Plan Map



The McMinnville Zoning Map designations of residential, commercial and industrial zoning are shown in Figure 3, below. Industrial M-2 zoned land accounts for the largest portion of the site, with a total of 15.1 acres. Commercial C-3 zoned land totals 2.49 acres, and residentially zoned land includes 2.06 acres of High/Medium-Density R-4 land, and 1.79 acres of Low-Density R-1 land. The northern portion of the site includes 4.63 acres of Floodplain.

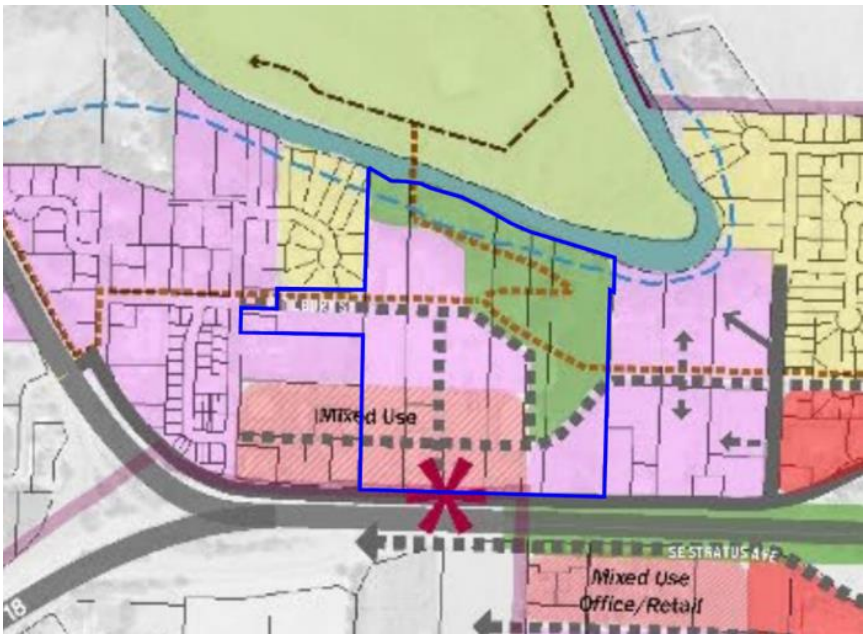
Figure 3. Zoning Map



THREE MILE LANE AREA PLAN

The Three Mile Lane Area Plan (3MLAP), adopted in November 2022, provides a vision for future land uses and multi-modal transportation in the 1,340-acre plan area in the southeast portion of the City of McMinnville. With its adoption, the plan is now an element of the McMinnville Comprehensive Plan and is being implemented through the City's Zoning Ordinance and the Three Mile Lane Planned Development overlay. In addition, implementation of the plan will require amendments to the Comprehensive Plan Map, as is proposed through this application.

Figure 4. Three Mile Lane Area Plan



The Three Mile Lane Area Plan identifies the subject site (Baker Rock Site) as a potential location for mixed-use development and needed housing. The 3MLAP highlights these key features which are consistent with this Application:

- Allow for a variety of commercial and residential uses in the area, including housing, neighborhood retail and amenities, and "enhanced multi-modal transportation connectivity" that supports walking and biking to jobs, services, and recreation areas.

- The subject site (Baker Rock site) is an opportunity to explore a small mixed-use commercial concept, which can be implemented through a planned development overlay for the site.

- The subject site provides an opportunity to "protect natural areas and views, connect to parks and open spaces, provide a connected, bike and pedestrian-friendly neighborhood, and encourage mixed-use development with diverse housing types and unique, high-quality design."

- The southern portion of the site is better suited to retail uses as that portion of the site more visible and accessible from OR 18 and Cumulus Avenue. As shown in the existing Comprehensive Plan Map and Zoning Map, a portion of the site is designated C-3 commercial. This application reconfigures the commercial area slightly to orient more of the area to Cumulus Avenue.

Site characteristics that support future development with medium/high density residential and mixed-use commercial include:

- Site size: The site, at 26 acres, is of adequate size to accommodate the proposed mix of uses.

- Topography: The portion of the site proposed for future development within the R-4 and C-3 zones is mostly level. The steeply sloped portion of the site within the open space area and the floodplain area provide views of the S. Yamhill River and Joe Dancer Park.

- Location: With the site bordering Cumulus Avenue along its southern property line, future development within the proposed commercial/mixed-use development area located closest to Cumulus Avenue will have visibility as well as direct access to the site from both east and west.

Consistent with the 3MLAP, future development of the site will be guided by the 3MLAP's key Urban Design Elements, such as a local street grid system, buildings oriented to frontage with parking behind, and pedestrian-scale building design.

McMINNVILLE HOUSING AND ECONOMIC BACKGROUND INFORMATION

While the City's adopted 3MLAP has identified the site as an area suitable for medium/high density residential development and a local-serving commercial node, other housing and commercial trends also support this application for Comprehensive Plan Map Amendment and Zone Change. Below is a summary of highlights from McMinnville's Housing Needs Analysis, Housing Production Strategy, and Economic Opportunities Analysis.

Housing Needs Analysis

As required by Oregon Statewide Planning Goal 10, McMinnville has updated their buildable lands inventory to support the City's Housing Needs Analysis (HNA), which was adopted in 2024. The analysis forecasts both housing and residential land needed over a 20-year planning horizon, from 2021 to 2041. The HNA identifies demographic and housing trends that will shape the City's housing supply over the next 20 years, and includes the following results:

- The population is expected to increase by 31% between 2021 and 2041, with young households and aging households accounting for a significant portion of the population. For both of these demographic groups, housing affordability is a concern.

- The HNA projects that 4,657 dwelling units will be needed to accommodate the projected growth in population by 2041—a total of units that exceeds the projected capacity of residential land.

- As seen throughout Oregon, housing prices are increasing faster than incomes in McMinnville and Yamhill County. As a result, housing affordability in the City is expected to be a significant challenge during the planning period. Currently, over 50% of renters are cost burdened, and the study identifies a lack of affordable units as a cause.

- Policy changes recommended in the HNA include "providing opportunities for development of housing of all types but development across the affordability spectrum; in particular…more affordable housing types."

- Generally, smaller single-family detached homes, townhomes, and multifamily housing are considered more affordable housing types.

Housing Production Strategies

The City is in the process of updating their Housing Production Strategy (HPS), which is to be completed in 2025. The 2019 DRAFT Housing Production Strategy identified strategic priorities and land use strategies that could be used to increase housing supply. Among the tools identified were map amendments to increase density or amount of residentially-zoned land. In addition, the City recognized that a greater variety of housing types that would be more affordable to different income levels was a priority. The 2025 HPS will formalize the City's strategies and provide specific actions to be implemented in the short-term and long-term.

Economic Opportunities Analysis

The City periodically updates an Economic Opportunities Analysis (EOA) to reflect changing economic factors that impact land availability. The most recently adopted 2023 EOA concluded that, over the 20-year planning horizon through 2041, a deficit of 159 acres of commercial land and a deficit of 29 acres of industrial land are projected. The 2023 EOA recommends that the City adopt policy updates, including changes that reflect the 3MLAP concepts.

ZONE CHANGE SUMMARY

The proposed map amendment and zone changes are consistent with the recently adopted Three Mile Lane Area Plan. The 3MLAP was developed through a multi-year process that resulted in an "implementable vision for the area's future land uses and multi-modal transportation system." The plan is intended to be implemented through the City's codes and ordinances, as well as amendments to the Comprehensive Plan Map.

The subject site currently has 15 acres of M-2 General Industrial zoned land which is proposed to be rezoned to R-4 Medium/High Density residential and C-3 General Commercial zoned land. Both residential and commercial land use categories have identified deficits and, as such, this proposal will contribute to the reduction of the existing and projected commercial land deficit identified in the 2023 EOA, and the housing deficit identified in the 2024 Housing Needs analysis. Furthermore, the proposed rezone will assist the City in implementing the goals and objectives of the Three Mile Lane Area Plan and address potential compatibility issues of existing industrial zoning with the surrounding residential and commercial zoning and uses.

<u>Commercial C-3</u>

This application proposes a total of 3.62 acres of C-3 commercial zoned land for the subject site. This proposal reconfigures the C-3 land to better meet the vision of the 3MLAP. The portion of the site proposed for C-3 zoning is located near the southern border of the site along the Cumulus Avenue frontage.

Consistent with the 3MLAP, that portion of the site will be developed in the future with a mix of commercial uses to serve the surrounding residential neighborhoods. The area is located with visibility from and direct access to Cumulus Avenue, providing connectivity to the east and west and the transit corridor.

Medium, High-Density Residential R-4

This application proposes a total of 17.83 acres of Medium, High-Density R-4 residential zoned land. The site's large size makes it well suited to provide a substantial number of residential units to help meet the City's growing population and need for more affordable housing options, including small-lot single-family detached, attached townhome, and multi-family development.

SUMMARY OF BASES FOR APPROVAL:

The Applicant requests that the City approve the Application for the following reasons:

- The Application complies with the applicable approval criteria in the Zoning Ordinance, Comprehensive Plan and state law, and the adopted Three Mile Lane Area Plan as detailed in the Applicable Review Criteria section below.

- The site is identified in the adopted Three Mile Lane Plan as a potential location for a neighborhood mixed-use commercial node and a medium/high density residential area to accommodate future development of a variety of housing types.

- The subject site includes site characteristics that make it suitable for rezoning to R-4 and C-3. The site size and location will allow for needed housing, as well as retail and service development that serves local retail needs. Other key characteristics include access to Cumulus Avenue, a collector street; proximity to existing uses that would be compatible with the proposed uses; opportunity to take advantage of open spaces and views; and proximity to a transit corridor.

- Based on the Transportation Impact Analyses (TIA) completed by Lancaster and Mobley, attached as Exhibit F, the projected trips generated by the proposed comprehensive plan map amendment and zone change will not change the functional classification of any of facilities within the study area.

APPLICABLE REVIEW CRITERIA

The Applicant reviewed the McMinnville Comprehensive Plan and Zoning Ordinance, and Statewide Planning Goals, and determined the following criteria to be applicable to this Application.

Statewide Planning Goals

- Goal 2: Land Use Planning
- Goal 5: Natural Resources, Scenic and Historic Areas, and Open Spaces
- Goal 9: Economy of the State
- Goal 10: Housing
- Goal 11: Public Facilities and Services
- Goal 12: Transportation

McMinnville Comprehensive Plan (Volume 2: Goals and Policies)

- Chapter II: Natural Resources
- Chapter IV: Economy of McMinnville
- Chapter V: Housing and Residential Development
- Chapter VII: Community Facilities and Services
- Chapter VIII: Energy
- Chapter IX: Urbanization
- Chapter X: Citizen Involvement

McMinnville Zoning Ordinance

- 17.72 Applications and Review Process
- 17.74 Review Criteria – Comprehensive Plan Map and Zone Change (17.74.020)

APPLICANT'S RESPONSES TO APPLICABLE CRITERIA

STATEWIDE PLANNING GOALS

Goal 1: Citizen Involvement
To provide for "the opportunity for citizens to be involved in all phases of the planning process."

APPLICANT'S RESPONSE: In compliance with the MZO requirements of Chapter 17.72, the Applicant held a neighborhood meeting with the community to discuss the proposed map amendment and zone change. Documentation of the meeting is included with this application as Exhibit D. In addition, the review procedures of Chapter 17.72 provide an opportunity for citizen comment on the proposal at future Planning Commission and City Council hearings.

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

APPLICANT'S RESPONSE: In addition to these Statewide Planning Goals, this application addresses applicable policies and approval criteria of the McMinnville Comprehensive Plan and Zoning Ordinance and the Three Mile Lane Area Plan. As demonstrated by this narrative and supporting documentation, this application is consistent with applicable criteria and with Goal 2.

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

APPLICANT'S RESPONSE: The northeast portion of the site has land that is located within the floodplain and areas of steep slopes. The proposed rezone does not alter the zoning designations for the area which is now zoned Floodplain. No future development is proposed within that area, which will be protected by applicable buffers and setbacks.

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

APPLICANT'S RESPONSE: The aim of Goal 9 is to ensure the availability of land suitable for economic growth and development opportunities over a 20-year planning period. To satisfy Goal 9, the City periodically updates an Economic Opportunities Analysis (EOA) to reflect changing economic factors that impact land availability. The most recently adopted 2023 EOA concluded that, over the 20-year planning horizon through 2041, a deficit of 159 acres of commercial land and a deficit of 29 acres of industrial land are projected.

This Application proposes to redesignate 15.1 acres of land from Industrial M-2 zone to residential R-4 and commercial C-3 zones. As proposed, 1.13 acres of M-2 land will be redesignated as C-3, which would bring the total C-3 land on the site to 3.62 acres. This application proposes to reconfigure the C-3 land to be consistent with the 3MLAP, enabling that portion of the site to be developed in the future with a mix of commercial uses to serve the on-site residents and surrounding residential neighborhoods. The proposed commercial-zoned area is

located with visibility from and direct access to Cumulus Avenue, providing connectivity to the east and west and the transit corridor.

The proposed rezone is not anticipated to have significant impact on the adequacy of the city's future industrial land supply which, as of the 2023 EOA, was estimated to be 215 acres. Industrial M-2 zoned land makes up the largest category of available industrial land, according to the 2023 EOA.

The proposed rezone will assist the City in implementing the goals and objectives of the Three Mile Lane Area Plan and address potential long-term compatibility issues of existing industrial zoning with the surrounding residential and commercial zoning and uses. In addition, the proposed rezone to housing and commercial zones contributes to the reduction of the projected commercial land deficit identified in the 2020 EOA and the housing deficit identified in the 2023 Housing Needs Analysis.

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

APPLICANT'S RESPONSE: This application proposes a zone change from R-1 and M-2 zones to R-4 and C-3 on the 26-acre site. The City's 2023 Housing Needs Analysis identifies demographic and housing trends that will shape the city's housing supply over the next 20 years. Trends indicate that a variety of housing types and densities will be required to meet the needs of the City's aging and growing populations. Smaller and more affordable housing types are identified as being needed over the next 20 years.

The proposed rezone of the subject site would allow for development of attached housing such as townhomes and multifamily units, making a greater impact on identified housing needs. The proposed Comprehensive Plan map amendment and rezone meet the intent of Goal 10.

Goal 11: Public Facilities and Services
To provide for efficient planning of public services such as sewers, water, law enforcement, and fire protection.

APPLICANT'S RESPONSE:
This application proposes a zone change for the 26-acre subject site which is located within the Three Mile Lane Area Plan boundary. In preliminary coordination with service providers, no deficiencies have been identified in the water, sanitary sewer or power availability. Similarly, there are no known deficiencies in public services such as fire protection and law enforcement. As noted in this application, the approval of the proposed zone change will result in the provision of park land (open space) consistent with the approved 3MLAP.

Upon application for development of the site, the design and adequacy of public facilities and services for the proposed development will be reviewed. The provision of adequate facilities can be assured through conditions of approval.

Goal 12: Transportation
Implemented by the administrative rules in OAR Chapter 660, Division 12, the purpose of Goal 12 is to "provide and encourage a safe, convenient and economic transportation system." Known as the "Transportation Planning Rule" or "TPR," …

APPLICANT'S RESPONSE: A Transportation Impact Analysis (TIA) addressing the requirements of Goal 12 and the Transportation Planning Rule (TPR) was completed by Lancaster Mobley and is attached as Exhibit F. The analysis found that the proposed Comprehensive Plan Map Amendment and Zone Change will not change the

functional classification of any existing or planned facility. For additional information, please see the attached TIA report.

McMinnville Comprehensive Plan (Volume 2: Goals and Policies)

Chapter II: Natural Resources
Goal II 1: To preserve the quality of the air, water, and land resources within the planning area.

APPLICANT'S RESPONSE: This application proposes change from industrial to residential and mixed-use commercial uses for the site. The proposed change is not anticipated to increase impacts to the quality of the air, water or land resources. Future development on the site will include uses permitted in the proposed zones. The existing floodplain and steep slopes in the northeast portion of the site will be preserved, with no development proposed within applicable buffers or setbacks.

Chapter IV: Economy of McMinnville

Goal IV 1: To encourage the continued growth and diversification of McMinnville's economy in order to enhance the general well-being of the community and provide employment opportunities for its citizens.

Goal IV 2: To encourage the continued growth of McMinnville as the commercial center of Yamhill County in order to provide employment opportunities, goods, and services for the city and county residents.

APPLICANT'S RESPONSE: With the proposed rezoning of 1.13 acres to C-3, the commercial zoning on the site will total 3.62 acres. The 3MLAP identified the site as having potential for a mixed-use neighborhood commercial node, which could include a variety of local-serving commercial services and retail as well as create opportunities for local employment and economic growth.

Furthermore, the future commercial development located in proximity to on-site residents as well as the existing surrounding neighborhoods would enable local residents to travel to future shops, services and restaurants through a variety of modes, including walking and biking. The benefits generated by a future locally-focused commercial hub include increased convenience for residents, reduced road congestion and impact on air quality, and opportunities for social interaction among neighbors.

Policy 21.01: The City shall periodically update its economic opportunities analysis to ensure that it has within its urban growth boundary (UGB) a 20-year supply of lands designated for commercial and industrial uses. The City shall provide an adequate number of suitable, serviceable sites in appropriate locations within its UGB. If it should find that it does not have an adequate supply of lands designated for commercial or industrial use it shall take corrective actions which may include, but are not limited to, re-designation of lands for such purposes, or amending the UGB to include lands appropriate for industrial or commercial use.

APPLICANT'S RESPONSE: The adopted 2023 EOA documents a 159-acre deficit of commercial land and 29-acre deficit of industrial land over the 20-year planning period. The subject site currently has 15.1 acres zoned M-2 Industrial that is proposed for rezoning to C-3 Commercial and R-4 Medium/High Density Residential.

The proposed rezone of 15.1 acres of M-2 land is not anticipated to have significant impact on the adequacy of the city's future industrial land supply. Industrial M-2 zoned land which, as of the 2023 EOA was estimated to total 215 acres city-wide, makes up the largest category of available industrial land. In addition, this application proposes rezoning this portion of the site to housing and commercial, both categories which have identified deficits.

The 3MLAP concept for the subject site designates the area as a potential mixed-use neighborhood commercial node with a mix of uses that would serve the future on-site residents and existing surrounding residential neighborhoods. In addition, the site is identified as an area that can support a variety of housing types that will address the City's identified housing needs.

The proposed rezone of the M-2 land on the subject site is consistent with the adopted 3MLAP and addresses the City's identified needs for additional commercial and housing development. As such, the proposal is consistent with *Policy 21.01*.

Policy 21.03: The City shall support existing businesses and industries and the establishment of locally owned, managed, or controlled small businesses.

APPLICANT'S RESPONSE: The proposed rezone to C-3 will create opportunities for small, locally owned businesses to serve the local community. The subject site has been identified in the 3MLAP as an appropriate location for a mixed-use node that would serve future residents of the site and residents of the surrounding area.

Goal IV 3: To ensure commercial development that maximizes efficiency of land use through utilization of existing commercially designated lands, through appropriately locating future commercial lands, and discouraging strip development.

APPLICANT'S RESPONSE: This application proposes to rezone 1.13 acres of land from M-2 to C-3, which would bring the total C-3 land on the site to 3.62 acres. This application proposes to reconfigure the C-3 land to better meet the vision of the 3MLAP. Consistent with the 3MLAP, a mixed-use commercial node is proposed for the C-3 zoned area, enabling that portion of the site to be developed in the future with a mix of commercial uses to serve the surrounding residential neighborhoods. The area is located with visibility from and direct access to Cumulus Avenue, providing connectivity to the east and west and the transit corridor.

No development is proposed through this application for a comprehensive plan map amendment and zone change. Future application for development of the site will be subject the review process of Chapter 17.72 of the City's Zoning Ordinance.

General Policies:

Policy 22.00 The maximum and most efficient use of existing commercially designated lands will be encouraged as will the revitalization and reuse of existing commercial properties.

APPLICANT'S RESPONSE: The subject site currently has 2.49 acres of commercial C-3 zoned land. This application proposes to rezone 1.13 acres of M-2 land to C-3, resulting in a total of 3.62 acres of C-3 zoned land. The Applicant proposes to reconfigure the commercial-zoned area to create a commercial/mixed-use node with adjacent existing commercial land and take advantage of the site's frontage on Cumulus Avenue along the south property line. This proposal complies with the 3MLAP, which has identified the subject site as a potential future node of mixed-use commercial development to serve residents of the area.

Policy 23.00 Areas which could in the future serve as commercial sites shall be protected from encroachment by incompatible uses.

APPLICANT'S RESPONSE: This application proposes to add 1.13 acres of C-3 zoned land, for a total of 3.62 acres of C-3, to provide for future retail and services as prioritized by the adopted 3MLAP. The remainder of the subject site is proposed to be rezoned to R-4 Medium-High Density Residential. As the future local commercial node will be aimed at serving the local neighborhoods, the future development of housing will be compatible with the C-3 zoned area.

Policy 24.00 The cluster development of commercial uses shall be encouraged rather than auto-oriented strip development.

APPLICANT'S RESPONSE: This application requests a comprehensive plan map amendment and zone change to Commercial C-3 and R-4 Residential, which encourages variety in uses and development patterns, and efficient use of space.

The adopted 3MLAP has identified the subject site as a potential mixed-use commercial node, or cluster, which could include a mix of retail and commercial services as neighborhood-serving amenities. This proposal to rezone and reconfigure C-3 land near the Cumulus frontage of the site is in conformance with the adopted 3MLAP and supports future compliance with Policy 24.

Policy 24.50 The location, type, and amount of commercial activity within the urban growth boundary shall be based on community needs as identified in the Economic Opportunities Analysis.

APPLICANT'S RESPONSE: The 2023 EOA identified a commercial land deficit in McMinnville of 159 acres through 2041. The adopted 3MLAP has identified the subject site as a suitable location for a mixed-use commercial node envisioned to provide a mix of local-serving retail and commercial services to the surrounding residential community. This application proposes to rezone 1.13 acres to C-3 which, along with the existing C-3 zoned land on site, would result in a total of 3.62 acres of C-3 land. As shown in the CPMA-ZC Site Plan, attached as Exhibit B, this area is proposed to be located along the site's Cumulus Avenue frontage to take advantage of the area's accessibility, visibility, and the availability of suitable land.

Policy 25.00 Commercial uses will be located in areas where conflicts with adjacent land uses can be minimized and where city services commensurate with the scale of development are or can be made available prior to development.

Policy 26.00 The size of, scale of, and market for commercial uses shall guide their locations. Large-scale, regional shopping facilities, and heavy traffic- generating uses shall

be located on arterials or in the central business district, and shall be located where sufficient land for internal traffic circulation systems is available (if warranted) and where adequate parking and service areas can be constructed.

<u>Policy 27.00</u> Neighborhood commercial uses will be allowed in residential areas. These commercial uses will consist only of neighborhood oriented businesses and will be located on collector or arterial streets. More intensive, large commercial uses will not be considered compatible with or be allowed in neighborhood commercial centers.

<u>APPLICANT'S RESPONSE</u>: The 3MLAP envisions future development of the site to include medium/high density residential development and a mixed-use commercial node that provides neighborhood commercial retail and services to the surrounding residential community. The subject site is an appropriate location for a smaller mixed-use commercial development located on Cumulus Avenue, which is classified as a Minor Collector in McMinnville's TSP. These future uses are compatible with the surrounding area which has been similarly designated through the 3MLAP.

The 3MLAP area is located within the City limits and municipal services are provided to the area. Any future development application will need to confirm adequate facilities, which can be assured through conditions of approval.

<u>Design Policies</u>

<u>Policy 30.00</u>: Access locations for commercial developments shall be placed so that excessive traffic will not be routed through residential neighborhoods and the traffic-carrying capacity of all adjacent streets will not be exceeded.

<u>Policy 31.00</u>: Commercial developments shall be designed in a manner which minimizes bicycle/pedestrian conflicts and provides pedestrian connections to adjacent residential development through pathways, grid street systems, or other appropriate mechanisms. (Ord.4796, October 14, 2003)

<u>Policy 32.00</u>: Where necessary, landscaping and/or other visual and sound barriers shall be required to screen commercial activities from residential areas.

<u>Policy 33.00</u>: Encourage efficient use of land for parking; small parking lots and/or parking lots that are broken up with landscaping and pervious surfaces for water quality filtration areas. Large parking lots shall be minimized where possible. All parking lots shall be interspersed with landscaping islands to provide a visual break and to provide energy savings by lowering the air temperature outside commercial structures on hot days, thereby lessening the need for inside cooling. (Ord.4796, October 14, 2003)

<u>APPLICANT'S RESPONSE</u>:
The subject site is located within the 3MLAP area, which calls for future development to incorporate certain urban design elements, including a local street grid, buildings oriented to local street frontages, pedestrian amenities, landscaped green buffers, parking behind buildings and other features. The incorporation of 3MLAP urban design elements in future development of the site will implement Design Policies 30, 31, 32 and 33.

No development is proposed through this Application. Any subsequent development application will address applicable criteria of the McMinnville Zoning Ordinance at that time.

Industrial Development

<u>Goal IV 5</u> To continue the growth and diversification of McMinnville's industrial base through the provision of an adequate amount of properly designated lands.

<u>APPLICANT'S RESPONSE</u>: The subject site currently has 15.1 acres zoned M-2 Industrial that is proposed for rezoning to C-3 Commercial and R-4 Medium, High-Density Residential. The proposed rezone of the M-2 land is not anticipated to have significant impact on the adequacy of the city's future industrial land supply. Industrial M-2 zoned land which, as of the 2023 EOA was estimated to total 215 acres, makes up the largest category of available industrial land. In addition, this application proposes rezoning the land to housing and commercial, both categories which have identified deficits, and is consistent with the adopted 3MLAP.

<u>Goal IV 6</u> To ensure industrial development that maximizes efficiency of land uses, that is appropriately located in relation to surrounding land uses, and that meets necessary environmental standards.

Locational Policies

<u>Policy 49.00</u> The City of McMinnville shall use its zoning and other regulatory methods to prevent encroachment into industrial areas by incompatible land uses.

<u>Policy 49.01</u> The City shall designate an adequate supply of suitable sites to meet identified needs for a variety of different parcel sizes at locations which have direct access to an arterial or collector street without having to pass through residential neighborhoods.

<u>Policy 49.02</u> The location, type, and amount of industrial activity within the Urban Growth Boundary shall be based on community needs as identified in the Economic Opportunities Analysis.

<u>APPLICANT'S RESPONSE</u>: This Application proposes the rezoning of 15.1 acres of M-2 zoned industrial land to residential and commercial designations on the subject site.

Under the current zoning, the industrial portion of the site is surrounded by non-industrial zoned land and existing uses. The City adopted the 3MLAP to guide development and transportation improvements in the SE Three Mile Lane area and ensure compatibility of uses. Rezoning this land from industrial to residential and commercial uses is consistent with the 3MLAP and provides the opportunity for greater compatibility of proposed and existing uses as the area redevelops. In addition, the proposed change will help address a commercial land deficit and the City's need for attainable housing.

Chapter V: Housing and Residential Development

Goal V 1: To promote development of affordable, quality housing for all city residents.

Policy 58.00 ***City land development ordinances shall provide opportunities for development of a variety of housing types and densities.***

Policy 59.00 ***Opportunities for multiple-family and mobile home developments shall be provided in McMinnville to encourage lower-cost renter and owner-occupied housing. Such housing shall be located and developed according to the residential policies in this plan and the land development regulations of the City.***

Policy 60.00 ***Attached single-family dwellings and common property ownership arrangements (condominiums) shall be allowed in McMinnville to encourage land-intensive, cost-effective, owner-occupied dwellings.***

APPLICANT'S RESPONSE: This application proposes a total of 17.8 acres of R-4 Medium, High-Density residentially zoned land for the 26-acre subject site.

The City's adopted Housing Needs Analysis identified a need for more housing that is attainable at a range of income levels. In addition, the City's adopted 3MLAP envisions future medium-high density residential on a significant portion of the subject site. In response to those adopted directives, the proposed zone change will allow future development of the site to include a mix of attached single-family development and multi-family housing at a range of housing densities. As such, the proposed rezone is consistent with Goal V 1 and Policies 58, 59 and 60.

Goal V 2: To promote a residential development pattern that is land intensive and energy efficient, that provides for an urban level of public and private services, and that allows unique and innovative development techniques to be employed in residential designs.

Policies:

Policy 68.00 ***The City of McMinnville shall encourage a compact form of urban development by directing residential growth close to the city center and to those areas where urban services are already available before committing alternate areas to residential use.***

Policy 70.00 ***The City of McMinnville shall continue to update zoning and subdivision ordinances to include innovative land development techniques and incentives that provide for a variety of housing types, densities, and price ranges that will adequately meet the present and future needs of the community.***

Policy 71.00 ***The City of McMinnville shall designate specific lands inside the urban growth boundary as residential to meet future projected housing needs. Lands so designated may be developed for a variety of housing types. All residential zoning classifications shall be allowed in areas designated as residential on the Comprehensive Plan Map.***

APPLICANT'S RESPONSE: The proposed Comprehensive Plan Amendment and rezone is consistent with the recently adopted 3MLAP, which is being implemented through the McMinnville Zoning Ordinance

and Comprehensive Plan. Future development of the site will adhere to applicable current zoning and subdivision regulations in effect at the time of development.

The R-4 Medium-High density zoning proposed for 17.8 acres of the site will address the City's identified housing needs and support a variety of housing types and densities, allowing for overall compact and efficient development of the site. Housing types such as townhomes and multi-dwelling residential units are allowed through the R-4 zone, and provide more attainable options for diverse household income levels.

The subject site is located near the city center and has good access to urban services and public transit. In addition, the future on-site commercial mixed-use development will provide services and retail goods to residents in the neighborhood and be accessed via the onsite streets and pedestrian system, potentially reducing the need for vehicle trips to other parts of the city.

Policy 71.06 ***Low Density Residential Development (R-1 and R-2) Low-density residential development should be limited to the following:***

1. ***Areas which are committed to low density development and shown on the buildable lands inventory as "developed" land;***
2. ***Areas where street facilities are limited to collector and local streets;***
3. ***Areas with mapped development limitations such as steep slopes, floodplains, stream corridors, natural drainageways, and wetlands; and***
4. ***Areas with limited capacity for development identified in approved facility master plans, including sanitary sewer, water, drainage, and transportation facilities. (Ord. 4796, October 14, 2003)***

APPLICANT'S RESPONSE: This application proposes to rezone 1.79 acres of R-1 zoned land to R-4 Medium, High-Density zoning. This proposed change is supported by the 3MLAP, which envisions a mix of uses and diverse housing types for the site. Further, the City's Housing Needs Analysis identified a need for more housing types that are affordable at different household incomes. The proposed R-4 zoning will allow for housing that is more attainable at a range of income levels, including small-lot single-family detached, attached single-family and multi-family development.

As shown in the submitted CPMA-ZC Site Plan, attached as Exhibit B, the portion of the site planned for residential development will have access from existing and future local streets. The northern portion of the site, which contains the floodplain, provides view opportunities and as per the 3MLAP is an area for a future open space connection.

Policy 71.07 ***The R-1 zoning designation shall be applied to limited areas within the McMinnville urban growth boundary. These include:***

1. ***The steeply sloped portions of the West Hills;***
2. ***Neighborhoods and properties within the current urban growth boundary that are developed or have been approved for such densities (Michelbook, for example);***
3. ***Fox Ridge Road area;***
4. ***Redmond Hill Road area;***
5. ***Residential lands adjacent to existing or planned industrial areas. (Ord. 4796, October 14, 2003)***

APPLICANT'S RESPONSE: A 1.79-acre portion of the subject site is zoned R-1 Residential. The City's adopted 3MLAP has identified the site's future development to include Medium, High-Density R-4 residential zoning with the goal of creating mixed-use residential neighborhoods with a range of

attainable housing types that will help address the City's identified housing deficit. As such, the rezoning of the site's existing R-1 for future development of medium-high density residential is consistent with this policy.

<u>Policy 71.09</u> ***Medium and High-Density Residential (R-3 and R-4) - The majority of residential lands in McMinnville are planned to develop at medium density range (4 – 8 dwelling units per net acre). Medium density residential development uses include small lot single-family detached uses, single family attached units, duplexes and triplexes, and townhouses. High density residential development (8 – 30 dwelling units per net acre) uses typically include townhouses, condominiums, and apartments:***

1. ***Areas that are not committed to low density development;***
2. ***Areas that have direct access from collector or arterial streets;***
3. ***Areas that are not subject to development limitations such as topography, flooding, or poor drainage;***
4. ***Areas where the existing facilities have the capacity for additional development;***
5. ***Areas within one-quarter mile of existing or planned public transportation; and***
6. ***Areas that can be buffered from low density residential areas in order to maximize the privacy of established low density residential areas. (Ord. 4961, January 8, 2013; Ord. 4796, October 14, 2003)***

<u>APPLICANT'S RESPONSE</u>: This application proposes a change in zoning from primarily industrial land to a mix of residential R-4 and commercial C-3 zones. The site has direct access to Cumulus Avenue, a collector street, and local streets in the area. The site was identified in the 3MLAP as an opportunity site for a mix of commercial uses and needed housing due in part to the size of the site. At 26 acres, the site can support a variety of housing types and densities and remain compatible with the existing surrounding uses. The large size of the site will allow for an efficient development layout as well as economies of scale during development. The northern portion of the site is characterized by slopes and areas within the floodplain, which will be buffered from future development by open space. The site has access to public facilities that currently exist on the site and adjacent land, and is proximate to local public transit.

<u>Policy 71.13</u> ***The following factors should serve as criteria in determining areas appropriate for high-density residential development:***

1. ***Areas which are not committed to low or medium density development;***
2. ***Areas which can be buffered by topography, landscaping, collector or arterial streets, or intervening land uses from low density residential areas in order to maximize the privacy of established low density residential areas;***
3. ***Areas which have direct access from a major collector or arterial street;***
4. ***Areas which are not subject to development limitations;***
5. ***Areas where the existing facilities have the capacity for additional development;***
6. ***Areas within a one-half mile wide corridor centered on existing or planned public transit routes;***
7. ***Areas within one-quarter mile from neighborhood and general commercial shopping centers; and***
8. ***Areas adjacent to either private or public permanent open space. (Ord. 4796, October 14, 2003)***

APPLICANT'S RESPONSE: The proposed zone change will result in a total of 17.8 acres of R-4 land. Currently, the majority of the site is zoned industrial and is occupied by a cement manufacturer.

The northern portion of the site contains areas with floodplain and steep slopes which will be buffered from future development by open space. Cumulus Avenue, a collector street, provides direct access to the site and will connect with the on-site local streets as future development occurs.

The site is located within 0.1 mile of a public transit route. Public facilities exist on and adjacent to the site and can be made to be adequate to serve future development.

The proposed rezoning will support future development that will be consistent with the 3MLAP, which calls for medium-high residential density development and neighborhood-serving commercial on the site. As shown in the submitted plan, Exhibit B, a portion of the site adjacent to Cumulus Avenue is proposed to be zoned C-3 to accommodate services and retail oriented to the needs of future on-site residents and surrounding neighborhoods.

Residential Design Policies:

79.00 The density allowed for residential developments shall be contingent on the zoning classification, the topographical features of the property, and the capacities and availability of public services including but not limited to sewer and water. Where densities are determined to be less than that allowed under the zoning classification, the allowed density shall be set through adopted clear and objective code standards enumerating the reason for the limitations, or shall be applied to the specific area through a planned development overlay. Densities greater than those allowed by the zoning classification may be allowed through the planned development process or where specifically provided in the zoning ordinance or by plan policy. (Ord. 4796, October 14, 2003)

APPLICANT'S RESPONSE: This application requests rezoning that will result in a total of 17.8 acres of R-4 residential. No development is proposed through this application. Future residential development on the site will be subject to applicable code requirements at the time of development. Floodplain and sloped areas of the site will be buffered from future development by open space and applicable setbacks. Upon application for development of the site, the adequacy of municipal facilities for the proposed development will be reviewed. The provision of adequate facilities can be assured through conditions of approval.

80.00 In proposed residential developments, distinctive or unique natural features such as wooded areas, isolated preservable trees, and drainage swales shall be preserved wherever feasible.

APPLICANT'S RESPONSE: The northern portion of the subject site is characterized by floodplain and sloped areas which offer views of the South Yamhill River and Joe Dancer Park. These areas will be buffered from future development by open space and applicable setbacks.

81.00 Residential designs which incorporate pedestrian and bikeway paths to connect with activity areas such as schools, commercial facilities, parks, and other residential areas, shall be encouraged.

82.00 The layout of streets in residential areas shall be designed in a manner that preserves the development potential of adjacent properties if such properties are recognized for development on the McMinnville Comprehensive Plan Map.

83.00 The City of McMinnville shall review the design of residential developments to insure site orientation that preserves the potential for future utilization of solar energy.

APPLICANT'S RESPONSE: The City's adopted 3MLAP incorporates design elements that encourage pedestrian and bicycle connectivity throughout the development and with adjacent development. As such, future development of the site will incorporate features supportive of connectivity. No development is currently proposed through this application. A future development application will be subject to the applicable code requirements at that time.

Multiple-family Development Policies:

86.00 Dispersal of new multiple-family housing development will be encouraged throughout the residentially designated areas in the City to avoid a concentration of people, traffic congestion, and noise. The dispersal policy will not apply to areas on the fringes of the downtown "core," and surrounding Linfield College where multiple-family developments shall still be allowed in properly designated areas.

APPLICANT'S RESPONSE: The proposed zone change and comprehensive plan map amendment reflect the direction provided by the adopted 3MLAP. The subject site was identified in the plan as a suitable site for medium-high density R-4 residential development, which allows for a variety of housing types including small-lot detached homes, attached townhomes, and multi-family development. No development is proposed through this application. This application is consistent with this policy.

89.00 Zoning standards shall require that all multiple-family housing developments provide landscaped grounds. (Ord. 4796, October 14, 2003)

APPLICANT'S RESPONSE: Future development of the site will comply with applicable landscape standards in effect at the time of development application.

90.00 Greater residential densities shall be encouraged to locate along major and minor arterials, within one-quarter mile from neighborhood and general commercial shopping centers, and within a one-half mile wide corridor centered on existing or planned public transit routes. (Ord. 4840, January 11, 2006; Ord. 4796, October 14, 2003)

91.00 Multiple-family housing developments, including condominiums, boarding houses, lodging houses, rooming houses but excluding campus living quarters, shall be

required to access off of arterials or collectors or streets determined by the City to have sufficient traffic carrying capacities to accommodate the proposed development. (Ord. 4573, November 8, 1994)

92.00 High-density housing developments shall be encouraged to locate along existing or potential public transit routes.

APPLICANT'S RESPONSE: The subject site is located on Cumulus Avenue, a collector that provides access to Hwy 18, an arterial. The site is within 0.1 mile of both City and County public transit lines. Future development of the site will incorporate safe and efficient on-site circulation that will provide connectivity with transportation routes and with the surrounding area.

This rezone request supports the vision of the adopted 3MLAP, which identified the site as having characteristics needed to support medium/high density housing, including small-lot single-family detached, attached townhomes, and multifamily development. In addition, the 3MLAP identified the site's potential for a mixed-use commercial node that would provide goods and services for future on-site residents and the surrounding neighborhood. As shown in the proposed rezone plan, attached as Exhibit B, this node is located near the southern boundary of the subject site, with visibility and access from Cumulus Avenue.

The attached Transportation Impact Analysis (TIA), prepared by Lancaster Mobley and attached as Exhibit F, concludes that there will be no impact from the proposed rezoning to the functional classifications existing or planned facilities within the study area.

92.01 High-density housing shall not be located in undesirable places such as near railroad lines, heavy industrial uses, or other potential nuisance areas unless design factors are included to buffer the development from the incompatible use. (Ord. 4796, October 14, 2003)

92.02 High-density housing developments shall, as far as possible, locate within reasonable walking distance to shopping, schools, and parks, or have access, if possible, to public transportation. (Ord. 4796, October 14, 2003)

APPLICANT'S RESPONSE: With the proposed rezoning of the M-2 industrial land to R-4 residential and C-3 commercial, future redevelopment of the site will not include any industrial uses, making the site more compatible with higher densities of residential development.

As called for in the adopted 3MLAP, the site will incorporate mixed-use commercial development that will serve on-site residents as well as the surrounding neighborhoods. Nearby transit stops will offer residents and visitors to the site an alternative mode of transportation, potentially reducing vehicle trips. The proposed rezone supports Policies 92.01 and 92.02.

Urban Policies:

99.00 An adequate level of urban services shall be provided prior to or concurrent with all proposed residential development, as specified in the acknowledged Public Facilities Plan. Services shall include, but not be limited to:

1. Sanitary sewer collection and disposal lines. Adequate municipal waste treatment plant

capacities must be available.

2. ***Storm sewer and drainage facilities (as required).***
3. ***Streets within the development and providing access to the development, improved to city standards (as required).***
4. ***Municipal water distribution facilities and adequate water supplies (as determined by City Water and Light). (as amended by Ord. 4796, October 14, 2003)***
5. ***Deleted as per Ord. 4796, October 14, 2003.***

APPLICANT'S RESPONSE: Municipal facilities currently exist and serve the vicinity of the site via main lines located in the Cumulus Avenue and Atlantic Street rights-of-way. No development is proposed through this Application. Upon application for development of the site, the adequacy of municipal facilities for the proposed development will be reviewed. The provision of adequate facilities can be assured through conditions of approval.

Chapter VI: Transportation System

Streets

Policy 117.00 The City of McMinnville shall endeavor to insure that the roadway network provides safe and easy access to every parcel.

Policy 119.00 The City of McMinnville shall encourage utilization of existing transportation corridors, wherever possible, before committing new lands.

APPLICANT'S RESPONSE: As demonstrated in the TIA, attached as Exhibit F, the planned zone change will not impact or alter the functional classification of any existing or planned transportation facility. Future development of the site will include a safe and efficient street system ensuring access throughout the site, as well as connectivity with adjacent sites. Please refer to the TIA report for additional information.

122.00 The City of McMinnville shall encourage the following provisions for each of the three functional road classifications:

2. Major, minor collectors.

–Designs should minimize impacts on existing neighborhoods.
–Sufficient street rights-of-way should be obtained prior to development of adjacent lands.
–On-street parking should be limited wherever necessary.
–Landscaping should be required along public rights-of-way. (Ord.4922, February 23, 2010)
–As far as is practical, residential collector streets should be no further than 1,800 feet apart in order to facilitate a grid pattern of collector streets in residential areas.

3. Local Streets

--Designs should minimize through-traffic and serve local areas only.

--Street widths should be appropriate for the existing and future needs of the area.
--Off-street parking should be encouraged wherever possible.
--Landscaping should be encouraged along public rights-of-way.

APPLICANT'S RESPONSE: No development is proposed through this application. Upon future development of the site, the design of new on-site streets will comply with the applicable roadway design standards in effect at the time of development.

Policy 123.00 The City of McMinnville shall cooperate with other governmental agencies and private interest to insure the proper development and maintenance of the road network within the urban growth boundary.

APPLICANT'S RESPONSE: The TIA prepared by Lancaster Mobley, attached as Exhibit F, provides an analysis of trips generated by the proposed zone change. In accordance with the application review process, the scope, methodology, findings and recommendations of the TIA have been coordinated with the City of McMinnville and ODOT.

Parking

Policy 126.00 The City of McMinnville shall continue to require adequate off-street parking and loading facilities for future developments and land use changes.

Policy 127.00 The City of McMinnville shall encourage the provision of off-street parking where possible, to better utilize existing and future roadways and rights-of-way as transportation routes.

APPLICANT'S RESPONSE No development is proposed through this application. Upon future development of the site, the provision of off-street parking will comply with the applicable development standards in effect at that time.

Bike Paths

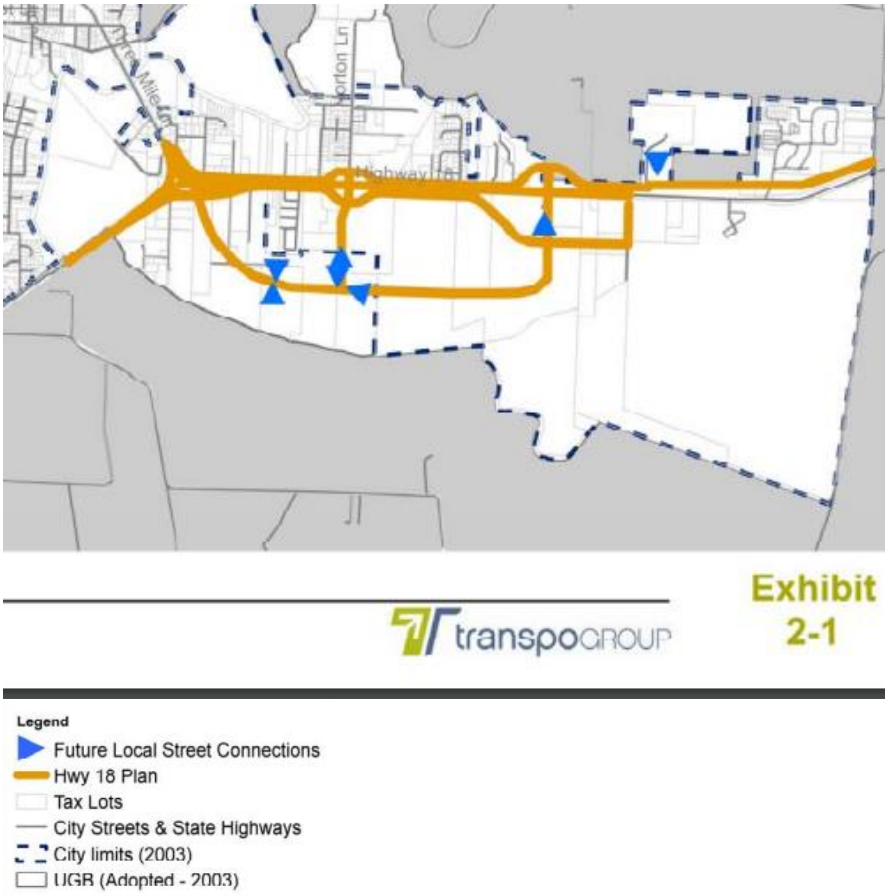
Policy 130.05 In areas where bikeways are planned, the City may require that new development provide bikeway improvements such as widened streets, bike paths, or the elimination of on-street parking. At the minimum, new development shall be required to make provisions for the future elimination of on-street parking along streets where bikeways are planned so that bike lanes can be striped in the future. Bike lanes and bike paths in new developments shall be constructed to standards recommended in the bikeway plan.

APPLICANT'S RESPONSE: The subject site is located within the 3MLAP area. The 3MLAP encourages safe, bicycle-friendly routes that provide connectivity to and through the site for bicyclists. No development is proposed through this application. Future bicycle connectivity design will adhere to applicable development standards in effect at the time of development application.

Connectivity and Circulation

<u>Policy 132.26.05</u> New street connections, complete with appropriately planned pedestrian and bicycle features, shall be incorporated in all new developments consistent with the Local Street Connectivity map.

<u>APPLICANT'S RESPONSE</u>: The McMinnville TSP identifies future local street connections for the Highway 18 corridor, as shown on the map below (TSP, Exhibit 2-1). As shown on the map, there are no local street connections identified for the subject site on the City's Local Street Connections Map. The 3MLAP addresses pedestrian and bicycle circulation to and through the plan area with recommendations for facility improvements that will improve access, mobility and comfort for all users. Accordingly, the 3MLAP requires a smaller-block grid system for on-site local streets, which will support pedestrian and bicycle connectivity. Any future development application will be required to be consistent with the McMinnville TSP and ensure appropriately planned pedestrian and bicycle features and connectivity with any existing and planned adjacent facilities.



<u>Policy 132.27.00</u> The provision of transportation facilities and services shall reflect and support the land use designations and development patterns identified in the McMinnville Comprehensive Plan. The design and implementation of transportation facilities and services shall be based on serving current and future travel demand—both short-term and long-term planned uses.

APPLICANT'S RESPONSE*:* The TIA, attached as Exhibit F, evaluated both existing conditions and planning horizon (2041) impacts of the proposed zone change on the transportation system. The TIA and TPR analyses concluded that the zone change would not result in any change to functional classification of the facilities within the study area. For additional information, please refer to the TIA.

Policy 132.29.00 ***The construction of transportation facilities in the McMinnville planning area shall be timed to coincide with community needs, and shall be implemented so as to minimize impacts on existing development. Prioritization of improvements should consider the City's level of service standards.***

APPLICANT'S RESPONSE*:* No development is proposed through this application. Upon future development of the site, the onsite facilities will be designed and timed to provide safe and efficient movement to and through the site for pedestrians, bicycles and vehicles, while prioritizing the City's level of service standards.

Growth Management

Policy 132.40.00 ***Mobility standards will be used to evaluate the transportation impacts of long-term growth. The City should adopt the intersection mobility standards as noted in Chapter 2 of the Transportation System Plan.***

APPLICANT'S RESPONSE*:* The TIA, attached as Exhibit F, studied intersections within the City's and ODOT's jurisdictions and applied each jurisdiction's applicable mobility standard as a basis for its analysis. As noted in the TIA, the proposed zone change will not result in any classification changes of any study intersections. Please refer to the TIA for additional information.

McMinnville TSP Implementation

Policy 132.62.00 ***TSP as Legal Basis -- The City of McMinnville shall use the McMinnville TSP as the legal basis and policy foundation for actions by decision-makers, advisory bodies, staff, and citizens in transportation issues. The goals, objectives, policies, implementation strategies, principles, maps, and recommended projects shall be considered in all decision-making processes that impact or are impacted by the transportation system.***

APPLICANT'S RESPONSE*:* The proposed rezone of the subject site to residential R-4 and commercial C-3 is consistent with the goals, objectives, policies, implementation strategies, principles, maps and recommended projects of the TSP. The City's goal and supplemental policies are addressed below.

GOAL (Chapter VI) : TO ENCOURAGE DEVELOPMENT OF A TRANSPORTATION SYSTEM THAT PROVIDES FOR THE COORDINATED MOVEMENT OF PEOPLE AND FREIGHT IN A SAFE AND EFFICIENT MANNER.

APPLICANT'S RESPONSE: The proposed rezone and future residential and commercial development work in the direction of achieving this goal by providing future onsite local streets that will provide safe and efficient connectivity for pedestrians, bicyclists, and vehicles through the neighborhood, as well as connectivity to Cumulus Avenue and the surrounding local street network. Future on-site transportation improvements will be designed to promote safety and traffic flow to and through the site and surrounding roadway network for all users.

Supplemental Policies:

1. Transportation System Plan
Future development of the subject site will be reviewed for consistency with the TSP policies in effect at the time of development.

2. Complete Streets
The design of the on-site circulation system will address the safety and convenience of pedestrians, bicyclists, transit users and motor vehicle drivers.

3. Multi-Modal Transportation System
The City's review of future development and onsite circulation plans for pedestrians, cyclists and vehicles will assure compliance with this policy.

4. Connectivity and Circulation
Future design and development of the site will address the connectivity elements of the 3MLAP to provide access for pedestrians, bicycles, and vehicles on the site.

5. Supportive of General Land Use Plan Designations and Development Patterns
The TIA, included as Exhibit F, provides an existing conditions (2025) and long-term (2041) analysis of trip generation impacts in the vicinity of the site and concludes that the proposed rezone of the subject site would result in no changes to functional classification of facilities within the study area.

6. Regional Mobility
The location of the proposed site on Cumulus Avenue provides ease of access to downtown McMinnville and regional employment centers such as Lafayette and Newberg.

7. Growth Management
The 2024 HNA demonstrates that there is a need for attainable housing options to address the projected housing deficit. Additionally, the 2023 EOA identified a deficit in commercial land throughout the City. The proposed rezone will allow for Medium, High-Density housing development as well as a node of neighborhood-serving commercial on the site. As such, the proposed zone change meets the needs of the surrounding community.

8. Transportation System and Energy Efficiency
The location of the proposed site, with direct access to Cumulus Avenue, provides opportunity for transportation system and energy efficiency with easy access for residents to downtown McMinnville and nearby commercial and employment centers, as well as the City's transit system.

9. Transportation Safety
Future on-site transportation facilities will be designed and constructed in compliance with applicable standards in effect at the time of development.

10. Public Safety
The future site plan review process will ensure that emergency vehicle access is provided on the proposed site.

11. Accessibility for Persons with Disabilities
On-site connections and intersection improvements will be designed and constructed in compliance with applicable Americans with Disabilities (ADA) guidelines.

12. Economic Development
The site is located within the 3MLAP area and has been identified as a potential mixed-use node, including local-serving retail and commercial services which will provide jobs for the local community. In addition, future development of the medium-high density residential housing will address the projected housing deficit and provide housing for the local workforce.

13. Livability
Future design of on-site transportation facilities will incorporate features that provide efficient and safe use by pedestrians, cyclists and vehicles. Connectivity to offsite street and sidewalk systems will provide opportunity for accessing public transit, thereby reducing vehicle trips.

14. Health and Welfare
The proposed site will be accessible via alternative modes of transportation, including transit and active transportation (by bicycle and by foot).

15. Transportation Sustainability
The location of the proposed site along Cumulus Avenue provides easy access for residents to downtown McMinnville and nearby employment centers. In addition, public transit is easily accessed for residents and employees to travel to and from the site.

16. Aesthetics and Streetscaping
Future site design will incorporate aesthetics and streetscaping to enhance residents' experience and livability of the neighborhood.

17. Intergovernmental Coordination and Consistency
Lancaster Mobley prepared the TIA and TPR analyses for the proposed site. The methodology, findings and recommendations have been coordinated with the City of McMinnville and ODOT.

Chapter VII: Community Facilities and Services

<u>Goal VII-1</u> To provide necessary public and private facilities and utilities at levels commensurate with urban development, extended in a phased manner, and planned and provided in advance of or concurrent with development, in order to promote the orderly conversion of urbanizable and future urbanizable lands to urban lands within the McMinnville Urban Growth Boundary.

APPLICANT'S RESPONSE*:* This Goal is targeted at rural lands that are not within the UGB and are proposed to be transitioned to urban land. The subject site is located within the McMinnville UGB and therefore this Goal is not applicable. Nonetheless, there will be necessary public and private facilities and utilities at levels commensurate with urban development at the time of development. Public utilities currently serve the vicinity of the subject site via main service lines located in the Cumulus Avenue and Atlantic Street rights-of-way. No development is proposed through this Application. Upon application for development of the site, the adequacy of public and private facilities for the proposed development will be reviewed. The provision of adequate facilities can be assured through conditions of approval.

Policy 136.00 ***The City of McMinnville shall insure that urban developments are connected to the municipal sewage system pursuant to applicable city, state, and federal regulations.***

APPLICANT'S RESPONSE*:* Municipal sewer facilities currently serve the vicinity of the site via main lines located in the Cumulus Avenue and Atlantic Street rights-of-way. No development is proposed through this Application. Upon application for development of the sites, the adequacy of the sewer facilities for the proposed development will be reviewed. The provision of adequate facilities can be assured through conditions of approval.

139.00 The City of McMinnville shall extend or allow extension of sanitary sewage collection lines within the framework outlined below:
1. Sufficient municipal treatment plant capacities exist to handle maximum flows of effluents.
2. Sufficient trunk and main line capacities remain to serve undeveloped land within the projected service areas of those lines.
3. Public water service is extended or planned for extension to service the area at the proposed development densities by such time that sanitary sewer services are to be utilized.
4. Extensions will implement applicable goals and policies of the comprehensive plan.

APPLICANT'S RESPONSE*:* Municipal sewer facilities currently exist and serve the vicinity of the site via main lines located in the Cumulus Avenue and Atlantic Street rights-of-way. No development is proposed through this Application. Upon application for development of the site, the adequacy of the sewer facilities for the proposed development will be reviewed. The provision of adequate facilities can be assured through conditions of approval.

Policy 142.00 ***The City of McMinnville shall insure that adequate storm water drainage is provided in urban developments through review and approval of storm drainage systems, and through requirements for connection to the municipal storm drainage system, or to natural drainage ways, where required.***

APPLICANT'S RESPONSE*:* No development is proposed through this Application. Upon application for development of the site, the design and adequacy of the stormwater drainage facilities for the proposed development will be reviewed. The provision of adequate facilities can be assured through conditions of approval.

145.00 The City of McMinnville, recognizing McMinnville Water and Light as the agency responsible for water system services, shall extend water services within the framework outlined below:

1. Facilities are placed in locations and in such a manner as to insure compatibility with surrounding land uses.

2. Extensions promote the development patterns and phasing envisioned in the McMinnville Comprehensive Plan.

3. For urban level developments within McMinnville, sanitary sewers are extended or planned for extension at the proposed development densities by such time as the water services are to be utilized.

4. Applicable policies for extending water services, as developed by the City Water and Light Commission, are adhered to.

APPLICANT'S RESPONSE*:* No development is proposed through this Application. Upon application for development of the site, the design and adequacy of the water and sanitary sewer facilities for the proposed development will be reviewed. The provision of adequate facilities can be assured through conditions of approval.

Water and Sewer—Land Development Criteria Policies

Policy 151.00 The City of McMinnville shall evaluate major land use decisions, including but not limited to urban growth boundary, comprehensive plan amendment, zone changes, and subdivisions using the criteria outlined below:

1. Sufficient municipal water system supply, storage and distribution facilities, as determined by McMinnville Water and Light, are available or can be made available, to fulfill peak demands and insure fire flow requirements and to meet emergency situation needs.

2. Sufficient municipal sewage system facilities, as determined by the City Public Works Department, are available, or can be made available, to collect, treat, and dispose of maximum flows of effluents.

3. Sufficient water and sewer system personnel and resources, as determined by McMinnville Water and Light and the City, respectively, are available, or can be made available, for the maintenance and operation of the water and sewer systems.

4. Federal, state, and local water and waste-water quality standards can be adhered to.

5. Applicable policies of McMinnville Water and Light and the City relating to water and sewer systems, respectively, are adhered to.

APPLICANT'S RESPONSE: There are no known water or sewer deficiencies in the vicinity of the subject site. No development is proposed through this Application. Upon future application for development of the site, the availability and adequacy of the water, sewer, and stormwater drainage facilities and services to serve the proposed development will be reviewed. The provision of adequate facilities can be assured through conditions of approval.

Police and Fire Protection Policies

<u>Policy 153.00</u> The City of McMinnville shall continue coordination between the planning and fire departments in evaluating major land use decisions.

<u>Policy 155.00</u> The ability of existing police and fire facilities and services to meet the needs of new service areas and populations shall be a criterion used in evaluating annexations, subdivision proposals, and other major land use decisions.

<u>APPLICANT'S RESPONSE</u>: There are no known police or fire service deficiencies in the vicinity of the subject site. No development is proposed through this application. Upon future application for development of the site, the availability and adequacy of the police and fire facilities and services to serve the proposed development will be reviewed. The provision of adequate facilities can be assured through conditions of approval.

Goal VII 3: To provide parks and recreation facilities, open spaces, and scenic areas for the use and enjoyment of all citizens of the community.

163.00 The City of McMinnville shall continue to require land, or money in lieu of land, from new residential developments for the acquisition and/or development of parklands, natural areas, and open spaces.

163.05 The City of McMinnville shall locate future community and neighborhood parks above the boundary of the 100-year floodplain. Linear parks, greenways, open space, trails, and special use parks are appropriate recreational uses of floodplain land to connect community and other park types to each other, to neighborhoods, and services, provided that the design and location of such uses can occur with minimum impacts on such environmentally sensitive lands. (Ord. 4840, January 11, 2006)

164.00 The City of McMinnville shall continue to acquire floodplain lands through the provisions of Chapter 17.53 (Land Division Standards) of the zoning ordinance and other available means, for future use as natural areas, open spaces, and/or parks.

168.00 Distinctive natural features and areas shall be retained, wherever possible, in future urban developments.

170.00 The City of McMinnville shall require the provision of lands for parks from all subdivisions on Three Mile Lane, except when an existing park is available and reachable by safe and convenient pedestrian access. Where no land is dedicated, money in lieu of land shall be required.

<u>APPLICANT'S RESPONSE</u>: The subject site has not been designated for any park development in the McMinnville Parks, Recreation and Open Space Plan. The portions of the site with floodplain lands or steep slopes will not be developed and will present future opportunities to preserve views of the South Yamhill River and Joe Dancer Park.

Chapter VIII Energy

Energy Conservation

<u>Goal VIII 2:</u> To conserve all forms of energy through utilization of land use planning tools.

<u>Policy 178.00</u> The City of McMinnville shall encourage a compact urban development pattern to provide for conservation of all forms of energy.

<u>APPLICANT'S RESPONSE</u>: The subject site is located within an urban area that is currently served by local energy providers. Future development of the site with R-4 medium-high density residential development will be consistent with the 3MLAP and will be characterized by compact development including a variety of attached housing types.

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Chapter IX: Urbanization

<u>Goal IX 1</u> To provide adequate lands to service the needs of the projected population to the year 2023, and to ensure the conversion of these lands in an orderly, timely manner to urban uses.

<u>APPLICANT'S RESPONSE</u>: The proposed Comprehensive Plan Map Amendment and zone change address the need for additional residential and commercial land through 2041, identified in the 2024 Housing Needs Analysis and the 2023 EOA. Furthermore, the proposed zone change is consistent with the City's adopted 3MLAP, which envisions medium-high density residential and a mixed-use commercial node on the site in the future.

Land Use Development Tools Policies

<u>Policy 186.00</u> The City of McMinnville shall place planned development overlays on areas of special significance identified in Volume I of the McMinnville Comprehensive Plan. Those overlays shall set forth the specific conditions for development of the affected properties. Areas of significance identified in the plan shall include but not be limited to:

1. Three Mile Lane (north and south).

<u>APPLICANT'S RESPONSE</u>: The subject site is located within the Three Mile Lane Overlay area. No development is proposed through this application. Future development will adhere to the policies and requirements of the overlay.

GREAT NEIGHBORHOOD PRINCIPLES

Policies:

187.10 The City of McMinnville shall establish Great Neighborhood Principles to guide the land use patterns, design, and development of the places that McMinnville citizens live, work, and play. The Great Neighborhood Principles will ensure that all developed places include characteristics and elements that create a livable, egalitarian, healthy, social, inclusive, safe, and vibrant neighborhood with enduring value, whether that place is a completely new development or a redevelopment or infill project within an existing built area.

187.20 The Great Neighborhood Principles shall encompass a wide range of characteristics and elements, but those characteristics and elements will not function independently. The Great Neighborhood Principles shall be applied together as an integrated and assembled approach to neighborhood design and development to create a livable, egalitarian, healthy, social, inclusive, safe, and vibrant neighborhood, and to create a neighborhood that supports today's technology and infrastructure and can accommodate future technology and infrastructure.

187.30 The Great Neighborhood Principles shall be applied in all areas of the city to ensure equitable access to a livable, egalitarian, healthy, social, inclusive, safe, and vibrant neighborhood for all McMinnville citizens.

187.40 The Great Neighborhood Principles shall guide long range planning efforts including, but not limited to, master plans, small area plans, and annexation requests. The Great Neighborhood Principles shall also guide applicable current land use and development applications.

187.50 The McMinnville Great Neighborhood Principles are provided below. Each Great Neighborhood Principle is identified by number below (numbers 1 – 13), and is followed by more specific direction on how to achieve each individual principle.

APPLICANT'S RESPONSE: This application is for a Comprehensive Plan Map and Zone Change for the 26-acre subject site located within the City's adopted 3MLAP area. As such, future development of the subject site will be reviewed for consistency with the Great Neighborhood Principles under the applicable procedures and standards of the McMinnville Zoning Ordinance.

Principles:

1. <u>Natural Feature Preservation</u>. Great Neighborhoods are sensitive to the natural conditions and features of the land.

a. Neighborhoods shall be designed to preserve significant natural features including, but not limited to, watercourses, sensitive lands, steep slopes, wetlands, wooded areas, and landmark trees.

APPLICANT'S RESPONSE:

The subject site is characterized by floodplain and slopes located within the northern portion of the site. Appropriate setbacks and open space buffer will prevent development within those areas.

2. Scenic Views. Great Neighborhoods preserve scenic views in areas that everyone can access.

a. Public and private open spaces and streets shall be located and oriented to capture and preserve scenic views, including, but not limited to, views of significant natural features, landscapes, vistas, skylines, and other important features.

APPLICANT'S RESPONSE:
The northern portion of the site has potential to provide views of the South Yamhill River and Joe Dancer Park. Proposed development will be reviewed for consistency with the 3MLAP and Great Neighborhood Principles and with applicable development standards.

3. Parks and Open Spaces. Great Neighborhoods have open and recreational spaces to walk, play, gather, and commune as a neighborhood.

a. Parks, trails, and open spaces shall be provided at a size and scale that is variable based on the size of the proposed development and the number of dwelling units.

b. Central parks and plazas shall be used to create public gathering spaces where appropriate.

c. Neighborhood and community parks shall be developed in appropriate locations consistent with the policies in the Parks Master Plan.

APPLICANT'S RESPONSE:
Future design of the site's development will incorporate appropriate gathering places for residents and users of the site, in addition to providing connections to existing adjacent developments and neighborhoods, natural areas, parks and trails in the vicinity.

4. Pedestrian Friendly. Great Neighborhoods are pedestrian friendly for people of all ages and abilities.
a. Neighborhoods shall include a pedestrian network that provides for a safe and enjoyable pedestrian experience, and that encourages walking for a variety of reasons including, but not limited to, health, transportation, recreation, and social interaction.

b. Pedestrian connections shall be provided to commercial areas, schools, community facilities, parks, trails, and open spaces, and shall also be provided between streets that are disconnected (such as cul-de-sacs or blocks with lengths greater than 400 feet).

APPLICANT'S RESPONSE:
The future design of the site will be guided by the 3MLAP and Great Neighborhood Principles to include on-site pedestrian features that provide circulation through the site and plan area to improve access, mobility and comfort for all users.

5. Bike Friendly. Great Neighborhoods are bike friendly for people of all ages and abilities.

a. Neighborhoods shall include a bike network that provides for a safe and enjoyable biking experience, and that encourages an increased use of bikes by people of all abilities for a variety of reasons, including, but not limited to, health, transportation, and recreation.

b. Bike connections shall be provided to commercial areas, schools, community facilities, parks, trails, and open spaces.

APPLICANT'S RESPONSE:
The future development of the site will be consistent with the goals of the 3MLAP and will include bicycle features that provide safe routes to and through the site and the plan area to improve access, mobility and comfort for bicycle riders.

6. Connected Streets. Great Neighborhoods have interconnected streets that provide safe travel route options, increased connectivity between places and destinations, and easy pedestrian and bike use.

a. Streets shall be designed to function and connect with the surrounding built environment and the existing and future street network, and shall incorporate human scale elements including, but not limited to, Complete Streets features as defined in the Comprehensive Plan, grid street networks, neighborhood traffic management techniques, traffic calming, and safety enhancements.

b. Streets shall be designed to encourage more bicycle, pedestrian and transit mobility with a goal of less reliance on vehicular mobility.

APPLICANT'S RESPONSE:
Future design and development of the site will be reviewed for consistency with the 3MLAP, which calls for a grid street system to provide connectivity within the site as well as with adjacent neighborhoods and streets. The future design of transportation improvements will address safety and convenience of pedestrians, bicyclists, transit users.

7. Accessibility. Great Neighborhoods are designed to be accessible and allow for ease of use for people of all ages and abilities.

a. To the best extent possible all features within a neighborhood shall be designed to be accessible and feature elements and principles of Universal Design.
b. Design practices should strive for best practices and not minimum practices.

APPLICANT'S RESPONSE:
Future design and development of the site will be guided by the access and connectivity elements of the 3MLAP. On-site connections will also be designed and constructed in compliance with accessibility standards in effect at the time of development.

8. Human Scale Design. Great Neighborhoods have buildings and spaces that are designed to be comfortable at a human scale and that foster human interaction within the built environment.

a. The size, form, and proportionality of development is designed to function and be balanced with the existing built environment.

b. Buildings include design elements that promote inclusion and interaction with the right-of-way and public spaces, including, but not limited to, building orientation towards the street or a public space and placement of vehicle-oriented uses in less prominent locations.

c. Public spaces include design elements that promote comfortability and ease of use at a human scale, including, but not limited to, street trees, landscaping, lighted public areas, and principles of Crime Prevention through Environmental Design (CPTED).

APPLICANT'S RESPONSE:
The subject site is located in the 3MLAP area, which includes as a key feature of the site a neighborhood-serving commercial node and medium-high density residential designated land which can support housing of varying scale. Future site design will be reviewed for consistency with 3MLAP elements addressing site features such as building orientation, parking, landscaping, lighting and CPTED.

9. Mix of Activities. Great Neighborhoods provide easy and convenient access to many of the destinations, activities, and local services that residents use on a daily basis.

a. Neighborhood destinations including, but not limited to, neighborhood serving commercial uses, schools, parks, and other community services, shall be provided in locations that are easily accessible to surrounding residential uses.

b. Neighborhood-serving commercial uses are integrated into the built environment at a scale that is appropriate with the surrounding area.

c. Neighborhoods are designed such that owning a vehicle can be optional.

APPLICANT'S RESPONSE:
This application proposes to rezone the subject site from primarily industrial zoning to residential and commercial zones. Consistent with the 3MLAP concept, future development will include mixed-use commercial uses that will serve the on-site and surrounding community, as well as a variety of housing types such as townhomes and multi-dwelling apartments. No development is proposed through this application. The future site development review process will ensure that the scale of future development is appropriate.

10.Urban-Rural Interface. Great Neighborhoods complement adjacent rural areas and transition between urban and rural uses.

a. Buffers or transitions in the scale of uses, buildings, or lots shall be provided on urban lands adjacent to rural lands to ensure compatibility.

APPLICANT'S RESPONSE:
The subject site is located within the 3MLAP area, which proposes a variety of complementary uses that will not conflict with the rural uses near the plan area. The proposed rezoning of the subject site to residential and commercial use is consistent with the 3MLAP. Future site design and development will

be consistent with the design elements of the 3MLAP and will be reviewed under the applicable zoning standards.

11.Housing for Diverse Incomes and Generations. Great Neighborhoods provide housing opportunities for people and families with a wide range of incomes, and for people and families in all stages of life.

a. A range of housing forms and types shall be provided and integrated into neighborhoods to provide for housing choice at different income levels and for different generations.

APPLICANT'S RESPONSE:
This application proposes a Zone Change and Comprehensive Plan Map change to result in a total of 17.8 acres of R-4 Medium, High-density zoned land. The proposed zoning will allow for a variety housing types, including small-lot single-dwelling homes, attached townhomes, and multi-dwelling apartments. These housing types are typically more attainable, providing choice at a variety of income levels.

12.Housing Variety. Great Neighborhoods have a variety of building forms and architectural variety to avoid monoculture design.

a. Neighborhoods shall have several different housing types.

b. Similar housing types, when immediately adjacent to one another, shall provide variety in building form and design.

APPLICANT'S RESPONSE: This application proposes 17.8 acres of R-4 Medium, High-Density zoned land on the subject site. The R-4 zone will allow for a variety of housing types at different scale and form, including small-lot single-family detached, attached townhomes, and multi-family dwellings. The proposed zone change is consistent with the City's adopted 3MLAP.

13.Unique and Integrated Design Elements. Great Neighborhoods have unique features, designs, and focal points to create neighborhood character and identity. Neighborhoods shall be encouraged to have:

a. Environmentally friendly construction techniques, green infrastructure systems, and energy efficiency incorporated into the built environment.

b. Opportunities for public art provided in private and public spaces.

c. Neighborhood elements and features including, but not limited to, signs, benches, park shelters, street lights, bike racks, banners, landscaping, paved surfaces, and fences, with a consistent and integrated design that are unique to and define the neighborhood. (Ord 5066 §2, April 9, 2019)

APPLICANT'S RESPONSE:
The subject site is located within the 3MLAP area. No development is proposed through this application. Future site design will be guided by the 3MLAP and incorporate integrated design elements of the 3MLAP that are appropriate for the residential and commercial mixed-uses on the site. Future

proposed development will be reviewed under the applicable development standards in effect at the time of development.

Chapter X: Citizen Involvement and Plan Amendment

Goal X 2 To periodically review and amend the McMinnville Comprehensive Plan to reflect changes in community circumstances, in citizen desires, and in the statewide goals.

APPLICANT'S RESPONSE: The 3MLAP was developed through a multi-year public involvement process that resulted an "implementable vision for the area's future land uses and multi-modal transportation system." That vision reflects changes in community circumstances and citizen needs. The 3MLAP is intended to be implemented through the City's codes and ordinances, as well as amendments to the Comprehensive Plan Map. The rezoning of the subject site to residential and commercial mixed-use zoning is consistent with this goal.

McMinnville Zoning Ordinance

17.21 R-4 Medium, High-Density, 5000 SF Lot Residential Zone

APPLICANT'S RESPONSE: This application proposes a total of 17.8 acres of land to be zoned with the R-4 Medium, High-Density zoning designation. Permitted uses within the R-4 residential zone include small-lot single-family detached units, attached townhomes and multifamily developments, among other uses. No development is proposed through this application. Future development applications will be subject to the City's review process described in *Chapter 17.72*.

17.33 C-3 General Commercial Zone

APPLICANT'S RESPONSE: This application proposes a total of 3.62 acres of land to be zoned with the C-3 General Commercial zoning designation. Neighborhood-serving retail and service uses are permitted within the C-3 zone. No development is proposed through this application. Future development applications will be subject to the City's review process described in *Chapter 17.72*.

17.72.020 Application Submittal Requirements

APPLICANT'S RESPONSE: The Applicant has submitted the required materials for this application for Comprehensive Plan Map Amendment and Zone Change.

17.72.095 Neighborhood Meetings

APPLICANT'S RESPONSE: The Applicant held a Neighborhood Meeting on March 4, 2025. All noticing was done in accordance with *17.72.095*. Documentation of the meeting is attached as Exhibit D.

17.74.020 Comprehensive Plan Map Amendment and Zone Change - Review Criteria.

An amendment to the official zoning map may be authorized, provided that the proposal satisfies all relevant requirements of this ordinance, and also provided that the applicant demonstrates the following:

A. The proposed amendment is consistent with the goals and policies of the Comprehensive Plan.

APPLICANT'S RESPONSE: The applicable findings included in the narrative above demonstrate that the proposed comprehensive plan map amendment and zone change are consistent with the goals and policies of the Comprehensive Plan.

B. The proposed amendment is orderly and timely, considering the pattern of development in the area, surrounding land uses, and any changes which may have occurred in the neighborhood or community to warrant the proposed amendment;

APPLICANT'S RESPONSE: The subject site is located within the plan area of the City's adopted 3MLAP. This proposed comprehensive plan map amendment and zone change will bring the site's zoning into compliance with the 3MLAP land use concept plan. Further, this requested amendment and zone change address a need for additional attainable housing options for the city's growing population, identified in the 2024 Housing Needs Analysis.

No development is proposed through this Application. This Application is timely in that needed residential and commercial land would be designated and made available for future development with the uses envisioned in the 3MLAP.

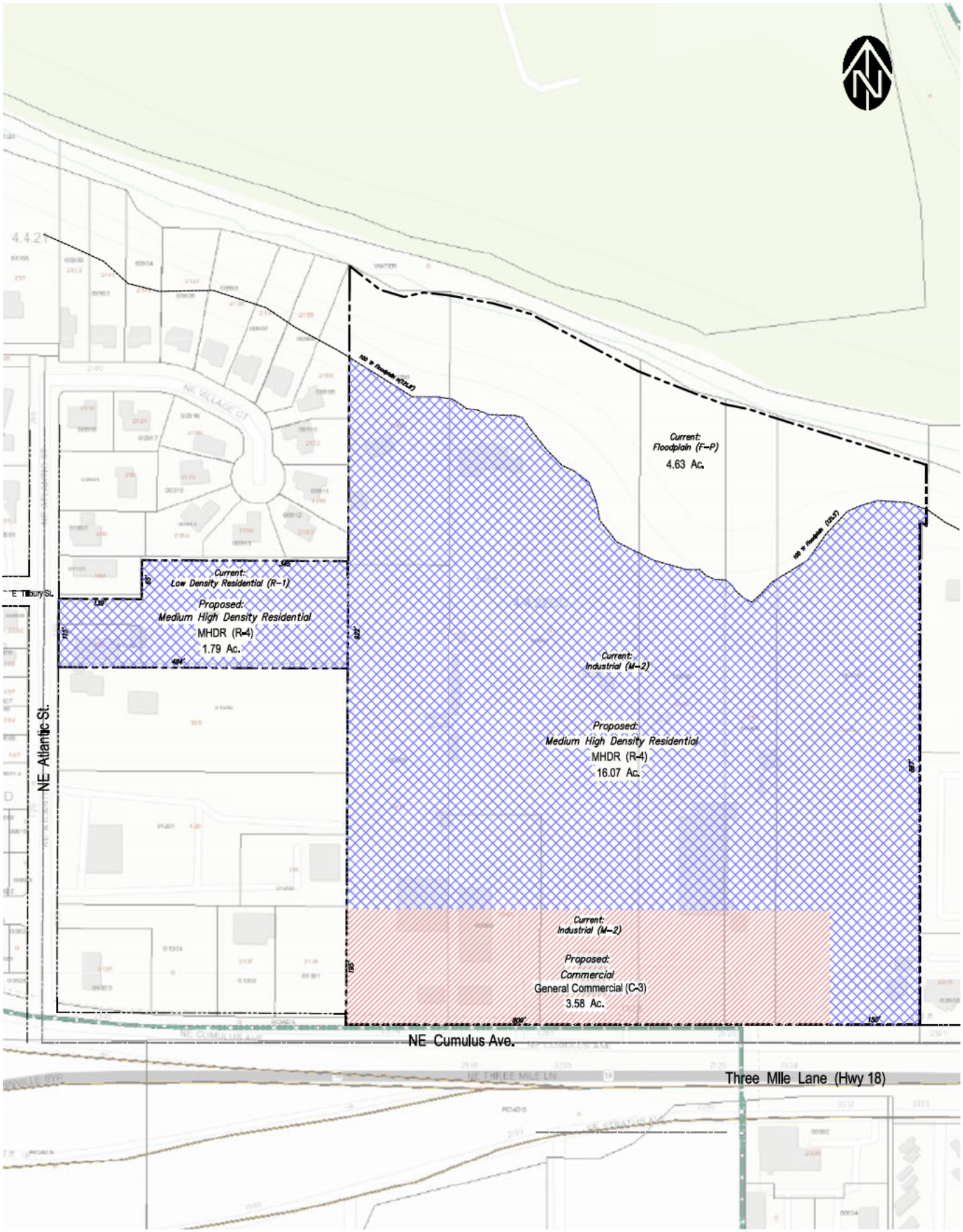
Upon future application for development, site development plans will be subject to the review process of *Chapter 17.72* of the *McMinnville Zoning Ordinance*.

C. Utilities and services can be efficiently provided to serve the proposed uses or other potential uses in the proposed zoning district.

APPLICANT'S RESPONSE: No development is proposed through this Application. Upon submittal of a development application, proposed plans will be subject to applicable zone requirements, as well as the public hearing and review process of *Chapter 17.72* of the *McMinnville Zoning Ordinance*. The efficient provision of utilities and services to the proposed development could be assured through conditions of approval.

CONCLUSION

This Application includes substantial evidence demonstrating that the proposed Comprehensive Plan Map Amendment and Zone Change satisfies all applicable standards of the City of McMinnville. The Applicant respectfully requests approval of this Application as proposed.



CPA-ZC Site Plan

Comprehensive Plan Map Amendment & Zone Change

4-4-22CC Tax Lots 100, 400, 500, 600, 601, 700, 800, 1100, & 1102
NE Cumulus & NE Atlantic BRR Properties, LLC

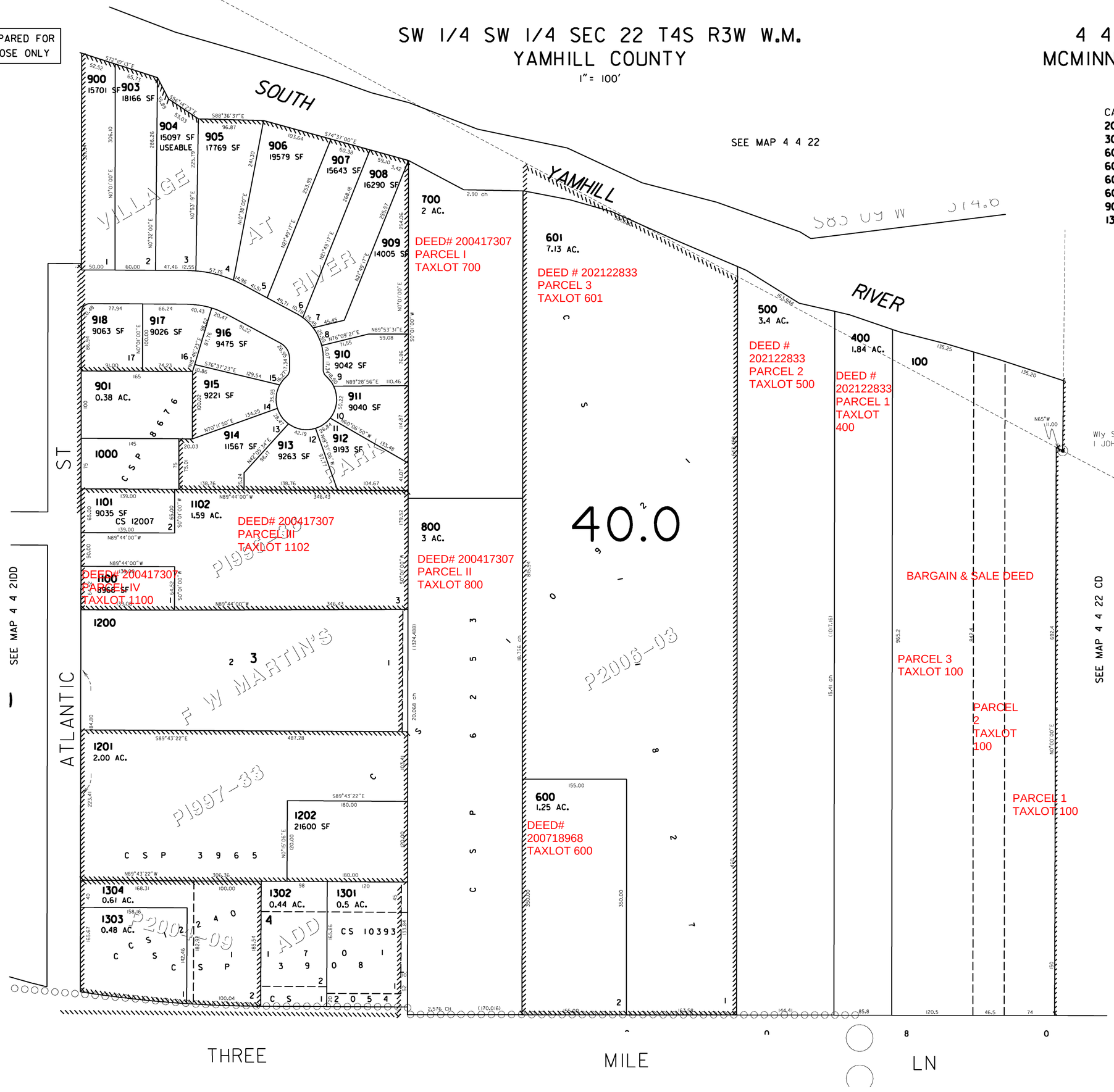
WESTLAKE CONSULTANTS INC.
ENGINEERING • SURVEYING • PLANNING
PACIFIC CORPORATE CENTER
15115 S.W. SEQUOIA PARKWAY, SUITE 150
TIGARD, OREGON 97224
(503) 684-0652
FAX (503) 684-0157

THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSE ONLY

SW 1/4 SW 1/4 SEC 22 T4S R3W W.M.
YAMHILL COUNTY
1" = 100'

4 4 22CC
MCMINNVILLE

CANCELLED
200
300
600A1
600A2
600A3
601A1
902
1300



REVISED 12-8-06 SB

4 4 22CC

TAX MAP 4422CC, TAX LOT 700
DEED# 200417307

Order No. 40-0113104

EXHIBIT "A"

PARCEL I:

All that portion of the following described real property lying North of an Easterly extension of the North line of "B" Street as shown on the Plat of F.W. MARTIN'S SUBDIVISION, a part of the Nehemiah Martin Donation Land Claim, Notification No. 1436, Claim No. 83 in Township 4 South, Range 4 West of the Willamette Meridian in Yamhill County Oregon and BEGINNING at an iron pin ½ X 20" set in the center of the County Road and 7.01 ½ chains East of the Southwest corner of Section 22, said point being the Southeast corner of that certain tract conveyed to Alberta Copeland by deed recorded March 11, 1910 in Book 58, Page 85, Deed Records; thence North along the East line of said Copeland tract, 20.068 chains to the North line of the said Claim in the Yamhill River; thence South 63° 00' East along Claim line, 2.89 chains to the Northwest corner of that certain tract conveyed to O.C. Yocom Ready Mix, an Oregon corporation by deed recorded August 9, 1951 in Book 162, Page 446, Deed Records; thence South along the West line of the said Ready Mix tract, 18.756 chains to iron pin ½ X 20" set on Section line and in center of County Road; thence West, 2.576 chains to BEGINNING.

WT&E 2244-14

TAX MAP 4422C, TAX LOT 800
DEED# 200417307

PARCEL II:

All that portion of the following described real property lying South of an Easterly extension of the North line of "B" Street as shown on the Plat of F.W. MARTIN SUBDIVISION, a part of the Nehemiah Martin Donation Land Claim, Notification No. 1436, Claim No. 83 in Township 4 South, Range 4 West of the Willamette Meridian in Yamhill County, Oregon, and BEGINNING at an iron pin ½ X 20" set in the center of the County Road and 7.01 ½ chains East of the Southwest corner of Section 22, said point being the Southeast corner of that certain tract conveyed to Alberta Copeland by deed recorded March 11, 1910 in Book 58, Page 85, Deed Records; thence North along the East line of said Copeland tract, 20.068 chains to the North line of the said Claim in the Yamhill River; thence South 63° 00' East along Claim line, 2.89 chains to the Northwest corner of that certain tract conveyed to O.C. Yocom Ready Mix, an Oregon corporation by deed recorded August 9, 1951 in Book 162, Page 446, Deed Records; thence South along the West line of the said Ready Mix tract, 18.756 chains to iron pin ½ X 20" set on Section line and in center of County Road; thence West, 2.576 chains to BEGINNING.

WT&E 2244-14-1

TAX MAP 4422CC, TAX LOT 1102
DEED# 200417307

Order No. 40-0113104

PARCEL III:

Parcel 3 of Partition Plat 96-36 in Section 22, Township 4 South, Range 4 West of the Willamette Meridian, Yamhill County, Oregon

TAX MAP 4422CC. TAX LOT 1100
DEED# 200417307

PARCEL IV:

Parcel 1 of Partition Plat 96-36 in Section 22, Township 4 South, Range 4 West of the Willamette Meridian, Yamhill County, Oregon

TAX MAP 4422CC. TAX LOT 400
DEED # 202122833

EXHIBIT "A"

Legal Description

PARCEL 1:

Being a part of the Nehemiah Martin Donation Land Claim No. 83, Notification No. 1436 in Section 22, Township 4 South, Range 4 West of the Willamette Meridian in Yamhill County, Oregon, and beginning at a point on the Northerly line of said Martin Claim that is 281.5 feet North 63° West from the most Westerly Southwest corner of the Isaiah M. Johns Donation Land Claim; thence South, 965.2 feet to the North line of State Highway No. 18; thence West along said North line 85.80 feet, more or less, to a point on the East line of that tract conveyed to Byron Nelson Rubens and Mary Anna Harper, by Deed recorded February 23, 1967 in Film Volume 58, Page 329, Deed and Mortgage Records; thence North along said East line, 15.41 chains, more or less, to the North line of said Martin Claim; thence South 63° East along said North line to the Point of Beginning.

TAX MAP 4422CC. TAX LOT 500
DEED # 202122833

PARCEL 2:

Being a part of the Nehemiah Martin Donation Land Claim No. 83, Notification No. 1436 in Section 22, Township 4 South, Range 4 West of the Willamette Meridian in Yamhill County, Oregon, and Beginning in the center of the County Road on Section line between Sections 22 and 27 at a point 14.418 chains East of the Southwest corner of Section 22; thence North 16.586 chains to a stake on the North line of the said Nehemiah Martin Claim, from which stake an ash 50 inches in diameter bears South 54° West, 38 links and an Alder 12 inches in diameter bears South 86°15' West, 63-1/2 links; thence South 61°44' East along North line of Martin Claim, 2.484 chains to a stake from which an Alder 10 inches in diameter bears North 10°31' East, 11-1/2 links and an Alder 12 inches in diameter bears North 47°15' East, 11 links; thence South 15.41 chains to an iron pipe 1 X 24 inches set in center of County Road on South line of Section 22; thence West along Section line, 2.188 chains to the Point of Beginning.

TAX MAP 4422CC. TAX LOT 601
DEED # 202122833

PARCEL 3:

Parcel 1, PARTITION PLAT NO. 2006-03, recorded February 10, 2006, as Instrument No. 200602976, in the City of McMinnville, County of Yamhill, State of Oregon.

TAX MAP 4422CC. TAX LOT 600
DEED # 200718968

Parcel 2, Partition Plat 2006-03, recorded February 10, 2006, instrument no. 200602976, City of McMinnville, Yamhill County, Oregon.

TAXMAP 4422CC. TAX LOT 100
BARGAIN AND SALE DEED AS ATTACHED

AFTER RECORDING, RETURN TO:
Cumulus Road, LLC
21800 SW Farmington Road
Beaverton, OR 97007

UNTIL FURTHER NOTICE, SEND PROPERTY TAX STATEMENTS TO:
Cumulus Road, LLC
21800 SW Farmington Road
Beaverton, OR 97007
(This is Grantee's address.)

GRANTOR:
Oregon Mainline Paving, LLC,
an Oregon limited liability company
2245 NE Cumulus Avenue
McMinnville, OR 97128

BARGAIN AND SALE DEED

OREGON MAINLINE PAVING, LLC, an Oregon limited liability company, Grantor, conveys to **CUMULUS ROAD, LLC**, an Oregon limited liability company, Grantee, property in Yamhill County, described on the attached Exhibit "A".

The true consideration for this conveyance, stated in terms of dollars is **SEVEN HUNDRED EIGHTEEN THOUSAND SIX HUNDRED TWENTY-FIVE ($718,625.00) DOLLARS.**

"BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, OF CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS

AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, OF CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010."

SELLER:

OREGON MAINLINE PAVING, LLC,
an Oregon limited liability company

By: _____
Todd A. Baker, Manager

By: _____
Ryan M. Seehawer, Manager

STATE OF OREGON)
) SS.
COUNTY OF Yamhill)

This instrument was acknowledged before me on this date by Todd A. Baker and Ryan M. Seehawer, who, being duly sworn, stated they are Managers of Oregon Mainline Paving, LLC, an Oregon limited liability company, and are duly authorized to sign on behalf of the LLC.

Dated: 7/30/2020

_____
NOTARY PUBLIC FOR OREGON
My Commission Expires: 1/26/2021

OFFICIAL STAMP
JULIE GETTMAN
NOTARY PUBLIC - OREGON
COMMISSION NO. 958301
MY COMMISSION EXPIRES JANUARY 26, 2021

EXHIBIT A

PARCEL NO. 1:

Beginning at a point on the Northeasterly line of the Nehemiah Martin Donation Land Claim No. 83, Notification No. 1436 in Township 4 South, Range 4 West of the Willamette Meridian in Yamhill County, Oregon, which point is 11 feet North 63° West from the most Westerly Southwest corner of the Isaiah M. Johns Donation Land Claim; thence South 842.4 feet to a point on the North line of the county road and the true point of beginning; thence West along the North line of the county road, 74 feet to a point; thence North 150 feet to a point; thence East parallel with the said North line of said county road, 74 feet to a point; thence South 150 feet to the true place of beginning.

PARCEL NO. 2:

Beginning at a point on the Northerly line of the Nehemiah Martin Donation Land Claim No. 83, Notification No. 1436, in Township 4 South, Range 4 West of the Willamette Meridian in Yamhill County, Oregon and being a part of said Claim said beginning point being 11 feet North 63° West from the most Westerly Southwest corner of the Isaiah M. Johns Donation Land Claim and running thence North 63° West 135.25 feet; thence South about 842.4 feet to the North line of the County road leading from McMinnville to Dayton; thence East along the North line of said county road, 46-1/2 feet; thence North 150 feet; thence East 74 feet; thence North about 692.4 feet to the said beginning point.

PARCEL NO. 3:

Beginning at a point on the Northerly line of the Nehemiah Martin Donation Land Claim No. 83, Notification No. 1436 in Township 4 South, Range 4 West of the Willamette Meridian in Yamhill County, Oregon, and being a part of the said Claim, said beginning point being 11 feet North 63° West from the most Westerly Southwest corner of the Isaiah M. Johns Donation Land Claim and running thence North 63° West 270.5 feet to the true place of beginning; thence South about 965.2 feet to the North line of the county road leading from McMinnville to Dayton; thence East along the North line of said county road, 120-1/2 feet, more or less, to the Southwest corner of tract conveyed to Ivan Earl Dimmitt and wife by deed recorded September 10, 1953, in Book 171, Page 85, Deed Records; thence North along the West line of said Dimmitt tract to a point on the North line of the Nehemiah Martin Donation Land Claim; thence North 63° West along the North line of said Donation Land Claim to beginning.

WESTLAKE CONSULTANTS

Planning | Engineering | Surveying

Neighborhood Meeting

February 10, 2025

RE: Cumulus Avenue / Atlantic Street – 26-Acre Site

Proposed: Plan Amendment and Rezone to Three Mile Lane Plan Zone Designations

Dear Property Owners:

Westlake Consultants, Inc. is representing BRR Properties, LLC for the property located at 2245 NE Cumulus Avenue, McMinnville, OR 97128. The site is approximately 26 acres in size and is identified as Tax Lots 100, 400, 500, 600, 601, 700, 800, 1100, and 1102 of Tax Map 4.4.22CC – see map provided on the reverse side of this letter.

We are considering a proposal for land use approval of a Comprehensive Plan Map Amendment and Rezone of the site to be consistent with Three Mile Lane Plan zoning designations. Prior to applying to the City of McMinnville, we would like to take the opportunity to discuss the proposal in more detail with you.

You are invited to attend an in-person meeting:

Tuesday March 4th, 2025 6:00 p.m.
225 N.W. Adams Street – McMinnville Public Library, Carnegie Room

The purpose of this meeting is to provide a forum for the Applicant and surrounding Property Owners/Residents to review the proposal and to identify issues so that they can be considered before formal land use applications are submitted to the City. This meeting gives you the opportunity to share with us any special information you know about the property involved. We will attempt to answer questions which may be relevant to our project.

Please note this meeting will be an informational meeting on preliminary development plans. These plans may be altered prior to submittal of the applications to the City of McMinnville.

We look forward to more specifically discussing the proposal with you. Contact me at 503-684-0652 or ksandblast@westlakeconsultants.com if you have questions.

Sincerely,

Kenneth Sandblast, AICP
Director of Planning

THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSE ONLY

SW 1/4 SW 1/4 SEC 22 T4S R3W W.M.
YAMHILL COUNTY
1" = 100'

4 4 22CC
MCMINNVILLE

CANCELLED
200
300
600A1
600A2
600A3
601A1
902
1300

SOUTH

YAMHILL

RIVER

VILLAGE AT RIVER

900 15701 SF
903 18166 SF
904 15097 SF USEABLE
905 17769 SF
906 19579 SF
907 15643 SF
908 16290 SF
909 14005 SF
700 2 AC.
601 7.13 AC.
500 3.4 AC.
400 1.84 AC.
100
SEE MAP 4 4 22
SEE MAP 4 4 22 CD
SEE MAP 4 4 21DD

918 9063 SF
917 9026 SF
916 9475 SF
910 9042 SF
915 9221 SF
911 9040 SF
901 0.38 AC.
914 11567 SF
913 9263 SF
912 9193 SF
1000
1101 9035 SF CS 12007
1102 1.59 AC.
800 3 AC.
1100 8968 SF
1200
1201 2.00 AC.
1202 21600 SF
600 1.25 AC.
1304 0.61 AC.
1303 0.48 AC.
1302 0.44 AC.
1301 0.5 AC.

SITE

P1996-36
P1997-33
P2001-09
C S P 8676
C S P 3965
C S P 2054
C S 10393
ADD
F W MARTIN'S
ADD

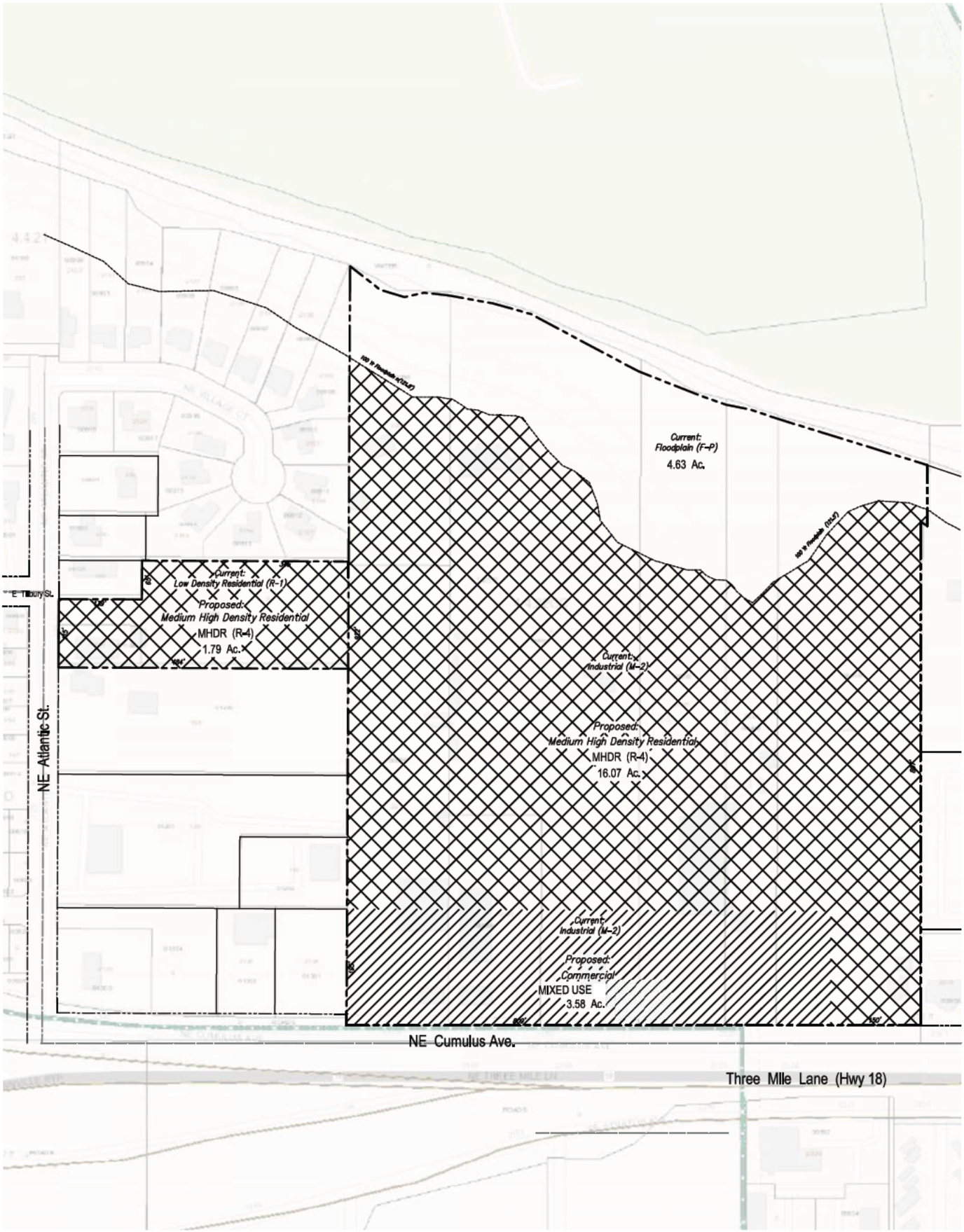
ATLANTIC ST

THREE MILE LN

SEE MAP 4 4 27

4 4 22CC

REVISED 12-8-06 SB



Neighborhood Meeting

Comprehensive Plan Map Amendment & Rezone

4-4-22CC Tax Lots 100, 400, 500, 600, 601, 700, 800, 1100, & 1102
NE Cumulus & NE Atlantic BRR Properties, LLC

WESTLAKE CONSULTANTS INC.
ENGINEERING • SURVEYING • PLANNING
PACIFIC CORPORATE CENTER
15115 S.W. SEQUOIA PARKWAY, SUITE 150
TIGARD, OREGON 97224
(503) 684-0652
FAX (503) 684-0157

SITUS	OWNER	OWNER	MAILING ADD	MAILING AD	MAILI	MAILING
217 NE ATLANTIC ST	BONNETT MARIBETH	BONNETT ROY E	217 NE ATLANTIC ST	MCMINNVIL	OR	97128
219 NE ATLANTIC ST		CARPENTER LARRY R & ELSIE S	219 NE ATLANTIC ST	MCMINNVIL	OR	97128
2015 NE TILBURY ST		SAYLER JOHN D	2015 NE TILBURY ST	MCMINNVIL	OR	97128
2025 NE TILBURY ST		PITTMAN ZACHARIAH R	2025 NE TILBURY ST	MCMINNVIL	OR	97128
215 NE ATLANTIC ST		HUSTON DAVID W & SENGCHANH	215 NE ATLANTIC ST	MCMINNVIL	OR	97128
2019 NE TILBURY ST	ALAMEDA FRANK C	ALAMEDA BECKY L	2019 NE TILBURY ST	MCMINNVIL	OR	97128
2012 NE TILBURY ST	TRONCOSO MA G T	FLORES-CEJA JUAN &	2012 NE TILBURY ST	MCMINNVIL	OR	97128
2016 NE TILBURY ST		FOX IRENE J	2016 NE TILBURY ST	MCMINNVIL	OR	97128
2020 NE TILBURY ST	GARCIA EVA	GARCIA JOSE	2020 NE TILLBURY ST	MCMINNVIL	OR	97128
2030 NE TILBURY ST		ESPINOZA-LOPEZ BARBARA	2030 NE TILLBURY ST	MCMINNVIL	OR	97128
161 NE ATLANTIC ST		SPURGEON TRACI	161 NE ATLANTIC ST	MCMINNVIL	OR	97128
157 NE ATLANTIC ST	RAMIREZ MARIA	GARCIA FRANCISCO &	157 NE ATLANTIC ST	MCMINNVIL	OR	97128
153 NE ATLANTIC ST	RAMIREZ ADOLFO JUAREZ	CAMPUZANO MARICELA	153 NE ATLANTIC ST	MCMINNVIL	OR	97128
147 NE ATLANTIC ST		CRAIN JENNIFER	147 NE ATLANTIC ST	MCMINNVIL	OR	97128
0		MCMINNVILLE AREA HABITAT FOR HUMANITY	PO BOX 301	MCMINNVIL	OR	97128
158 NE TURNER WAY		SHERWOOD EMBER	158 NE TURNER WAY	MCMINNVIL	OR	97128
154 NE TURNER WAY		VARGAS JAVIER MARTINEZ	154 NE TURNER WAY	MCMINNVIL	OR	97128
146 NE TURNER WAY	FLOYD YADIRA E	FLOYD EDWARD L	146 NE TURNER WAY	MCMINNVIL	OR	97128
0		MCMINNVILLE AREA HABITAT FOR HUMANITY	PO BOX 301	MCMINNVIL	OR	97128
137 NE ATLANTIC ST		FLINN NICOLE	137 NE ATLANTIC ST	MCMINNVIL	OR	97128
135 NE ATLANTIC ST	REYES MA DEJESUS MATA	PACHECO MARCO	135 NE ATLANTIC ST	MCMINNVIL	OR	97128
0		MCMINNVILLE AREA HABITAT FOR HUMANITY	PO BOX 301	MCMINNVIL	OR	97128
136 NE TURNER WAY		LOPEZ GERARDO R	136 NE TURNER WAY	MCMINNVIL	OR	97128
138 NE TURNER WAY		DARNELL STEPHANIE	138 NE TURNER WAY	MCMINNVIL	OR	97128
143 NE TURNER WAY		MCMINNVILLE AREA HABITAT FOR HUMANITY	PO BOX 301	MCMINNVIL	OR	97128
145 NE TURNER WAY		MCMINNVILLE AREA HABITAT FOR HUMANITY	PO BOX 301	MCMINNVIL	OR	97128
151 NE TURNER WAY		MCMINNVILLE AREA HABITAT FOR HUMANITY	PO BOX 301	MCMINNVIL	OR	97128
155 NE TURNER WAY		MAGGARD MIRANDA	155 NE TURNER WAY	MCMINNVIL	OR	97128
159 NE TURNER WAY		GARCIA LORENA	159 NE TURNER WAY	MCMINNVIL	OR	97128
2010 NE TILBURY ST	JEHOVAHS WITNESSES MCM	WEST CONGREGATION OF	2010 NE TILBURY ST	MCMINNVIL	OR	97128
R4422 02300		MCMINNVILLE CITY OF	230 NE 2ND ST	MCMINNVIL	OR	97128
R4422 02300		MCMINNVILLE CITY OF	230 NE 2ND ST	MCMINNVIL	OR	97128

2355 NE CUMULUS AVE		CUMULUS ROAD LLC	PO BOX 1369	BEAVERTON	OR	97075
2325 NE THREE MILE LN		BRR PROPERTIES LLC	PO BOX 1369	BEAVERTON	OR	97075
2305 NE CUMULUS AVE		BRR PROPERTIES LLC	PO BOX 1369	BEAVERTON	OR	97075
2225 NE CUMULUS AVE		LAUREL HEIGHTS LLC	PO BOX 1369	BEAVERTON	OR	97075
2245 NE CUMULUS AVE		BRR PROPERTIES LLC	PO BOX 1369	BEAVERTON	OR	97075
2205 NE CUMULUS AVE		BAKER ROCK ACQUISITIONS LLC	PO BOX 1369	BEAVERTON	OR	97075
2215 NE CUMULUS AVE		BAKER ROCK ACQUISITIONS LLC	PO BOX 1369	BEAVERTON	OR	97075
210 NE ATLANTIC ST		KELLER LARRY G & SHIRLEY A	210 NE ATLANTIC ST	MCMINNVIL	OR	97128
2127 NE VILLAGE CT		MCNAMARA MARYALICE	2127 NE VILLAGE CT	MCMINNVIL	OR	97128
2135 NE VILLAGE CT	CEBALLOS-MCLEOD NADIA J	MCLEOD J FRANKLIN JR	2135 NE VILLAGE CT	MCMINNVIL	OR	97128
2147 NE VILLAGE CT	RODRIGUEZ-KAMMERZELT S/	KAMMERZELT JOHN	2147 NE VILLAGE CT	MCMINNVIL	OR	97128
2155 NE VILLAGE CT		OWEN PHYLLIS D	2155 NE VILLAGE CT	MCMINNVIL	OR	97128
2165 NE VILLAGE CT	BRODEUR EMILIA J	BRODEUR EDWARD S &	2165 NE VILLAGE CT	MCMINNVIL	OR	97128
2173 NE VILLAGE CT	WOOD JULIE M	WOOD ROSS N	2173 NE VILLAGE CT	MCMINNVIL	OR	97128
2185 NE VILLAGE CT	LEE BARBARA A	LEE ALAN D &	2185 NE VILLAGE CT	MCMINNVIL	OR	97128
2197 NE VILLAGE CT		SERVIN LUIS C	2197 NE VILLAGE CT	MCMINNVIL	OR	97128
2194 NE VILLAGE CT		JONES DANIEL W	2194 NE VILLAGE CT	MCMINNVIL	OR	97128
2184 NE VILLAGE CT		KEIHLE DONNA	2184 NE VILLAGE CT	MCMINNVIL	OR	97128
2172 NE VILLAGE CT	SCHAECHER PAUL C	SCHAECHER DARLENE	2172 NE VILLAGE CT	MCMINNVIL	OR	97128
2160 NE VILLAGE CT	MCKINNEY KATHLEEN G TRU	MCKINNEY KATHLEEN G TRUSTEE	2160 NE VILLAGE CT	MCMINNVIL	OR	97128
2124 NE VILLAGE CT	SCHMIDT CHLOE A	SCHMIDT AARON D	2124 NE VILLAGE CT	MCMINNVIL	OR	97128
2110 NE VILLAGE CT	HUGHET NATHAN H	HUGHET ERIN R	2110 NE VILLAGE CT	MCMINNVIL	OR	97128
200 NE ATLANTIC ST	AXTELL PRISCILLA (DECEASE	AXTELL RODNEY D	200 NE ATLANTIC ST	MCMINNVIL	OR	97128
160 NE ATLANTIC ST		BAKER ROCK ACQUISITIONS LLC	PO BOX 1369	BEAVERTON	OR	97075
190 NE ATLANTIC ST	BRENNER SHERIDEEN K REV	BRENNER SHERIDEEN K TRUSTEE	40201 NE MEYERS RD	LA CENTER	WA	98629
R4422CC 01102		BAKER ROCK ACQUISITIONS LLC	PO BOX 1369	BEAVERTON	OR	97075
158 NE ATLANTIC ST		NICKOLISEN GARY J & PAMELLA	158 NE ATLANTIC ST	MCMINNVIL	OR	97128
126 NE ATLANTIC ST		AMERICAN LEGION POST 21	PO BOX 11	MCMINNVIL	OR	97128
118 NE ATLANTIC ST		HIS PROMISE LLC	15575 SE WEBFOOT RD	DAYTON	OR	97114
2149 NE CUMULUS AVE		CUMULUS LLC	PO BOX 828	MCMINNVIL	OR	97128
2147 NE CUMULUS AVE		CUMULUS LLC	PO BOX 828	MCMINNVIL	OR	97128
R4422CC 01304		CUMULUS LLC	PO BOX 828	MCMINNVIL	OR	97128
165 NE DUNN PL	FULL KAY	FULL MICHAEL	165 NE DUNN PL	MCMINNVIL	OR	97128

2435 NE CUMULUS AVE		PMC INVESTMENTS LLC	2435 NE CUMULUS AVE	MCMINNVIL	OR	97128
2395 NE CUMULUS AVE	LINCK ANGELA	LINCK DELWIN	2395 NE CUMULUS AVE	MCMINNVIL	OR	97128
R4422CD 02001		PMC INVESTMENTS LLC	2435 NE CUMULUS AVE	MCMINNVIL	OR	97128
2375 NE CUMULUS AVE		SARTORIUS PROPERTIES LLC	PO BOX 821	MCMINNVIL	OR	97128
2397 NE CUMULUS AVE		K SHORE HOLDINGS LLC	9800 NE MEADOW LOC	NEWBERG	OR	97132
2400 SE STRATUS AVE 38		STRATUS AVENUE HOLDINGS LLC	18150 SW BOONES FE	PORTLAND	OR	97224
2300 SE STRATUS AVE		AAB PROPERTIES LLC	1725 NW 5TH CT	MCMINNVIL	OR	97128
2330 SE STRATUS AVE		AAB PROPERTIES LLC	1725 NW 5TH CT	MCMINNVIL	OR	97128
R4427 00603		STRATUS AVENUE HOLDINGS LLC	18150 SW BOONES FE	PORTLAND	OR	97224
2320 SE STRATUS AVE	FEERO ANDREA M	FEERO JENNIFER L	701 S RIVERSIDE DR	ST CHARLES	MO	63302
2270 SE THREE MILE LN	MCMULLIN GREGORY K TRUS	MOYER PHYLLIS TRUSTEE FOR	6738 E HUBBELL	SCOTTSDAL	AZ	85257
R4427 00800	WEAKLEY SUSAN 1/2	WEAKLEY SUSAN TRUSTEE FOR	32175 SW EAST LAKE P	WILSONVILL	OR	97070


SPEED
10
NEIGHBORHOOD
MEETING
Future Land Use Application:
COMPREHENSIVE PLAN MAP
and ZONE CHANGE
DATE:
MARCH 4, 2025
TIME:
6:00 PM
Meeting Location:
225 N.W. ADAMS ST.
McMINNVILLE PUBLIC LIBRARY


NEIGHBORHOOD MEETING
Future Land Use Application:
COMPREHENSIVE PLAN MAP and ZONE CHANGE
To Three Mile Lane Plan Zoning Designations
DATE:
MARCH 4, 2025
TIME:
6:00 PM
Meeting Location:
225 N.W. ADAMS ST.
McMINNVILLE PUBLIC LIBRARY

Virtual Neighborhood Meeting
Comprehensive Plan Amendment & Zone Change
Tuesday, March 4, 2025 6:00 p.m.
McMinnville Public Library
Sign-in Sheet

Name	Address	Phone	E-mail
Alan & Barbara Lai	2185 N. E Village Ct	541-5103845	fordtruck95@comcast.net
Nancy Collins	594 NE Norton Lane	[illegible]	[illegible]
Donna Kehle	2184 NE Village Ct	9712375256	
GENE Hamilton	225 Atlantic St.	5037982999	sgtgene617@yahoo.com
Christine Hamilton	"	5034342170	flowerhp346@yahoo
Larry Carpenter	219 NE Atlantic St.	971-312-2403	LeCarpenter@frontier.com
Edie Carpenter	219 NE Atlantic St.	971-267-6163	Lecarpenter@Frontier.com
Nanette Cramer	538 NE Clark Ct	5038839535	cramer1138@comcast.net
John W. Cramer	538 NE Clark Ct.	503-883-3935	cramer1138@comcast
Kathleen McKinney	2166 NE Village Ct	503883-9429	irishgarden2@yahoo.com
Lana Brown	2664 NE Cole Ave	503-320-0863	Lmckay540@hotmail.com
Mike & Lori Schneider	2783 NE Cole Ave.	503-883-3277	mlschneider1@frontier.com
Grant & Corinna Rice	2732 NE Destiny Dr	971 241 3180	
Morris & Barbara Thacker	541 NE Haven Ln	503-550-1307	camanoutlook.com
Mary Schafer	2103 NE Village Ct		petrichorlove@gmail.com
Pam Nickelsen	159 ATLANTIC ST MAC	9712416544	

Virtual Neighborhood Meeting
Comprehensive Plan Amendment & Zone Change
Tuesday, March 4, 2025 6:00 p.m.
McMinnville Public Library
Sign-in Sheet

Name	Address	Phone	E-mail
Gary Nickolisen	158 Atlantic St PO Box 769 97128	Pager for 971-241-7941	garynickolisen@hotmail.com
Marty Viets	2028 NE Cole Ave, McMinnville	815-540-9172	abatbird@sbcglobal.net
Norma Viets	2028 NE Cole Ave, McMinnville	815-382-7828	catbird@sbcglobal.net
Scott Neubig	535 NE Clark CT McMinnville	503 883 1364	scottneubig@gmail.com
Aaron Schmidt	2124 NE Village Ct. McMinnville	971-407-0649	aaronschmidt@gmail.com
Charles Laughlin	2147 NE Cumulus Ave	503-474-7399	claughlinjr@gmail.com
Wendy Hitchcock	1827 SE Nehemiah Lane Mac	503-702-3019	heartlandreinvention@gmail
Nathaniel Hitchcock	" " " " "	503 437 8053	natanowlknows@gmail.com
Alex Botten	1725 nw 5th ct Mac	503-560-5237	
Andrea Botten	1725 NW 5th Ct McMinnville	503-560-8245	abotten1@frontier.com
Michael Owens	7000 SE Santosa Rd Amity OR	971-237-1194	mowens@forestglenrepair.com
Barbara Tracy	265 NE Dunn Place, McMinnville	707-321-0678	b.d.bessac@att.net
Luke O'Halloran	118 NE Atlantic St. McMinnville	971-241-7009	Luke@yourcrawlspaceguys.com
Colton O'Halloran	118 NE Atlantic st Mcminnville	971-241-8405	coltonohalloran@gmail.com
Larry O'Halloran	118 NE Atlantic st McMinnville	971-241-9360	Larry@YourCrawlSpaceGuys.com
Christine M. Kuk	2559 N.E. Norton Ct., MCM	503-435-[illegible]	[illegible]omail.com

Virtual Neighborhood Meeting
Comprehensive Plan Amendment & Zone Change
Tuesday, March 4, 2025 6:00 p.m.
McMinnville Public Library
Sign-in Sheet

Name	Address	Phone	E-mail
Nanette Pirisky	262 NE Dunn Place	971-237-3809	nanettenv@gmail.com
Dan Jones	2194 Village Ct.	971-517-0724	djones90909@gmail.com
TODD BAKER	APPLICANT	503-702-9247	

Three Mile Lane North District

Comprehensive Plan Amendment & Zone Change

Neighborhood Meeting
Tuesday March 4, 2025
6:00pm Start

BRR Management LLC

WESTLAKE CONSULTANTS
Planning | Engineering | Surveying

Virtual Neighborhood Meeting
Comprehensive Plan Amendment & Zone Change
Tuesday, March 4, 2025 6:00 p.m.

Presenter: Ken Sandblast, Westlake Consultants

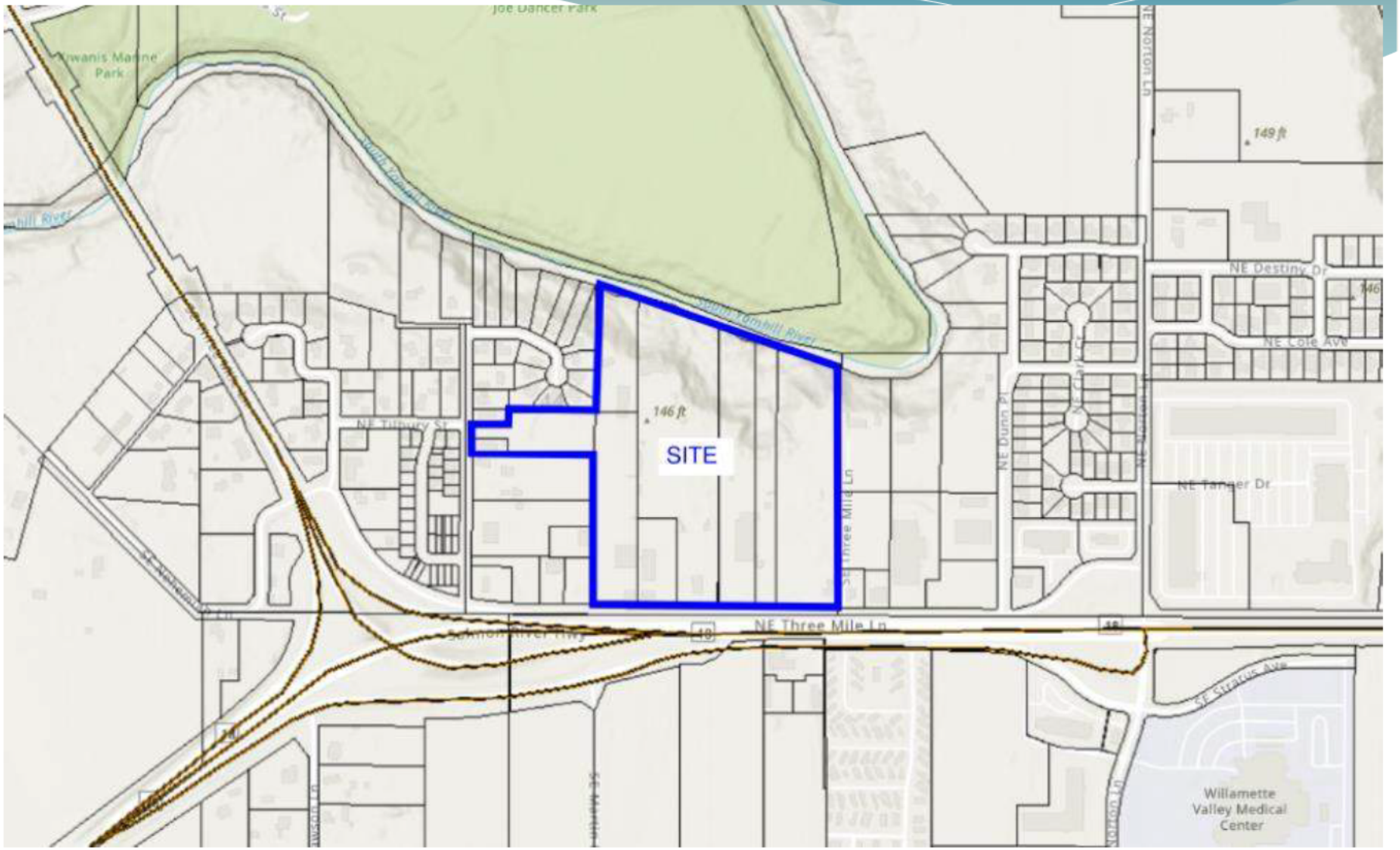
	AGENDA
5 Min.	Introductions
10 Min.	Site & Zoning
10 Min.	Three Mile Lane Plan
10 Min.	Transportation
10 Min.	Proposed Rezone Plan
15 Min.	Question & Answer

Virtual Neighborhood Meeting
Comprehensive Plan Amendment & Zone Change
Tuesday, March 4, 2025 6:00 p.m.
McMinnville Public Library
Sign-in Sheet

Name	Address	Phone	E-mail

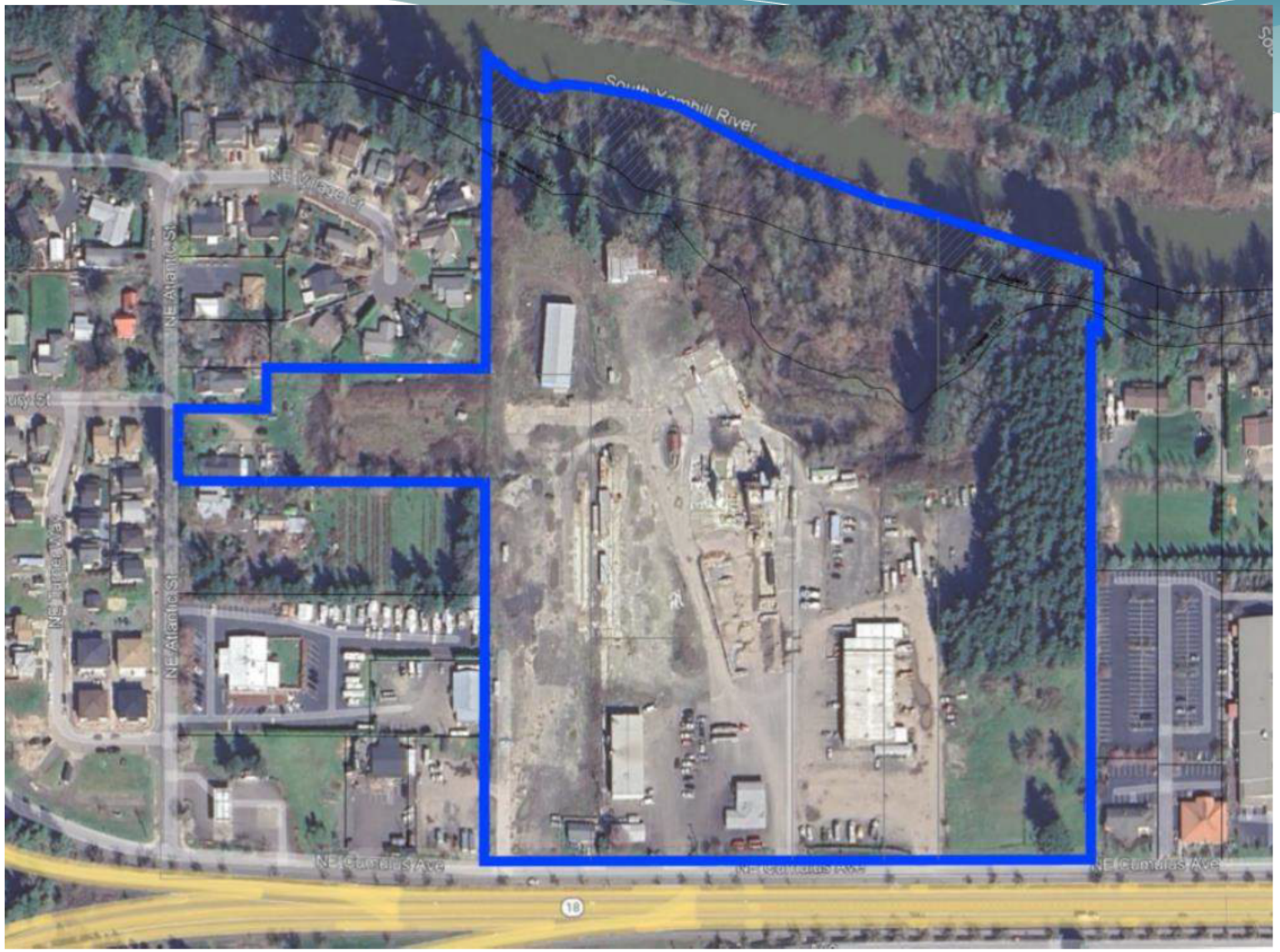
VICINITY and SITE

Vicinity Map



BRR Management LLC

Aerial Photo

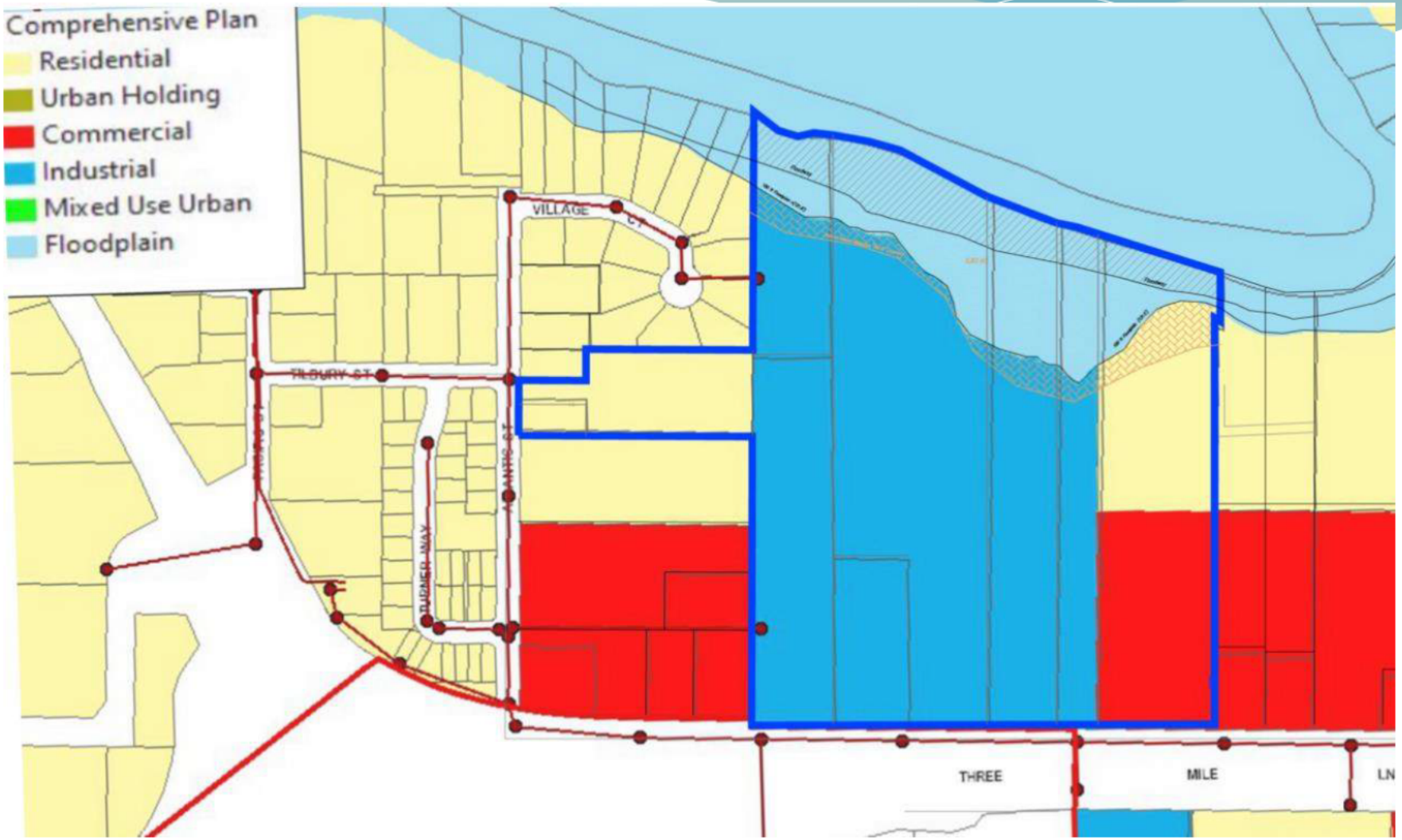


BRR Management LLC

WESTLAKE CONSULTANTS

EXISTING ZONING MAPS

Comprehensive Plan Map



Zoning Map

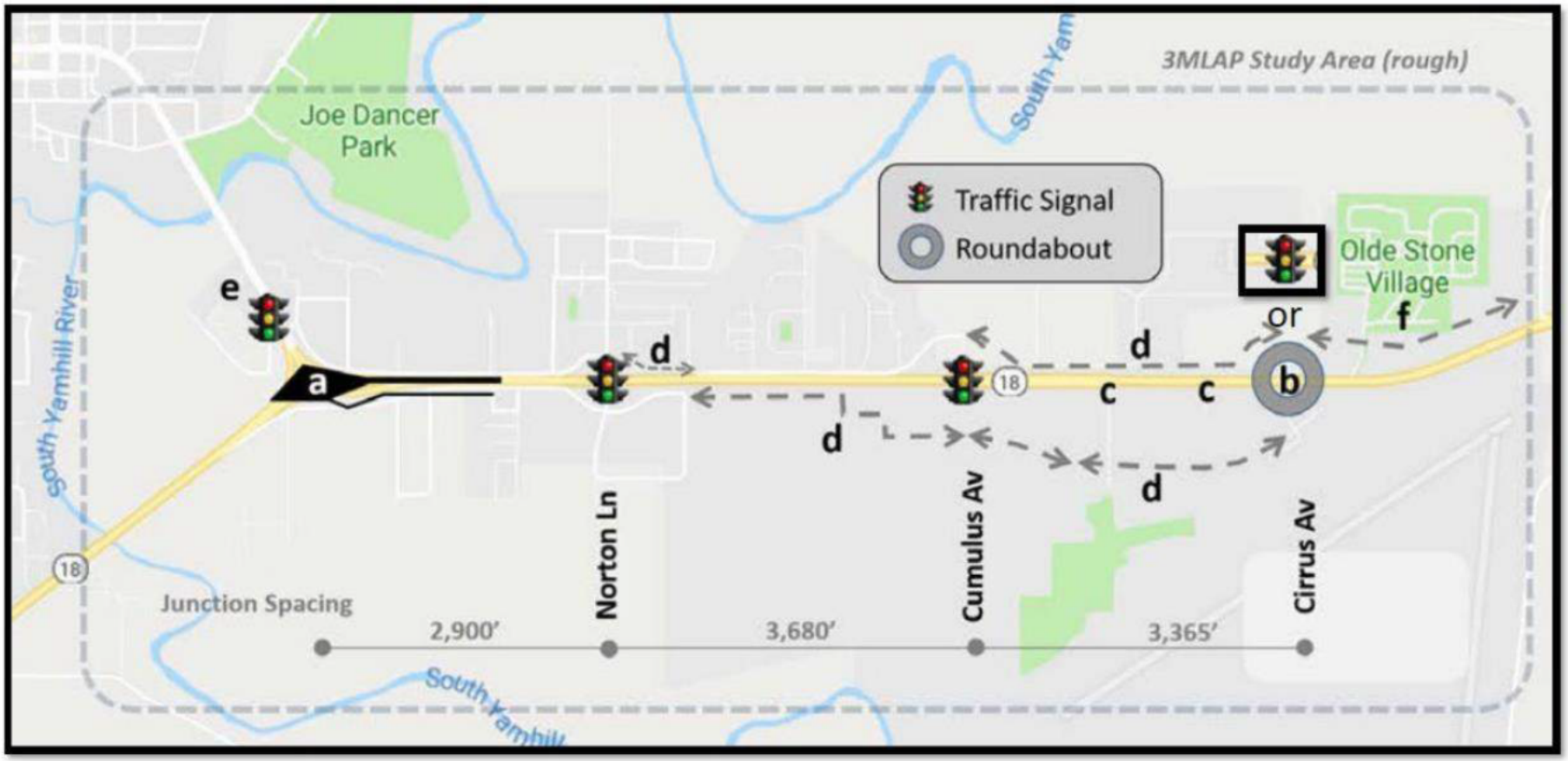

VILLAGE CT
TILBURY ST
ATLANTIC ST
TURNER WAY
THREE
MILE
LN
Legend
City Zoning
R-1
R-2
R-3
R-4
O-R
C-1
C-2
C-3
M-L
M-1
M-2
A-H
F-P
County Zoning
LDR9000
VLDR-1
AF-20
EF-80
City Limits
Jurisdiction
City
County
UGB

TRANSPORTATION

Transportation

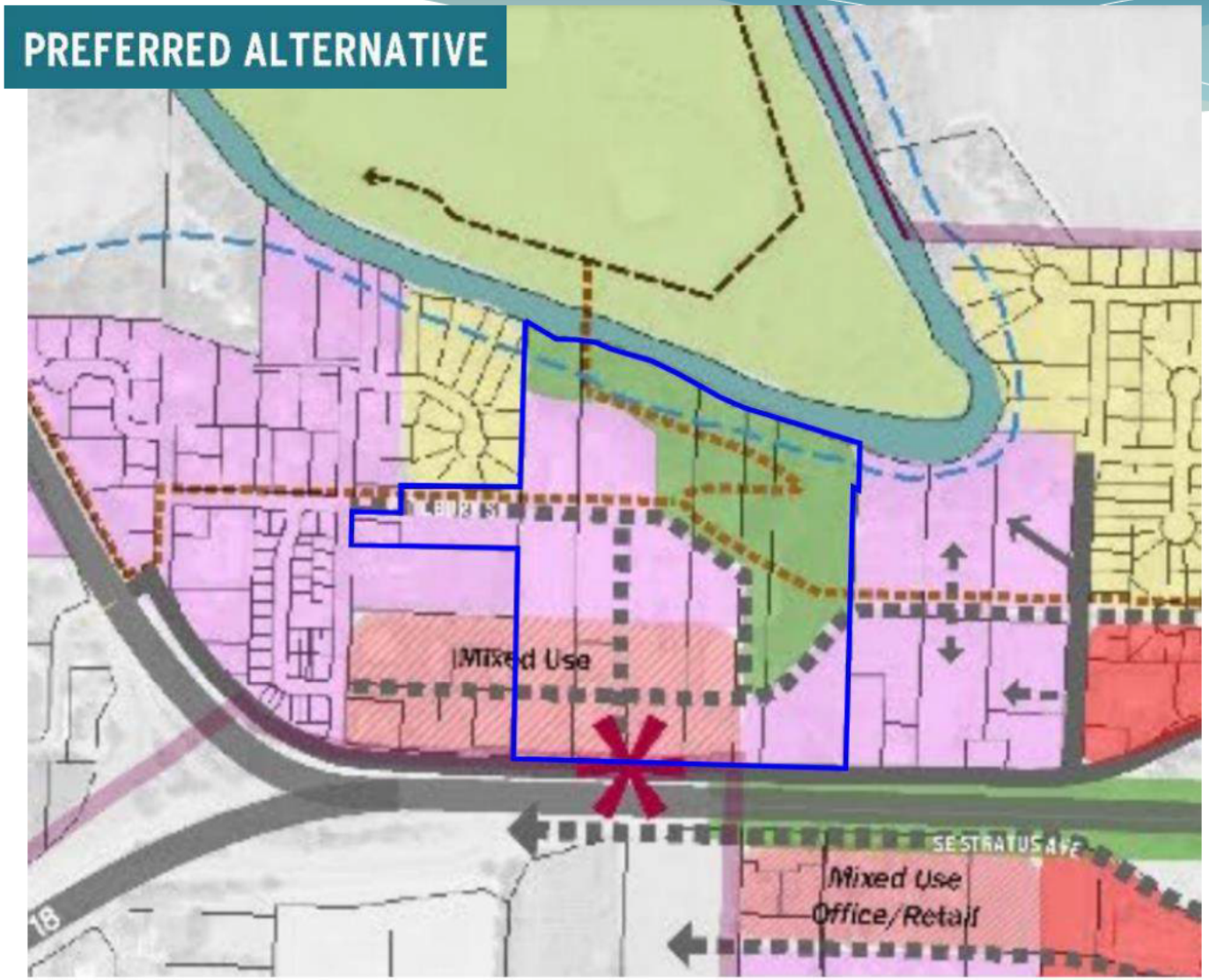
Preferred Facility Design

Figure 12. *Preferred Facility Design Concept*



PROPOSED REZONE

Three Mile Lane Plan



3ML Plan – North District

Figure 7. *Mixed Use Area (Baker Rock Site) Conceptual Design*




Current:
Floodplain (F-P)
4.63 Ac.
Current:
Low Density Residential (R-1)
Proposed:
Medium High Density Residential
MHDR (R-4)
1.79 Ac.
Current:
Industrial (M-2)
Proposed:
Medium High Density Residential
MHDR (R-4)
16.07 Ac.
Current:
Industrial (M-2)
Proposed:
Commercial (C-3)
3.58 Ac.
E Tilbury St.
NE Atlantic St.
NE Cumulus Ave.
Three Mile Lane (Hwy 18)

Q & A

Contact Information

For any questions or input you may have that was not addressed at tonight's meeting, email or call:

Ken Sandblast
Westlake Consultants

ksandblast@westlakeconsultants.com

503-684-0652

WESTLAKE CONSULTANTS

Planning | Engineering | Surveying

Cumulus Avenue / Atlantic Street – 26-Acre Site
Proposed: Plan Amendment and Rezone to Three Mile Lane Plan Zone Designations

Neighborhood Meeting Notes

Date: Tuesday, March 4, 2025, 6:00 p.m.
Location: McMinnville Public Library, 225 NW Adams St., Carnegie Room

Presenter: Ken Sandblast, Westlake Consultants, Inc.
Applicant: BRR Properties, LLC / Todd Baker, Property Owner

Ken Sandblast began the meeting at approximately 6:00 p.m. Ken reviewed the agenda and explained the City's code requirements for the Neighborhood Meeting and notification process. He then provided an overview of the proposed project, which is a Comprehensive Plan Map Amendment and Zone Change for the 26-acre site located on Cumulus Avenue/Atlantic Street. A previous meeting was held in August 2024.

A PowerPoint presentation provided visual representation of the project and key aspects of the site. Exhibits included:

- Vicinity Map
- Aerial Photograph of the Site
- Comprehensive Plan Map
- Zoning Map
- Three Mile Lane Plan Map
- Three Mile Lane North District Map
- Proposed Zone Change Plan Map
- Transportation Map: Three Mile Lane

Ken discussed the location of the site, specific features of the site such as topography and street access, zoning of the site and surrounding area, and the site's Three Mile Lane zoning designations. In addition, he explained the timeline of the land use application and review process for the proposed Map Amendment and Zone Change.

Questions raised during the meeting were addressed during Ken's presentation and the Q & A session. A summary of questions/issues and responses follows.

Summary of Issues/Questions and Responses

Are you aware of the 300+ apartments going in across Hwy 18 from the site? There is no guarantee that there won't be more high-density/apartment development.

No housing is proposed at this time. Future planning for development of housing on the subject site will take into account the market, including projects that have been recently developed.

With over 16 acres proposed to be rezoned to Medium/High-density, what is the overall density proposed for the site?

The Medium/High Density zone allows for a range of density, depending upon the type of housing. Future development may include small-lot single-family homes, townhomes and multi-dwelling apartments. There is no specific plan for housing development on the site at this time; the overall density for the site is estimated to range from 23 to 30 units per acre.

Why are you proposing to combine the existing R-1 portion with the proposed R-4 portion? Can the existing home remain and the road not go through there? The City cannot force the change from R-1 to R-4.

The proposed rezone area (total project site) is under one ownership, therefore, the proposal includes all of the tax parcels included under that ownership.

The adopted 3MLAP includes a conceptual plan for future transportation changes that are anticipated as being needed as the area continues to develop, such as a grid street system that will provide needed connectivity.

In addition, the entire site is located within the City's adopted Three Mile Lane Area Plan (3MLAP), which is intended to guide future development in a designated area north and south of Three Mile Lane (Hwy 18). The proposed rezone of the subject site is consistent with the 3MLAP. The City cannot force the rezoning of the R-1 portion to R-4, however, the Owner of the site has the option of doing so, based on the adopted 3MLAP.

I am the Owner of a shop on Cumulus next to the project site. We are already dealing with crime and traffic bottlenecks with the morning traffic. I am concerned about the added traffic that future development of the site will bring.

The 3MLAP and the City's development code will require the extension of a grid-type street system on the site that meets block-length requirements and provides the necessary connectivity. The exact location of those future streets has not yet been

determined, but any future development plans will be required to show detailed plans for streets.

I am concerned that traffic will be bad. Any plans to accommodate increased congestion on roads in the area?

The future development of the site will require a land use application that details the alignment of proposed streets, which will need to meet the City's and 3MLAP grid system and block-length requirements. There is a traffic study in process to look at the impacts of a zone change. Upon future development of the site, specific development plans will be subject to additional traffic analysis.

There is no infrastructure (retail) currently being put up to serve residents of the area. What plans do you have to help develop services in this area?

The project site was identified in the 3MLAP as an area suitable for commercial retail and services that serve the local area. The proposed rezoning plan for the project site includes a portion of C-3 (commercial) zoned land along the southern portion of the site, bordering on Cumulus Avenue. Future development of that portion of the site will address the need for retail and services.

My concern related to needed infrastructure is the current addition of apartments (across Hwy 18) and more housing coming. There are no schools nearby, and kids need to be bused miles away. Any more density will be a problem regarding schools.

Typically, a school district will periodically review capacity for any potential need, as demand increases/decreases as part of District long-range planning, including considering school attendance boundary adjustment.

Have you looked at other areas with high density?

Future development will be planned based on what the market will support. The proposed R-4 zoning allows for a range of housing types. Future development of the site could potentially include small-lot single-family housing, townhomes and apartments.

What about businesses that may not want to move?

Existing businesses that aren't a 'permitted use' under the new zoning designations would become 'non-conforming uses', however, they could not be forced to move. The existing business on the site, CalPortland, has future lease options to remain operating

at the site for potentially years to come. They would not be allowed to expand or intensify their use of the site, nor could they replace facilities if damaged.

What about the cumulative traffic impact to roadways in the area?

The traffic impact study that is currently being conducted for the proposed rezone is taking into account traffic from other development activities. In addition, the Government will monitor traffic impacts from development on the transportation infrastructure as they update the Transportation System Plan.

Is the cement operation leaving?

Cal Portland has options to continue leasing the site for a number of years into the future. Under the proposed zoning, the operation could remain on the site as is, but could not expand or intensify their use of the site and could not replace any damaged facilities.

Is the plan to develop the small portion (to the west) of the site first? What is the timing?

The rezoning process will need to be completed before a land use application for subdivision of the small westerly site can occur.

We are waiting for the completion of the traffic study and then will be submitting the rezone application. The City's review process for the rezone is likely to take 4-6 months for public comment and the issuance of a Decision. It is possible that a development application for the subdivision could be submitted by the end of the year, with the City's review taking several months.

Can you tell the City to mail notices to attendees of the meeting?

As part of our application submittal, we will provide meeting notes and the sign-in sheet to the City. We can request that they add attendee names/addresses to the list for future notices on the project.

What is the general time frame for the development of properties within the 3MLAP area?

The 3MLAP will be implemented over time as development is done by each property owner. In each case, the proposed development will be required to go through the City's review and public comment process.

For this zone change proposal, the traffic study is currently in process. Once the land use application is submitted, there will be 4 to 6 months of review and public comment before a Decision is issued by the City Council.

Will businesses in the proposed mixed-use area have direct access to Cumulus Avenue?

The 3MLAP conceptual plan shows consolidated street access via a grid street system. Buildings will be oriented to the internal streets, with parking located behind the building. The grid system will provide connectivity to Cumulus Avenue.

Other concerns mentioned:

Some trails near the river will be inaccessible during the rainy season.

Those areas are likely within the floodplain.

Parking continues to be a problem along Atlantic, which has 'No Parking' signs.

This is an enforcement issue.

Can you put parking under the homes?

It is too early to know any specific design features of future homes.

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2245 NE Cumulus Avenue Zone Change

Transportation Impact Analysis

McMinnville, OR



EXPIRES: 06/30/27

1/20/2026

Date:
January 20, 2026

Prepared for:
Todd Baker

Prepared by:
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Executive Summary

- This Transportation Impact Analysis (TIA) is prepared to support the rezoning of nine parcels of land totaling approximately 26.07 acres from a mixed zone of General Industrial (M-2), Residential (R-1 & R-4), and General Commercial (C-3) to a mixed zone of Residential (R-4) and General Commercial (C-3). The purpose of the rezoning is to allow for a future mixed-use development on the site, consistent with the adopted Three Mile Lane Area Plan.
- The trip generation calculations show that the proposed zone change is estimated to generate 52 additional trips during the morning peak hour, 139 additional trips during the evening peak hour, and 2,054 additional trips during the average weekday.
- The crash patterns in the study area are consistent with the traffic control and volumes traveling in the study area; however, two intersections were identified with either a high crash rate or a state-identified safety concern. At the intersection of SE 1st Street & SE Three Mile Lane, the crash frequency has decreased significantly in recent year rate and no immediate action is recommended. The McMinnville TSP already has planned improvements that would address the safety concern at the intersection of NE Three Mile Lane (OR 18) & NE Norton Lane.
- Signal warrants are not projected to be met at any of the unsignalized study intersections under the 2041 planning horizon with the zone change implemented.
- Left-turn-lane warrants are met for the southbound approach at the intersection of NE Cumulus Avenue/SE Nehemiah Lane and NE Three Mile Lane under all analysis scenarios during the evening peak hour, including existing conditions. The need for this left-turn lane is not triggered by the proposed zone change or any development on the site. It is recommended that at the time of development, the applicant coordinate with the City to participate in the construction of a left-turn lane at this intersection.
- In addition to the southbound left-turn lane mentioned above, a westbound right-turn lane is recommended at the intersection of SE Nehemiah Lane/NE Cumulus Avenue & NE Three Mile Lane to mitigate the potential impact from the zone change. The westbound right-turn lane would improve v/c ratio to better than no-build conditions (0.57).
- The planned zone change will not impact or alter the functional classification of any existing or planned facility and the proposal does not include a change to any functional classification standards. With the recommended improvement at the intersection of SE Nehemiah Lane/NE Cumulus Avenue & NE Three Mile Lane, all study intersections are expected to have sufficient capacity to accommodate the planned zone change. Accordingly, the Transportation Planning Rule is satisfied.

Project Description

Introduction

This Transportation Impact Analysis (TIA) is prepared to support the rezoning of nine parcels of land totaling approximately 26.07 acres from a mixed zone of General Industrial (M-2), Residential (R-1 & R-4), and General Commercial (C-3) to a mixed zone of Residential (R-4) and General Commercial (C-3). The purpose of the rezoning is to allow for a future mixed-use development on the site, consistent with the adopted Three Mile Lane Area Plan.

The purposes of this study are to determine whether the transportation system within the vicinity of the site is capable of supporting the proposed zone change, to determine any mitigation that may be necessary to do so, and to demonstrate compliance with the Transportation Planning Rule (TPR).

Based on conversations with staff at the City of McMinnville and the Oregon Department of Transportation (ODOT) Region 2 office, the report includes safety and capacity analyses at 7 intersections:

1. NE 3rd Street & NE Johnson Street
2. SE 1st Street & SE Three Mile Lane
3. SE Nehemiah Lane/NE Cumulus Avenue & NE Three Mile Lane
4. NE Cumulus Avenue & NE Pacific Street
5. NE Cumulus Avenue & NE Norton Lane
6. NE Three Mile Lane (OR 18) & NE Norton Lane
7. NE Three Mile Lane (OR 18) & Cumulus Avenue

This report will identify the potential increase in traffic and will include an analysis of intersection operations for existing conditions as well as the 2041 planning horizon year traffic conditions, both with and without the addition of potential site trips associated with the proposed zone change. Because the proposed land use action is only a change in zoning and not a specific development plan, no near-term build-out year is examined. A safety analysis will also be conducted that provides a detailed examination of crash history at the study intersections and evaluates the needs for turn lanes and traffic signals. Detailed information on traffic counts, crash data, and level of service calculations are included in the appendix to this report.

Site Description

The nine parcels proposed for rezoning are located north of NE Cumulus Avenue and east of NE Atlantic Street on Tax Map R4422CC Lot 100, 400, 500, 600, 601, 700, 800, 1100, and 1102, as shown in Figure 1.

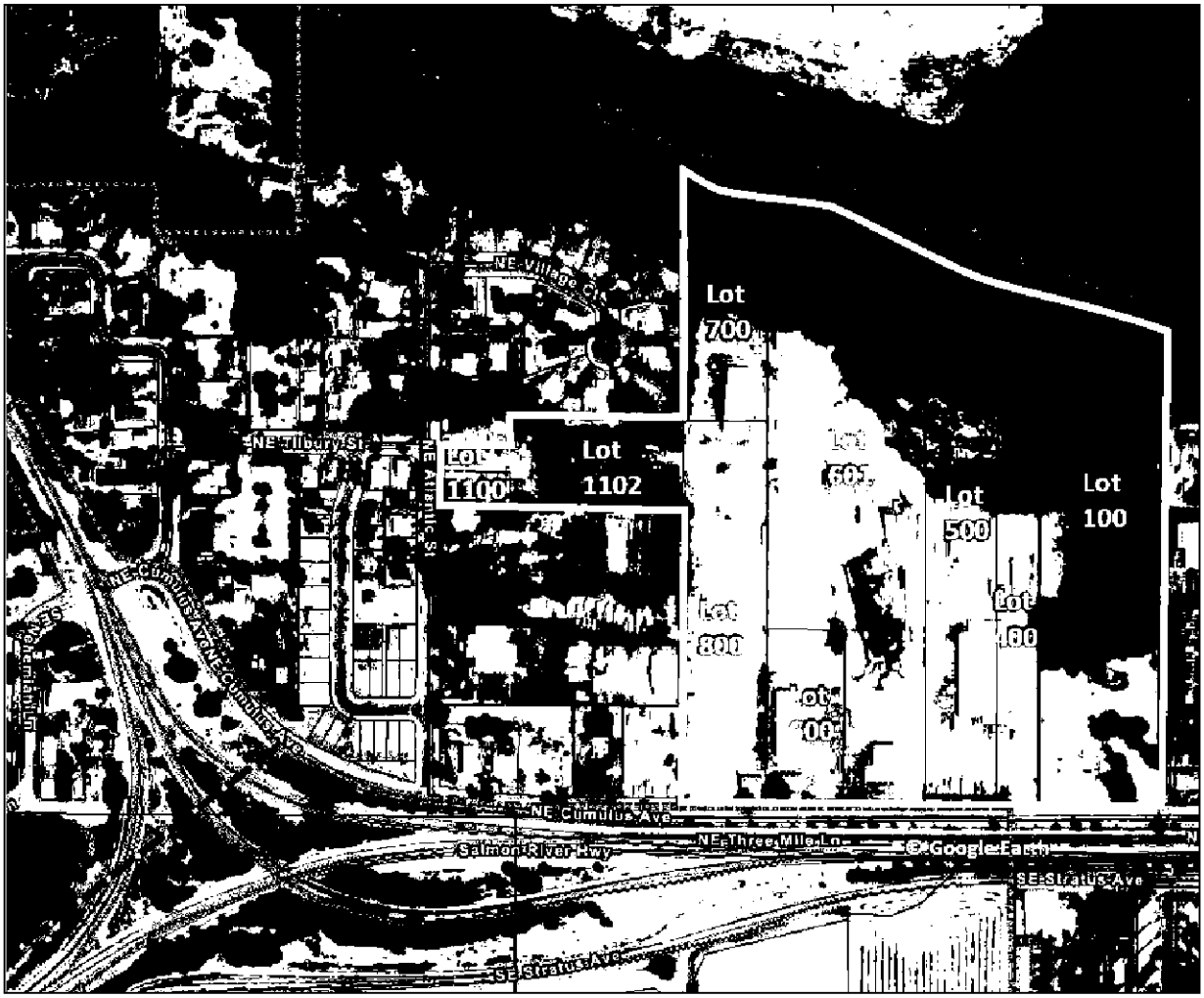


Figure 1: Aerial Photo of Site Vicinity

Vicinity Streets

The proposed development is expected to impact eleven roadways near the site Table 1 provides a description of each of the vicinity roadways.

Table 1: Vicinity Roadway Descriptions

Street Name	Jurisdiction	Functional Classification	Speed (MPH)	Curbs & Sidewalks	On-Street Parking	Bicycle Facilities
NE 3rd Street	City of McMinnville	Major Collector	20 mph	Both Sides	Partial Both Sides	Partial Both Sides
NE Johnson Street	City of McMinnville	Minor Arterial/ Minor collector	25 mph	Both Sides	Partial Both Sides	Partial Both Sides
SE 1st Street	City of McMinnville	Minor Collector/ Local Street	25	Both Sides	Both Sides	None

Street Name	Jurisdiction	Functional Classification	Speed (MPH)	Curbs & Sidewalks	On-Street Parking	Bicycle Facilities
SE Three Mile Lane	City of McMinnville	Major Collector	35	Both Sides	Prohibited	Both Sides
NE Three Mile Lane	ODOT	Statewide/ District Highway	35/40/55	Partial Both Sides	Prohibited	None
SE Nehemiah Lane	Yamhill County	Local	25	None	Prohibited	None
NE Cumulus Avenue	ODOT	Minor Collector	35	North Side	Prohibited	None
NE Pacific Street	City of McMinnville	Local	25	Both Sides	Partial Both Sides	None
NE Norton Lane	Yamhill County/ ODOT	Local	25	Both Sides	Partial Both Sides	None
SE Norton Lane	City of McMinnville/ ODOT	Local	25	Both Sides	Partial Both Sides	None
Cumulus Avenue	City of McMinnville/ ODOT	Major/Minor Collector	25	Partial West Side	Prohibited	None

Study Intersections

Based on coordination with City of McMinnville and Oregon Department of Transportation (ODOT) staff, seven intersections were identified for analysis. A summarized description of the study intersections is provided in Table 2.

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Table 2: Study Intersection Descriptions

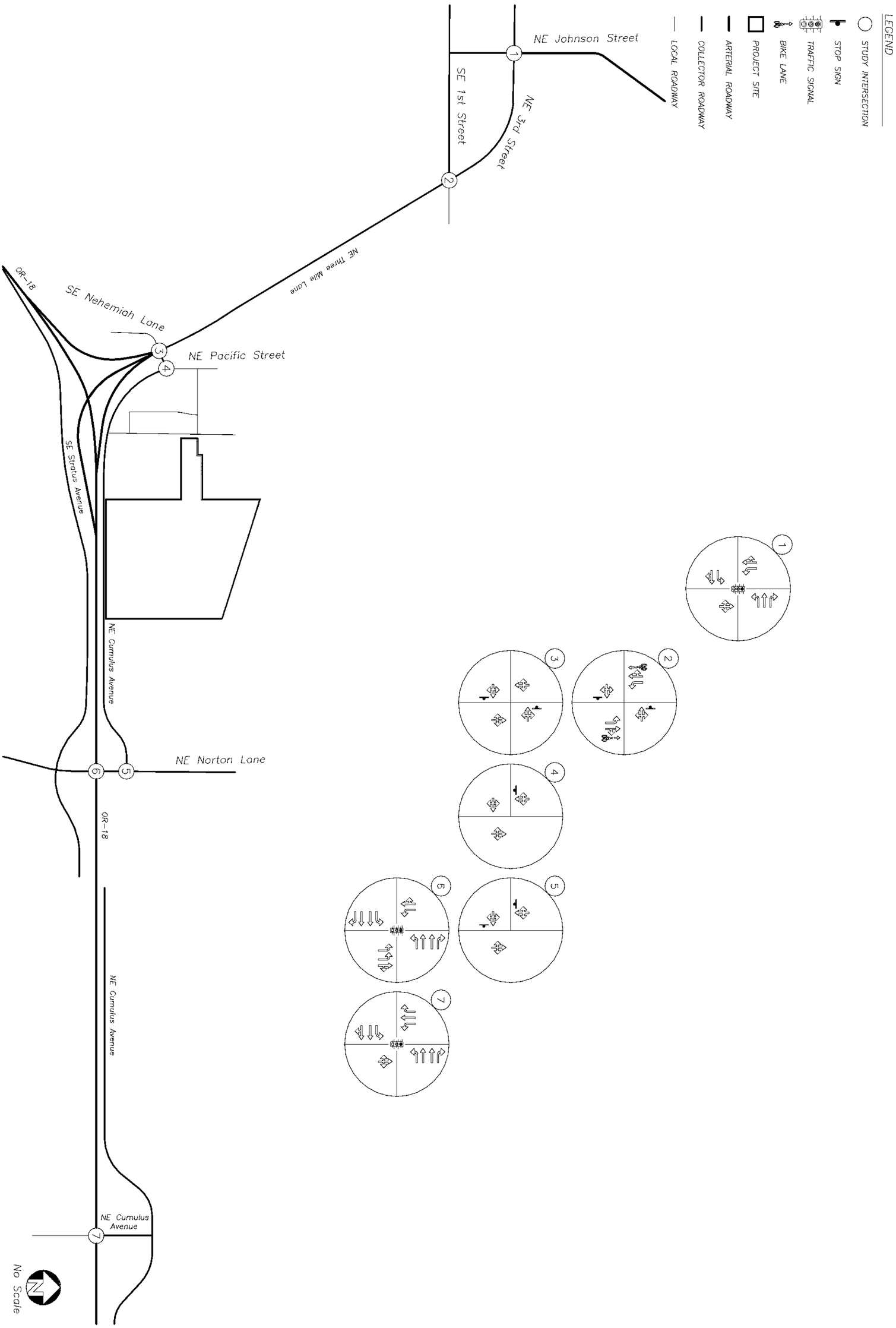
	Intersection	Geometry	Traffic Control	Phasing/Stopped Approaches
1	NE 3rd Street & NE Johnson Street	Four-Legged	Signalized	Protected/FYA Eastbound/Westbound /Southbound Left Turns Permissive Northbound Left WB Right Channelized (Yield)
2	SE 1st Street & SE Three Mile Lane	Four-Legged	Stop-Controlled	Eastbound/Westbound Stop-Controlled
3	SE Nehemiah Lane/NE Cumulus Avenue & NE Three Mile Lane	Four-Legged	Stop-Controlled	Eastbound/Westbound Stop-Controlled
4	NE Cumulus Avenue & NE Pacific Street	Three-Legged	Stop-Controlled	Southbound Stop-Controlled
5	NE Cumulus Avenue & NE Norton Lane	Three-Legged	Stop-Controlled	Eastbound Stop-Controlled
6	NE Three Mile Lane (OR 18) & NE Norton Lane	Four-Legged	Signalized	All Approaches Protected Left Turns
7	NE Three Mile Lane (OR 18) & Cumulus Avenue	Four-Legged	Signalized	Protected Eastbound/Westbound Left Permissive Northbound/Southbound Left

Transit

The project is located near one Yamhill County transit line that has stops within an approximate 0.1-mile walking/biking distance of the site.

Route 2 –McMinnville provides service from downtown McMinnville to Willamette Valley Medical Center and Chemeketa Community College Yamhill Valley Campus. The nearest bus stops to the site are located near the intersection of NE Cumulus Avenue at NE Atlantic Street. Weekday service is scheduled from approximately 7:01 AM to 5:30 PM and has headways of approximately 60 minutes. There is currently no Saturday, Sunday or holiday service.

A vicinity map showing the project site, vicinity streets, and study intersection configurations is shown in Figure 2.



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VICINITY MAP

Figure 2

2245 NE Cumulus Avenue Zone Change

1/20/2026

Site Trips

Trip Generation

Because the proposed land use action involves a change in zoning, it is necessary to address the TPR[1], which is in place to ensure that the transportation system can support possible increases in traffic intensity that could result from changes to adopted plans and land-use regulations. It requires an analysis of a reasonable worst-case development scenario of the site under existing and proposed zoning. The assumptions and potential development scenarios are described below.

Existing Zoning

The existing zoning of the project site consists of as follows:

- General Industrial (M-2): 15.1 acres
- General Commercial (C-3): 2.49 acres
- Low-Density, 9000 SF Lot Residential (R-1): 1.79 acres
- Medium, High-Density, 5000 SF Lot Residential (R-4): 2.06 acres
- Flood Area (F-P): 4.63 acres
- Total: 26.07 acres

The existing land uses currently located on the project site do not represent a reasonable worst-case development scenario under either the existing or proposed zoning. Therefore, development scenarios need to be created for the site. The area considered for the development scenarios is 17.15 acres, an 8.92-acre reduction from the total parcel size to exclude 20% right-of-way and flood area along the northern boundary.

The following development scenarios are considered as reasonable worst case under existing zoning:

- General Industrial (M-2)
    - 157,861 SF of General Light Industrial – Per ITE, "a light industrial facility is a free-standing facility devoted to a single use. The facility has an emphasis on activities other than manufacturing and typically has minimal office space."
- General Commercial (C-3)
    - 21,671 SF of Strip Retail Plaza(<40k) – Per ITE, "a strip retail plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA)."
- Medium, High-Density, 5000 SF Lot Residential (R-4)

[1] Oregon Administrative Rule (OAR) Section 660, Division 12, also known as the Transportation Planning Rule (TPR) requires consistency between land use and transportation system plans. Specifically, OAR 660-012-0060 requires that if "an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility," then measures must be put in place to remedy the impacts.

- 59 units of Multifamily Housing - 30 units/acre of Multifamily Housing

- Low-Density, 9000 SF Lot Residential (R-1)
  - 28 units of Single-Family Attached Housing – 4 dwelling units/9,000 SF Lot

The assumptions used to calculate these scenarios are summarized in the attachment to this memorandum. To estimate trips that will be generated by the redevelopment, trip rates from the *Trip Generation Manual*[2] were used based on the building square footage (SF) and number of residential units. The trip generation estimates are summarized in Table 3.

Table 3: Trip Generation – Existing Zoning

Land Use Assumption (ITE Code)	Intensity	Morning Peak Hour			Evening Peak Hour			Weekday Trips
		In	Out	Total	In	Out	Total	
General Light Industrial (110)	157,861 SF	103	14	117	14	89	103	768
Strip Retail Plaza (<40k)(822)	21,671 SF	31	20	51	72	71	143	1,180
Multifamily Housing (Low-Rise) (220)	59 units	6	18	24	19	11	30	398
Single-Family Attached Housing (215)	28 units	3	10	13	9	7	16	202
Total		143	62	205	114	178	292	2,548

The trip generation calculations show that the existing zoning is projected to generate 205 morning peak hour, 292 evening peak hour, and 2,548 average weekday trips.

Proposed Zoning

The proposed zoning of the project site consists of as follows:

- General Commercial (C-3): 3.62 acres
- Medium, High-Density, 5000 SF Lot Residential (R-4): 17.83 acres
- Flood Area (F-P): 4.63 acres
- Total: 26.07 acres

The following development scenarios are considered as reasonable worst case under proposed zoning:

[2] Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 11th Edition, 2021.

- General Commercial (C-3): Strip Retail Plaza
    - 31,581 SF of Strip Retail Plaza(<40k)
- Medium, High-Density, 5000 SF Lot Residential (R-4)
    - 200 units of Single-Family Attached Housing and 214 units of Multifamily Housing – 50% of the area with 30 units/acre of Multifamily Housing and 50% of the area with 28 units/acre of Single-Family Attached Housing

The assumptions used to calculate these scenarios are summarized in the attachment to this memorandum. To estimate trips that will be generated by the redevelopment, trip rates from the *Trip Generation Manual*[3] were used based on the building square footage (SF). The trip generation estimates are summarized in Table 4.

Table 4: Trip Generation – Proposed Zoning

Land Use Assumption (ITE Code)	Intensity	Morning Peak Hour			Evening Peak Hour			Weekday Trips
		In	Out	Total	In	Out	Total	
Strip Retail Plaza (<40k)(822)	31,581 SF	45	30	75	104	104	208	1,720
Single-Family Attached Housing (215)	200 units	24	72	96	67	47	114	1,440
Multifamily Housing (Low-Rise) (220)	214 units	21	65	86	69	40	109	1,442
Total		45	137	182	136	87	223	2,882
Total		90	167	257	240	191	431	4,602

The trip generation calculations show that the proposed zoning is projected to generate 257 morning peak hour, 431 evening peak hour, and 4,602 average weekday trips.

Trip Generation Comparison

As shown in Table 5, the trip generation calculations show that the proposed zone change is estimated to generate 52 additional trips during the morning peak hour, 139 additional trips during the evening peak hour, and 2,054 additional trips during the average weekday.

[3] Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 11th Edition, 2021.

Table 5: Trip Generation Comparison

Scenario	Morning Peak Hour			Evening Peak Hour			Weekday Trips
	In	Out	Total	In	Out	Total	
Existing Zone	143	62	205	114	178	292	2,548
Proposed Zone	90	167	257	240	191	431	4,602
Net New Trips	-53	105	52	126	13	139	2,054

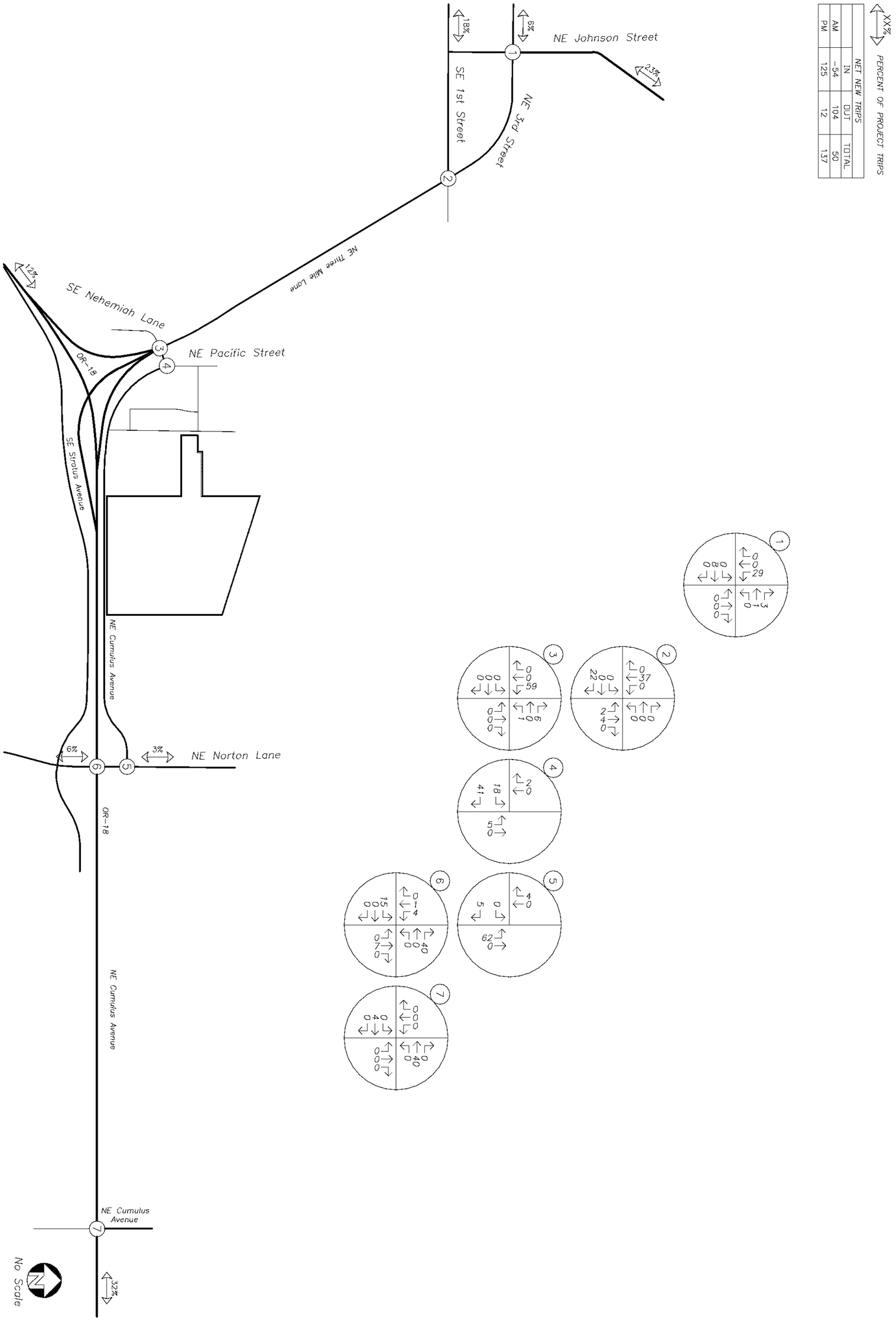
Trip Distribution

The project trip distribution was developed based on the ODOT's Transportation Planning and Analysis Unit's (TPAU) 2015-2045 travel demand model. This is the model that is reflective of the City of McMinnville's current zoning map, including the Three Mile Lane Area Plan as currently adopted. The model does *not* reflect any potential upcoming changes that may result from the McMinnville Innovation Campus planning project or the upcoming Transportation System Plan (TSP) update.

The following trip distribution is projected for the project site:

- Approximately 32% of site trips to/from the east on SE Three Mile Lane.
- Approximately 23% of site trips to/from the north on NE Johnson Street
- Approximately 18% of site trips to/from the west on SE 1st Street
- Approximately 12% of site trips to/from the southwest on OR 18.
    - Site ingress trips will travel via NE Norton Lane.
    - Site egress trips will travel via NE Cumulus Avenue/SE Nehemiah Lane.
- Approximately 6% of site trips to/from the west on NE 3rd Street.
- Approximately 6% of site trips to/from the south on NE Norton Lane.
- Approximately 3% of site trips to/from the north on NE Norton Lane.

The trip distribution and assignment for the zone change during the morning and evening peak hours are shown in Figure 3.



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SITE TRIP DISTRIBUTION & ASSIGNMENT

Zone Change - Site Trips

PM Peak Hour

Figure 3

2245 NE Cumulus Avenue Zone Change

1/20/2026

Traffic Volumes

Existing Conditions

Traffic counts were conducted at the study intersections on Thursday, January 30, 2025, at the following time periods:

1. NE 3rd Street & NE Johnson Street: From 4:00 PM to 6:00 PM.
2. SE 1st Street & SE Three Mile Lane: From 4:00 PM to 6:00 PM.
3. SE Nehemiah Lane/NE Cumulus Avenue & NE Three Mile Lane: From 3:00 PM to 6:00 PM.
4. NE Cumulus Avenue & NE Pacific Street: From 3:00 PM to 6:00 PM.
5. NE Cumulus Avenue & NE Norton Lane: From 3:00 PM to 6:00 PM.
6. NE Three Mile Lane (OR 18) & NE Norton Lane: From 3:00 PM to 6:00 PM.
7. NE Three Mile Lane (OR 18) & Cumulus Avenue: From 3:00 PM to 6:00 PM.

The counts were collected on a day when schools within the McMinnville School District were in session and operating on a regular bell schedule. Data was used from each intersection's evening peak hour. In accordance with the *Analysis Procedures Manual*[1] (APM), a seasonal adjustment factor has been applied to the traffic volumes along OR 18 and NE Three Mile Lane (at SE Nehemiah Lane/NE Cumulus Avenue) to estimate the 30th highest hour volumes on the ODOT facility. Utilizing the Commuter trend data from ODOT's Seasonal Trend Table (updated 8/8/2025), a seasonal adjustment factor of 1.1987 was calculated. The seasonal adjustment factor was applied to the existing year evening peak hour volumes to the through movements along OR 18 and Three Mile Lane. The calculation of the seasonal adjustment factor calculations are presented in Appendix C.

Figure 4 shows the year 2025 existing traffic volumes at the study intersection during the PM peak hour.

Planning Horizon Year 2041 Background Conditions

To provide analysis of the potential impact of the proposed zone change on the nearby transportation facilities, an estimate of future traffic volumes is required. Planning Horizon Year 2041 growth rates were estimated based on the ODOT TPAU 2015-2045 travel demand model that was described previously. An annual growth rate for each approach of the study intersections was derived from the travel demand model and applied to the year 2025 existing conditions baseline volumes for sixteen years to account for background growth through the year 2041. Traffic volume data was then balanced between intersections as appropriate. The TPAU 2015-2045 travel demand model and annual growth rate calculations are presented in Appendix C of the report.

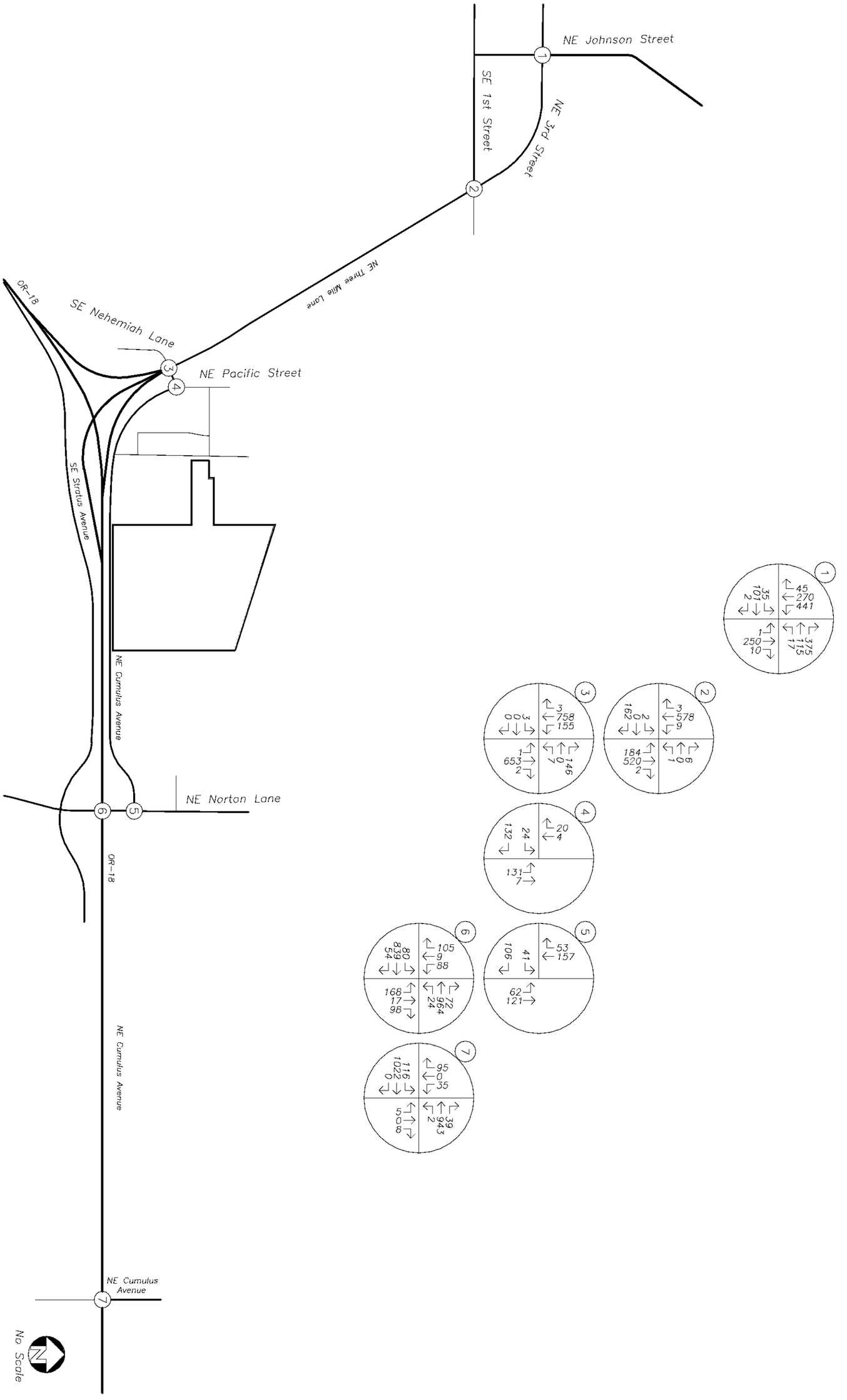
The resulting evening peak hour 2041 traffic forecasts are presented in Figure 5.

[1] Oregon Department of Transportation, *Analysis Procedures Manual Version 2*. December 2019.

Planning Horizon Year 2041 Buildout Conditions

The net change in potential peak hour trips estimated to be generated by the proposed zone change, as described earlier in the *Site Trips* section, were added to the projected year 2041 planning horizon traffic volumes to obtain the expected 2041 planning horizon volumes with the zone change implemented.

Figure 6 shows the 2041 planning year volumes with the zone change implemented at the study intersections during the evening peak hour.



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SITE TRIP DISTRIBUTION & ASSIGNMENT

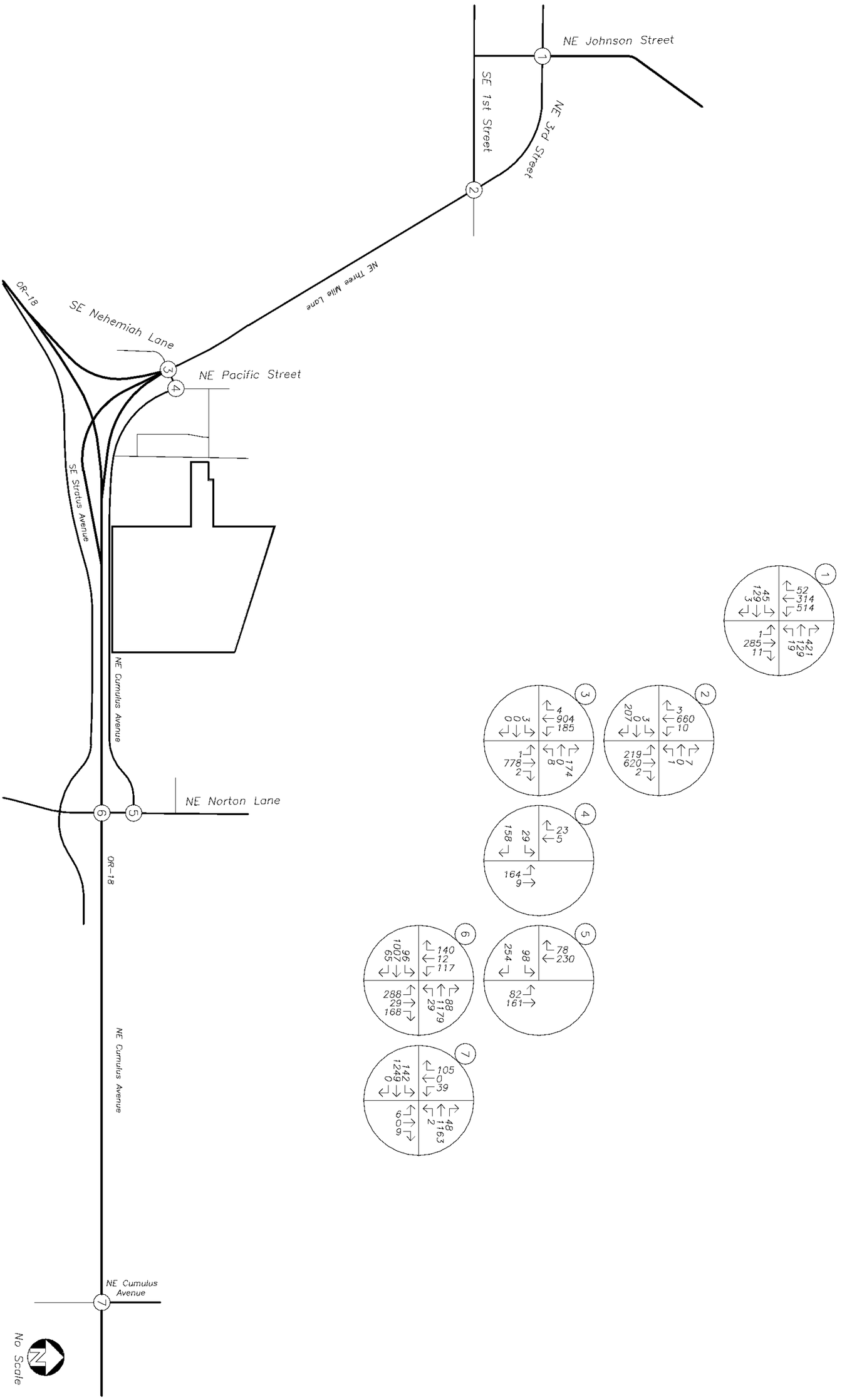
Year 2025 Existing Conditions

PM Peak Hour

Figure 4

2245 NE Cumulus Avenue Zone Change

1/20/2026



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TRAFFIC VOLUMES

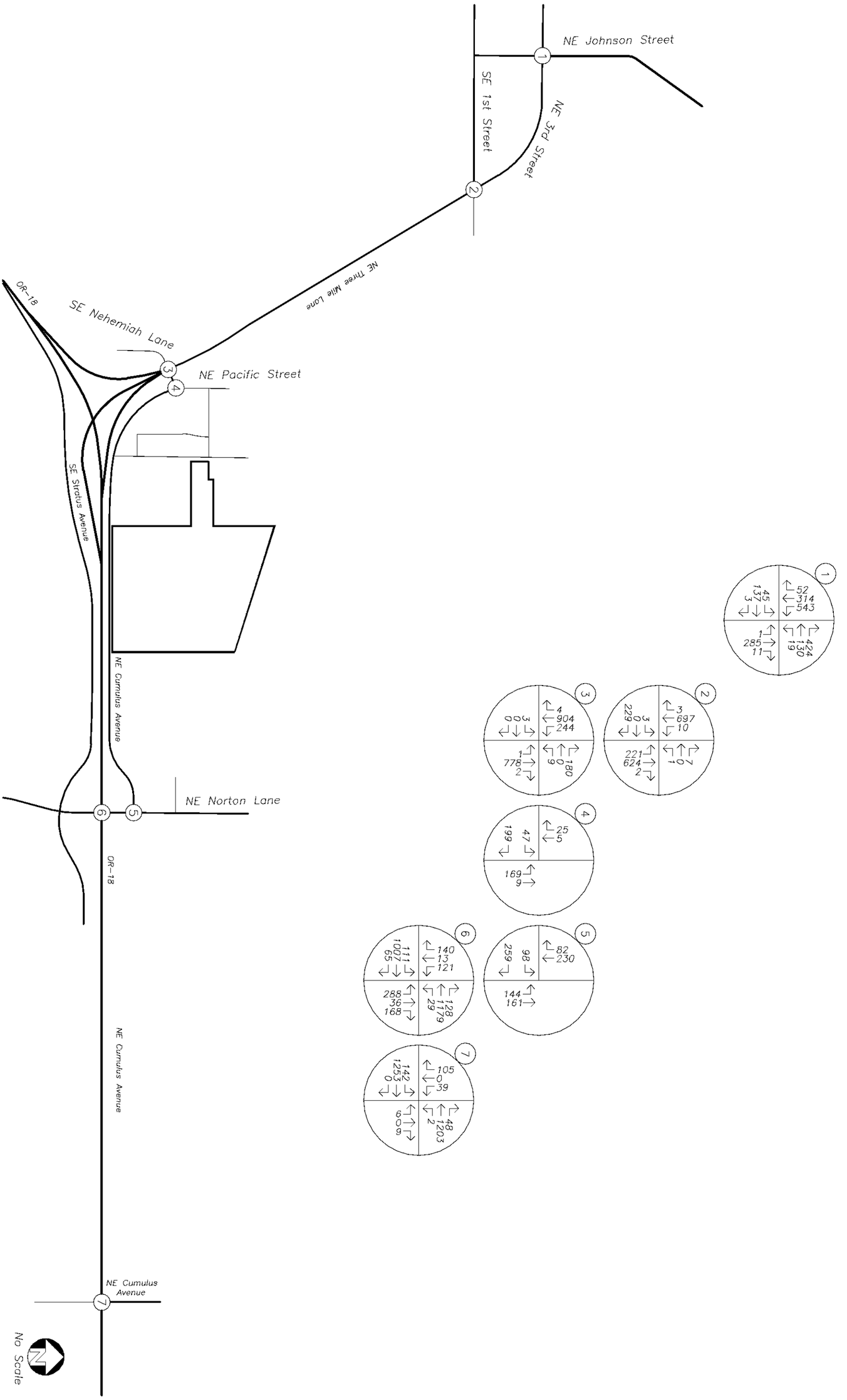
Planning Horizon Year 2041

PM Peak Hour

Figure 5

2245 NE Cumulus Avenue Zone Change

1/20/2026



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TRAFFIC VOLUMES

Planning Horizon w/ Zone Change Year 2041

PM Peak Hour

Figure 6

2245 NE Cumulus Avenue Zone Change

1/20/2026

Safety Analysis

Crash History Review

Using data obtained from ODOT's Crash Data System, a review of approximately five years of the most recent available crash history (January 2018 through December 2022) was performed at the study intersections. The crash data was evaluated based on the number of crashes, the type of collisions, and the severity of the collisions. Crash severity is based on injuries sustained by people involved in the crash, and includes five categories:

- Property Damage Only (PDO)
- Possible Injury (Injury C)
- Suspected Minor Injury (Injury B)
- Suspected Serious Injury (Injury A)
- Fatal Injury

The study intersections adhere to the crash analysis methodologies within ODOT's APM. According to *Exhibit 4-1: Intersection Crash Rates per MEV by Land Type and Traffic Control* of the APM, intersections which experience crash rates in excess of their respective 90th percentile crash rates should be "flagged for further analysis". Crash rates in excess of 90th percentile crashes per million entering vehicles (CMEV) may be indicative of design deficiencies and therefore require a need for further investigation and possible mitigation.

For intersections in urban settings, the following 90th percentile rates are applicable to the study intersections:

- Unsignalized, three-leg intersection: 0.293 CMEV;
- Signalized, three-leg intersection: 0.509 CMEV;
- Unsignalized, four-leg intersection: 0.408 CMEV; and
- Signalized, four-leg intersection: 0.860 CMEV.

Table 6 provides a summary of crash types while Table 7 summarizes crash severities and rates for each of the study intersections. Detailed crash data is provided in the appendix to this report.

Table 6: Crash Type Summary

	Intersection	Crash Type						Total Crashes
		Turn	Rear End	Angle	Fixed Object	Side swipe	Ped/ Bike	
1	NE 3rd Street & NE Johnson Street	4	0	2	0	0	0	6
2	SE 1st Street & SE Three Mile Lane	5	2	2	0	0	2	11
3	NE Cumulus Avenue & NE Three Mile Lane	4	3	1	0	0	0	8
4	NE Cumulus Avenue & NE Pacific Street	0	0	0	0	0	0	0
5	NE Cumulus Avenue & NE Norton Lane	2	0	0	0	0	0	2
6	NE Three Mile Lane (OR 18) & NE Norton Lane	4	22	0	2	5	0	33
7	NE Three Mile Lane (OR 18) & Cumulus Avenue	4	15	1	3	1	0	24

Table 7: Crash Severity and Rate Summary

	Intersection	Severity					Total Crashes	Peak Hour Volume	Crash Rate	ODOT 90th% Rate
		PDO	C	B	A	Fatal				
1	NE 3rd Street & NE Johnson Street	2	2	2	0	0	6	1,662	0.198	0.293
2	SE 1st Street & SE Three Mile Lane	5	2	4	0	0	11	1,467	0.411	0.408
3	NE Cumulus Avenue & NE Three Mile Lane	3	3	2	0	0	8	1,728	0.293	0.408
4	NE Cumulus Avenue & NE Pacific Street	0	0	0	0	0	0	318	0	0.293
5	NE Cumulus Avenue & NE Norton Lane	1	1	0	0	0	2	540	0.203	0.293
6	NE Three Mile Lane (OR 18) & NE Norton Lane	15	12	5	1	0	33	2,518	0.718	0.860
7	NE Three Mile Lane (OR 18) & Cumulus Avenue	9	10	5	0	0	24	2,265	0.581	0.860

Table Notes: BOLDED indicates a crash rate above the 90th percentile rate.

Crash Severity

None of the crashes reported in the five-year analysis period resulted in a fatality but one crash resulted Suspected Serious Injury (Injury A) at the intersection of NE Three Mile Lane (OR 18) at NE Norton Lane. The crash occurred when the driver of an eastbound vehicle followed too closely and struck two ahead vehicles.

Pedestrian and Bicycle Collisions

Two crashes at the intersection of SE 1st Street at SE Three Mile Lane involved a pedestrian or bicyclist within the five-year analysis period as described below:

- A pedestrian-related crash occurred when the driver of a northbound left-turning vehicle failed to yield right-of-way and struck a pedestrian with non-reflective clothing. The crash was classified as *Injury C*.
- A bicycle-related crash occurred when the driver of a northbound through vehicle collided with a bicyclist towing a trailer that was traveling in the same direction. The cause of the crash was identified as careless driving of the vehicle. The crash was classified as *Injury B*.

Based on the review of crash history, no geometric deficiencies are evident at any study intersections. Accordingly, no safety mitigation is necessary or recommended at these intersections.

Crash Rates

Calculated crash rates were compared with the ODOT 90th percentile crash rates for similar types of intersections. One study area intersection, SE 1st Street & SE Three Mile Lane, had a five-year crash rate that exceeded the ODOT 90th percentile rate.

The intersection, SE 1st Street & SE Three Mile Lane had 11 reported crashes over the five-year analysis period. Five of the crashes were reported as turning collisions, 2 were reported as rear-end collisions, 2 were reported as angle collisions, and 2 were reported as ped/bike collisions. Of the turning collisions, 3 involved a northbound left turn with a southbound through vehicle along Three Mile Lane, 1 involved a southbound right turn with a southbound through, and 1 involved an eastbound left turn with a southbound through. Of the rear-end collisions, 1 involved a northbound and 1 involved a southbound. Of the angle collisions, 2 involved a southbound through with 1 eastbound left turn and 1 westbound through vehicles.

Of the 11 reported crashes, 5 were reported in 2018. 2 were reported in 2019, and the reaming 4 were reported in the 3-year period from 2020 through 2022.

The intersection has a geometry skewed geometry and the roadway curves north of the intersection. Southbound drivers may not anticipate the intersection as they come around the curve from NE 3rd Street to SE Three Mile and northbound drivers may not be anticipating the approaching traffic. The City could consider installing a flashing beacon at the intersection or/and the intersection warning signs along southbound and northbound of SE Three Mile Lane. However, because the frequency of crashes has decreased significantly over the course of the 5-year analysis period, immediate action should be delayed to confirm that safety improvements are still warranted as new data becomes available.

ODOT SPIS Review

The ODOT 2023 Safety Priority Index System (SPIS) list is based on reported crash data for the years 2020 through 2022. One study area intersection, NE Three Mile Lane (OR 18) & NE Norton Lane, was listed in the worst 10 percent[5] of SPIS list.

The intersection had 33 reported crashes over the five-year analysis period. 22 of these crashes were reported as rear-end collisions, 5 were reported as sideswipe collisions, 4 were reported as turning collisions, and 2 were reported as fixed-object collisions. Of the rear-end collisions, 15 occurred on the eastbound approach, 6 occurred on the westbound approach, and 1 occurred on the southbound approach. The cause or error was generally failure to avoid a stopped vehicle ahead or following too closely. Of the sideswipe collisions, 2 occurred on the eastbound, 2 occurred on the westbound, and 1 was a collision between two vehicles coming from opposite directions (East-West). The cause or error was generally improper change of traffic lanes or driving left of center on two-way road. A review of the turning and fixed collisions shows no clear pattern of crashes. In general, the crash pattern is consistent with a signalized intersection.

A crash resulted in Suspected Serious Injury (Injury A) at the intersection. The crash occurred when the driver of an eastbound vehicle followed too closely and struck two other vehicles. The collision occurred under clear, dry, day conditions.

The McMinnville TSP includes the Hwy 18 Corridor Plan, which includes a 3-phase implementation plan with two new interchanges, collector street access routes improvement, and new traffic signals near the intersection. These improvements are expected to improve safety at the intersection.

Conclusion

In general, the crash patterns in the study area are consistent with the traffic control and volumes traveling in the study area; however, two intersections were identified with either a high crash rate or a state-identified safety concern. At the intersection of SE 1st Street & SE Three Mile Lane, the crash frequency has decreased significantly in recent year rate and no immediate action is recommended. The McMinnville TSP already has planned improvements that would address the safety concern at the intersection of NE Three Mile Lane (OR 18) & NE Norton Lane.

Warrant Analysis

Preliminary Traffic Signal Warrants

Preliminary traffic signal warrants were examined for the unsignalized study intersections to determine whether the installation of a new traffic signal will be warranted at the intersections by the 2041 planning horizon with the zone change implemented. Based on the preliminary analysis following a review of Warrant 1 in the *Manual on Uniform Traffic Control Devices*, or MUTCD, traffic signal warrants are not projected to be met at any of the unsignalized study intersections under year 2041 conditions, regardless of whether or not the proposed zone change is implemented. Therefore, no new traffic signals are necessary or recommended as part of the zone change application. Detailed analysis worksheets can be found in the appendix to this report.

[5] Oregon Department of Transportation, Safety Priority Index System, 2020 - On-State, Top 15% Groups - By Score

Left-Turn Lane Warrants

A left-turn refuge is primarily a safety consideration for the major-street approach, removing left-turning vehicles from the through traffic stream. Warrants were based on the methodology outlined in the National Cooperative Highway Research Program (NCHRP) Report Number 457[6]. This methodology evaluates the need for a left-turn lane based on the number of left-turning vehicles, the number of travel lanes, the number of advancing and opposing vehicles, and the roadway travel speed. Detailed information on the warrant analysis is included in the appendix to this report.

The left-turn-lane warrant was met for the southbound approach at the intersection of NE Cumulus Avenue/SE Nehemiah Lane and NE Three Mile Lane under all analysis scenarios during the evening peak hour. As part of the mitigation conditions, a southbound left-turn lane is recommended to be installed.

[6] Bonneson, James A. and Michael D. Fontaine, NCHRP Report 457: An Engineering Study Guide for Evaluating Intersection Improvements, Transportation Research Board, 2001.

Operational Analysis

Intersection Capacity Analysis

A capacity and delay analysis were conducted for each of the study intersections per the signalized and unsignalized intersection analysis methodologies in the *Highway Capacity Manual* (HCM)[7],as well as the signalized intersection analysis methodology detailed in ODOT's APM Section 13. Intersections are generally evaluated based on the average control delay experienced by vehicles and are assigned a grade according to their operation. The level of service (LOS) of an intersection can range from LOS A, which indicates very little or no delay experienced by vehicles, to LOS F, which indicates a high degree of congestion and delay. The volume-to-capacity (v/c) ratio is a measure that compares the traffic volumes (demand) against the available capacity of an intersection.

Performance Standards

City of McMinnville

According to the McMinnville Transportation System Plan (TSP), the Mobility Standard for all local (City) intersections and streets shall be a volume/capacity (v/c) ratio of 0.90.

ODOT

Five (5) study intersections along OR 18 and NE Cumulus Avenue operate under the jurisdiction of ODOT. The applicable minimum operation standards for these facilities are established under the *Oregon Highway Plan*[8] (OHP) and are based on the v/c ratio of the intersection. According to these documents, the following operation standards are applicable to the study intersections:

- The intersections of OR 18 at SE Norton Lane and Cumulus Avenue are to operate with a maximum allowable v/c ratio of 0.80.
- The intersection of SE Three Mile Lane at SE Nehemiah Lane/NE Cumulus Avenue is to operate with a maximum allowable v/c ratio of 0.90
- The intersections of NE Cumulus Avenue at NE Pacific Street and NE Norton Lane are to operate with a maximum allowable v/c ratio of 0.95.

Delay & Capacity Analysis

The TrafficWare Synchro software utilized for analysis does not report the overall v/c ratio of signalized intersections in the HCM 7th Edition capacity reports. Therefore, HCM 2000 result was used for the City's signalized intersection. For the ODOT's signalized intersections, v/c ratio was calculated utilizing methods detailed in ODOT's APM Sections 13.

[7] Transportation Research Board, *Highway Capacity Manual 6th Edition*, 2016.

[8] Oregon Department of Transportation, *1999 Oregon Highway Plan*: Including amendments November 1999 through January 2023.

For the intersection of NE Cumulus Avenue at NE Norton Lane, due to the atypical traffic controls at the intersection (i.e. free-flow northbound approach and stop-controlled eastbound and southbound approaches) the HCM 7th Edition does not provide intersection capacity outputs. In order to generate capacity outputs, the following was conducted:

- The northbound approach was modeled to operate as yield-control in lieu of free-flow.
- HCM 2000 results were used and the highest approach v/c ratio was reported.

The LOS, delay, and v/c results of the capacity analysis are shown in Table 8 for PM peak hour. Detailed calculations as well as tables showing the relationship between delay and LOS are included in the appendix to this report.

Table 8: Evening Peak Hour Capacity Analysis Summary

Intersection & Condition	Mobility Target	PM Peak Hour		
		LOS	Delay (s)	V/C
2025 Existing Conditions		B	15	0.67
2041 Planning Horizon Conditions	0.90	B	17	0.79
2041 Planning Horizon w/ Zone Change		B	18	0.83
2025 Existing Conditions		C	17	0.38
2041 Planning Horizon Conditions	0.90	C	24	0.55
2041 Planning Horizon w/ Zone Change		D	29	0.64
2025 Existing Conditions		F	133	0.59
2041 Planning Horizon Conditions	0.90	F	567	1.20
2041 Planning Horizon w/ Zone Change		F	1,398	2.09
2025 Existing Conditions		A	10	0.03
2041 Planning Horizon Conditions	0.95	A	10	0.04
2041 Planning Horizon w/ Zone Change		B	10	0.05
2025 Existing Conditions		A	9	0.29
2041 Planning Horizon Conditions	0.95	B	13	0.52
2041 Planning Horizon w/ Zone Change		B	14	0.56

BOLDED text indicates intersection operation above jurisdictional standards.

Table 8: Evening Peak Hour Capacity Analysis Summary

Intersection & Condition	Mobility Target	PM Peak Hour		
		LOS	Delay (s)	V/C
2025 Existing Conditions		B	19	0.56
2041 Planning Horizon Conditions	0.80	C	24	0.70
2041 Planning Horizon w/ Zone Change		C	25	0.72
2025 Existing Conditions		A	9	0.50
2041 Planning Horizon Conditions	0.80	B	11	0.62
2041 Planning Horizon w/ Zone Change		B	11	0.63

BOLDED text indicates intersection operation above jurisdictional standards.

As shown, all study area intersections are calculated to operate acceptably within the relevant jurisdictional standards under all analysis scenarios, except for the intersection of SE Nehemiah Lane/NE Cumulus Avenue & NE Three Mile Lane. This intersection is forecast to have exceed standards (v/c > 0.90) under Planning Horizon conditions both without and with the Zone Change.

Mitigation

The following mitigation is recommended to improve intersection operations under the Year 2041 Planning Horizon with Zone Change scenario at the identified impacted study area intersection:

3. SE Nehemiah Lane/NE Cumulus Avenue & NE Three Mile Lane
    - Install a westbound right turn lane on the eastern leg and a southbound left turn lane on the northern leg of the intersection.
        - Improves v/c ratio to better than no build conditions (0.57).

Concurrently with the implementation of the proposed zone change, mitigation at the impacted intersection will reduce volume-to-capacity ratio as shown in Table 9.

Table 9: Planning Horizon Conditions with Mitigation

Intersection & Condition	Mitigation	PM Peak Hour		
		LOS	Delay (s)	V/C
2041 Planning Horizon Conditions	Install a westbound right turn lane on the eastern leg and a southbound left turn lane on the northern leg of the intersection	F	567	1.20
2041 Planning Horizon w/ Zone Change		F	1,398	2.09
2041 Planning Horizon w/ Zone Change & Mitigation		F	468	0.63

Transportation Planning Rule

Given the planned project will include a change in zoning of the project site, the Transportation Planning Rule (TPR) needs to be evaluated. The TPR is in place to ensure that the transportation system is capable of supporting possible increases in traffic intensity that could result from changes to adopted plans and land use regulations. The applicable elements of the TPR are each quoted directly in italics below, with responses following.

660-012-0060

(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

(b) Change standards implementing a functional classification system; or

(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or

(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.

Subsections (a) and (b) are not triggered since the planned zone change will not impact or alter the functional classification of any existing or planned facility and the proposal does not include a change to any functional classification standards.

Regarding subsection (c), as described in the *Operational Analysis* section the intersections of SE Nehemiah Lane/NE Cumulus Avenue & NE Three Mile Lane is not projected to operate within acceptable ODOT's standards through the 2041 Planning Horizon with the planned zone change implementation. With the

recommended improvement at the intersection of SE Nehemiah Lane/NE Cumulus Avenue & NE Three Mile Lane in the *Mitigation* section, all study intersections are expected to have sufficient capacity to accommodate the planned zone change. Accordingly, the Transportation Planning Rule is satisfied.

Conclusions

Key findings of this study include:

- The crash patterns in the study area are consistent with the traffic control and volumes traveling in the study area; however, two intersections were identified with either a high crash rate or a state-identified safety concern. At the intersection of SE 1st Street & SE Three Mile Lane, the crash frequency has decreased significantly in recent year rate and no immediate action is recommended. The McMinnville TSP already has planned improvements that would address the safety concern at the intersection of NE Three Mile Lane (OR 18) & NE Norton Lane.
- Signal warrants are not projected to be met at any of the applicable study intersections under the 2041 planning horizon with the zone change implemented.
- Left-turn-lane warrants are met for the southbound approach at the intersection of NE Cumulus Avenue/SE Nehemiah Lane and NE Three Mile Lane under all analysis scenarios during the evening peak hour, including existing conditions. The need for this left-turn lane is not triggered by the proposed zone change or any development on the site. It is recommended that at the time of development, the applicant coordinate with the City to participate in the construction of a left-turn lane at this intersection.
- In addition to the southbound left-turn lane mentioned above, a westbound right-turn lane is recommended at the intersection of SE Nehemiah Lane/NE Cumulus Avenue & NE Three Mile Lane to mitigate the potential impact from the zone change. The westbound right-turn lane would improve v/c ratio to better than no-build conditions (0.57).
- The planned zone change will not impact or alter the functional classification of any existing or planned facility and the proposal does not include a change to any functional classification standards. With the recommended improvement at the intersection of SE Nehemiah Lane/NE Cumulus Avenue & NE Three Mile Lane, all study intersections are expected to have sufficient capacity to accommodate the planned zone change. Accordingly, the Transportation Planning Rule is satisfied.

Appendix A

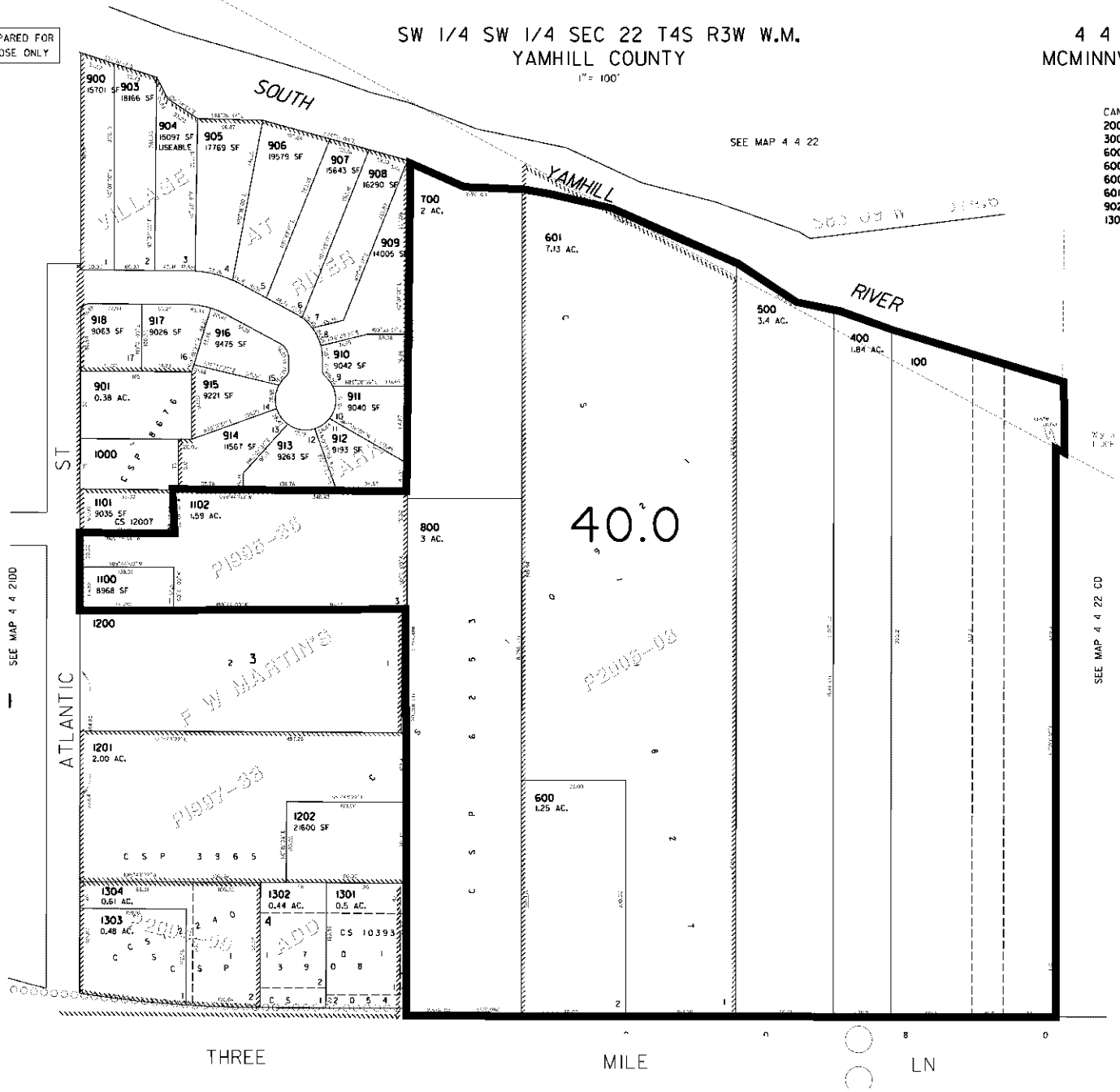
Site Map

THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSE ONLY

SW 1/4 SW 1/4 SEC 22 T4S R3W W.M.
YAMHILL COUNTY
1" = 100'

4 4 22CC
MCMINNVILLE

CANCELLED
200
300
600A1
600A2
600A3
601A1
902
1300



4 4 22CC

Appendix B

Trip Generation Calculations

Zoning Area Calculations

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 11th Edition

Land Use: General Light Industrial
Land Use Code: 110
Land Use Subcategory: All Sites
Setting/Location General Urban/Suburban
Variable: 1000 SF GFA
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: **157.861**

AM PEAK HOUR

Trip Rate: 0.74

	Enter	Exit	Total
Directional Split	88%	12%	
Trip Ends	**103**	**14**	**117**

PM PEAK HOUR

Trip Rate: 0.65

	Enter	Exit	Total
Directional Split	14%	86%	
Trip Ends	**14**	**89**	**103**

WEEKDAY

Trip Rate: 4.87

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	**384**	**384**	**768**

SATURDAY

Trip Rate: 0.69

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	**54**	**54**	**108**

Caution: Small Sample Size

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 11th Edition

Land Use: Strip Retail Plaza (<40k)
Land Use Code: 822
Land Use Subcategory: All Sites
Setting/Location General Urban/Suburban
Variable: 1000 SF GFA
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: 21.671

AM PEAK HOUR

Trip Rate: 2.36

	Enter	Exit	Total
Directional Split	60%	40%	
Trip Ends	31	20	51

PM PEAK HOUR

Trip Rate: 6.59

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	72	71	143

WEEKDAY

Trip Rate: 54.45

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	590	590	1,180

SATURDAY

Trip Rate: 0

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA

TRIP GENERATION CALCULATIONS

Land Use: Multifamily Housing (Low-Rise)
Land Use Code: 220
Land Use Subcategory: Not Close to Rail Transit
Setting/Location General Urban/Suburban
Variable: Dwelling Units
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: 59

AM PEAK HOUR

Trip Rate: 0.4

	Enter	Exit	Total
Directional Split	24%	76%	
Trip Ends	6	18	24

PM PEAK HOUR

Trip Rate: 0.51

	Enter	Exit	Total
Directional Split	63%	37%	
Trip Ends	19	11	30

WEEKDAY

Trip Rate: 6.74

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	199	199	398

SATURDAY

Trip Rate: 4.55

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	134	134	268

Caution: Small Sample Size

Source: Trip Generation Manual, 11th Edition

TRIP GENERATION CALCULATIONS

Land Use: Single-Family Attached Housing
Land Use Code: 215
Land Use Subcategory: All Sites
Setting/Location General Urban/Suburban
Variable: Dwelling Units
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: 28

AM PEAK HOUR

Trip Rate: 0.48

	Enter	Exit	Total
Directional Split	25%	75%	
Trip Ends	3	10	13

PM PEAK HOUR

Trip Rate: 0.57

	Enter	Exit	Total
Directional Split	59%	41%	
Trip Ends	9	7	16

WEEKDAY

Trip Rate: 7.2

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	101	101	202

SATURDAY

Trip Rate: 8.76

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	123	123	246

Source: Trip Generation Manual, 11th Edition

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 11th Edition

Land Use: Strip Retail Plaza (<40k)
Land Use Code: 822
Land Use Subcategory: All Sites
Setting/Location General Urban/Suburban
Variable: 1000 SF GFA
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: **31.581**

AM PEAK HOUR

Trip Rate: 2.36

	Enter	Exit	Total
Directional Split	60%	40%	
Trip Ends	**45**	**30**	**75**

PM PEAK HOUR

Trip Rate: 6.59

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	**104**	**104**	**208**

WEEKDAY

Trip Rate: 54.45

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	**860**	**860**	**1,720**

SATURDAY

Trip Rate: 0

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	**NA**	**NA**	**NA**

TRIP GENERATION CALCULATIONS

Land Use: Single-Family Attached Housing
Land Use Code: 215
Land Use Subcategory: All Sites
Setting/Location General Urban/Suburban
Variable: Dwelling Units
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: 200

AM PEAK HOUR

Trip Rate: 0.48

	Enter	Exit	Total
Directional Split	25%	75%	
Trip Ends	24	72	96

PM PEAK HOUR

Trip Rate: 0.57

	Enter	Exit	Total
Directional Split	59%	41%	
Trip Ends	67	47	114

WEEKDAY

Trip Rate: 7.2

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	720	720	1,440

SATURDAY

Trip Rate: 8.76

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	876	876	1,752

Source: Trip Generation Manual, 11th Edition

TRIP GENERATION CALCULATIONS

Land Use: Multifamily Housing (Low-Rise)
Land Use Code: 220
Land Use Subcategory: Not Close to Rail Transit
Setting/Location General Urban/Suburban
Variable: Dwelling Units
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: 214

AM PEAK HOUR

Trip Rate: 0.4

	Enter	Exit	Total
Directional Split	24%	76%	
Trip Ends	21	65	86

PM PEAK HOUR

Trip Rate: 0.51

	Enter	Exit	Total
Directional Split	63%	37%	
Trip Ends	69	40	109

WEEKDAY

Trip Rate: 6.74

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	721	721	1,442

SATURDAY

Trip Rate: 4.55

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	487	487	974

Caution: Small Sample Size

Source: Trip Generation Manual, 11th Edition

Existing Zoning

Zone	Gross Acres	Net Acres	Assumed FAR	Bldg SF	MFDensity	DwellingUnits	SFADensity	DwellingUnits	Assumed Use
M-2	15.1	12.08	30%	***157,861***					General Light Industrial
C-3	2.49	1.99	25%	***21,671***					Strip Retail Plaza
R-4 MHDR	2.06	1.96			30	***59***			Low Rise
R-1	1.79	1.43					4 DU per	***28***	SF Attached
Flood Plain	4.63						9,000 SF		
	26.07						Lot		

Development Summary:

General Light Industrial	157,861	square feet
Strip Retail Plaza	21,671	square feet
Multi-Family Low Rise	59	dwelling units
Single-Family Attached	28	dwelling units

Proposed Zoning

Zone	Gross Acres	Net Acres	Assumed FAR	Bldg SF	MFDensity	DwellingUnits	SFADensity	DwellingUnits	Assumed Use
M-2	0								General Light Industrial
C-3	3.62	2.9	25%	***31,581***					Strip Retail Plaza
R-4 MHDR	17.83	14.26			30	***214***	28	***200***	Low Rise & SF Attached
R-1	0								
Flood Plain	4.63								
	26.08								

Development Summary:

Strip Retail Plaza	31,581	square feet
Multi-Family Low Rise	214	dwelling units
Single-Family Attached	200	dwelling units

Appendix C

Traffic Counts

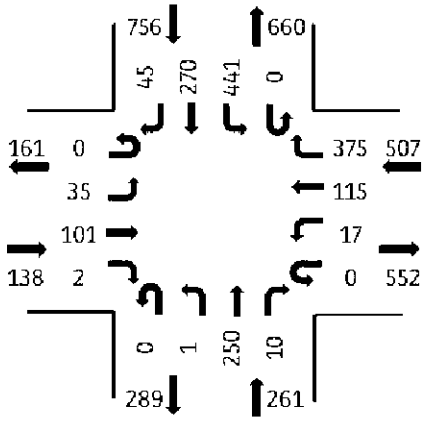
Seasonal Adjustment Factor

Travel Demand Model

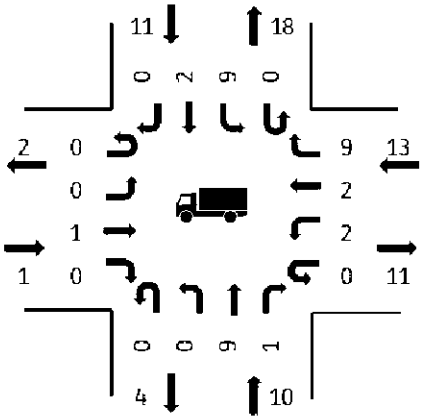
Growth Rates

Location: NE Johnson St & NE 3rd St
Date: 2025-01-30
Peak Hour Start: 04:15 PM
Peak 15 Minute Start: 05:00 PM
Peak Hour Factor: 0.94

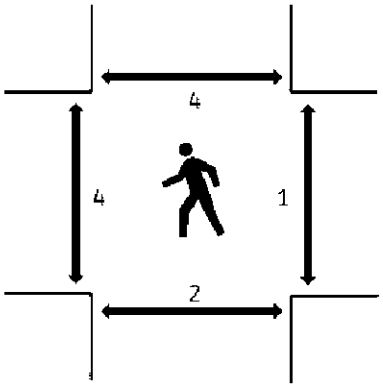
Motorized Vehicles



Heavy Vehicles



Pedestrians



(peak hour)

All Vehicle Volumes

Time	NB (NE Johnson St)					SB (NE Johnson St)					EB (NE 3rd St)					WB (NE 3rd St)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	26	2	0	0	30	22	4	0	0	2	8	0	0	0	2	10	34	0	0		
04:05:00 PM	0	22	0	0	0	51	22	6	0	0	1	4	0	0	0	3	9	41	0	0		
04:10:00 PM	0	25	0	0	0	32	25	3	0	0	2	3	0	0	0	0	8	38	0	0	435	
04:15:00 PM	0	26	0	0	0	35	22	3	0	0	2	12	0	0	0	1	14	38	0	0	448	
04:20:00 PM	0	22	0	0	0	28	26	5	0	0	4	6	0	0	0	1	11	31	0	0	423	
04:25:00 PM	0	17	0	0	0	41	20	4	0	0	2	6	0	0	0	1	7	38	0	0	423	
04:30:00 PM	0	18	1	0	0	23	22	5	0	0	4	2	0	0	0	3	8	29	0	0	385	
04:35:00 PM	0	23	2	0	0	39	22	5	0	0	3	11	0	0	0	1	11	34	0	0	402	
04:40:00 PM	0	21	2	0	0	33	31	5	0	0	2	5	0	0	0	0	9	26	0	0	400	
04:45:00 PM	0	16	0	0	0	40	19	0	0	0	3	12	0	0	0	3	5	25	0	0	408	
04:50:00 PM	0	16	1	0	0	35	21	2	0	0	2	8	0	0	0	4	12	34	0	0	392	
04:55:00 PM	1	28	2	0	0	39	20	6	0	0	4	6	0	0	0	0	11	23	0	0	398	1656
05:00:00 PM	0	25	0	0	0	32	23	3	0	0	2	6	0	0	0	2	8	33	0	0	409	1650
05:05:00 PM	0	19	0	0	0	43	23	2	0	0	3	23	0	0	0	0	14	37	0	0	438	1655
05:10:00 PM	0	19	2	0	0	53	21	5	0	0	4	4	2	0	0	1	5	27	0	0	441	1662
05:15:00 PM	0	18	3	0	0	36	23	6	0	0	1	4	0	0	0	3	6	25	0	0	432	1634
05:20:00 PM	0	11	1	0	0	29	27	3	0	0	2	7	0	0	0	1	7	37	0	0	393	1625
05:25:00 PM	0	9	0	0	0	44	20	6	0	0	2	2	0	0	0	0	9	30	0	0	372	1611
05:30:00 PM	0	15	5	0	0	32	23	2	0	0	2	6	0	0	0	0	7	20	0	0	359	1608
05:35:00 PM	0	13	0	0	0	35	26	9	0	0	2	4	0	0	0	1	7	32	0	0	363	1586
05:40:00 PM	0	14	2	0	0	28	22	3	0	0	2	4	0	0	0	4	8	24	0	0	352	1563
05:45:00 PM	0	9	2	0	0	30	19	2	0	0	3	9	0	0	0	1	8	27	0	0	350	1550
05:50:00 PM	0	15	3	0	0	15	14	5	0	0	3	4	0	0	0	0	7	23	0	0	310	1504
05:55:00 PM	0	7	0	0	0	13	10	3	0	0	1	3	0	0	0	1	5	9	0	0	251	1416

Car Volumes

Time	NB (NE Johnson St)					SB (NE Johnson St)					EB (NE 3rd St)					WB (NE 3rd St)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	23	2	0	0	29	22	4	0	0	2	8	0	0	0	2	9	32	0	0		
04:05:00 PM	0	22	0	0	0	51	22	6	0	0	1	4	0	0	0	3	9	37	0	0		
04:10:00 PM	0	23	0	0	0	32	25	3	0	0	2	3	0	0	0	0	8	36	0	0	420	
04:15:00 PM	0	23	0	0	0	35	22	3	0	0	2	11	0	0	0	1	14	36	0	0	434	
04:20:00 PM	0	21	0	0	0	28	25	5	0	0	4	6	0	0	0	1	10	29	0	0	408	
04:25:00 PM	0	16	0	0	0	38	20	4	0	0	2	6	0	0	0	1	7	38	0	0	408	
04:30:00 PM	0	18	0	0	0	23	22	5	0	0	4	2	0	0	0	3	8	28	0	0	374	
04:35:00 PM	0	23	2	0	0	37	22	5	0	0	3	11	0	0	0	1	11	33	0	0	393	
04:40:00 PM	0	20	2	0	0	33	31	5	0	0	2	5	0	0	0	0	9	25	0	0	393	
04:45:00 PM	0	16	0	0	0	40	19	0	0	0	3	12	0	0	0	3	5	24	0	0	402	
04:50:00 PM	0	15	1	0	0	35	21	2	0	0	2	8	0	0	0	2	11	33	0	0	384	
04:55:00 PM	1	27	2	0	0	39	20	6	0	0	4	6	0	0	0	0	11	23	0	0	391	1612
05:00:00 PM	0	25	0	0	0	30	23	3	0	0	2	6	0	0	0	2	8	33	0	0	401	1611
05:05:00 PM	0	19	0	0	0	41	22	2	0	0	3	23	0	0	0	0	14	37	0	0	432	1617
05:10:00 PM	0	18	2	0	0	53	21	5	0	0	4	4	2	0	0	1	5	27	0	0	435	1627
05:15:00 PM	0	17	3	0	0	36	23	6	0	0	1	3	0	0	0	3	5	25	0	0	425	1602
05:20:00 PM	0	11	1	0	0	29	27	3	0	0	2	7	0	0	0	1	7	37	0	0	389	1598
05:25:00 PM	0	9	0	0	0	43	19	6	0	0	2	2	0	0	0	0	9	29	0	0	366	1585
05:30:00 PM	0	15	3	0	0	32	23	2	0	0	2	6	0	0	0	0	7	18	0	0	352	1580
05:35:00 PM	0	13	0	0	0	35	26	9	0	0	2	4	0	0	0	1	7	32	0	0	356	1561
05:40:00 PM	0	12	2	0	0	28	22	3	0	0	2	4	0	0	0	3	8	24	0	0	345	1537
05:45:00 PM	0	9	2	0	0	29	19	2	0	0	3	9	0	0	0	1	8	27	0	0	346	1524
05:50:00 PM	0	15	3	0	0	15	14	5	0	0	3	4	0	0	0	0	7	23	0	0	306	1483
05:55:00 PM	0	7	0	0	0	12	10	3	0	0	1	3	0	0	0	1	5	9	0	0	249	1395

Truck Volumes

Time	NB (NE Johnson St)					SB (NE Johnson St)					EB (NE 3rd St)					WB (NE 3rd St)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2	0	0		
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0		
04:10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	15	
04:15:00 PM	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	14	
04:20:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2	0	0	15	
04:25:00 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	
04:30:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	11	
04:35:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	9	
04:40:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	7	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	6	
04:50:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	8	
04:55:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	44
05:00:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	39
05:05:00 PM	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	38
05:10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	35
05:15:00 PM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	7	32
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	27
05:25:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	6	26
05:30:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	7	28
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	25
05:40:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	7	26
05:45:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	26
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	21
05:55:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	21

Bike Volumes

Time	NB (NE Johnson St)					SB (NE Johnson St)					EB (NE 3rd St)					WB (NE 3rd St)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:30:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
04:35:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

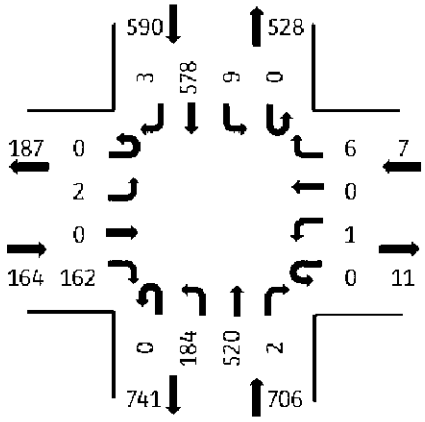
Pedestrian Volumes

Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
04:00:00 PM	0	1	0	0		
04:05:00 PM	0	0	0	0		
04:10:00 PM	0	0	0	0	1	
04:15:00 PM	1	0	0	1	2	
04:20:00 PM	0	0	0	0	2	
04:25:00 PM	1	0	0	1	4	
04:30:00 PM	1	0	0	0	3	
04:35:00 PM	0	0	0	1	4	
04:40:00 PM	0	2	0	0	4	
04:45:00 PM	0	0	0	0	3	
04:50:00 PM	0	0	0	0	2	
04:55:00 PM	0	0	1	0	1	10
05:00:00 PM	0	0	0	0	1	9
05:05:00 PM	0	0	0	1	2	10
05:10:00 PM	1	0	0	0	2	11
05:15:00 PM	1	0	0	0	3	10
05:20:00 PM	0	0	0	0	2	10
05:25:00 PM	1	0	0	1	3	10
05:30:00 PM	0	0	0	0	2	9
05:35:00 PM	0	1	0	1	4	10
05:40:00 PM	0	0	0	0	2	8
05:45:00 PM	1	0	0	0	3	9
05:50:00 PM	0	0	0	0	1	9
05:55:00 PM	0	0	0	0	1	8

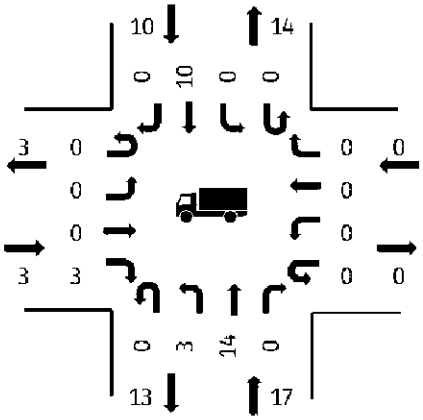
RallyTraffic

Location: NE Three Mile Lane & SE 1st St
Date: 2025-01-30
Peak Hour Start: 04:15 PM
Peak 15 Minute Start: 05:00 PM
Peak Hour Factor: 0.93

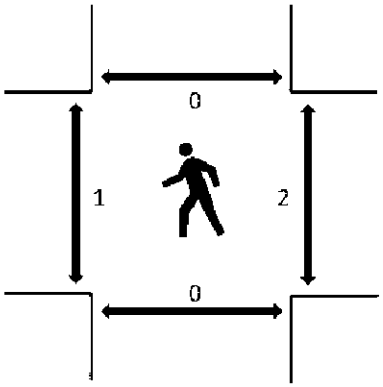
Motorized Vehicles



Heavy Vehicles



Pedestrians



(peak hour)

All Vehicle Volumes

Time	NB (NE Three Mile Lane)					SB (NE Three Mile Lane)					EB (SE 1st St)					WB (SE 1st St)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	14	45	0	0	0	0	56	2	0	0	1	0	18	0	0	0	0	0	0	0		
04:05:00 PM	16	59	0	0	0	1	54	2	0	0	0	0	14	0	0	0	0	0	0	0		
04:10:00 PM	17	44	0	0	0	2	32	0	0	0	0	0	12	0	0	0	1	1	0	0	391	
04:15:00 PM	22	47	0	0	0	2	49	1	0	0	0	0	18	0	0	0	0	1	0	0	395	
04:20:00 PM	15	40	0	0	0	0	38	0	0	0	1	0	17	0	0	1	0	1	0	0	362	
04:25:00 PM	16	52	0	0	0	0	44	0	0	0	0	0	14	0	0	0	0	0	0	0	379	
04:30:00 PM	16	36	0	0	0	1	39	0	0	0	0	0	11	0	0	0	0	0	0	0	342	
04:35:00 PM	12	49	0	0	0	1	54	1	0	0	0	0	19	0	0	0	0	1	0	0	366	
04:40:00 PM	6	36	0	0	0	0	41	0	0	0	0	0	15	0	0	0	0	0	0	0	338	
04:45:00 PM	15	41	1	0	0	1	51	0	0	0	0	0	8	0	0	0	0	1	0	0	353	
04:50:00 PM	23	44	0	0	0	0	49	0	0	0	0	0	6	0	0	0	0	1	0	0	339	
04:55:00 PM	16	47	1	0	0	2	42	0	0	0	1	0	6	0	0	0	0	0	0	0	356	1464
05:00:00 PM	9	45	0	0	0	1	46	0	0	0	0	0	12	0	0	0	0	1	0	0	352	1442
05:05:00 PM	12	49	0	0	0	1	65	0	0	0	0	0	17	0	0	0	0	0	0	0	373	1440
05:10:00 PM	22	34	0	0	0	0	60	1	0	0	0	0	19	0	0	0	0	0	0	0	394	1467
05:15:00 PM	28	33	1	0	0	1	53	0	0	0	0	0	17	0	0	0	0	0	0	0	413	1460
05:20:00 PM	13	43	0	0	0	0	45	0	0	0	0	0	12	0	0	1	0	1	0	0	384	1462
05:25:00 PM	22	37	0	0	0	2	43	0	0	0	0	0	9	0	0	0	0	1	0	0	362	1450
05:30:00 PM	8	38	0	0	0	0	46	0	0	0	1	0	6	0	0	0	0	0	0	0	328	1446
05:35:00 PM	17	35	0	0	0	4	43	0	0	0	0	0	17	0	0	0	0	2	0	0	331	1427
05:40:00 PM	15	32	0	0	0	0	40	1	0	0	0	0	10	0	0	0	0	0	0	0	315	1427
05:45:00 PM	13	42	0	0	0	2	43	0	0	0	0	0	11	0	0	0	0	0	0	0	327	1420
05:50:00 PM	11	25	0	0	0	0	26	0	0	0	1	0	13	0	0	0	0	0	0	0	285	1373
05:55:00 PM	4	28	1	0	0	0	24	0	0	0	0	0	6	0	0	1	0	0	0	0	251	1322

Car Volumes

Time	NB (NE Three Mile Lane)					SB (NE Three Mile Lane)					EB (SE 1st St)					WB (SE 1st St)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	14	42	0	0	0	0	56	2	0	0	1	0	17	0	0	0	0	0	0	0		
04:05:00 PM	16	55	0	0	0	1	54	2	0	0	0	0	14	0	0	0	0	0	0	0		
04:10:00 PM	17	42	0	0	0	2	32	0	0	0	0	0	12	0	0	0	1	1	0	0	381	
04:15:00 PM	22	43	0	0	0	2	48	1	0	0	0	0	18	0	0	0	0	1	0	0	384	
04:20:00 PM	15	38	0	0	0	0	38	0	0	0	1	0	17	0	0	1	0	1	0	0	353	
04:25:00 PM	15	52	0	0	0	0	42	0	0	0	0	0	14	0	0	0	0	0	0	0	369	
04:30:00 PM	15	35	0	0	0	1	38	0	0	0	0	0	11	0	0	0	0	0	0	0	334	
04:35:00 PM	12	48	0	0	0	1	52	1	0	0	0	0	18	0	0	0	0	1	0	0	356	
04:40:00 PM	6	35	0	0	0	0	41	0	0	0	0	0	13	0	0	0	0	0	0	0	328	
04:45:00 PM	15	39	1	0	0	1	51	0	0	0	0	0	8	0	0	0	0	1	0	0	344	
04:50:00 PM	22	42	0	0	0	0	49	0	0	0	0	0	6	0	0	0	0	1	0	0	331	
04:55:00 PM	16	47	1	0	0	2	42	0	0	0	1	0	6	0	0	0	0	0	0	0	351	1429
05:00:00 PM	9	45	0	0	0	1	44	0	0	0	0	0	12	0	0	0	0	1	0	0	347	1409
05:05:00 PM	12	48	0	0	0	1	63	0	0	0	0	0	17	0	0	0	0	0	0	0	368	1408
05:10:00 PM	22	34	0	0	0	0	60	1	0	0	0	0	19	0	0	0	0	0	0	0	389	1437
05:15:00 PM	27	32	1	0	0	1	52	0	0	0	0	0	17	0	0	0	0	0	0	0	407	1432
05:20:00 PM	13	43	0	0	0	0	45	0	0	0	0	0	12	0	0	1	0	1	0	0	381	1436
05:25:00 PM	20	36	0	0	0	2	43	0	0	0	0	0	9	0	0	0	0	1	0	0	356	1424
05:30:00 PM	7	36	0	0	0	0	44	0	0	0	1	0	6	0	0	0	0	0	0	0	320	1418
05:35:00 PM	17	35	0	0	0	4	43	0	0	0	0	0	17	0	0	0	0	2	0	0	323	1403
05:40:00 PM	15	31	0	0	0	0	40	1	0	0	0	0	10	0	0	0	0	0	0	0	309	1405
05:45:00 PM	12	42	0	0	0	2	42	0	0	0	0	0	11	0	0	0	0	0	0	0	324	1398
05:50:00 PM	11	25	0	0	0	0	26	0	0	0	1	0	13	0	0	0	0	0	0	0	282	1354
05:55:00 PM	4	27	1	0	0	0	23	0	0	0	0	0	6	0	0	1	0	0	0	0	247	1301

Truck Volumes

Time	NB (NE Three Mile Lane)					SB (NE Three Mile Lane)					EB (SE 1st St)					WB (SE 1st St)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0		
04:05:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
04:15:00 PM	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11	
04:20:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
04:25:00 PM	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
04:30:00 PM	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
04:35:00 PM	0	1	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	10	
04:40:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	10	
04:45:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
04:50:00 PM	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	35
05:00:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5	33
05:05:00 PM	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5	32
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	30
05:15:00 PM	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	28
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	26
05:25:00 PM	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	26
05:30:00 PM	1	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8	28
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	24
05:40:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	22
05:45:00 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	22
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	19
05:55:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	21

Bike Volumes

Time	NB (NE Three Mile Lane)					SB (NE Three Mile Lane)					EB (SE 1st St)					WB (SE 1st St)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

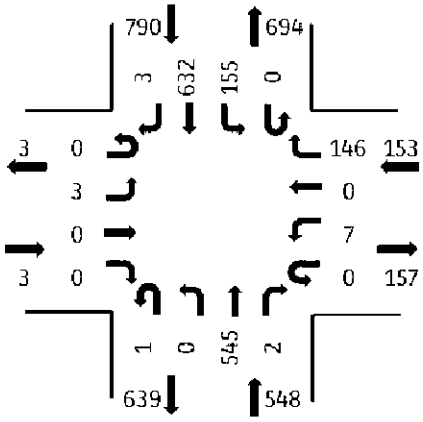
Pedestrian Volumes

Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
04:00:00 PM	0	0	0	0		
04:05:00 PM	0	0	0	0		
04:10:00 PM	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	
04:25:00 PM	0	0	1	0	1	
04:30:00 PM	0	0	0	0	1	
04:35:00 PM	0	0	1	0	2	
04:40:00 PM	0	0	0	1	2	
04:45:00 PM	0	0	0	0	2	
04:50:00 PM	0	0	0	0	1	
04:55:00 PM	0	0	0	0	0	3
05:00:00 PM	0	0	0	0	0	3
05:05:00 PM	0	0	0	0	0	3
05:10:00 PM	0	0	0	0	0	3
05:15:00 PM	0	0	1	0	1	4
05:20:00 PM	0	0	0	0	1	4
05:25:00 PM	0	0	0	0	1	3
05:30:00 PM	0	0	0	0	0	3
05:35:00 PM	0	0	1	0	1	3
05:40:00 PM	0	0	0	0	1	2
05:45:00 PM	0	0	0	0	1	2
05:50:00 PM	0	0	0	0	0	2
05:55:00 PM	0	0	0	0	0	2

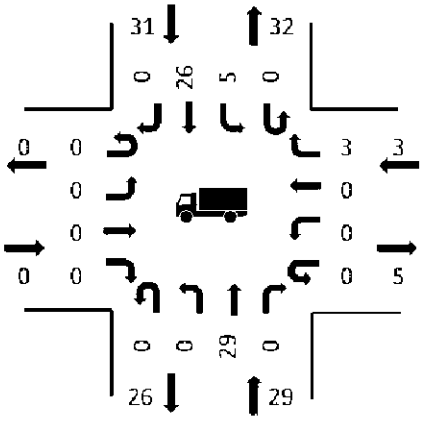
RallyTraffic

Location: SE 3 Mile Lane & NE Cumulus Ave
Date: 2025-01-30
Peak Hour Start: 03:25 PM
Peak 15 Minute Start: 04:00 PM
Peak Hour Factor: 0.93

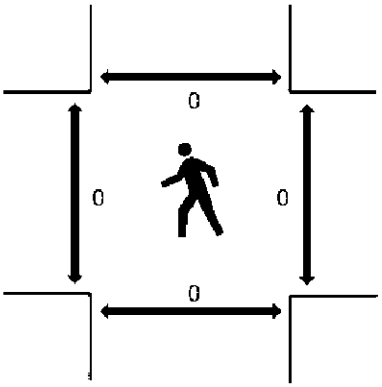
Motorized Vehicles



Heavy Vehicles



Pedestrians



(peak hour)

All Vehicle Volumes

Time	NB (SE 3 Mile Lane)					SB (SE 3 Mile Lane)					EB (NE Cumulus Ave)					WB (NE Cumulus Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
03:00:00 PM	0	34	0	0	0	16	42	1	0	0	1	0	0	0	0	3	0	7	0	0		
03:05:00 PM	0	50	1	0	0	10	43	0	0	0	0	0	0	0	0	0	0	17	0	0		
03:10:00 PM	0	40	1	0	0	7	45	0	0	0	0	0	0	0	0	2	0	8	0	0	328	
03:15:00 PM	0	46	0	0	0	11	41	1	0	0	0	0	0	0	0	2	0	7	0	0	332	
03:20:00 PM	0	38	0	1	0	13	34	0	0	0	0	0	0	0	0	2	0	9	0	0	308	
03:25:00 PM	0	37	0	1	0	19	52	0	0	0	0	0	0	0	0	0	0	14	0	0	328	
03:30:00 PM	0	40	1	0	0	11	60	0	0	0	1	0	0	0	0	0	0	12	0	0	345	
03:35:00 PM	0	49	0	0	0	17	63	1	0	0	0	0	0	0	0	0	0	12	0	0	390	
03:40:00 PM	0	33	0	0	0	15	47	0	0	0	0	0	0	0	0	2	0	6	0	0	370	
03:45:00 PM	0	40	0	0	0	14	59	0	0	0	0	0	0	0	0	1	0	10	0	0	369	
03:50:00 PM	0	51	0	0	0	13	51	0	0	0	0	0	0	0	0	0	0	8	0	0	350	
03:55:00 PM	0	44	0	0	0	7	43	0	0	0	1	0	0	0	0	0	0	14	0	0	356	1382
04:00:00 PM	0	51	1	0	0	10	64	1	0	0	0	0	0	0	0	2	0	17	0	0	378	1424
04:05:00 PM	0	44	0	0	0	11	54	0	0	0	0	0	0	0	0	1	0	17	0	0	382	1430
04:10:00 PM	0	64	0	0	0	11	45	1	0	0	0	0	0	0	0	0	0	8	0	0	402	1456
04:15:00 PM	0	44	0	0	0	16	49	0	0	0	0	0	0	0	0	1	0	11	0	0	377	1469
04:20:00 PM	0	48	0	0	0	11	45	0	0	0	1	0	0	0	0	0	0	17	0	0	372	1494
04:25:00 PM	0	41	0	0	0	12	40	0	0	0	0	0	0	0	0	0	0	16	0	0	352	1480
04:30:00 PM	0	37	0	0	0	9	53	0	0	0	0	0	0	0	0	1	0	16	0	0	347	1471
04:35:00 PM	0	37	0	0	0	6	54	0	0	0	0	0	0	0	0	3	0	6	0	0	331	1435
04:40:00 PM	0	40	0	0	0	11	44	1	0	0	0	0	0	0	0	0	0	20	0	0	338	1448
04:45:00 PM	0	49	0	0	0	6	61	0	0	0	0	0	0	0	0	2	0	18	0	0	358	1460
04:50:00 PM	0	49	0	0	0	7	41	0	0	0	0	0	0	0	0	1	0	10	0	0	360	1445
04:55:00 PM	0	37	1	0	0	6	53	0	0	0	0	0	0	0	0	0	0	14	0	0	355	1447
05:00:00 PM	1	42	0	0	0	10	58	0	0	0	1	0	0	0	0	0	0	24	0	0	355	1437
05:05:00 PM	0	34	0	0	0	10	78	1	0	0	0	0	0	0	0	0	0	16	0	0	386	1449
05:10:00 PM	0	50	0	0	0	7	62	0	0	0	0	0	0	0	0	0	0	14	0	0	408	1453
05:15:00 PM	1	34	0	0	0	13	54	0	0	0	0	0	0	0	0	3	0	20	0	0	397	1457
05:20:00 PM	0	48	0	0	0	4	56	0	0	0	0	0	0	0	0	3	0	13	0	0	382	1459
05:25:00 PM	0	25	0	0	0	7	41	0	0	0	0	0	0	0	0	0	0	11	0	0	333	1434
05:30:00 PM	0	47	0	0	0	9	60	0	0	0	1	0	0	0	0	1	0	13	0	0	339	1449
05:35:00 PM	0	38	0	0	0	7	43	0	0	0	0	0	0	0	0	2	0	11	0	0	316	1444
05:40:00 PM	0	45	0	0	0	13	43	1	0	0	0	0	0	0	0	0	0	7	0	0	341	1437
05:45:00 PM	0	38	0	0	0	7	36	0	0	0	0	0	0	0	0	1	0	3	0	0	295	1386
05:50:00 PM	0	34	0	0	0	9	36	0	0	0	0	0	0	0	0	0	0	11	0	0	284	1368
05:55:00 PM	0	29	0	0	0	5	26	0	0	0	0	0	0	0	0	0	0	8	0	0	243	1325

Car Volumes

Time	NB (SE 3 Mile Lane)					SB (SE 3 Mile Lane)					EB (NE Cumulus Ave)					WB (NE Cumulus Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
03:00:00 PM	0	33	0	0	0	15	40	1	0	0	1	0	0	0	0	3	0	7	0	0		
03:05:00 PM	0	49	1	0	0	10	42	0	0	0	0	0	0	0	0	0	0	17	0	0		
03:10:00 PM	0	39	1	0	0	7	43	0	0	0	0	0	0	0	0	2	0	7	0	0	318	
03:15:00 PM	0	45	0	0	0	11	40	1	0	0	0	0	0	0	0	2	0	7	0	0	324	
03:20:00 PM	0	37	0	1	0	12	31	0	0	0	0	0	0	0	0	2	0	9	0	0	297	
03:25:00 PM	0	34	0	1	0	18	45	0	0	0	0	0	0	0	0	0	0	13	0	0	309	
03:30:00 PM	0	40	1	0	0	11	58	0	0	0	1	0	0	0	0	0	0	12	0	0	326	
03:35:00 PM	0	46	0	0	0	14	62	1	0	0	0	0	0	0	0	0	0	11	0	0	368	
03:40:00 PM	0	32	0	0	0	15	44	0	0	0	0	0	0	0	0	2	0	6	0	0	356	
03:45:00 PM	0	36	0	0	0	14	55	0	0	0	0	0	0	0	0	1	0	10	0	0	349	
03:50:00 PM	0	49	0	0	0	13	48	0	0	0	0	0	0	0	0	0	0	8	0	0	333	
03:55:00 PM	0	41	0	0	0	7	42	0	0	0	1	0	0	0	0	0	0	14	0	0	339	1322
04:00:00 PM	0	47	1	0	0	10	62	1	0	0	0	0	0	0	0	2	0	17	0	0	363	1362
04:05:00 PM	0	42	0	0	0	11	54	0	0	0	0	0	0	0	0	1	0	17	0	0	370	1368
04:10:00 PM	0	60	0	0	0	11	44	1	0	0	0	0	0	0	0	0	0	8	0	0	389	1393
04:15:00 PM	0	41	0	0	0	16	48	0	0	0	0	0	0	0	0	1	0	11	0	0	366	1404
04:20:00 PM	0	48	0	0	0	10	44	0	0	0	1	0	0	0	0	0	0	16	0	0	360	1431
04:25:00 PM	0	40	0	0	0	11	40	0	0	0	0	0	0	0	0	0	0	15	0	0	342	1426
04:30:00 PM	0	36	0	0	0	9	50	0	0	0	0	0	0	0	0	1	0	16	0	0	337	1415
04:35:00 PM	0	36	0	0	0	6	51	0	0	0	0	0	0	0	0	3	0	6	0	0	320	1383
04:40:00 PM	0	38	0	0	0	11	43	1	0	0	0	0	0	0	0	0	0	20	0	0	327	1397
04:45:00 PM	0	46	0	0	0	6	61	0	0	0	0	0	0	0	0	2	0	18	0	0	348	1414
04:50:00 PM	0	49	0	0	0	7	41	0	0	0	0	0	0	0	0	1	0	10	0	0	354	1404
04:55:00 PM	0	36	1	0	0	6	52	0	0	0	0	0	0	0	0	0	0	14	0	0	350	1408
05:00:00 PM	1	41	0	0	0	8	57	0	0	0	1	0	0	0	0	0	0	24	0	0	349	1400
05:05:00 PM	0	34	0	0	0	10	78	1	0	0	0	0	0	0	0	0	0	16	0	0	380	1414
05:10:00 PM	0	49	0	0	0	7	61	0	0	0	0	0	0	0	0	0	0	13	0	0	401	1420
05:15:00 PM	1	34	0	0	0	13	54	0	0	0	0	0	0	0	0	3	0	20	0	0	394	1428
05:20:00 PM	0	46	0	0	0	4	56	0	0	0	0	0	0	0	0	3	0	13	0	0	377	1431
05:25:00 PM	0	22	0	0	0	7	40	0	0	0	0	0	0	0	0	0	0	10	0	0	326	1404
05:30:00 PM	0	47	0	0	0	9	59	0	0	0	1	0	0	0	0	1	0	13	0	0	331	1422
05:35:00 PM	0	37	0	0	0	7	42	0	0	0	0	0	0	0	0	1	0	11	0	0	307	1418
05:40:00 PM	0	44	0	0	0	13	43	1	0	0	0	0	0	0	0	0	0	7	0	0	336	1413
05:45:00 PM	0	38	0	0	0	7	35	0	0	0	0	0	0	0	0	1	0	3	0	0	290	1364
05:50:00 PM	0	34	0	0	0	9	36	0	0	0	0	0	0	0	0	0	0	11	0	0	282	1346
05:55:00 PM	0	29	0	0	0	4	25	0	0	0	0	0	0	0	0	0	0	8	0	0	240	1303

Truck Volumes

Time	NB (SE 3 Mile Lane)					SB (SE 3 Mile Lane)					EB (NE Cumulus Ave)					WB (NE Cumulus Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
03:00:00 PM	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:05:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:10:00 PM	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	10	
03:15:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
03:20:00 PM	0	1	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11	
03:25:00 PM	0	3	0	0	0	1	7	0	0	0	0	0	0	0	0	0	0	1	0	0	19	
03:30:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19	
03:35:00 PM	0	3	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	1	0	0	22	
03:40:00 PM	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	14	
03:45:00 PM	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	20	
03:50:00 PM	0	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	17	
03:55:00 PM	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17	60
04:00:00 PM	0	4	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15	62
04:05:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	62
04:10:00 PM	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13	63
04:15:00 PM	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11	65
04:20:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	12	63
04:25:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	10	54
04:30:00 PM	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10	56
04:35:00 PM	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11	52
04:40:00 PM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11	51
04:45:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	46
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	41
04:55:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	39
05:00:00 PM	0	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	37
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	35
05:10:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	7	33
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	29
05:20:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	28
05:25:00 PM	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	7	30
05:30:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8	27
05:35:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	9	26
05:40:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	24
05:45:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	22
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	22
05:55:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	22

Bike Volumes

Time	NB (SE 3 Mile Lane)					SB (SE 3 Mile Lane)					EB (NE Cumulus Ave)					WB (NE Cumulus Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
03:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
03:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
03:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
03:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

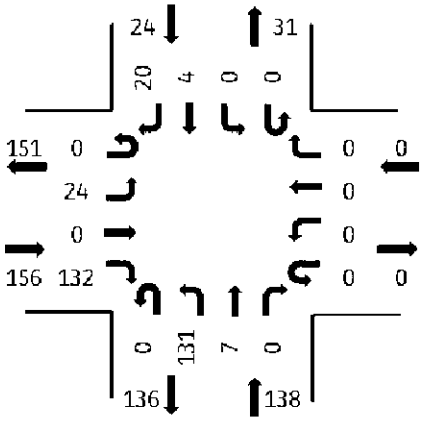
Pedestrian Volumes

Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
03:00:00 PM	0	0	0	0		
03:05:00 PM	0	0	0	0		
03:10:00 PM	0	0	0	0	0	
03:15:00 PM	0	0	0	0	0	
03:20:00 PM	0	0	0	0	0	
03:25:00 PM	0	0	0	0	0	
03:30:00 PM	0	0	0	0	0	
03:35:00 PM	0	0	0	0	0	
03:40:00 PM	0	0	0	0	0	
03:45:00 PM	0	0	0	0	0	
03:50:00 PM	0	0	0	0	0	
03:55:00 PM	0	0	0	0	0	0
04:00:00 PM	0	0	0	0	0	0
04:05:00 PM	0	0	0	0	0	0
04:10:00 PM	0	0	0	0	0	0
04:15:00 PM	0	0	0	0	0	0
04:20:00 PM	0	0	0	0	0	0
04:25:00 PM	0	0	0	0	0	0
04:30:00 PM	0	0	0	0	0	0
04:35:00 PM	0	0	0	0	0	0
04:40:00 PM	0	0	0	0	0	0
04:45:00 PM	0	0	0	0	0	0
04:50:00 PM	0	0	0	0	0	0
04:55:00 PM	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0
05:55:00 PM	1	0	0	0	1	1

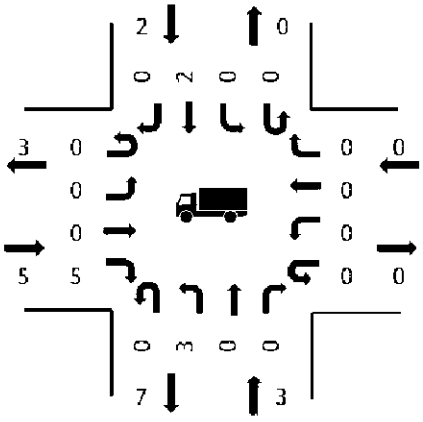
RallyTraffic

Location: NE Pacific St & NE Cumulus Ave
Date: 2025-01-30
Peak Hour Start: 03:25 PM
Peak 15 Minute Start: 03:25 PM
Peak Hour Factor: 0.9

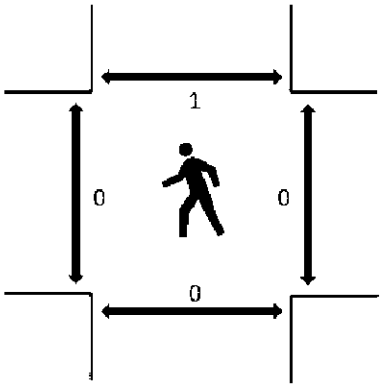
Motorized Vehicles



Heavy Vehicles



Pedestrians



(peak hour)

All Vehicle Volumes

Time	NB (NE Pacific St)					SB (NE Pacific St)					EB (NE Cumulus Ave)					WB (NE Cumulus Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
03:00:00 PM	8	0	0	0	0	0	0	1	0	0	3	0	13	0	0	0	0	0	0	0		
03:05:00 PM	14	0	0	0	0	0	0	3	0	0	0	0	10	0	0	0	0	0	0	0		
03:10:00 PM	8	0	0	0	0	0	0	2	0	0	0	0	8	0	0	0	0	0	0	0	70	
03:15:00 PM	8	0	0	0	0	0	0	1	0	0	1	0	11	0	0	0	0	0	0	0	66	
03:20:00 PM	11	0	0	0	0	0	0	0	0	0	1	0	11	0	0	0	0	0	0	0	62	
03:25:00 PM	12	0	0	0	0	0	0	1	0	0	2	0	18	0	0	0	0	0	0	0	77	
03:30:00 PM	11	1	0	0	0	0	0	1	0	0	6	0	5	0	0	0	0	0	0	0	80	
03:35:00 PM	10	0	0	0	0	0	0	4	0	0	1	0	16	0	0	0	0	0	0	0	88	
03:40:00 PM	5	0	0	0	0	0	1	1	0	0	3	0	12	0	0	0	0	0	0	0	77	
03:45:00 PM	11	0	0	0	0	0	0	0	0	0	2	0	12	0	0	0	0	0	0	0	78	
03:50:00 PM	8	0	0	0	0	0	0	0	0	0	2	0	11	0	0	0	0	0	0	0	68	
03:55:00 PM	12	1	0	0	0	0	0	2	0	0	0	0	7	0	0	0	0	0	0	0	68	292
04:00:00 PM	16	0	0	0	0	0	1	4	0	0	1	0	10	0	0	0	0	0	0	0	75	299
04:05:00 PM	15	1	0	0	0	0	1	2	0	0	2	0	9	0	0	0	0	0	0	0	84	302
04:10:00 PM	8	2	0	0	0	0	0	2	0	0	1	0	10	0	0	0	0	0	0	0	85	307
04:15:00 PM	10	1	0	0	0	0	1	1	0	0	3	0	12	0	0	0	0	0	0	0	81	314
04:20:00 PM	13	1	0	0	0	0	0	2	0	0	1	0	10	0	0	0	0	0	0	0	78	318
04:25:00 PM	15	0	0	0	0	0	0	1	0	0	1	0	11	0	0	0	0	0	0	0	83	313
04:30:00 PM	17	0	0	0	0	0	0	1	0	0	3	0	6	0	0	0	0	0	0	0	82	316
04:35:00 PM	8	2	0	0	0	0	0	2	0	0	2	0	4	0	0	0	0	0	0	0	73	303
04:40:00 PM	17	0	0	0	0	0	0	1	0	0	4	0	7	0	0	0	0	0	0	0	74	310
04:45:00 PM	18	0	0	0	0	0	0	2	0	0	0	0	6	0	0	0	0	0	0	0	73	311
04:50:00 PM	9	0	0	0	0	0	0	3	0	0	3	0	3	0	0	0	0	0	0	0	73	308
04:55:00 PM	16	1	0	0	0	0	0	2	0	0	2	0	6	0	0	0	0	0	0	0	71	313
05:00:00 PM	18	0	0	0	0	0	0	2	0	0	2	0	8	0	0	0	0	0	0	0	75	311
05:05:00 PM	16	1	0	0	0	0	0	2	0	0	4	0	6	0	0	0	0	0	0	0	86	310
05:10:00 PM	13	0	0	0	0	0	0	1	0	0	2	0	4	0	0	0	0	0	0	0	79	307
05:15:00 PM	21	0	0	0	0	0	0	2	0	0	3	0	11	0	0	0	0	0	0	0	86	316
05:20:00 PM	15	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	77	309
05:25:00 PM	12	0	0	0	0	0	0	1	0	0	1	0	6	0	0	0	0	0	0	0	77	301
05:30:00 PM	14	0	0	0	0	0	0	0	0	0	2	0	7	0	0	0	0	0	0	0	63	297
05:35:00 PM	10	0	0	0	0	0	0	1	0	0	0	0	7	0	0	0	0	0	0	0	61	297
05:40:00 PM	6	1	0	0	0	0	0	1	0	0	1	0	11	0	0	0	0	0	0	0	61	288
05:45:00 PM	3	0	0	0	0	0	0	1	0	0	1	0	7	0	0	0	0	0	0	0	50	274
05:50:00 PM	9	0	0	0	0	0	0	2	0	0	2	0	7	0	0	0	0	0	0	0	52	276
05:55:00 PM	8	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	45	262

Car Volumes

Time	NB (NE Pacific St)					SB (NE Pacific St)					EB (NE Cumulus Ave)					WB (NE Cumulus Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
03:00:00 PM	8	0	0	0	0	0	0	1	0	0	2	0	13	0	0	0	0	0	0	0		
03:05:00 PM	14	0	0	0	0	0	0	3	0	0	0	0	10	0	0	0	0	0	0	0		
03:10:00 PM	7	0	0	0	0	0	0	2	0	0	0	0	8	0	0	0	0	0	0	0	68	
03:15:00 PM	8	0	0	0	0	0	0	1	0	0	1	0	11	0	0	0	0	0	0	0	65	
03:20:00 PM	11	0	0	0	0	0	0	0	0	0	1	0	10	0	0	0	0	0	0	0	60	
03:25:00 PM	11	0	0	0	0	0	0	1	0	0	2	0	17	0	0	0	0	0	0	0	74	
03:30:00 PM	11	1	0	0	0	0	0	1	0	0	6	0	5	0	0	0	0	0	0	0	77	
03:35:00 PM	9	0	0	0	0	0	0	4	0	0	1	0	13	0	0	0	0	0	0	0	82	
03:40:00 PM	5	0	0	0	0	0	0	1	0	0	3	0	12	0	0	0	0	0	0	0	72	
03:45:00 PM	11	0	0	0	0	0	0	0	0	0	2	0	12	0	0	0	0	0	0	0	73	
03:50:00 PM	8	0	0	0	0	0	0	0	0	0	2	0	11	0	0	0	0	0	0	0	67	
03:55:00 PM	12	1	0	0	0	0	0	2	0	0	0	0	7	0	0	0	0	0	0	0	68	282
04:00:00 PM	16	0	0	0	0	0	0	4	0	0	1	0	10	0	0	0	0	0	0	0	74	289
04:05:00 PM	15	1	0	0	0	0	1	2	0	0	2	0	9	0	0	0	0	0	0	0	83	292
04:10:00 PM	8	2	0	0	0	0	0	2	0	0	1	0	10	0	0	0	0	0	0	0	84	298
04:15:00 PM	10	1	0	0	0	0	1	1	0	0	3	0	12	0	0	0	0	0	0	0	81	305
04:20:00 PM	12	1	0	0	0	0	0	2	0	0	1	0	9	0	0	0	0	0	0	0	76	308
04:25:00 PM	14	0	0	0	0	0	0	1	0	0	1	0	10	0	0	0	0	0	0	0	79	303
04:30:00 PM	17	0	0	0	0	0	0	1	0	0	3	0	6	0	0	0	0	0	0	0	78	306
04:35:00 PM	8	2	0	0	0	0	0	2	0	0	2	0	4	0	0	0	0	0	0	0	71	297
04:40:00 PM	17	0	0	0	0	0	0	1	0	0	4	0	7	0	0	0	0	0	0	0	74	305
04:45:00 PM	18	0	0	0	0	0	0	2	0	0	0	0	6	0	0	0	0	0	0	0	73	306
04:50:00 PM	9	0	0	0	0	0	0	3	0	0	3	0	3	0	0	0	0	0	0	0	73	303
04:55:00 PM	16	1	0	0	0	0	0	2	0	0	2	0	6	0	0	0	0	0	0	0	71	308
05:00:00 PM	18	0	0	0	0	0	0	2	0	0	2	0	6	0	0	0	0	0	0	0	73	305
05:05:00 PM	16	1	0	0	0	0	0	2	0	0	4	0	6	0	0	0	0	0	0	0	84	304
05:10:00 PM	12	0	0	0	0	0	0	1	0	0	2	0	4	0	0	0	0	0	0	0	76	300
05:15:00 PM	21	0	0	0	0	0	0	2	0	0	3	0	11	0	0	0	0	0	0	0	85	309
05:20:00 PM	15	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	76	304
05:25:00 PM	11	0	0	0	0	0	0	1	0	0	1	0	6	0	0	0	0	0	0	0	76	297
05:30:00 PM	13	0	0	0	0	0	0	0	0	0	2	0	7	0	0	0	0	0	0	0	61	292
05:35:00 PM	10	0	0	0	0	0	0	1	0	0	0	0	7	0	0	0	0	0	0	0	59	292
05:40:00 PM	6	1	0	0	0	0	0	1	0	0	1	0	11	0	0	0	0	0	0	0	60	283
05:45:00 PM	3	0	0	0	0	0	0	1	0	0	1	0	7	0	0	0	0	0	0	0	50	269
05:50:00 PM	9	0	0	0	0	0	0	2	0	0	2	0	7	0	0	0	0	0	0	0	52	271
05:55:00 PM	8	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	44	256

Truck Volumes

Time	NB (NE Pacific St)					SB (NE Pacific St)					EB (NE Cumulus Ave)					WB (NE Cumulus Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
03:00:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0		
03:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:10:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
03:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
03:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	
03:25:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	
03:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
03:35:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	6	
03:40:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
03:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
03:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
03:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
04:00:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
04:20:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	10
04:25:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	10
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	10
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	6
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6
05:10:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	7
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
05:25:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
05:30:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	6

Bike Volumes

Time	NB (NE Pacific St)					SB (NE Pacific St)					EB (NE Cumulus Ave)					WB (NE Cumulus Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
03:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:10:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
03:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
03:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
03:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

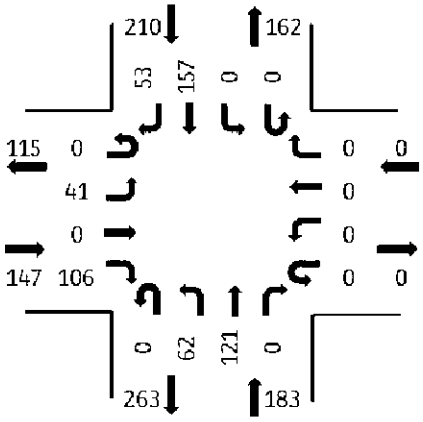
Pedestrian Volumes

Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
03:00:00 PM	0	0	0	0		
03:05:00 PM	0	0	0	0		
03:10:00 PM	0	0	0	0	0	
03:15:00 PM	2	0	0	0	2	
03:20:00 PM	0	0	0	0	2	
03:25:00 PM	0	0	0	0	2	
03:30:00 PM	1	0	0	0	1	
03:35:00 PM	0	0	0	0	1	
03:40:00 PM	0	0	0	0	1	
03:45:00 PM	0	0	0	0	0	
03:50:00 PM	0	0	0	0	0	
03:55:00 PM	0	0	0	0	0	3
04:00:00 PM	0	0	0	0	0	3
04:05:00 PM	0	0	0	0	0	3
04:10:00 PM	0	0	0	0	0	3
04:15:00 PM	0	0	0	0	0	1
04:20:00 PM	0	0	0	0	0	1
04:25:00 PM	0	0	0	0	0	1
04:30:00 PM	2	0	0	0	2	2
04:35:00 PM	0	0	0	0	2	2
04:40:00 PM	0	0	0	0	2	2
04:45:00 PM	0	0	0	0	0	2
04:50:00 PM	1	0	0	0	1	3
04:55:00 PM	0	0	0	0	1	3
05:00:00 PM	0	0	0	0	1	3
05:05:00 PM	0	0	0	0	0	3
05:10:00 PM	0	0	0	0	0	3
05:15:00 PM	0	0	0	0	0	3
05:20:00 PM	1	0	0	0	1	4
05:25:00 PM	0	0	0	0	1	4
05:30:00 PM	1	0	0	0	2	3
05:35:00 PM	0	0	0	0	1	3
05:40:00 PM	0	0	0	0	1	3
05:45:00 PM	0	0	0	0	0	3
05:50:00 PM	0	0	0	0	0	2
05:55:00 PM	0	0	0	0	0	2

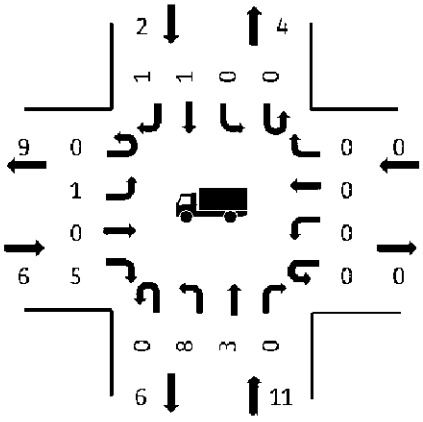
RallyTraffic

Location: NE Norton Lane & NE Cumulus Ave
Date: 2025-02-04
Peak Hour Start: 04:20 PM
Peak 15 Minute Start: 05:05 PM
Peak Hour Factor: 0.88

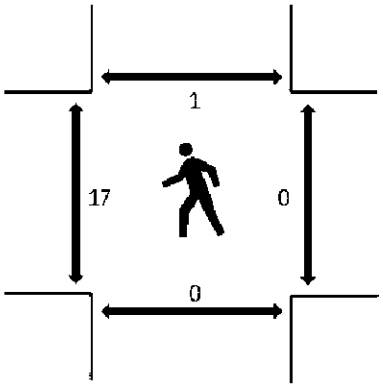
Motorized Vehicles



Heavy Vehicles



Pedestrians



(peak hour)

All Vehicle Volumes

Time	NB (NE Norton Lane)					SB (NE Norton Lane)					EB (NE Cumulus Ave)					WB (NE Cumulus Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
03:00:00 PM	3	4	0	0	0	0	14	4	0	0	8	0	6	0	0	0	0	0	0	0		
03:05:00 PM	8	5	0	0	0	0	13	1	0	0	1	0	1	0	0	0	0	0	0	0		
03:10:00 PM	10	15	0	0	0	0	12	5	0	0	2	0	5	0	0	0	0	0	0	0	117	
03:15:00 PM	6	9	0	0	0	0	13	7	0	0	2	0	3	0	0	0	0	0	0	0	118	
03:20:00 PM	4	6	0	0	0	0	7	5	0	0	7	0	4	0	0	0	0	0	0	0	122	
03:25:00 PM	3	7	0	0	0	0	13	5	0	0	1	0	7	0	0	0	0	0	0	0	109	
03:30:00 PM	4	11	0	0	0	0	7	7	0	0	6	0	6	0	0	0	0	0	0	0	110	
03:35:00 PM	7	6	0	0	0	0	12	3	0	0	5	0	6	0	0	0	0	0	0	0	116	
03:40:00 PM	9	8	0	0	0	0	6	2	0	0	4	0	1	0	0	0	0	0	0	0	110	
03:45:00 PM	10	9	0	0	0	0	7	2	0	0	1	0	7	0	0	0	0	0	0	0	105	
03:50:00 PM	8	7	0	0	0	0	8	4	0	0	3	0	6	0	0	0	0	0	0	0	102	
03:55:00 PM	7	13	0	0	0	0	10	0	0	0	3	0	6	0	0	0	0	0	0	0	111	447
04:00:00 PM	8	11	0	0	0	0	5	3	0	0	2	0	6	0	0	0	0	0	0	0	110	443
04:05:00 PM	3	2	0	0	0	0	11	4	0	0	2	0	7	0	0	0	0	0	0	0	103	443
04:10:00 PM	5	9	0	0	0	0	9	2	0	0	6	0	3	0	0	0	0	0	0	0	98	428
04:15:00 PM	8	6	0	0	0	0	8	2	0	0	5	0	5	0	0	0	0	0	0	0	97	422
04:20:00 PM	9	8	0	0	0	0	17	8	0	0	1	0	7	0	0	0	0	0	0	0	118	439
04:25:00 PM	12	14	0	0	0	0	13	5	0	0	3	0	7	0	0	0	0	0	0	0	138	457
04:30:00 PM	6	3	0	0	0	0	15	5	0	0	1	0	8	0	0	0	0	0	0	0	142	454
04:35:00 PM	7	15	0	0	0	0	7	7	0	0	3	0	10	0	0	0	0	0	0	0	141	464
04:40:00 PM	4	8	0	0	0	0	10	5	0	0	5	0	8	0	0	0	0	0	0	0	127	474
04:45:00 PM	2	16	0	0	0	0	7	3	0	0	4	0	5	0	0	0	0	0	0	0	126	475
04:50:00 PM	8	2	0	0	0	0	7	3	0	0	4	0	8	0	0	0	0	0	0	0	109	471
04:55:00 PM	2	9	0	0	0	0	17	3	0	0	3	0	8	0	0	0	0	0	0	0	111	474
05:00:00 PM	6	7	0	0	0	0	15	2	0	0	1	0	13	0	0	0	0	0	0	0	118	483
05:05:00 PM	3	15	0	0	0	0	22	4	0	0	2	0	14	0	0	0	0	0	0	0	146	514
05:10:00 PM	1	9	0	0	0	0	14	3	0	0	6	0	14	0	0	0	0	0	0	0	151	527
05:15:00 PM	2	15	0	0	0	0	13	5	0	0	8	0	4	0	0	0	0	0	0	0	154	540
05:20:00 PM	2	14	0	0	0	0	10	6	0	0	3	0	4	0	0	0	0	0	0	0	133	529
05:25:00 PM	4	9	0	0	0	0	5	3	0	0	4	0	8	0	0	0	0	0	0	0	119	508
05:30:00 PM	5	7	0	0	0	0	5	4	0	0	5	0	9	0	0	0	0	0	0	0	107	505
05:35:00 PM	3	12	0	0	0	0	10	6	0	0	4	0	7	0	0	0	0	0	0	0	110	498
05:40:00 PM	4	7	0	0	0	0	4	4	0	0	4	0	2	0	0	0	0	0	0	0	102	483
05:45:00 PM	5	9	0	0	0	0	10	3	0	0	5	0	4	0	0	0	0	0	0	0	103	482
05:50:00 PM	2	16	0	0	0	0	5	0	0	0	7	0	5	0	0	0	0	0	0	0	96	485
05:55:00 PM	0	5	0	0	0	0	6	5	0	0	6	0	0	0	0	0	0	0	0	0	93	465

Car Volumes

Time	NB (NE Norton Lane)					SB (NE Norton Lane)					EB (NE Cumulus Ave)					WB (NE Cumulus Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
03:00:00 PM	3	3	0	0	0	0	13	4	0	0	8	0	6	0	0	0	0	0	0	0		
03:05:00 PM	8	5	0	0	0	0	13	1	0	0	1	0	1	0	0	0	0	0	0	0		
03:10:00 PM	9	15	0	0	0	0	12	5	0	0	2	0	5	0	0	0	0	0	0	0	114	
03:15:00 PM	4	8	0	0	0	0	13	7	0	0	2	0	3	0	0	0	0	0	0	0	114	
03:20:00 PM	4	5	0	0	0	0	6	5	0	0	7	0	4	0	0	0	0	0	0	0	116	
03:25:00 PM	3	7	0	0	0	0	13	5	0	0	1	0	7	0	0	0	0	0	0	0	104	
03:30:00 PM	4	11	0	0	0	0	7	7	0	0	6	0	6	0	0	0	0	0	0	0	108	
03:35:00 PM	7	6	0	0	0	0	11	3	0	0	5	0	4	0	0	0	0	0	0	0	113	
03:40:00 PM	8	8	0	0	0	0	6	2	0	0	4	0	1	0	0	0	0	0	0	0	106	
03:45:00 PM	9	8	0	0	0	0	6	2	0	0	1	0	7	0	0	0	0	0	0	0	98	
03:50:00 PM	8	7	0	0	0	0	7	4	0	0	3	0	6	0	0	0	0	0	0	0	97	
03:55:00 PM	7	13	0	0	0	0	10	0	0	0	3	0	5	0	0	0	0	0	0	0	106	430
04:00:00 PM	7	10	0	0	0	0	5	3	0	0	2	0	5	0	0	0	0	0	0	0	105	425
04:05:00 PM	3	2	0	0	0	0	10	3	0	0	2	0	7	0	0	0	0	0	0	0	97	423
04:10:00 PM	5	9	0	0	0	0	9	2	0	0	6	0	3	0	0	0	0	0	0	0	93	409
04:15:00 PM	8	6	0	0	0	0	8	2	0	0	5	0	5	0	0	0	0	0	0	0	95	406
04:20:00 PM	9	7	0	0	0	0	17	8	0	0	1	0	7	0	0	0	0	0	0	0	117	424
04:25:00 PM	11	14	0	0	0	0	13	5	0	0	3	0	7	0	0	0	0	0	0	0	136	441
04:30:00 PM	3	3	0	0	0	0	15	5	0	0	0	0	8	0	0	0	0	0	0	0	136	434
04:35:00 PM	6	15	0	0	0	0	7	7	0	0	3	0	10	0	0	0	0	0	0	0	135	446
04:40:00 PM	3	8	0	0	0	0	10	5	0	0	5	0	8	0	0	0	0	0	0	0	121	456
04:45:00 PM	2	15	0	0	0	0	7	3	0	0	4	0	4	0	0	0	0	0	0	0	122	458
04:50:00 PM	8	2	0	0	0	0	6	3	0	0	4	0	7	0	0	0	0	0	0	0	104	453
04:55:00 PM	2	9	0	0	0	0	17	3	0	0	3	0	7	0	0	0	0	0	0	0	106	456
05:00:00 PM	5	7	0	0	0	0	15	2	0	0	1	0	12	0	0	0	0	0	0	0	113	466
05:05:00 PM	2	15	0	0	0	0	22	3	0	0	2	0	14	0	0	0	0	0	0	0	141	497
05:10:00 PM	1	9	0	0	0	0	14	3	0	0	6	0	13	0	0	0	0	0	0	0	146	509
05:15:00 PM	2	14	0	0	0	0	13	5	0	0	8	0	4	0	0	0	0	0	0	0	150	521
05:20:00 PM	2	13	0	0	0	0	10	6	0	0	3	0	4	0	0	0	0	0	0	0	130	510
05:25:00 PM	4	9	0	0	0	0	5	3	0	0	4	0	8	0	0	0	0	0	0	0	117	490
05:30:00 PM	5	7	0	0	0	0	5	4	0	0	5	0	9	0	0	0	0	0	0	0	106	491
05:35:00 PM	3	12	0	0	0	0	10	6	0	0	4	0	6	0	0	0	0	0	0	0	109	484
05:40:00 PM	4	7	0	0	0	0	4	3	0	0	4	0	2	0	0	0	0	0	0	0	100	469
05:45:00 PM	5	9	0	0	0	0	10	3	0	0	5	0	3	0	0	0	0	0	0	0	100	469
05:50:00 PM	2	16	0	0	0	0	5	0	0	0	7	0	5	0	0	0	0	0	0	0	94	474
05:55:00 PM	0	5	0	0	0	0	6	5	0	0	6	0	0	0	0	0	0	0	0	0	92	455

Truck Volumes

Time	NB (NE Norton Lane)					SB (NE Norton Lane)					EB (NE Cumulus Ave)					WB (NE Cumulus Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
03:00:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:10:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
03:15:00 PM	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
03:20:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
03:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
03:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
03:35:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	3	
03:40:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
03:45:00 PM	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
03:50:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
03:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	17
04:00:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	18
04:05:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6	20
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	19
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	16
04:20:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15
04:25:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	16
04:30:00 PM	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	6	20
04:35:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	18
04:40:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	18
04:45:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	17
04:50:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	5	18
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	18
05:00:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	17
05:05:00 PM	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5	17
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	18
05:15:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	19
05:20:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	19
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	18
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	14
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	14
05:40:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	14
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	13
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	11
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10

Bike Volumes

Time	NB (NE Norton Lane)					SB (NE Norton Lane)					EB (NE Cumulus Ave)					WB (NE Cumulus Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
03:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:05:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

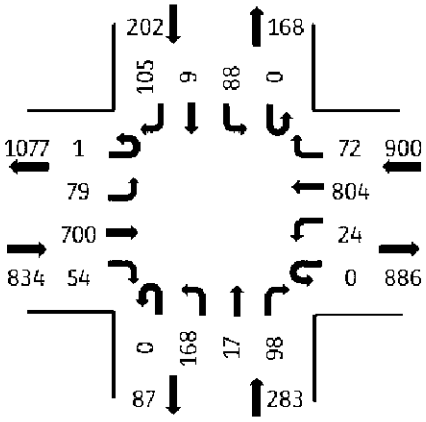
Pedestrian Volumes

Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
03:00:00 PM	0	0	0	0		
03:05:00 PM	0	0	0	0		
03:10:00 PM	0	0	0	0	0	
03:15:00 PM	0	0	0	0	0	
03:20:00 PM	0	0	0	0	0	
03:25:00 PM	0	0	0	0	0	
03:30:00 PM	0	0	0	0	0	
03:35:00 PM	0	0	0	0	0	
03:40:00 PM	0	0	0	0	0	
03:45:00 PM	0	0	0	0	0	
03:50:00 PM	0	0	0	0	0	
03:55:00 PM	0	0	0	0	0	0
04:00:00 PM	0	0	0	0	0	0
04:05:00 PM	0	0	0	0	0	0
04:10:00 PM	0	0	0	0	0	0
04:15:00 PM	0	0	0	0	0	0
04:20:00 PM	0	0	0	8	8	8
04:25:00 PM	0	0	0	0	8	8
04:30:00 PM	0	0	0	0	8	8
04:35:00 PM	0	0	0	8	8	16
04:40:00 PM	0	0	0	1	9	17
04:45:00 PM	0	0	0	0	9	17
04:50:00 PM	0	0	0	0	1	17
04:55:00 PM	0	0	0	0	0	17
05:00:00 PM	0	0	0	0	0	17
05:05:00 PM	1	0	0	0	1	18
05:10:00 PM	0	0	0	0	1	18
05:15:00 PM	0	0	0	0	1	18
05:20:00 PM	0	0	0	0	0	10
05:25:00 PM	0	0	0	0	0	10
05:30:00 PM	0	0	0	0	0	10
05:35:00 PM	0	0	0	0	0	2
05:40:00 PM	0	0	0	0	0	1
05:45:00 PM	0	0	0	0	0	1
05:50:00 PM	0	0	0	0	0	1
05:55:00 PM	0	0	0	0	0	1

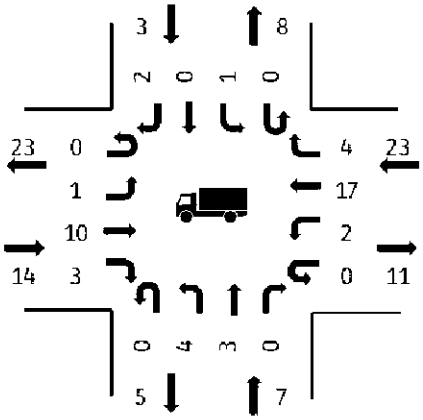
RallyTraffic

Location: NE Norton Lane & OR 18
Date: 2025-01-30
Peak Hour Start: 03:55 PM
Peak 15 Minute Start: 04:05 PM
Peak Hour Factor: 0.91

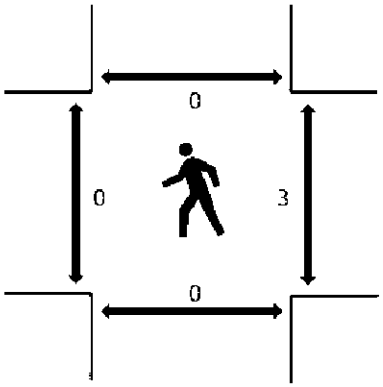
Motorized Vehicles



Heavy Vehicles



Pedestrians



(peak hour)

All Vehicle Volumes

Time	NB (NE Norton Lane)					SB (NE Norton Lane)					EB (OR 18)					WB (OR 18)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
03:00:00 PM	14	1	7	0	0	8	2	10	0	0	9	37	5	0	0	1	38	9	0	0		
03:05:00 PM	6	3	3	0	0	4	1	8	0	0	7	52	5	0	0	1	75	3	0	0		
03:10:00 PM	9	4	4	0	0	4	0	4	0	0	4	48	3	0	0	3	74	13	0	0	479	
03:15:00 PM	16	3	3	0	0	7	3	5	0	0	7	37	7	0	0	2	55	8	0	0	491	
03:20:00 PM	13	2	3	0	0	11	2	11	0	0	5	58	5	0	0	2	62	8	0	0	505	
03:25:00 PM	19	2	8	0	0	4	7	9	0	0	5	45	6	0	0	0	60	9	0	0	509	
03:30:00 PM	6	3	11	0	0	4	2	10	0	0	6	48	7	0	0	2	57	5	0	0	517	
03:35:00 PM	20	1	13	0	0	11	2	6	0	0	5	66	10	0	0	4	58	5	0	0	536	
03:40:00 PM	14	2	4	0	0	10	0	6	0	0	6	55	9	0	0	4	50	3	0	0	525	
03:45:00 PM	11	0	4	0	0	9	0	4	0	0	5	60	6	0	0	2	66	7	0	0	538	
03:50:00 PM	14	0	3	0	0	8	1	13	0	0	8	54	11	0	0	3	64	4	0	0	520	
03:55:00 PM	11	1	8	0	0	4	0	6	0	0	4	57	6	0	0	3	66	12	0	0	535	2048
04:00:00 PM	11	4	8	0	0	13	0	11	0	0	9	39	4	1	0	2	60	9	0	0	532	2078
04:05:00 PM	21	0	24	0	0	4	1	8	0	0	5	65	1	0	0	4	77	5	0	0	564	2125
04:10:00 PM	12	2	18	0	0	10	0	10	0	0	9	54	4	0	0	2	66	7	0	0	580	2149
04:15:00 PM	7	0	4	0	0	8	1	13	0	0	10	53	9	0	0	0	91	7	0	0	612	2199
04:20:00 PM	11	6	6	0	0	13	0	7	0	0	8	55	3	0	0	3	54	6	0	0	569	2189
04:25:00 PM	11	1	7	0	0	6	2	12	0	0	5	50	5	0	0	0	70	4	0	0	548	2188
04:30:00 PM	6	2	6	0	0	4	0	7	0	0	7	72	5	0	0	2	67	5	0	0	528	2210
04:35:00 PM	24	0	5	0	0	12	1	10	0	0	2	64	6	0	0	0	48	3	0	0	531	2184
04:40:00 PM	15	1	1	0	0	3	0	3	0	0	8	60	3	0	0	2	63	5	0	0	522	2185
04:45:00 PM	26	0	7	0	0	3	1	6	0	0	5	56	5	0	0	3	73	4	0	0	528	2200
04:50:00 PM	13	0	4	0	0	8	3	12	0	0	7	75	3	0	0	3	69	5	0	0	555	2219
04:55:00 PM	15	1	4	0	0	4	2	3	0	0	10	51	5	0	0	4	66	4	0	0	560	2210
05:00:00 PM	18	1	3	0	0	13	0	6	0	0	6	55	2	0	0	4	67	3	0	0	549	2217
05:05:00 PM	11	0	2	0	0	25	0	10	0	0	1	69	3	0	0	1	64	3	0	0	536	2191
05:10:00 PM	7	0	3	0	0	12	0	2	0	0	3	89	4	0	0	1	83	5	0	0	576	2206
05:15:00 PM	16	1	6	0	0	8	0	11	0	0	8	60	6	0	0	5	49	6	0	0	574	2179
05:20:00 PM	14	0	4	0	0	11	0	7	0	0	8	44	3	0	0	4	62	14	0	0	556	2178
05:25:00 PM	3	0	2	0	0	7	0	7	0	0	5	52	1	0	0	3	60	5	0	0	492	2150
05:30:00 PM	6	1	1	0	0	6	0	8	0	0	3	50	3	0	0	2	63	2	0	0	461	2112
05:35:00 PM	9	0	5	0	0	1	0	4	0	0	3	56	6	0	0	1	70	5	0	0	450	2097
05:40:00 PM	14	0	0	0	0	7	0	8	0	0	3	41	3	0	0	0	67	6	0	0	454	2082
05:45:00 PM	8	0	2	0	0	8	0	4	0	0	6	36	4	0	0	0	50	9	0	0	436	2020
05:50:00 PM	5	1	2	0	0	2	0	5	0	0	5	30	7	0	0	2	63	9	0	0	407	1949
05:55:00 PM	8	1	3	0	0	6	0	5	0	0	5	36	6	0	0	1	63	8	0	0	400	1922

Car Volumes

Time	NB (NE Norton Lane)					SB (NE Norton Lane)					EB (OR 18)					WB (OR 18)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
03:00:00 PM	14	1	6	0	0	8	2	10	0	0	9	35	5	0	0	1	36	9	0	0		
03:05:00 PM	6	3	2	0	0	4	1	8	0	0	6	49	5	0	0	1	71	2	0	0		
03:10:00 PM	9	4	4	0	0	4	0	4	0	0	4	47	3	0	0	3	72	13	0	0	461	
03:15:00 PM	16	3	3	0	0	7	3	5	0	0	7	33	6	0	0	2	53	6	0	0	469	
03:20:00 PM	13	1	3	0	0	11	2	11	0	0	5	54	5	0	0	2	62	8	0	0	488	
03:25:00 PM	19	2	8	0	0	3	6	9	0	0	5	44	6	0	0	0	59	9	0	0	491	
03:30:00 PM	6	3	11	0	0	4	2	8	0	0	6	48	6	0	0	2	56	5	0	0	504	
03:35:00 PM	20	1	13	0	0	10	2	5	0	0	5	65	10	0	0	4	57	5	0	0	524	
03:40:00 PM	14	2	4	0	0	10	0	6	0	0	6	54	9	0	0	4	47	3	0	0	513	
03:45:00 PM	10	0	4	0	0	9	0	4	0	0	5	60	5	0	0	2	64	7	0	0	526	
03:50:00 PM	12	0	3	0	0	8	1	10	0	0	8	53	11	0	0	3	61	4	0	0	503	
03:55:00 PM	10	1	8	0	0	4	0	6	0	0	4	57	6	0	0	3	63	11	0	0	517	1982
04:00:00 PM	10	3	8	0	0	13	0	10	0	0	9	39	3	1	0	2	57	8	0	0	510	2009
04:05:00 PM	21	0	24	0	0	4	1	7	0	0	4	65	1	0	0	3	76	5	0	0	547	2062
04:10:00 PM	12	2	18	0	0	9	0	10	0	0	9	53	4	0	0	2	65	6	0	0	564	2085
04:15:00 PM	6	0	4	0	0	8	1	13	0	0	10	53	8	0	0	0	90	7	0	0	601	2141
04:20:00 PM	11	4	6	0	0	13	0	7	0	0	8	54	3	0	0	3	53	6	0	0	558	2132
04:25:00 PM	11	1	7	0	0	6	2	12	0	0	5	50	5	0	0	0	69	4	0	0	540	2134
04:30:00 PM	6	2	6	0	0	4	0	7	0	0	7	72	5	0	0	1	65	5	0	0	520	2157
04:35:00 PM	24	0	5	0	0	12	1	10	0	0	2	63	5	0	0	0	48	2	0	0	524	2132
04:40:00 PM	15	1	1	0	0	3	0	3	0	0	8	56	3	0	0	2	62	5	0	0	511	2132
04:45:00 PM	25	0	7	0	0	3	1	6	0	0	5	54	5	0	0	3	71	4	0	0	515	2146
04:50:00 PM	13	0	4	0	0	8	3	12	0	0	7	74	3	0	0	3	68	5	0	0	543	2172
04:55:00 PM	15	1	4	0	0	4	2	3	0	0	9	51	5	0	0	4	65	4	0	0	551	2166
05:00:00 PM	17	1	3	0	0	13	0	6	0	0	5	52	2	0	0	3	67	3	0	0	539	2175
05:05:00 PM	11	0	2	0	0	25	0	10	0	0	1	68	3	0	0	1	64	3	0	0	527	2152
05:10:00 PM	7	0	3	0	0	11	0	2	0	0	3	88	4	0	0	1	80	5	0	0	564	2166
05:15:00 PM	16	1	6	0	0	8	0	11	0	0	8	59	5	0	0	5	48	6	0	0	565	2139
05:20:00 PM	14	0	3	0	0	11	0	7	0	0	8	44	2	0	0	4	61	13	0	0	544	2138
05:25:00 PM	2	0	2	0	0	7	0	7	0	0	5	51	1	0	0	3	60	4	0	0	482	2108
05:30:00 PM	6	1	1	0	0	6	0	8	0	0	3	50	3	0	0	2	62	2	0	0	453	2072
05:35:00 PM	9	0	4	0	0	1	0	4	0	0	3	56	5	0	0	1	70	5	0	0	444	2058
05:40:00 PM	12	0	0	0	0	7	0	8	0	0	3	41	3	0	0	0	67	6	0	0	449	2046
05:45:00 PM	8	0	2	0	0	8	0	4	0	0	6	35	4	0	0	0	49	9	0	0	430	1987
05:50:00 PM	5	1	2	0	0	2	0	5	0	0	4	30	7	0	0	2	62	9	0	0	401	1916
05:55:00 PM	8	1	3	0	0	5	0	5	0	0	5	36	6	0	0	1	63	8	0	0	395	1890

Truck Volumes

Time	NB (NE Norton Lane)					SB (NE Norton Lane)					EB (OR 18)					WB (OR 18)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
03:00:00 PM	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0		
03:05:00 PM	0	0	1	0	0	0	0	0	0	0	1	3	0	0	0	0	4	1	0	0		
03:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	18	
03:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	2	2	0	0	22	
03:20:00 PM	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	17	
03:25:00 PM	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	1	0	0	0	18	
03:30:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	1	0	0	0	13	
03:35:00 PM	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	1	0	0	0	12	
03:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	0	12	
03:45:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	12	
03:50:00 PM	2	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	3	0	0	0	17	
03:55:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	18	66
04:00:00 PM	1	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	3	1	0	0	22	69
04:05:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	1	0	0	0	17	63
04:10:00 PM	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	1	0	0	16	64
04:15:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	11	58
04:20:00 PM	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	11	57
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	8	54
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	8	53
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	7	52
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	1	0	0	0	11	53
04:45:00 PM	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	13	54
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	12	47
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	9	44
05:00:00 PM	1	0	0	0	0	0	0	0	0	0	1	3	0	0	0	1	0	0	0	0	10	42
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	9	39
05:10:00 PM	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	3	0	0	0	12	40
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	9	40
05:20:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	12	40
05:25:00 PM	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	10	42
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	8	40
05:35:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	6	39
05:40:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	36
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	6	33
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	6	33
05:55:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	32

Bike Volumes

Time	NB (NE Norton Lane)					SB (NE Norton Lane)					EB (OR 18)					WB (OR 18)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
03:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

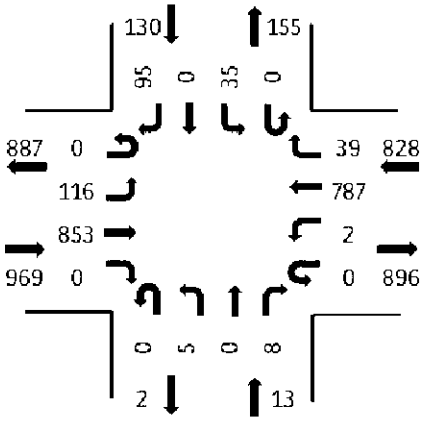
Pedestrian Volumes

Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
03:00:00 PM	0	0	0	0		
03:05:00 PM	0	1	0	2		
03:10:00 PM	0	0	0	0	3	
03:15:00 PM	0	0	0	0	3	
03:20:00 PM	0	0	0	0	0	
03:25:00 PM	0	0	0	0	0	
03:30:00 PM	0	0	0	0	0	
03:35:00 PM	0	0	0	0	0	
03:40:00 PM	0	0	0	0	0	
03:45:00 PM	0	0	0	1	1	
03:50:00 PM	0	0	0	0	1	
03:55:00 PM	0	0	0	0	1	4
04:00:00 PM	0	0	1	0	1	5
04:05:00 PM	0	0	0	0	1	2
04:10:00 PM	0	0	0	0	1	2
04:15:00 PM	0	0	0	0	0	2
04:20:00 PM	0	0	0	0	0	2
04:25:00 PM	0	0	0	0	0	2
04:30:00 PM	0	0	0	0	0	2
04:35:00 PM	0	0	0	0	0	2
04:40:00 PM	0	0	1	0	1	3
04:45:00 PM	0	0	1	0	2	3
04:50:00 PM	0	0	0	0	2	3
04:55:00 PM	0	0	0	0	1	3
05:00:00 PM	0	0	0	0	0	2
05:05:00 PM	0	0	0	1	1	3
05:10:00 PM	0	0	1	0	2	4
05:15:00 PM	0	0	0	0	2	4
05:20:00 PM	0	0	0	0	1	4
05:25:00 PM	0	0	0	0	0	4
05:30:00 PM	0	0	0	0	0	4
05:35:00 PM	0	0	0	0	0	4
05:40:00 PM	0	0	0	0	0	3
05:45:00 PM	0	0	0	0	0	2
05:50:00 PM	0	0	0	0	0	2
05:55:00 PM	0	0	0	0	0	2

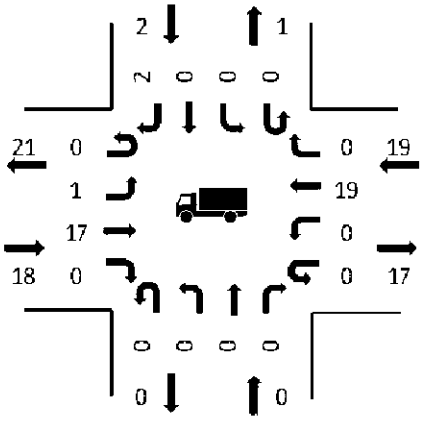
RallyTraffic

Location: SE Cumulus Ave & OR 18
Date: 2025-01-30
Peak Hour Start: 04:20 PM
Peak 15 Minute Start: 05:05 PM
Peak Hour Factor: 0.88

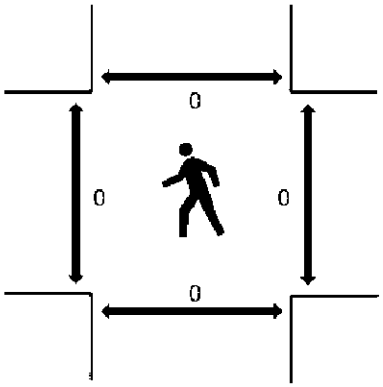
Motorized Vehicles



Heavy Vehicles



Pedestrians



(peak hour)

All Vehicle Volumes

Time	NB (SE Cumulus Ave)					SB (SE Cumulus Ave)					EB (OR 18)					WB (OR 18)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
03:00:00 PM	0	0	0	0	0	2	0	4	0	0	6	54	0	0	0	0	43	3	0	0		
03:05:00 PM	0	0	0	0	0	4	0	15	0	0	8	47	1	0	0	0	71	5	0	0		
03:10:00 PM	1	0	0	0	0	4	0	8	0	0	11	47	0	0	0	0	74	4	0	0	412	
03:15:00 PM	0	0	0	0	0	3	0	8	0	0	10	48	0	0	0	0	65	2	0	0	436	
03:20:00 PM	0	0	0	0	0	3	0	6	0	0	7	64	0	0	0	0	59	5	0	0	429	
03:25:00 PM	0	1	0	0	0	2	0	3	0	0	13	54	0	0	0	0	69	3	0	0	425	
03:30:00 PM	0	0	0	0	0	4	0	9	0	0	5	52	0	0	0	1	59	3	0	0	422	
03:35:00 PM	0	0	0	0	0	5	0	6	0	0	20	68	0	0	0	0	57	2	0	0	436	
03:40:00 PM	0	0	0	0	0	1	1	6	0	0	7	74	0	0	0	0	52	9	0	0	441	
03:45:00 PM	0	0	0	0	0	6	0	14	0	0	16	68	0	0	0	0	62	4	0	0	478	
03:50:00 PM	0	0	0	0	0	3	0	7	0	0	7	64	0	0	0	0	68	0	0	0	469	
03:55:00 PM	0	0	0	0	0	1	0	11	0	0	8	64	0	0	0	0	74	2	0	0	479	1757
04:00:00 PM	0	0	0	0	0	2	0	12	0	0	12	53	0	0	0	0	68	3	0	0	459	1795
04:05:00 PM	1	0	0	0	0	5	0	12	0	0	15	84	0	0	0	0	66	1	0	0	494	1828
04:10:00 PM	1	0	0	1	0	6	0	15	0	0	2	85	0	0	0	0	64	3	0	0	511	1856
04:15:00 PM	0	0	1	0	0	2	0	11	0	0	8	62	0	0	0	1	65	10	0	0	521	1880
04:20:00 PM	1	0	0	0	0	2	0	10	0	0	9	63	0	0	0	0	73	4	0	0	499	1898
04:25:00 PM	0	0	1	0	0	3	0	6	0	0	8	58	0	0	0	0	55	1	0	0	454	1885
04:30:00 PM	0	0	1	0	0	4	0	8	0	0	6	72	0	0	0	0	61	3	0	0	449	1907
04:35:00 PM	1	0	0	0	0	0	0	9	0	0	12	81	0	0	0	2	51	7	0	0	450	1912
04:40:00 PM	1	0	1	0	0	3	0	9	0	0	12	39	0	0	0	0	62	4	0	0	449	1893
04:45:00 PM	1	0	0	0	0	2	0	5	0	0	6	77	0	0	0	0	82	2	0	0	469	1898
04:50:00 PM	0	0	0	0	0	1	0	4	0	0	12	82	0	0	0	0	64	4	0	0	473	1916
04:55:00 PM	0	0	1	0	0	1	0	6	0	0	7	61	0	0	0	0	70	3	0	0	491	1905
05:00:00 PM	1	0	1	0	0	4	0	16	0	0	11	58	0	0	0	0	61	4	0	0	472	1911
05:05:00 PM	0	0	1	0	0	7	0	9	0	0	14	88	0	0	0	0	67	2	0	0	493	1915
05:10:00 PM	0	0	1	0	0	6	0	5	0	0	6	87	0	0	0	0	64	2	0	0	515	1909
05:15:00 PM	0	0	1	0	0	2	0	8	0	0	13	87	0	0	0	0	77	3	0	0	550	1940
05:20:00 PM	0	0	1	0	0	4	0	9	0	0	8	61	0	0	0	0	72	1	0	0	518	1934
05:25:00 PM	0	0	0	0	0	5	0	4	0	0	10	61	0	0	0	0	54	4	0	0	485	1940
05:30:00 PM	1	0	1	0	0	3	0	10	0	0	11	35	0	0	0	0	66	2	0	0	423	1914
05:35:00 PM	0	0	0	0	0	1	0	7	0	0	4	81	0	0	0	0	71	0	0	0	431	1915
05:40:00 PM	1	0	1	0	0	2	0	11	0	0	11	41	0	0	0	0	52	3	0	0	415	1906
05:45:00 PM	0	0	0	0	0	3	0	9	0	0	3	47	0	0	0	0	49	3	0	0	400	1845
05:50:00 PM	0	0	1	0	0	2	0	7	0	0	5	51	0	0	0	0	52	2	0	0	356	1798
05:55:00 PM	0	0	0	0	0	2	0	8	0	0	7	44	0	0	0	0	46	3	0	0	344	1759

Car Volumes

Time	NB (SE Cumulus Ave)					SB (SE Cumulus Ave)					EB (OR 18)					WB (OR 18)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
03:00:00 PM	0	0	0	0	0	2	0	4	0	0	5	51	0	0	0	0	40	3	0	0		
03:05:00 PM	0	0	0	0	0	4	0	15	0	0	8	45	1	0	0	0	67	5	0	0		
03:10:00 PM	1	0	0	0	0	4	0	8	0	0	11	44	0	0	0	0	71	4	0	0	393	
03:15:00 PM	0	0	0	0	0	3	0	7	0	0	10	44	0	0	0	0	64	2	0	0	418	
03:20:00 PM	0	0	0	0	0	3	0	6	0	0	7	61	0	0	0	0	57	5	0	0	412	
03:25:00 PM	0	1	0	0	0	2	0	3	0	0	11	53	0	0	0	0	67	3	0	0	409	
03:30:00 PM	0	0	0	0	0	4	0	9	0	0	5	48	0	0	0	1	59	3	0	0	408	
03:35:00 PM	0	0	0	0	0	5	0	6	0	0	18	66	0	0	0	0	56	2	0	0	422	
03:40:00 PM	0	0	0	0	0	1	1	6	0	0	7	72	0	0	0	0	50	8	0	0	427	
03:45:00 PM	0	0	0	0	0	6	0	14	0	0	16	64	0	0	0	0	60	4	0	0	462	
03:50:00 PM	0	0	0	0	0	3	0	7	0	0	6	64	0	0	0	0	65	0	0	0	454	
03:55:00 PM	0	0	0	0	0	1	0	11	0	0	8	63	0	0	0	0	70	2	0	0	464	1693
04:00:00 PM	0	0	0	0	0	2	0	11	0	0	12	52	0	0	0	0	66	3	0	0	446	1734
04:05:00 PM	1	0	0	0	0	5	0	11	0	0	14	84	0	0	0	0	64	1	0	0	481	1769
04:10:00 PM	1	0	0	1	0	6	0	15	0	0	2	84	0	0	0	0	64	3	0	0	502	1802
04:15:00 PM	0	0	1	0	0	2	0	11	0	0	8	60	0	0	0	1	64	10	0	0	513	1829
04:20:00 PM	1	0	0	0	0	2	0	9	0	0	9	62	0	0	0	0	72	4	0	0	492	1849
04:25:00 PM	0	0	1	0	0	3	0	6	0	0	8	58	0	0	0	0	54	1	0	0	447	1840
04:30:00 PM	0	0	1	0	0	4	0	8	0	0	6	72	0	0	0	0	57	3	0	0	441	1862
04:35:00 PM	1	0	0	0	0	0	0	9	0	0	12	80	0	0	0	2	50	7	0	0	443	1870
04:40:00 PM	1	0	1	0	0	3	0	9	0	0	12	36	0	0	0	0	61	4	0	0	439	1852
04:45:00 PM	1	0	0	0	0	2	0	5	0	0	5	75	0	0	0	0	78	2	0	0	456	1856
04:50:00 PM	0	0	0	0	0	1	0	4	0	0	12	81	0	0	0	0	64	4	0	0	461	1877
04:55:00 PM	0	0	1	0	0	1	0	6	0	0	7	61	0	0	0	0	69	3	0	0	482	1870
05:00:00 PM	1	0	1	0	0	4	0	15	0	0	11	54	0	0	0	0	61	4	0	0	465	1875
05:05:00 PM	0	0	1	0	0	7	0	9	0	0	14	87	0	0	0	0	65	2	0	0	484	1880
05:10:00 PM	0	0	1	0	0	6	0	5	0	0	6	84	0	0	0	0	61	2	0	0	501	1869
05:15:00 PM	0	0	1	0	0	2	0	8	0	0	13	86	0	0	0	0	76	3	0	0	539	1901
05:20:00 PM	0	0	1	0	0	4	0	9	0	0	8	61	0	0	0	0	69	1	0	0	507	1895
05:25:00 PM	0	0	0	0	0	5	0	4	0	0	10	59	0	0	0	0	51	4	0	0	475	1897
05:30:00 PM	1	0	1	0	0	3	0	10	0	0	11	35	0	0	0	0	66	2	0	0	415	1875
05:35:00 PM	0	0	0	0	0	1	0	7	0	0	4	81	0	0	0	0	71	0	0	0	426	1878
05:40:00 PM	1	0	1	0	0	2	0	11	0	0	11	40	0	0	0	0	52	3	0	0	414	1872
05:45:00 PM	0	0	0	0	0	3	0	9	0	0	3	46	0	0	0	0	48	3	0	0	397	1816
05:50:00 PM	0	0	1	0	0	2	0	7	0	0	5	50	0	0	0	0	50	2	0	0	350	1767
05:55:00 PM	0	0	0	0	0	2	0	8	0	0	7	44	0	0	0	0	45	3	0	0	338	1728

Truck Volumes

Time	NB (SE Cumulus Ave)					SB (SE Cumulus Ave)					EB (OR 18)					WB (OR 18)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
03:00:00 PM	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	3	0	0	0		
03:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	4	0	0	0		
03:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	19	
03:15:00 PM	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0	0	1	0	0	0	18	
03:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	2	0	0	0	17	
03:25:00 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	2	0	0	0	16	
03:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	14	
03:35:00 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	1	0	0	0	14	
03:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	1	0	0	14	
03:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	2	0	0	0	16	
03:50:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	15	
03:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	0	15	64
04:00:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	0	0	0	13	61
04:05:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	0	0	13	59
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	9	54
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	8	51
04:20:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	7	49
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	7	45
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	8	45
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	7	42
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	10	41
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	4	0	0	0	13	42
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	12	39
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	9	35
05:00:00 PM	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	7	36
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	9	35
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	14	40
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	11	39
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	11	39
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	0	0	0	10	43
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	39
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	37
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	34
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	3	29
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	6	31
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	6	31

Bike Volumes

Time	NB (SE Cumulus Ave)					SB (SE Cumulus Ave)					EB (OR 18)					WB (OR 18)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
03:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Volumes

Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
03:00:00 PM	0	0	0	0		
03:05:00 PM	0	0	0	0		
03:10:00 PM	0	0	0	0	0	
03:15:00 PM	0	0	0	0	0	
03:20:00 PM	0	0	0	0	0	
03:25:00 PM	0	0	0	0	0	
03:30:00 PM	0	0	0	0	0	
03:35:00 PM	0	0	0	0	0	
03:40:00 PM	0	0	0	0	0	
03:45:00 PM	0	0	0	0	0	
03:50:00 PM	0	0	0	0	0	
03:55:00 PM	0	0	0	0	0	0
04:00:00 PM	0	0	0	0	0	0
04:05:00 PM	0	0	0	0	0	0
04:10:00 PM	0	0	0	0	0	0
04:15:00 PM	0	0	0	0	0	0
04:20:00 PM	0	0	0	0	0	0
04:25:00 PM	0	0	0	0	0	0
04:30:00 PM	0	0	0	0	0	0
04:35:00 PM	0	0	0	0	0	0
04:40:00 PM	0	0	0	0	0	0
04:45:00 PM	0	0	0	0	0	0
04:50:00 PM	0	0	0	0	0	0
04:55:00 PM	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0

SEASONAL TREND TABLE (Updated: 08/08/2025)																								Seasonal Trend Peak Period Factor
TREND	1-Jan	15-Jan	1-Feb	15-Feb	1-Mar	15-Mar	1-Apr	15-Apr	1-May	15-May	1-Jun	15-Jun	1-Jul	15-Jul	1-Aug	15-Aug	1-Sep	15-Sep	1-Oct	15-Oct	1-Nov	15-Nov	1-Dec	15-Dec	
INTERSTATE URBANIZED	1.1366	1.2243	1.1283	1.0323	1.0179	1.0035	0.9874	0.9712	0.9686	0.9659	0.9523	0.9387	0.9475	0.9564	0.9474	0.9385	0.9565	0.9745	0.9775	0.9805	1.0063	1.0320	1.0411	1.0501	0.9385
INTERSTATE NONURBANIZED	1.3283	1.4607	1.3352	1.2098	1.1328	1.0558	1.0303	1.0048	0.9757	0.9466	0.9006	0.8545	0.8511	0.8476	0.8518	0.8560	0.8838	0.9117	0.9370	0.9622	1.0118	1.0614	1.1092	1.1570	0.8476
COMMUTER	1.1363	**1.2104**	**1.1253**	1.0402	1.0280	1.0159	0.9942	0.9725	0.9652	0.9580	0.9484	0.9388	0.9459	0.9529	0.9492	0.9455	0.9547	0.9640	0.9603	0.9565	0.9968	1.0372	1.0587	1.0803	**0.9388**
COASTAL DESTINATION	1.2372	1.3260	1.2235	1.1210	1.0821	1.0433	1.0395	1.0357	1.0016	0.9675	0.9288	0.8901	0.8512	0.8123	0.8163	0.8202	0.8607	0.9012	0.9583	1.0154	1.0761	1.1368	1.1710	1.2053	0.8123
COASTAL DESTINATION ROUTE	1.4688	1.5876	1.4232	1.2588	1.2023	1.1457	1.0968	1.0478	0.9890	0.9302	0.8824	0.8345	0.7778	0.7211	0.7293	0.7376	0.8011	0.8646	0.9562	1.0478	1.1369	1.2260	1.2864	1.3469	0.7211
AGRICULTURE	1.5176	1.7124	1.5616	1.4109	1.3131	1.2153	1.1302	1.0452	0.9742	0.9033	0.8634	0.8236	0.8268	0.8300	0.8318	0.8336	0.8036	0.7737	0.8067	0.8396	0.9755	1.1113	1.2587	1.4062	0.7737
RECREATIONAL SUMMER	1.7466	1.9918	1.7958	1.5998	1.4743	1.3487	1.2694	1.1900	1.0358	0.8816	0.8065	0.7315	0.7023	0.6732	0.6994	0.7257	0.7550	0.7843	0.8710	0.9576	1.1409	1.3242	1.4404	1.5565	0.6732
RECREATIONAL SUMMER WINTER	1.1941	1.2569	1.1002	0.9435	0.9477	0.9518	1.0681	1.1844	1.1188	1.0532	0.9602	0.8671	0.8024	0.7376	0.7851	0.8326	0.9503	1.0681	1.2574	1.4466	1.3591	1.2715	1.0865	0.9015	0.7376
RECREATIONAL WINTER**	0.9679	0.9950	0.8304	0.6658	0.6940	0.7222	0.9586	1.1950	1.2898	1.3846	1.2524	1.1201	1.0112	0.9022	0.9366	0.9710	1.0808	1.1906	1.3878	1.5850	1.4837	1.3824	1.0688	0.7553	0.6658
SUMMER	1.2825	**1.4059**	**1.2964**	1.1868	1.1391	1.0913	1.0443	0.9973	0.9661	0.9349	0.9013	0.8676	0.8563	0.8449	0.8539	0.8630	0.8851	0.9071	0.9336	0.9601	1.0261	1.0921	1.1321	1.1721	**0.8449**
SUMMER < 2500	1.3344	1.4803	1.3611	1.2418	1.1938	1.1457	1.0741	1.0024	0.9491	0.8958	0.8734	0.8511	0.8379	0.8247	0.8479	0.8712	0.8749	0.8786	0.9092	0.9397	1.0222	1.1046	1.1644	1.2243	0.8247

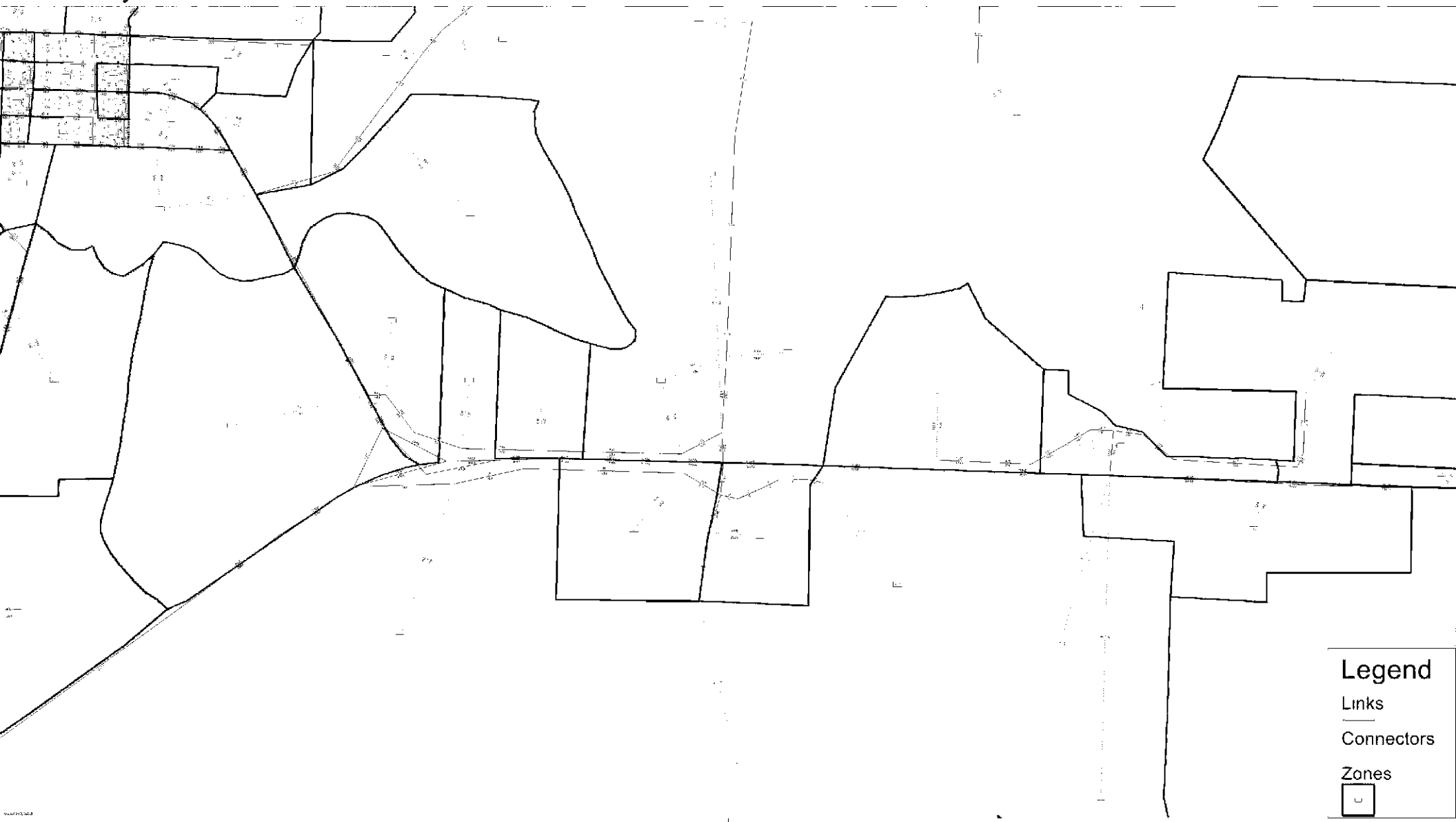
* Seasonal Trend Table factors are based on previous year ATR data. The table is updated yearly.
* Grey shading indicates months were seasonal factor is greater than or less than 30%

	Commuter	Factor
Thursday, January 30, 2025	1.1253	1.199

Peak 0.9388

McMinnville Zone Change Transportation Planning Rule Analysis

2015 Daily Volumes

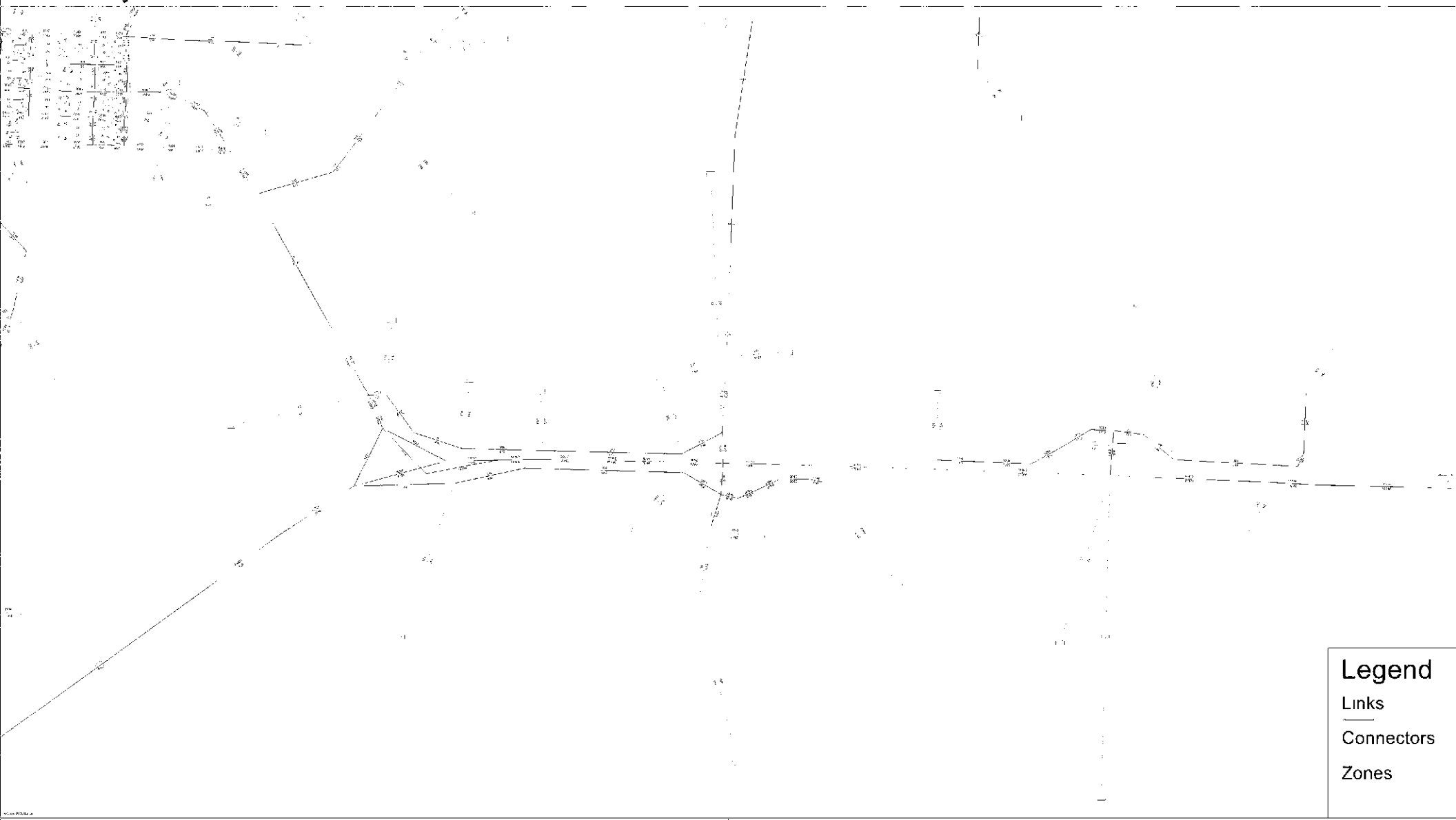


VISUM 2024.01 PTV AG
erstellt am:27.01.2025

McMinnville_V3_2015 ver

McMinnville Zone Change Transportation Planning Rule Analysis

2041 Daily Volumes



VISUM 2024.01 PTV AG	
erstellt am:27.01.2025	McMinnville_V3_2041 ver

Growth Rate

Site id	HWY	2015 (Both Direction)	2041 (Both Direction)	Ratio 2041/2015	Average Rate	16 year linear growth rate	Average	
1	W Leg	3810	5522	1.449343832	1.7282%	1.27652		
	E Leg	11788	14115	1.19740414	0.7592%	1.12148		
	S Leg	6655	8182	1.22945154	0.8825%	1.14120		
	N Leg	14322	18153	1.267490574	1.0288%	1.16461	1.17595	
2	W Leg	6476	9381	1.44857937	1.7253%	1.27605		
	E Leg			#DIV/0!	#DIV/0!	#DIV/0!		1.20351
	S Leg	17510	22975	1.312107367	1.2004%	1.19207		
	N Leg	11045	13601	1.231416931	0.8901%	1.14241	1.20351	
3	W Leg	146	130	0.890410959	-0.4215%	0.93256		1.12761
	E Leg	1336	1756	1.314371257	1.2091%	1.19346		
	S Leg	16736	21935	1.310647706	1.1948%	1.19117		
	N Leg	17801	23391	1.314027302	1.2078%	1.19325	1.12761	
4	W Leg	1336	1756	1.314371257	1.2091%	1.19346		
	E Leg			#DIV/0!	#DIV/0!	#DIV/0!		
	S Leg	1128	1583	1.403368794	1.5514%	1.24823		
	N Leg	247	221	0.894736842	-0.4049%	0.93522	1.12564	1.12564
5	W Leg	368	1204	3.27173913	8.7375%	2.39799		
	E Leg			#DIV/0!	#DIV/0!	#DIV/0!		
	S Leg	5027	7725	1.53670181	2.0642%	1.33028		
	N Leg	4674	8197	1.753744116	2.8990%	1.46384	1.73070	
6	W Leg	28890	38288	1.325302873	1.2512%	1.20019		
	E Leg	24398	33223	1.361709976	1.3912%	1.22259		
	S Leg	6095	13164	2.159803117	4.4608%	1.71372		
	N Leg	5027	7725	1.53670181	2.0642%	1.33028	1.36670	
7	W Leg	24398	33223	1.361709976	1.3912%	1.22259		
	E Leg	23023	31739	1.378577944	1.4561%	1.23297		
	S Leg	0	85	#DIV/0!	#DIV/0!	#DIV/0!		1.18558
	N Leg	3436	4001	1.16443539	0.6324%	1.10119	1.18558	

Appendix D

Crash History Data

Traffic Signal Warrants

Left-Turn Lane Warrants

CITY OF MCMINNVILLE, YAMHILL COUNTY

3RD ST and JOHNSON ST, City of McMinnville, Yamhill County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2018 to 12/31/2022

1 - 5 of 7 Crash Records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D / E A L C / D C	D M R J S W / U I C O / G N H R / S V L K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE TRLR QTY / OWNER TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT EVENT	CAUSE
00664	N N N N N N		07/22/2021	14	JOHNSON ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 9	TURN-L										08
CITY			TH	0	3RD ST	E		TRF SIGNAL	N	DRY	TURN		N/A	N -E									000	00
N			5P			06	1		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
N			45 12 36.07	-123 11 19.14																UNK				
												02	NONE 9	STOP										
													N/A	E -W									011	00
													PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
																				UNK				
00836	N N N N		08/29/2019	17	JOHNSON ST	INTER	CROSS	N	N	UNK	O-1 L-TURN	01	NONE	STRGHT										04,08,02
CITY			TH	0	3RD ST	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	N -S									000	00
N			5A			01	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJB	48	F	OR-Y		000	000	00
N			45 12 36.11	-123 11 19.17																OR<25				
												02	NONE	TURN-L										
													PRVTE	S -W									000	00
													PSNGR CAR		01	DRVR	INJC	16	M	NONE		004,020,028	000	04,08,02
																				OR<25				
01185	N N N N		11/25/2019	14	JOHNSON ST	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE	TURN-L										02
CITY			MO	0	3RD ST	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	N -E									000	00
N			1P			04	1		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	80	M	OR-Y		028,004	000	02
N			45 12 36.1	-123 11 19.15																OR<25				
												02	NONE	STRGHT										
													PRVTE	S -N									000	00
													PSNGR CAR		01	DRVR	INJC	23	F	OR-Y		000	000	00
																				OR<25				
00507	N N N N N N		06/12/2021	17	JOHNSON ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT										27,04
CITY			SA	0	3RD ST	CN		TRF SIGNAL	N	DRY	ANGL		PRVTE	E -W									000	00
N			10A			01	1		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	37	M	OR-Y		016,020	038	27,04
N			45 12 36.07	-123 11 19.14																OR<25				
												02	NONE 0	STRGHT										
													PRVTE	N -S									000	00
													PSNGR CAR		01	DRVR	INJB	67	M	NONE		000	000	00
																				OR<25				
01063	N N N N N N		10/24/2022	14	JOHNSON ST	INTER	CROSS	N	N	RAIN	ANGL-OTH	01	NONE 0	STRGHT									040	04,27
CITY			MO	0	3RD ST	CN		TRF SIGNAL	N	WET	ANGL		PRVTE	W -E									000	00
N			6P			03	1		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	23	F	OR-Y		020,016	038	04,27
N			45 12 36.07	-123 11 19.14																OR<25				
												02	NONE 0	STRGHT										
													PRVTE	N -S									000 040	00
													PSNGR CAR		01	DRVR	INJC	27	M	OR-Y		000	000	00
																				OR<25				

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

CITY OF MCMINNVILLE, YAMHILL COUNTY

3RD ST and JOHNSON ST, City of McMinnville, Yamhill County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2018 to 12/31/2022

6 - 7 of 7 Crash Records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D C	D R U R T	M J C N H	S I O V L	W C R L K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE TRLR QTY / OWNER / TYPE	P#	MOVE / FROM / TO	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
00841	N	N	N	N	N	09/02/2022	14	JOHNSON ST	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 9		STRGHT									02
CITY			FR			0	3RD ST	CN		TRF SIGNAL	N	DRY	TURN		N/A		S -N								000		00
N			10A					04	0		N	DAY	PDO		PSNGR CAR			01 DRVR	NONE	00	Unk	UNK		000	000		00
N			45 12 36.07			-123 11 19.14																	UNK				
															02	NONE 9		TURN-L									
																N/A		N -E								000	00
																PSNGR CAR			01 DRVR	NONE	00	Unk	UNK		000	000	00
																							UNK				
00184	N	N	N	N		02/21/2019	16	JOHNSON ST	STRGHT		N	Y	UNK	FIX OBJ	01	NONE 9		STRGHT								079,124	10
NONE			TH			100	3RD ST	S	(NONE)	UNKNOWN	N	ICE	FIX		N/A		N -S								000	00
Y			6A					07			N	DAWN	PDO		PSNGR CAR			01 DRVR	NONE	00	Unk	UNK		000	000		00
N			45 12 34.92			-123 11 19.12				(02)													UNK				

Not Related

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

CITY OF MCMINNVILLE, YAMHILL COUNTY

THREE MILE LN and 1ST ST, City of McMinnville, Yamhill County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2018 to 12/31/2022

1 - 4 of 11 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D / E A L C / D C	R J S V	U I C N H L	S W Q R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
01245	N	N	N	N	12/20/2021	14	THREE MILE LN	INTER	CROSS	N	N	RAIN	PED	01	NONE 0	TURN-L										27,02,19
CITY					MO	0	1ST ST	W		STOP SIGN	N	WET	PED		PRVTE	SE-W									000	00
N					5P			05	0		N	DARK	INJ		PSNGR CAR		01	DRVR	NONE	68	M	OR-Y		016,029	000		27,02,19
N					45 12 31	-123 11 5.21																OR<25					
																-										
																STRGHT	01	PED	INJC	59	M		I XWLK	000	034		19
																NW SE										
00686	N	N	N	N	04/19/2018	14	THREE MILE LN	INTER	CROSS	N	N	CLR	S-1TURN	01	NONE 9	STRGHT										29
NONE					TH	0	1ST ST	NW		STOP SIGN	N	DRY	TURN		N/A	NW-SE									000	00
N					3P			06	0		N	DAY	PDO		UNKNOWN		01	DRVR	NONE	00	Unk	UNK		000	000		00
N					45 12 31	-123 11 5.2																UNK					
														02	NONE 9	TURN-R										
															N/A	NW-W									000	00
															PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																						UNK					
01223	N	N	N	N	11/15/2018	14	THREE MILE LN	INTER	CROSS	N	N	CLR	ANGL-OTH	01	POLCE	STRGHT										02,27
CITY					TH	0	1ST ST	CN		STOP SIGN	N	DRY	ANGL		PUBLC	NW-SE									000	00
N					6P			03	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	30	M	OR-Y		000	000		00
N					45 12 31	-123 11 5.2																OR<25					
														02	NONE	STRGHT										
															PRVTE	W -E									015	00
															PSNGR CAR		01	DRVR	INJB	82	F	OR-Y		028,024	038		02,27
																						OR<25					
														02	NONE	STRGHT										
															PRVTE	W -E									015	00
															PSNGR CAR		02	PSNG	INJB	82	M			000	000		00
00241	N	N	N	N	02/25/2018	14	THREE MILE LN	INTER	CROSS	N	N	CLD	ANGL-OTH	01	NONE 9	STRGHT										02,40
CITY					SU	0	1ST ST	CN		STOP SIGN	N	WET	ANGL		N/A	N -S									000	00
N					8P			03	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N					45 12 31	-123 11 5.2																UNK					
														02	NONE 9	TURN-L										
															N/A	W -N									015	00
															PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																						UNK					
00758	N	N	N	N	07/30/2018	14	1ST ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 9	TURN-L										04,02
CITY					MO	0	THREE MILE LN	CN		STOP SIGN	N	DRY	TURN		N/A	W -N									015	00
N					10A			03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N					45 12 31.01	-123 11 5.2																UNK					

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CITY OF MCMINNVILLE, YAMHILL COUNTY

THREE MILE LN and 1ST ST, City of McMinnville, Yamhill County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2018 to 12/31/2022

5 - 9 of 11 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	M R J S W A L G N H R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
												02 NONE 9	STRGHT											
												N/A	N -S										000		00
												PSNGR CAR		01	DRVR	NONE	00	Unk	UNK UNK		000	000		00
00596	N N N N Y	06/20/2019	14	THREE MILE LN	INTER	CROSS	N	N	CLR	O-1 L-TURN	01 NONE	STRGHT												02
CITY		TH	0	1ST ST	CN		STOP SIGN	N	DRY	TURN	PRVTE	N -S										000		00
N		5A			01	0		N	DAWN	INJ	PSNGR CAR			01	DRVR	INJB	73	M	OR-Y		000	000		00
N		45 12 31	-123 11 5.2																OR<25					
											02 NONE	TURN-L												
											PRVTE	S -W										000		00
											PSNGR CAR			01	DRVR	INJC	22	M	OR-Y OR<25		004,028,082	000		02
00203	N N N N	03/08/2020	14	THREE MILE LN	INTER	CROSS	N	N	CLR	O-1 L-TURN	01 NONE 9	STRGHT												02
CITY		SU	0	1ST ST	CN		UNKNOWN	N	DRY	TURN	N/A	NW-SE										000		00
N		1P			01	0		N	DAY	PDO	PSNGR CAR			01	DRVR	NONE	00	Unk	UNK		000	000		00
N		45 12 31.01	-123 11 5.22																UNK					
											02 NONE 9	TURN-L												
											N/A	SE-W										088		00
											PSNGR CAR			01	DRVR	NONE	00	Unk	UNK UNK		000	000		00
00749	N N N N N N	08/09/2022	14	THREE MILE LN	INTER	CROSS	N	N	CLR	O-1 L-TURN	01 NONE 0	STRGHT												02,08
CITY		TU	0	1ST ST	CN		STOP SIGN	N	DRY	TURN	PRVTE	NW-SE										000		00
N		5P			01	0		N	DAY	INJ	PSNGR CAR			01	DRVR	INJB	57	F	OR-Y		000	000		00
N		45 12 31	-123 11 5.21																OR<25					
											02 NONE 0	TURN-L												
											PRVTE	SE-W										000		00
											PSNGR CAR			01	DRVR	NONE	51	M	OR-Y OR<25		028,004	000		02,08
00770	N N N N	08/12/2019	14	THREE MILE LN	STRGHT		Y	N	CLR	S-1STOP	01 NONE	STRGHT											004,013	07,29
CITY		MO	50	1ST ST	NE	(NONE)	UNKNOWN	N	DRY	REAR	PRVTE	NE-SW										000		00
N		4P			06			N	DAY	INJ	PSNGR CAR			01	DRVR	INJC	20	M	OR-Y		026,043	000		07,29
N		45 12 31.49	-123 11 5.63			(02)													OR<25					
											02 NONE	STOP												
											PRVTE	NE-SW										011	013	00
											PSNGR CAR			01	DRVR	INJC	69	F	OR-Y OR>25		000	000		00
											03 NONE 0	STOP												
											PRVTE	NE-SW										011	004	00
											PSNGR CAR			01	DRVR	NONE	52	F	OR-Y OR<25		000	000		00

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CITY OF MCMINNVILLE, YAMHILL COUNTY

THREE MILE LN and 1ST ST, City of McMinnville, Yamhill County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2018 to 12/31/2022

10 - 11 of 11 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C C	D M R J U I C N H R K	S V L	W Q	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	SPCL USE / TRLR # / OWNER / V#	TYPE	QTY	MOVE / FROM / TO	P#	TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
01072	N	N	N N	N		10/18/2018	14	THREE MILE LN	STRGHT		N	N	CLR	S-1STOP	01	NONE	9	STRGHT											07,29
NO RPT			TH				100	1ST ST	S	(NONE)	UNKNOWN	N	DRY	REAR		N/A		S -N									000		00
N			5P						08			N	DAY	PDO		PSNGR CAR			01	DRVR	NONE	00	Unk	UNK		000	000		00
N			45 12 29.74			-123 11 4.11				(02)														UNK				
															02	NONE	9	STOP										
																N/A		S -N									011	00
																PSNGR CAR			01	DRVR	NONE	00	Unk	UNK		000	000	00
																								UNK				
01121	N	N	N N	N	N	11/18/2021	14	THREE MILE LN	TRANS		N	N	RAIN	BIKE	01	NONE	0	STRGHT											32,02
CITY			TH				200	1ST ST	SE	(NONE)	UNKNOWN	N	WET	REAR		PRVTE		SE-NW									000	00
N			10P						08			N	DARK	INJ		PSNGR CAR			01	DRVR	NONE	36	F	OR-Y		052,027	000	32,02
N			45 12 29.14			-123 11 3.59				(02)														OR<25				
																		-										
																		STRGHT	01	BTOW	INJB	19	M		ROAD	000	046	00
																		SE NW										

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483: MCMINNVILLE SPUR

Highway 483 ALL ROAD TYPES, MP 46.40 to 46.55 01/01/2018 to 12/31/2022, Both Add and Non-Add mileage, ALL Crashes Severity, ALL Crashes Circumstance

1 - 5 of 8 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P / E / E / D	A L / C / L / C	D R / U / G / S	M J / I / N / V	S / C / H / L	W / O / R / K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN / STRGHT	INT-TYPE / (MEDIAN) / (#LANES) / (02)	INT-REL / TRAF- / CONTL / Y	OFFRD / RNDBT / DRVWY / N	WTHR / SURF / LIGHT / CLR	CRASH / COLL / SVRTY / S-1STOP	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT EVENT	CAUSE
00917	N	N	N	N			09/24/2021	YAMHILL	1 14		STRGHT		Y	N	CLR	S-1STOP	01	NONE 0	STRGHT										29
NONE							FR		MN 0		UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	S -N									000	00
N							11A	MCMINVL UA	46.46		03			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	65	M	OR-Y		026	000	29
N							45 12 7.32	-123 10 45.34		049300100S00		(02)													OR<25				
																	02	NONE 0	STOP										
																		PRVTE	S -N									011	00
																		PSNGR CAR		01	DRVR	INJB	47	F	OR-Y		000	000	00
																									OR<25				
																	02	NONE 0	STOP										
																		PRVTE	S -N									011	00
																		PSNGR CAR		02	PSNG	INJC	16	M			000	000	00
00147	N	N	N	N			02/19/2020	YAMHILL	1 14		INTER	6-LEC	N	N	CLD	O-1 L-TURN	01	NONE 9	STRGHT										02,08
CITY							WE		MN 0		CN		STOP SIGN	N	DRY	TURN		N/A	N -S									000	00
N							8P	MCMINVL UA	46.48		01	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
N							45 12 8.44	-123 10 46.22		049300100S00															UNK				
																	02	NONE 9	TURN-L										
																		N/A	S -W									000	00
																		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
																									UNK				
01117	N	N	N	N	N	N	11/17/2021	YAMHILL	1 14		INTER	6-LEC	N	N	CLR	ANCL-OTH	01	NONE 0	TURN-L										04
CITY							WE		MN 0		CN		STOP SIGN	N	DRY	TURN		PRVTE	E -S									000	00
N							7A	MCMINVL UA	46.48		01	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	61	M	OR-Y		021	000	04
N							45 12 8.45	-123 10 46.22		049300100S00															OR<25				
																	02	NONE 0	STRGHT										
																		PRVTE	N -S									000	00
																		PSNGR CAR		01	DRVR	INJB	37	F	OR-Y		000	000	00
																									OR<25				
00976	N	N	N	N			09/21/2018	YAMHILL	1 14		INTER	CROSS	N	N	CLR	S-1TURN	01	NONE 9	STRGHT										06,08
NONE							FR		MN 0		CN		TRF SIGNAL	N	DRY	TURN		N/A	E -W									000	00
N							7P	MCMINVL UA	46.48		02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
N							45 12 8.45	-123 10 46.23		049300100S00															UNK				
																	02	NONE 9	U-TURN										
																		N/A	E -E									000	00
																		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
																									UNK				
00440	N	N	N	N	N	N	06/19/2020	YAMHILL	1 14		INTER	6-LEC	N	N	CLR	ANCL-OTH	01	NONE 9	TURN-L										02
CITY							FR		MN 0		CN		STOP SIGN	N	DRY	TURN		N/A	E -S									015	00
N							11A	MCMINVL UA	46.48		02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
N							45 12 8.44	-123 10 46.21		049300100S00															UNK				
																	02	NONE 9	STRGHT										
																		N/A	S -N									000	00
																		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
																									UNK				
01208	N	N	N	N	N	N	12/03/2019	YAMHILL	1 14		INTER	CROSS	N	N	CLR	ANCL-OTH	01	NONE	STRGHT										02
CITY							TU		MN 0		CN		STOP SIGN	N	DRY	ANCL		PRVTE	W -E									015	00
N							11A	MCMINVL UA	46.48		03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	34	M	OR-Y		028	000	02
N							45 12 8.47	-123 10 46.2		049300100S00															OR<25				

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483: MCMINNVILLE SPUR

Highway 483 ALL ROAD TYPES, MP 46.40 to 46.55 01/01/2018 to 12/31/2022, Both Add and Non-Add mileage, ALL Crashes Severity, ALL Crashes Circumstance

6 - 8 of 8 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P / E / D	A	D R / U	M J / I	S / C	W / O / R / K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
																	02	NONE	STRGHT									000		00
																		PRVTE	N -S									000		00
																		PSNGR CAR		01	DRVR	INJC	42	F	OR-Y OR<25		000	000		00
00896	N	N	N	N	N	N	09/13/2019	YAMHILL	1 14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	STRGHT												07,29
CITY							FR		MN 0		CN		UNKNOWN	N	DRY	REAR		PRVTE	N -S									000		00
N							12P	MCMINVL UA	46.48		03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	73	M	OR-Y OR<25		026,043	000		07,29
N							45 12 8.48	-123 10 46.22		048300100S00																				
																	02	NONE	STOP												
																		PRVTE	N -S									012		00
																		PSNGR CAR		01	DRVR	INJC	58	F	OR-Y OR<25		000	000		00
00321	N	Y	N	N	N	N	03/24/2018	YAMHILL	1 19		INTER	6-LEC	N	N	CLD	S-1STOP	01	NONE 0	STRGHT											12S	33,07
CITY							SA		FR 0		E		STOP SIGN	N	WET	REAR		PRVTE	E -W									000		00
N							10P	MCMINVL UA	46.48		06	0		N	DARK	INJ		PSNGR CAR		01	DRVR	NONE	25	M	OR-Y OR<25		051,043	000		33,07
N							45 12 8.45	-123 10 46.22		048?AB100S00																				
																	02	NONE 0	STOP												
																		PRVTE	E -W									011		00
																		PSNGR CAR		01	DRVR	INJC	41	F	OR-Y OR<25		000	000		00
																	02	NONE 0	STOP												
																		PRVTE	E -W									011		00
																		PSNGR CAR		02	PSNG	INJC	09	F			000	000		00
																	02	NONE 0	STOP												
																		PRVTE	E -W									011		00
																		PSNGR CAR		03	PSNG	INJC	07	F			000	000		00
																	02	NONE 0	STOP												
																		PRVTE	E -W									011		00
																		PSNGR CAR		04	PSNG	INJC	07	F			000	000		00

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CITY OF MCMINNVILLE, YAMHILL COUNTY **CUMULUS AVE and PACIFIC AVE, City of McMinnville, Yamhill County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2018 to 12/31/2022**

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R U G	J I N	S C H	W Q R	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	SPCL USE / TRLR QTY / OWNER / V#	MOVE / FROM / TO	TYPE	PRTC / INJ / SVRTY / P#	A C E	S X	LICNS / RES	PED LOC	ERROR	ACT	EVENT	CAUSE

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CITY OF MCMINNVILLE, YAMHILL COUNTY

CUMULUS AVE and NORTON LN, City of McMinnville, Yamhill County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2018 to 12/31/2022

1 - 2 of 2 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R U G	J N H	S I C	W Q R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	TYPE	SVRTY	A G E	S E X	LICNS / RES	PED LOC	ERROR	ACT EVENT	CAUSE
01018	N	N	N	N			10/04/2018	19	NE CUMULUS AVE	INTER	3-LEG	N	N	CLR	ANGL-OTH	01 NONE	TURN-L										02
NONE			TH						NE NORTON LN	CN		STOP SIGN	N	DRY	TURN	PRVTE	W -N									015	00
N			8A							04	0		N	DAY	INJ	PSNGR CAR		01	DRVR	NONE	18	M	OR-Y		028	000	02
N			45 12 5.76					-123 9 59.7	0483AB100300														OR<25				
																02 NONE	TURN-L										
																PRVTE	S -W									000	00
																PSNGR CAR		01	DRVR	INJC	27	M	OR-Y		000	000	00
																							OR<25				
00099	N	N	N	N	N	N	02/09/2021	19	NE NORTON LN	ALLEY		N	N	CLD	S-1TURN	01 NONE 9	TURN-L										08,13
CITY			TU					150	NE CUMULUS AVE	N	(NONE)	NONE	N	DRY	TURN	N/A	S -W									019	00
N			4P							07			N	DAY	PDO	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
N			45 12 7.21					-123 9 59.7			(02)												UNK				
																02 NONE 9	STRGHT										
																N/A	S -N									000	00
																PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
																							UNK				

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039: SALMON RIVER

Highway 039 ALL ROAD TYPES, MP 46.4 to 46.9 01/01/2018 to 12/31/2022, Both Add and Non-Add mileage, ALL Crashes Severity, ALL Crashes Circumstance

1 - 4 of 37 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P / E / E / D	D R / A / L / C	M J / U / G / S	S / I / N / V	C / G / H / L	W / O / R / K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A C E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
01177	N	N	N	N			11/23/2019	YAMHILL	1 14		STRGHT		N	N	CLR	ANIMAL	01	NONE	STRGHT										035	12
STATE							SA	MCMINNVILLE	MN 0	SALMON RIVER HY	W	(NONE)	UNKNOWN	N	DRY	OTH		PRVTE	W -E									000	035	00
N							4P	MCMINVL UA	46.42	NE NORTON LN	03			N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	65	F	OR-Y		000	000		12
N							45 12 3.31	-123 10 20.11		003900100S00		(04)													OR>25					
00635	N	N	N	N			06/15/2018	YAMHILL	1 14		STRGHT		N	N	CLR	S-STRGHT	01	NONE 9	STRGHT											07,29
NONE							FR	MCMINNVILLE	MN 0	NE NORTON LN	W	(NONE)	UNKNOWN	N	DRY	REAR		N/A	W -E									000		00
N							3P	MCMINVL UA	46.48	SALMON RIVER HY	04			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N							45 12 3.3	-123 10 15.55		003900100S00		(04)													UNK					
																	02	NONE 9	STRGHT										006		00
																		N/A	W -E											
																		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																									UNK					
00557	N	N	N	N	N	N	06/24/2021	YAMHILL	1 14		STRGHT		N	N	CLR	S-STRGHT	01	NONE 9	STRGHT											07,27,29
STATE							TH	MCMINNVILLE	MN 0	SALMON RIVER HY	W	(NONE)	UNKNOWN	N	DRY	REAR		N/A	E -W									000		00
N							9A	MCMINVL UA	46.48	NE NORTON LN	06			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N							45 12 3.3	-123 10 15.58		003900100S00		(04)													UNK					
																	02	NONE 9	STRGHT										006		00
Not Related																		N/A	E -W											
																		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																									UNK					
00970	Y	N	N	N	N	N	10/13/2021	YAMHILL	1 14		STRGHT		N	N	CLD	S-STRGHT	01	NONE 0	STRGHT										013		32,13,30
CITY							WE	MCMINNVILLE	MN 0	SALMON RIVER HY	W	(NONE)	UNKNOWN	N	DRY	SS-O		PRVTE	E -W									000	013	00
N							12P	MCMINVL UA	46.50	NE NORTON LN	05			N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	76	F	OR-Y		052,016,045	000		32,13,30
N							45 12 3.3	-123 10 14.07		003900100S00		(04)													OR<25					
																	02	NONE 1	STRGHT										000		00
																		PRVTE	E -W											
Not Related																		SEMI TOW		01	DRVR	NONE	39	M	OR-Y		050	000		30
																									OR<25					
																	03	NONE 1	STRGHT										022		00
																		PRVTE	E -W											
																		PSNGR CAR		01	DRVR	INJB	46	M	OR-Y		000	022		00
																									OR<25					
00299	N	N	N	N	N	N	04/02/2022	YAMHILL	1 14		STRGHT		N	N	CLR	O-STRGHT	01	NONE 0	STRGHT										068,119		32,05
CITY							SA	MCMINNVILLE	MN 0	SALMON RIVER HY	W	(NONE)	UNKNOWN	N	DRY	SS-M		PRVTE	W -E									007	068,119	00
Y							5P	MCMINVL UA	46.56	NE NORTON LN	04			N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	33	M	OR-Y		052,044	000		32,05
N							45 12 3.3	-123 10 9.54		003900100S00		(04)													OR<25					
																	02	NONE 0	STRGHT										000		00
																		PRVTE	E -W											
																		PSNGR CAR		01	DRVR	INJB	40	M	OR-Y		000	000		00
																									OR<25					

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039: SALMON RIVER

Highway 039 ALL ROAD TYPES, MP 46.4 to 46.9 01/01/2018 to 12/31/2022, Both Add and Non-Add mileage, ALL Crashes Severity, ALL Crashes Circumstance

5 - 9 of 37 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D C	D R E L S	M A G V	J U N L	S I H	C O R K	W	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS / RES	PED LOC	ERROR	ACT	EVENT	CAUSE
																		02	NONE 0 PRVTE PSNGR CAR	STRGHT E -W	02	PSNG	INJB	13	M			000	000 000		00 00
																		03	NONE 0 PRVTE PSNGR CAR	STRGHT E -W	01	DRVR	INJC	70	M	OR-Y OR>25		000	000 000		00 00
01299 NO RPT	N	N	N	N	12/31/2021 FR	YAMHILL MCMINNVILLE	1 MN	14 0		STRGHT W	(NONE)	Y TRF SIGNAL	N N	CLR WET	S-1STOP REAR	01	NONE 0 PRVTE	STRGHT W -E												29 00
N					5P	MCMINVL UA	46.65		NE NORTON LN	03			N	DARK	INJ		PSNGR CAR		01	DRVR	NONE	49	F	UNK		026	000		29
N					45 12 3.31	-123 10 2.74			003900100300		(04)															OR>25				
																		02	NONE 0 PRVTE PSNGR CAR	STOP W -E	01	DRVR	INJC	39	F	OR-Y OR<25		000	011 000		00 00
01147 NONE	N	N	N	N	11/17/2019 SU	YAMHILL MCMINNVILLE	1 MN	14 0		STRGHT W	(NONE)	N UNKNOWN	N N	RAIN WET	S-1STOP REAR	01	NONE 9 N/A	STRGHT W -E												012	07 00
N					3P	MCMINVL UA	46.66		NE NORTON LN	03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N					45 12 3.34	-123 10 2.01			003900100300		(04)															UNK				
																		02	NONE 9 N/A PSNGR CAR	STOP W -E	01	DRVR	NONE	00	Unk	UNK UNK		000	011 000		00 00
00910 CITY	Y	N	N	N	N N	11/12/2020 TH	YAMHILL MCMINNVILLE	1 MN	14 0		STRGHT W	(NONE)	N UNKNOWN	N N	CLR DRY	S-1STOP REAR	01	NONE PRVTE	STRGHT W -E												32,07,27 00
N					7A	MCMINVL UA	46.66		NE NORTON LN	04			N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	46	M	SUSP		026,043,047	000		32,07,27
N					45 12 3.33	-123 10 2			003900100300		(04)															OR>25				
																		02	NONE PRVTE PSNGR CAR	STOP W -E	01	DRVR	NONE	60	F	OR-Y OR<25		000	011 000		00 00
00593 CITY	N	N	N	N	N N	06/28/2022 TU	YAMHILL MCMINNVILLE	1 MN	14 0		STRGHT W	(NONE)	N NONE	N N	CLR DRY	S-STRGHT SS-O	01	NONE 9 N/A	STRGHT E -W												13 00
N					9A	MCMINVL UA	46.66		NE NORTON LN	04			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N					45 12 3.31	-123 10 1.98			003900100300		(04)															UNK				
																		02	NONE 9 N/A PSNGR CAR	STRGHT E -W	01	DRVR	NONE	00	Unk	UNK UNK		000	000 000		00 00

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SER# / INVEST / RD DPT / UNLOC?	S P E D C	A L C S	M R J U G N V	I H L	C S K	O R W	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN / STRGHT	INT-TYPE / (MEDIAN) / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
00240	N	N	N	N			03/20/2020	YAMHILL	1 14		STRGHT		Y	N	CLR	S-1STOP	01	NONE	STRGHT											07,29,27
STATE							FR	MCMINNVILLE	MN 0	SALMON RIVER HY	W	(NONE)	L-CRN-SIG	N	DRY	REAR		PRVTE	W -E									000		00
N							9A	MCMINVL UA	46.66	NE NORTON LN	05			N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	83	F	OR-Y		026	000		07,29,27
N							45 12 3.33	-123 10 1.98		003900100300		(04)													OR<25					
																	02	NONE	STOP										012		00
																		PRVTE	W -E											
																		PSNGR CAR		01	DRVR	INJC	70	F	OR-Y		000	000		00
																									OR<25					
00713	N	N	N	N			07/18/2018	YAMHILL	1 14		STRGHT		N	N	CLR	S-STRGHT	01	NONE 9	STRGHT											29
NONE							WE	MCMINNVILLE	MN 0	SALMON RIVER HY	W	(NONE)	UNKNOWN	N	DRY	REAR		N/A	W -E									000		00
N							4P	MCMINVL UA	46.67	NE NORTON LN	03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N							45 12 3.3	-123 10 1.25		003900100300		(04)													UNK					
																	02	NONE 9	STRGHT										000		00
																		N/A	W -E											
																		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																									UNK					
00535	N	N	N	N			07/24/2020	YAMHILL	1 14		STRGHT		Y	N	CLR	S-1STOP	01	NONE 9	STRGHT											07
NONE							FR	MCMINNVILLE	MN 0	SALMON RIVER HY	W	(NONE)	TRF SIGNAL	N	DRY	REAR		N/A	W -E									088		00
N							6P	MCMINVL UA	46.67	NE NORTON LN	03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N							45 12 3.35	-123 10 1.24		003900100300		(04)													UNK					
																	02	NONE 9	STOP										011		00
																		N/A	W -E											
																		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																									UNK					
00569	N	N	N	N			06/16/2019	YAMHILL	1 14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	STRGHT											07,29
STATE							SU	MCMINNVILLE	MN 0	NE NORTON LN	W		TRF SIGNAL	N	DRY	REAR		PRVTE	W -E									000		00
N							6P	MCMINVL UA	46.67	SALMON RIVER HY	04	1		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	41	F	OTH-Y		026,043	000		07
N							45 12 3.37	-123 10 1.27		003900100300															N-RES					
																	01	NONE	STRGHT												
																		PRVTE	W -E										000		00
																		PSNGR CAR		02	PSNG	INJC	13	F			000	000		00
																	02	NONE 0	STOP												
																		PRVTE	W -E										011		00
																		PSNGR CAR		01	DRVR	INJC	58	M	OTH-Y		000	000		00
																									N-RES					
00522	N	N	N	N	N	N	06/17/2021	YAMHILL	1 14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											27,29
CITY							TH	MCMINNVILLE	MN 0	NE NORTON LN	N		TRF SIGNAL	N	DRY	REAR		PRVTE	N -S									000		00
N							1P	MCMINVL UA	46.69	SALMON RIVER HY	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	23	M	OR-Y		016,043	038		27,29
N							45 12 3.32	-123 9 59.72		003900100300															OR<25					

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039: SALMON RIVER

Highway 039 ALL ROAD TYPES, MP 46.4 to 46.9 01/01/2018 to 12/31/2022, Both Add and Non-Add mileage, ALL Crashes Severity, ALL Crashes Circumstance

14 - 18 of 37 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D C	D M R J S W A U I C O G N H R L K S V L K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS / RES	PED LOC	ERROR	ACT	EVENT	CAUSE
													02	NONE 0	STOP											
														PRVTE	N -S									011		00
														PSNGR CAR		01	DRVR	INJB	61	M	OR-Y		000	000		00
																					OR<25					
00364	N N Y Y N N	05/05/2021	YAMHILL	1 14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT												32,29,16
CITY		WE	MCMINNVILLE	MN 0	NE NORTON LN	E		TRF SIGNAL	N	DRY	REAR		PRVTE	E -W									000		00
N		9A	MCMINVL UA	46.69	SALMON RIVER HY	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	44	M	OR-Y		052,026	025		32,29,16
N		45 12 3.32	-123 9 59.72		003900100S00															OR>25					
													02	NONE 0	STOP											
														PRVTE	E -W									011		00
														PSNGR CAR		01	DRVR	INJC	68	F	OR-Y		000	000		00
																					OR<25					
00117	Y N N N N N	02/06/2022	YAMHILL	1 14		INTER	CROSS	N	N	FOG	S-1STOP	01	NONE 0	STRGHT												01,29
STATE		SU	MCMINNVILLE	MN 0	NE NORTON LN	E		TRF SIGNAL	N	WET	REAR		PRVTE	E -W									000		00
N		9A	MCMINVL UA	46.69	SALMON RIVER HY	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	21	M	OR-Y		047,026	000		01,29
N		45 12 3.32	-123 9 59.72		003900100S00															OR>25					
													02	NONE 0	STOP											
														PRVTE	E -W									011		00
														PSNGR CAR		01	DRVR	NONE	45	M	OR-Y		000	000		00
																					OR>25					
00415	N N N N N N	04/22/2018	YAMHILL	1 14		INTER	CROSS	N	N	CLR	S-OTHER	01	NONE 0	TURN-L												13
CITY		SU	MCMINNVILLE	MN 0	NE NORTON LN	W		TRF SIGNAL	N	DRY	TURN		PRVTE	S -W									000		00
N		7P	MCMINVL UA	46.69	SALMON RIVER HY	05	0		N	DUSK	INJ		PSNGR CAR		01	DRVR	INJC	30	F	OR-Y		000	000		00
N		45 12 3.32	-123 9 59.72		003900100S00															OR>25					
													02	NONE 0	TURN-L											
														PRVTE	S -W									000		00
														PSNGR CAR		01	DRVR	NONE	61	F	OR-Y		045	000		13
																					OR<25					
00076	N N N N N N	01/18/2018	YAMHILL	1 14		INTER	CROSS	N	N	RAIN	S-STRGHT	01	NONE 0	STRGHT												10
STATE		TH	MCMINNVILLE	MN 0	NE NORTON LN	W		UNKNOWN	N	WET	SS-O		PRVTE	W -E									006		00
N		7A	MCMINVL UA	46.69	SALMON RIVER HY	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	39	F	NONE		080	017		10
N		45 12 3.32	-123 9 59.72		003900100S00															OR<25					
													02	NONE 1	STRGHT											
														PRVTE	W -E									000		00
														SEMI TOW		01	DRVR	NONE	68	M	OR-Y		000	000		00
																					OR<25					
00517	N N N N N N	07/16/2020	YAMHILL	1 14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT												27,07
CITY		TH	MCMINNVILLE	MN 0	NE NORTON LN	W		TRF SIGNAL	N	DRY	REAR		PRVTE	W -E									000		00
N		11A	MCMINVL UA	46.69	SALMON RIVER HY	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	57	M	OR-Y		016,043	038		27,07
N		45 12 3.32	-123 9 59.72		003900100S00															OR<25					

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039: SALMON RIVER

Highway 039 ALL ROAD TYPES, MP 46.4 to 46.9 01/01/2018 to 12/31/2022, Both Add and Non-Add mileage, ALL Crashes Severity, ALL Crashes Circumstance

19 - 23 of 37 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D C	A L	D M R G	J U N	S I H	C N V	W O R L K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
																		02	NONE 0	STOP										
																			PRVTE	W -E									011		00
																			PSNGR CAR		01	DRVR	NONE	68	F	OR-Y OR>25		000	000		00
																		02	NONE 0	STOP										
																			PRVTE	W -E									011		00
																			PSNGR CAR		02	PSNG	INJA	68	F			000	000		00
																		03	NONE 0	STRGHT										
																			PRVTE	W -E									022		00
																			PSNGR CAR		01	DRVR	NONE	58	M	OR-Y OR<25		000	000		00
00984	Y	N	N	N	N	N	12/15/2020	YAMHILL	1 14		INTER	CROSS	N	N	CLD	S-1STOP	01	NONE 9	STRGHT												33,01,10
STATE							TU	MCMINNVILLE	MN 0	NE NORTON LN	W		TRF SIGNAL	N	WET	REAR		N/A	W -E									089		00
N							1P	MCMINVL UA	46.69	SALMON RIVER HY	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N							45 12 3.33	-123 9 59.73		003900100S00																UNK					
																		02	NONE 9	STOP										
																			N/A	W -E									012		00
																			PSNGR CAR		01	DRVR	NONE	00	Unk	UNK UNK		000	000		00
00886	N	N	N	N			09/14/2021	YAMHILL	1 14		INTER	CROSS	N	N	CLR	S-1STOP	01	UNKN 0	STRGHT												29
NONE							TU	MCMINNVILLE	MN 0	NE NORTON LN	W		TRF SIGNAL	N	DRY	REAR		UNKN	W -E									000		00
N							10A	MCMINVL UA	46.69	SALMON RIVER HY	06	0		N	DAY	INJ		UNKNOWN		01	DRVR	NONE	00	F	UNK		026	000		29
N							45 12 3.32	-123 9 59.72		003900100S00																UNK					
																		02	NONE 0	STOP										
																			PRVTE	W -E									012		00
																			PSNGR CAR		01	DRVR	INJC	69	M	OR-Y OR<25		000	000		00
01254	N	N	N	N	N	N	12/21/2021	YAMHILL	1 14		INTER	CROSS	N	N	CLD	S-1STOP	01	NONE 0	STRGHT												06,05,02
CITY							TU	MCMINNVILLE	MN 0	NE NORTON LN	W		TRF SIGNAL	N	WET	SS-O		PRVTE	W -E									000		00
N							1P	MCMINVL UA	46.69	SALMON RIVER HY	06	0		N	DAY	INJ		MOTRHOME		01	DRVR	NONE	29	M	SUSP	034,04,028	000			06,05,02
N							45 12 3.32	-123 9 59.72		003900100S00																OR<25					
																		02	NONE 0	STOP										
																			PRVTE	W -E									012		00
																			PSNGR CAR		01	DRVR	INJC	66	F	OR-Y OR<25		000	000		00
00642	N	N	N	N	N	N	07/17/2021	YAMHILL	1 14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 9	STRGHT												07,29
STATE							SA	MCMINNVILLE	MN 0	NE NORTON LN	W		TRF SIGNAL	N	DRY	REAR		N/A	W -E									000		00
N							8P	MCMINVL UA	46.69	SALMON RIVER HY	06	0		N	DUSK	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N							45 12 3.32	-123 9 59.71		003900100S00																UNK					
																		02	NONE 9	STOP										
																			N/A	W -E									011		00
																			PSNGR CAR		01	DRVR	NONE	00	Unk	UNK UNK		000	000		00

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039: SALMON RIVER

Highway 039 ALL ROAD TYPES, MP 46.4 to 46.9 01/01/2018 to 12/31/2022, Both Add and Non-Add mileage, ALL Crashes Severity, ALL Crashes Circumstance

24 - 28 of 37 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P / E / D / C	D E / L	M A / G	R U / I	J N / H	S C / O	W R / K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TYPE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A C E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
00303	N	N	N	N				04/04/2022	YAMHILL	1 14		INTER	CROSS	N	N	RAIN	S-1STOP	01	NONE 9	STRGHT										29
NONE								MO	MCMINNVILLE	MN 0	NE NORTON LN	W		TRF SIGNAL	N	WET	REAR		N/A	W -E								00C		00
N								7A	MCMINVL UA	46.69	SALMON RIVER HY	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	00C		00
N								45 12 3.32	-123 9 59.72		003900100S00															UNK					
00503	N	N	N	N	N	N	N	06/04/2022	YAMHILL	1 14		INTER	CROSS	N	N	RAIN	S-1STOP	01	NONE 9	STRGHT										29
CITY								SA	MCMINNVILLE	MN 0	SE NORTON LN	W		TRF SIGNAL	N	WET	REAR		N/A	W -E								00C		00
N								5P	MCMINVL UA	46.69	SALMON RIVER HY	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	00C		00
N								45 12 3.32	-123 9 59.72		003900100S00															UNK					
																		02	NONE 9	STOP										
																			N/A	W -E								011		00
																			PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	00C		00
																										UNK					
01280	N	N	N	N				12/15/2022	YAMHILL	1 14		INTER	CROSS	N	N	CLR	O-OTHER	01	NONE 9	TURN-L										08,13,02
NONE								TH	MCMINNVILLE	MN 0	SALMON RIVER HY	CN		TRF SIGNAL	N	DRY	TURN		N/A	S -W								00C		00
N								9A	MCMINVL UA	46.69	NE NORTON LN	01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	00C		00
N								45 12 3.32	-123 9 59.72		003900100S00															UNK					
																		02	NONE 9	TURN-R										
																			N/A	N -W								00C		00
																			PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	00C		00
																										UNK					
00110	N	N	N	N				02/07/2020	YAMHILL	1 14		INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 9	STRGHT										02
NONE								FR	MCMINNVILLE	MN 0	NE NORTON LN	CN		TRF SIGNAL	N	DRY	TURN		N/A	S -N								00C		00
N								2P	MCMINVL UA	46.69	SALMON RIVER HY	04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	00C		00
N								45 12 3.33	-123 9 59.74		003900100S00															UNK					
																		02	NONE 9	TURN-L										
																			N/A	N -E								088		00
																			PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	00C		00
																										UNK					
00236	N	N	Y	N	N	N		03/26/2021	YAMHILL	1 14		STRGHT		Y	N	CLR	S-1TURN	01	NONE 9	TURN-L										08,13
STATE								FR	MCMINNVILLE	MN 0	SALMON RIVER HY	E	(NONE)	TRF SIGNAL	N	DRY	TURN		N/A	E -S								00C		00
N								6P	MCMINVL UA	46.70	NE NORTON LN	06			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	00C		00
N								45 12 3.32	-123 9 59.99		003900100S00		(04)													UNK					
																		02	NONE 9	STRGHT										
																			N/A	E -W								00C		00
																			PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	00C		00
																										UNK					
00232	N	N	N	N	N	N		03/18/2020	YAMHILL	1 14		STRGHT		Y	N	CLR	S-1STOP	01	NONE 9	STRGHT										07
CITY								WE	MCMINNVILLE	MN 0	SALMON RIVER HY	E	(NONE)	TRF SIGNAL	N	DRY	REAR		N/A	E -W								089		00
N								4P	MCMINVL UA	46.71	NE NORTON LN	06			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	00C		00
N								45 12 3.35	-123 9 58.29		003900100S00		(04)													UNK					

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039: SALMON RIVER

Highway 039 ALL ROAD TYPES, MP 46.4 to 46.9 01/01/2018 to 12/31/2022, Both Add and Non-Add mileage, ALL Crashes Severity, ALL Crashes Circumstance

29 - 32 of 37 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P / E / E / D	A	D R / U / L / C	M J / I / N / S	S / C / H / V	W / O / R / K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A C E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
																	02	NONE 9	STOP										
																		N/A	E -W									011		00
																		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																									UNK					
00374	N	N	N N N N				04/24/2019	YAMHILL	1 14		STRGHT		N	Y	CLR	FIX OBJ	01	NONE 9	STRGHT										040,092	26
CITY							WE	MCMINNVILLE	MN 0	SALMON RIVER HY	E	(NONE)	UNKNOWN	N	DRY	FIX		N/A	W -E								000		00
Y							5A	MCMINVL UA	46.72	NE NORTON LN	01			N	DAWN	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N							45 12 3.32	-123 9 57.53		003900100300		(04)													UNK					
00546	Y	Y	Y N N N				07/29/2020	YAMHILL	1 14		STRGHT		Y	N	CLR	S-1STOP	01	NONE	STRGHT										013	01,29,10
CITY							WE	MCMINNVILLE	MN 0	SALMON RIVER HY	E	(NONE)	TRF SIGNAL	N	DRY	REAR		PRVTE	E -W								000		00
N							5P	MCMINVL UA	46.72	NE NORTON LN	05			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	33	M	OR-Y		026	000		01,29,10
N							45 12 3.39	-123 9 57.57		003900100300		(04)													OR>25					
																	02	NONE	STOP										
																		PRVTE	E -W									011	013	00
																		PSNGR CAR		01	DRVR	NONE	60	M	OTH-Y		000	000		00
																									N-REG					
																	03	NONE	STOP										
																		PRVTE	E -W									011	013	00
																		PSNGR CAR		01	DRVR	INJC	21	M	OR-Y		000	000		00
																									OR<25					
																	04	NONE	STOP										
																		PRVTE	E -W									011		00
																		PSNGR CAR		01	DRVR	NONE	26	F	OR-Y		000	000		00
																									OR<25					
00372	N	N	N N				04/24/2019	YAMHILL	1 14		STRGHT		N	N	CLR	O-STRGHT	01	NONE	STRGHT											05,15,33
CITY							WE	MCMINNVILLE	MN 0	NE NORTON LN	E	(NONE)	UNKNOWN	N	DRY	SS-M		PRVTE	E -W								000		00
Y							6A	MCMINVL UA	46.73	SALMON RIVER HY	04			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	44	M	SUSP		044,051,080	017		05,15,33
N							45 12 3.34	-123 9 56.78		003900100300		(04)													OR<25					
																	02	NONE	STRGHT										
																		PRVTE	W -E									000		00
																		PSNGR CAR		01	DRVR	INJB	44	M	OR-Y		000	000		00
																									OR<25					
																	03	NONE	STRGHT										
																		PRVTE	W -E									000		00
																		PSNGR CAR		01	DRVR	INJC	29	M	OR-Y		000	000		00
																									OR<25					
00177	N	N	N N N N				02/26/2022	YAMHILL	1 14		STRGHT		N	N	RAIN	S-STRGHT	01	NONE 0	STRGHT											07,29
STATE							SA	MCMINNVILLE	MN 0	SALMON RIVER HY	UN	(NONE)	NONE	N	WET	REAR		PRVTE	E -W								000		00
N							7P	MCMINVL UA	46.79	NE NORTON LN	06			N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	16	F	OR-Y		043,042	000		07,29
N							45 12 3.34	-123 9 52.37		003900100300		(04)													OR<25					
																	01	NONE 0	STRGHT										
																		PRVTE	E -W									000		00
																		PSNGR CAR		02	PSNG	INJC	16	F			000	000		00

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039: SALMON RIVER

Highway 039 ALL ROAD TYPES, MP 46.4 to 46.9 01/01/2018 to 12/31/2022, Both Add and Non-Add mileage, ALL Crashes Severity, ALL Crashes Circumstance

33 - 37 of 37 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	D R E A	M J U L	S I N H	W C S V	O R L K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS / RES	PED LOC	ERROR	ACT	EVENT	CAUSE
																	02	NONE 0 PRVTE PSNGR CAR	STRGHT E -W	01	DRVR	INJC	37	F	OR-Y OR<25		000	000 000		00 00
00546	N	N	N	N	N	N	06/22/2021	YAMHILL	1 14		STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT										013	27,29
CITY			TU				MCMINNVILLE	MN 0 SALMON RIVER HY			E	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	E -W									000		00
N			6P				MCMINVL UA	46.79 NE NORTON LN			06			N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	48	M	OR-Y		016,026	038		27,29
N			45 12 3.34				-123 9 52.38			003900100S00		(04)														OR<25					
																	02	NONE 0 PRVTE PSNGR CAR	STOP E -W	01	DRVR	INJC	43	M	OR-Y OR<25		000	011 000	013	00 00
																	03	NONE 0 PRVTE PSNGR CAR	STOP E -W	01	DRVR	INJB	43	F	OR-Y OR<25		000	022 022		00 00
00908	N	N	N	N			09/21/2022	YAMHILL	1 14		STRGHT		N	N	CLR	ANIMAL	01	NONE 9	STRGHT										035	12
NONE			WE				MCMINNVILLE	MN 0 SALMON RIVER HY			E	(NONE)	NONE	N	DRY	OTH		N/A	E -W									000		00
N			8P				MCMINVL UA	46.80 NE NORTON LN			06			N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
Not Related																														
N			45 12 3.34				-123 9 51.64			003900100S00		(04)														UNK					
00066	N	N	N	N			01/25/2022	YAMHILL	1 14		STRGHT		N	N	CLD	S-1STOP	01	NONE 0	STRGHT										013	07,29
CITY			TU				MCMINNVILLE	MN 0 SALMON RIVER HY			E	(NONE)	NONE	N	DRY	REAR		PRVTE	E -W									000		00
N			2P				MCMINVL UA	46.89 NE NORTON LN			03			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	75	F	OR-Y		043,026	000		07,29
N			45 12 3.36				-123 9 45.04			003900100S00		(04)														OR<25					
																	02	NONE 0 PRVTE PSNGR CAR	STOP E -W	01	DRVR	NONE	53	M	OR-Y OR>25		000	011 000	013	00 00
																	03	NONE 0 PRVTE PSNGR CAR	STOP E -W	01	DRVR	INJC	57	F	OTH-Y N-REQ		000	022 022		00 00
																	03	NONE 0 PRVTE PSNGR CAR	STOP E -W	02	PSNG	INJC	07	F			000	022 000		00 00
00403	N	N	N	N	N	N	05/07/2022	YAMHILL	1 19 1		STRGHT		N	Y	CLD	FIX OBJ	01	NONE 9	STRGHT										040,054	27
CITY			SA				MCMINNVILLE	CN 0 NE NORTON LN			S	(NONE)	NONE	N	DRY	FIX		N/A	S -N									000		00
Y			12P				MCMINVL UA	46.72 SALMON RIVER HY			01			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N			45 12 1.28				-123 9 59.76			0039AN100S00		(02)														UNK					

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039: SALMON RIVER

Highway 039 ALL ROAD TYPES, MP 47.15 to 47.55 01/01/2018 to 12/31/2022, Both Add and Non-Add mileage, ALL Crashes Severity, ALL Crashes Circumstance

1 - 5 of 24 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E L D C	D R A G S	M J U N V	S C N H L	W O R K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT / LRS	CONN# / FIRST STREET / SECOND STREET	RD CHAR / DIRECT / LOCTN / STRGHT	INT-TYPE / (MEDIAN) / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A C E	S E X	LICNS / RES	PED LOC	ERROR	ACT	EVENT	CAUSE
00277	N	N	N	N		02/09/2020	YAMHILL	1 14		STRGHT		N	N	CLR	S-STRGHT	01	NONE 9	STRGHT											32,07
NO RPT						SU	MCMINNVILLE	MN 0	SALMON RIVER HY	W	(NONE)	UNKNOWN	N	DRY	REAR		N/A	W -E									089		00
N						3A	MCMINVL UA	47.33	CUMULUS AVE CN	04			N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N						45 12 3.29	-123 9 12.72		003900100300		(04)													UNK					
																02	NONE 9	STRGHT									000		00
																	N/A	W -E									000		00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																								UNK					
00006	N	N	N	N	N N	01/04/2022	YAMHILL	1 14		STRGHT		Y	N	RAIN	S-1STOP	01	NONE 0	STRGHT										093	07,27,29
CITY						TU	MCMINNVILLE	MN 0	SALMON RIVER HY	W	(NONE)	TRF SIGNAL	N	WET	REAR		PRVTE	W -E								000		00
N						7A	MCMINVL UA	47.34	CUMULUS AVE CN	03			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	39	M	SUSP		043,016,042	038	093	07,27,29
N						45 12 3.27	-123 9 12.01		003900100300		(04)													OR<25					
																02	NONE 0	STRGHT									000		00
																	PRVTE	W -E									000		00
																	PSNGR CAR		01	DRVR	INJC	47	M	OR-Y		000	000		00
																								OR<25					
																02	NONE 0	STRGHT									000		00
																	PRVTE	W -E									000		00
																	PSNGR CAR		02	PSNG	INJC	15	M			000	000		00
00117	N	N	N	N		02/10/2020	YAMHILL	1 14		STRGHT		Y	N	CLR	S-1STOP	01	NONE	STRGHT											07
CITY						MO	MCMINNVILLE	MN 0	SALMON RIVER HY	E	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	W -E									000		00
N						8A	MCMINVL UA	47.36	CUMULUS AVE CN	03			N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	20	F	OR-Y		043	000		07
N						45 12 3.27	-123 9 10.54		003900100300		(04)													OR<25					
																02	NONE	STRGHT									000		00
																	PRVTE	W -E									000		00
																	PSNGR CAR		01	DRVR	NONE	20	F	OR-Y		000	000		00
																								OR<25					
00218	N	N	N	N	N N	03/21/2021	YAMHILL	1 14		STRGHT		N	Y	CLR	FIX OBJ	01	NONE 0	STRGHT										079,062,010	33,27,16
CITY						SU	MCMINNVILLE	MN 0	SALMON RIVER HY	W	(NONE)	UNKNOWN	N	DRY	FIX		PRVTE	E -W								000	079,062,010	00
Y						2A	MCMINVL UA	47.36	CUMULUS AVE CN	08			N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	20	F	SUSP		051,016,081	038		33,27,16
N						45 12 3.25	-123 9 10.53		003900100300		(04)													OR<25					
01047	N	N	N	N	N N	10/22/2019	YAMHILL	1 14		STRGHT		N	N	CLD	S-1STOP	01	NONE 9	STRGHT											07
CITY						TU	MCMINNVILLE	MN 0	SALMON RIVER HY	W	(NONE)	UNKNOWN	N	WET	REAR		N/A	W -E									000		00
N						7A	MCMINVL UA	47.37	CUMULUS AVE CN	03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N						45 12 3.25	-123 9 9.82		003900100300		(04)													UNK					
																02	NONE 9	STOP									011		00
																	N/A	W -E									000		00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																								UNK					

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039: SALMON RIVER

Highway 039 ALL ROAD TYPES, MP 47.15 to 47.55 01/01/2018 to 12/31/2022, Both Add and Non-Add mileage, ALL Crashes Severity, ALL Crashes Circumstance

6 - 8 of 24 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D C	D R E A L	M J U I N	S C H	W O R K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN / STRGHT	INT-TYPE / (MEDIAN) / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A C E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
00984	N	N	N	N		10/05/2019	YAMHILL	1 14				Y	N	CLR	S-1STOP	01	NONE 9	STRGHT											29
NONE						SA	MCMINNVILLE	MN 0	SALMON RIVER HY	W	(NONE)	UNKNOWN	N	DRY	REAR		N/A	W -E									000		00
N						1P	MCMINVL UA	47.37	CUMULUS AVE CN	04			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N						45 12 3.23	-123 9 9.83		003900100300		(04)													UNK					
																02	NONE 9	STOP											
																	N/A	W -E									011		00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																								UNK					
00769	N	N	N	N		06/12/2019	YAMHILL	1 14		INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE	STRGHT											07,29
STATE						MO	MCMINNVILLE	MN 0	SALMON RIVER HY	W		TRF SIGNAL	N	DRY	REAR		PRVTE	W -E									000		00
N						5P	MCMINVL UA	47.37	CUMULUS AVE CN	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	21	F	OTH-Y		026,043	000		07,29
N						45 12 3.27	-123 9 9.8		003900100300															N-RES					
																02	NONE	STOP											
																	PRVTE	W -E									011		00
																	PSNGR CAR		01	DRVR	NONE	40	M	OR-Y		000	000		00
																								OR>25					
																02	NONE	STOP											
																	PRVTE	W -E									011		00
																	PSNGR CAR		02	PSNG	INJB	37	F			000	000		00
01006	N	N	N	N	N	09/29/2018	YAMHILL	1 14		STRGHT		N	N	CLR	S-STRGHT	01	NONE	STRGHT											16,29
STATE						SA	MCMINNVILLE	MN 0	SALMON RIVER HY	W	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	E -W									000		00
N						12P	MCMINVL UA	47.38	CUMULUS AVE CN	03			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	34	F	SUSP		042	025		16,29
N						45 12 3.24	-123 9 9.06		003900100300		(04)													OR<25					
																02	NONE 1	STRGHT											
																	PRVTE	E -W									000		00
																	PSNGR CAR		01	DRVR	INJC	37	M	NONE		000	000		00
																								OR<25					
00845	N	N	N	N		08/20/2018	YAMHILL	1 14		STRGHT		N	N	CLR	S-1STOP	01	NONE	STRGHT											29
NONE						MO	MCMINNVILLE	MN 0	SALMON RIVER HY	W	(NONE)	L-TURN REF	N	DRY	REAR		PRVTE	W -E									000		00
N						10A	MCMINVL UA	47.38	CUMULUS AVE CN	05			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	29	M	OR-Y		026	000		29
N						45 12 3.24	-123 9 9.07		003900100300		(05)													OR<25					
																02	NONE	STOP											
																	PRVTE	W -E									011		00
																	PSNGR CAR		01	DRVR	INJC	41	M	OR-Y		000	000		00
																								OR>25					
																02	NONE	STOP											
																	PRVTE	W -E									011		00
																	PSNGR CAR		02	PSNG	INJC	41	F			000	000		00
																02	NONE	STOP											
																	PRVTE	W -E									011		00
																	PSNGR CAR		03	PSNG	INJC	21	M			000	000		00

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039: SALMON RIVER

Highway 039 ALL ROAD TYPES, MP 47.15 to 47.55 01/01/2018 to 12/31/2022, Both Add and Non-Add mileage, ALL Crashes Severity, ALL Crashes Circumstance

9 - 13 of 24 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P / E / D / C	D M R / A / L / S	U / G / N / V	I / H / L	C / R / K	S / O / W	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
																	02	NONE PRVTE PSNGR CAR	STOP W -E	04	PSNG	INJC	07	F			000	011 000		00 00
00933 CITY N	N	N N N N N				N	09/24/2019 TU 7A 45 12 3.26	YAMHILL MCMINNVILLE MCMINVL UA -123 9 8.35	1 14 MN 0 47.39	SALMON RIVER HY CUMULUS AVE CN 003900100S00	INTER N 06	CROSS 0	N TRF SIGNAL	N N N	CLR DRY DAY	S-STRGHT REAR PDO	01	NONE 9 N/A PSNGR CAR	STRGHT N -S	01	DRVR	NONE	00	Unk	UNK UNK		000	000 000		07,27 00 00
																	02	NONE 9 N/A PSNGR CAR	TURN-R N -W	01	DRVR	NONE	00	Unk	UNK UNK		000	000 000		00 00
00331 NO RPT N	N	N N N N					04/22/2021 TH 2P 45 12 3.23	YAMHILL MCMINNVILLE MCMINVL UA -123 9 8.33	1 14 MN 0 47.39	SALMON RIVER HY CUMULUS AVE CN 003900100S00	INTER E 06	3-LEG 0	N L-GRN-SIG	N N N	CLR DRY DAY	S-STRGHT REAR PDO	01	NONE 9 N/A PSNGR CAR	TURN-L E -S	01	DRVR	NONE	00	Unk	UNK UNK		000	000 000		29 00 00
																	02	NONE 9 N/A PSNGR CAR	TURN-L E -S	01	DRVR	NONE	00	Unk	UNK UNK		000	006 000		00 00
00911 CITY N	N	N N N N					09/19/2019 TH 8A 45 12 3.27	YAMHILL MCMINNVILLE MCMINVL UA -123 9 8.33	1 14 MN 0 47.39	SALMON RIVER HY CUMULUS AVE CN 003900100S00	INTER W 06	3-LEG 0	N TRF SIGNAL	N N N	FOG DRY DAY	S-1STOP REAR INJ	01	NONE PRVTE PSNGR CAR	STRGHT W -E	01	DRVR	NONE	32	M	OR-Y OR<25		026,052	039 000		32,29,27 00 32,29,27
																	02	NONE PRVTE PSNGR CAR	TURN-L W -N	01	DRVR	INJC	26	F	OR-Y OR<25		000	012 000		00 00
01049 STATE N	N	N N N N N				N	11/01/2021 MO 6P 45 12 3.23	YAMHILL MCMINNVILLE MCMINVL UA -123 9 8.34	1 14 MN 0 47.39	SALMON RIVER HY CUMULUS AVE CN 003900100S00	INTER W 06	3-LEG 0	N L-GRN-SIG	N N N	RAIN WET DLIT	S-1STOP REAR PDO	01	NONE 9 N/A PSNGR CAR	STRGHT W -E	01	DRVR	NONE	00	Unk	UNK UNK		000	000 000		07,29 00 00
																	02	NONE 9 N/A PSNGR CAR	STOP W -E	01	DRVR	NONE	00	Unk	UNK UNK		000	012 000		00 00
00582 STATE N	N	N N N N N				N	06/10/2018 SU 5P 45 12 3.23	YAMHILL MCMINNVILLE MCMINVL UA -123 9 8.34	1 14 MN 0 47.39	SALMON RIVER HY CUMULUS AVE CN 003900100S00	INTER CN 01	3-LEG 0	N TRF SIGNAL	N N N	RAIN WET DAY	ANGL-OTH TURN INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT E -W	01	DRVR	INJC	69	F	OR-Y OR<25		020	000 000		04 00 04

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039: SALMON RIVER

Highway 039 ALL ROAD TYPES, MP 47.15 to 47.55 01/01/2018 to 12/31/2022, Both Add and Non-Add mileage, ALL Crashes Severity, ALL Crashes Circumstance

14 - 17 of 24 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D C	D R E L S	M J U I N V	S C H L	W O R K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT EVENT	CAUSE
																01	NONE 0 PRVTE PSNGR CAR	STRGHT E -W	02	PSNG	INJC	21 F			000 000	00 00
																02	NONE 0 PRVTE PSNGR CAR	TURN-L N -E	01	DRVR	INJB	42 F	OR-Y OR>25		000 000	00 00
																02	NONE 0 PRVTE PSNGR CAR	TURN-L N -E	02	PSNG	INJB	22 F			000 000	00 00
																02	NONE 0 PRVTE PSNGR CAR	TURN-L N -E	03	PSNG	INJB	07 M			000 000	00 00
00141 CITY	N	N	N	N		08/05/2019 MO	YAMHILL MCMINNVILLE	1 14 MN 0	SALMON RIVER HY	INTER CN	3-LEG	N TRF SIGNAL	N N	CLR DRY	ANCL-OTH ANCL	01	NONE PRVTE PSNGR CAR	STRGHT E -W	01	DRVR	INJC	19 F	OR-Y OR<25		000	02 00 00
N						45 12 3.25	-123 9 8.36		003900100300							02	NONE PRVTE PSNGR CAR	TURN-R N -W	01	DRVR	INJB	88 M	OTH-Y OR<25	028	016 000	00 02
																02	NONE PRVTE PSNGR CAR	TURN-R N -W	02	PSNG	INJC	83 F		000	016 000	00 00
00283 COUNTY	N	N	N	N	N N	03/31/2022 TH	YAMHILL MCMINNVILLE	1 14 MN 0	SALMON RIVER HY	INTER CN	3-LEG	N TRF SIGNAL	N N	CLR DRY	ANGL-OTH TURN	01	NONE 0 PRVTE PSNGR CAR	STRGHT E -W	01	DRVR	NONE	00 M	UNK	020	000 000	04 00 04
N						45 12 3.23	-123 9 8.34		003900100300							02	NONE 0 PRVTE PSNGR CAR	TURN-L N -E	01	DRVR	INJB	48 M	UNK OR-Y OR<25	000	000 000	00 00
00406 NO RPT	N	N	N	N		04/19/2018 TH	YAMHILL MCMINNVILLE	1 14 MN 0	SALMON RIVER HY	INTER CN	CROSS	N L-GRN-SIG	N N	CLR DRY	O-1 L-TURN TURN	01	NONE 9 N/A PSNGR CAR	STRGHT E -W	01	DRVR	NONE	00 Unk	UNK	000	013 022 000	02 00 00
N						45 12 3.23	-123 9 8.34		003900100300							02	NONE 9 N/A PSNGR CAR	TURN-L W -N	01	DRVR	NONE	00 Unk	UNK UNK	000	022 000	00 00

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18 - 23 of 24 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P / E / E / D	A	D M R / U / L / C	J / I / N / S	S / C / H / V	W / O / R / L	K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / LEGS (#LANES) / INT-REL / TRAF-CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS / RES	PED LOC	ERROR	ACT	EVENT	CAUSE
00646	N		N	N	N			07/06/2019	YAMHILL	1 14		INTER	CROSS	N	CLD	O-1 L-TURN	01	NONE	STRGHT						OR-Y		000	000		04,02
STATE								SA	MCMINNVILLE	MN 0	SALMON RIVER HY	CN		N	DRY	TURN		PRVTE	E -W											00
N								9P	MCMINVL UA	47.39	CUMULUS AVE CN	02	0	N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	26	F	OR-Y		000	000		00
N								45 12 3.23	-123 9 8.34		003900100S00														OR<25					
																	02	NONE	TURN-L											
																		PRVTE	W -N									000		00
																		PSNGR CAR		01	DRVR	INJC	19	M	NONE		020,004,028	000		04,02
																									OR<25					
00824	N	N	N	N	N	N	N	06/29/2021	YAMHILL	1 14		STRGHT		Y	N	CLR	S-1STOP	01	NONE 0	STRGHT										07,27,29
STATE								SU	MCMINNVILLE	MN 0	SALMON RIVER HY	E	(NONE)	TRF SIGNAL	N	DRY	REAR		PRVTE	W -E								000		00
N								7P	MCMINVL UA	47.40	CUMULUS AVE CN	03			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	19	M	OTH-Y		043,016,026	000		07,27,29
N								45 12 3.23	-123 9 7.59		003900100S00		(04)												OR>25					
																	02	NONE 0	STOP											
																		PRVTE	W -E									011		00
																		PSNGR CAR		01	DRVR	INJC	36	F	SUSP		000	000		00
																									OR>25					
00293	Y	N	Y	N	N	N		04/01/2022	YAMHILL	1 14		STRGHT		N	Y	CLR	FIX OBJ	01	NONE 0	STRGHT									053	30,16
CITY								FR	MCMINNVILLE	MN 0	SALMON RIVER HY	E	(NONE)	NONE	N	DRY	FIX		PRVTE	E -W								000	053	00
Y								5A	MCMINVL UA	47.46	CUMULUS AVE CN	08			N	DARK	INJ		PSNGR CAR		01	DRVR	INJB	32	M	SUSP		050,080,081	025		30,16
N								45 12 3.22	-123 9 3.14		003900100S00		(04)												OR>25					
00818	N	N	N	N	N	N		10/17/2020	YAMHILL	1 14		STRGHT		N	Y	CLR	FIX OBJ	01	NONE 9	STRGHT									079,053	16
STATE								SA	MCMINNVILLE	MN 0	SALMON RIVER HY	W	(NONE)	UNKNOWN	N	DRY	FIX		N/A	W -E								088		00
Y								1A	MCMINVL UA	47.50	ARMORY WAY	08			N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N								45 12 3.22	-123 9 .17		003900100S00		(04)												UNK					
01016	N	N	N	N	N			07/04/2019	YAMHILL	1 14		STRGHT		N	N	CLR	S-STRGHT	01	NONE 9	STRGHT										13,06,02
NONE								TH	MCMINNVILLE	MN 0	SALMON RIVER HY	UN	(NONE)	UNKNOWN	N	DRY	SS-O		N/A	W -E								052		00
N								8P	MCMINVL UA	47.54	CUMULUS AVE CN	03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N								45 12 3.2	-123 9 57.2		003900100S00		(04)												UNK					
																	02	NONE 9	STRGHT											
Not Related																		N/A	W -E									000		00
																		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																									UNK					
00391	N	N	N	N	N	N		05/29/2020	YAMHILL	1 19	1	INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE 0	STRGHT										07,27
CITY								FR	MCMINNVILLE	CN 0	SALMON RIVER HY	N		TRF SIGNAL	N	DRY	REAR		PRVTE	N -S								000		00
N								10A	MCMINVL UA	47.39	CUMULUS AVE CN	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	16	F	OR-Y		043,026,016	038		07,27
N								45 12 3.25	-123 9 8.35		0039BB100S00														OR<25					
																	02	NONE 0	STOP											
																		PRVTE	N -S									011		00
																		PSNGR CAR		01	DRVR	INJC	52	F	OR-Y		000	000		00
																									OR<25					

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039: SALMON RIVER

Highway 039 ALL ROAD TYPES, MP 47.15 to 47.55 01/01/2018 to 12/31/2022, Both Add and Non-Add mileage, ALL Crashes Severity, ALL Crashes Circumstance

24 - 24 of 24 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P / E / E / D	D R / A / L / C	M J / U / G / S	S / I / N / V	C / H / L	W / R / K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A / C / E	S / E / X	LICNS / RES	PED LOC	ERROR	ACT	EVENT	CAUSE
00164	N	N	N	N			02/08/2018	YAMHILL	1 19	1	INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE 9	STRGHT										07,29
NONE							TH	MCMINNVILLE	CN 0	SALMON RIVER HY	N		TRF SIGNAL	N	DRY	REAR		N/A	N -S									000		00
N							10A	MCMINVL UA	47.41	CUMULUS AVE CN	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N							45 12 4.2	-123 9 8.36		0039BB100800		(02)													UNK				
																	02	NONE 9	STOP											
																		N/A	N -S								012		00
																		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																									UNK				

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Oregon Department of Transportation

Transportation Development Branch

Transportation Planning Analysis Unit

Preliminary Traffic Signal Warrant Analysis[1]

Major Street:	Three Mile Lane	**Minor Street:**	SE 1st Street
Project:	2245 NE Cumulus Avenue ZC	**City/County:**	McMinnville
Year:	2041	**Alternative:**	0

Preliminary Signal Warrant Volumes

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants 100	70	Percent of standard warrants 100	70
Case A: Minimum Vehicular Traffic					
1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500
Case B: Interruption of Continuous Traffic					
1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250
X	100 percent of standard warrants				
	70 percent of standard warrants[2]				

Preliminary Signal Warrant Calculation

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	1	8850	15570	N
	Minor	1	2650	30	
Case B	Major	1	13300	15570	N
	Minor	1	1350	30	

Analyst and Date:	Reviewer and Date:

[1] Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

[2] Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

Analysis Procedures Manual
February 2009

Oregon Department of Transportation

Transportation Development Branch

Transportation Planning Analysis Unit

Preliminary Traffic Signal Warrant Analysis[1]

Major Street:	Three Mile Lane	**Minor Street:**	Nehemiah Ln/Cumulus Ave
Project:	2245 NE Cumulus Avenue ZC	**City/County:**	McMinnville
Year:	2041	**Alternative:**	0

Preliminary Signal Warrant Volumes

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants 100	70	Percent of standard warrants 100	70
Case A: Minimum Vehicular Traffic					
1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500
Case B: Interruption of Continuous Traffic					
1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250
	100 percent of standard warrants				
X	70 percent of standard warrants[2]				

Preliminary Signal Warrant Calculation

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	1	6200	19330	N
	Minor	1	1850	90	
Case B	Major	1	9300	19330	N
	Minor	1	950	90	

Analyst and Date:	Reviewer and Date:

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Oregon Department of Transportation

Transportation Development Branch

Transportation Planning Analysis Unit

Preliminary Traffic Signal Warrant Analysis[1]

Major Street:	NE Cumulus Avenue	**Minor Street:**	NE Pacific Street
Project:	2245 NE Cumulus Avenue ZC	**City/County:**	McMinnville
Year:	2041	**Alternative:**	0

Preliminary Signal Warrant Volumes

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants 100	70	Percent of standard warrants 100	70
Case A: Minimum Vehicular Traffic					
1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500
Case B: Interruption of Continuous Traffic					
1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250
X	100 percent of standard warrants				
	70 percent of standard warrants[2]				

Preliminary Signal Warrant Calculation

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	1	8850	4240	N
	Minor	1	2650	50	
Case B	Major	1	13300	4240	N
	Minor	1	1350	50	

Analyst and Date: Reviewer and Date:

[1] Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

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Oregon Department of Transportation

Transportation Development Branch

Transportation Planning Analysis Unit

Preliminary Traffic Signal Warrant Analysis[1]

Major Street:	NE Cumulus Avenue	**Minor Street:**	NE Norton Lane
Project:	2245 NE Cumulus Avenue ZC	**City/County:**	McMinnville
Year:	2041	**Alternative:**	0

Preliminary Signal Warrant Volumes

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants 100	70	Percent of standard warrants 100	70
Case A: Minimum Vehicular Traffic					
1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500
Case B: Interruption of Continuous Traffic					
1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250
X	100 percent of standard warrants				
	70 percent of standard warrants[2]				

Preliminary Signal Warrant Calculation

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	1	8850	6620	N
	Minor	1	2650	2300	
Case B	Major	1	13300	6620	N
	Minor	1	1350	2300	

Analyst and Date: Reviewer and Date:

[1] Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

[2] Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

Analysis Procedures Manual
February 2009

Left-Turn Lane Warrant Analysis

Project: 2245 NE Cumulus Avenue Zone Change
Intersection: NE Cumulus Avenue & NE Three Mile Lane
Date: 1/19/2026
Scenario: 2041 Buildout Conditions - PM Peak Hour (SB)

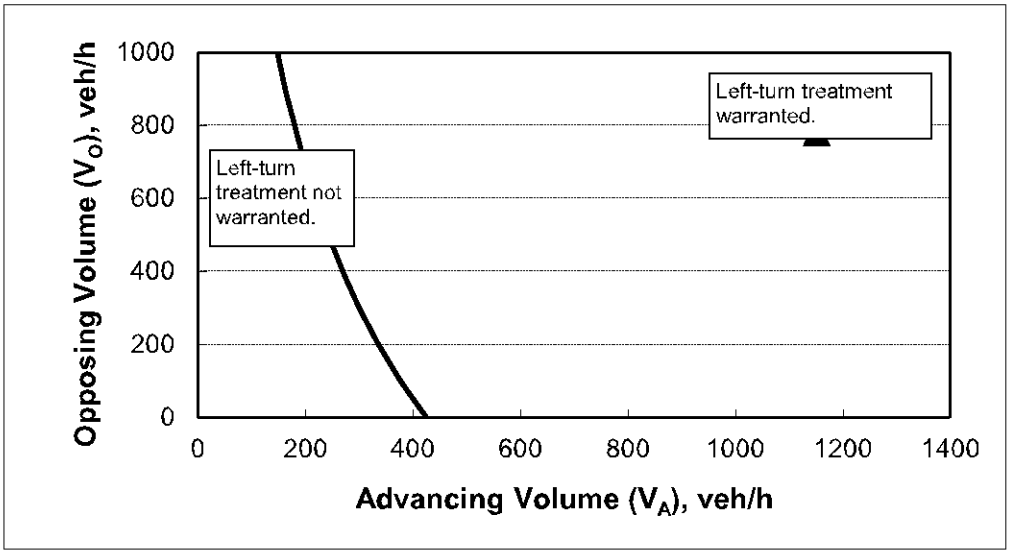
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	40
Percent of left-turns in advancing volume (V_A), %:	21%
Advancing volume (V_A), veh/h:	1152
Opposing volume (V_O), veh/h:	780

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	184
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

Project: 2245 NE Cumulus Avenue Zone Change
Intersection: NE Cumulus Avenue & NE Three Mile Lane
Date: 1/19/2026
Scenario: 2041 Background Conditions - PM Peak Hour (SB)

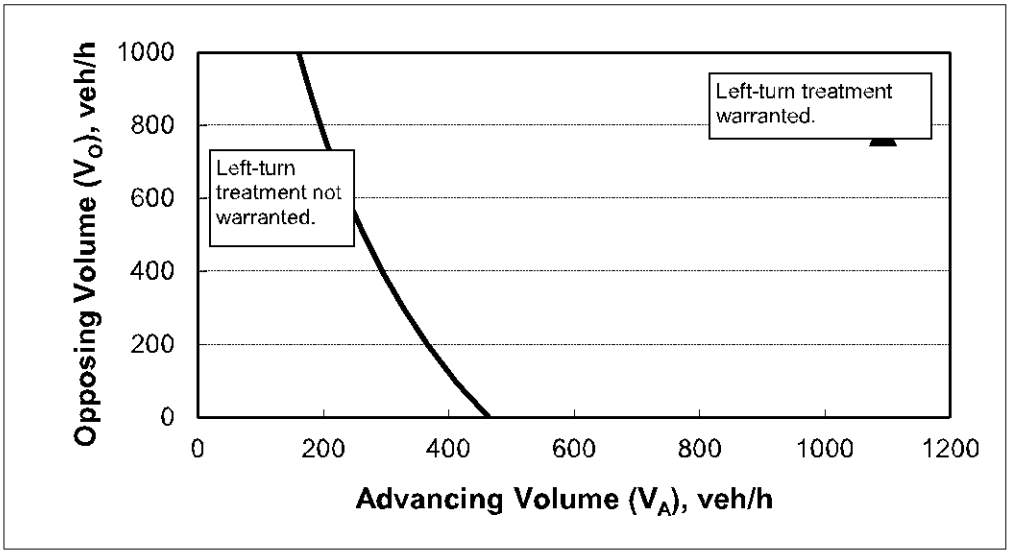
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	40
Percent of left-turns in advancing volume (V_A), %:	17%
Advancing volume (V_A), veh/h:	1093
Opposing volume (V_O), veh/h:	780

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	200
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

Project: 2245 NE Cumulus Avenue Zone Change
Intersection: NE Cumulus Avenue & NE Three Mile Lane
Date: 1/19/2026
Scenario: 2025 Existing Conditions - PM Peak Hour (SB)

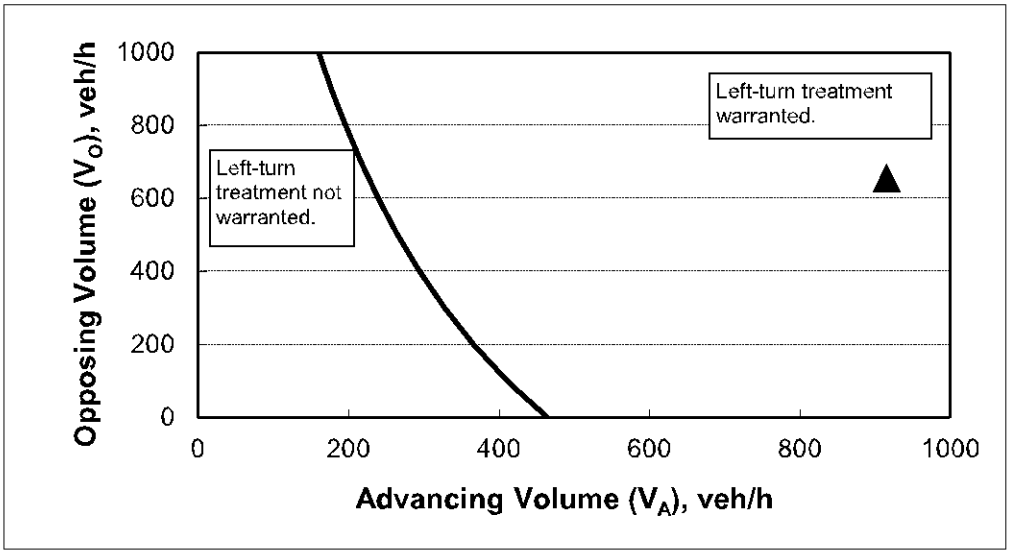
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	40
Percent of left-turns in advancing volume (V_A), %:	17%
Advancing volume (V_A), veh/h:	916
Opposing volume (V_O), veh/h:	655

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	226
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

Project: 2245 NE Cumulus Avenue Zone Change
Intersection: NE Cumulus Avenue & NE Three Mile Lane
Date: 1/19/2026
Scenario: 2041 Buildout Conditions - PM Peak Hour (NB)

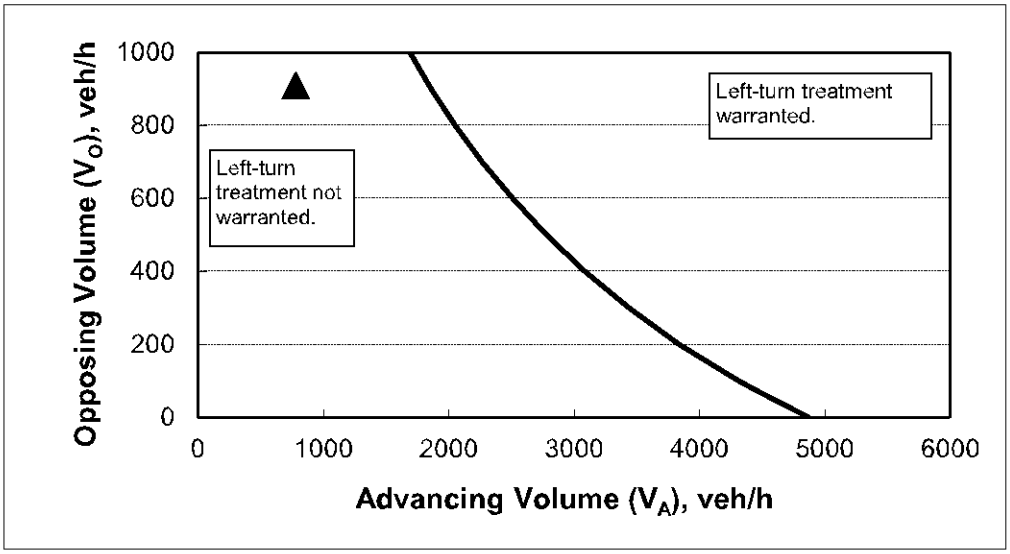
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	40
Percent of left-turns in advancing volume (V_A), %:	0%
Advancing volume (V_A), veh/h:	781
Opposing volume (V_O), veh/h:	908

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1850
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Appendix E

Level of Service Descriptions

Capacity Reports

LEVEL OF SERVICE

Level of service is used to describe the quality of traffic flow. Levels of service A to C are considered good, and rural roads are usually designed for level of service C. Urban streets and signalized intersections are typically designed for level of service D. Level of service E is considered to be the limit of acceptable delay. For unsignalized intersections, level of service E is generally considered acceptable. Here is a more complete description of levels of service:

Level of service A: Very low delay at intersections, with all traffic signal cycles clearing and no vehicles waiting through more than one signal cycle. On highways, low volume and high speeds, with speeds not restricted by other vehicles.

Level of service B: Operating speeds beginning to be affected by other traffic; short traffic delays at intersections. Higher average intersection delay than for level of service A resulting from more vehicles stopping.

Level of service C: Operating speeds and maneuverability closely controlled by other traffic; higher delays at intersections than for level of service B due to a significant number of vehicles stopping. Not all signal cycles clear the waiting vehicles. This is the recommended design standard for rural highways.

Level of service D: Tolerable operating speeds; long traffic delays occur at intersections. The influence of congestion is noticeable. At traffic signals many vehicles stop, and the proportion of vehicles not stopping declines. The number of signal cycle failures, for which vehicles must wait through more than one signal cycle, are noticeable. This is typically the design level for urban signalized intersections.

Level of service E: Restricted speeds, very long traffic delays at traffic signals, and traffic volumes near capacity. Flow is unstable so that any interruption, no matter how minor, will cause queues to form and service to deteriorate to level of service F. Traffic signal cycle failures are frequent occurrences. For unsignalized intersections, level of service E or better is generally considered acceptable.

Level of service F: Extreme delays, resulting in long queues which may interfere with other traffic movements. There may be stoppages of long duration, and speeds may drop to zero. There may be frequent signal cycle failures. Level of service F will typically result when vehicle arrival rates are greater than capacity. It is considered unacceptable by most drivers.

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (Seconds)
A	<10
B	10-20
C	20-35
D	35-55
E	55-80
F	>80

LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (Seconds)
A	<10
B	10-15
C	15-25
D	25-35
E	35-50
F	>50

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	101	2	17	115	375	1	250	10	441	270	45
Future Volume (vph)	35	101	2	17	115	375	1	250	10	441	270	45
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		3.0	4.0	3.0		4.0		3.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.97		0.99		1.00	0.99	
Flpb, ped/bikes	0.99	1.00		0.99	1.00	1.00		0.99		0.99	1.00	
Frt	1.00	0.99		1.00	1.00	0.85		0.99		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (prot)	1642	1727		1611	1699	1412		1672		1646	1690	
Flt Permitted	0.52	1.00		0.68	1.00	1.00		0.99		0.31	1.00	
Satd. Flow (perm)	908	1727		1165	1699	1412		1670		543	1690	
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)	37	107	2	18	122	399	1	266	11	469	287	48
RTOR Reduction (vph)	0	1	0	0	0	0	0	2	0	0	6	0
Lane Group Flow (vph)	37	108	0	18	122	399	0	276	0	469	329	0
Confl. Peds. (#/hr)	4		2	2		4	4		1	1		1
Confl. Bikes (#/hr)			1						1			1
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	4%	4%	4%	1%	1%	1%
Turn Type	pm+pt	NA		pm+pt	NA	Free	Perm	NA		pm+pt	NA	
Protected Phases	3	8		7	4			6		5	2	
Permitted Phases	8			4		Free	6			2		
Actuated Green, G (s)	21.7	17.5		14.3	13.3	71.2		15.7		38.7	38.7	
Effective Green, g (s)	23.5	18.5		16.3	14.3	71.2		16.7		39.7	39.7	
Actuated g/C Ratio	0.33	0.26		0.23	0.20	1.00		0.23		0.56	0.56	
Clearance Time (s)	5.0	5.0		4.0	5.0			5.0		4.0	5.0	
Vehicle Extension (s)	2.5	2.5		2.5	2.5			2.5		2.5	2.5	
Lane Grp Cap (vph)	353	448		279	341	1412		391		612	942	
v/s Ratio Prot	0.01	0.06		0.00	0.07					c0.22	0.19	
v/s Ratio Perm	0.03			0.01		c0.28		0.17		c0.21		
v/c Ratio	0.10	0.24		0.06	0.35	0.28		0.70		0.76	0.34	
Uniform Delay, d1	16.4	20.8		21.4	24.4	0.0		25.0		11.3	8.6	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	0.0	0.2		0.0	0.4	0.5		5.3		5.4	0.1	
Delay (s)	16.5	21.0		21.4	24.9	0.5		30.3		16.8	8.8	
Level of Service	B	C		C	C	A		C		B	A	
Approach Delay (s/veh)		19.8			6.7			30.3			13.4	
Approach LOS		B			A			C			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	14.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	71.2	Sum of lost time (s)	15.0
Intersection Capacity Utilization	61.2%	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												
Traffic Volume (veh/h)	35	101	2	17	115	375	1	250	10	441	270	45
Future Volume (veh/h)	35	101	2	17	115	375	1	250	10	441	270	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		1.00	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1736	1736	1736	1709	1709	1709	1695	1695	1695	1736	1736	1736
Adj Flow Rate, veh/h	37	107	1	18	122	0	1	266	9	469	287	42
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	3	3	3	4	4	4	1	1	1
Cap, veh/h	414	436	4	418	331		60	364	12	726	785	115
Arrive On Green	0.08	0.25	0.24	0.03	0.19	0.00	0.21	0.22	0.21	0.26	0.53	0.52
Sat Flow, veh/h	1654	1717	16	1628	1709	1448	1	1626	55	1654	1476	216
Grp Volume(v), veh/h	37	0	108	18	122	0	276	0	0	469	0	329
Grp Sat Flow(s),veh/h/ln	1654	0	1733	1628	1709	1448	1683	0	0	1654	0	1692
Q Serve(g_s), s	1.0	0.0	3.0	0.5	3.8	0.0	0.0	0.0	0.0	11.7	0.0	6.9
Cycle Q Clear(g_c), s	1.0	0.0	3.0	0.5	3.8	0.0	9.4	0.0	0.0	11.7	0.0	6.9
Prop In Lane	1.00		0.01	1.00		1.00	0.00		0.03	1.00		0.13
Lane Grp Cap(c), veh/h	414	0	440	418	331		409	0	0	726	0	900
V/C Ratio(X)	0.09	0.00	0.25	0.04	0.37		0.68	0.00	0.00	0.65	0.00	0.37
Avail Cap(c_a), veh/h	530	0	654	630	645		666	0	0	841	0	1277
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.6	0.0	18.1	18.4	21.3	0.0	22.0	0.0	0.0	10.0	0.0	8.3
Incr Delay (d2), s/veh	0.1	0.0	0.2	0.0	0.5	0.0	1.5	0.0	0.0	1.2	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	1.2	0.2	1.5	0.0	3.7	0.0	0.0	3.8	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.7	0.0	18.3	18.4	21.8	0.0	23.5	0.0	0.0	11.1	0.0	8.5
LnGrp LOS	B		B	B	C		C			B		A
Approach Vol, veh/h		145			140			276			798	
Approach Delay, s/veh		17.6			21.4			23.5			10.1	
Approach LOS		B			C			C			B	

Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	36.4	8.7	15.8	18.8	17.7	5.1	19.5
Change Period (Y+Rc), s	5.0	5.0	5.0	4.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	45.0	8.0	22.0	19.0	22.0	9.0	22.0
Max Q Clear Time (g_c+I1), s	8.9	3.0	5.8	13.7	11.4	2.5	5.0
Green Ext Time (p_c), s	1.5	0.0	0.6	1.1	0.8	0.0	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	14.8
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕							
Traffic Vol, veh/h	2	1	162	1	1	6	184	520	2	9	578	3
Future Vol, veh/h	2	1	162	1	1	6	184	520	2	9	578	3
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	2	2	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	0	0	0	2	2	2	2	2	2
Mvmt Flow	2	1	174	1	1	6	198	559	2	10	622	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1600	1603	625	1599	1604	562	627	0	0	563	0	0
Stage 1	644	644	-	958	958	-	-	-	-	-	-	-
Stage 2	955	959	-	641	646	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.5	6.2	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4	3.3	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	85	105	485	87	107	530	955	-	-	1008	-	-
Stage 1	461	468	-	312	338	-	-	-	-	-	-	-
Stage 2	310	335	-	466	470	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	66	82	484	43	83	529	953	-	-	1006	-	-
Mov Cap-2 Maneuver	167	184	-	78	160	-	-	-	-	-	-	-
Stage 1	456	462	-	247	268	-	-	-	-	-	-	-
Stage 2	242	265	-	295	465	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	17.3	19.13	2.54	0.13
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	953	-	-	468	263	1006	-	-
HCM Lane V/C Ratio	0.208	-	-	0.379	0.033	0.01	-	-
HCM Control Delay (s/veh)	9.8	-	-	17.3	19.1	8.6	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.8	-	-	1.7	0.1	0	-	-

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	1	1	7	1	146	1	653	2	155	758	3
Future Vol, veh/h	3	1	1	7	1	146	1	653	2	155	758	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	2	2	2	5	5	5	4	4	4
Mvmt Flow	3	1	1	8	1	157	1	702	2	167	815	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1855	1856	817	1854	1857	703	818	0	0	704	0	0
Stage 1	1150	1150	-	705	705	-	-	-	-	-	-	-
Stage 2	705	706	-	1149	1152	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.12	6.52	6.22	4.15	-	-	4.14	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.518	4.018	3.318	2.245	-	-	2.236	-	-
Pot Cap-1 Maneuver	57	74	380	57	74	437	797	-	-	884	-	-
Stage 1	243	275	-	427	439	-	-	-	-	-	-	-
Stage 2	430	441	-	242	272	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	24	49	380	36	48	437	797	-	-	884	-	-
Mov Cap-2 Maneuver	24	49	-	36	48	-	-	-	-	-	-	-
Stage 1	159	180	-	426	438	-	-	-	-	-	-	-
Stage 2	275	440	-	157	178	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	33.03	34.58	0.01	1.69
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	3	-	-	33	281	304	-	-
HCM Lane V/C Ratio	0.001	-	-	0.162	0.589	0.188	-	-
HCM Control Delay (s/veh)	9.5	0	-	133	34.6	10	0	-
HCM Lane LOS	A	A	-	F	D	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	3.5	0.7	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	132	131	7	4	20
Future Vol, veh/h	24	132	131	7	4	20
Conflicting Peds, #/hr	1	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	2	2	8	8
Mvmt Flow	27	147	146	8	4	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	154	0	-	0	350	150
Stage 1	-	-	-	-	150	-
Stage 2	-	-	-	-	200	-
Critical Hdwy	4.13	-	-	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	2.227	-	-	-	3.572	3.372
Pot Cap-1 Maneuver	1420	-	-	-	635	880
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	820	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1419	-	-	-	621	880
Mov Cap-2 Maneuver	-	-	-	-	621	-
Stage 1	-	-	-	-	844	-
Stage 2	-	-	-	-	819	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.17	0	9.52
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	277	-	-	-	822
HCM Lane V/C Ratio	0.019	-	-	-	0.032
HCM Control Delay (s/veh)	7.6	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Yield	Stop	
Traffic Volume (vph)	41	106	62	121	157	53
Future Volume (vph)	41	106	62	121	157	53
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	47	120	70	138	178	60

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total (vph)	47	120	208	238
Volume Left (vph)	47	0	70	0
Volume Right (vph)	0	120	0	60
Hadj (s)	0.57	-0.63	0.17	-0.13
Departure Headway (s)	6.1	4.9	4.8	4.5
Degree Utilization, x	0.08	0.16	0.28	0.29
Capacity (veh/h)	549	680	723	771
Control Delay (s/veh)	8.4	7.7	9.6	9.3
Approach Delay (s/veh)	7.9		9.6	9.3
Approach LOS	A		A	A

Intersection Summary			
Delay	9.0		
Level of Service	A		
Intersection Capacity Utilization	36.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	839	54	24	964	72	168	17	98	88	9	105
Future Volume (vph)	80	839	54	24	964	72	168	17	98	88	9	105
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	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	0.95	1.00	1.00	0.95	1.00	0.97	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98		1.00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.87		1.00	0.86	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1630	3260	1458	1614	3228	1444	3162	1479		1646	1474	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1630	3260	1458	1614	3228	1444	3162	1479		1646	1474	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	88	922	59	26	1059	79	185	19	108	97	10	115
RTOR Reduction (vph)	0	0	30	0	0	44	0	93	0	0	104	0
Lane Group Flow (vph)	88	922	29	26	1059	35	185	34	0	97	21	0
Confl. Peds. (#/hr)									3	3		3
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	1%	1%	1%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						
Actuated Green, G (s)	6.2	36.1	36.1	2.6	32.5	32.5	9.6	9.3		6.6	6.3	
Effective Green, g (s)	7.2	37.1	37.1	3.6	33.5	33.5	10.6	10.3		7.6	7.3	
Actuated g/C Ratio	0.10	0.50	0.50	0.05	0.45	0.45	0.14	0.14		0.10	0.10	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)	157	1621	725	77	1449	648	449	204		167	144	
v/s Ratio Prot	c0.05	c0.28		0.02	c0.33		0.06	c0.02		c0.06	0.01	
v/s Ratio Perm			0.02			0.02						
v/c Ratio	0.56	0.56	0.04	0.33	0.73	0.05	0.41	0.16		0.58	0.14	
Uniform Delay, d1	32.1	13.1	9.6	34.3	16.8	11.6	29.1	28.3		31.9	30.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.6	0.3	0.0	1.8	1.8	0.0	0.4	0.2		4.2	0.3	
Delay (s)	35.8	13.5	9.6	36.2	18.6	11.6	29.6	28.6		36.1	31.1	
Level of Service	D	B	A	D	B	B	C	C		D	C	
Approach Delay (s/veh)		15.1			18.5			29.2			33.3	
Approach LOS		B			B			C			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	19.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	74.6	Sum of lost time (s)	16.0
Intersection Capacity Utilization	59.1%	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												
Traffic Volume (veh/h)	80	839	54	24	964	72	168	17	98	88	9	105
Future Volume (veh/h)	80	839	54	24	964	72	168	17	98	88	9	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1709	1709	1709	1723	1723	1723	1736	1736	1736
Adj Flow Rate, veh/h	88	922	29	26	1059	35	185	19	15	97	10	11
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	1	1	1
Cap, veh/h	161	1717	766	92	1569	700	351	107	84	166	83	91
Arrive On Green	0.10	0.52	0.52	0.06	0.48	0.48	0.11	0.12	0.11	0.10	0.11	0.10
Sat Flow, veh/h	1641	3273	1460	1628	3247	1448	3183	888	701	1654	752	827
Grp Volume(v), veh/h	88	922	29	26	1059	35	185	0	34	97	0	21
Grp Sat Flow(s),veh/h/ln	1641	1637	1460	1628	1624	1448	1591	0	1589	1654	0	1579
Q Serve(g_s), s	4.1	15.0	0.8	1.2	20.2	1.0	4.4	0.0	1.6	4.5	0.0	1.0
Cycle Q Clear(g_c), s	4.1	15.0	0.8	1.2	20.2	1.0	4.4	0.0	1.6	4.5	0.0	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.44	1.00		0.52
Lane Grp Cap(c), veh/h	161	1717	766	92	1569	700	351	0	191	166	0	174
V/C Ratio(X)	0.55	0.54	0.04	0.28	0.68	0.05	0.53	0.00	0.18	0.58	0.00	0.12
Avail Cap(c_a), veh/h	204	1788	798	182	1734	773	395	0	197	226	0	216
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.6	12.7	9.3	36.5	16.0	11.0	33.9	0.0	32.1	34.6	0.0	32.5
Incr Delay (d2), s/veh	2.2	0.2	0.0	1.2	0.8	0.0	0.9	0.0	0.3	2.4	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	4.6	0.2	0.5	6.1	0.3	1.7	0.0	0.6	1.9	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.8	12.9	9.3	37.7	16.8	11.1	34.8	0.0	32.4	37.0	0.0	32.8
LnGrp LOS	D	B	A	D	B	B	C		C	D		C
Approach Vol, veh/h		1039			1120			219			118	
Approach Delay, s/veh		14.8			17.1			34.4			36.3	
Approach LOS		B			B			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	46.3	12.9	12.9	11.9	42.9	12.1	13.7				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	8.0	43.0	9.0	10.0	9.0	42.0	10.0	9.0				
Max Q Clear Time (g_c+I1), s	3.2	17.0	6.4	3.0	6.1	22.2	6.5	3.6				
Green Ext Time (p_c), s	0.0	10.7	0.2	0.0	0.1	15.8	0.1	0.0				

Intersection Summary

HCM 7th Control Delay, s/veh	18.6
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	1022	1	2	943	39	5	1	8	35	1	95
Future Volume (vph)	116	1022	1	2	943	39	5	1	8	35	1	95
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85		0.92		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.98		0.95	1.00	1.00
Satd. Flow (prot)	1630	3259		1630	3260	1458		1587		1630	1716	1458
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.90		0.74	1.00	1.00
Satd. Flow (perm)	1630	3259		1630	3260	1458		1456		1282	1716	1458
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	132	1161	1	2	1072	44	6	1	9	40	1	108
RTOR Reduction (vph)	0	0	0	0	0	21	0	8	0	0	0	60
Lane Group Flow (vph)	132	1162	0	2	1072	23	0	8	0	40	1	48
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases						6	8			4		4
Actuated Green, G (s)	10.6	44.5		0.9	34.8	34.8		6.9		6.9	6.9	17.5
Effective Green, g (s)	11.6	45.5		1.9	35.8	35.8		7.9		7.9	7.9	19.5
Actuated g/C Ratio	0.17	0.68		0.03	0.53	0.53		0.12		0.12	0.12	0.29
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0		5.0		5.0	5.0	5.0
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5		2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	280	2203		46	1734	775		170		150	201	509
v/s Ratio Prot	c0.08	0.36		0.00	c0.33						0.00	0.02
v/s Ratio Perm						0.02		0.01		c0.03		0.02
v/c Ratio	0.47	0.52		0.04	0.61	0.03		0.04		0.26	0.00	0.09
Uniform Delay, d1	25.0	5.4		31.8	10.9	7.4		26.3		27.0	26.2	17.4
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00
Incremental Delay, d2	0.9	0.1		0.2	0.5	0.0		0.0		0.6	0.0	0.0
Delay (s)	26.0	5.6		32.1	11.5	7.5		26.4		27.7	26.2	17.5
Level of Service	C	A		C	B	A		C		C	C	B
Approach Delay (s/veh)		7.7			11.4			26.4			20.3	
Approach LOS		A			B			C			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	10.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	67.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	54.0%	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												
Traffic Volume (veh/h)	116	1022	1	2	943	39	5	1	8	35	1	95
Future Volume (veh/h)	116	1022	1	2	943	39	5	1	8	35	1	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1723	1723	1723	1750	1750	1750	1723	1723	1723
Adj Flow Rate, veh/h	132	1161	1	2	1072	24	6	1	0	40	1	46
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
Percent Heavy Veh, %	2	2	2	2	2	2	0	0	0	2	2	2
Cap, veh/h	199	2333	2	31	1940	865	226	31	0	263	192	340
Arrive On Green	0.12	0.70	0.68	0.02	0.59	0.59	0.10	0.11	0.00	0.11	0.11	0.11
Sat Flow, veh/h	1641	3356	3	1641	3273	1460	1159	280	0	1416	1723	1460
Grp Volume(v), veh/h	132	566	596	2	1072	24	7	0	0	40	1	46
Grp Sat Flow(s),veh/h/ln	1641	1637	1722	1641	1637	1460	1439	0	0	1416	1723	1460
Q Serve(g_s), s	5.3	11.1	11.1	0.1	13.7	0.5	0.0	0.0	0.0	1.5	0.0	1.7
Cycle Q Clear(g_c), s	5.3	11.1	11.1	0.1	13.7	0.5	0.2	0.0	0.0	1.7	0.0	1.7
Prop In Lane	1.00		0.00	1.00		1.00	0.86		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	199	1138	1197	31	1940	865	237	0	0	263	192	340
V/C Ratio(X)	0.66	0.50	0.50	0.06	0.55	0.03	0.03	0.00	0.00	0.15	0.01	0.14
Avail Cap(c_a), veh/h	405	1379	1451	215	2378	1061	305	0	0	332	275	411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.9	4.9	4.9	33.2	8.5	5.8	27.7	0.0	0.0	27.9	27.2	20.9
Incr Delay (d2), s/veh	2.8	0.3	0.2	0.6	0.2	0.0	0.0	0.0	0.0	0.2	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.6	1.7	0.0	3.1	0.1	0.1	0.0	0.0	0.6	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.7	5.1	5.1	33.8	8.7	5.8	27.7	0.0	0.0	28.1	27.2	21.0
LnGrp LOS	C	A	A	C	A	A	C			C	C	C
Approach Vol, veh/h		1294			1098			7			87	
Approach Delay, s/veh		7.8			8.7			27.7			24.4	
Approach LOS		A			A			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.3	51.9		11.7	12.4	44.8		11.7				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	8.0	57.0		10.0	16.0	49.0		10.0				
Max Q Clear Time (g_c+I1), s	2.1	13.1		3.7	7.3	15.7		2.2				
Green Ext Time (p_c), s	0.0	31.3		0.2	0.2	24.1		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	8.8
HCM 7th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	129	3	19	129	421	1	285	11	514	314	52
Future Volume (vph)	45	129	3	19	129	421	1	285	11	514	314	52
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		3.0	4.0	3.0		4.0		3.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.97		0.99		1.00	0.99	
Flpb, ped/bikes	0.99	1.00		0.99	1.00	1.00		0.99		0.99	1.00	
Frt	1.00	0.99		1.00	1.00	0.85		0.99		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (prot)	1642	1726		1611	1699	1412		1672		1646	1691	
Flt Permitted	0.51	1.00		0.66	1.00	1.00		0.99		0.29	1.00	
Satd. Flow (perm)	888	1726		1132	1699	1412		1671		502	1691	
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)	48	137	3	20	137	448	1	303	12	547	334	55
RTOR Reduction (vph)	0	1	0	0	0	0	0	1	0	0	6	0
Lane Group Flow (vph)	48	139	0	20	137	448	0	315	0	547	383	0
Confl. Peds. (#/hr)	4		2	2		4	4		1	1		1
Confl. Bikes (#/hr)			1						1			1
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	4%	4%	4%	1%	1%	1%
Turn Type	pm+pt	NA		pm+pt	NA	Free	Perm	NA		pm+pt	NA	
Protected Phases	3	8		7	4			6		5	2	
Permitted Phases	8			4		Free	6			2		
Actuated Green, G (s)	19.9	15.7		14.9	12.7	73.0		17.3		41.1	41.1	
Effective Green, g (s)	21.9	16.7		16.9	13.7	73.0		18.3		42.1	42.1	
Actuated g/C Ratio	0.30	0.23		0.23	0.19	1.00		0.25		0.58	0.58	
Clearance Time (s)	5.0	5.0		4.0	5.0			5.0		4.0	5.0	
Vehicle Extension (s)	2.5	2.5		2.5	2.5			2.5		2.5	2.5	
Lane Grp Cap (vph)	320	394		283	318	1412		418		615	975	
v/s Ratio Prot	0.01	0.08		0.00	c0.08					c0.25	0.23	
v/s Ratio Perm	0.03			0.01		c0.32		0.19		c0.26		
v/c Ratio	0.15	0.35		0.07	0.43	0.31		0.75		0.88	0.39	
Uniform Delay, d1	18.5	23.6		21.8	26.2	0.0		25.2		13.0	8.4	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.3		0.0	0.6	0.5		7.1		14.6	0.1	
Delay (s)	18.6	24.0		21.9	26.8	0.5		32.3		27.6	8.6	
Level of Service	B	C		C	C	A		C		C	A	
Approach Delay (s/veh)		22.6			7.2			32.3			19.7	
Approach LOS		C			A			C			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	18.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	73.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	77.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	129	3	19	129	421	1	285	11	514	314	52
Future Volume (veh/h)	45	129	3	19	129	421	1	285	11	514	314	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		1.00	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1736	1736	1736	1709	1709	1709	1695	1695	1695	1736	1736	1736
Adj Flow Rate, veh/h	48	137	2	20	137	0	1	303	11	547	334	49
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	3	3	3	4	4	4	1	1	1
Cap, veh/h	378	414	6	377	301		54	389	14	723	828	121
Arrive On Green	0.09	0.24	0.23	0.03	0.18	0.00	0.22	0.24	0.22	0.28	0.56	0.55
Sat Flow, veh/h	1654	1706	25	1628	1709	1448	1	1622	59	1654	1475	216
Grp Volume(v), veh/h	48	0	139	20	137	0	315	0	0	547	0	383
Grp Sat Flow(s),veh/h/ln	1654	0	1731	1628	1709	1448	1682	0	0	1654	0	1692
Q Serve(g_s), s	1.4	0.0	4.5	0.7	4.8	0.0	0.0	0.0	0.0	15.1	0.0	8.7
Cycle Q Clear(g_c), s	1.4	0.0	4.5	0.7	4.8	0.0	12.0	0.0	0.0	15.1	0.0	8.7
Prop In Lane	1.00		0.01	1.00		1.00	0.00		0.03	1.00		0.13
Lane Grp Cap(c), veh/h	378	0	420	377	301		432	0	0	723	0	949
V/C Ratio(X)	0.13	0.00	0.33	0.05	0.46		0.73	0.00	0.00	0.76	0.00	0.40
Avail Cap(c_a), veh/h	458	0	590	564	582		601	0	0	756	0	1153
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.8	0.0	21.0	21.4	24.9	0.0	24.1	0.0	0.0	10.7	0.0	8.5
Incr Delay (d2), s/veh	0.1	0.0	0.3	0.0	0.8	0.0	2.2	0.0	0.0	4.0	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	1.8	0.3	2.0	0.0	4.9	0.0	0.0	5.5	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.9	0.0	21.4	21.4	25.7	0.0	26.3	0.0	0.0	14.7	0.0	8.7
LnGrp LOS	B		C	C	C		C			B		A
Approach Vol, veh/h		187			157			315			930	
Approach Delay, s/veh		20.5			25.2			26.3			12.2	
Approach LOS		C			C			C			B	
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		41.9	9.7	15.9	21.7	20.2	5.3	20.4				
Change Period (Y+Rc), s		5.0	5.0	5.0	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s		45.0	8.0	22.0	19.0	22.0	9.0	22.0				
Max Q Clear Time (g_c+I1), s		10.7	3.4	6.8	17.1	14.0	2.7	6.5				
Green Ext Time (p_c), s		1.8	0.0	0.7	0.5	0.8	0.0	0.7				

Intersection Summary

HCM 7th Control Delay, s/veh	17.3	
HCM 7th LOS	B	

Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↑		↰	↑	
Traffic Vol, veh/h	3	1	207	1	1	7	219	620	2	10	660	3
Future Vol, veh/h	3	1	207	1	1	7	219	620	2	10	660	3
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	2	2	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	0	0	0	2	2	2	2	2	2
Mvmt Flow	3	1	223	1	1	8	235	667	2	11	710	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1873	1877	713	1872	1877	670	715	0	0	671	0	0
Stage 1	735	735	-	1141	1141	-	-	-	-	-	-	-
Stage 2	1138	1142	-	732	736	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.5	6.2	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4	3.3	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	55	72	432	56	72	461	885	-	-	920	-	-
Stage 1	411	426	-	246	278	-	-	-	-	-	-	-
Stage 2	245	275	-	416	428	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	39	52	431	19	52	460	884	-	-	918	-	-
Mov Cap-2 Maneuver	121	139	-	~ -62	113	-	-	-	-	-	-	-
Stage 1	406	420	-	180	203	-	-	-	-	-	-	-
Stage 2	176	202	-	198	422	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	23.95	8.22	2.75	0.13
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	884	-	-	412	1129	918	-	-
HCM Lane V/C Ratio	0.266	-	-	0.551	0.009	0.012	-	-
HCM Control Delay (s/veh)	10.5	-	-	24	8.2	9	-	-
HCM Lane LOS	B	-	-	C	A	A	-	-
HCM 95th %tile Q(veh)	1.1	-	-	3.2	0	0	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	19											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	1	1	8	1	174	1	778	2	185	904	4
Future Vol, veh/h	3	1	1	8	1	174	1	778	2	185	904	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	2	2	2	5	5	5	4	4	4
Mvmt Flow	3	1	1	9	1	187	1	837	2	199	972	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2211	2213	974	2210	2214	838	976	0	0	839	0	0
Stage 1	1372	1372	-	840	840	-	-	-	-	-	-	-
Stage 2	839	841	-	1370	1374	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.12	6.52	6.22	4.15	-	-	4.14	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.518	4.018	3.318	2.245	-	-	2.236	-	-
Pot Cap-1 Maneuver	32	45	308	32	44	366	695	-	-	787	-	-
Stage 1	182	216	-	360	381	-	-	-	-	-	-	-
Stage 2	363	383	-	181	213	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	7	20	308	14	20	366	695	-	-	787	-	-
Mov Cap-2 Maneuver	7	20	-	14	20	-	-	-	-	-	-	-
Stage 1	81	96	-	359	380	-	-	-	-	-	-	-
Stage 2	177	382	-	80	95	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, $/567.01		187.55	0.01	1.88
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	2	-	-	10	165	304	-	-
HCM Lane V/C Ratio	0.002	-	-	0.532	1.195	0.253	-	-
HCM Control Delay (s/veh)	10.2	0	-	$ 567	187.5	11.1	0	-
HCM Lane LOS	B	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.2	10.8	1	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	29	158	164	9	5	23
Future Vol, veh/h	29	158	164	9	5	23
Conflicting Peds, #/hr	1	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	2	2	8	8
Mvmt Flow	32	176	182	10	6	26

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	193	0	-	0	428	188
Stage 1	-	-	-	-	188	-
Stage 2	-	-	-	-	240	-
Critical Hdwy	4.13	-	-	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	2.227	-	-	-	3.572	3.372
Pot Cap-1 Maneuver	1374	-	-	-	572	839
Stage 1	-	-	-	-	830	-
Stage 2	-	-	-	-	786	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1373	-	-	-	556	838
Mov Cap-2 Maneuver	-	-	-	-	556	-
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	785	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.19	0	9.88
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	279	-	-	-	768
HCM Lane V/C Ratio	0.023	-	-	-	0.04
HCM Control Delay (s/veh)	7.7	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Yield	Stop	
Traffic Volume (vph)	98	254	82	161	230	78
Future Volume (vph)	98	254	82	161	230	78
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	111	289	93	183	261	89

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total (vph)	111	289	276	350
Volume Left (vph)	111	0	93	0
Volume Right (vph)	0	289	0	89
Hadj (s)	0.57	-0.63	0.17	-0.14
Departure Headway (s)	6.8	5.5	5.7	5.3
Degree Utilization, x	0.21	0.45	0.44	0.52
Capacity (veh/h)	505	616	594	651
Control Delay (s/veh)	10.3	11.7	13.1	13.8
Approach Delay (s/veh)	11.3		13.1	13.8
Approach LOS	B		B	B

Intersection Summary			
Delay	12.6		
Level of Service	B		
Intersection Capacity Utilization	48.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	1007	65	29	1179	88	288	29	168	117	12	140
Future Volume (vph)	96	1007	65	29	1179	88	288	29	168	117	12	140
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	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	0.95	1.00	1.00	0.95	1.00	0.97	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98		1.00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.87		1.00	0.86	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1630	3260	1458	1614	3228	1444	3162	1478		1646	1473	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1630	3260	1458	1614	3228	1444	3162	1478		1646	1473	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	105	1107	71	32	1296	97	316	32	185	129	13	154
RTOR Reduction (vph)	0	0	36	0	0	51	0	162	0	0	137	0
Lane Group Flow (vph)	105	1107	35	32	1296	46	316	55	0	129	30	0
Confl. Peds. (#/hr)									3	3		3
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	1%	1%	1%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						
Actuated Green, G (s)	5.9	40.1	40.1	4.3	38.5	38.5	10.0	9.3		9.1	8.4	
Effective Green, g (s)	6.9	41.1	41.1	5.3	39.5	39.5	11.0	10.3		10.1	9.4	
Actuated g/C Ratio	0.08	0.50	0.50	0.06	0.48	0.48	0.13	0.12		0.12	0.11	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)	135	1618	723	103	1539	688	420	183		200	167	
v/s Ratio Prot	c0.06	0.34		0.02	c0.40		c0.10	c0.04		0.08	0.02	
v/s Ratio Perm			0.02			0.03						
v/c Ratio	0.77	0.68	0.04	0.31	0.84	0.06	0.75	0.30		0.64	0.18	
Uniform Delay, d1	37.1	15.9	10.7	37.0	18.9	11.6	34.5	32.9		34.6	33.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	23.1	1.1	0.0	1.2	4.3	0.0	7.1	0.6		6.1	0.3	
Delay (s)	60.3	17.0	10.7	38.2	23.2	11.7	41.6	33.6		40.8	33.6	
Level of Service	E	B	B	D	C	B	D	C		D	C	
Approach Delay (s/veh)		20.2			22.7			38.4			36.7	
Approach LOS		C			C			D			D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	25.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	82.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	77.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	1007	65	29	1179	88	288	29	168	117	12	140
Future Volume (veh/h)	96	1007	65	29	1179	88	288	29	168	117	12	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1709	1709	1709	1723	1723	1723	1736	1736	1736
Adj Flow Rate, veh/h	105	1107	35	32	1296	46	316	32	23	129	13	17
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	1	1	1
Cap, veh/h	156	1741	776	99	1615	720	397	112	80	175	69	90
Arrive On Green	0.10	0.53	0.53	0.06	0.50	0.50	0.12	0.12	0.11	0.11	0.10	0.09
Sat Flow, veh/h	1641	3273	1460	1628	3247	1448	3183	929	667	1654	679	887
Grp Volume(v), veh/h	105	1107	35	32	1296	46	316	0	55	129	0	30
Grp Sat Flow(s),veh/h/ln	1641	1637	1460	1628	1624	1448	1591	0	1596	1654	0	1566
Q Serve(g_s), s	5.5	21.1	1.0	1.7	29.5	1.5	8.5	0.0	2.8	6.7	0.0	1.6
Cycle Q Clear(g_c), s	5.5	21.1	1.0	1.7	29.5	1.5	8.5	0.0	2.8	6.7	0.0	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.42	1.00		0.57
Lane Grp Cap(c), veh/h	156	1741	776	99	1615	720	397	0	192	175	0	159
V/C Ratio(X)	0.67	0.64	0.05	0.32	0.80	0.06	0.80	0.00	0.29	0.74	0.00	0.19
Avail Cap(c_a), veh/h	167	1741	776	166	1656	739	397	0	192	187	0	160
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.6	14.6	9.9	39.7	18.5	11.5	37.5	0.0	35.5	38.3	0.0	36.6
Incr Delay (d2), s/veh	8.4	0.7	0.0	1.4	2.8	0.0	10.5	0.0	0.6	12.5	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	6.8	0.3	0.7	9.6	0.5	3.9	0.0	1.1	3.3	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.0	15.3	9.9	41.1	21.3	11.5	48.0	0.0	36.1	50.8	0.0	37.0
LnGrp LOS	D	B	A	D	C	B	D		D	D		D
Approach Vol, veh/h		1247			1374			371			159	
Approach Delay, s/veh		17.8			21.5			46.3			48.2	
Approach LOS		B			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	50.9	15.0	13.0	12.4	47.9	13.3	14.6
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	8.0	44.0	10.0	8.0	8.0	44.0	9.0	9.0
Max Q Clear Time (g_c+I1), s	3.7	23.1	10.5	3.6	7.5	31.5	8.7	4.8
Green Ext Time (p_c), s	0.0	11.6	0.0	0.0	0.0	11.4	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	24.3
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	142	1249	1	2	1163	48	6	1	9	39	1	105
Future Volume (vph)	142	1249	1	2	1163	48	6	1	9	39	1	105
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85		0.92		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.98		0.95	1.00	1.00
Satd. Flow (prot)	1630	3259		1630	3260	1458		1588		1630	1716	1458
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.89		0.74	1.00	1.00
Satd. Flow (perm)	1630	3259		1630	3260	1458		1447		1279	1716	1458
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	161	1419	1	2	1322	55	7	1	10	44	1	119
RTOR Reduction (vph)	0	0	0	0	0	24	0	9	0	0	0	37
Lane Group Flow (vph)	161	1420	0	2	1322	31	0	9	0	44	1	82
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases						6	8			4		4
Actuated Green, G (s)	11.3	51.8		1.0	41.5	41.5		6.9		6.9	6.9	18.2
Effective Green, g (s)	12.3	52.8		2.0	42.5	42.5		7.9		7.9	7.9	20.2
Actuated g/C Ratio	0.16	0.71		0.03	0.57	0.57		0.11		0.11	0.11	0.27
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0		5.0		5.0	5.0	5.0
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5		2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	268	2303		43	1854	829		153		135	181	472
v/s Ratio Prot	c0.10	0.44		0.00	c0.41						0.00	0.03
v/s Ratio Perm						0.02		0.01		c0.03		0.03
v/c Ratio	0.60	0.61		0.04	0.71	0.03		0.05		0.32	0.00	0.17
Uniform Delay, d1	28.9	5.6		35.4	11.6	7.0		30.0		30.9	29.8	20.8
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00
Incremental Delay, d2	3.1	0.4		0.3	1.2	0.0		0.1		1.0	0.0	0.1
Delay (s)	32.1	6.1		35.7	12.9	7.1		30.1		31.9	29.8	20.9
Level of Service	C	A		D	B	A		C		C	C	C
Approach Delay (s/veh)		8.7			12.7			30.1			23.9	
Approach LOS		A			B			C			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	11.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	74.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	61.1%	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												
Traffic Volume (veh/h)	142	1249	1	2	1163	48	6	1	9	39	1	105
Future Volume (veh/h)	142	1249	1	2	1163	48	6	1	9	39	1	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1723	1723	1723	1750	1750	1750	1723	1723	1723
Adj Flow Rate, veh/h	161	1419	1	2	1322	31	7	1	0	44	1	82
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
Percent Heavy Veh, %	2	2	2	2	2	2	0	0	0	2	2	2
Cap, veh/h	216	2426	2	28	1990	887	211	25	0	246	187	351
Arrive On Green	0.13	0.72	0.71	0.02	0.61	0.61	0.10	0.11	0.00	0.11	0.11	0.11
Sat Flow, veh/h	1641	3356	2	1641	3273	1460	1159	231	0	1416	1723	1460
Grp Volume(v), veh/h	161	692	728	2	1322	31	8	0	0	44	1	82
Grp Sat Flow(s),veh/h/ln	1641	1637	1722	1641	1637	1460	1391	0	0	1416	1723	1460
Q Serve(g_s), s	7.5	16.1	16.1	0.1	21.0	0.7	0.1	0.0	0.0	1.9	0.0	3.6
Cycle Q Clear(g_c), s	7.5	16.1	16.1	0.1	21.0	0.7	0.3	0.0	0.0	2.2	0.0	3.6
Prop In Lane	1.00		0.00	1.00		1.00	0.87		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	216	1183	1245	28	1990	887	219	0	0	246	187	351
V/C Ratio(X)	0.74	0.58	0.59	0.07	0.66	0.03	0.04	0.00	0.00	0.18	0.01	0.23
Avail Cap(c_a), veh/h	353	1242	1307	187	2152	960	226	0	0	253	196	359
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.0	5.3	5.3	38.3	10.2	6.2	32.0	0.0	0.0	32.4	31.4	24.2
Incr Delay (d2), s/veh	3.8	0.5	0.5	0.8	0.6	0.0	0.1	0.0	0.0	0.3	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	2.7	2.8	0.0	5.3	0.1	0.1	0.0	0.0	0.8	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.8	5.8	5.8	39.1	10.8	6.2	32.0	0.0	0.0	32.6	31.4	24.4
LnGrp LOS	D	A	A	D	B	A	C			C	C	C
Approach Vol, veh/h		1581			1355			8			127	
Approach Delay, s/veh		9.0			10.8			32.0			27.3	
Approach LOS		A			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.3	61.2		12.6	14.4	52.1		12.6				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	8.0	59.0		8.0	16.0	51.0		8.0				
Max Q Clear Time (g_c+I1), s	2.1	18.1		5.6	9.5	23.0		2.3				
Green Ext Time (p_c), s	0.0	34.8		0.1	0.2	24.1		0.0				

Intersection Summary

HCM 7th Control Delay, s/veh	10.6	
HCM 7th LOS	B	

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	137	3	19	130	424	1	285	11	543	314	52
Future Volume (vph)	45	137	3	19	130	424	1	285	11	543	314	52
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		3.0	4.0	3.0		4.0		3.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.97		0.99		1.00	0.99	
Flpb, ped/bikes	0.99	1.00		0.99	1.00	1.00		0.99		0.99	1.00	
Frt	1.00	0.99		1.00	1.00	0.85		0.99		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (prot)	1642	1727		1611	1699	1412		1672		1646	1691	
Flt Permitted	0.51	1.00		0.66	1.00	1.00		0.99		0.29	1.00	
Satd. Flow (perm)	884	1727		1123	1699	1412		1671		502	1691	
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)	48	146	3	20	138	451	1	303	12	578	334	55
RTOR Reduction (vph)	0	1	0	0	0	0	0	1	0	0	6	0
Lane Group Flow (vph)	48	148	0	20	138	451	0	315	0	578	383	0
Confl. Peds. (#/hr)	4		2	2		4	4		1	1		1
Confl. Bikes (#/hr)			1						1			1
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	4%	4%	4%	1%	1%	1%
Turn Type	pm+pt	NA		pm+pt	NA	Free	Perm	NA		pm+pt	NA	
Protected Phases	3	8		7	4			6		5	2	
Permitted Phases	8			4		Free	6			2		
Actuated Green, G (s)	19.9	15.7		14.9	12.7	73.0		17.3		41.1	41.1	
Effective Green, g (s)	21.9	16.7		16.9	13.7	73.0		18.3		42.1	42.1	
Actuated g/C Ratio	0.30	0.23		0.23	0.19	1.00		0.25		0.58	0.58	
Clearance Time (s)	5.0	5.0		4.0	5.0			5.0		4.0	5.0	
Vehicle Extension (s)	2.5	2.5		2.5	2.5			2.5		2.5	2.5	
Lane Grp Cap (vph)	319	395		281	318	1412		418		615	975	
v/s Ratio Prot	0.01	c0.09		0.00	0.08					c0.27	0.23	
v/s Ratio Perm	0.03			0.01		c0.32		0.19		c0.27		
v/c Ratio	0.15	0.37		0.07	0.43	0.31		0.75		0.93	0.39	
Uniform Delay, d1	18.5	23.7		21.8	26.2	0.0		25.2		14.1	8.4	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.4		0.0	0.6	0.5		7.1		22.2	0.1	
Delay (s)	18.6	24.1		21.9	26.9	0.5		32.3		36.3	8.6	
Level of Service	B	C		C	C	A		C		D	A	
Approach Delay (s/veh)		22.8			7.2			32.3			25.2	
Approach LOS		C			A			C			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	20.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	73.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	79.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	137	3	19	130	424	1	285	11	543	314	52
Future Volume (veh/h)	45	137	3	19	130	424	1	285	11	543	314	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		1.00	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1736	1736	1736	1709	1709	1709	1695	1695	1695	1736	1736	1736
Adj Flow Rate, veh/h	48	146	2	20	138	0	1	303	11	578	334	49
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	3	3	3	4	4	4	1	1	1
Cap, veh/h	370	408	6	363	296		53	387	14	733	838	123
Arrive On Green	0.08	0.24	0.22	0.03	0.17	0.00	0.22	0.24	0.22	0.29	0.57	0.55
Sat Flow, veh/h	1654	1708	23	1628	1709	1448	1	1622	59	1654	1475	216
Grp Volume(v), veh/h	48	0	148	20	138	0	315	0	0	578	0	383
Grp Sat Flow(s),veh/h/ln	1654	0	1731	1628	1709	1448	1682	0	0	1654	0	1692
Q Serve(g_s), s	1.5	0.0	4.9	0.7	5.0	0.0	0.0	0.0	0.0	16.5	0.0	8.7
Cycle Q Clear(g_c), s	1.5	0.0	4.9	0.7	5.0	0.0	12.2	0.0	0.0	16.5	0.0	8.7
Prop In Lane	1.00		0.01	1.00		1.00	0.00		0.03	1.00		0.13
Lane Grp Cap(c), veh/h	370	0	414	363	296		429	0	0	733	0	961
V/C Ratio(X)	0.13	0.00	0.36	0.06	0.47		0.73	0.00	0.00	0.79	0.00	0.40
Avail Cap(c_a), veh/h	447	0	579	546	572		590	0	0	741	0	1132
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.4	0.0	21.8	21.9	25.6	0.0	24.6	0.0	0.0	11.0	0.0	8.3
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.0	0.9	0.0	2.5	0.0	0.0	5.4	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	2.0	0.3	2.0	0.0	5.0	0.0	0.0	6.3	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.5	0.0	22.2	22.0	26.4	0.0	27.1	0.0	0.0	16.4	0.0	8.5
LnGrp LOS	B		C	C	C		C			B		A
Approach Vol, veh/h		196			158			315			961	
Approach Delay, s/veh		21.3			25.9			27.1			13.3	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	43.1	9.8	15.9	22.7	20.4	5.3	20.4
Change Period (Y+Rc), s	5.0	5.0	5.0	4.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	45.0	8.0	22.0	19.0	22.0	9.0	22.0
Max Q Clear Time (g_c+I1), s	10.7	3.5	7.0	18.5	14.2	2.7	6.9
Green Ext Time (p_c), s	1.8	0.0	0.7	0.2	0.8	0.0	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	18.1
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↑		↰	↑	
Traffic Vol, veh/h	3	1	229	1	1	7	221	624	2	10	697	3
Future Vol, veh/h	3	1	229	1	1	7	221	624	2	10	697	3
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	2	2	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	0	0	0	2	2	2	2	2	2
Mvmt Flow	3	1	246	1	1	8	238	671	2	11	749	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1921	1925	753	1921	1926	674	755	0	0	675	0	0
Stage 1	775	775	-	1149	1149	-	-	-	-	-	-	-
Stage 2	1147	1150	-	772	776	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.5	6.2	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4	3.3	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	51	67	410	51	67	458	856	-	-	916	-	-
Stage 1	391	408	-	244	275	-	-	-	-	-	-	-
Stage 2	242	273	-	396	410	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	35	47	409	14	48	457	854	-	-	914	-	-
Mov Cap-2 Maneuver	116	134	-	~ -210	104	-	-	-	-	-	-	-
Stage 1	386	403	-	176	198	-	-	-	-	-	-	-
Stage 2	171	196	-	155	405	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	28.98	13.22	2.83	0.13
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	854	-	-	393	447	914	-	-
HCM Lane V/C Ratio	0.278	-	-	0.638	0.022	0.012	-	-
HCM Control Delay (s/veh)	10.8	-	-	29	13.2	9	-	-
HCM Lane LOS	B	-	-	D	B	A	-	-
HCM 95th %tile Q(veh)	1.1	-	-	4.3	0.1	0	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	57.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	1	1	9	1	180	1	778	2	244	904	4
Future Vol, veh/h	3	1	1	9	1	180	1	778	2	244	904	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	2	2	2	5	5	5	4	4	4
Mvmt Flow	3	1	1	10	1	194	1	837	2	262	972	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2338	2340	974	2337	2341	838	976	0	0	839	0	0
Stage 1	1499	1499	-	840	840	-	-	-	-	-	-	-
Stage 2	839	841	-	1497	1501	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.12	6.52	6.22	4.15	-	-	4.14	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.518	4.018	3.318	2.245	-	-	2.236	-	-
Pot Cap-1 Maneuver	26	37	308	26	36	366	695	-	-	787	-	-
Stage 1	154	187	-	360	381	-	-	-	-	-	-	-
Stage 2	363	383	-	153	185	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 3	10	308	~ 7	10	366	695	-	-	787	-	-
Mov Cap-2 Maneuver	~ 3	10	-	~ 7	10	-	-	-	-	-	-	-
Stage 1	42	51	-	359	380	-	-	-	-	-	-	-
Stage 2	170	382	-	40	50	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	$ 1398.38	$ 594.15	0.01	2.51
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	2	-	-	5	98	360	-	-
HCM Lane V/C Ratio	0.002	-	-	1.121	2.088	0.333	-	-
HCM Control Delay (s/veh)	10.2	0	-	$ 1398.4	$ 594.2	11.8	0	-
HCM Lane LOS	B	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.5	17.6	1.5	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	1.5					

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	47	199	169	9	5	25
Future Vol, veh/h	47	199	169	9	5	25
Conflicting Peds, #/hr	1	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	2	2	8	8
Mvmt Flow	52	221	188	10	6	28

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	199	0	-	0	519	194
Stage 1	-	-	-	-	194	-
Stage 2	-	-	-	-	326	-
Critical Hdwy	4.13	-	-	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	2.227	-	-	-	3.572	3.372
Pot Cap-1 Maneuver	1368	-	-	-	506	833
Stage 1	-	-	-	-	825	-
Stage 2	-	-	-	-	718	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1366	-	-	-	483	832
Mov Cap-2 Maneuver	-	-	-	-	483	-
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	718	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.48	0	10.08
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	344	-	-	-	743
HCM Lane V/C Ratio	0.038	-	-	-	0.045
HCM Control Delay (s/veh)	7.7	0	-	-	10.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Yield	Stop	
Traffic Volume (vph)	98	259	144	161	230	82
Future Volume (vph)	98	259	144	161	230	82
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	111	294	164	183	261	93

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total (vph)	111	294	347	354
Volume Left (vph)	111	0	164	0
Volume Right (vph)	0	294	0	93
Hadj (s)	0.57	-0.63	0.20	-0.14
Departure Headway (s)	7.0	5.8	5.8	5.5
Degree Utilization, x	0.22	0.47	0.56	0.54
Capacity (veh/h)	488	581	591	630
Control Delay (s/veh)	10.7	12.6	15.9	14.7
Approach Delay (s/veh)	12.1		15.9	14.7
Approach LOS	B		C	B

Intersection Summary			
Delay	14.1		
Level of Service	B		
Intersection Capacity Utilization	52.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	1007	65	29	1179	128	288	36	168	121	13	140
Future Volume (vph)	111	1007	65	29	1179	128	288	36	168	121	13	140
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	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	0.95	1.00	1.00	0.95	1.00	0.97	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98		1.00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.87		1.00	0.86	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1630	3260	1458	1614	3228	1444	3162	1487		1646	1475	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1630	3260	1458	1614	3228	1444	3162	1487		1646	1475	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	122	1107	71	32	1296	141	316	40	185	133	14	154
RTOR Reduction (vph)	0	0	34	0	0	74	0	164	0	0	138	0
Lane Group Flow (vph)	122	1107	37	32	1296	67	316	61	0	133	30	0
Confl. Peds. (#/hr)									3	3		3
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	1%	1%	1%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						
Actuated Green, G (s)	8.8	45.2	45.2	4.6	41.0	41.0	9.9	9.2		8.8	8.1	
Effective Green, g (s)	9.8	46.2	46.2	5.6	42.0	42.0	10.9	10.2		9.8	9.1	
Actuated g/C Ratio	0.11	0.53	0.53	0.06	0.48	0.48	0.12	0.12		0.11	0.10	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)	181	1715	767	102	1544	690	392	172		183	152	
v/s Ratio Prot	c0.07	0.34		0.02	c0.40		c0.10	c0.04		0.08	0.02	
v/s Ratio Perm			0.03			0.05						
v/c Ratio	0.67	0.64	0.04	0.31	0.83	0.09	0.80	0.35		0.72	0.19	
Uniform Delay, d1	37.4	14.9	10.1	39.2	19.9	12.5	37.4	35.7		37.7	36.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	8.6	0.7	0.0	1.2	4.1	0.0	11.1	0.9		12.6	0.4	
Delay (s)	46.1	15.6	10.1	40.5	24.0	12.5	48.5	36.7		50.3	36.4	
Level of Service	D	B	B	D	C	B	D	D		D	D	
Approach Delay (s/veh)		18.2			23.3			43.6			42.5	
Approach LOS		B			C			D			D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	26.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	87.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	77.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	1007	65	29	1179	128	288	36	168	121	13	140
Future Volume (veh/h)	111	1007	65	29	1179	128	288	36	168	121	13	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1709	1709	1709	1723	1723	1723	1736	1736	1736
Adj Flow Rate, veh/h	122	1107	37	32	1296	67	316	40	21	133	14	16
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	1	1	1
Cap, veh/h	167	1737	775	99	1590	709	398	126	66	179	75	86
Arrive On Green	0.10	0.53	0.53	0.06	0.49	0.49	0.12	0.12	0.11	0.11	0.10	0.09
Sat Flow, veh/h	1641	3273	1460	1628	3247	1448	3183	1060	557	1654	735	840
Grp Volume(v), veh/h	122	1107	37	32	1296	67	316	0	61	133	0	30
Grp Sat Flow(s),veh/h/ln	1641	1637	1460	1628	1624	1448	1591	0	1617	1654	0	1575
Q Serve(g_s), s	6.4	21.1	1.1	1.7	29.8	2.2	8.5	0.0	3.1	6.9	0.0	1.5
Cycle Q Clear(g_c), s	6.4	21.1	1.1	1.7	29.8	2.2	8.5	0.0	3.1	6.9	0.0	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.34	1.00		0.53
Lane Grp Cap(c), veh/h	167	1737	775	99	1590	709	398	0	192	179	0	161
V/C Ratio(X)	0.73	0.64	0.05	0.32	0.82	0.09	0.79	0.00	0.32	0.74	0.00	0.19
Avail Cap(c_a), veh/h	186	1737	775	166	1623	724	398	0	192	188	0	161
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.4	14.6	9.9	39.6	19.1	12.0	37.4	0.0	35.7	38.1	0.0	36.4
Incr Delay (d2), s/veh	11.3	0.7	0.0	1.4	3.2	0.0	10.3	0.0	0.7	13.3	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	6.8	0.3	0.7	9.8	0.7	3.9	0.0	1.2	3.4	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.6	15.4	10.0	41.0	22.3	12.1	47.7	0.0	36.4	51.3	0.0	36.8
LnGrp LOS	D	B	A	D	C	B	D		D	D		D
Approach Vol, veh/h		1266			1395			377			163	
Approach Delay, s/veh		18.5			22.2			45.9			48.7	
Approach LOS		B			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	50.7	15.0	13.0	12.9	47.1	13.5	14.4
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	8.0	44.0	10.0	8.0	9.0	43.0	9.0	9.0
Max Q Clear Time (g_c+I1), s	3.7	23.1	10.5	3.5	8.4	31.8	8.9	5.1
Green Ext Time (p_c), s	0.0	11.6	0.0	0.0	0.0	10.3	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	24.9
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	142	1253	1	2	1203	48	6	1	9	39	1	105
Future Volume (vph)	142	1253	1	2	1203	48	6	1	9	39	1	105
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85		0.92		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.98		0.95	1.00	1.00
Satd. Flow (prot)	1630	3259		1630	3260	1458		1588		1630	1716	1458
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.89		0.74	1.00	1.00
Satd. Flow (perm)	1630	3259		1630	3260	1458		1447		1279	1716	1458
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	161	1424	1	2	1367	55	7	1	10	44	1	119
RTOR Reduction (vph)	0	0	0	0	0	23	0	9	0	0	0	33
Lane Group Flow (vph)	161	1425	0	2	1367	32	0	9	0	44	1	86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases						6	8			4		4
Actuated Green, G (s)	11.4	53.2		1.0	42.8	42.8		6.9		6.9	6.9	18.3
Effective Green, g (s)	12.4	54.2		2.0	43.8	43.8		7.9		7.9	7.9	20.3
Actuated g/C Ratio	0.16	0.71		0.03	0.58	0.58		0.10		0.10	0.10	0.27
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0		5.0		5.0	5.0	5.0
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5		2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	265	2321		42	1876	839		150		132	178	465
v/s Ratio Prot	c0.10	0.44		0.00	c0.42						0.00	0.03
v/s Ratio Perm						0.02		0.01		c0.03		0.03
v/c Ratio	0.60	0.61		0.04	0.72	0.03		0.06		0.33	0.00	0.18
Uniform Delay, d1	29.5	5.5		36.1	11.8	7.0		30.7		31.6	30.5	21.5
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00
Incremental Delay, d2	3.3	0.4		0.3	1.3	0.0		0.1		1.0	0.0	0.1
Delay (s)	32.8	6.0		36.4	13.1	7.0		30.8		32.7	30.5	21.6
Level of Service	C	A		D	B	A		C		C	C	C
Approach Delay (s/veh)		8.7			12.9			30.8			24.6	
Approach LOS		A			B			C			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	11.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	76.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	61.6%	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												
Traffic Volume (veh/h)	142	1253	1	2	1203	48	6	1	9	39	1	105
Future Volume (veh/h)	142	1253	1	2	1203	48	6	1	9	39	1	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1723	1723	1723	1750	1750	1750	1723	1723	1723
Adj Flow Rate, veh/h	161	1424	1	2	1367	32	7	1	0	44	1	86
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
Percent Heavy Veh, %	2	2	2	2	2	2	0	0	0	2	2	2
Cap, veh/h	216	2433	2	28	1998	891	209	25	0	244	186	350
Arrive On Green	0.13	0.72	0.71	0.02	0.61	0.61	0.10	0.11	0.00	0.11	0.11	0.11
Sat Flow, veh/h	1641	3356	2	1641	3273	1460	1156	231	0	1416	1723	1460
Grp Volume(v), veh/h	161	694	731	2	1367	32	8	0	0	44	1	86
Grp Sat Flow(s),veh/h/ln	1641	1637	1722	1641	1637	1460	1386	0	0	1416	1723	1460
Q Serve(g_s), s	7.6	16.2	16.2	0.1	22.3	0.7	0.1	0.0	0.0	1.9	0.0	3.8
Cycle Q Clear(g_c), s	7.6	16.2	16.2	0.1	22.3	0.7	0.3	0.0	0.0	2.2	0.0	3.8
Prop In Lane	1.00		0.00	1.00		1.00	0.87		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	216	1186	1249	28	1998	891	217	0	0	244	186	350
V/C Ratio(X)	0.75	0.59	0.59	0.07	0.68	0.04	0.04	0.00	0.00	0.18	0.01	0.25
Avail Cap(c_a), veh/h	349	1229	1293	185	2130	950	223	0	0	251	194	356
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.4	5.3	5.3	38.7	10.4	6.2	32.3	0.0	0.0	32.8	31.8	24.6
Incr Delay (d2), s/veh	3.8	0.6	0.5	0.8	0.8	0.0	0.1	0.0	0.0	0.3	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	2.7	2.8	0.0	5.7	0.2	0.1	0.0	0.0	0.8	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.2	5.8	5.8	39.5	11.2	6.2	32.4	0.0	0.0	33.0	31.8	24.8
LnGrp LOS	D	A	A	D	B	A	C			C	C	C
Approach Vol, veh/h		1586			1401			8			131	
Approach Delay, s/veh		9.0			11.1			32.4			27.6	
Approach LOS		A			B			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.3	61.9		12.6	14.5	52.8		12.6				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	8.0	59.0		8.0	16.0	51.0		8.0				
Max Q Clear Time (g_c+I1), s	2.1	18.2		5.8	9.6	24.3		2.3				
Green Ext Time (p_c), s	0.0	34.8		0.1	0.2	23.4		0.0				

Intersection Summary

HCM 7th Control Delay, s/veh	10.8
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection												
Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↰	↱		↕		↖	↑	
Traffic Vol, veh/h	3	1	1	9	1	180	1	778	2	244	904	4
Future Vol, veh/h	3	1	1	9	1	180	1	778	2	244	904	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	25	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	2	2	2	5	5	5	4	4	4
Mvmt Flow	3	1	1	10	1	194	1	837	2	262	972	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2338	2340	974	2337	2341	838	976	0	0	839	0	0
Stage 1	1499	1499	-	840	840	-	-	-	-	-	-	-
Stage 2	839	841	-	1497	1501	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.12	6.52	6.22	4.15	-	-	4.14	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.518	4.018	3.318	2.245	-	-	2.236	-	-
Pot Cap-1 Maneuver	26	37	308	26	36	366	695	-	-	787	-	-
Stage 1	154	187	-	360	381	-	-	-	-	-	-	-
Stage 2	363	383	-	153	185	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	8	25	308	16	24	366	695	-	-	787	-	-
Mov Cap-2 Maneuver	8	25	-	16	24	-	-	-	-	-	-	-
Stage 1	103	125	-	359	380	-	-	-	-	-	-	-
Stage 2	170	382	-	101	123	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, $/467.46		44.69	0.01	2.51
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	2	-	-	12	17	366	787	-	-
HCM Lane V/C Ratio	0.002	-	-	0.457	0.633	0.528	0.333	-	-
HCM Control Delay (s/veh)	10.2	0	-	$ 467.5	$ 393.4	25.3	11.8	-	-
HCM Lane LOS	B	A	-	F	F	D	B	-	-
HCM 95th %tile Q(veh)	0	-	-	1.1	1.7	3	1.5	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

6. NE Three Mile Lane (OR 18) & SE Norton Lane

APM Section 13.4.4: Critical Intersection v/c ratio

Method: Determine Critical Movements in HCM 2000 reports
HCM 6th reports, detemine adjusted and sat flow rates
Adjust Flow/Sat Flow
Sum up Crit Movement Flow Rates
Xc of intersection = sum(crit.move. Flow rates*(C/(C-L))

PM Peak Hour

					Adjust Flow				Saturated Flow				Adj/Sat Flows					C	L	Xc
	Critcial Movement				EBL	WBT	NBT	SBL	EBL	WBT	NBT	SBL	EBL	WBT	NBT	SBL	Sum			
2025 Existing					88	1059	34	97	1641	3247	1589	1654	0.053626	0.326147	0.021397	0.058646	0.459816	90	16	0.559
2041 HZBG	EBL	WBT	NBT	SBL	105	1296	55	129	1641	3247	1596	1654	0.063985	0.399138	0.034461	0.077993	0.575577	90	16	0.700
2041 HZBO					122	1296	61	133	1641	3247	1617	1654	0.074345	0.399138	0.037724	0.080411	0.591618	90	16	0.720

7. NE Three Mile Lane (OR 18) & Cumulus Avenue

APM Section 13.4.4: Critical Intersection v/c ratio

Method: Determine Critical Movements in HCM 2000 reports
HCM 6th reports, detemine adjusted and sat flow rates
Adjust Flow/Sat Flow
Sum up Crit Movement Flow Rates
Xc of intersection = sum(crit.move. Flow rates*(C/(C-L))

PM Peak Hour

				Adjust Flow				Saturated Flow				Adj/Sat Flows					C	L	Xc
	Critcial Movement			EBL	WBT	SBL	0	EBL	WBT	SBL	0	EBL	WBT	SBL	0	Sum			
2025 Existing				132	1072	40	0	1641	3273	1416	1	0.080439	0.327528	0.028249	0	0.436216	90	12	0.503
2041 HZBG	EBL	WBT	SBL	161	1322	44	0	1641	3273	1416	1	0.098111	0.403911	0.031073	0	0.533095	90	12	0.615
2041 HZBO				161	1367	44	0	1641	3273	1416	1	0.098111	0.41766	0.031073	0	0.546844	90	12	0.631

lancaster mobley

2245 NE Cumulus Avenue Zone Change

Transportation Impact Analysis

McMinnville, OR



EXPIRES: 06/30/27

1/20/2026

Date:
January 20, 2026

Prepared for:
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Executive Summary

- This Transportation Impact Analysis (TIA) is prepared to support the rezoning of nine parcels of land totaling approximately 26.07 acres from a mixed zone of General Industrial (M-2), Residential (R-1 & R-4), and General Commercial (C-3) to a mixed zone of Residential (R-4) and General Commercial (C-3). The purpose of the rezoning is to allow for a future mixed-use development on the site, consistent with the adopted Three Mile Lane Area Plan.
- The trip generation calculations show that the proposed zone change is estimated to generate 52 additional trips during the morning peak hour, 139 additional trips during the evening peak hour, and 2,054 additional trips during the average weekday.
- The crash patterns in the study area are consistent with the traffic control and volumes traveling in the study area; however, two intersections were identified with either a high crash rate or a state-identified safety concern. At the intersection of SE 1st Street & SE Three Mile Lane, the crash frequency has decreased significantly in recent year rate and no immediate action is recommended. The McMinnville TSP already has planned improvements that would address the safety concern at the intersection of NE Three Mile Lane (OR 18) & NE Norton Lane.
- Signal warrants are not projected to be met at any of the unsignalized study intersections under the 2041 planning horizon with the zone change implemented.
- Left-turn-lane warrants are met for the southbound approach at the intersection of NE Cumulus Avenue/SE Nehemiah Lane and NE Three Mile Lane under all analysis scenarios during the evening peak hour, including existing conditions. The need for this left-turn lane is not triggered by the proposed zone change or any development on the site. It is recommended that at the time of development, the applicant coordinate with the City to participate in the construction of a left-turn lane at this intersection.
- In addition to the southbound left-turn lane mentioned above, a westbound right-turn lane is recommended at the intersection of SE Nehemiah Lane/NE Cumulus Avenue & NE Three Mile Lane to mitigate the potential impact from the zone change. The westbound right-turn lane would improve v/c ratio to better than no-build conditions (0.57).
- The planned zone change will not impact or alter the functional classification of any existing or planned facility and the proposal does not include a change to any functional classification standards. With the recommended improvement at the intersection of SE Nehemiah Lane/NE Cumulus Avenue & NE Three Mile Lane, all study intersections are expected to have sufficient capacity to accommodate the planned zone change. Accordingly, the Transportation Planning Rule is satisfied.

Project Description

Introduction

This Transportation Impact Analysis (TIA) is prepared to support the rezoning of nine parcels of land totaling approximately 26.07 acres from a mixed zone of General Industrial (M-2), Residential (R-1 & R-4), and General Commercial (C-3) to a mixed zone of Residential (R-4) and General Commercial (C-3). The purpose of the rezoning is to allow for a future mixed-use development on the site, consistent with the adopted Three Mile Lane Area Plan.

The purposes of this study are to determine whether the transportation system within the vicinity of the site is capable of supporting the proposed zone change, to determine any mitigation that may be necessary to do so, and to demonstrate compliance with the Transportation Planning Rule (TPR).

Based on conversations with staff at the City of McMinnville and the Oregon Department of Transportation (ODOT) Region 2 office, the report includes safety and capacity analyses at 7 intersections:

1. NE 3rd Street & NE Johnson Street
2. SE 1st Street & SE Three Mile Lane
3. SE Nehemiah Lane/NE Cumulus Avenue & NE Three Mile Lane
4. NE Cumulus Avenue & NE Pacific Street
5. NE Cumulus Avenue & NE Norton Lane
6. NE Three Mile Lane (OR 18) & NE Norton Lane
7. NE Three Mile Lane (OR 18) & Cumulus Avenue

This report will identify the potential increase in traffic and will include an analysis of intersection operations for existing conditions as well as the 2041 planning horizon year traffic conditions, both with and without the addition of potential site trips associated with the proposed zone change. Because the proposed land use action is only a change in zoning and not a specific development plan, no near-term build-out year is examined. A safety analysis will also be conducted that provides a detailed examination of crash history at the study intersections and evaluates the needs for turn lanes and traffic signals. Detailed information on traffic counts, crash data, and level of service calculations are included in the appendix to this report.

Site Description

The nine parcels proposed for rezoning are located north of NE Cumulus Avenue and east of NE Atlantic Street on Tax Map R4422CC Lot 100, 400, 500, 600, 601, 700, 800, 1100, and 1102, as shown in Figure 1.

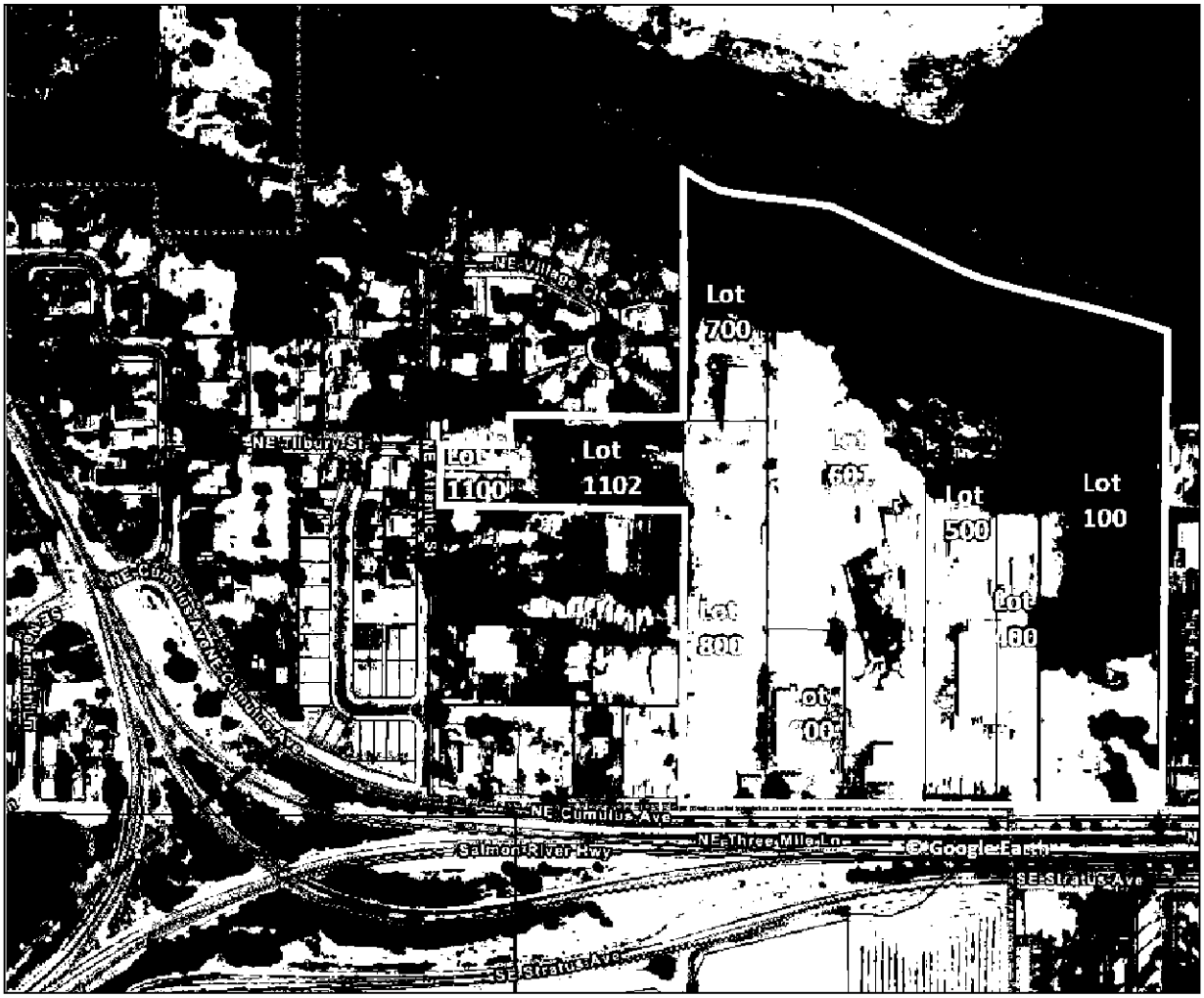


Figure 1: Aerial Photo of Site Vicinity

Vicinity Streets

The proposed development is expected to impact eleven roadways near the site Table 1 provides a description of each of the vicinity roadways.

Table 1: Vicinity Roadway Descriptions

Street Name	Jurisdiction	Functional Classification	Speed (MPH)	Curbs & Sidewalks	On-Street Parking	Bicycle Facilities
NE 3rd Street	City of McMinnville	Major Collector	20 mph	Both Sides	Partial Both Sides	Partial Both Sides
NE Johnson Street	City of McMinnville	Minor Arterial/ Minor collector	25 mph	Both Sides	Partial Both Sides	Partial Both Sides
SE 1st Street	City of McMinnville	Minor Collector/ Local Street	25	Both Sides	Both Sides	None

Street Name	Jurisdiction	Functional Classification	Speed (MPH)	Curbs & Sidewalks	On-Street Parking	Bicycle Facilities
SE Three Mile Lane	City of McMinnville	Major Collector	35	Both Sides	Prohibited	Both Sides
NE Three Mile Lane	ODOT	Statewide/ District Highway	35/40/55	Partial Both Sides	Prohibited	None
SE Nehemiah Lane	Yamhill County	Local	25	None	Prohibited	None
NE Cumulus Avenue	ODOT	Minor Collector	35	North Side	Prohibited	None
NE Pacific Street	City of McMinnville	Local	25	Both Sides	Partial Both Sides	None
NE Norton Lane	Yamhill County/ ODOT	Local	25	Both Sides	Partial Both Sides	None
SE Norton Lane	City of McMinnville/ ODOT	Local	25	Both Sides	Partial Both Sides	None
Cumulus Avenue	City of McMinnville/ ODOT	Major/Minor Collector	25	Partial West Side	Prohibited	None

Study Intersections

Based on coordination with City of McMinnville and Oregon Department of Transportation (ODOT) staff, seven intersections were identified for analysis. A summarized description of the study intersections is provided in Table 2.

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Table 2: Study Intersection Descriptions

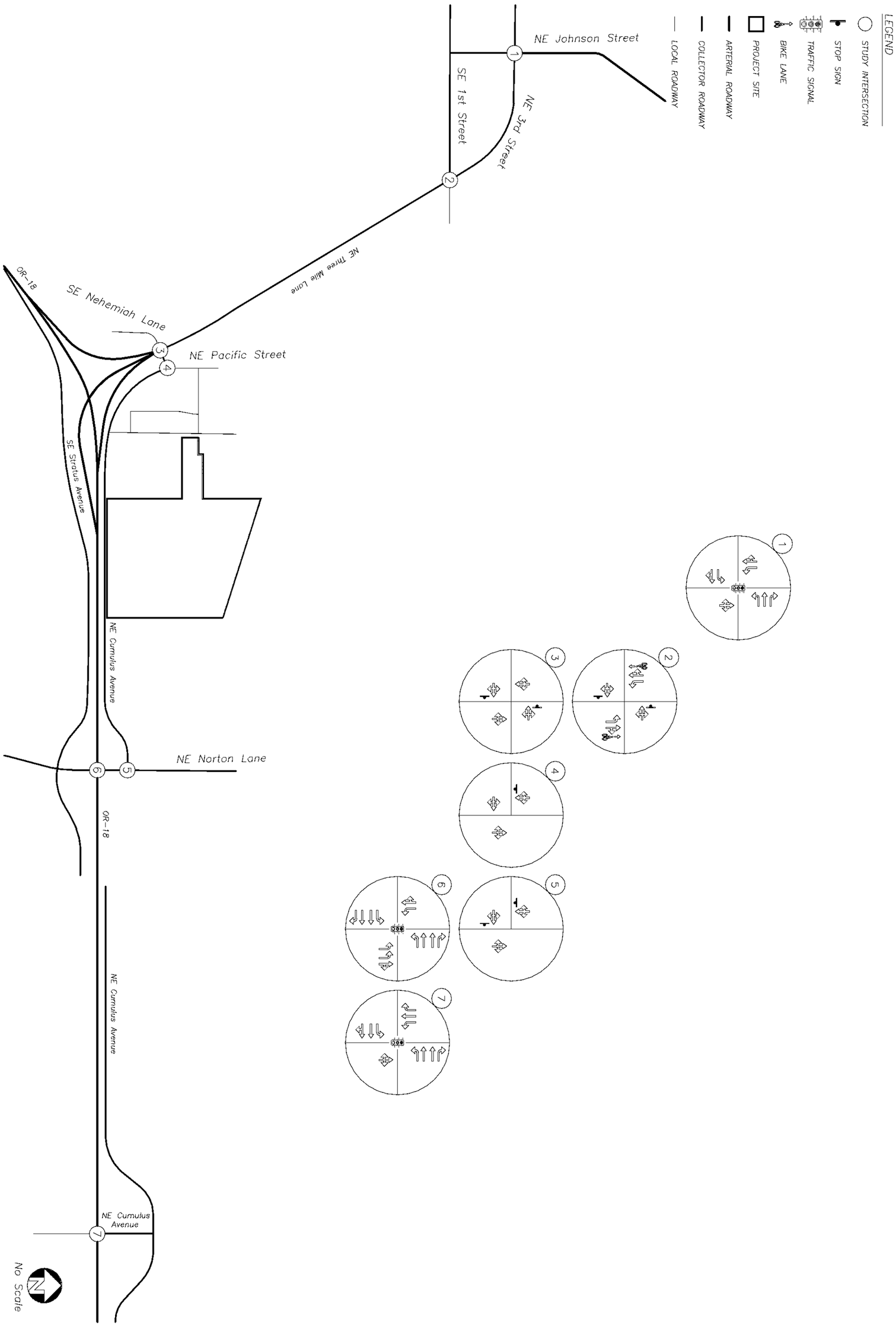
	Intersection	Geometry	Traffic Control	Phasing/Stopped Approaches
1	NE 3rd Street & NE Johnson Street	Four-Legged	Signalized	Protected/FYA Eastbound/Westbound /Southbound Left Turns Permissive Northbound Left WB Right Channelized (Yield)
2	SE 1st Street & SE Three Mile Lane	Four-Legged	Stop-Controlled	Eastbound/Westbound Stop-Controlled
3	SE Nehemiah Lane/NE Cumulus Avenue & NE Three Mile Lane	Four-Legged	Stop-Controlled	Eastbound/Westbound Stop-Controlled
4	NE Cumulus Avenue & NE Pacific Street	Three-Legged	Stop-Controlled	Southbound Stop-Controlled
5	NE Cumulus Avenue & NE Norton Lane	Three-Legged	Stop-Controlled	Eastbound Stop-Controlled
6	NE Three Mile Lane (OR 18) & NE Norton Lane	Four-Legged	Signalized	All Approaches Protected Left Turns
7	NE Three Mile Lane (OR 18) & Cumulus Avenue	Four-Legged	Signalized	Protected Eastbound/Westbound Left Permissive Northbound/Southbound Left

Transit

The project is located near one Yamhill County transit line that has stops within an approximate 0.1-mile walking/biking distance of the site.

Route 2 –McMinnville provides service from downtown McMinnville to Willamette Valley Medical Center and Chemeketa Community College Yamhill Valley Campus. The nearest bus stops to the site are located near the intersection of NE Cumulus Avenue at NE Atlantic Street. Weekday service is scheduled from approximately 7:01 AM to 5:30 PM and has headways of approximately 60 minutes. There is currently no Saturday, Sunday or holiday service.

A vicinity map showing the project site, vicinity streets, and study intersection configurations is shown in Figure 2.



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VICINITY MAP

Figure 2
2245 NE Cumulus Avenue Zone Change
1/20/2026

Site Trips

Trip Generation

Because the proposed land use action involves a change in zoning, it is necessary to address the TPR[1], which is in place to ensure that the transportation system can support possible increases in traffic intensity that could result from changes to adopted plans and land-use regulations. It requires an analysis of a reasonable worst-case development scenario of the site under existing and proposed zoning. The assumptions and potential development scenarios are described below.

Existing Zoning

The existing zoning of the project site consists of as follows:

- General Industrial (M-2): 15.1 acres
- General Commercial (C-3): 2.49 acres
- Low-Density, 9000 SF Lot Residential (R-1): 1.79 acres
- Medium, High-Density, 5000 SF Lot Residential (R-4): 2.06 acres
- Flood Area (F-P): 4.63 acres
- Total: 26.07 acres

The existing land uses currently located on the project site do not represent a reasonable worst-case development scenario under either the existing or proposed zoning. Therefore, development scenarios need to be created for the site. The area considered for the development scenarios is 17.15 acres, an 8.92-acre reduction from the total parcel size to exclude 20% right-of-way and flood area along the northern boundary.

The following development scenarios are considered as reasonable worst case under existing zoning:

- General Industrial (M-2)
    - 157,861 SF of General Light Industrial – Per ITE, "a light industrial facility is a free-standing facility devoted to a single use. The facility has an emphasis on activities other than manufacturing and typically has minimal office space."
- General Commercial (C-3)
    - 21,671 SF of Strip Retail Plaza(<40k) – Per ITE, "a strip retail plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA)."
- Medium, High-Density, 5000 SF Lot Residential (R-4)

[1] Oregon Administrative Rule (OAR) Section 660, Division 12, also known as the Transportation Planning Rule (TPR) requires consistency between land use and transportation system plans. Specifically, OAR 660-012-0060 requires that if "an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility," then measures must be put in place to remedy the impacts.

- 59 units of Multifamily Housing - 30 units/acre of Multifamily Housing

- Low-Density, 9000 SF Lot Residential (R-1)
  - 28 units of Single-Family Attached Housing – 4 dwelling units/9,000 SF Lot

The assumptions used to calculate these scenarios are summarized in the attachment to this memorandum. To estimate trips that will be generated by the redevelopment, trip rates from the *Trip Generation Manual*[2] were used based on the building square footage (SF) and number of residential units. The trip generation estimates are summarized in Table 3.

Table 3: Trip Generation – Existing Zoning

Land Use Assumption (ITE Code)	Intensity	Morning Peak Hour			Evening Peak Hour			Weekday Trips
		In	Out	Total	In	Out	Total	
General Light Industrial (110)	157,861 SF	103	14	117	14	89	103	768
Strip Retail Plaza (<40k)(822)	21,671 SF	31	20	51	72	71	143	1,180
Multifamily Housing (Low-Rise) (220)	59 units	6	18	24	19	11	30	398
Single-Family Attached Housing (215)	28 units	3	10	13	9	7	16	202
Total		143	62	205	114	178	292	2,548

The trip generation calculations show that the existing zoning is projected to generate 205 morning peak hour, 292 evening peak hour, and 2,548 average weekday trips.

Proposed Zoning

The proposed zoning of the project site consists of as follows:

- General Commercial (C-3): 3.62 acres
- Medium, High-Density, 5000 SF Lot Residential (R-4): 17.83 acres
- Flood Area (F-P): 4.63 acres
- Total: 26.07 acres

The following development scenarios are considered as reasonable worst case under proposed zoning:

[2] Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 11th Edition, 2021.

- General Commercial (C-3): Strip Retail Plaza
    - 31,581 SF of Strip Retail Plaza(<40k)
- Medium, High-Density, 5000 SF Lot Residential (R-4)
    - 200 units of Single-Family Attached Housing and 214 units of Multifamily Housing – 50% of the area with 30 units/acre of Multifamily Housing and 50% of the area with 28 units/acre of Single-Family Attached Housing

The assumptions used to calculate these scenarios are summarized in the attachment to this memorandum. To estimate trips that will be generated by the redevelopment, trip rates from the *Trip Generation Manual*[3] were used based on the building square footage (SF). The trip generation estimates are summarized in Table 4.

Table 4: Trip Generation – Proposed Zoning

Land Use Assumption (ITE Code)	Intensity	Morning Peak Hour			Evening Peak Hour			Weekday Trips
		In	Out	Total	In	Out	Total	
Strip Retail Plaza (<40k)(822)	31,581 SF	45	30	75	104	104	208	1,720
Single-Family Attached Housing (215)	200 units	24	72	96	67	47	114	1,440
Multifamily Housing (Low-Rise) (220)	214 units	21	65	86	69	40	109	1,442
Total		45	137	182	136	87	223	2,882
Total		90	167	257	240	191	431	4,602

The trip generation calculations show that the proposed zoning is projected to generate 257 morning peak hour, 431 evening peak hour, and 4,602 average weekday trips.

Trip Generation Comparison

As shown in Table 5, the trip generation calculations show that the proposed zone change is estimated to generate 52 additional trips during the morning peak hour, 139 additional trips during the evening peak hour, and 2,054 additional trips during the average weekday.

[3] Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 11th Edition, 2021.

Table 5: Trip Generation Comparison

Scenario	Morning Peak Hour			Evening Peak Hour			Weekday Trips
	In	Out	Total	In	Out	Total	
Existing Zone	143	62	205	114	178	292	2,548
Proposed Zone	90	167	257	240	191	431	4,602
Net New Trips	-53	105	52	126	13	139	2,054

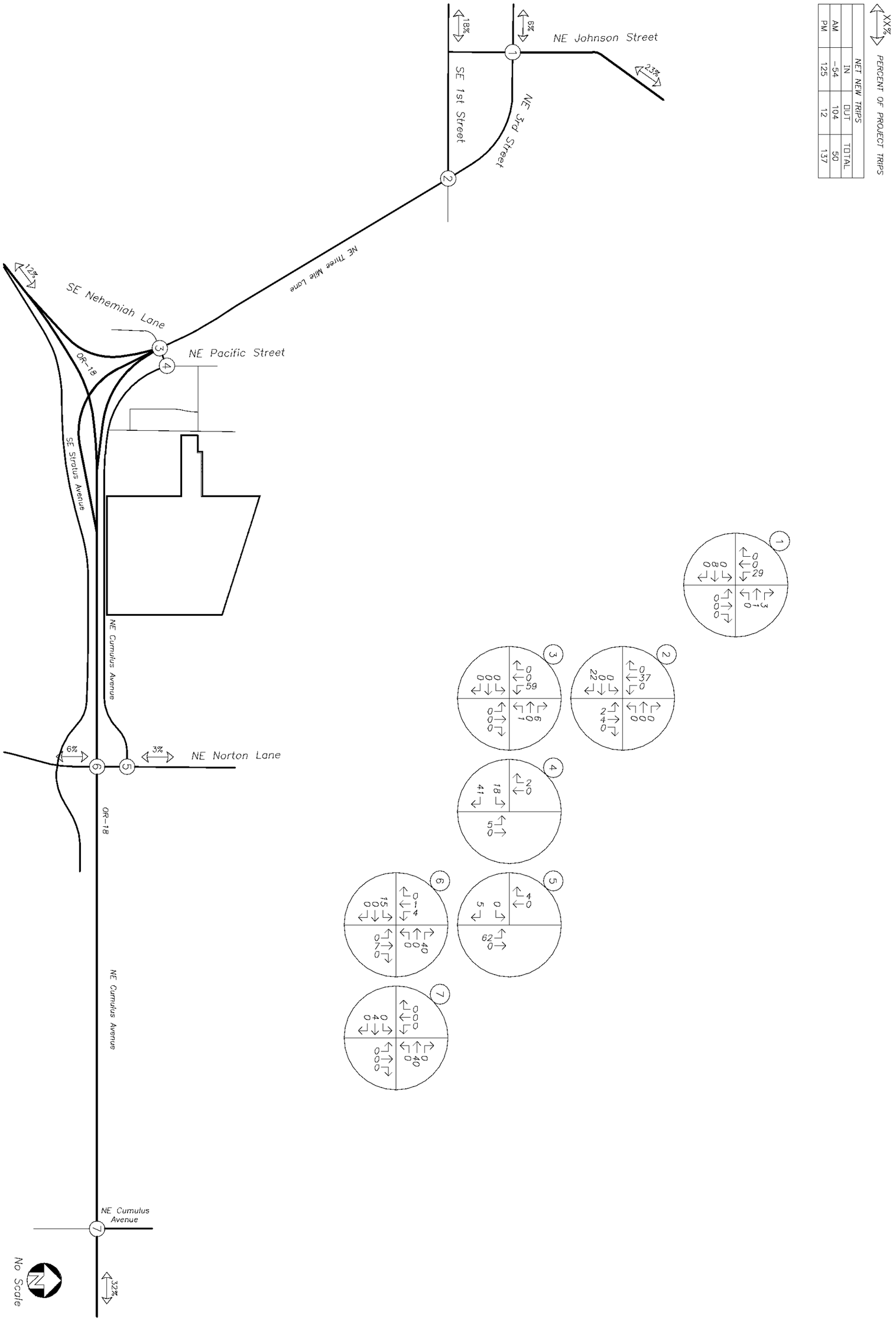
Trip Distribution

The project trip distribution was developed based on the ODOT's Transportation Planning and Analysis Unit's (TPAU) 2015-2045 travel demand model. This is the model that is reflective of the City of McMinnville's current zoning map, including the Three Mile Lane Area Plan as currently adopted. The model does *not* reflect any potential upcoming changes that may result from the McMinnville Innovation Campus planning project or the upcoming Transportation System Plan (TSP) update.

The following trip distribution is projected for the project site:

- Approximately 32% of site trips to/from the east on SE Three Mile Lane.
- Approximately 23% of site trips to/from the north on NE Johnson Street
- Approximately 18% of site trips to/from the west on SE 1st Street
- Approximately 12% of site trips to/from the southwest on OR 18.
    - Site ingress trips will travel via NE Norton Lane.
    - Site egress trips will travel via NE Cumulus Avenue/SE Nehemiah Lane.
- Approximately 6% of site trips to/from the west on NE 3rd Street.
- Approximately 6% of site trips to/from the south on NE Norton Lane.
- Approximately 3% of site trips to/from the north on NE Norton Lane.

The trip distribution and assignment for the zone change during the morning and evening peak hours are shown in Figure 3.



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SITE TRIP DISTRIBUTION & ASSIGNMENT

Zone Change - Site Trips

PM Peak Hour

Figure 3

2245 NE Cumulus Avenue Zone Change

1/20/2026

Traffic Volumes

Existing Conditions

Traffic counts were conducted at the study intersections on Thursday, January 30, 2025, at the following time periods:

1. NE 3rd Street & NE Johnson Street: From 4:00 PM to 6:00 PM.
2. SE 1st Street & SE Three Mile Lane: From 4:00 PM to 6:00 PM.
3. SE Nehemiah Lane/NE Cumulus Avenue & NE Three Mile Lane: From 3:00 PM to 6:00 PM.
4. NE Cumulus Avenue & NE Pacific Street: From 3:00 PM to 6:00 PM.
5. NE Cumulus Avenue & NE Norton Lane: From 3:00 PM to 6:00 PM.
6. NE Three Mile Lane (OR 18) & NE Norton Lane: From 3:00 PM to 6:00 PM.
7. NE Three Mile Lane (OR 18) & Cumulus Avenue: From 3:00 PM to 6:00 PM.

The counts were collected on a day when schools within the McMinnville School District were in session and operating on a regular bell schedule. Data was used from each intersection's evening peak hour. In accordance with the *Analysis Procedures Manual*[1] (APM), a seasonal adjustment factor has been applied to the traffic volumes along OR 18 and NE Three Mile Lane (at SE Nehemiah Lane/NE Cumulus Avenue) to estimate the 30th highest hour volumes on the ODOT facility. Utilizing the Commuter trend data from ODOT's Seasonal Trend Table (updated 8/8/2025), a seasonal adjustment factor of 1.1987 was calculated. The seasonal adjustment factor was applied to the existing year evening peak hour volumes to the through movements along OR 18 and Three Mile Lane. The calculation of the seasonal adjustment factor calculations are presented in Appendix C.

Figure 4 shows the year 2025 existing traffic volumes at the study intersection during the PM peak hour.

Planning Horizon Year 2041 Background Conditions

To provide analysis of the potential impact of the proposed zone change on the nearby transportation facilities, an estimate of future traffic volumes is required. Planning Horizon Year 2041 growth rates were estimated based on the ODOT TPAU 2015-2045 travel demand model that was described previously. An annual growth rate for each approach of the study intersections was derived from the travel demand model and applied to the year 2025 existing conditions baseline volumes for sixteen years to account for background growth through the year 2041. Traffic volume data was then balanced between intersections as appropriate. The TPAU 2015-2045 travel demand model and annual growth rate calculations are presented in Appendix C of the report.

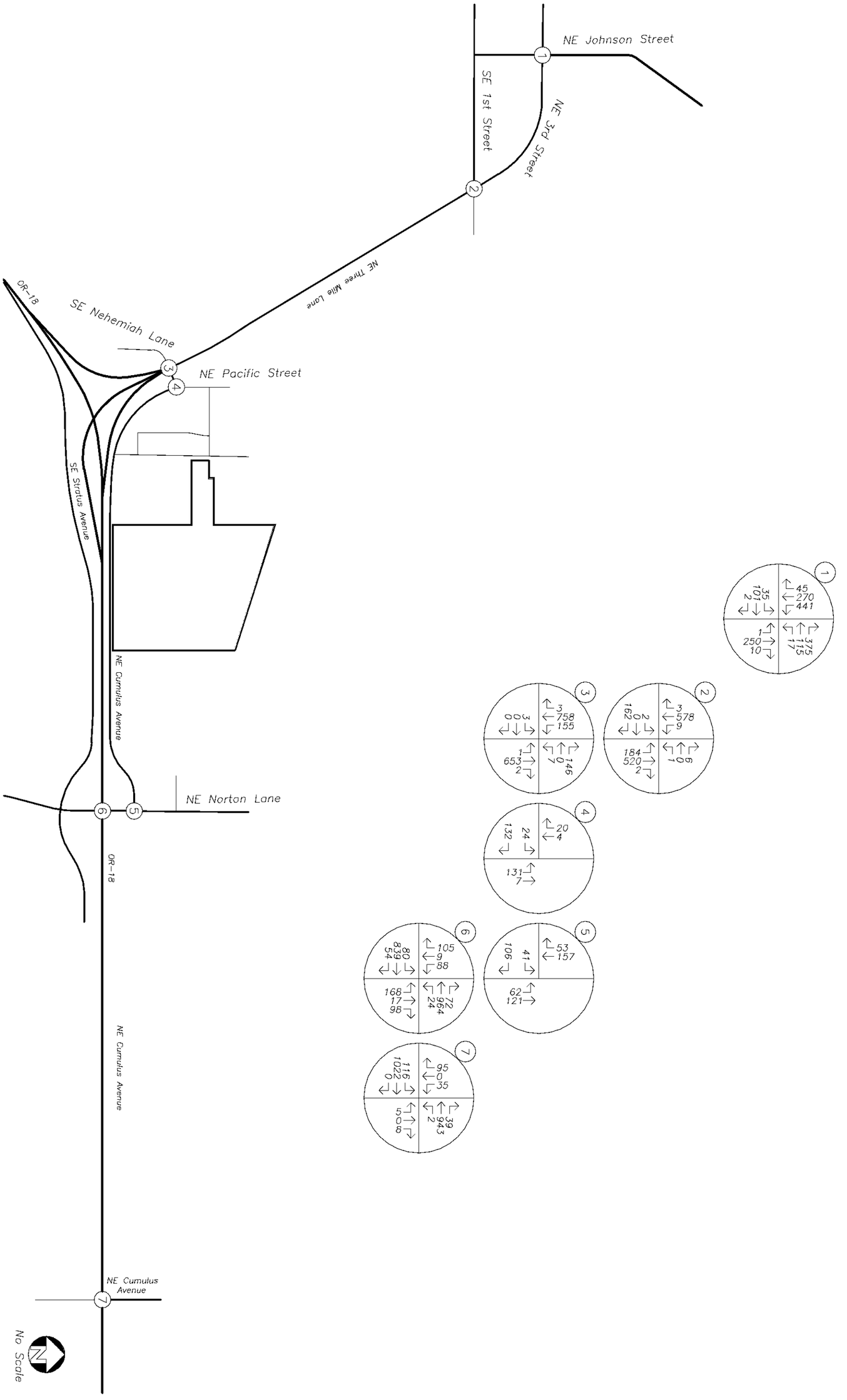
The resulting evening peak hour 2041 traffic forecasts are presented in Figure 5.

[1] Oregon Department of Transportation, *Analysis Procedures Manual Version 2*. December 2019.

Planning Horizon Year 2041 Buildout Conditions

The net change in potential peak hour trips estimated to be generated by the proposed zone change, as described earlier in the *Site Trips* section, were added to the projected year 2041 planning horizon traffic volumes to obtain the expected 2041 planning horizon volumes with the zone change implemented.

Figure 6 shows the 2041 planning year volumes with the zone change implemented at the study intersections during the evening peak hour.



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SITE TRIP DISTRIBUTION & ASSIGNMENT

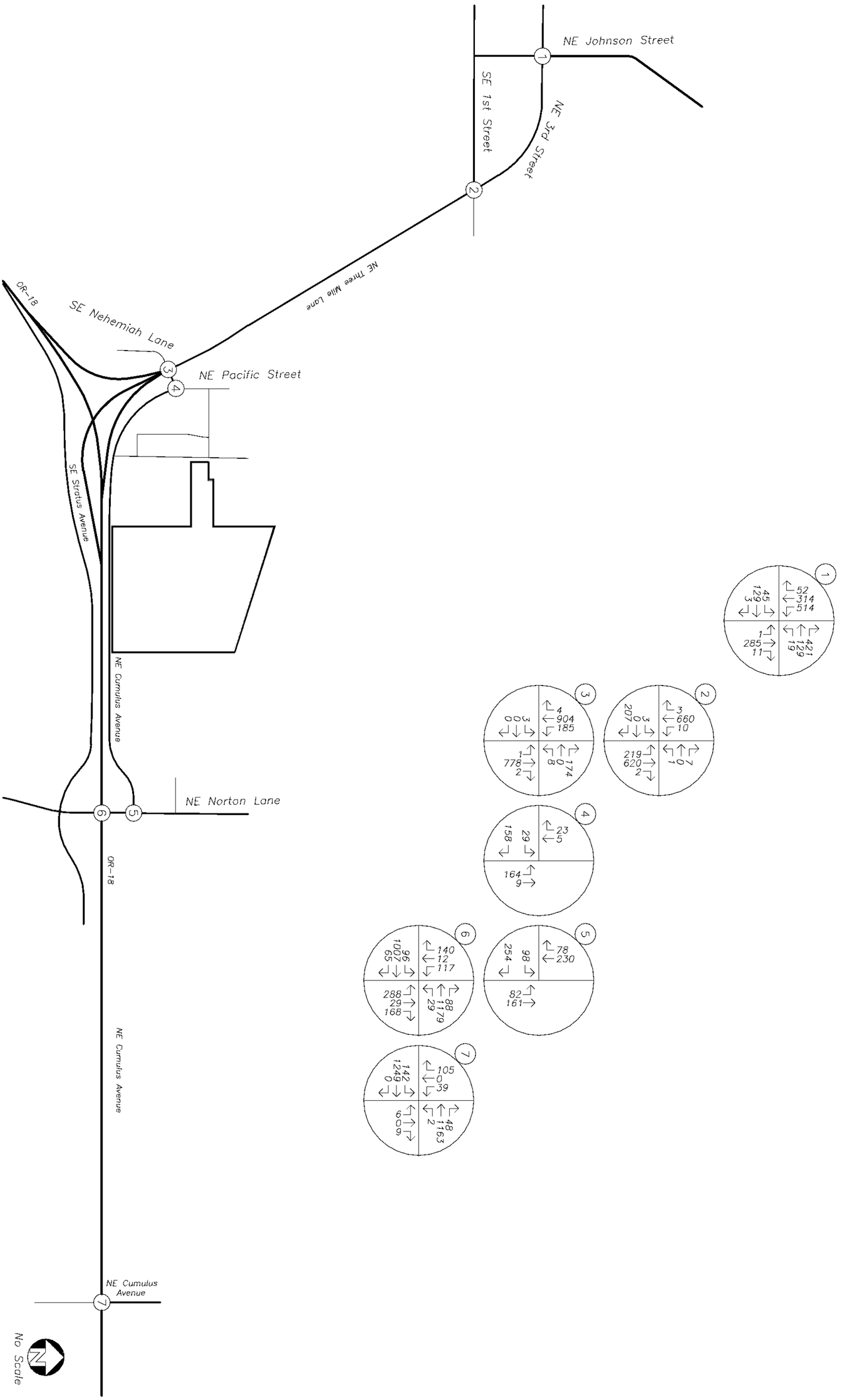
Year 2025 Existing Conditions

PM Peak Hour

Figure 4

2245 NE Cumulus Avenue Zone Change

1/20/2026



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TRAFFIC VOLUMES

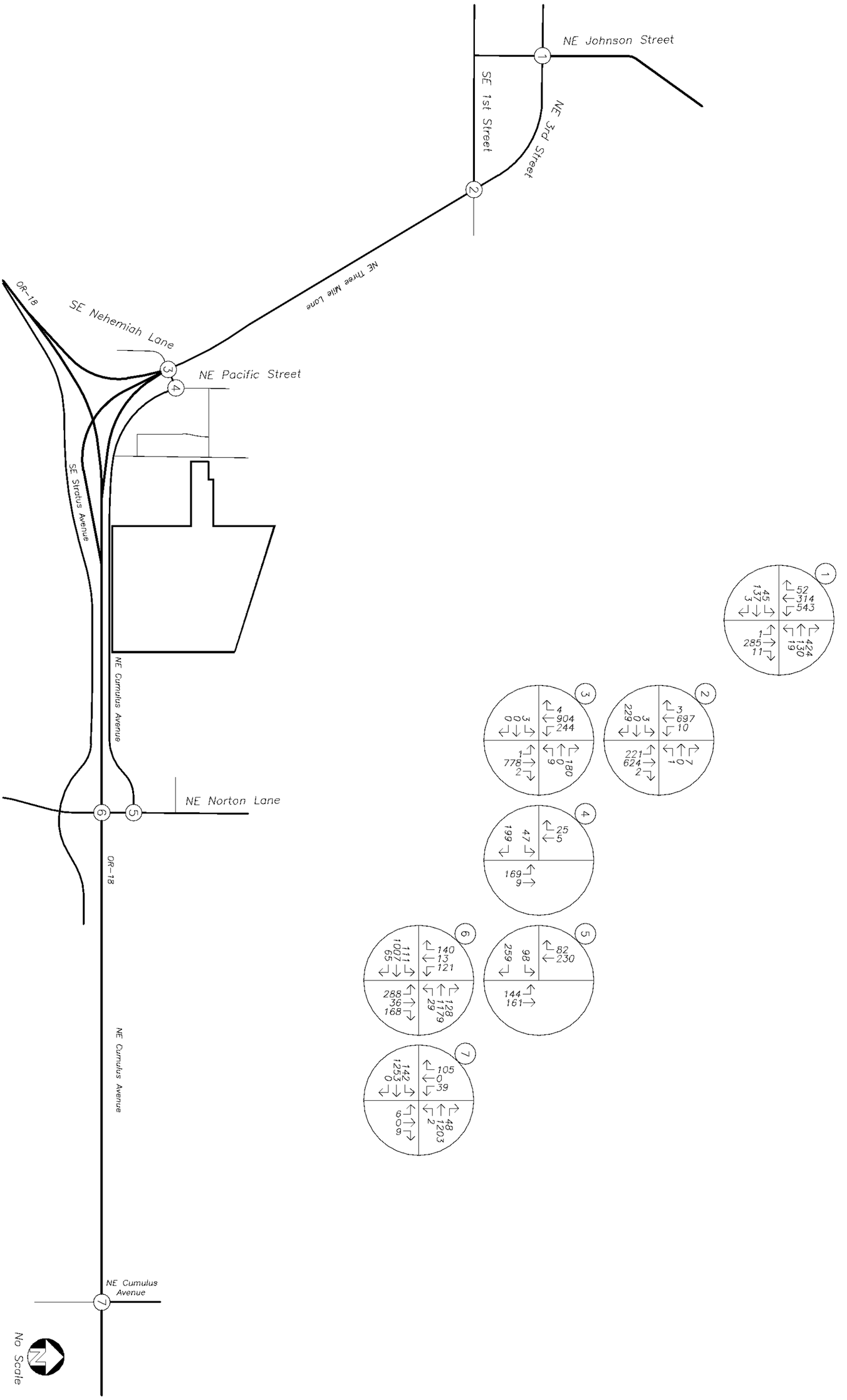
Planning Horizon Year 2041

PM Peak Hour

Figure 5

2245 NE Cumulus Avenue Zone Change

1/20/2026



TRAFFIC VOLUMES

Planning Horizon w/ Zone Change Year 2041

PM Peak Hour

Figure 6

2245 NE Cumulus Avenue Zone Change

1/20/2026

Safety Analysis

Crash History Review

Using data obtained from ODOT's Crash Data System, a review of approximately five years of the most recent available crash history (January 2018 through December 2022) was performed at the study intersections. The crash data was evaluated based on the number of crashes, the type of collisions, and the severity of the collisions. Crash severity is based on injuries sustained by people involved in the crash, and includes five categories:

- Property Damage Only (PDO)
- Possible Injury (Injury C)
- Suspected Minor Injury (Injury B)
- Suspected Serious Injury (Injury A)
- Fatal Injury

The study intersections adhere to the crash analysis methodologies within ODOT's APM. According to *Exhibit 4-1: Intersection Crash Rates per MEV by Land Type and Traffic Control* of the APM, intersections which experience crash rates in excess of their respective 90th percentile crash rates should be "flagged for further analysis". Crash rates in excess of 90th percentile crashes per million entering vehicles (CMEV) may be indicative of design deficiencies and therefore require a need for further investigation and possible mitigation.

For intersections in urban settings, the following 90th percentile rates are applicable to the study intersections:

- Unsignalized, three-leg intersection: 0.293 CMEV;
- Signalized, three-leg intersection: 0.509 CMEV;
- Unsignalized, four-leg intersection: 0.408 CMEV; and
- Signalized, four-leg intersection: 0.860 CMEV.

Table 6 provides a summary of crash types while Table 7 summarizes crash severities and rates for each of the study intersections. Detailed crash data is provided in the appendix to this report.

Table 6: Crash Type Summary

Intersection		Crash Type						Total Crashes
		Turn	Rear End	Angle	Fixed Object	Side swipe	Ped/ Bike	
1	NE 3rd Street & NE Johnson Street	4	0	2	0	0	0	6
2	SE 1st Street & SE Three Mile Lane	5	2	2	0	0	2	11
3	NE Cumulus Avenue & NE Three Mile Lane	4	3	1	0	0	0	8
4	NE Cumulus Avenue & NE Pacific Street	0	0	0	0	0	0	0
5	NE Cumulus Avenue & NE Norton Lane	2	0	0	0	0	0	2
6	NE Three Mile Lane (OR 18) & NE Norton Lane	4	22	0	2	5	0	33
7	NE Three Mile Lane (OR 18) & Cumulus Avenue	4	15	1	3	1	0	24

Table 7: Crash Severity and Rate Summary

Intersection		Severity					Total Crashes	Peak Hour Volume	Crash Rate	ODOT 90th% Rate
		PDO	C	B	A	Fatal				
1	NE 3rd Street & NE Johnson Street	2	2	2	0	0	6	1,662	0.198	0.293
2	SE 1st Street & SE Three Mile Lane	5	2	4	0	0	11	1,467	0.411	0.408
3	NE Cumulus Avenue & NE Three Mile Lane	3	3	2	0	0	8	1,728	0.293	0.408
4	NE Cumulus Avenue & NE Pacific Street	0	0	0	0	0	0	318	0	0.293
5	NE Cumulus Avenue & NE Norton Lane	1	1	0	0	0	2	540	0.203	0.293
6	NE Three Mile Lane (OR 18) & NE Norton Lane	15	12	5	1	0	33	2,518	0.718	0.860
7	NE Three Mile Lane (OR 18) & Cumulus Avenue	9	10	5	0	0	24	2,265	0.581	0.860

Table Notes: BOLDED indicates a crash rate above the 90th percentile rate.

Crash Severity

None of the crashes reported in the five-year analysis period resulted in a fatality but one crash resulted Suspected Serious Injury (Injury A) at the intersection of NE Three Mile Lane (OR 18) at NE Norton Lane. The crash occurred when the driver of an eastbound vehicle followed too closely and struck two ahead vehicles.

Pedestrian and Bicycle Collisions

Two crashes at the intersection of SE 1st Street at SE Three Mile Lane involved a pedestrian or bicyclist within the five-year analysis period as described below:

- A pedestrian-related crash occurred when the driver of a northbound left-turning vehicle failed to yield right-of-way and struck a pedestrian with non-reflective clothing. The crash was classified as *Injury C*.
- A bicycle-related crash occurred when the driver of a northbound through vehicle collided with a bicyclist towing a trailer that was traveling in the same direction. The cause of the crash was identified as careless driving of the vehicle. The crash was classified as *Injury B*.

Based on the review of crash history, no geometric deficiencies are evident at any study intersections. Accordingly, no safety mitigation is necessary or recommended at these intersections.

Crash Rates

Calculated crash rates were compared with the ODOT 90th percentile crash rates for similar types of intersections. One study area intersection, SE 1st Street & SE Three Mile Lane, had a five-year crash rate that exceeded the ODOT 90th percentile rate.

The intersection, SE 1st Street & SE Three Mile Lane had 11 reported crashes over the five-year analysis period. Five of the crashes were reported as turning collisions, 2 were reported as rear-end collisions, 2 were reported as angle collisions, and 2 were reported as ped/bike collisions. Of the turning collisions, 3 involved a northbound left turn with a southbound through vehicle along Three Mile Lane, 1 involved a southbound right turn with a southbound through, and 1 involved an eastbound left turn with a southbound through. Of the rear-end collisions, 1 involved a northbound and 1 involved a southbound. Of the angle collisions, 2 involved a southbound through with 1 eastbound left turn and 1 westbound through vehicles.

Of the 11 reported crashes, 5 were reported in 2018. 2 were reported in 2019, and the reaming 4 were reported in the 3-year period from 2020 through 2022.

The intersection has a geometry skewed geometry and the roadway curves north of the intersection. Southbound drivers may not anticipate the intersection as they come around the curve from NE 3rd Street to SE Three Mile and northbound drivers may not be anticipating the approaching traffic. The City could consider installing a flashing beacon at the intersection or/and the intersection warning signs along southbound and northbound of SE Three Mile Lane. However, because the frequency of crashes has decreased significantly over the course of the 5-year analysis period, immediate action should be delayed to confirm that safety improvements are still warranted as new data becomes available.

ODOT SPIS Review

The ODOT 2023 Safety Priority Index System (SPIS) list is based on reported crash data for the years 2020 through 2022. One study area intersection, NE Three Mile Lane (OR 18) & NE Norton Lane, was listed in the worst 10 percent[5] of SPIS list.

The intersection had 33 reported crashes over the five-year analysis period. 22 of these crashes were reported as rear-end collisions, 5 were reported as sideswipe collisions, 4 were reported as turning collisions, and 2 were reported as fixed-object collisions. Of the rear-end collisions, 15 occurred on the eastbound approach, 6 occurred on the westbound approach, and 1 occurred on the southbound approach. The cause or error was generally failure to avoid a stopped vehicle ahead or following too closely. Of the sideswipe collisions, 2 occurred on the eastbound, 2 occurred on the westbound, and 1 was a collision between two vehicles coming from opposite directions (East-West). The cause or error was generally improper change of traffic lanes or driving left of center on two-way road. A review of the turning and fixed collisions shows no clear pattern of crashes. In general, the crash pattern is consistent with a signalized intersection.

A crash resulted in Suspected Serious Injury (Injury A) at the intersection. The crash occurred when the driver of an eastbound vehicle followed too closely and struck two other vehicles. The collision occurred under clear, dry, day conditions.

The McMinnville TSP includes the Hwy 18 Corridor Plan, which includes a 3-phase implementation plan with two new interchanges, collector street access routes improvement, and new traffic signals near the intersection. These improvements are expected to improve safety at the intersection.

Conclusion

In general, the crash patterns in the study area are consistent with the traffic control and volumes traveling in the study area; however, two intersections were identified with either a high crash rate or a state-identified safety concern. At the intersection of SE 1st Street & SE Three Mile Lane, the crash frequency has decreased significantly in recent year rate and no immediate action is recommended. The McMinnville TSP already has planned improvements that would address the safety concern at the intersection of NE Three Mile Lane (OR 18) & NE Norton Lane.

Warrant Analysis

Preliminary Traffic Signal Warrants

Preliminary traffic signal warrants were examined for the unsignalized study intersections to determine whether the installation of a new traffic signal will be warranted at the intersections by the 2041 planning horizon with the zone change implemented. Based on the preliminary analysis following a review of Warrant 1 in the *Manual on Uniform Traffic Control Devices*, or MUTCD, traffic signal warrants are not projected to be met at any of the unsignalized study intersections under year 2041 conditions, regardless of whether or not the proposed zone change is implemented. Therefore, no new traffic signals are necessary or recommended as part of the zone change application. Detailed analysis worksheets can be found in the appendix to this report.

[5] Oregon Department of Transportation, Safety Priority Index System, 2020 - On-State, Top 15% Groups - By Score

Left-Turn Lane Warrants

A left-turn refuge is primarily a safety consideration for the major-street approach, removing left-turning vehicles from the through traffic stream. Warrants were based on the methodology outlined in the National Cooperative Highway Research Program (NCHRP) Report Number 457[6]. This methodology evaluates the need for a left-turn lane based on the number of left-turning vehicles, the number of travel lanes, the number of advancing and opposing vehicles, and the roadway travel speed. Detailed information on the warrant analysis is included in the appendix to this report.

The left-turn-lane warrant was met for the southbound approach at the intersection of NE Cumulus Avenue/SE Nehemiah Lane and NE Three Mile Lane under all analysis scenarios during the evening peak hour. As part of the mitigation conditions, a southbound left-turn lane is recommended to be installed.

[6] Bonneson, James A. and Michael D. Fontaine, NCHRP Report 457: An Engineering Study Guide for Evaluating Intersection Improvements, Transportation Research Board, 2001.

Operational Analysis

Intersection Capacity Analysis

A capacity and delay analysis were conducted for each of the study intersections per the signalized and unsignalized intersection analysis methodologies in the *Highway Capacity Manual* (HCM)[7],as well as the signalized intersection analysis methodology detailed in ODOT's APM Section 13. Intersections are generally evaluated based on the average control delay experienced by vehicles and are assigned a grade according to their operation. The level of service (LOS) of an intersection can range from LOS A, which indicates very little or no delay experienced by vehicles, to LOS F, which indicates a high degree of congestion and delay. The volume-to-capacity (v/c) ratio is a measure that compares the traffic volumes (demand) against the available capacity of an intersection.

Performance Standards

City of McMinnville

According to the McMinnville Transportation System Plan (TSP), the Mobility Standard for all local (City) intersections and streets shall be a volume/capacity (v/c) ratio of 0.90.

ODOT

Five (5) study intersections along OR 18 and NE Cumulus Avenue operate under the jurisdiction of ODOT. The applicable minimum operation standards for these facilities are established under the *Oregon Highway Plan*[8] (OHP) and are based on the v/c ratio of the intersection. According to these documents, the following operation standards are applicable to the study intersections:

- The intersections of OR 18 at SE Norton Lane and Cumulus Avenue are to operate with a maximum allowable v/c ratio of 0.80.
- The intersection of SE Three Mile Lane at SE Nehemiah Lane/NE Cumulus Avenue is to operate with a maximum allowable v/c ratio of 0.90
- The intersections of NE Cumulus Avenue at NE Pacific Street and NE Norton Lane are to operate with a maximum allowable v/c ratio of 0.95.

Delay & Capacity Analysis

The TrafficWare Synchro software utilized for analysis does not report the overall v/c ratio of signalized intersections in the HCM 7th Edition capacity reports. Therefore, HCM 2000 result was used for the City's signalized intersection. For the ODOT's signalized intersections, v/c ratio was calculated utilizing methods detailed in ODOT's APM Sections 13.

[7] Transportation Research Board, *Highway Capacity Manual 6th Edition*, 2016.

[8] Oregon Department of Transportation, *1999 Oregon Highway Plan*: Including amendments November 1999 through January 2023.

For the intersection of NE Cumulus Avenue at NE Norton Lane, due to the atypical traffic controls at the intersection (i.e. free-flow northbound approach and stop-controlled eastbound and southbound approaches) the HCM 7th Edition does not provide intersection capacity outputs. In order to generate capacity outputs, the following was conducted:

- The northbound approach was modeled to operate as yield-control in lieu of free-flow.
- HCM 2000 results were used and the highest approach v/c ratio was reported.

The LOS, delay, and v/c results of the capacity analysis are shown in Table 8 for PM peak hour. Detailed calculations as well as tables showing the relationship between delay and LOS are included in the appendix to this report.

Table 8: Evening Peak Hour Capacity Analysis Summary

Intersection & Condition	Mobility Target	PM Peak Hour		
		LOS	Delay (s)	V/C
2025 Existing Conditions		B	15	0.67
2041 Planning Horizon Conditions	0.90	B	17	0.79
2041 Planning Horizon w/ Zone Change		B	18	0.83
2025 Existing Conditions		C	17	0.38
2041 Planning Horizon Conditions	0.90	C	24	0.55
2041 Planning Horizon w/ Zone Change		D	29	0.64
2025 Existing Conditions		F	133	0.59
2041 Planning Horizon Conditions	0.90	F	567	1.20
2041 Planning Horizon w/ Zone Change		F	1,398	2.09
2025 Existing Conditions		A	10	0.03
2041 Planning Horizon Conditions	0.95	A	10	0.04
2041 Planning Horizon w/ Zone Change		B	10	0.05
2025 Existing Conditions		A	9	0.29
2041 Planning Horizon Conditions	0.95	B	13	0.52
2041 Planning Horizon w/ Zone Change		B	14	0.56

BOLDED text indicates intersection operation above jurisdictional standards.

Table 8: Evening Peak Hour Capacity Analysis Summary

Intersection & Condition	Mobility Target	PM Peak Hour		
		LOS	Delay (s)	V/C
2025 Existing Conditions		B	19	0.56
2041 Planning Horizon Conditions	0.80	C	24	0.70
2041 Planning Horizon w/ Zone Change		C	25	0.72
2025 Existing Conditions		A	9	0.50
2041 Planning Horizon Conditions	0.80	B	11	0.62
2041 Planning Horizon w/ Zone Change		B	11	0.63

BOLDED text indicates intersection operation above jurisdictional standards.

As shown, all study area intersections are calculated to operate acceptably within the relevant jurisdictional standards under all analysis scenarios, except for the intersection of SE Nehemiah Lane/NE Cumulus Avenue & NE Three Mile Lane. This intersection is forecast to have exceed standards (v/c > 0.90) under Planning Horizon conditions both without and with the Zone Change.

Mitigation

The following mitigation is recommended to improve intersection operations under the Year 2041 Planning Horizon with Zone Change scenario at the identified impacted study area intersection:

3. SE Nehemiah Lane/NE Cumulus Avenue & NE Three Mile Lane
    - Install a westbound right turn lane on the eastern leg and a southbound left turn lane on the northern leg of the intersection.
        - Improves v/c ratio to better than no build conditions (0.57).

Concurrently with the implementation of the proposed zone change, mitigation at the impacted intersection will reduce volume-to-capacity ratio as shown in Table 9.

Table 9: Planning Horizon Conditions with Mitigation

Intersection & Condition	Mitigation	PM Peak Hour		
		LOS	Delay (s)	V/C
2041 Planning Horizon Conditions	Install a westbound right turn lane on the eastern leg and a southbound left turn lane on the northern leg of the intersection	F	567	1.20
2041 Planning Horizon w/ Zone Change		F	1,398	2.09
2041 Planning Horizon w/ Zone Change & Mitigation		F	468	0.63

Transportation Planning Rule

Given the planned project will include a change in zoning of the project site, the Transportation Planning Rule (TPR) needs to be evaluated. The TPR is in place to ensure that the transportation system is capable of supporting possible increases in traffic intensity that could result from changes to adopted plans and land use regulations. The applicable elements of the TPR are each quoted directly in italics below, with responses following.

660-012-0060

(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

(b) Change standards implementing a functional classification system; or

(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or

(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.

Subsections (a) and (b) are not triggered since the planned zone change will not impact or alter the functional classification of any existing or planned facility and the proposal does not include a change to any functional classification standards.

Regarding subsection (c), as described in the *Operational Analysis* section the intersections of SE Nehemiah Lane/NE Cumulus Avenue & NE Three Mile Lane is not projected to operate within acceptable ODOT's standards through the 2041 Planning Horizon with the planned zone change implementation. With the

recommended improvement at the intersection of SE Nehemiah Lane/NE Cumulus Avenue & NE Three Mile Lane in the *Mitigation* section, all study intersections are expected to have sufficient capacity to accommodate the planned zone change. Accordingly, the Transportation Planning Rule is satisfied.

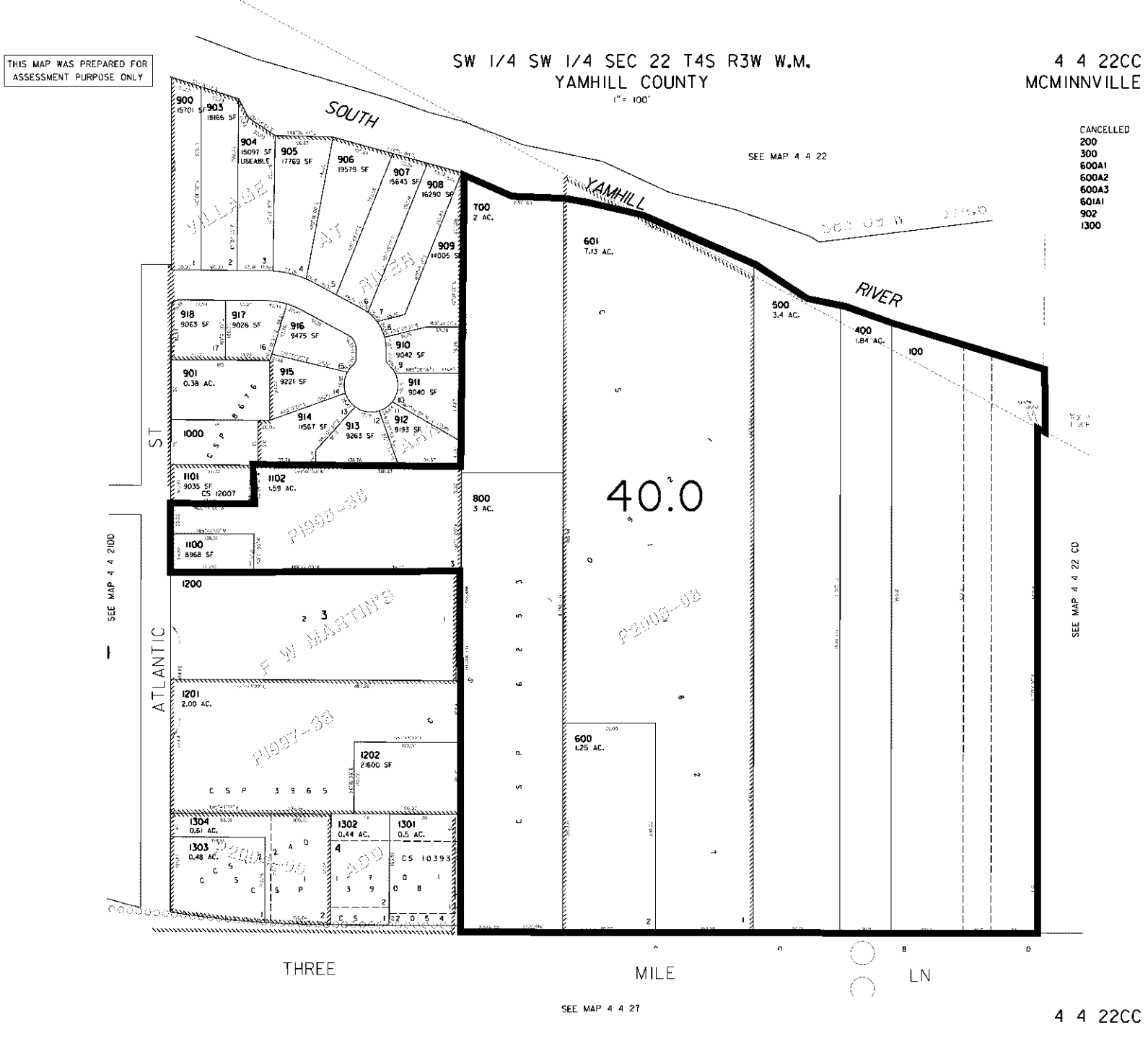
Conclusions

Key findings of this study include:

- The crash patterns in the study area are consistent with the traffic control and volumes traveling in the study area; however, two intersections were identified with either a high crash rate or a state-identified safety concern. At the intersection of SE 1st Street & SE Three Mile Lane, the crash frequency has decreased significantly in recent year rate and no immediate action is recommended. The McMinnville TSP already has planned improvements that would address the safety concern at the intersection of NE Three Mile Lane (OR 18) & NE Norton Lane.
- Signal warrants are not projected to be met at any of the applicable study intersections under the 2041 planning horizon with the zone change implemented.
- Left-turn-lane warrants are met for the southbound approach at the intersection of NE Cumulus Avenue/SE Nehemiah Lane and NE Three Mile Lane under all analysis scenarios during the evening peak hour, including existing conditions. The need for this left-turn lane is not triggered by the proposed zone change or any development on the site. It is recommended that at the time of development, the applicant coordinate with the City to participate in the construction of a left-turn lane at this intersection.
- In addition to the southbound left-turn lane mentioned above, a westbound right-turn lane is recommended at the intersection of SE Nehemiah Lane/NE Cumulus Avenue & NE Three Mile Lane to mitigate the potential impact from the zone change. The westbound right-turn lane would improve v/c ratio to better than no-build conditions (0.57).
- The planned zone change will not impact or alter the functional classification of any existing or planned facility and the proposal does not include a change to any functional classification standards. With the recommended improvement at the intersection of SE Nehemiah Lane/NE Cumulus Avenue & NE Three Mile Lane, all study intersections are expected to have sufficient capacity to accommodate the planned zone change. Accordingly, the Transportation Planning Rule is satisfied.

Appendix A

Site Map


THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSE ONLY
SW 1/4 SW 1/4 SEC 22 T4S R3W W.M.
YAMHILL COUNTY
1" = 100'
4 4 22CC
MCMINNVILLE
CANCELLED
200
300
600A1
600A2
600A3
601A1
902
1300
SOUTH
YAMHILL
RIVER
VILLAGE AT RIVER
SEE MAP 4 4 22
SEE MAP 4 4 21DD
SEE MAP 4 4 22 CD
ATLANTIC ST
THREE MILE LN
SEE MAP 4 4 27
4 4 22CC
900
15701 SF
903
18166 SF
904
15097 SF
USEABLE
905
17769 SF
906
19579 SF
907
15643 SF
908
16290 SF
909
14005 SF
700
2 AC.
601
7.13 AC.
500
3.4 AC.
400
1.84 AC.
100
910
9042 SF
911
9040 SF
912
9193 SF
913
9263 SF
914
11567 SF
915
9221 SF
916
9475 SF
917
9026 SF
918
9063 SF
901
0.38 AC.
1000
1101
9035 SF
CS 12007
1102
1.59 AC.
800
3 AC.
40.0
1100
8968 SF
1200
1201
2.00 AC.
1202
21600 SF
600
1.25 AC.
1304
0.61 AC.
1303
0.48 AC.
1302
0.44 AC.
1301
0.5 AC.
CS 10393
P1993-93
P1997-93
P2005-03
P2007-09
F W MARTIN'S ADD

Appendix B

Trip Generation Calculations

Zoning Area Calculations

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 11th Edition

Land Use: General Light Industrial
Land Use Code: 110
Land Use Subcategory: All Sites
Setting/Location General Urban/Suburban
Variable: 1000 SF GFA
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: **157.861**

AM PEAK HOUR

Trip Rate: 0.74

	Enter	Exit	Total
Directional Split	88%	12%	
Trip Ends	**103**	**14**	**117**

PM PEAK HOUR

Trip Rate: 0.65

	Enter	Exit	Total
Directional Split	14%	86%	
Trip Ends	**14**	**89**	**103**

WEEKDAY

Trip Rate: 4.87

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	**384**	**384**	**768**

SATURDAY

Trip Rate: 0.69

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	**54**	**54**	**108**

Caution: Small Sample Size

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 11th Edition

Land Use: Strip Retail Plaza (<40k)
Land Use Code: 822
Land Use Subcategory: All Sites
Setting/Location General Urban/Suburban
Variable: 1000 SF GFA
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: 21.671

AM PEAK HOUR

Trip Rate: 2.36

	Enter	Exit	Total
Directional Split	60%	40%	
Trip Ends	31	20	51

PM PEAK HOUR

Trip Rate: 6.59

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	72	71	143

WEEKDAY

Trip Rate: 54.45

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	590	590	1,180

SATURDAY

Trip Rate: 0

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA

TRIP GENERATION CALCULATIONS

Land Use: Multifamily Housing (Low-Rise)
Land Use Code: 220
Land Use Subcategory: Not Close to Rail Transit
Setting/Location General Urban/Suburban
Variable: Dwelling Units
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: 59

AM PEAK HOUR

Trip Rate: 0.4

	Enter	Exit	Total
Directional Split	24%	76%	
Trip Ends	6	18	24

PM PEAK HOUR

Trip Rate: 0.51

	Enter	Exit	Total
Directional Split	63%	37%	
Trip Ends	19	11	30

WEEKDAY

Trip Rate: 6.74

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	199	199	398

SATURDAY

Trip Rate: 4.55

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	134	134	268

Caution: Small Sample Size

Source: Trip Generation Manual, 11th Edition

TRIP GENERATION CALCULATIONS

Land Use: Single-Family Attached Housing
Land Use Code: 215
Land Use Subcategory: All Sites
Setting/Location General Urban/Suburban
Variable: Dwelling Units
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: 28

AM PEAK HOUR

Trip Rate: 0.48

	Enter	Exit	Total
Directional Split	25%	75%	
Trip Ends	3	10	13

PM PEAK HOUR

Trip Rate: 0.57

	Enter	Exit	Total
Directional Split	59%	41%	
Trip Ends	9	7	16

WEEKDAY

Trip Rate: 7.2

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	101	101	202

SATURDAY

Trip Rate: 8.76

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	123	123	246

Source: Trip Generation Manual, 11th Edition

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 11th Edition

Land Use: Strip Retail Plaza (<40k)
Land Use Code: 822
Land Use Subcategory: All Sites
Setting/Location General Urban/Suburban
Variable: 1000 SF GFA
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: **31.581**

AM PEAK HOUR

Trip Rate: 2.36

	Enter	Exit	Total
Directional Split	60%	40%	
Trip Ends	**45**	**30**	**75**

PM PEAK HOUR

Trip Rate: 6.59

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	**104**	**104**	**208**

WEEKDAY

Trip Rate: 54.45

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	**860**	**860**	**1,720**

SATURDAY

Trip Rate: 0

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	**NA**	**NA**	**NA**

TRIP GENERATION CALCULATIONS

Land Use: Single-Family Attached Housing
Land Use Code: 215
Land Use Subcategory: All Sites
Setting/Location General Urban/Suburban
Variable: Dwelling Units
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: 200

AM PEAK HOUR

Trip Rate: 0.48

	Enter	Exit	Total
Directional Split	25%	75%	
Trip Ends	24	72	96

PM PEAK HOUR

Trip Rate: 0.57

	Enter	Exit	Total
Directional Split	59%	41%	
Trip Ends	67	47	114

WEEKDAY

Trip Rate: 7.2

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	720	720	1,440

SATURDAY

Trip Rate: 8.76

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	876	876	1,752

Source: Trip Generation Manual, 11th Edition

TRIP GENERATION CALCULATIONS

Land Use: Multifamily Housing (Low-Rise)
Land Use Code: 220
Land Use Subcategory: Not Close to Rail Transit
Setting/Location General Urban/Suburban
Variable: Dwelling Units
Trip Type: Vehicle
Formula Type: Rate
Variable Quantity: 214

AM PEAK HOUR

Trip Rate: 0.4

	Enter	Exit	Total
Directional Split	24%	76%	
Trip Ends	21	65	86

PM PEAK HOUR

Trip Rate: 0.51

	Enter	Exit	Total
Directional Split	63%	37%	
Trip Ends	69	40	109

WEEKDAY

Trip Rate: 6.74

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	721	721	1,442

SATURDAY

Trip Rate: 4.55

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	487	487	974

Caution: Small Sample Size

Source: Trip Generation Manual, 11th Edition

Existing Zoning

Zone	Gross Acres	Net Acres	Assumed FAR	Bldg SF	MFDensity	DwellingUnits	SFADensity	DwellingUnits	Assumed Use
M-2	15.1	12.08	30%	***157,861***					General Light Industrial
C-3	2.49	1.99	25%	***21,671***					Strip Retail Plaza
R-4 MHDR	2.06	1.96			30	***59***			Low Rise
R-1	1.79	1.43					4 DU per	***28***	SF Attached
Flood Plain	4.63						9,000 SF		
	26.07						Lot		

Development Summary:

General Light Industrial	157,861	square feet
Strip Retail Plaza	21,671	square feet
Multi-Family Low Rise	59	dwelling units
Single-Family Attached	28	dwelling units

Proposed Zoning

Zone	Gross Acres	Net Acres	Assumed FAR	Bldg SF	MFDensity	DwellingUnits	SFADensity	DwellingUnits	Assumed Use
M-2	0								General Light Industrial
C-3	3.62	2.9	25%	***31,581***					Strip Retail Plaza
R-4 MHDR	17.83	14.26			30	***214***	28	***200***	Low Rise & SF Attached
R-1	0								
Flood Plain	4.63								
	26.08								

Development Summary:

Strip Retail Plaza	31,581	square feet
Multi-Family Low Rise	214	dwelling units
Single-Family Attached	200	dwelling units

Appendix C

Traffic Counts

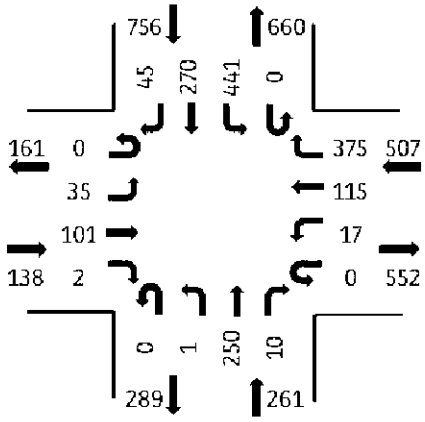
Seasonal Adjustment Factor

Travel Demand Model

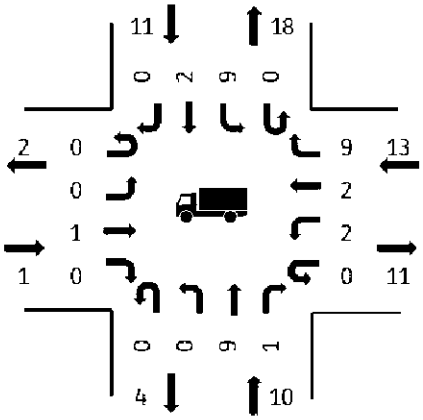
Growth Rates

Location: NE Johnson St & NE 3rd St
Date: 2025-01-30
Peak Hour Start: 04:15 PM
Peak 15 Minute Start: 05:00 PM
Peak Hour Factor: 0.94

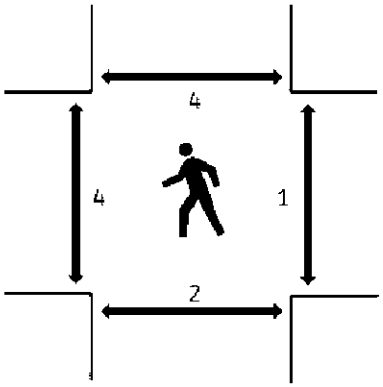
Motorized Vehicles



Heavy Vehicles



Pedestrians



(peak hour)

All Vehicle Volumes

Time	NB (NE Johnson St)					SB (NE Johnson St)					EB (NE 3rd St)					WB (NE 3rd St)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	26	2	0	0	30	22	4	0	0	2	8	0	0	0	2	10	34	0	0		
04:05:00 PM	0	22	0	0	0	51	22	6	0	0	1	4	0	0	0	3	9	41	0	0		
04:10:00 PM	0	25	0	0	0	32	25	3	0	0	2	3	0	0	0	0	8	38	0	0	435	
04:15:00 PM	0	26	0	0	0	35	22	3	0	0	2	12	0	0	0	1	14	38	0	0	448	
04:20:00 PM	0	22	0	0	0	28	26	5	0	0	4	6	0	0	0	1	11	31	0	0	423	
04:25:00 PM	0	17	0	0	0	41	20	4	0	0	2	6	0	0	0	1	7	38	0	0	423	
04:30:00 PM	0	18	1	0	0	23	22	5	0	0	4	2	0	0	0	3	8	29	0	0	385	
04:35:00 PM	0	23	2	0	0	39	22	5	0	0	3	11	0	0	0	1	11	34	0	0	402	
04:40:00 PM	0	21	2	0	0	33	31	5	0	0	2	5	0	0	0	0	9	26	0	0	400	
04:45:00 PM	0	16	0	0	0	40	19	0	0	0	3	12	0	0	0	3	5	25	0	0	408	
04:50:00 PM	0	16	1	0	0	35	21	2	0	0	2	8	0	0	0	4	12	34	0	0	392	
04:55:00 PM	1	28	2	0	0	39	20	6	0	0	4	6	0	0	0	0	11	23	0	0	398	1656
05:00:00 PM	0	25	0	0	0	32	23	3	0	0	2	6	0	0	0	2	8	33	0	0	409	1650
05:05:00 PM	0	19	0	0	0	43	23	2	0	0	3	23	0	0	0	0	14	37	0	0	438	1655
05:10:00 PM	0	19	2	0	0	53	21	5	0	0	4	4	2	0	0	1	5	27	0	0	441	1662
05:15:00 PM	0	18	3	0	0	36	23	6	0	0	1	4	0	0	0	3	6	25	0	0	432	1634
05:20:00 PM	0	11	1	0	0	29	27	3	0	0	2	7	0	0	0	1	7	37	0	0	393	1625
05:25:00 PM	0	9	0	0	0	44	20	6	0	0	2	2	0	0	0	0	9	30	0	0	372	1611
05:30:00 PM	0	15	5	0	0	32	23	2	0	0	2	6	0	0	0	0	7	20	0	0	359	1608
05:35:00 PM	0	13	0	0	0	35	26	9	0	0	2	4	0	0	0	1	7	32	0	0	363	1586
05:40:00 PM	0	14	2	0	0	28	22	3	0	0	2	4	0	0	0	4	8	24	0	0	352	1563
05:45:00 PM	0	9	2	0	0	30	19	2	0	0	3	9	0	0	0	1	8	27	0	0	350	1550
05:50:00 PM	0	15	3	0	0	15	14	5	0	0	3	4	0	0	0	0	7	23	0	0	310	1504
05:55:00 PM	0	7	0	0	0	13	10	3	0	0	1	3	0	0	0	1	5	9	0	0	251	1416

Car Volumes

Time	NB (NE Johnson St)					SB (NE Johnson St)					EB (NE 3rd St)					WB (NE 3rd St)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	23	2	0	0	29	22	4	0	0	2	8	0	0	0	2	9	32	0	0		
04:05:00 PM	0	22	0	0	0	51	22	6	0	0	1	4	0	0	0	3	9	37	0	0		
04:10:00 PM	0	23	0	0	0	32	25	3	0	0	2	3	0	0	0	0	8	36	0	0	420	
04:15:00 PM	0	23	0	0	0	35	22	3	0	0	2	11	0	0	0	1	14	36	0	0	434	
04:20:00 PM	0	21	0	0	0	28	25	5	0	0	4	6	0	0	0	1	10	29	0	0	408	
04:25:00 PM	0	16	0	0	0	38	20	4	0	0	2	6	0	0	0	1	7	38	0	0	408	
04:30:00 PM	0	18	0	0	0	23	22	5	0	0	4	2	0	0	0	3	8	28	0	0	374	
04:35:00 PM	0	23	2	0	0	37	22	5	0	0	3	11	0	0	0	1	11	33	0	0	393	
04:40:00 PM	0	20	2	0	0	33	31	5	0	0	2	5	0	0	0	0	9	25	0	0	393	
04:45:00 PM	0	16	0	0	0	40	19	0	0	0	3	12	0	0	0	3	5	24	0	0	402	
04:50:00 PM	0	15	1	0	0	35	21	2	0	0	2	8	0	0	0	2	11	33	0	0	384	
04:55:00 PM	1	27	2	0	0	39	20	6	0	0	4	6	0	0	0	0	11	23	0	0	391	1612
05:00:00 PM	0	25	0	0	0	30	23	3	0	0	2	6	0	0	0	2	8	33	0	0	401	1611
05:05:00 PM	0	19	0	0	0	41	22	2	0	0	3	23	0	0	0	0	14	37	0	0	432	1617
05:10:00 PM	0	18	2	0	0	53	21	5	0	0	4	4	2	0	0	1	5	27	0	0	435	1627
05:15:00 PM	0	17	3	0	0	36	23	6	0	0	1	3	0	0	0	3	5	25	0	0	425	1602
05:20:00 PM	0	11	1	0	0	29	27	3	0	0	2	7	0	0	0	1	7	37	0	0	389	1598
05:25:00 PM	0	9	0	0	0	43	19	6	0	0	2	2	0	0	0	0	9	29	0	0	366	1585
05:30:00 PM	0	15	3	0	0	32	23	2	0	0	2	6	0	0	0	0	7	18	0	0	352	1580
05:35:00 PM	0	13	0	0	0	35	26	9	0	0	2	4	0	0	0	1	7	32	0	0	356	1561
05:40:00 PM	0	12	2	0	0	28	22	3	0	0	2	4	0	0	0	3	8	24	0	0	345	1537
05:45:00 PM	0	9	2	0	0	29	19	2	0	0	3	9	0	0	0	1	8	27	0	0	346	1524
05:50:00 PM	0	15	3	0	0	15	14	5	0	0	3	4	0	0	0	0	7	23	0	0	306	1483
05:55:00 PM	0	7	0	0	0	12	10	3	0	0	1	3	0	0	0	1	5	9	0	0	249	1395

Truck Volumes

Time	NB (NE Johnson St)					SB (NE Johnson St)					EB (NE 3rd St)					WB (NE 3rd St)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2	0	0		
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0		
04:10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	15	
04:15:00 PM	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	14	
04:20:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2	0	0	15	
04:25:00 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	
04:30:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	11	
04:35:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	9	
04:40:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	7	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	6	
04:50:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	8	
04:55:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	44
05:00:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	39
05:05:00 PM	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	38
05:10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	35
05:15:00 PM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	7	32
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	27
05:25:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	6	26
05:30:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	7	28
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	25
05:40:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	7	26
05:45:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	26
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	21
05:55:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	21

Bike Volumes

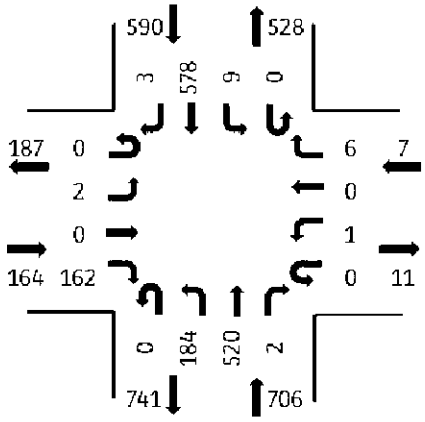
Time	NB (NE Johnson St)					SB (NE Johnson St)					EB (NE 3rd St)					WB (NE 3rd St)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:30:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
04:35:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Volumes

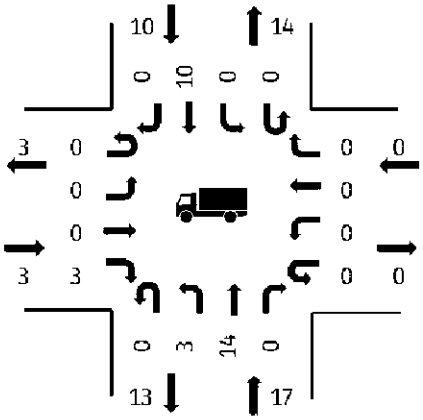
Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
04:00:00 PM	0	1	0	0		
04:05:00 PM	0	0	0	0		
04:10:00 PM	0	0	0	0	1	
04:15:00 PM	1	0	0	1	2	
04:20:00 PM	0	0	0	0	2	
04:25:00 PM	1	0	0	1	4	
04:30:00 PM	1	0	0	0	3	
04:35:00 PM	0	0	0	1	4	
04:40:00 PM	0	2	0	0	4	
04:45:00 PM	0	0	0	0	3	
04:50:00 PM	0	0	0	0	2	
04:55:00 PM	0	0	1	0	1	10
05:00:00 PM	0	0	0	0	1	9
05:05:00 PM	0	0	0	1	2	10
05:10:00 PM	1	0	0	0	2	11
05:15:00 PM	1	0	0	0	3	10
05:20:00 PM	0	0	0	0	2	10
05:25:00 PM	1	0	0	1	3	10
05:30:00 PM	0	0	0	0	2	9
05:35:00 PM	0	1	0	1	4	10
05:40:00 PM	0	0	0	0	2	8
05:45:00 PM	1	0	0	0	3	9
05:50:00 PM	0	0	0	0	1	9
05:55:00 PM	0	0	0	0	1	8

Location: NE Three Mile Lane & SE 1st St
Date: 2025-01-30
Peak Hour Start: 04:15 PM
Peak 15 Minute Start: 05:00 PM
Peak Hour Factor: 0.93

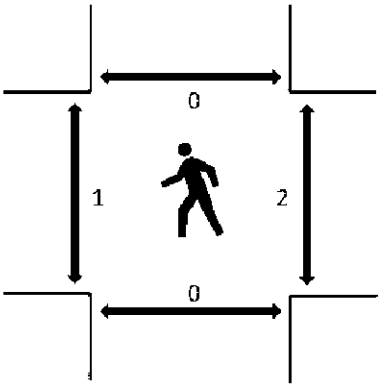
Motorized Vehicles



Heavy Vehicles



Pedestrians



(peak hour)

All Vehicle Volumes

Time	NB (NE Three Mile Lane)					SB (NE Three Mile Lane)					EB (SE 1st St)					WB (SE 1st St)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	14	45	0	0	0	0	56	2	0	0	1	0	18	0	0	0	0	0	0	0		
04:05:00 PM	16	59	0	0	0	1	54	2	0	0	0	0	14	0	0	0	0	0	0	0		
04:10:00 PM	17	44	0	0	0	2	32	0	0	0	0	0	12	0	0	0	1	1	0	0	391	
04:15:00 PM	22	47	0	0	0	2	49	1	0	0	0	0	18	0	0	0	0	1	0	0	395	
04:20:00 PM	15	40	0	0	0	0	38	0	0	0	1	0	17	0	0	1	0	1	0	0	362	
04:25:00 PM	16	52	0	0	0	0	44	0	0	0	0	0	14	0	0	0	0	0	0	0	379	
04:30:00 PM	16	36	0	0	0	1	39	0	0	0	0	0	11	0	0	0	0	0	0	0	342	
04:35:00 PM	12	49	0	0	0	1	54	1	0	0	0	0	19	0	0	0	0	1	0	0	366	
04:40:00 PM	6	36	0	0	0	0	41	0	0	0	0	0	15	0	0	0	0	0	0	0	338	
04:45:00 PM	15	41	1	0	0	1	51	0	0	0	0	0	8	0	0	0	0	1	0	0	353	
04:50:00 PM	23	44	0	0	0	0	49	0	0	0	0	0	6	0	0	0	0	1	0	0	339	
04:55:00 PM	16	47	1	0	0	2	42	0	0	0	1	0	6	0	0	0	0	0	0	0	356	1464
05:00:00 PM	9	45	0	0	0	1	46	0	0	0	0	0	12	0	0	0	0	1	0	0	352	1442
05:05:00 PM	12	49	0	0	0	1	65	0	0	0	0	0	17	0	0	0	0	0	0	0	373	1440
05:10:00 PM	22	34	0	0	0	0	60	1	0	0	0	0	19	0	0	0	0	0	0	0	394	1467
05:15:00 PM	28	33	1	0	0	1	53	0	0	0	0	0	17	0	0	0	0	0	0	0	413	1460
05:20:00 PM	13	43	0	0	0	0	45	0	0	0	0	0	12	0	0	1	0	1	0	0	384	1462
05:25:00 PM	22	37	0	0	0	2	43	0	0	0	0	0	9	0	0	0	0	1	0	0	362	1450
05:30:00 PM	8	38	0	0	0	0	46	0	0	0	1	0	6	0	0	0	0	0	0	0	328	1446
05:35:00 PM	17	35	0	0	0	4	43	0	0	0	0	0	17	0	0	0	0	2	0	0	331	1427
05:40:00 PM	15	32	0	0	0	0	40	1	0	0	0	0	10	0	0	0	0	0	0	0	315	1427
05:45:00 PM	13	42	0	0	0	2	43	0	0	0	0	0	11	0	0	0	0	0	0	0	327	1420
05:50:00 PM	11	25	0	0	0	0	26	0	0	0	1	0	13	0	0	0	0	0	0	0	285	1373
05:55:00 PM	4	28	1	0	0	0	24	0	0	0	0	0	6	0	0	1	0	0	0	0	251	1322

Car Volumes

Time	NB (NE Three Mile Lane)					SB (NE Three Mile Lane)					EB (SE 1st St)					WB (SE 1st St)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	14	42	0	0	0	0	56	2	0	0	1	0	17	0	0	0	0	0	0	0		
04:05:00 PM	16	55	0	0	0	1	54	2	0	0	0	0	14	0	0	0	0	0	0	0		
04:10:00 PM	17	42	0	0	0	2	32	0	0	0	0	0	12	0	0	0	1	1	0	0	381	
04:15:00 PM	22	43	0	0	0	2	48	1	0	0	0	0	18	0	0	0	0	1	0	0	384	
04:20:00 PM	15	38	0	0	0	0	38	0	0	0	1	0	17	0	0	1	0	1	0	0	353	
04:25:00 PM	15	52	0	0	0	0	42	0	0	0	0	0	14	0	0	0	0	0	0	0	369	
04:30:00 PM	15	35	0	0	0	1	38	0	0	0	0	0	11	0	0	0	0	0	0	0	334	
04:35:00 PM	12	48	0	0	0	1	52	1	0	0	0	0	18	0	0	0	0	1	0	0	356	
04:40:00 PM	6	35	0	0	0	0	41	0	0	0	0	0	13	0	0	0	0	0	0	0	328	
04:45:00 PM	15	39	1	0	0	1	51	0	0	0	0	0	8	0	0	0	0	1	0	0	344	
04:50:00 PM	22	42	0	0	0	0	49	0	0	0	0	0	6	0	0	0	0	1	0	0	331	
04:55:00 PM	16	47	1	0	0	2	42	0	0	0	1	0	6	0	0	0	0	0	0	0	351	1429
05:00:00 PM	9	45	0	0	0	1	44	0	0	0	0	0	12	0	0	0	0	1	0	0	347	1409
05:05:00 PM	12	48	0	0	0	1	63	0	0	0	0	0	17	0	0	0	0	0	0	0	368	1408
05:10:00 PM	22	34	0	0	0	0	60	1	0	0	0	0	19	0	0	0	0	0	0	0	389	1437
05:15:00 PM	27	32	1	0	0	1	52	0	0	0	0	0	17	0	0	0	0	0	0	0	407	1432
05:20:00 PM	13	43	0	0	0	0	45	0	0	0	0	0	12	0	0	1	0	1	0	0	381	1436
05:25:00 PM	20	36	0	0	0	2	43	0	0	0	0	0	9	0	0	0	0	1	0	0	356	1424
05:30:00 PM	7	36	0	0	0	0	44	0	0	0	1	0	6	0	0	0	0	0	0	0	320	1418
05:35:00 PM	17	35	0	0	0	4	43	0	0	0	0	0	17	0	0	0	0	2	0	0	323	1403
05:40:00 PM	15	31	0	0	0	0	40	1	0	0	0	0	10	0	0	0	0	0	0	0	309	1405
05:45:00 PM	12	42	0	0	0	2	42	0	0	0	0	0	11	0	0	0	0	0	0	0	324	1398
05:50:00 PM	11	25	0	0	0	0	26	0	0	0	1	0	13	0	0	0	0	0	0	0	282	1354
05:55:00 PM	4	27	1	0	0	0	23	0	0	0	0	0	6	0	0	1	0	0	0	0	247	1301

Truck Volumes

Time	NB (NE Three Mile Lane)					SB (NE Three Mile Lane)					EB (SE 1st St)					WB (SE 1st St)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0		
04:05:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
04:15:00 PM	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11	
04:20:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
04:25:00 PM	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
04:30:00 PM	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
04:35:00 PM	0	1	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	10	
04:40:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	10	
04:45:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
04:50:00 PM	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	35
05:00:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5	33
05:05:00 PM	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5	32
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	30
05:15:00 PM	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	28
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	26
05:25:00 PM	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	26
05:30:00 PM	1	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8	28
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	24
05:40:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	22
05:45:00 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	22
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	19
05:55:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	21

Bike Volumes

Time	NB (NE Three Mile Lane)					SB (NE Three Mile Lane)					EB (SE 1st St)					WB (SE 1st St)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

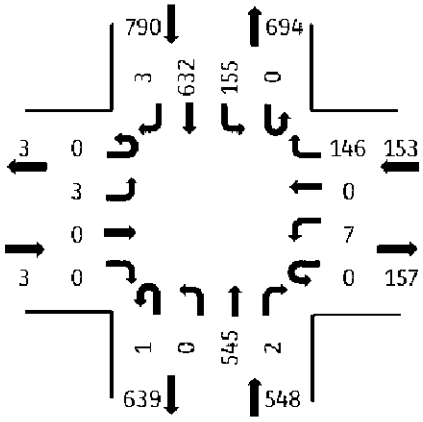
Pedestrian Volumes

Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
04:00:00 PM	0	0	0	0		
04:05:00 PM	0	0	0	0		
04:10:00 PM	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	
04:25:00 PM	0	0	1	0	1	
04:30:00 PM	0	0	0	0	1	
04:35:00 PM	0	0	1	0	2	
04:40:00 PM	0	0	0	1	2	
04:45:00 PM	0	0	0	0	2	
04:50:00 PM	0	0	0	0	1	
04:55:00 PM	0	0	0	0	0	3
05:00:00 PM	0	0	0	0	0	3
05:05:00 PM	0	0	0	0	0	3
05:10:00 PM	0	0	0	0	0	3
05:15:00 PM	0	0	1	0	1	4
05:20:00 PM	0	0	0	0	1	4
05:25:00 PM	0	0	0	0	1	3
05:30:00 PM	0	0	0	0	0	3
05:35:00 PM	0	0	1	0	1	3
05:40:00 PM	0	0	0	0	1	2
05:45:00 PM	0	0	0	0	1	2
05:50:00 PM	0	0	0	0	0	2
05:55:00 PM	0	0	0	0	0	2

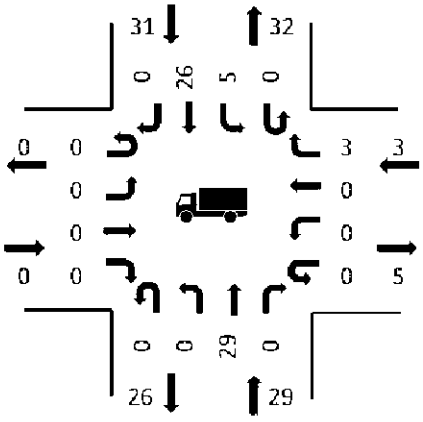
RallyTraffic

Location: SE 3 Mile Lane & NE Cumulus Ave
Date: 2025-01-30
Peak Hour Start: 03:25 PM
Peak 15 Minute Start: 04:00 PM
Peak Hour Factor: 0.93

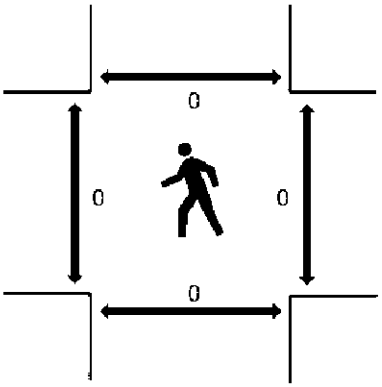
Motorized Vehicles



Heavy Vehicles



Pedestrians



(peak hour)

All Vehicle Volumes

Time	NB (SE 3 Mile Lane)					SB (SE 3 Mile Lane)					EB (NE Cumulus Ave)					WB (NE Cumulus Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
03:00:00 PM	0	34	0	0	0	16	42	1	0	0	1	0	0	0	0	3	0	7	0	0		
03:05:00 PM	0	50	1	0	0	10	43	0	0	0	0	0	0	0	0	0	0	17	0	0		
03:10:00 PM	0	40	1	0	0	7	45	0	0	0	0	0	0	0	0	2	0	8	0	0	328	
03:15:00 PM	0	46	0	0	0	11	41	1	0	0	0	0	0	0	0	2	0	7	0	0	332	
03:20:00 PM	0	38	0	1	0	13	34	0	0	0	0	0	0	0	0	2	0	9	0	0	308	
03:25:00 PM	0	37	0	1	0	19	52	0	0	0	0	0	0	0	0	0	0	14	0	0	328	
03:30:00 PM	0	40	1	0	0	11	60	0	0	0	1	0	0	0	0	0	0	12	0	0	345	
03:35:00 PM	0	49	0	0	0	17	63	1	0	0	0	0	0	0	0	0	0	12	0	0	390	
03:40:00 PM	0	33	0	0	0	15	47	0	0	0	0	0	0	0	0	2	0	6	0	0	370	
03:45:00 PM	0	40	0	0	0	14	59	0	0	0	0	0	0	0	0	1	0	10	0	0	369	
03:50:00 PM	0	51	0	0	0	13	51	0	0	0	0	0	0	0	0	0	0	8	0	0	350	
03:55:00 PM	0	44	0	0	0	7	43	0	0	0	1	0	0	0	0	0	0	14	0	0	356	1382
04:00:00 PM	0	51	1	0	0	10	64	1	0	0	0	0	0	0	0	2	0	17	0	0	378	1424
04:05:00 PM	0	44	0	0	0	11	54	0	0	0	0	0	0	0	0	1	0	17	0	0	382	1430
04:10:00 PM	0	64	0	0	0	11	45	1	0	0	0	0	0	0	0	0	0	8	0	0	402	1456
04:15:00 PM	0	44	0	0	0	16	49	0	0	0	0	0	0	0	0	1	0	11	0	0	377	1469
04:20:00 PM	0	48	0	0	0	11	45	0	0	0	1	0	0	0	0	0	0	17	0	0	372	1494
04:25:00 PM	0	41	0	0	0	12	40	0	0	0	0	0	0	0	0	0	0	16	0	0	352	1480
04:30:00 PM	0	37	0	0	0	9	53	0	0	0	0	0	0	0	0	1	0	16	0	0	347	1471
04:35:00 PM	0	37	0	0	0	6	54	0	0	0	0	0	0	0	0	3	0	6	0	0	331	1435
04:40:00 PM	0	40	0	0	0	11	44	1	0	0	0	0	0	0	0	0	0	20	0	0	338	1448
04:45:00 PM	0	49	0	0	0	6	61	0	0	0	0	0	0	0	0	2	0	18	0	0	358	1460
04:50:00 PM	0	49	0	0	0	7	41	0	0	0	0	0	0	0	0	1	0	10	0	0	360	1445
04:55:00 PM	0	37	1	0	0	6	53	0	0	0	0	0	0	0	0	0	0	14	0	0	355	1447
05:00:00 PM	1	42	0	0	0	10	58	0	0	0	1	0	0	0	0	0	0	24	0	0	355	1437
05:05:00 PM	0	34	0	0	0	10	78	1	0	0	0	0	0	0	0	0	0	16	0	0	386	1449
05:10:00 PM	0	50	0	0	0	7	62	0	0	0	0	0	0	0	0	0	0	14	0	0	408	1453
05:15:00 PM	1	34	0	0	0	13	54	0	0	0	0	0	0	0	0	3	0	20	0	0	397	1457
05:20:00 PM	0	48	0	0	0	4	56	0	0	0	0	0	0	0	0	3	0	13	0	0	382	1459
05:25:00 PM	0	25	0	0	0	7	41	0	0	0	0	0	0	0	0	0	0	11	0	0	333	1434
05:30:00 PM	0	47	0	0	0	9	60	0	0	0	1	0	0	0	0	1	0	13	0	0	339	1449
05:35:00 PM	0	38	0	0	0	7	43	0	0	0	0	0	0	0	0	2	0	11	0	0	316	1444
05:40:00 PM	0	45	0	0	0	13	43	1	0	0	0	0	0	0	0	0	0	7	0	0	341	1437
05:45:00 PM	0	38	0	0	0	7	36	0	0	0	0	0	0	0	0	1	0	3	0	0	295	1386
05:50:00 PM	0	34	0	0	0	9	36	0	0	0	0	0	0	0	0	0	0	11	0	0	284	1368
05:55:00 PM	0	29	0	0	0	5	26	0	0	0	0	0	0	0	0	0	0	8	0	0	243	1325

Car Volumes

Time	NB (SE 3 Mile Lane)					SB (SE 3 Mile Lane)					EB (NE Cumulus Ave)					WB (NE Cumulus Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
03:00:00 PM	0	33	0	0	0	15	40	1	0	0	1	0	0	0	0	3	0	7	0	0		
03:05:00 PM	0	49	1	0	0	10	42	0	0	0	0	0	0	0	0	0	0	17	0	0		
03:10:00 PM	0	39	1	0	0	7	43	0	0	0	0	0	0	0	0	2	0	7	0	0	318	
03:15:00 PM	0	45	0	0	0	11	40	1	0	0	0	0	0	0	0	2	0	7	0	0	324	
03:20:00 PM	0	37	0	1	0	12	31	0	0	0	0	0	0	0	0	2	0	9	0	0	297	
03:25:00 PM	0	34	0	1	0	18	45	0	0	0	0	0	0	0	0	0	0	13	0	0	309	
03:30:00 PM	0	40	1	0	0	11	58	0	0	0	1	0	0	0	0	0	0	12	0	0	326	
03:35:00 PM	0	46	0	0	0	14	62	1	0	0	0	0	0	0	0	0	0	11	0	0	368	
03:40:00 PM	0	32	0	0	0	15	44	0	0	0	0	0	0	0	0	2	0	6	0	0	356	
03:45:00 PM	0	36	0	0	0	14	55	0	0	0	0	0	0	0	0	1	0	10	0	0	349	
03:50:00 PM	0	49	0	0	0	13	48	0	0	0	0	0	0	0	0	0	0	8	0	0	333	
03:55:00 PM	0	41	0	0	0	7	42	0	0	0	1	0	0	0	0	0	0	14	0	0	339	1322
04:00:00 PM	0	47	1	0	0	10	62	1	0	0	0	0	0	0	0	2	0	17	0	0	363	1362
04:05:00 PM	0	42	0	0	0	11	54	0	0	0	0	0	0	0	0	1	0	17	0	0	370	1368
04:10:00 PM	0	60	0	0	0	11	44	1	0	0	0	0	0	0	0	0	0	8	0	0	389	1393
04:15:00 PM	0	41	0	0	0	16	48	0	0	0	0	0	0	0	0	1	0	11	0	0	366	1404
04:20:00 PM	0	48	0	0	0	10	44	0	0	0	1	0	0	0	0	0	0	16	0	0	360	1431
04:25:00 PM	0	40	0	0	0	11	40	0	0	0	0	0	0	0	0	0	0	15	0	0	342	1426
04:30:00 PM	0	36	0	0	0	9	50	0	0	0	0	0	0	0	0	1	0	16	0	0	337	1415
04:35:00 PM	0	36	0	0	0	6	51	0	0	0	0	0	0	0	0	3	0	6	0	0	320	1383
04:40:00 PM	0	38	0	0	0	11	43	1	0	0	0	0	0	0	0	0	0	20	0	0	327	1397
04:45:00 PM	0	46	0	0	0	6	61	0	0	0	0	0	0	0	0	2	0	18	0	0	348	1414
04:50:00 PM	0	49	0	0	0	7	41	0	0	0	0	0	0	0	0	1	0	10	0	0	354	1404
04:55:00 PM	0	36	1	0	0	6	52	0	0	0	0	0	0	0	0	0	0	14	0	0	350	1408
05:00:00 PM	1	41	0	0	0	8	57	0	0	0	1	0	0	0	0	0	0	24	0	0	349	1400
05:05:00 PM	0	34	0	0	0	10	78	1	0	0	0	0	0	0	0	0	0	16	0	0	380	1414
05:10:00 PM	0	49	0	0	0	7	61	0	0	0	0	0	0	0	0	0	0	13	0	0	401	1420
05:15:00 PM	1	34	0	0	0	13	54	0	0	0	0	0	0	0	0	3	0	20	0	0	394	1428
05:20:00 PM	0	46	0	0	0	4	56	0	0	0	0	0	0	0	0	3	0	13	0	0	377	1431
05:25:00 PM	0	22	0	0	0	7	40	0	0	0	0	0	0	0	0	0	0	10	0	0	326	1404
05:30:00 PM	0	47	0	0	0	9	59	0	0	0	1	0	0	0	0	1	0	13	0	0	331	1422
05:35:00 PM	0	37	0	0	0	7	42	0	0	0	0	0	0	0	0	1	0	11	0	0	307	1418
05:40:00 PM	0	44	0	0	0	13	43	1	0	0	0	0	0	0	0	0	0	7	0	0	336	1413
05:45:00 PM	0	38	0	0	0	7	35	0	0	0	0	0	0	0	0	1	0	3	0	0	290	1364
05:50:00 PM	0	34	0	0	0	9	36	0	0	0	0	0	0	0	0	0	0	11	0	0	282	1346
05:55:00 PM	0	29	0	0	0	4	25	0	0	0	0	0	0	0	0	0	0	8	0	0	240	1303

Truck Volumes

Time	NB (SE 3 Mile Lane)					SB (SE 3 Mile Lane)					EB (NE Cumulus Ave)					WB (NE Cumulus Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
03:00:00 PM	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:05:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:10:00 PM	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	10	
03:15:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
03:20:00 PM	0	1	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11	
03:25:00 PM	0	3	0	0	0	1	7	0	0	0	0	0	0	0	0	0	0	1	0	0	19	
03:30:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19	
03:35:00 PM	0	3	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	1	0	0	22	
03:40:00 PM	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	14	
03:45:00 PM	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	20	
03:50:00 PM	0	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	17	
03:55:00 PM	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17	60
04:00:00 PM	0	4	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15	62
04:05:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	62
04:10:00 PM	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13	63
04:15:00 PM	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11	65
04:20:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	12	63
04:25:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	10	54
04:30:00 PM	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10	56
04:35:00 PM	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11	52
04:40:00 PM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11	51
04:45:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	46
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	41
04:55:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	39
05:00:00 PM	0	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	37
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	35
05:10:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	7	33
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	29
05:20:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	28
05:25:00 PM	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	7	30
05:30:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8	27
05:35:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	9	26
05:40:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	24
05:45:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	22
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	22
05:55:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	22

Bike Volumes

Time	NB (SE 3 Mile Lane)					SB (SE 3 Mile Lane)					EB (NE Cumulus Ave)					WB (NE Cumulus Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
03:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
03:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
03:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
03:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

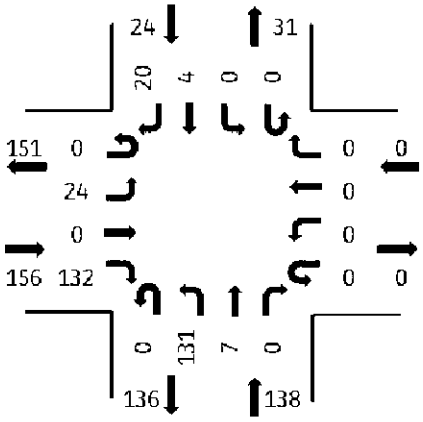
Pedestrian Volumes

Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
03:00:00 PM	0	0	0	0		
03:05:00 PM	0	0	0	0		
03:10:00 PM	0	0	0	0	0	
03:15:00 PM	0	0	0	0	0	
03:20:00 PM	0	0	0	0	0	
03:25:00 PM	0	0	0	0	0	
03:30:00 PM	0	0	0	0	0	
03:35:00 PM	0	0	0	0	0	
03:40:00 PM	0	0	0	0	0	
03:45:00 PM	0	0	0	0	0	
03:50:00 PM	0	0	0	0	0	
03:55:00 PM	0	0	0	0	0	0
04:00:00 PM	0	0	0	0	0	0
04:05:00 PM	0	0	0	0	0	0
04:10:00 PM	0	0	0	0	0	0
04:15:00 PM	0	0	0	0	0	0
04:20:00 PM	0	0	0	0	0	0
04:25:00 PM	0	0	0	0	0	0
04:30:00 PM	0	0	0	0	0	0
04:35:00 PM	0	0	0	0	0	0
04:40:00 PM	0	0	0	0	0	0
04:45:00 PM	0	0	0	0	0	0
04:50:00 PM	0	0	0	0	0	0
04:55:00 PM	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0
05:55:00 PM	1	0	0	0	1	1

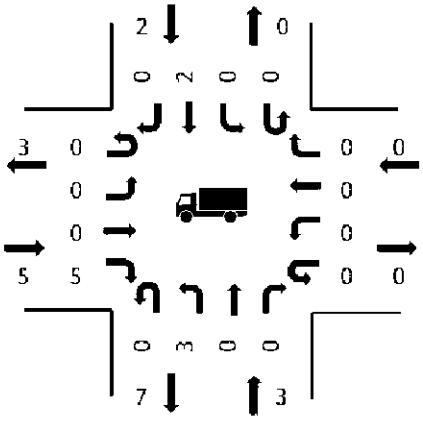
RallyTraffic

Location: NE Pacific St & NE Cumulus Ave
Date: 2025-01-30
Peak Hour Start: 03:25 PM
Peak 15 Minute Start: 03:25 PM
Peak Hour Factor: 0.9

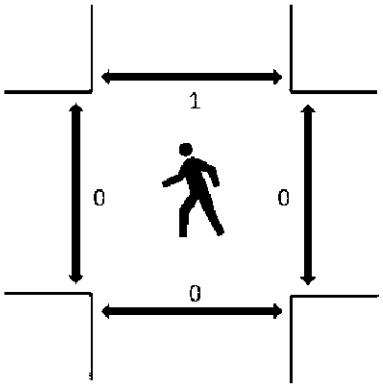
Motorized Vehicles



Heavy Vehicles



Pedestrians



(peak hour)

All Vehicle Volumes

Time	NB (NE Pacific St)					SB (NE Pacific St)					EB (NE Cumulus Ave)					WB (NE Cumulus Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
03:00:00 PM	8	0	0	0	0	0	0	1	0	0	3	0	13	0	0	0	0	0	0	0		
03:05:00 PM	14	0	0	0	0	0	0	3	0	0	0	0	10	0	0	0	0	0	0	0		
03:10:00 PM	8	0	0	0	0	0	0	2	0	0	0	0	8	0	0	0	0	0	0	0	70	
03:15:00 PM	8	0	0	0	0	0	0	1	0	0	1	0	11	0	0	0	0	0	0	0	66	
03:20:00 PM	11	0	0	0	0	0	0	0	0	0	1	0	11	0	0	0	0	0	0	0	62	
03:25:00 PM	12	0	0	0	0	0	0	1	0	0	2	0	18	0	0	0	0	0	0	0	77	
03:30:00 PM	11	1	0	0	0	0	0	1	0	0	6	0	5	0	0	0	0	0	0	0	80	
03:35:00 PM	10	0	0	0	0	0	0	4	0	0	1	0	16	0	0	0	0	0	0	0	88	
03:40:00 PM	5	0	0	0	0	0	1	1	0	0	3	0	12	0	0	0	0	0	0	0	77	
03:45:00 PM	11	0	0	0	0	0	0	0	0	0	2	0	12	0	0	0	0	0	0	0	78	
03:50:00 PM	8	0	0	0	0	0	0	0	0	0	2	0	11	0	0	0	0	0	0	0	68	
03:55:00 PM	12	1	0	0	0	0	0	2	0	0	0	0	7	0	0	0	0	0	0	0	68	292
04:00:00 PM	16	0	0	0	0	0	1	4	0	0	1	0	10	0	0	0	0	0	0	0	75	299
04:05:00 PM	15	1	0	0	0	0	1	2	0	0	2	0	9	0	0	0	0	0	0	0	84	302
04:10:00 PM	8	2	0	0	0	0	0	2	0	0	1	0	10	0	0	0	0	0	0	0	85	307
04:15:00 PM	10	1	0	0	0	0	1	1	0	0	3	0	12	0	0	0	0	0	0	0	81	314
04:20:00 PM	13	1	0	0	0	0	0	2	0	0	1	0	10	0	0	0	0	0	0	0	78	318
04:25:00 PM	15	0	0	0	0	0	0	1	0	0	1	0	11	0	0	0	0	0	0	0	83	313
04:30:00 PM	17	0	0	0	0	0	0	1	0	0	3	0	6	0	0	0	0	0	0	0	82	316
04:35:00 PM	8	2	0	0	0	0	0	2	0	0	2	0	4	0	0	0	0	0	0	0	73	303
04:40:00 PM	17	0	0	0	0	0	0	1	0	0	4	0	7	0	0	0	0	0	0	0	74	310
04:45:00 PM	18	0	0	0	0	0	0	2	0	0	0	0	6	0	0	0	0	0	0	0	73	311
04:50:00 PM	9	0	0	0	0	0	0	3	0	0	3	0	3	0	0	0	0	0	0	0	73	308
04:55:00 PM	16	1	0	0	0	0	0	2	0	0	2	0	6	0	0	0	0	0	0	0	71	313
05:00:00 PM	18	0	0	0	0	0	0	2	0	0	2	0	8	0	0	0	0	0	0	0	75	311
05:05:00 PM	16	1	0	0	0	0	0	2	0	0	4	0	6	0	0	0	0	0	0	0	86	310
05:10:00 PM	13	0	0	0	0	0	0	1	0	0	2	0	4	0	0	0	0	0	0	0	79	307
05:15:00 PM	21	0	0	0	0	0	0	2	0	0	3	0	11	0	0	0	0	0	0	0	86	316
05:20:00 PM	15	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	77	309
05:25:00 PM	12	0	0	0	0	0	0	1	0	0	1	0	6	0	0	0	0	0	0	0	77	301
05:30:00 PM	14	0	0	0	0	0	0	0	0	0	2	0	7	0	0	0	0	0	0	0	63	297
05:35:00 PM	10	0	0	0	0	0	0	1	0	0	0	0	7	0	0	0	0	0	0	0	61	297
05:40:00 PM	6	1	0	0	0	0	0	1	0	0	1	0	11	0	0	0	0	0	0	0	61	288
05:45:00 PM	3	0	0	0	0	0	0	1	0	0	1	0	7	0	0	0	0	0	0	0	50	274
05:50:00 PM	9	0	0	0	0	0	0	2	0	0	2	0	7	0	0	0	0	0	0	0	52	276
05:55:00 PM	8	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	45	262

Car Volumes

Time	NB (NE Pacific St)					SB (NE Pacific St)					EB (NE Cumulus Ave)					WB (NE Cumulus Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
03:00:00 PM	8	0	0	0	0	0	0	1	0	0	2	0	13	0	0	0	0	0	0	0		
03:05:00 PM	14	0	0	0	0	0	0	3	0	0	0	0	10	0	0	0	0	0	0	0		
03:10:00 PM	7	0	0	0	0	0	0	2	0	0	0	0	8	0	0	0	0	0	0	0	68	
03:15:00 PM	8	0	0	0	0	0	0	1	0	0	1	0	11	0	0	0	0	0	0	0	65	
03:20:00 PM	11	0	0	0	0	0	0	0	0	0	1	0	10	0	0	0	0	0	0	0	60	
03:25:00 PM	11	0	0	0	0	0	0	1	0	0	2	0	17	0	0	0	0	0	0	0	74	
03:30:00 PM	11	1	0	0	0	0	0	1	0	0	6	0	5	0	0	0	0	0	0	0	77	
03:35:00 PM	9	0	0	0	0	0	0	4	0	0	1	0	13	0	0	0	0	0	0	0	82	
03:40:00 PM	5	0	0	0	0	0	0	1	0	0	3	0	12	0	0	0	0	0	0	0	72	
03:45:00 PM	11	0	0	0	0	0	0	0	0	0	2	0	12	0	0	0	0	0	0	0	73	
03:50:00 PM	8	0	0	0	0	0	0	0	0	0	2	0	11	0	0	0	0	0	0	0	67	
03:55:00 PM	12	1	0	0	0	0	0	2	0	0	0	0	7	0	0	0	0	0	0	0	68	282
04:00:00 PM	16	0	0	0	0	0	0	4	0	0	1	0	10	0	0	0	0	0	0	0	74	289
04:05:00 PM	15	1	0	0	0	0	1	2	0	0	2	0	9	0	0	0	0	0	0	0	83	292
04:10:00 PM	8	2	0	0	0	0	0	2	0	0	1	0	10	0	0	0	0	0	0	0	84	298
04:15:00 PM	10	1	0	0	0	0	1	1	0	0	3	0	12	0	0	0	0	0	0	0	81	305
04:20:00 PM	12	1	0	0	0	0	0	2	0	0	1	0	9	0	0	0	0	0	0	0	76	308
04:25:00 PM	14	0	0	0	0	0	0	1	0	0	1	0	10	0	0	0	0	0	0	0	79	303
04:30:00 PM	17	0	0	0	0	0	0	1	0	0	3	0	6	0	0	0	0	0	0	0	78	306
04:35:00 PM	8	2	0	0	0	0	0	2	0	0	2	0	4	0	0	0	0	0	0	0	71	297
04:40:00 PM	17	0	0	0	0	0	0	1	0	0	4	0	7	0	0	0	0	0	0	0	74	305
04:45:00 PM	18	0	0	0	0	0	0	2	0	0	0	0	6	0	0	0	0	0	0	0	73	306
04:50:00 PM	9	0	0	0	0	0	0	3	0	0	3	0	3	0	0	0	0	0	0	0	73	303
04:55:00 PM	16	1	0	0	0	0	0	2	0	0	2	0	6	0	0	0	0	0	0	0	71	308
05:00:00 PM	18	0	0	0	0	0	0	2	0	0	2	0	6	0	0	0	0	0	0	0	73	305
05:05:00 PM	16	1	0	0	0	0	0	2	0	0	4	0	6	0	0	0	0	0	0	0	84	304
05:10:00 PM	12	0	0	0	0	0	0	1	0	0	2	0	4	0	0	0	0	0	0	0	76	300
05:15:00 PM	21	0	0	0	0	0	0	2	0	0	3	0	11	0	0	0	0	0	0	0	85	309
05:20:00 PM	15	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	76	304
05:25:00 PM	11	0	0	0	0	0	0	1	0	0	1	0	6	0	0	0	0	0	0	0	76	297
05:30:00 PM	13	0	0	0	0	0	0	0	0	0	2	0	7	0	0	0	0	0	0	0	61	292
05:35:00 PM	10	0	0	0	0	0	0	1	0	0	0	0	7	0	0	0	0	0	0	0	59	292
05:40:00 PM	6	1	0	0	0	0	0	1	0	0	1	0	11	0	0	0	0	0	0	0	60	283
05:45:00 PM	3	0	0	0	0	0	0	1	0	0	1	0	7	0	0	0	0	0	0	0	50	269
05:50:00 PM	9	0	0	0	0	0	0	2	0	0	2	0	7	0	0	0	0	0	0	0	52	271
05:55:00 PM	8	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	44	256

Truck Volumes

Time	NB (NE Pacific St)					SB (NE Pacific St)					EB (NE Cumulus Ave)					WB (NE Cumulus Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
03:00:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0		
03:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:10:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
03:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
03:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	
03:25:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	
03:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
03:35:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	6	
03:40:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
03:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
03:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
03:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
04:00:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
04:20:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	10
04:25:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	10
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	10
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	6
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6
05:10:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	7
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
05:25:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
05:30:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	6

Bike Volumes

Time	NB (NE Pacific St)					SB (NE Pacific St)					EB (NE Cumulus Ave)					WB (NE Cumulus Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
03:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:10:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
03:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
03:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
03:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

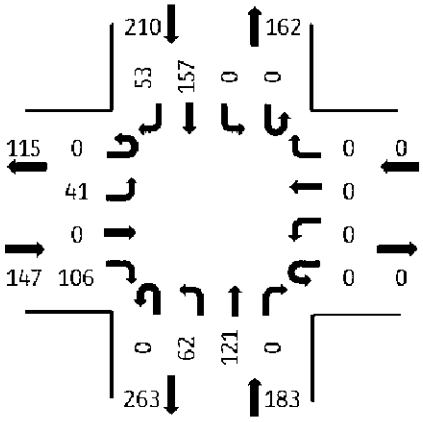
Pedestrian Volumes

Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
03:00:00 PM	0	0	0	0		
03:05:00 PM	0	0	0	0		
03:10:00 PM	0	0	0	0	0	
03:15:00 PM	2	0	0	0	2	
03:20:00 PM	0	0	0	0	2	
03:25:00 PM	0	0	0	0	2	
03:30:00 PM	1	0	0	0	1	
03:35:00 PM	0	0	0	0	1	
03:40:00 PM	0	0	0	0	1	
03:45:00 PM	0	0	0	0	0	
03:50:00 PM	0	0	0	0	0	
03:55:00 PM	0	0	0	0	0	3
04:00:00 PM	0	0	0	0	0	3
04:05:00 PM	0	0	0	0	0	3
04:10:00 PM	0	0	0	0	0	3
04:15:00 PM	0	0	0	0	0	1
04:20:00 PM	0	0	0	0	0	1
04:25:00 PM	0	0	0	0	0	1
04:30:00 PM	2	0	0	0	2	2
04:35:00 PM	0	0	0	0	2	2
04:40:00 PM	0	0	0	0	2	2
04:45:00 PM	0	0	0	0	0	2
04:50:00 PM	1	0	0	0	1	3
04:55:00 PM	0	0	0	0	1	3
05:00:00 PM	0	0	0	0	1	3
05:05:00 PM	0	0	0	0	0	3
05:10:00 PM	0	0	0	0	0	3
05:15:00 PM	0	0	0	0	0	3
05:20:00 PM	1	0	0	0	1	4
05:25:00 PM	0	0	0	0	1	4
05:30:00 PM	1	0	0	0	2	3
05:35:00 PM	0	0	0	0	1	3
05:40:00 PM	0	0	0	0	1	3
05:45:00 PM	0	0	0	0	0	3
05:50:00 PM	0	0	0	0	0	2
05:55:00 PM	0	0	0	0	0	2

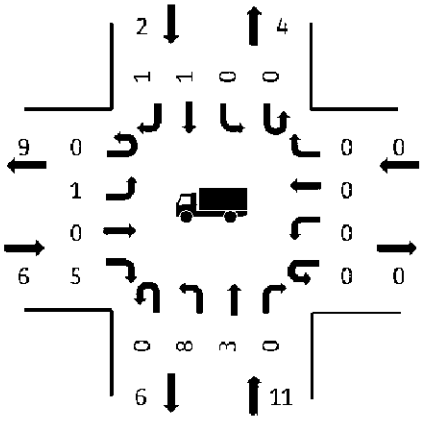
RallyTraffic

Location: NE Norton Lane & NE Cumulus Ave
Date: 2025-02-04
Peak Hour Start: 04:20 PM
Peak 15 Minute Start: 05:05 PM
Peak Hour Factor: 0.88

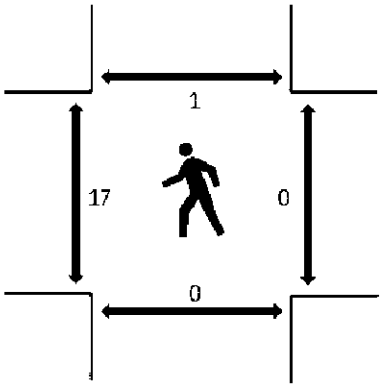
Motorized Vehicles



Heavy Vehicles



Pedestrians



(peak hour)

All Vehicle Volumes

Time	NB (NE Norton Lane)					SB (NE Norton Lane)					EB (NE Cumulus Ave)					WB (NE Cumulus Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
03:00:00 PM	3	4	0	0	0	0	14	4	0	0	8	0	6	0	0	0	0	0	0	0		
03:05:00 PM	8	5	0	0	0	0	13	1	0	0	1	0	1	0	0	0	0	0	0	0		
03:10:00 PM	10	15	0	0	0	0	12	5	0	0	2	0	5	0	0	0	0	0	0	0	117	
03:15:00 PM	6	9	0	0	0	0	13	7	0	0	2	0	3	0	0	0	0	0	0	0	118	
03:20:00 PM	4	6	0	0	0	0	7	5	0	0	7	0	4	0	0	0	0	0	0	0	122	
03:25:00 PM	3	7	0	0	0	0	13	5	0	0	1	0	7	0	0	0	0	0	0	0	109	
03:30:00 PM	4	11	0	0	0	0	7	7	0	0	6	0	6	0	0	0	0	0	0	0	110	
03:35:00 PM	7	6	0	0	0	0	12	3	0	0	5	0	6	0	0	0	0	0	0	0	116	
03:40:00 PM	9	8	0	0	0	0	6	2	0	0	4	0	1	0	0	0	0	0	0	0	110	
03:45:00 PM	10	9	0	0	0	0	7	2	0	0	1	0	7	0	0	0	0	0	0	0	105	
03:50:00 PM	8	7	0	0	0	0	8	4	0	0	3	0	6	0	0	0	0	0	0	0	102	
03:55:00 PM	7	13	0	0	0	0	10	0	0	0	3	0	6	0	0	0	0	0	0	0	111	447
04:00:00 PM	8	11	0	0	0	0	5	3	0	0	2	0	6	0	0	0	0	0	0	0	110	443
04:05:00 PM	3	2	0	0	0	0	11	4	0	0	2	0	7	0	0	0	0	0	0	0	103	443
04:10:00 PM	5	9	0	0	0	0	9	2	0	0	6	0	3	0	0	0	0	0	0	0	98	428
04:15:00 PM	8	6	0	0	0	0	8	2	0	0	5	0	5	0	0	0	0	0	0	0	97	422
04:20:00 PM	9	8	0	0	0	0	17	8	0	0	1	0	7	0	0	0	0	0	0	0	118	439
04:25:00 PM	12	14	0	0	0	0	13	5	0	0	3	0	7	0	0	0	0	0	0	0	138	457
04:30:00 PM	6	3	0	0	0	0	15	5	0	0	1	0	8	0	0	0	0	0	0	0	142	454
04:35:00 PM	7	15	0	0	0	0	7	7	0	0	3	0	10	0	0	0	0	0	0	0	141	464
04:40:00 PM	4	8	0	0	0	0	10	5	0	0	5	0	8	0	0	0	0	0	0	0	127	474
04:45:00 PM	2	16	0	0	0	0	7	3	0	0	4	0	5	0	0	0	0	0	0	0	126	475
04:50:00 PM	8	2	0	0	0	0	7	3	0	0	4	0	8	0	0	0	0	0	0	0	109	471
04:55:00 PM	2	9	0	0	0	0	17	3	0	0	3	0	8	0	0	0	0	0	0	0	111	474
05:00:00 PM	6	7	0	0	0	0	15	2	0	0	1	0	13	0	0	0	0	0	0	0	118	483
05:05:00 PM	3	15	0	0	0	0	22	4	0	0	2	0	14	0	0	0	0	0	0	0	146	514
05:10:00 PM	1	9	0	0	0	0	14	3	0	0	6	0	14	0	0	0	0	0	0	0	151	527
05:15:00 PM	2	15	0	0	0	0	13	5	0	0	8	0	4	0	0	0	0	0	0	0	154	540
05:20:00 PM	2	14	0	0	0	0	10	6	0	0	3	0	4	0	0	0	0	0	0	0	133	529
05:25:00 PM	4	9	0	0	0	0	5	3	0	0	4	0	8	0	0	0	0	0	0	0	119	508
05:30:00 PM	5	7	0	0	0	0	5	4	0	0	5	0	9	0	0	0	0	0	0	0	107	505
05:35:00 PM	3	12	0	0	0	0	10	6	0	0	4	0	7	0	0	0	0	0	0	0	110	498
05:40:00 PM	4	7	0	0	0	0	4	4	0	0	4	0	2	0	0	0	0	0	0	0	102	483
05:45:00 PM	5	9	0	0	0	0	10	3	0	0	5	0	4	0	0	0	0	0	0	0	103	482
05:50:00 PM	2	16	0	0	0	0	5	0	0	0	7	0	5	0	0	0	0	0	0	0	96	485
05:55:00 PM	0	5	0	0	0	0	6	5	0	0	6	0	0	0	0	0	0	0	0	0	93	465

Car Volumes

Time	NB (NE Norton Lane)					SB (NE Norton Lane)					EB (NE Cumulus Ave)					WB (NE Cumulus Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
03:00:00 PM	3	3	0	0	0	0	13	4	0	0	8	0	6	0	0	0	0	0	0	0		
03:05:00 PM	8	5	0	0	0	0	13	1	0	0	1	0	1	0	0	0	0	0	0	0		
03:10:00 PM	9	15	0	0	0	0	12	5	0	0	2	0	5	0	0	0	0	0	0	0	114	
03:15:00 PM	4	8	0	0	0	0	13	7	0	0	2	0	3	0	0	0	0	0	0	0	114	
03:20:00 PM	4	5	0	0	0	0	6	5	0	0	7	0	4	0	0	0	0	0	0	0	116	
03:25:00 PM	3	7	0	0	0	0	13	5	0	0	1	0	7	0	0	0	0	0	0	0	104	
03:30:00 PM	4	11	0	0	0	0	7	7	0	0	6	0	6	0	0	0	0	0	0	0	108	
03:35:00 PM	7	6	0	0	0	0	11	3	0	0	5	0	4	0	0	0	0	0	0	0	113	
03:40:00 PM	8	8	0	0	0	0	6	2	0	0	4	0	1	0	0	0	0	0	0	0	106	
03:45:00 PM	9	8	0	0	0	0	6	2	0	0	1	0	7	0	0	0	0	0	0	0	98	
03:50:00 PM	8	7	0	0	0	0	7	4	0	0	3	0	6	0	0	0	0	0	0	0	97	
03:55:00 PM	7	13	0	0	0	0	10	0	0	0	3	0	5	0	0	0	0	0	0	0	106	430
04:00:00 PM	7	10	0	0	0	0	5	3	0	0	2	0	5	0	0	0	0	0	0	0	105	425
04:05:00 PM	3	2	0	0	0	0	10	3	0	0	2	0	7	0	0	0	0	0	0	0	97	423
04:10:00 PM	5	9	0	0	0	0	9	2	0	0	6	0	3	0	0	0	0	0	0	0	93	409
04:15:00 PM	8	6	0	0	0	0	8	2	0	0	5	0	5	0	0	0	0	0	0	0	95	406
04:20:00 PM	9	7	0	0	0	0	17	8	0	0	1	0	7	0	0	0	0	0	0	0	117	424
04:25:00 PM	11	14	0	0	0	0	13	5	0	0	3	0	7	0	0	0	0	0	0	0	136	441
04:30:00 PM	3	3	0	0	0	0	15	5	0	0	0	0	8	0	0	0	0	0	0	0	136	434
04:35:00 PM	6	15	0	0	0	0	7	7	0	0	3	0	10	0	0	0	0	0	0	0	135	446
04:40:00 PM	3	8	0	0	0	0	10	5	0	0	5	0	8	0	0	0	0	0	0	0	121	456
04:45:00 PM	2	15	0	0	0	0	7	3	0	0	4	0	4	0	0	0	0	0	0	0	122	458
04:50:00 PM	8	2	0	0	0	0	6	3	0	0	4	0	7	0	0	0	0	0	0	0	104	453
04:55:00 PM	2	9	0	0	0	0	17	3	0	0	3	0	7	0	0	0	0	0	0	0	106	456
05:00:00 PM	5	7	0	0	0	0	15	2	0	0	1	0	12	0	0	0	0	0	0	0	113	466
05:05:00 PM	2	15	0	0	0	0	22	3	0	0	2	0	14	0	0	0	0	0	0	0	141	497
05:10:00 PM	1	9	0	0	0	0	14	3	0	0	6	0	13	0	0	0	0	0	0	0	146	509
05:15:00 PM	2	14	0	0	0	0	13	5	0	0	8	0	4	0	0	0	0	0	0	0	150	521
05:20:00 PM	2	13	0	0	0	0	10	6	0	0	3	0	4	0	0	0	0	0	0	0	130	510
05:25:00 PM	4	9	0	0	0	0	5	3	0	0	4	0	8	0	0	0	0	0	0	0	117	490
05:30:00 PM	5	7	0	0	0	0	5	4	0	0	5	0	9	0	0	0	0	0	0	0	106	491
05:35:00 PM	3	12	0	0	0	0	10	6	0	0	4	0	6	0	0	0	0	0	0	0	109	484
05:40:00 PM	4	7	0	0	0	0	4	3	0	0	4	0	2	0	0	0	0	0	0	0	100	469
05:45:00 PM	5	9	0	0	0	0	10	3	0	0	5	0	3	0	0	0	0	0	0	0	100	469
05:50:00 PM	2	16	0	0	0	0	5	0	0	0	7	0	5	0	0	0	0	0	0	0	94	474
05:55:00 PM	0	5	0	0	0	0	6	5	0	0	6	0	0	0	0	0	0	0	0	0	92	455

Truck Volumes

Time	NB (NE Norton Lane)					SB (NE Norton Lane)					EB (NE Cumulus Ave)					WB (NE Cumulus Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
03:00:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:10:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
03:15:00 PM	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
03:20:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
03:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
03:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
03:35:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	3	
03:40:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
03:45:00 PM	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
03:50:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
03:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	17
04:00:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	18
04:05:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6	20
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	19
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	16
04:20:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15
04:25:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	16
04:30:00 PM	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	6	20
04:35:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	18
04:40:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	18
04:45:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	17
04:50:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	5	18
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	18
05:00:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	17
05:05:00 PM	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5	17
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	18
05:15:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	19
05:20:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	19
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	18
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	14
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	14
05:40:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	14
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	13
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	11
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10

Bike Volumes

Time	NB (NE Norton Lane)					SB (NE Norton Lane)					EB (NE Cumulus Ave)					WB (NE Cumulus Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
03:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:05:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

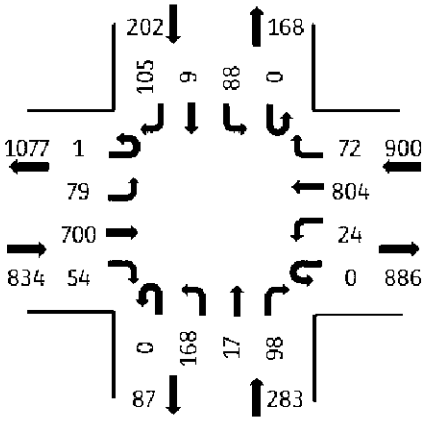
Pedestrian Volumes

Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
03:00:00 PM	0	0	0	0		
03:05:00 PM	0	0	0	0		
03:10:00 PM	0	0	0	0	0	
03:15:00 PM	0	0	0	0	0	
03:20:00 PM	0	0	0	0	0	
03:25:00 PM	0	0	0	0	0	
03:30:00 PM	0	0	0	0	0	
03:35:00 PM	0	0	0	0	0	
03:40:00 PM	0	0	0	0	0	
03:45:00 PM	0	0	0	0	0	
03:50:00 PM	0	0	0	0	0	
03:55:00 PM	0	0	0	0	0	0
04:00:00 PM	0	0	0	0	0	0
04:05:00 PM	0	0	0	0	0	0
04:10:00 PM	0	0	0	0	0	0
04:15:00 PM	0	0	0	0	0	0
04:20:00 PM	0	0	0	8	8	8
04:25:00 PM	0	0	0	0	8	8
04:30:00 PM	0	0	0	0	8	8
04:35:00 PM	0	0	0	8	8	16
04:40:00 PM	0	0	0	1	9	17
04:45:00 PM	0	0	0	0	9	17
04:50:00 PM	0	0	0	0	1	17
04:55:00 PM	0	0	0	0	0	17
05:00:00 PM	0	0	0	0	0	17
05:05:00 PM	1	0	0	0	1	18
05:10:00 PM	0	0	0	0	1	18
05:15:00 PM	0	0	0	0	1	18
05:20:00 PM	0	0	0	0	0	10
05:25:00 PM	0	0	0	0	0	10
05:30:00 PM	0	0	0	0	0	10
05:35:00 PM	0	0	0	0	0	2
05:40:00 PM	0	0	0	0	0	1
05:45:00 PM	0	0	0	0	0	1
05:50:00 PM	0	0	0	0	0	1
05:55:00 PM	0	0	0	0	0	1

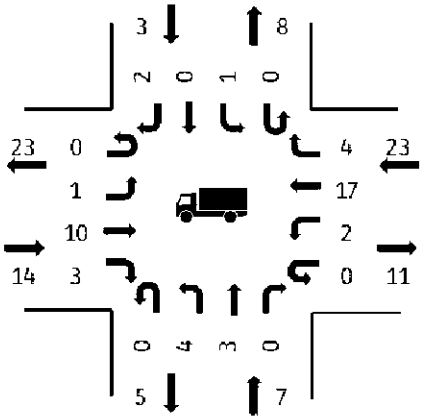
RallyTraffic

Location: NE Norton Lane & OR 18
Date: 2025-01-30
Peak Hour Start: 03:55 PM
Peak 15 Minute Start: 04:05 PM
Peak Hour Factor: 0.91

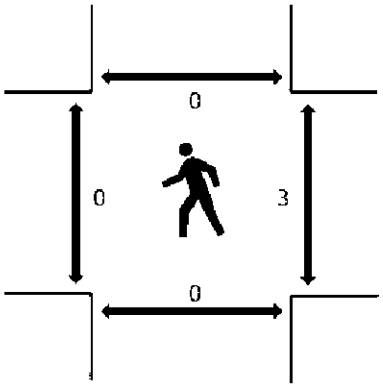
Motorized Vehicles



Heavy Vehicles



Pedestrians



(peak hour)

All Vehicle Volumes

Time	NB (NE Norton Lane)					SB (NE Norton Lane)					EB (OR 18)					WB (OR 18)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
03:00:00 PM	14	1	7	0	0	8	2	10	0	0	9	37	5	0	0	1	38	9	0	0		
03:05:00 PM	6	3	3	0	0	4	1	8	0	0	7	52	5	0	0	1	75	3	0	0		
03:10:00 PM	9	4	4	0	0	4	0	4	0	0	4	48	3	0	0	3	74	13	0	0	479	
03:15:00 PM	16	3	3	0	0	7	3	5	0	0	7	37	7	0	0	2	55	8	0	0	491	
03:20:00 PM	13	2	3	0	0	11	2	11	0	0	5	58	5	0	0	2	62	8	0	0	505	
03:25:00 PM	19	2	8	0	0	4	7	9	0	0	5	45	6	0	0	0	60	9	0	0	509	
03:30:00 PM	6	3	11	0	0	4	2	10	0	0	6	48	7	0	0	2	57	5	0	0	517	
03:35:00 PM	20	1	13	0	0	11	2	6	0	0	5	66	10	0	0	4	58	5	0	0	536	
03:40:00 PM	14	2	4	0	0	10	0	6	0	0	6	55	9	0	0	4	50	3	0	0	525	
03:45:00 PM	11	0	4	0	0	9	0	4	0	0	5	60	6	0	0	2	66	7	0	0	538	
03:50:00 PM	14	0	3	0	0	8	1	13	0	0	8	54	11	0	0	3	64	4	0	0	520	
03:55:00 PM	11	1	8	0	0	4	0	6	0	0	4	57	6	0	0	3	66	12	0	0	535	2048
04:00:00 PM	11	4	8	0	0	13	0	11	0	0	9	39	4	1	0	2	60	9	0	0	532	2078
04:05:00 PM	21	0	24	0	0	4	1	8	0	0	5	65	1	0	0	4	77	5	0	0	564	2125
04:10:00 PM	12	2	18	0	0	10	0	10	0	0	9	54	4	0	0	2	66	7	0	0	580	2149
04:15:00 PM	7	0	4	0	0	8	1	13	0	0	10	53	9	0	0	0	91	7	0	0	612	2199
04:20:00 PM	11	6	6	0	0	13	0	7	0	0	8	55	3	0	0	3	54	6	0	0	569	2189
04:25:00 PM	11	1	7	0	0	6	2	12	0	0	5	50	5	0	0	0	70	4	0	0	548	2188
04:30:00 PM	6	2	6	0	0	4	0	7	0	0	7	72	5	0	0	2	67	5	0	0	528	2210
04:35:00 PM	24	0	5	0	0	12	1	10	0	0	2	64	6	0	0	0	48	3	0	0	531	2184
04:40:00 PM	15	1	1	0	0	3	0	3	0	0	8	60	3	0	0	2	63	5	0	0	522	2185
04:45:00 PM	26	0	7	0	0	3	1	6	0	0	5	56	5	0	0	3	73	4	0	0	528	2200
04:50:00 PM	13	0	4	0	0	8	3	12	0	0	7	75	3	0	0	3	69	5	0	0	555	2219
04:55:00 PM	15	1	4	0	0	4	2	3	0	0	10	51	5	0	0	4	66	4	0	0	560	2210
05:00:00 PM	18	1	3	0	0	13	0	6	0	0	6	55	2	0	0	4	67	3	0	0	549	2217
05:05:00 PM	11	0	2	0	0	25	0	10	0	0	1	69	3	0	0	1	64	3	0	0	536	2191
05:10:00 PM	7	0	3	0	0	12	0	2	0	0	3	89	4	0	0	1	83	5	0	0	576	2206
05:15:00 PM	16	1	6	0	0	8	0	11	0	0	8	60	6	0	0	5	49	6	0	0	574	2179
05:20:00 PM	14	0	4	0	0	11	0	7	0	0	8	44	3	0	0	4	62	14	0	0	556	2178
05:25:00 PM	3	0	2	0	0	7	0	7	0	0	5	52	1	0	0	3	60	5	0	0	492	2150
05:30:00 PM	6	1	1	0	0	6	0	8	0	0	3	50	3	0	0	2	63	2	0	0	461	2112
05:35:00 PM	9	0	5	0	0	1	0	4	0	0	3	56	6	0	0	1	70	5	0	0	450	2097
05:40:00 PM	14	0	0	0	0	7	0	8	0	0	3	41	3	0	0	0	67	6	0	0	454	2082
05:45:00 PM	8	0	2	0	0	8	0	4	0	0	6	36	4	0	0	0	50	9	0	0	436	2020
05:50:00 PM	5	1	2	0	0	2	0	5	0	0	5	30	7	0	0	2	63	9	0	0	407	1949
05:55:00 PM	8	1	3	0	0	6	0	5	0	0	5	36	6	0	0	1	63	8	0	0	400	1922

Car Volumes

Time	NB (NE Norton Lane)					SB (NE Norton Lane)					EB (OR 18)					WB (OR 18)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
03:00:00 PM	14	1	6	0	0	8	2	10	0	0	9	35	5	0	0	1	36	9	0	0		
03:05:00 PM	6	3	2	0	0	4	1	8	0	0	6	49	5	0	0	1	71	2	0	0		
03:10:00 PM	9	4	4	0	0	4	0	4	0	0	4	47	3	0	0	3	72	13	0	0	461	
03:15:00 PM	16	3	3	0	0	7	3	5	0	0	7	33	6	0	0	2	53	6	0	0	469	
03:20:00 PM	13	1	3	0	0	11	2	11	0	0	5	54	5	0	0	2	62	8	0	0	488	
03:25:00 PM	19	2	8	0	0	3	6	9	0	0	5	44	6	0	0	0	59	9	0	0	491	
03:30:00 PM	6	3	11	0	0	4	2	8	0	0	6	48	6	0	0	2	56	5	0	0	504	
03:35:00 PM	20	1	13	0	0	10	2	5	0	0	5	65	10	0	0	4	57	5	0	0	524	
03:40:00 PM	14	2	4	0	0	10	0	6	0	0	6	54	9	0	0	4	47	3	0	0	513	
03:45:00 PM	10	0	4	0	0	9	0	4	0	0	5	60	5	0	0	2	64	7	0	0	526	
03:50:00 PM	12	0	3	0	0	8	1	10	0	0	8	53	11	0	0	3	61	4	0	0	503	
03:55:00 PM	10	1	8	0	0	4	0	6	0	0	4	57	6	0	0	3	63	11	0	0	517	1982
04:00:00 PM	10	3	8	0	0	13	0	10	0	0	9	39	3	1	0	2	57	8	0	0	510	2009
04:05:00 PM	21	0	24	0	0	4	1	7	0	0	4	65	1	0	0	3	76	5	0	0	547	2062
04:10:00 PM	12	2	18	0	0	9	0	10	0	0	9	53	4	0	0	2	65	6	0	0	564	2085
04:15:00 PM	6	0	4	0	0	8	1	13	0	0	10	53	8	0	0	0	90	7	0	0	601	2141
04:20:00 PM	11	4	6	0	0	13	0	7	0	0	8	54	3	0	0	3	53	6	0	0	558	2132
04:25:00 PM	11	1	7	0	0	6	2	12	0	0	5	50	5	0	0	0	69	4	0	0	540	2134
04:30:00 PM	6	2	6	0	0	4	0	7	0	0	7	72	5	0	0	1	65	5	0	0	520	2157
04:35:00 PM	24	0	5	0	0	12	1	10	0	0	2	63	5	0	0	0	48	2	0	0	524	2132
04:40:00 PM	15	1	1	0	0	3	0	3	0	0	8	56	3	0	0	2	62	5	0	0	511	2132
04:45:00 PM	25	0	7	0	0	3	1	6	0	0	5	54	5	0	0	3	71	4	0	0	515	2146
04:50:00 PM	13	0	4	0	0	8	3	12	0	0	7	74	3	0	0	3	68	5	0	0	543	2172
04:55:00 PM	15	1	4	0	0	4	2	3	0	0	9	51	5	0	0	4	65	4	0	0	551	2166
05:00:00 PM	17	1	3	0	0	13	0	6	0	0	5	52	2	0	0	3	67	3	0	0	539	2175
05:05:00 PM	11	0	2	0	0	25	0	10	0	0	1	68	3	0	0	1	64	3	0	0	527	2152
05:10:00 PM	7	0	3	0	0	11	0	2	0	0	3	88	4	0	0	1	80	5	0	0	564	2166
05:15:00 PM	16	1	6	0	0	8	0	11	0	0	8	59	5	0	0	5	48	6	0	0	565	2139
05:20:00 PM	14	0	3	0	0	11	0	7	0	0	8	44	2	0	0	4	61	13	0	0	544	2138
05:25:00 PM	2	0	2	0	0	7	0	7	0	0	5	51	1	0	0	3	60	4	0	0	482	2108
05:30:00 PM	6	1	1	0	0	6	0	8	0	0	3	50	3	0	0	2	62	2	0	0	453	2072
05:35:00 PM	9	0	4	0	0	1	0	4	0	0	3	56	5	0	0	1	70	5	0	0	444	2058
05:40:00 PM	12	0	0	0	0	7	0	8	0	0	3	41	3	0	0	0	67	6	0	0	449	2046
05:45:00 PM	8	0	2	0	0	8	0	4	0	0	6	35	4	0	0	0	49	9	0	0	430	1987
05:50:00 PM	5	1	2	0	0	2	0	5	0	0	4	30	7	0	0	2	62	9	0	0	401	1916
05:55:00 PM	8	1	3	0	0	5	0	5	0	0	5	36	6	0	0	1	63	8	0	0	395	1890

Truck Volumes

Time	NB (NE Norton Lane)					SB (NE Norton Lane)					EB (OR 18)					WB (OR 18)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
03:00:00 PM	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0		
03:05:00 PM	0	0	1	0	0	0	0	0	0	0	1	3	0	0	0	0	4	1	0	0		
03:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	18	
03:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	2	2	0	0	22	
03:20:00 PM	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	17	
03:25:00 PM	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	1	0	0	0	18	
03:30:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	1	0	0	0	13	
03:35:00 PM	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	1	0	0	0	12	
03:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	0	12	
03:45:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	12	
03:50:00 PM	2	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	3	0	0	0	17	
03:55:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	18	66
04:00:00 PM	1	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	3	1	0	0	22	69
04:05:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	1	0	0	0	17	63
04:10:00 PM	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	1	0	0	16	64
04:15:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	11	58
04:20:00 PM	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	11	57
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	8	54
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	8	53
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	7	52
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	1	0	0	0	11	53
04:45:00 PM	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	13	54
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	12	47
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	9	44
05:00:00 PM	1	0	0	0	0	0	0	0	0	0	1	3	0	0	0	1	0	0	0	0	10	42
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	9	39
05:10:00 PM	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	3	0	0	0	12	40
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	9	40
05:20:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	12	40
05:25:00 PM	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	10	42
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	8	40
05:35:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	6	39
05:40:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	36
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	6	33
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	6	33
05:55:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	32

Bike Volumes

Time	NB (NE Norton Lane)					SB (NE Norton Lane)					EB (OR 18)					WB (OR 18)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
03:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

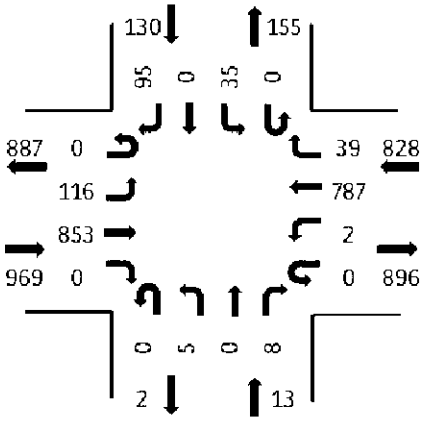
Pedestrian Volumes

Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
03:00:00 PM	0	0	0	0		
03:05:00 PM	0	1	0	2		
03:10:00 PM	0	0	0	0	3	
03:15:00 PM	0	0	0	0	3	
03:20:00 PM	0	0	0	0	0	
03:25:00 PM	0	0	0	0	0	
03:30:00 PM	0	0	0	0	0	
03:35:00 PM	0	0	0	0	0	
03:40:00 PM	0	0	0	0	0	
03:45:00 PM	0	0	0	1	1	
03:50:00 PM	0	0	0	0	1	
03:55:00 PM	0	0	0	0	1	4
04:00:00 PM	0	0	1	0	1	5
04:05:00 PM	0	0	0	0	1	2
04:10:00 PM	0	0	0	0	1	2
04:15:00 PM	0	0	0	0	0	2
04:20:00 PM	0	0	0	0	0	2
04:25:00 PM	0	0	0	0	0	2
04:30:00 PM	0	0	0	0	0	2
04:35:00 PM	0	0	0	0	0	2
04:40:00 PM	0	0	1	0	1	3
04:45:00 PM	0	0	1	0	2	3
04:50:00 PM	0	0	0	0	2	3
04:55:00 PM	0	0	0	0	1	3
05:00:00 PM	0	0	0	0	0	2
05:05:00 PM	0	0	0	1	1	3
05:10:00 PM	0	0	1	0	2	4
05:15:00 PM	0	0	0	0	2	4
05:20:00 PM	0	0	0	0	1	4
05:25:00 PM	0	0	0	0	0	4
05:30:00 PM	0	0	0	0	0	4
05:35:00 PM	0	0	0	0	0	4
05:40:00 PM	0	0	0	0	0	3
05:45:00 PM	0	0	0	0	0	2
05:50:00 PM	0	0	0	0	0	2
05:55:00 PM	0	0	0	0	0	2

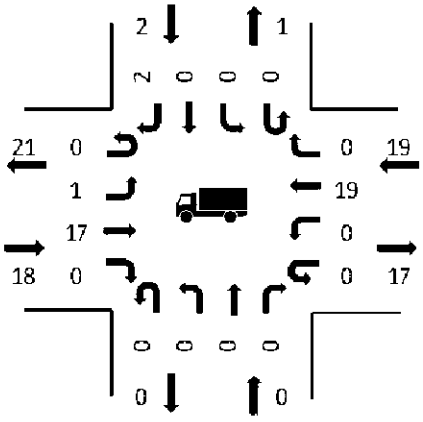
RallyTraffic

Location: SE Cumulus Ave & OR 18
Date: 2025-01-30
Peak Hour Start: 04:20 PM
Peak 15 Minute Start: 05:05 PM
Peak Hour Factor: 0.88

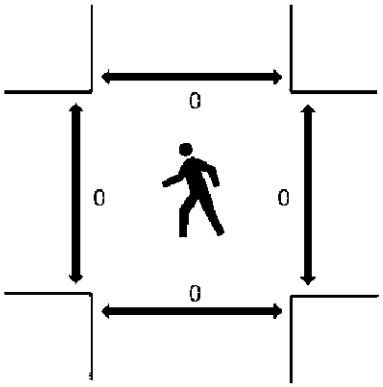
Motorized Vehicles



Heavy Vehicles



Pedestrians



(peak hour)

All Vehicle Volumes

Time	NB (SE Cumulus Ave)					SB (SE Cumulus Ave)					EB (OR 18)					WB (OR 18)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
03:00:00 PM	0	0	0	0	0	2	0	4	0	0	6	54	0	0	0	0	43	3	0	0		
03:05:00 PM	0	0	0	0	0	4	0	15	0	0	8	47	1	0	0	0	71	5	0	0		
03:10:00 PM	1	0	0	0	0	4	0	8	0	0	11	47	0	0	0	0	74	4	0	0	412	
03:15:00 PM	0	0	0	0	0	3	0	8	0	0	10	48	0	0	0	0	65	2	0	0	436	
03:20:00 PM	0	0	0	0	0	3	0	6	0	0	7	64	0	0	0	0	59	5	0	0	429	
03:25:00 PM	0	1	0	0	0	2	0	3	0	0	13	54	0	0	0	0	69	3	0	0	425	
03:30:00 PM	0	0	0	0	0	4	0	9	0	0	5	52	0	0	0	1	59	3	0	0	422	
03:35:00 PM	0	0	0	0	0	5	0	6	0	0	20	68	0	0	0	0	57	2	0	0	436	
03:40:00 PM	0	0	0	0	0	1	1	6	0	0	7	74	0	0	0	0	52	9	0	0	441	
03:45:00 PM	0	0	0	0	0	6	0	14	0	0	16	68	0	0	0	0	62	4	0	0	478	
03:50:00 PM	0	0	0	0	0	3	0	7	0	0	7	64	0	0	0	0	68	0	0	0	469	
03:55:00 PM	0	0	0	0	0	1	0	11	0	0	8	64	0	0	0	0	74	2	0	0	479	1757
04:00:00 PM	0	0	0	0	0	2	0	12	0	0	12	53	0	0	0	0	68	3	0	0	459	1795
04:05:00 PM	1	0	0	0	0	5	0	12	0	0	15	84	0	0	0	0	66	1	0	0	494	1828
04:10:00 PM	1	0	0	1	0	6	0	15	0	0	2	85	0	0	0	0	64	3	0	0	511	1856
04:15:00 PM	0	0	1	0	0	2	0	11	0	0	8	62	0	0	0	1	65	10	0	0	521	1880
04:20:00 PM	1	0	0	0	0	2	0	10	0	0	9	63	0	0	0	0	73	4	0	0	499	1898
04:25:00 PM	0	0	1	0	0	3	0	6	0	0	8	58	0	0	0	0	55	1	0	0	454	1885
04:30:00 PM	0	0	1	0	0	4	0	8	0	0	6	72	0	0	0	0	61	3	0	0	449	1907
04:35:00 PM	1	0	0	0	0	0	0	9	0	0	12	81	0	0	0	2	51	7	0	0	450	1912
04:40:00 PM	1	0	1	0	0	3	0	9	0	0	12	39	0	0	0	0	62	4	0	0	449	1893
04:45:00 PM	1	0	0	0	0	2	0	5	0	0	6	77	0	0	0	0	82	2	0	0	469	1898
04:50:00 PM	0	0	0	0	0	1	0	4	0	0	12	82	0	0	0	0	64	4	0	0	473	1916
04:55:00 PM	0	0	1	0	0	1	0	6	0	0	7	61	0	0	0	0	70	3	0	0	491	1905
05:00:00 PM	1	0	1	0	0	4	0	16	0	0	11	58	0	0	0	0	61	4	0	0	472	1911
05:05:00 PM	0	0	1	0	0	7	0	9	0	0	14	88	0	0	0	0	67	2	0	0	493	1915
05:10:00 PM	0	0	1	0	0	6	0	5	0	0	6	87	0	0	0	0	64	2	0	0	515	1909
05:15:00 PM	0	0	1	0	0	2	0	8	0	0	13	87	0	0	0	0	77	3	0	0	550	1940
05:20:00 PM	0	0	1	0	0	4	0	9	0	0	8	61	0	0	0	0	72	1	0	0	518	1934
05:25:00 PM	0	0	0	0	0	5	0	4	0	0	10	61	0	0	0	0	54	4	0	0	485	1940
05:30:00 PM	1	0	1	0	0	3	0	10	0	0	11	35	0	0	0	0	66	2	0	0	423	1914
05:35:00 PM	0	0	0	0	0	1	0	7	0	0	4	81	0	0	0	0	71	0	0	0	431	1915
05:40:00 PM	1	0	1	0	0	2	0	11	0	0	11	41	0	0	0	0	52	3	0	0	415	1906
05:45:00 PM	0	0	0	0	0	3	0	9	0	0	3	47	0	0	0	0	49	3	0	0	400	1845
05:50:00 PM	0	0	1	0	0	2	0	7	0	0	5	51	0	0	0	0	52	2	0	0	356	1798
05:55:00 PM	0	0	0	0	0	2	0	8	0	0	7	44	0	0	0	0	46	3	0	0	344	1759

Car Volumes

Time	NB (SE Cumulus Ave)					SB (SE Cumulus Ave)					EB (OR 18)					WB (OR 18)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
03:00:00 PM	0	0	0	0	0	2	0	4	0	0	5	51	0	0	0	0	40	3	0	0		
03:05:00 PM	0	0	0	0	0	4	0	15	0	0	8	45	1	0	0	0	67	5	0	0		
03:10:00 PM	1	0	0	0	0	4	0	8	0	0	11	44	0	0	0	0	71	4	0	0	393	
03:15:00 PM	0	0	0	0	0	3	0	7	0	0	10	44	0	0	0	0	64	2	0	0	418	
03:20:00 PM	0	0	0	0	0	3	0	6	0	0	7	61	0	0	0	0	57	5	0	0	412	
03:25:00 PM	0	1	0	0	0	2	0	3	0	0	11	53	0	0	0	0	67	3	0	0	409	
03:30:00 PM	0	0	0	0	0	4	0	9	0	0	5	48	0	0	0	1	59	3	0	0	408	
03:35:00 PM	0	0	0	0	0	5	0	6	0	0	18	66	0	0	0	0	56	2	0	0	422	
03:40:00 PM	0	0	0	0	0	1	1	6	0	0	7	72	0	0	0	0	50	8	0	0	427	
03:45:00 PM	0	0	0	0	0	6	0	14	0	0	16	64	0	0	0	0	60	4	0	0	462	
03:50:00 PM	0	0	0	0	0	3	0	7	0	0	6	64	0	0	0	0	65	0	0	0	454	
03:55:00 PM	0	0	0	0	0	1	0	11	0	0	8	63	0	0	0	0	70	2	0	0	464	1693
04:00:00 PM	0	0	0	0	0	2	0	11	0	0	12	52	0	0	0	0	66	3	0	0	446	1734
04:05:00 PM	1	0	0	0	0	5	0	11	0	0	14	84	0	0	0	0	64	1	0	0	481	1769
04:10:00 PM	1	0	0	1	0	6	0	15	0	0	2	84	0	0	0	0	64	3	0	0	502	1802
04:15:00 PM	0	0	1	0	0	2	0	11	0	0	8	60	0	0	0	1	64	10	0	0	513	1829
04:20:00 PM	1	0	0	0	0	2	0	9	0	0	9	62	0	0	0	0	72	4	0	0	492	1849
04:25:00 PM	0	0	1	0	0	3	0	6	0	0	8	58	0	0	0	0	54	1	0	0	447	1840
04:30:00 PM	0	0	1	0	0	4	0	8	0	0	6	72	0	0	0	0	57	3	0	0	441	1862
04:35:00 PM	1	0	0	0	0	0	0	9	0	0	12	80	0	0	0	2	50	7	0	0	443	1870
04:40:00 PM	1	0	1	0	0	3	0	9	0	0	12	36	0	0	0	0	61	4	0	0	439	1852
04:45:00 PM	1	0	0	0	0	2	0	5	0	0	5	75	0	0	0	0	78	2	0	0	456	1856
04:50:00 PM	0	0	0	0	0	1	0	4	0	0	12	81	0	0	0	0	64	4	0	0	461	1877
04:55:00 PM	0	0	1	0	0	1	0	6	0	0	7	61	0	0	0	0	69	3	0	0	482	1870
05:00:00 PM	1	0	1	0	0	4	0	15	0	0	11	54	0	0	0	0	61	4	0	0	465	1875
05:05:00 PM	0	0	1	0	0	7	0	9	0	0	14	87	0	0	0	0	65	2	0	0	484	1880
05:10:00 PM	0	0	1	0	0	6	0	5	0	0	6	84	0	0	0	0	61	2	0	0	501	1869
05:15:00 PM	0	0	1	0	0	2	0	8	0	0	13	86	0	0	0	0	76	3	0	0	539	1901
05:20:00 PM	0	0	1	0	0	4	0	9	0	0	8	61	0	0	0	0	69	1	0	0	507	1895
05:25:00 PM	0	0	0	0	0	5	0	4	0	0	10	59	0	0	0	0	51	4	0	0	475	1897
05:30:00 PM	1	0	1	0	0	3	0	10	0	0	11	35	0	0	0	0	66	2	0	0	415	1875
05:35:00 PM	0	0	0	0	0	1	0	7	0	0	4	81	0	0	0	0	71	0	0	0	426	1878
05:40:00 PM	1	0	1	0	0	2	0	11	0	0	11	40	0	0	0	0	52	3	0	0	414	1872
05:45:00 PM	0	0	0	0	0	3	0	9	0	0	3	46	0	0	0	0	48	3	0	0	397	1816
05:50:00 PM	0	0	1	0	0	2	0	7	0	0	5	50	0	0	0	0	50	2	0	0	350	1767
05:55:00 PM	0	0	0	0	0	2	0	8	0	0	7	44	0	0	0	0	45	3	0	0	338	1728

Truck Volumes

Time	NB (SE Cumulus Ave)					SB (SE Cumulus Ave)					EB (OR 18)					WB (OR 18)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
03:00:00 PM	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	3	0	0	0		
03:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	4	0	0	0		
03:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	19	
03:15:00 PM	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0	0	1	0	0	0	18	
03:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	2	0	0	0	17	
03:25:00 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	2	0	0	0	16	
03:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	14	
03:35:00 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	1	0	0	0	14	
03:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	1	0	0	14	
03:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	2	0	0	0	16	
03:50:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	15	
03:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	0	15	64
04:00:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	0	0	0	13	61
04:05:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	0	0	13	59
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	9	54
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	8	51
04:20:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	7	49
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	7	45
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	8	45
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	7	42
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	10	41
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	4	0	0	0	13	42
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	12	39
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	9	35
05:00:00 PM	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	7	36
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	9	35
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	14	40
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	11	39
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	11	39
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	0	0	0	10	43
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	39
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	37
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	34
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	3	29
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	6	31
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	6	31

Bike Volumes

Time	NB (SE Cumulus Ave)					SB (SE Cumulus Ave)					EB (OR 18)					WB (OR 18)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
03:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Volumes

Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
03:00:00 PM	0	0	0	0		
03:05:00 PM	0	0	0	0		
03:10:00 PM	0	0	0	0	0	
03:15:00 PM	0	0	0	0	0	
03:20:00 PM	0	0	0	0	0	
03:25:00 PM	0	0	0	0	0	
03:30:00 PM	0	0	0	0	0	
03:35:00 PM	0	0	0	0	0	
03:40:00 PM	0	0	0	0	0	
03:45:00 PM	0	0	0	0	0	
03:50:00 PM	0	0	0	0	0	
03:55:00 PM	0	0	0	0	0	0
04:00:00 PM	0	0	0	0	0	0
04:05:00 PM	0	0	0	0	0	0
04:10:00 PM	0	0	0	0	0	0
04:15:00 PM	0	0	0	0	0	0
04:20:00 PM	0	0	0	0	0	0
04:25:00 PM	0	0	0	0	0	0
04:30:00 PM	0	0	0	0	0	0
04:35:00 PM	0	0	0	0	0	0
04:40:00 PM	0	0	0	0	0	0
04:45:00 PM	0	0	0	0	0	0
04:50:00 PM	0	0	0	0	0	0
04:55:00 PM	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0

SEASONAL TREND TABLE (Updated: 08/08/2025)																								Seasonal Trend Peak Period Factor
TREND	1-Jan	15-Jan	1-Feb	15-Feb	1-Mar	15-Mar	1-Apr	15-Apr	1-May	15-May	1-Jun	15-Jun	1-Jul	15-Jul	1-Aug	15-Aug	1-Sep	15-Sep	1-Oct	15-Oct	1-Nov	15-Nov	1-Dec	15-Dec	
INTERSTATE URBANIZED	1.1366	1.2243	1.1283	1.0323	1.0179	1.0035	0.9874	0.9712	0.9686	0.9659	0.9523	0.9387	0.9475	0.9564	0.9474	0.9385	0.9565	0.9745	0.9775	0.9805	1.0063	1.0320	1.0411	1.0501	0.9385
INTERSTATE NONURBANIZED	1.3283	1.4607	1.3352	1.2098	1.1328	1.0558	1.0303	1.0048	0.9757	0.9466	0.9006	0.8545	0.8511	0.8476	0.8518	0.8560	0.8838	0.9117	0.9370	0.9622	1.0118	1.0614	1.1092	1.1570	0.8476
COMMUTER	1.1363	**1.2104**	**1.1253**	1.0402	1.0280	1.0159	0.9942	0.9725	0.9652	0.9580	0.9484	0.9388	0.9459	0.9529	0.9492	0.9455	0.9547	0.9640	0.9603	0.9565	0.9968	1.0372	1.0587	1.0803	**0.9388**
COASTAL DESTINATION	1.2372	1.3260	1.2235	1.1210	1.0821	1.0433	1.0395	1.0357	1.0016	0.9675	0.9288	0.8901	0.8512	0.8123	0.8163	0.8202	0.8607	0.9012	0.9583	1.0154	1.0761	1.1368	1.1710	1.2053	0.8123
COASTAL DESTINATION ROUTE	1.4688	1.5876	1.4232	1.2588	1.2023	1.1457	1.0968	1.0478	0.9890	0.9302	0.8824	0.8345	0.7778	0.7211	0.7293	0.7376	0.8011	0.8646	0.9562	1.0478	1.1369	1.2260	1.2864	1.3469	0.7211
AGRICULTURE	1.5176	1.7124	1.5616	1.4109	1.3131	1.2153	1.1302	1.0452	0.9742	0.9033	0.8634	0.8236	0.8268	0.8300	0.8318	0.8336	0.8036	0.7737	0.8067	0.8396	0.9755	1.1113	1.2587	1.4062	0.7737
RECREATIONAL SUMMER	1.7466	1.9918	1.7958	1.5998	1.4743	1.3487	1.2694	1.1900	1.0358	0.8816	0.8065	0.7315	0.7023	0.6732	0.6994	0.7257	0.7550	0.7843	0.8710	0.9576	1.1409	1.3242	1.4404	1.5565	0.6732
RECREATIONAL SUMMER WINTER	1.1941	1.2569	1.1002	0.9435	0.9477	0.9518	1.0681	1.1844	1.1188	1.0532	0.9602	0.8671	0.8024	0.7376	0.7851	0.8326	0.9503	1.0681	1.2574	1.4466	1.3591	1.2715	1.0865	0.9015	0.7376
RECREATIONAL WINTER**	0.9679	0.9950	0.8304	0.6658	0.6940	0.7222	0.9586	1.1950	1.2898	1.3846	1.2524	1.1201	1.0112	0.9022	0.9366	0.9710	1.0808	1.1906	1.3878	1.5850	1.4837	1.3824	1.0688	0.7553	0.6658
SUMMER	1.2825	**1.4059**	**1.2964**	1.1868	1.1391	1.0913	1.0443	0.9973	0.9661	0.9349	0.9013	0.8676	0.8563	0.8449	0.8539	0.8630	0.8851	0.9071	0.9336	0.9601	1.0261	1.0921	1.1321	1.1721	**0.8449**
SUMMER < 2500	1.3344	1.4803	1.3611	1.2418	1.1938	1.1457	1.0741	1.0024	0.9491	0.8958	0.8734	0.8511	0.8379	0.8247	0.8479	0.8712	0.8749	0.8786	0.9092	0.9397	1.0222	1.1046	1.1644	1.2243	0.8247

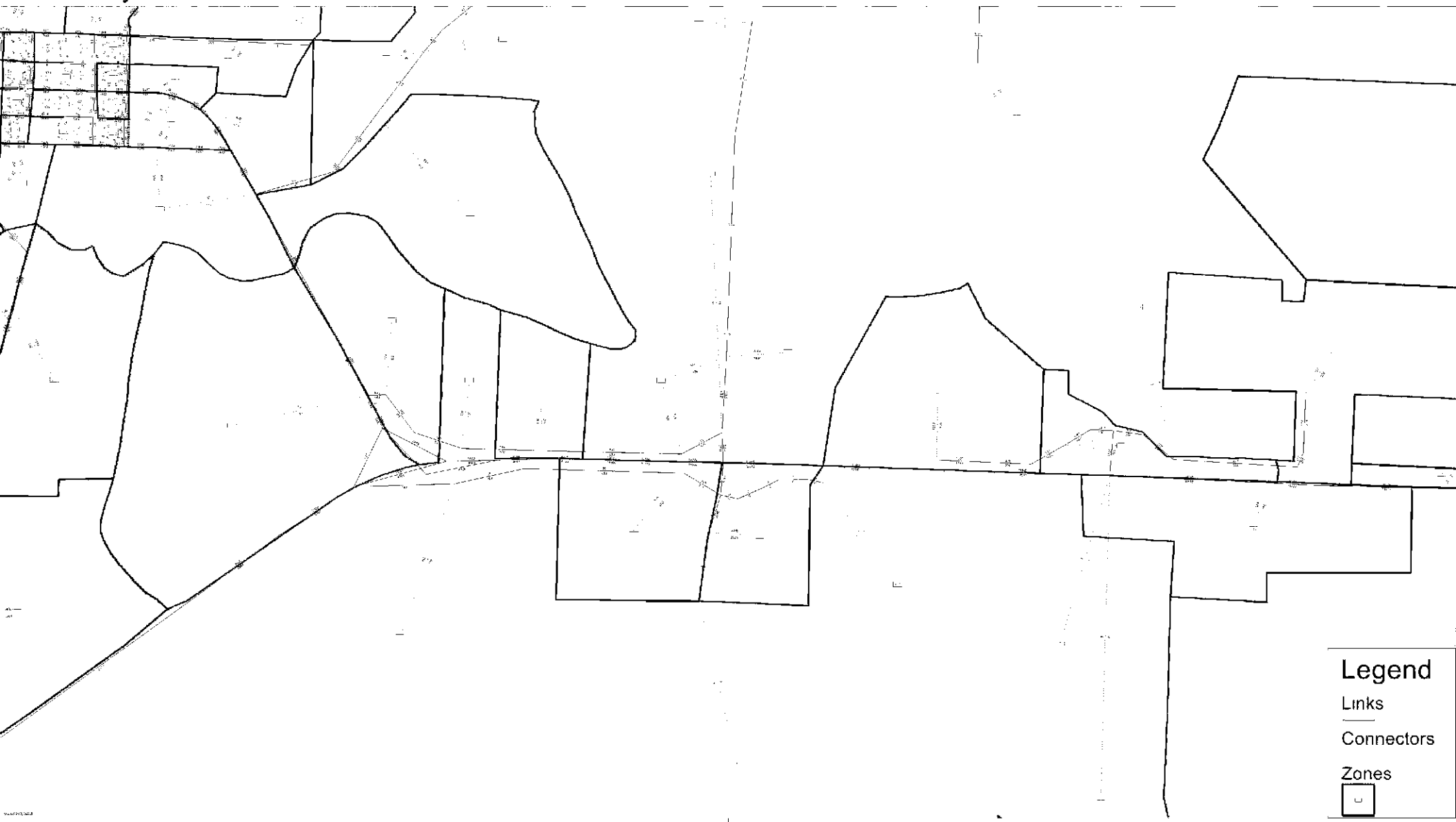
*** Seasonal Trend Table factors are based on previous year ATR data. The table is updated yearly.**
*** Grey shading indicates months were seasonal factor is greater than or less than 30%**

	Commuter	Factor
Thursday, January 30, 2025	1.1253	1.199

Peak 0.9388

McMinnville Zone Change Transportation Planning Rule Analysis

2015 Daily Volumes

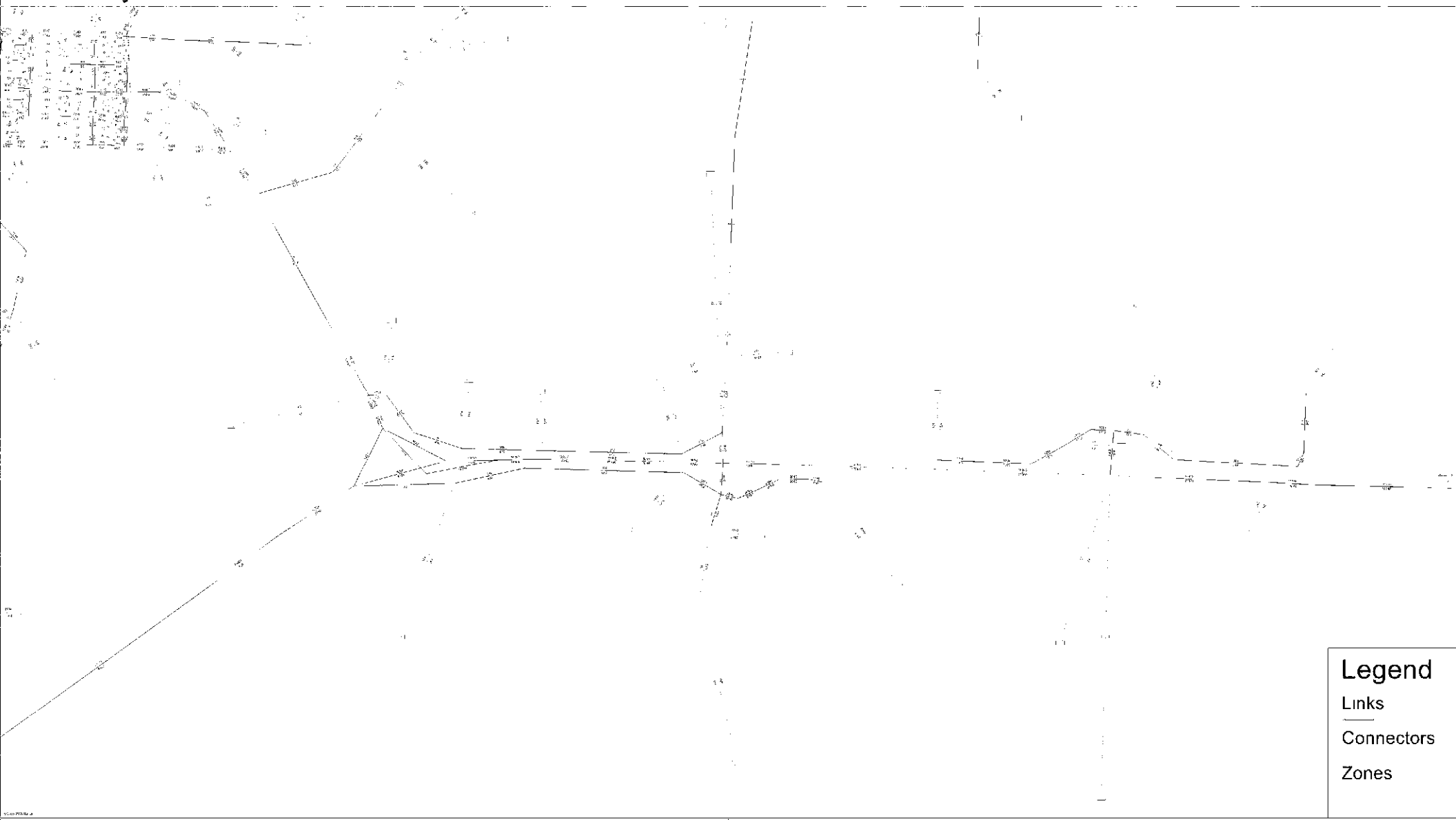


VISUM 2024.01 PTV AG
erstellt am:27.01.2025

McMinnville_V3_2015 ver

McMinnville Zone Change Transportation Planning Rule Analysis

2041 Daily Volumes



VISUM 2024.01 PTV AG	
erstellt am:27.01.2025	McMinnville_V3_2041 ver

Growth Rate

Site id	HWY	2015 (Both Direction)	2041 (Both Direction)	Ratio 2041/2015	Average Rate	16 year linear growth rate	Average	
1	W Leg	3810	5522	1.449343832	1.7282%	1.27652		
	E Leg	11788	14115	1.19740414	0.7592%	1.12148		
	S Leg	6655	8182	1.22945154	0.8825%	1.14120		
	N Leg	14322	18153	1.267490574	1.0288%	1.16461	1.17595	
2	W Leg	6476	9381	1.44857937	1.7253%	1.27605		
	E Leg			#DIV/0!	#DIV/0!	#DIV/0!		1.20351
	S Leg	17510	22975	1.312107367	1.2004%	1.19207		
	N Leg	11045	13601	1.231416931	0.8901%	1.14241	1.20351	
3	W Leg	146	130	0.890410959	-0.4215%	0.93256		1.12761
	E Leg	1336	1756	1.314371257	1.2091%	1.19346		
	S Leg	16736	21935	1.310647706	1.1948%	1.19117		
	N Leg	17801	23391	1.314027302	1.2078%	1.19325	1.12761	
4	W Leg	1336	1756	1.314371257	1.2091%	1.19346		
	E Leg			#DIV/0!	#DIV/0!	#DIV/0!		
	S Leg	1128	1583	1.403368794	1.5514%	1.24823		
	N Leg	247	221	0.894736842	-0.4049%	0.93522	1.12564	1.12564
5	W Leg	368	1204	3.27173913	8.7375%	2.39799		
	E Leg			#DIV/0!	#DIV/0!	#DIV/0!		
	S Leg	5027	7725	1.53670181	2.0642%	1.33028		
	N Leg	4674	8197	1.753744116	2.8990%	1.46384	1.73070	
6	W Leg	28890	38288	1.325302873	1.2512%	1.20019		
	E Leg	24398	33223	1.361709976	1.3912%	1.22259		
	S Leg	6095	13164	2.159803117	4.4608%	1.71372		
	N Leg	5027	7725	1.53670181	2.0642%	1.33028	1.36670	
7	W Leg	24398	33223	1.361709976	1.3912%	1.22259		
	E Leg	23023	31739	1.378577944	1.4561%	1.23297		
	S Leg	0	85	#DIV/0!	#DIV/0!	#DIV/0!		1.18558
	N Leg	3436	4001	1.16443539	0.6324%	1.10119	1.18558	

Appendix D

Crash History Data

Traffic Signal Warrants

Left-Turn Lane Warrants

CITY OF MCMINNVILLE, YAMHILL COUNTY

3RD ST and JOHNSON ST, City of McMinnville, Yamhill County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2018 to 12/31/2022

1 - 5 of 7 Crash Records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D / E A L C / D C	D M R J S W / U I C O / G N H R / S V L K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE TRLR QTY / OWNER TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT EVENT	CAUSE
00664	N N N N N N		07/22/2021	14	JOHNSON ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 9	TURN-L										08
CITY			TH	0	3RD ST	E		TRF SIGNAL	N	DRY	TURN		N/A	N -E									000	00
N			5P			06	1		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
N			45 12 36.07	-123 11 19.14																UNK				
												02	NONE 9	STOP										
													N/A	E -W									011	00
													PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
																				UNK				
00836	N N N N		08/29/2019	17	JOHNSON ST	INTER	CROSS	N	N	UNK	0-1 L-TURN	01	NONE	STRGHT										04,08,02
CITY			TH	0	3RD ST	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	N -S									000	00
N			5A			01	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJB	48	F	OR-Y		000	000	00
N			45 12 36.11	-123 11 19.17																OR<25				
												02	NONE	TURN-L										
													PRVTE	S -W									000	00
													PSNGR CAR		01	DRVR	INJC	16	M	NONE		004,020,028	000	04,08,02
																				OR<25				
01185	N N N N		11/25/2019	14	JOHNSON ST	INTER	CROSS	N	N	CLR	0-1 L-TURN	01	NONE	TURN-L										02
CITY			MO	0	3RD ST	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	N -E									000	00
N			1P			04	1		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	80	M	OR-Y		028,004	000	02
N			45 12 36.1	-123 11 19.15																OR<25				
												02	NONE	STRGHT										
													PRVTE	S -N									000	00
													PSNGR CAR		01	DRVR	INJC	23	F	OR-Y		000	000	00
																				OR<25				
00507	N N N N N N		06/12/2021	17	JOHNSON ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT										27,04
CITY			SA	0	3RD ST	CN		TRF SIGNAL	N	DRY	ANGL		PRVTE	E -W									000	00
N			10A			01	1		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	37	M	OR-Y		016,020	038	27,04
N			45 12 36.07	-123 11 19.14																OR<25				
												02	NONE 0	STRGHT										
													PRVTE	N -S									000	00
													PSNGR CAR		01	DRVR	INJE	67	M	NONE		000	000	00
																				OR<25				
01063	N N N N N N		10/24/2022	14	JOHNSON ST	INTER	CROSS	N	N	RAIN	ANGL-OTH	01	NONE 0	STRGHT									040	04,27
CITY			MO	0	3RD ST	CN		TRF SIGNAL	N	WET	ANGL		PRVTE	W -E									000	00
N			6P			03	1		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	23	F	OR-Y		020,016	038	04,27
N			45 12 36.07	-123 11 19.14																OR<25				
												02	NONE 0	STRGHT										
													PRVTE	N -S									000 040	00
													PSNGR CAR		01	DRVR	INJC	27	M	OR-Y		000	000	00
																				OR<25				

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CITY OF MCMINNVILLE, YAMHILL COUNTY

3RD ST and JOHNSON ST, City of McMinnville, Yamhill County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2018 to 12/31/2022

6 - 7 of 7 Crash Records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	M R U G	J I N	S C H	W Q R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	SPCL USE / TRLR QTY / OWNER / V# / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
00841	N	N	N	N	N	N	09/02/2022	14	JOHNSON ST	INTER	CROSS	N	N	CLR	O-1 L-TURN	01 NONE 9	STRGHT										02
CITY			FR		0		3RD ST	CN		TRF SIGNAL	N	DRY	TURN	N/A	S -N									000		00
N			10A					04	0		N	DAY	PDO	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N			45 12 36.07		-123 11 19.14																	UNK					
																02 NONE 9	TURN-L										
																N/A	N -E								000		00
																PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
																							UNK				
00184	N	N	N	N			02/21/2019	16	JOHNSON ST	STRGHT		N	Y	UNK	FIX OBJ	01 NONE 9	STRGHT										079,124	10
NONE			TH		100		3RD ST	S	(NONE)	UNKNOWN	N	ICE	FIX	N/A	N -S									000		00
Y			6A					07			N	DAWN	PDO	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N			45 12 34.92		-123 11 19.12				(02)													UNK				

Not Related

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CITY OF MCMINNVILLE, YAMHILL COUNTY

THREE MILE LN and 1ST ST, City of McMinnville, Yamhill County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2018 to 12/31/2022

1 - 4 of 11 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D / E A L C / D C	D M R J U C / G N H R / S V L K	S W	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
01245	N	N N N N N	N	12/20/2021	14	THREE MILE LN	INTER	CROSS	N	N	RAIN	PED	01	NONE 0	TURN-L										27,02,19
CITY				MO	0	1ST ST	W		STOP SIGN	N	WET	PED		PRVTE	SE-W									000	00
N				5P			05	0		N	DARK	INJ		PSNGR CAR		01	DRVR	NONE	68	M	OR-Y		016,029	000		27,02,19
N				45 12 31	-123 11 5.21																OR<25					
															- STRGHT	01	PED	INJC	59	M		I XWLK	000	034		19
															NW SE											
00686	N	N N N	N	04/19/2018	14	THREE MILE LN	INTER	CROSS	N	N	CLR	S-1TURN	01	NONE 9	STRGHT											29
NONE				TH	0	1ST ST	NW		STOP SIGN	N	DRY	TURN		N/A	NW-SE									000	00
N				3P			06	0		N	DAY	PDO		UNKNOWN		01	DRVR	NONE	00	Unk	UNK		000	000		00
N				45 12 31	-123 11 5.2																UNK					
													02	NONE 9	TURN-R											
														N/A	NW-W									000	00
														PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																					UNK					
01223	N	N N N N N	N	11/15/2018	14	THREE MILE LN	INTER	CROSS	N	N	CLR	ANGL-OTH	01	POLCE	STRGHT											02,27
CITY				TH	0	1ST ST	CN		STOP SIGN	N	DRY	ANGL		PUBLC	NW-SE									000	00
N				6P			03	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	30	M	OR-Y		000	000		00
N				45 12 31	-123 11 5.2																OR<25					
													02	NONE	STRGHT											
														PRVTE	W -E									015	00
														PSNGR CAR		01	DRVR	INJB	82	F	OR-Y		028,024	038		02,27
																					OR<25					
													02	NONE	STRGHT											
														PRVTE	W -E									015	00
														PSNGR CAR		02	PSNG	INJB	82	M			000	000		00
00241	N	N N N N		02/25/2018	14	THREE MILE LN	INTER	CROSS	N	N	CLD	ANGL-OTH	01	NONE 9	STRGHT											02,40
CITY				SU	0	1ST ST	CN		STOP SIGN	N	WET	ANGL		N/A	N -S									000	00
N				8P			03	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N				45 12 31	-123 11 5.2																UNK					
													02	NONE 9	TURN-L											
														N/A	W -N									015	00
														PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																					UNK					
00758	N	N N N N		07/30/2018	14	1ST ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 9	TURN-L											04,02
CITY				MO	0	THREE MILE LN	CN		STOP SIGN	N	DRY	TURN		N/A	W -N									015	00
N				10A			03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N				45 12 31.01	-123 11 5.2																UNK					

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CITY OF MCMINNVILLE, YAMHILL COUNTY

THREE MILE LN and 1ST ST, City of McMinnville, Yamhill County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2018 to 12/31/2022

5 - 9 of 11 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	M R J S W A L G N H R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
												02 NONE 9	STRGHT											
												N/A	N -S										000		00
												PSNGR CAR		01	DRVR	NONE	00	Unk	UNK UNK		000	000		00
00596	N N N N Y	06/20/2019	14	THREE MILE LN	INTER	CROSS	N	N	CLR	O-1 L-TURN	01 NONE		STRGHT											02
CITY		TH	0	1ST ST	CN		STOP SIGN	N	DRY	TURN	PRVTE		N -S									000		00
N		5A			01	0		N	DAWN	INJ	PSNGR CAR			01	DRVR	INJB	73	M	OR-Y		000	000		00
N		45 12 31	-123 11 5.2																OR<25					
											02 NONE		TURN-L											
											PRVTE		S -W									000		00
											PSNGR CAR			01	DRVR	INJC	22	M	OR-Y OR<25		004,028,082	000		02
00203	N N N N	03/08/2020	14	THREE MILE LN	INTER	CROSS	N	N	CLR	O-1 L-TURN	01 NONE	9	STRGHT											02
CITY		SU	0	1ST ST	CN		UNKNOWN	N	DRY	TURN	N/A		NW-SE									000		00
N		1P			01	0		N	DAY	PDO	PSNGR CAR			01	DRVR	NONE	00	Unk	UNK		000	000		00
N		45 12 31.01	-123 11 5.22																UNK					
											02 NONE	9	TURN-L											
											N/A		SE-W									088		00
											PSNGR CAR			01	DRVR	NONE	00	Unk	UNK UNK		000	000		00
00749	N N N N N N	08/09/2022	14	THREE MILE LN	INTER	CROSS	N	N	CLR	O-1 L-TURN	01 NONE	0	STRGHT											02,08
CITY		TU	0	1ST ST	CN		STOP SIGN	N	DRY	TURN	PRVTE		NW-SE									000		00
N		5P			01	0		N	DAY	INJ	PSNGR CAR			01	DRVR	INJB	57	F	OR-Y		000	000		00
N		45 12 31	-123 11 5.21																OR<25					
											02 NONE	0	TURN-L											
											PRVTE		SE-W									000		00
											PSNGR CAR			01	DRVR	NONE	51	M	OR-Y OR<25		028,004	000		02,08
00770	N N N N	08/12/2019	14	THREE MILE LN	STRGHT		Y	N	CLR	S-1STOP	01 NONE		STRGHT										004,013	07,29
CITY		MO	50	1ST ST	NE	(NONE)	UNKNOWN	N	DRY	REAR	PRVTE		NE-SW									000		00
N		4P			06			N	DAY	INJ	PSNGR CAR			01	DRVR	INJC	20	M	OR-Y		026,043	000		07,29
N		45 12 31.49	-123 11 5.63			(02)													OR<25					
											02 NONE		STOP											
											PRVTE		NE-SW									011	013	00
											PSNGR CAR			01	DRVR	INJC	68	F	OR-Y OR>25		000	000		00
											03 NONE	0	STOP											
											PRVTE		NE-SW									011	004	00
											PSNGR CAR			01	DRVR	NONE	52	F	OR-Y OR<25		000	000		00

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CITY OF MCMINNVILLE, YAMHILL COUNTY

THREE MILE LN and 1ST ST, City of McMinnville, Yamhill County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2018 to 12/31/2022

10 - 11 of 11 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D / A L C / U G S / I N V / C H L / Q R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	SPCL USE / TRLR QTY / OWNER	V#	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT EVENT	CAUSE
01072	N N N N	10/18/2018	14	THREE MILE LN	STRGHT		N	N	CLR	S-1STOP	01 NONE 9	01	STRGHT										07,29
NO RPT		TH	100	1ST ST	S	(NONE)	UNKNOWN	N	DRY	REAR	N/A		S -N									000	00
N		5P			08			N	DAY	PDO	PSNGR CAR			01	DRVR	NONE	00	Unk	UNK		000	000	00
N		45 12 29.74	-123 11 4.11			(02)													UNK				
											02 NONE 9		STOP										
											N/A		S -N									011	00
											PSNGR CAR			01	DRVR	NONE	00	Unk	UNK		000	000	00
																			UNK				
01121	N N N N N N	11/18/2021	14	THREE MILE LN	TRANS		N	N	RAIN	BIKE	01 NONE 0	01	STRGHT										32,02
CITY		TH	200	1ST ST	SE	(NONE)	UNKNOWN	N	WET	REAR	PRVTE		SE-NW									000	00
N		10P			08			N	DARK	INJ	PSNGR CAR			01	DRVR	NONE	36	F	OR-Y		052,027	000	32,02
N		45 12 29.14	-123 11 3.59			(02)													OR<25				
													-										
													STRGHT	01	BTOW	INJB	19	M		ROAD	000	046	00
													SE NW										

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483: MCMINNVILLE SPUR

Highway 483 ALL ROAD TYPES, MP 46.40 to 46.55 01/01/2018 to 12/31/2022, Both Add and Non-Add mileage, ALL Crashes Severity, ALL Crashes Circumstance

1 - 5 of 8 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P / E / E / D	A L / C / L / C	D R / U / G / S	M J / I / N / V	S / C / H / L	W / O / R / K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN / STRGHT	INT-TYPE / (MEDIAN) / (#LANES) / (02)	INT-REL / TRAF- / CONTL / Y	OFFRD / RNDBT / DRVWY / N	WTHR / SURF / LIGHT / CLR	CRASH / COLL / SVRTY / S-1STOP	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS / RES	PED LOC	ERROR	ACT	EVENT	CAUSE
00917	N	N	N	N			09/24/2021	YAMHILL	1 14		INTER	6-LEC	N	N	CLD	0-1 L-TURN	01	NONE 0	STRGHT											29
NONE							FR		MN 0		CN		STOP SIGN	N	DRY	TURN		PRVTE	S -N									000		00
N							11A	MCMINVL UA	46.46		03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	65	M	OR-Y		026	000		29
N							45 12 7.32	-123 10 45.34		049300100S00															OR<25					
																	02	NONE 0	STOP											
																		PRVTE	S -N									011		00
																		PSNGR CAR		01	DRVR	INJB	47	F	OR-Y		000	000		00
																									OR<25					
																	02	NONE 0	STOP											
																		PRVTE	S -N									011		00
																		PSNGR CAR		02	PSNG	INJC	26	M			000	000		00
00147	N	N	N	N			02/19/2020	YAMHILL	1 14		INTER	6-LEC	N	N	CLD	0-1 L-TURN	01	NONE 9	STRGHT											02,08
CITY							WE		MN 0		CN		STOP SIGN	N	DRY	TURN		N/A	N -S									000		00
N							8P	MCMINVL UA	46.48		01	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N							45 12 8.44	-123 10 46.22		049300100S00															UNK					
																	02	NONE 9	TURN-L											
																		N/A	S -W									000		00
																		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																									UNK					
01117	N	N	N	N	N	N	11/17/2021	YAMHILL	1 14		INTER	6-LEC	N	N	CLR	ANCL-OTH	01	NONE 0	TURN-L											04
CITY							WE		MN 0		CN		STOP SIGN	N	DRY	TURN		PRVTE	E -S									000		00
N							7A	MCMINVL UA	46.48		01	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	61	M	OR-Y		021	000		04
N							45 12 8.45	-123 10 46.22		049300100S00															OR<25					
																	02	NONE 0	STRGHT											
																		PRVTE	N -S									000		00
																		PSNGR CAR		01	DRVR	INJB	37	F	OR-Y		000	000		00
																									OR<25					
00976	N	N	N	N			09/21/2018	YAMHILL	1 14		INTER	CROSS	N	N	CLR	S-1TURN	01	NONE 9	STRGHT											06,08
NONE							FR		MN 0		CN		TRF SIGNAL	N	DRY	TURN		N/A	E -W									000		00
N							7P	MCMINVL UA	46.48		02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N							45 12 8.45	-123 10 46.23		049300100S00															UNK					
																	02	NONE 9	U-TURN											
																		N/A	E -E									000		00
																		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																									UNK					
00440	N	N	N	N	N	N	06/19/2020	YAMHILL	1 14		INTER	6-LEC	N	N	CLR	ANCL-OTH	01	NONE 9	TURN-L											02
CITY							FR		MN 0		CN		STOP SIGN	N	DRY	TURN		N/A	E -S									015		00
N							11A	MCMINVL UA	46.48		02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N							45 12 8.44	-123 10 46.21		049300100S00															UNK					
																	02	NONE 9	STRGHT											
																		N/A	S -N									000		00
																		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																									UNK					
01208	N	N	N	N	N	N	12/03/2019	YAMHILL	1 14		INTER	CROSS	N	N	CLR	ANCL-OTH	01	NONE	STRGHT											02
CITY							TU		MN 0		CN		STOP SIGN	N	DRY	ANCL		PRVTE	W -E									015		00
N							11A	MCMINVL UA	46.48		03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	34	M	OR-Y		028	000		02
N							45 12 8.47	-123 10 46.2		049300100S00															OR<25					

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483: MCMINNVILLE SPUR

Highway 483 ALL ROAD TYPES, MP 46.40 to 46.55 01/01/2018 to 12/31/2022, Both Add and Non-Add mileage, ALL Crashes Severity, ALL Crashes Circumstance

6 - 8 of 8 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P / E / D / C	A	R / U / G	J / I / N	S / C / H / V	W / O / R / L	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
																	02	NONE	STRGHT									000		00
																		PRVTE	N -S									000		00
																		PSNGR CAR		01	DRVR	INJC	42	F	OR-Y OR<25		000	000		00
00896	N	N	N	N	N	N	09/13/2019	YAMHILL	1 14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	STRGHT												07,29
CITY							FR		MN 0		CN		UNKNOWN	N	DRY	REAR		PRVTE	N -S									000		00
N							12P	MCMINVL UA	46.48		03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	73	M	OR-Y OR<25		026,043	000		07,29
N							45 12 8.48	-123 10 46.22		048300100S00																				
																	02	NONE	STOP												
																		PRVTE	N -S									012		00
																		PSNGR CAR		01	DRVR	INJC	58	F	OR-Y OR<25		000	000		00
00321	N	Y	N	N	N	N	03/24/2018	YAMHILL	1 19		INTER	6-LEC	N	N	CLD	S-1STOP	01	NONE 0	STRGHT											12S	33,07
CITY							SA		FR 0		E		STOP SIGN	N	WET	REAR		PRVTE	E -W									000		00
N							10P	MCMINVL UA	46.48		06	0		N	DARK	INJ		PSNGR CAR		01	DRVR	NONE	25	M	OR-Y OR<25		051,043	000		33,07
N							45 12 8.45	-123 10 46.22		048JAB100S00																				
																	02	NONE 0	STOP												
																		PRVTE	E -W									011		00
																		PSNGR CAR		01	DRVR	INJC	41	F	OR-Y OR<25		000	000		00
																	02	NONE 0	STOP												
																		PRVTE	E -W									011		00
																		PSNGR CAR		02	PSNG	INJC	09	F			000	000		00
																	02	NONE 0	STOP												
																		PRVTE	E -W									011		00
																		PSNGR CAR		03	PSNG	INJC	07	F			000	000		00
																	02	NONE 0	STOP												
																		PRVTE	E -W									011		00
																		PSNGR CAR		04	PSNG	INJC	07	F			000	000		00

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CITY OF MCMINNVILLE, YAMHILL COUNTY **CUMULUS AVE and PACIFIC AVE, City of McMinnville, Yamhill County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2018 to 12/31/2022**

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R U G	J I N	S C H	W Q R	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	SPCL USE / TRLR QTY / OWNER / V#	MOVE / FROM / TO	TYPE	PRTC / INJ / SVRTY / P#	A C E	S X	LICNS / RES	PED LOC	ERROR	ACT	EVENT	CAUSE

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CITY OF MCMINNVILLE, YAMHILL COUNTY

CUMULUS AVE and NORTON LN, City of McMinnville, Yamhill County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2018 to 12/31/2022

1 - 2 of 2 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R U G	J N H	S I C	W Q R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	TYPE	SVRTY	A G E	S E X	LICNS / RES	PED LOC	ERROR	ACT EVENT	CAUSE
01018	N	N	N	N			10/04/2018	19	NE CUMULUS AVE	INTER	3-LEG	N	N	CLR	ANGL-OTH	01 NONE	TURN-L										02
NONE			TH						NE NORTON LN	CN		STOP SIGN	N	DRY	TURN	PRVTE	W -N									015	00
N			8A							04	0		N	DAY	INJ	PSNGR CAR		01	DRVR	NONE	18	M	OR-Y		028	000	02
N			45 12 5.76					-123 9 59.7	0483AB100300														OR<25				
																02 NONE	TURN-L										
																PRVTE	S -W									000	00
																PSNGR CAR		01	DRVR	INJC	27	M	OR-Y		000	000	00
																							OR<25				
00099	N	N	N	N	N	N	02/09/2021	19	NE NORTON LN	ALLEY		N	N	CLD	S-1TURN	01 NONE 9	TURN-L										08,13
CITY			TU					150	NE CUMULUS AVE	N	(NONE)	NONE	N	DRY	TURN	N/A	S -W									019	00
N			4P							07			N	DAY	PDO	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
N			45 12 7.21					-123 9 59.7			(02)												UNK				
																02 NONE 9	STRGHT										
																N/A	S -N									000	00
																PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
																							UNK				

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039: SALMON RIVER

Highway 039 ALL ROAD TYPES, MP 46.4 to 46.9 01/01/2018 to 12/31/2022, Both Add and Non-Add mileage, ALL Crashes Severity, ALL Crashes Circumstance

1 - 4 of 37 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P / E / E / D	D R / A / L / C	M J / U / G / S	S / I / N / V	C / G / H / L	W / O / R / K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A C E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
01177	N	N	N N	N			11/23/2019	YAMHILL	1 14		STRGHT		N	N	CLR	ANIMAL	01	NONE	STRGHT										035	12
STATE			SA				MCMINNVILLE	MN 0	SALMON RIVER HY		W	(NONE)	UNKNOWN	N	DRY	OTH		PRVTE	W -E									000	035	00
N			4P				MCMINVL UA	46.42	NE NORTON LN		03			N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	65	F	OR-Y		000	000		12
N	Not Related		45 12 3.31				-123 10 20.11		003900100S00			(04)														OR>25					
00635	N	N N N	06/15/2018				YAMHILL	1 14			STRGHT		N	N	CLR	S-STRGHT	01	NONE 9	STRGHT											07,29
NONE			FR				MCMINNVILLE	MN 0	NE NORTON LN		W	(NONE)	UNKNOWN	N	DRY	REAR		N/A	W -E									000		00
N			3P				MCMINVL UA	46.48	SALMON RIVER HY		04			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N			45 12 3.3				-123 10 15.55		003900100S00			(04)														UNK					
																	02	NONE 9	STRGHT												
																		N/A	W -E									000		00
																		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																									UNK					
00557	N	N N N N	N 06/24/2021				YAMHILL	1 14			STRGHT		N	N	CLR	S-STRGHT	01	NONE 9	STRGHT											07,27,29
STATE			TH				MCMINNVILLE	MN 0	SALMON RIVER HY		W	(NONE)	UNKNOWN	N	DRY	REAR		N/A	E -W									000		00
N			9A				MCMINVL UA	46.48	NE NORTON LN		06			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N			45 12 3.3				-123 10 15.58		003900100S00			(04)														UNK					
	Not Related																02	NONE 9	STRGHT												
																		N/A	E -W									000		00
																		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																									UNK					
00970	Y	N N N	N N 10/13/2021				YAMHILL	1 14			STRGHT		N	N	CLD	S-STRGHT	01	NONE 0	STRGHT										013	32,13,30
CITY			WE				MCMINNVILLE	MN 0	SALMON RIVER HY		W	(NONE)	UNKNOWN	N	DRY	SS-O		PRVTE	E -W									000	013	00
N			12P				MCMINVL UA	46.50	NE NORTON LN		05			N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	76	F	OR-Y		052,016,045	000		32,13,30
N			45 12 3.3				-123 10 14.07		003900100S00			(04)														OR<25					
																	02	NONE 1	STRGHT												
																		PRVTE	E -W									000		00
	Not Related																	SEMI TOW		01	DRVR	NONE	39	M	OR-Y		050	000		30
																									OR<25					
																	03	NONE 1	STRGHT												
																		PRVTE	E -W									022		00
																		PSNGR CAR		01	DRVR	INJB	46	M	OR-Y		000	022		00
																									OR<25					
00299	N	N N N	N N 04/02/2022				YAMHILL	1 14			STRGHT		N	N	CLR	O-STRGHT	01	NONE 0	STRGHT										068,119	32,05
CITY			SA				MCMINNVILLE	MN 0	SALMON RIVER HY		W	(NONE)	UNKNOWN	N	DRY	SS-M		PRVTE	W -E									007	068,119	00
Y			5P				MCMINVL UA	46.56	NE NORTON LN		04			N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	33	M	OR-Y		052,044	000		32,05
N			45 12 3.3				-123 10 9.54		003900100S00			(04)														OR<25					
																	02	NONE 0	STRGHT												
																		PRVTE	E -W									000		00
																		PSNGR CAR		01	DRVR	INJB	40	M	OR-Y		000	000		00
																									OR<25					

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039: SALMON RIVER

Highway 039 ALL ROAD TYPES, MP 46.4 to 46.9 01/01/2018 to 12/31/2022, Both Add and Non-Add mileage, ALL Crashes Severity, ALL Crashes Circumstance

5 - 9 of 37 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D C	D R E L S	M A G V	J U N L	S I H	W C R K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
																	02	NONE 0 PRVTE PSNGR CAR	STRGHT E -W	02	PSNG	INJB	13	M			000	000 000		00 00
																	03	NONE 0 PRVTE PSNGR CAR	STRGHT E -W	01	DRVR	INJC	70	M	OR-Y OR>25		000	000 000		00 00
01299 NO RPT	N	N	N	N	12/31/2021 FR	YAMHILL MCMINNVILLE	1 14 MN 0		STRGHT W	(NONE)	Y TRF SIGNAL	N N	CLR WET	S-1STOP REAR	01	NONE 0 PRVTE	STRGHT W -E												29 00
N					5P	MCMINVL UA	46.65	NE NORTON LN	03			N	DARK	INJ		PSNGR CAR		01	DRVR	NONE	49	F	UNK		026	000		29
N					45 12 3.31	-123 10 2.74		003900100300		(04)															OR>25				
																	02	NONE 0 PRVTE PSNGR CAR	STOP W -E	01	DRVR	INJC	39	F	OR-Y OR<25		000	011 000		00 00
01147 NONE	N	N	N	N	N 11/17/2019 SU	YAMHILL MCMINNVILLE	1 14 MN 0		STRGHT W	(NONE)	N UNKNOWN	N N	RAIN WET	S-1STOP REAR	01	NONE 9 N/A	STRGHT W -E												012	07 00
N					3P	MCMINVL UA	46.66	NE NORTON LN	03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N					45 12 3.34	-123 10 2.01		003900100300		(04)															UNK				
																	02	NONE 9 N/A PSNGR CAR	STOP W -E	01	DRVR	NONE	00	Unk	UNK UNK		000	011 000		00 00
00910 CITY	Y	N	N	N	N N	11/12/2020 TH	YAMHILL MCMINNVILLE	1 14 MN 0		SALMON RIVER HY	STRGHT W	(NONE)	N UNKNOWN	N N	CLR DRY	S-1STOP REAR	01	NONE PRVTE	STRGHT W -E												32,07,27 00
N					7A	MCMINVL UA	46.66	NE NORTON LN	04			N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	46	M	SUSP		026,043,047	000		32,07,27
N					45 12 3.33	-123 10 2		003900100300		(04)															OR>25				
																	02	NONE PRVTE PSNGR CAR	STOP W -E	01	DRVR	NONE	60	F	OR-Y OR<25		000	011 000		00 00
00593 CITY	N	N	N	N	N N	06/28/2022 TU	YAMHILL MCMINNVILLE	1 14 MN 0		SALMON RIVER HY	STRGHT W	(NONE)	N NONE	N N	CLR DRY	S-STRGHT SS-O	01	NONE 9 N/A	STRGHT E -W												13 00
N					9A	MCMINVL UA	46.66	NE NORTON LN	04			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N					45 12 3.31	-123 10 1.98		003900100300		(04)															UNK				
																	02	NONE 9 N/A PSNGR CAR	STRGHT E -W	01	DRVR	NONE	00	Unk	UNK UNK		000	000 000		00 00

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

SER# / INVEST / RD DPT / UNLOC?	S P E D C	A L C S	M R J U G N	I C H	S O R	W L K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN / STRGHT	INT-TYPE / (MEDIAN) / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
00240	N	N	N	N			03/20/2020	YAMHILL	1 14		STRGHT		Y	N	CLR	S-1STOP	01	NONE	STRGHT											07,29,27
STATE							FR	MCMINNVILLE	MN 0	SALMON RIVER HY	W	(NONE)	L-CRN-SIG	N	DRY	REAR		PRVTE	W -E									000		00
N							9A	MCMINVL UA	46.66	NE NORTON LN	05			N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	83	F	OR-Y		026	000		07,29,27
N							45 12 3.33	-123 10 1.98		003900100300		(04)													OR<25					
																	02	NONE	STOP										012		00
																		PRVTE	W -E										000		00
																		PSNGR CAR		01	DRVR	INJC	70	F	OR-Y		000	000		00
																									OR<25					
00713	N	N	N	N			07/18/2018	YAMHILL	1 14		STRGHT		N	N	CLR	S-STRGHT	01	NONE 9	STRGHT											29
NONE							WE	MCMINNVILLE	MN 0	SALMON RIVER HY	W	(NONE)	UNKNOWN	N	DRY	REAR		N/A	W -E									000		00
N							4P	MCMINVL UA	46.67	NE NORTON LN	03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N							45 12 3.3	-123 10 1.25		003900100300		(04)													UNK					
																	02	NONE 9	STRGHT										000		00
																		N/A	W -E										000		00
																		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																									UNK					
00535	N	N	N	N			07/24/2020	YAMHILL	1 14		STRGHT		Y	N	CLR	S-1STOP	01	NONE 9	STRGHT											07
NONE							FR	MCMINNVILLE	MN 0	SALMON RIVER HY	W	(NONE)	TRF SIGNAL	N	DRY	REAR		N/A	W -E									088		00
N							6P	MCMINVL UA	46.67	NE NORTON LN	03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N							45 12 3.35	-123 10 1.24		003900100300		(04)													UNK					
																	02	NONE 9	STOP										011		00
																		N/A	W -E										000		00
																		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																									UNK					
00569	N	N	N	N			06/16/2019	YAMHILL	1 14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	STRGHT											07,29
STATE							SU	MCMINNVILLE	MN 0	NE NORTON LN	W		TRF SIGNAL	N	DRY	REAR		PRVTE	W -E									000		00
N							6P	MCMINVL UA	46.67	SALMON RIVER HY	04	1		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	41	F	OTH-Y		026,043	000		07
N							45 12 3.37	-123 10 1.27		003900100300															N-RES					
																	01	NONE	STRGHT										000		00
																		PRVTE	W -E										000		00
																		PSNGR CAR		02	PSNG	INJC	13	F			000	000		00
																	02	NONE 0	STOP										011		00
																		PRVTE	W -E										000		00
																		PSNGR CAR		01	DRVR	INJC	58	M	OTH-Y		000	000		00
																									N-RES					
00522	N	N	N	N	N	N	06/17/2021	YAMHILL	1 14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											27,29
CITY							TH	MCMINNVILLE	MN 0	NE NORTON LN	N		TRF SIGNAL	N	DRY	REAR		PRVTE	N -S									000		00
N							1P	MCMINVL UA	46.69	SALMON RIVER HY	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	23	M	OR-Y		016,043	038		27,29
N							45 12 3.32	-123 9 59.72		003900100300															OR<25					

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039: SALMON RIVER

Highway 039 ALL ROAD TYPES, MP 46.4 to 46.9 01/01/2018 to 12/31/2022, Both Add and Non-Add mileage, ALL Crashes Severity, ALL Crashes Circumstance

14 - 18 of 37 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D C	D M R J S W A U I C O G N H R L K S V L K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS / RES	PED LOC	ERROR	ACT	EVENT	CAUSE
													02	NONE 0	STOP											
														PRVTE	N -S									011		00
														PSNGR CAR		01	DRVR	INJB	61	M	OR-Y		000	000		00
																					OR<25					
00364	N N Y Y N N		05/05/2021	YAMHILL	1 14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											32,29,16
CITY			WE	MCMINNVILLE	MN 0	NE NORTON LN	E		TRF SIGNAL	N	DRY	REAR		PRVTE	E -W									000		00
N			9A	MCMINVL UA	46.69	SALMON RIVER HY	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	44	M	OR-Y		052,026	025		32,29,16
N			45 12 3.32	-123 9 59.72		003900100S00															OR>25					
													02	NONE 0	STOP											
														PRVTE	E -W									011		00
														PSNGR CAR		01	DRVR	INJC	68	F	OR-Y		000	000		00
																					OR<25					
00117	Y N N N N N		02/06/2022	YAMHILL	1 14		INTER	CROSS	N	N	FOG	S-1STOP	01	NONE 0	STRGHT											01,29
STATE			SU	MCMINNVILLE	MN 0	NE NORTON LN	E		TRF SIGNAL	N	WET	REAR		PRVTE	E -W									000		00
N			9A	MCMINVL UA	46.69	SALMON RIVER HY	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	21	M	OR-Y		047,026	000		01,29
N			45 12 3.32	-123 9 59.72		003900100S00															OR>25					
													02	NONE 0	STOP											
														PRVTE	E -W									011		00
														PSNGR CAR		01	DRVR	NONE	45	M	OR-Y		000	000		00
																					OR>25					
00415	N N N N N N		04/22/2018	YAMHILL	1 14		INTER	CROSS	N	N	CLR	S-OTHER	01	NONE 0	TURN-L											13
CITY			SU	MCMINNVILLE	MN 0	NE NORTON LN	W		TRF SIGNAL	N	DRY	TURN		PRVTE	S -W									000		00
N			7P	MCMINVL UA	46.69	SALMON RIVER HY	05	0		N	DUSK	INJ		PSNGR CAR		01	DRVR	INJC	30	F	OR-Y		000	000		00
N			45 12 3.32	-123 9 59.72		003900100S00															OR>25					
													02	NONE 0	TURN-L											
														PRVTE	S -W									000		00
														PSNGR CAR		01	DRVR	NONE	61	F	OR-Y		045	000		13
																					OR<25					
00076	N N N N N N		01/18/2018	YAMHILL	1 14		INTER	CROSS	N	N	RAIN	S-STRGHT	01	NONE 0	STRGHT											10
STATE			TH	MCMINNVILLE	MN 0	NE NORTON LN	W		UNKNOWN	N	WET	SS-O		PRVTE	W -E									006		00
N			7A	MCMINVL UA	46.69	SALMON RIVER HY	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	39	F	NONE		080	017		10
N			45 12 3.32	-123 9 59.72		003900100S00															OR<25					
													02	NONE 1	STRGHT											
														PRVTE	W -E									000		00
														SEMI TOW		01	DRVR	NONE	68	M	OR-Y		000	000		00
																					OR<25					
00517	N N N N N N		07/16/2020	YAMHILL	1 14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											27,07
CITY			TH	MCMINNVILLE	MN 0	NE NORTON LN	W		TRF SIGNAL	N	DRY	REAR		PRVTE	W -E									000		00
N			11A	MCMINVL UA	46.69	SALMON RIVER HY	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	57	M	OR-Y		016,043	038		27,07
N			45 12 3.32	-123 9 59.72		003900100S00															OR<25					

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039: SALMON RIVER

Highway 039 ALL ROAD TYPES, MP 46.4 to 46.9 01/01/2018 to 12/31/2022, Both Add and Non-Add mileage, ALL Crashes Severity, ALL Crashes Circumstance

19 - 23 of 37 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D C	A L	D M R G	J U N	S I H	C N V	W O R L K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
																		02	NONE 0	STOP										
																			PRVTE	W -E									011		00
																			PSNGR CAR		01	DRVR	NONE	68	F	OR-Y OR>25		000	000		00
																		02	NONE 0	STOP										
																			PRVTE	W -E									011		00
																			PSNGR CAR		02	PSNG	INJA	68	F			000	000		00
																		03	NONE 0	STRGHT										
																			PRVTE	W -E									022		00
																			PSNGR CAR		01	DRVR	NONE	58	M	OR-Y OR<25		000	000		00
00984	Y	N	N	N	N	N	12/15/2020	YAMHILL	1 14		INTER	CROSS	N	N	CLD	S-1STOP	01	NONE 9	STRGHT												33,01,10
STATE							TU	MCMINNVILLE	MN 0	NE NORTON LN	W		TRF SIGNAL	N	WET	REAR		N/A	W -E									089		00
N							1P	MCMINVL UA	46.69	SALMON RIVER HY	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N							45 12 3.33	-123 9 59.73		003900100S00																UNK					
																		02	NONE 9	STOP										
																			N/A	W -E									012		00
																			PSNGR CAR		01	DRVR	NONE	00	Unk	UNK UNK		000	000		00
00886	N	N	N	N			09/14/2021	YAMHILL	1 14		INTER	CROSS	N	N	CLR	S-1STOP	01	UNKN 0	STRGHT												29
NONE							TU	MCMINNVILLE	MN 0	NE NORTON LN	W		TRF SIGNAL	N	DRY	REAR		UNKN	W -E									000		00
N							10A	MCMINVL UA	46.69	SALMON RIVER HY	06	0		N	DAY	INJ		UNKNOWN		01	DRVR	NONE	00	F	UNK		026	000		29
N							45 12 3.32	-123 9 59.72		003900100S00																UNK					
																		02	NONE 0	STOP										
																			PRVTE	W -E									012		00
																			PSNGR CAR		01	DRVR	INJC	69	M	OR-Y OR<25		000	000		00
01254	N	N	N	N	N	N	12/21/2021	YAMHILL	1 14		INTER	CROSS	N	N	CLD	S-1STOP	01	NONE 0	STRGHT												06,05,02
CITY							TU	MCMINNVILLE	MN 0	NE NORTON LN	W		TRF SIGNAL	N	WET	SS-O		PRVTE	W -E									000		00
N							1P	MCMINVL UA	46.69	SALMON RIVER HY	06	0		N	DAY	INJ		MOTRHOME		01	DRVR	NONE	29	M	SUSP	034,04,028	000			06,05,02
N							45 12 3.32	-123 9 59.72		003900100S00																OR<25					
																		02	NONE 0	STOP										
																			PRVTE	W -E									012		00
																			PSNGR CAR		01	DRVR	INJC	66	F	OR-Y OR<25		000	000		00
00642	N	N	N	N	N	N	07/17/2021	YAMHILL	1 14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 9	STRGHT												07,29
STATE							SA	MCMINNVILLE	MN 0	NE NORTON LN	W		TRF SIGNAL	N	DRY	REAR		N/A	W -E									000		00
N							8P	MCMINVL UA	46.69	SALMON RIVER HY	06	0		N	DUSK	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N							45 12 3.32	-123 9 59.71		003900100S00																UNK					
																		02	NONE 9	STOP										
																			N/A	W -E									011		00
																			PSNGR CAR		01	DRVR	NONE	00	Unk	UNK UNK		000	000		00

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039: SALMON RIVER

Highway 039 ALL ROAD TYPES, MP 46.4 to 46.9 01/01/2018 to 12/31/2022, Both Add and Non-Add mileage, ALL Crashes Severity, ALL Crashes Circumstance

24 - 28 of 37 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P / E / D / C	D E / L	M A / G	R U / I	J N / H	S C / O	W R / K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TYPE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A C E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
00303	N	N	N	N				04/04/2022	YAMHILL	1 14		INTER	CROSS	N	N	RAIN	S-1STOP	01	NONE 9	STRGHT										29
NONE								MO	MCMINNVILLE	MN 0	NE NORTON LN	W		TRF SIGNAL	N	WET	REAR		N/A	W -E								00C		00
N								7A	MCMINVL UA	46.69	SALMON RIVER HY	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	00C		00
N								45 12 3.32	-123 9 59.72		003900100S00															UNK					
00503	N	N	N	N	N	N	N	06/04/2022	YAMHILL	1 14		INTER	CROSS	N	N	RAIN	S-1STOP	01	NONE 9	STRGHT										29
CITY								SA	MCMINNVILLE	MN 0	SE NORTON LN	W		TRF SIGNAL	N	WET	REAR		N/A	W -E								00C		00
N								5P	MCMINVL UA	46.69	SALMON RIVER HY	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	00C		00
N								45 12 3.32	-123 9 59.72		003900100S00															UNK					
																		02	NONE 9	STOP										
																			N/A	W -E								011		00
																			PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	00C		00
																										UNK					
01280	N	N	N	N				12/15/2022	YAMHILL	1 14		INTER	CROSS	N	N	CLR	O-OTHER	01	NONE 9	TURN-L										08,13,02
NONE								TH	MCMINNVILLE	MN 0	SALMON RIVER HY	CN		TRF SIGNAL	N	DRY	TURN		N/A	S -W								00C		00
N								9A	MCMINVL UA	46.69	NE NORTON LN	01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	00C		00
N								45 12 3.32	-123 9 59.72		003900100S00															UNK					
																		02	NONE 9	TURN-R										
																			N/A	N -W								00C		00
																			PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	00C		00
																										UNK					
00110	N	N	N	N				02/07/2020	YAMHILL	1 14		INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 9	STRGHT										02
NONE								FR	MCMINNVILLE	MN 0	NE NORTON LN	CN		TRF SIGNAL	N	DRY	TURN		N/A	S -N								00C		00
N								2P	MCMINVL UA	46.69	SALMON RIVER HY	04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	00C		00
N								45 12 3.33	-123 9 59.74		003900100S00															UNK					
																		02	NONE 9	TURN-L										
																			N/A	N -E								088		00
																			PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	00C		00
																										UNK					
00236	N	N	Y	N	N	N		03/26/2021	YAMHILL	1 14		STRGHT		Y	N	CLR	S-1TURN	01	NONE 9	TURN-L										08,13
STATE								FR	MCMINNVILLE	MN 0	SALMON RIVER HY	E	(NONE)	TRF SIGNAL	N	DRY	TURN		N/A	E -S								00C		00
N								6P	MCMINVL UA	46.70	NE NORTON LN	06			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	00C		00
N								45 12 3.32	-123 9 59.99		003900100S00		(04)													UNK					
																		02	NONE 9	STRGHT										
																			N/A	E -W								00C		00
																			PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	00C		00
																										UNK					
00232	N	N	N	N	N	N		03/18/2020	YAMHILL	1 14		STRGHT		Y	N	CLR	S-1STOP	01	NONE 9	STRGHT										07
CITY								WE	MCMINNVILLE	MN 0	SALMON RIVER HY	E	(NONE)	TRF SIGNAL	N	DRY	REAR		N/A	E -W								089		00
N								4P	MCMINVL UA	46.71	NE NORTON LN	06			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	00C		00
N								45 12 3.35	-123 9 58.29		003900100S00		(04)													UNK					

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039: SALMON RIVER

Highway 039 ALL ROAD TYPES, MP 46.4 to 46.9 01/01/2018 to 12/31/2022, Both Add and Non-Add mileage, ALL Crashes Severity, ALL Crashes Circumstance

29 - 32 of 37 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	D R E A	M J U I	S C G N	W O R K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A C E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
																02	NONE 9	STOP										
																	N/A	E -W									011		00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																								UNK					
00374	N	N	N	N	N	04/24/2019	YAMHILL	1 14		STRGHT		N	Y	CLR	FIX OBJ	01	NONE 9	STRGHT										040,092	26
CITY						WE	MCMINNVILLE	MN 0	SALMON RIVER HY	E	(NONE)	UNKNOWN	N	DRY	FIX		N/A	W -E								000		00
Y						5A	MCMINVL UA	46.72	NE NORTON LN	01			N	DAWN	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N						45 12 3.32	-123 9 57.53		003900100300		(04)													UNK					
00546	Y	Y	Y	N	N	07/29/2020	YAMHILL	1 14		STRGHT		Y	N	CLR	S-1STOP	01	NONE	STRGHT										013	01,29,10
CITY						WE	MCMINNVILLE	MN 0	SALMON RIVER HY	E	(NONE)	TRF SIGNAL	N	DRY	REAR		PRVTE	E -W								000		00
N						5P	MCMINVL UA	46.72	NE NORTON LN	05			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	33	M	OR-Y		026	000		01,29,10
N						45 12 3.39	-123 9 57.57		003900100300		(04)													OR>25					
																02	NONE	STOP										
																	PRVTE	E -W									011	013	00
																	PSNGR CAR		01	DRVR	NONE	60	M	OTH-Y		000	000		00
																								N-REG					
																03	NONE	STOP										
																	PRVTE	E -W									011	013	00
																	PSNGR CAR		01	DRVR	INJC	21	M	OR-Y		000	000		00
																								OR<25					
																04	NONE	STOP										
																	PRVTE	E -W									011		00
																	PSNGR CAR		01	DRVR	NONE	26	F	OR-Y		000	000		00
																								OR<25					
00372	N	N	N	N		04/24/2019	YAMHILL	1 14		STRGHT		N	N	CLR	O-STRGHT	01	NONE	STRGHT											05,15,33
CITY						WE	MCMINNVILLE	MN 0	NE NORTON LN	E	(NONE)	UNKNOWN	N	DRY	SS-M		PRVTE	E -W								000		00
Y						6A	MCMINVL UA	46.73	SALMON RIVER HY	04			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	44	M	SUSP		044,051,080	017		05,15,33
N						45 12 3.34	-123 9 56.78		003900100300		(04)													OR<25					
																02	NONE	STRGHT										
																	PRVTE	W -E									000		00
																	PSNGR CAR		01	DRVR	INJB	44	M	OR-Y		000	000		00
																								OR<25					
																03	NONE	STRGHT										
																	PRVTE	W -E									000		00
																	PSNGR CAR		01	DRVR	INJC	29	M	OR-Y		000	000		00
																								OR<25					
00177	N	N	N	N	N	02/26/2022	YAMHILL	1 14		STRGHT		N	N	RAIN	S-STRGHT	01	NONE 0	STRGHT											07,29
STATE						SA	MCMINNVILLE	MN 0	SALMON RIVER HY	UN	(NONE)	NONE	N	WET	REAR		PRVTE	E -W								000		00
N						7P	MCMINVL UA	46.79	NE NORTON LN	06			N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	16	F	OR-Y		043,042	000		07,29
N						45 12 3.34	-123 9 52.37		003900100300		(04)													OR<25					
																01	NONE 0	STRGHT										
																	PRVTE	E -W									000		00
																	PSNGR CAR		02	PSNG	INJC	16	F			000	000		00

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039: SALMON RIVER

Highway 039 ALL ROAD TYPES, MP 46.4 to 46.9 01/01/2018 to 12/31/2022, Both Add and Non-Add mileage, ALL Crashes Severity, ALL Crashes Circumstance

33 - 37 of 37 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	D R E A	M J U L	S I G S	W C N V	O H L	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
																	02	NONE 0 PRVTE PSNGR CAR	STRGHT E -W	01	DRVR	INJC	37	F	OR-Y OR<25		000	000 000		00 00
00546	N	N	N	N	N	N	06/22/2021	YAMHILL	1 14		STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT										013	27,29
CITY			TU				MCMINNVILLE	MN 0 SALMON RIVER HY			E	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	E -W									000		00
N			6P				MCMINVL UA	46.79 NE NORTON LN			06			N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	48	M	OR-Y		016,026	038		27,29
N			45 12 3.34				-123 9 52.38			003900100S00		(04)													OR<25					
																	02	NONE 0 PRVTE PSNGR CAR	STOP E -W	01	DRVR	INJC	43	M	OR-Y OR<25		000	011 000	013	00 00
																	03	NONE 0 PRVTE PSNGR CAR	STOP E -W	01	DRVR	INJB	43	F	OR-Y OR<25		000	022 022		00 00
00908	N	N	N	N			09/21/2022	YAMHILL	1 14		STRGHT		N	N	CLR	ANIMAL	01	NONE 9	STRGHT										035	12
NONE			WE				MCMINNVILLE	MN 0 SALMON RIVER HY			E	(NONE)	NONE	N	DRY	OTH		N/A	E -W									000		00
N			8P				MCMINVL UA	46.80 NE NORTON LN			06			N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
Not Related N			45 12 3.34				-123 9 51.64			003900100S00		(04)													UNK					
00066	N	N	N	N			01/25/2022	YAMHILL	1 14		STRGHT		N	N	CLD	S-1STOP	01	NONE 0	STRGHT										013	07,29
CITY			TU				MCMINNVILLE	MN 0 SALMON RIVER HY			E	(NONE)	NONE	N	DRY	REAR		PRVTE	E -W									000		00
N			2P				MCMINVL UA	46.89 NE NORTON LN			03			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	75	F	OR-Y		043,026	000		07,29
N			45 12 3.36				-123 9 45.04			003900100S00		(04)													OR<25					
																	02	NONE 0 PRVTE PSNGR CAR	STOP E -W	01	DRVR	NONE	53	M	OR-Y OR>25		000	011 000	013	00 00
																	03	NONE 0 PRVTE PSNGR CAR	STOP E -W	01	DRVR	INJC	57	F	OTH-Y N-REQ		000	022 022		00 00
																	03	NONE 0 PRVTE PSNGR CAR	STOP E -W	02	PSNG	INJC	07	F			000	022 000		00 00
00403	N	N	N	N	N	N	05/07/2022	YAMHILL	1 19 1		STRGHT		N	Y	CLD	FIX OBJ	01	NONE 9	STRGHT										040,054	27
CITY			SA				MCMINNVILLE	CN 0 NE NORTON LN			S	(NONE)	NONE	N	DRY	FIX		N/A	S -N									000		00
Y			12P				MCMINVL UA	46.72 SALMON RIVER HY			01			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N			45 12 1.28				-123 9 59.76			0039AN100S00		(02)													UNK					

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039: SALMON RIVER

Highway 039 ALL ROAD TYPES, MP 47.15 to 47.55 01/01/2018 to 12/31/2022, Both Add and Non-Add mileage, ALL Crashes Severity, ALL Crashes Circumstance

1 - 5 of 24 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E L D	D R A G C	M J U S	S N I V	W O H L	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN / STRGHT	INT-TYPE / (MEDIAN) / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TYPE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A C E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
00277	N	N	N	N		02/09/2020	YAMHILL	1 14		STRGHT		N	N	CLR	S-STRGHT	01	NONE 9	STRGHT											32,07
NO RPT						SU	MCMINNVILLE	MN 0	SALMON RIVER HY	W	(NONE)	UNKNOWN	N	DRY	REAR		N/A	W -E									089		00
N						3A	MCMINVL UA	47.33	CUMULUS AVE CN	04			N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N						45 12 3.29	-123 9 12.72		003900100300		(04)													UNK					
																02	NONE 9	STRGHT									000		00
																	N/A	W -E									000		00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																								UNK					
00006	N	N	N	N	N N	01/04/2022	YAMHILL	1 14		STRGHT		Y	N	RAIN	S-1STOP	01	NONE 0	STRGHT										093	07,27,29
CITY						TU	MCMINNVILLE	MN 0	SALMON RIVER HY	W	(NONE)	TRF SIGNAL	N	WET	REAR		PRVTE	W -E								000		00
N						7A	MCMINVL UA	47.34	CUMULUS AVE CN	03			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	39	M	SUSP		043,016,042	038	093	07,27,29
N						45 12 3.27	-123 9 12.01		003900100300		(04)													OR<25					
																02	NONE 0	STRGHT									000		00
																	PRVTE	W -E									000		00
																	PSNGR CAR		01	DRVR	INJC	47	M	OR-Y		000	000		00
																								OR<25					
																02	NONE 0	STRGHT									000		00
																	PRVTE	W -E									000		00
																	PSNGR CAR		02	PSNG	INJC	15	M			000	000		00
00117	N	N	N	N		02/10/2020	YAMHILL	1 14		STRGHT		Y	N	CLR	S-1STOP	01	NONE	STRGHT											07
CITY						MO	MCMINNVILLE	MN 0	SALMON RIVER HY	E	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	W -E									000		00
N						8A	MCMINVL UA	47.36	CUMULUS AVE CN	03			N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	20	F	OR-Y		043	000		07
N						45 12 3.27	-123 9 10.54		003900100300		(04)													OR<25					
																02	NONE	STRGHT									000		00
																	PRVTE	W -E									000		00
																	PSNGR CAR		01	DRVR	NONE	20	F	OR-Y		000	000		00
																								OR<25					
00218	N	N	N	N	N N	03/21/2021	YAMHILL	1 14		STRGHT		N	Y	CLR	FIX OBJ	01	NONE 0	STRGHT											079,062,010	33,27,16
CITY						SU	MCMINNVILLE	MN 0	SALMON RIVER HY	W	(NONE)	UNKNOWN	N	DRY	FIX		PRVTE	E -W									000	079,062,010	00
Y						2A	MCMINVL UA	47.36	CUMULUS AVE CN	08			N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	20	F	SUSP		051,016,081	038		33,27,16
N						45 12 3.25	-123 9 10.53		003900100300		(04)													OR<25					
01047	N	N	N	N	N N	10/22/2019	YAMHILL	1 14		STRGHT		N	N	CLD	S-1STOP	01	NONE 9	STRGHT											07
CITY						TU	MCMINNVILLE	MN 0	SALMON RIVER HY	W	(NONE)	UNKNOWN	N	WET	REAR		N/A	W -E									000		00
N						7A	MCMINVL UA	47.37	CUMULUS AVE CN	03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N						45 12 3.25	-123 9 9.82		003900100300		(04)													UNK					
																02	NONE 9	STOP									011		00
																	N/A	W -E									000		00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																								UNK					

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039: SALMON RIVER

Highway 039 ALL ROAD TYPES, MP 47.15 to 47.55 01/01/2018 to 12/31/2022, Both Add and Non-Add mileage, ALL Crashes Severity, ALL Crashes Circumstance

6 - 8 of 24 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D C	D R E L N	M J U I S	S C N H V	W O R L K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN / STRGHT	INT-TYPE / (MEDIAN) / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A C E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
00984	N	N	N	N		10/05/2019	YAMHILL	1 14				Y	N	CLR	S-1STOP	01	NONE 9	STRGHT											29
NONE						SA	MCMINNVILLE	MN 0	SALMON RIVER HY	W	(NONE)	UNKNOWN	N	DRY	REAR		N/A	W -E									000		00
N						1P	MCMINVL UA	47.37	CUMULUS AVE CN	04			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N						45 12 3.23	-123 9 9.83		003900100300		(04)													UNK					
																02	NONE 9	STOP											
																	N/A	W -E									011		00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																								UNK					
00769	N	N	N	N		06/12/2019	YAMHILL	1 14		INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE	STRGHT											07,29
STATE						MO	MCMINNVILLE	MN 0	SALMON RIVER HY	W		TRF SIGNAL	N	DRY	REAR		PRVTE	W -E									000		00
N						5P	MCMINVL UA	47.37	CUMULUS AVE CN	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	21	F	OTH-Y		026,043	000		07,29
N						45 12 3.27	-123 9 9.8		003900100300															N-RES					
																02	NONE	STOP											
																	PRVTE	W -E									011		00
																	PSNGR CAR		01	DRVR	NONE	40	M	OR-Y		000	000		00
																								OR>25					
																02	NONE	STOP											
																	PRVTE	W -E									011		00
																	PSNGR CAR		02	PSNG	INJB	37	F			000	000		00
01006	N	N	N	N	N	09/29/2018	YAMHILL	1 14		STRGHT		N	N	CLR	S-STRGHT	01	NONE	STRGHT											16,29
STATE						SA	MCMINNVILLE	MN 0	SALMON RIVER HY	W	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	E -W									000		00
N						12P	MCMINVL UA	47.38	CUMULUS AVE CN	03			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	34	F	SUSP		042	025		16,29
N						45 12 3.24	-123 9 9.06		003900100300		(04)													OR<25					
																02	NONE 1	STRGHT											
																	PRVTE	E -W									000		00
																	PSNGR CAR		01	DRVR	INJC	37	M	NONE		000	000		00
																								OR<25					
00845	N	N	N	N		08/20/2018	YAMHILL	1 14		STRGHT		N	N	CLR	S-1STOP	01	NONE	STRGHT											29
NONE						MO	MCMINNVILLE	MN 0	SALMON RIVER HY	W	(NONE)	L-TURN REF	N	DRY	REAR		PRVTE	W -E									000		00
N						10A	MCMINVL UA	47.38	CUMULUS AVE CN	05			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	29	M	OR-Y		026	000		29
N						45 12 3.24	-123 9 9.07		003900100300		(05)													OR<25					
																02	NONE	STOP											
																	PRVTE	W -E									011		00
																	PSNGR CAR		01	DRVR	INJC	41	M	OR-Y		000	000		00
																								OR>25					
																02	NONE	STOP											
																	PRVTE	W -E									011		00
																	PSNGR CAR		02	PSNG	INJC	41	F			000	000		00
																02	NONE	STOP											
																	PRVTE	W -E									011		00
																	PSNGR CAR		03	PSNG	INJC	21	M			000	000		00

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039: SALMON RIVER

Highway 039 ALL ROAD TYPES, MP 47.15 to 47.55 01/01/2018 to 12/31/2022, Both Add and Non-Add mileage, ALL Crashes Severity, ALL Crashes Circumstance

9 - 13 of 24 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P / E / D / C	D M R / A / L / S	U / G / N / V	I / H / L	C / R / K	S / O / W	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT EVENT	CAUSE
																	02	NONE PRVTE PSNGR CAR	STOP W -E	04	PSNG	INJC	07	F		000	011 000	00 00
00933 CITY	N	N N N N	N			N	09/24/2019 TU	YAMHILL MCMINNVILLE	1 14 MN 0	SALMON RIVER HY	INTER N	CROSS	N TRF SIGNAL	N N	CLR DRY	S-STRGHT REAR	01	NONE 9 N/A	STRGHT N -S									07,27 00
N			7A				MCMINVL UA	47.39	CUMULUS AVE CN	06	0		N	DAY	PDO			PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
N			45 12 3.26				-123 9 8.35		003900100S00																UNK			
																	02	NONE 9 N/A PSNGR CAR	TURN-R N -W	01	DRVR	NONE	00	Unk	UNK UNK		000	00 000	00 00
00331 NO RPT	N	N N N	N				04/22/2021 TH	YAMHILL MCMINNVILLE	1 14 MN 0	SALMON RIVER HY	INTER E	3-LEG	N L-GRN-SIG	N N	CLR DRY	S-STRGHT REAR	01	NONE 9 N/A	TURN-L E -S									29 00
N			2P				MCMINVL UA	47.39	CUMULUS AVE CN	06	0		N	DAY	PDO			PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
N			45 12 3.23				-123 9 8.33		003900100S00																UNK			
																	02	NONE 9 N/A PSNGR CAR	TURN-L E -S	01	DRVR	NONE	00	Unk	UNK UNK		006 000	00 00
00911 CITY	N	N N N	N				09/19/2019 TH	YAMHILL MCMINNVILLE	1 14 MN 0	SALMON RIVER HY	INTER W	3-LEG	N TRF SIGNAL	N N	FOG DRY	S-1STOP REAR	01	NONE PRVTE	STRGHT W -E									32,29,27 00
N			8A				MCMINVL UA	47.39	CUMULUS AVE CN	06	0		N	DAY	INJ			PSNGR CAR		01	DRVR	NONE	32	M	OR-Y	026,052	039	32,29,27
N			45 12 3.27				-123 9 8.33		003900100S00																OR<25			
																	02	NONE PRVTE PSNGR CAR	TURN-L W -N	01	DRVR	INJC	26	F	OR-Y OR<25	000	012 000	00 00
01049 STATE	N	N N N N N	N				11/01/2021 MO	YAMHILL MCMINNVILLE	1 14 MN 0	SALMON RIVER HY	INTER W	3-LEG	N L-GRN-SIG	N N	RAIN WET	S-1STOP REAR	01	NONE 9 N/A	STRGHT W -E									07,29 00
N			6P				MCMINVL UA	47.39	CUMULUS AVE CN	06	0		N	DLIT	PDO			PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
N			45 12 3.23				-123 9 8.34		003900100S00																UNK			
																	02	NONE 9 N/A PSNGR CAR	STOP W -E	01	DRVR	NONE	00	Unk	UNK UNK		012 000	00 00
00582 STATE	N	N N N N N	N				06/10/2018 SU	YAMHILL MCMINNVILLE	1 14 MN 0	SALMON RIVER HY	INTER CN	3-LEG	N TRF SIGNAL	N N	RAIN WET	ANGL-OTH TURN	01	NONE 0 PRVTE	STRGHT E -W									04 00
N			5P				MCMINVL UA	47.39	CUMULUS AVE CN	01	0		N	DAY	INJ			PSNGR CAR		01	DRVR	INJC	69	F	OR-Y	020	000	04
N			45 12 3.23				-123 9 8.34		003900100S00																OR<25			

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039: SALMON RIVER

Highway 039 ALL ROAD TYPES, MP 47.15 to 47.55 01/01/2018 to 12/31/2022, Both Add and Non-Add mileage, ALL Crashes Severity, ALL Crashes Circumstance

14 - 17 of 24 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D C	D R E L S	M J U I N V	S C H L	W O R K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT EVENT	CAUSE
																01	NONE 0 PRVTE PSNGR CAR	STRGHT E -W	02	PSNG	INJC	21 F			000 000	00 00
																02	NONE 0 PRVTE PSNGR CAR	TURN-L N -E	01	DRVR	INJB	42 F	OR-Y OR>25		000 000	00 00
																02	NONE 0 PRVTE PSNGR CAR	TURN-L N -E	02	PSNG	INJB	22 F			000 000	00 00
																02	NONE 0 PRVTE PSNGR CAR	TURN-L N -E	03	PSNG	INJB	07 M			000 000	00 00
00141 CITY	N	N	N	N		08/05/2019 MO	YAMHILL MCMINNVILLE	1 14 MN 0	SALMON RIVER HY	INTER CN	3-LEG	N TRF SIGNAL	N N	CLR DRY	ANCL-OTH ANCL	01	NONE PRVTE PSNGR CAR	STRGHT E -W	01	DRVR	INJC	19 F	OR-Y OR<25		000	000 000	02 00
N						9A 45 12 3.25	MCMINVL UA -123 9 8.36	47.39	CUMULUS AVE CN 003900100300	01	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	19 F	OR-Y OR<25		000	000	00
																02	NONE PRVTE PSNGR CAR	TURN-R N -W	01	DRVR	INJB	88 M	OTH-Y OR<25	028	016 000	00 02
																02	NONE PRVTE PSNGR CAR	TURN-R N -W	02	PSNG	INJC	83 F			016 000	00 00
00283 COUNTY	N	N	N	N	N N	03/31/2022 TH	YAMHILL MCMINNVILLE	1 14 MN 0	SALMON RIVER HY	INTER CN	3-LEG	N TRF SIGNAL	N N	CLR DRY	ANGL-OTH TURN	01	NONE 0 PRVTE	STRGHT E -W									000	04 00
N						7A 45 12 3.23	MCMINVL UA -123 9 8.34	47.39	CUMULUS AVE CN 003900100300	01	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	00 M	UNK UNK	020	000	04
																02	NONE 0 PRVTE PSNGR CAR	TURN-L N -E	01	DRVR	INJB	48 M	OR-Y OR<25	000	000 000	00 00
00406 NO RPT	N	N	N	N		04/19/2018 TH	YAMHILL MCMINNVILLE	1 14 MN 0	SALMON RIVER HY	INTER CN	CROSS	N L-GRN-SIG	N N	CLR DRY	O-1 L-TURN TURN	01	NONE 9 N/A	STRGHT E -W									013 022	02 00
N						7A 45 12 3.23	MCMINVL UA -123 9 8.34	47.39	CUMULUS AVE CN 003900100300	02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00 Unk	UNK UNK	000	000	00
																02	NONE 9 N/A PSNGR CAR	TURN-L W -N	01	DRVR	NONE	00 Unk	UNK UNK	000	022 000	00 00

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039: SALMON RIVER

Highway 039 ALL ROAD TYPES, MP 47.15 to 47.55 01/01/2018 to 12/31/2022, Both Add and Non-Add mileage, ALL Crashes Severity, ALL Crashes Circumstance

18 - 23 of 24 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P / E / E / D	A	D M R / U / L / C	J / I / N / S	S / C / H / V	W / O / R / L	K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / LEGS (#LANES) / INT-REL / TRAF-CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A C E	S E X	LICNS / RES	PED LOC	ERROR	ACT	EVENT	CAUSE
00646	N		N	N	N			07/06/2019	YAMHILL	1 14		INTER	CROSS	N	CLD	O-1 L-TURN	01	NONE	STRGHT											04,02
STATE								SA	MCMINNVILLE	MN 0	SALMON RIVER HY	CN		N	DRY	TURN		PRVTE	E -W									000		00
N								9P	MCMINVL UA	47.39	CUMULUS AVE CN	02	0	N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	26	F	OR-Y		000	000		00
N								45 12 3.23	-123 9 8.34		003900100S00														OR<25					
																	02	NONE	TURN-L											
																		PRVTE	W -N									000		00
																		PSNGR CAR		01	DRVR	INJC	19	M	NONE		020,004,028	000		04,02
																									OR<25					
00824	N	N	N	N	N	N	N	06/29/2021	YAMHILL	1 14		STRGHT		Y	N	CLR	S-1STOP	01	NONE 0	STRGHT										07,27,29
STATE								SU	MCMINNVILLE	MN 0	SALMON RIVER HY	E	(NONE)	TRF SIGNAL	N	DRY	REAR		PRVTE	W -E									000		00
N								7P	MCMINVL UA	47.40	CUMULUS AVE CN	03			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	19	M	OTH-Y		043,016,026	000		07,27,29
N								45 12 3.23	-123 9 7.59		003900100S00		(04)												OR>25					
																	02	NONE 0	STOP											
																		PRVTE	W -E									011		00
																		PSNGR CAR		01	DRVR	INJC	36	F	SUSP		000	000		00
																									OR>25					
00293	Y	N	Y	N	N	N		04/01/2022	YAMHILL	1 14		STRGHT		N	Y	CLR	FIX OBJ	01	NONE 0	STRGHT										053	30,16
CITY								FR	MCMINNVILLE	MN 0	SALMON RIVER HY	E	(NONE)	NONE	N	DRY	FIX		PRVTE	E -W									000	053	00
Y								5A	MCMINVL UA	47.46	CUMULUS AVE CN	08			N	DARK	INJ		PSNGR CAR		01	DRVR	INJB	32	M	SUSP		050,080,081	025		30,16
N								45 12 3.22	-123 9 3.14		003900100S00		(04)												OR>25					
00818	N	N	N	N	N	N		10/17/2020	YAMHILL	1 14		STRGHT		N	Y	CLR	FIX OBJ	01	NONE 9	STRGHT										079,053	16
STATE								SA	MCMINNVILLE	MN 0	SALMON RIVER HY	W	(NONE)	UNKNOWN	N	DRY	FIX		N/A	W -E									088		00
Y								1A	MCMINVL UA	47.50	ARMORY WAY	08			N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N								45 12 3.22	-123 9 .17		003900100S00		(04)												UNK					
01016	N	N	N	N	N			07/04/2019	YAMHILL	1 14		STRGHT		N	N	CLR	S-STRGHT	01	NONE 9	STRGHT										13,06,02
NONE								TH	MCMINNVILLE	MN 0	SALMON RIVER HY	UN	(NONE)	UNKNOWN	N	DRY	SS-O		N/A	W -E									052		00
N								8P	MCMINVL UA	47.54	CUMULUS AVE CN	03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N								45 12 3.2	-123 9 57.2		003900100S00		(04)												UNK					
																	02	NONE 9	STRGHT											
Not Related																		N/A	W -E									000		00
																		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																									UNK					
00391	N	N	N	N	N	N	N	05/29/2020	YAMHILL	1 19 1		INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE 0	STRGHT										07,27
CITY								FR	MCMINNVILLE	CN 0	SALMON RIVER HY	N		TRF SIGNAL	N	DRY	REAR		PRVTE	N -S									000		00
N								10A	MCMINVL UA	47.39	CUMULUS AVE CN	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	16	F	OR-Y		043,026,016	038		07,27
N								45 12 3.25	-123 9 8.35		0039BB100S00														OR<25					
																	02	NONE 0	STOP											
																		PRVTE	N -S									011		00
																		PSNGR CAR		01	DRVR	INJC	52	F	OR-Y		000	000		00
																									OR<25					

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039: SALMON RIVER

Highway 039 ALL ROAD TYPES, MP 47.15 to 47.55 01/01/2018 to 12/31/2022, Both Add and Non-Add mileage, ALL Crashes Severity, ALL Crashes Circumstance

24 - 24 of 24 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P / E / E / D	D R / A / L / C	M J / U / G / S	S / I / N / V	C / H / L	W / R / K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A C / E	S E / X	LICNS / RES	PED LOC	ERROR	ACT	EVENT	CAUSE
00164	N	N	N N				02/08/2018	YAMHILL	1 19	1	INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE 9	STRGHT										07,29
NONE							TH	MCMINNVILLE	CN 0	SALMON RIVER HY	N		TRF SIGNAL	N	DRY	REAR		N/A	N -S								000		00
N							10A	MCMINVL UA	47.41	CUMULUS AVE CN	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N							45 12 4.2	-123 9 8.36		0039BB100800		(02)													UNK				
																	02	NONE 9	STOP										
																		N/A	N -S								012		00
																		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																									UNK				

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Oregon Department of Transportation

Transportation Development Branch

Transportation Planning Analysis Unit

Preliminary Traffic Signal Warrant Analysis[1]

Major Street:	Three Mile Lane	**Minor Street:**	SE 1st Street
Project:	2245 NE Cumulus Avenue ZC	**City/County:**	McMinnville
Year:	2041	**Alternative:**	0

Preliminary Signal Warrant Volumes

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants 100	70	Percent of standard warrants 100	70
Case A: Minimum Vehicular Traffic					
1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500
Case B: Interruption of Continuous Traffic					
1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250
X	100 percent of standard warrants				
	70 percent of standard warrants[2]				

Preliminary Signal Warrant Calculation

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	1	8850	15570	N
	Minor	1	2650	30	
Case B	Major	1	13300	15570	N
	Minor	1	1350	30	

Analyst and Date: Reviewer and Date:

[1] Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

[2] Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

Analysis Procedures Manual
February 2009

Oregon Department of Transportation

Transportation Development Branch

Transportation Planning Analysis Unit

Preliminary Traffic Signal Warrant Analysis[1]

Major Street:	Three Mile Lane	**Minor Street:**	Nehemiah Ln/Cumulus Ave
Project:	2245 NE Cumulus Avenue ZC	**City/County:**	McMinnville
Year:	2041	**Alternative:**	0

Preliminary Signal Warrant Volumes

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants 100	70	Percent of standard warrants 100	70
Case A: Minimum Vehicular Traffic					
1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500
Case B: Interruption of Continuous Traffic					
1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250
	100 percent of standard warrants				
X	70 percent of standard warrants[2]				

Preliminary Signal Warrant Calculation

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	1	6200	19330	N
	Minor	1	1850	90	
Case B	Major	1	9300	19330	N
	Minor	1	950	90	

Analyst and Date:	Reviewer and Date:

[1] Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

[2] Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

Analysis Procedures Manual
February 2009

Oregon Department of Transportation

Transportation Development Branch

Transportation Planning Analysis Unit

Preliminary Traffic Signal Warrant Analysis[1]

Major Street:	NE Cumulus Avenue	**Minor Street:**	NE Pacific Street
Project:	2245 NE Cumulus Avenue ZC	**City/County:**	McMinnville
Year:	2041	**Alternative:**	0

Preliminary Signal Warrant Volumes

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants 100	70	Percent of standard warrants 100	70
Case A: Minimum Vehicular Traffic					
1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500
Case B: Interruption of Continuous Traffic					
1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250
X	100 percent of standard warrants				
	70 percent of standard warrants[2]				

Preliminary Signal Warrant Calculation

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	1	8850	4240	N
	Minor	1	2650	50	
Case B	Major	1	13300	4240	N
	Minor	1	1350	50	

Analyst and Date: Reviewer and Date:

[1] Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

[2] Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

Analysis Procedures Manual
February 2009

Oregon Department of Transportation

Transportation Development Branch

Transportation Planning Analysis Unit

Preliminary Traffic Signal Warrant Analysis[1]

Major Street:	NE Cumulus Avenue	**Minor Street:**	NE Norton Lane
Project:	2245 NE Cumulus Avenue ZC	**City/County:**	McMinnville
Year:	2041	**Alternative:**	0

Preliminary Signal Warrant Volumes

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants 100	70	Percent of standard warrants 100	70
Case A: Minimum Vehicular Traffic					
1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500
Case B: Interruption of Continuous Traffic					
1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250
X	100 percent of standard warrants				
	70 percent of standard warrants[2]				

Preliminary Signal Warrant Calculation

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	1	8850	6620	N
	Minor	1	2650	2300	
Case B	Major	1	13300	6620	N
	Minor	1	1350	2300	

Analyst and Date: Reviewer and Date:

[1] Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

[2] Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

Analysis Procedures Manual
February 2009

Left-Turn Lane Warrant Analysis

Project: 2245 NE Cumulus Avenue Zone Change
Intersection: NE Cumulus Avenue & NE Three Mile Lane
Date: 1/19/2026
Scenario: 2041 Buildout Conditions - PM Peak Hour (SB)

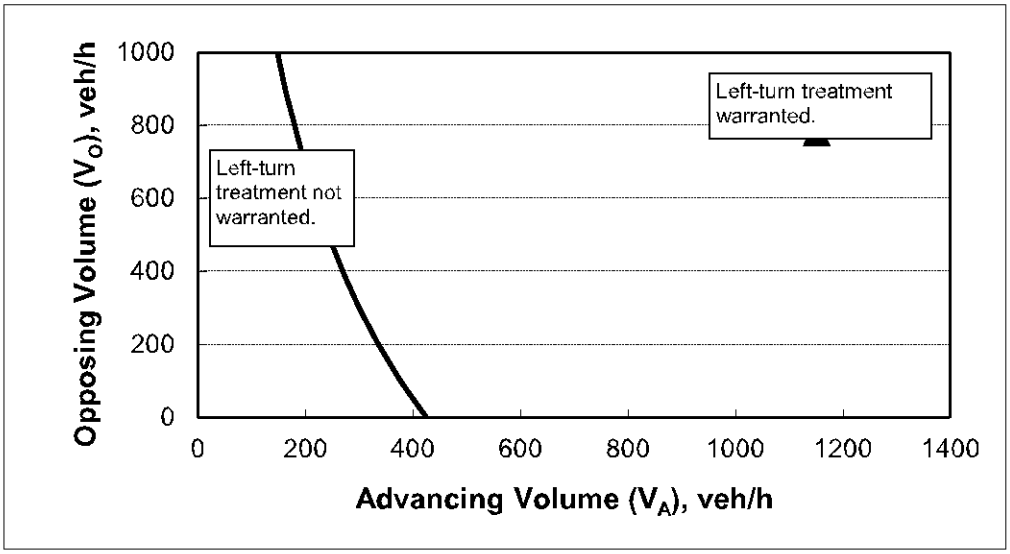
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	40
Percent of left-turns in advancing volume (V_A), %:	21%
Advancing volume (V_A), veh/h:	1152
Opposing volume (V_O), veh/h:	780

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	184
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

Project: 2245 NE Cumulus Avenue Zone Change
Intersection: NE Cumulus Avenue & NE Three Mile Lane
Date: 1/19/2026
Scenario: 2041 Background Conditions - PM Peak Hour (SB)

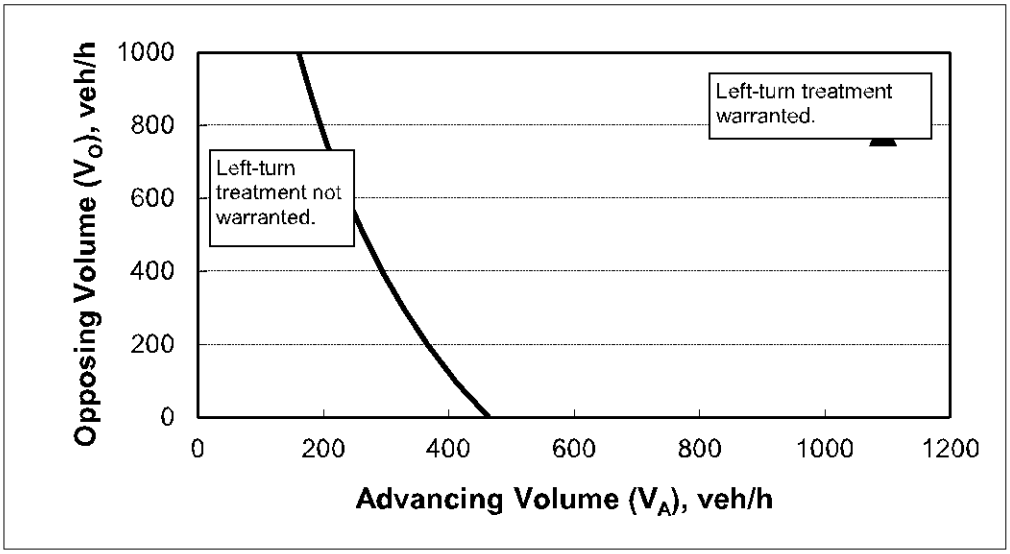
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	40
Percent of left-turns in advancing volume (V_A), %:	17%
Advancing volume (V_A), veh/h:	1093
Opposing volume (V_O), veh/h:	780

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	200
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

Project: 2245 NE Cumulus Avenue Zone Change
Intersection: NE Cumulus Avenue & NE Three Mile Lane
Date: 1/19/2026
Scenario: 2025 Existing Conditions - PM Peak Hour (SB)

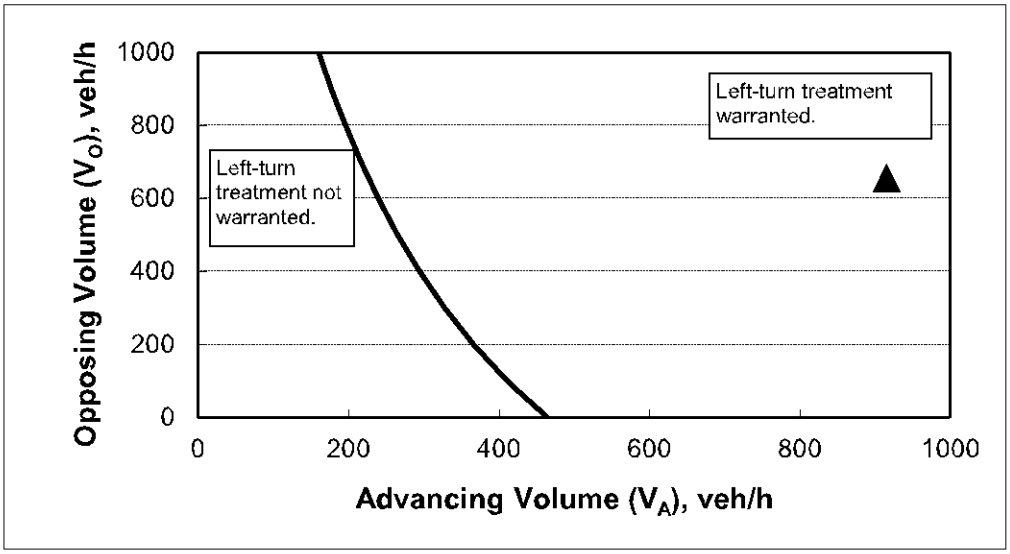
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	40
Percent of left-turns in advancing volume (V_A), %:	17%
Advancing volume (V_A), veh/h:	916
Opposing volume (V_O), veh/h:	655

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	226
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

Project: 2245 NE Cumulus Avenue Zone Change
Intersection: NE Cumulus Avenue & NE Three Mile Lane
Date: 1/19/2026
Scenario: 2041 Buildout Conditions - PM Peak Hour (NB)

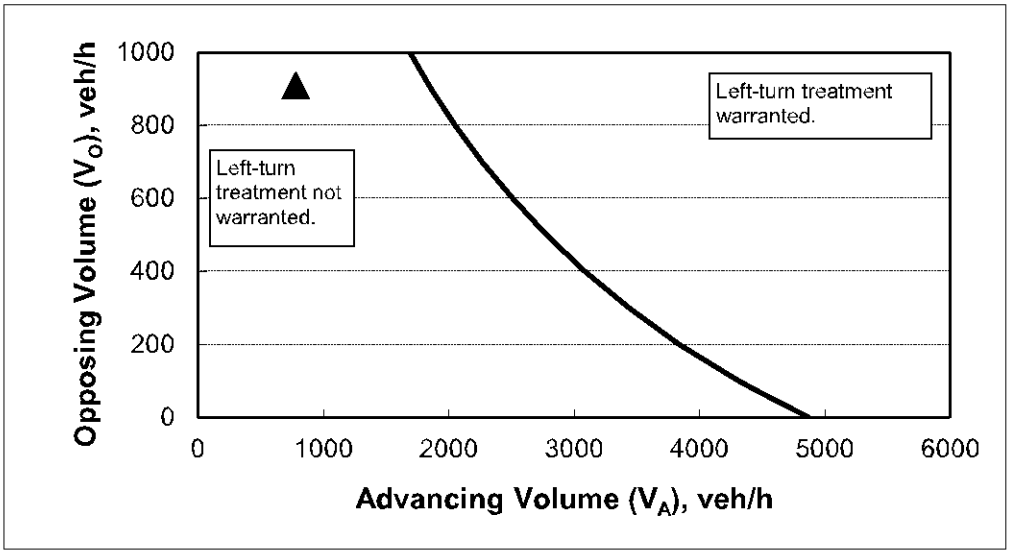
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	40
Percent of left-turns in advancing volume (V_A), %:	0%
Advancing volume (V_A), veh/h:	781
Opposing volume (V_O), veh/h:	908

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1850
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Appendix E

Level of Service Descriptions

Capacity Reports

LEVEL OF SERVICE

Level of service is used to describe the quality of traffic flow. Levels of service A to C are considered good, and rural roads are usually designed for level of service C. Urban streets and signalized intersections are typically designed for level of service D. Level of service E is considered to be the limit of acceptable delay. For unsignalized intersections, level of service E is generally considered acceptable. Here is a more complete description of levels of service:

Level of service A: Very low delay at intersections, with all traffic signal cycles clearing and no vehicles waiting through more than one signal cycle. On highways, low volume and high speeds, with speeds not restricted by other vehicles.

Level of service B: Operating speeds beginning to be affected by other traffic; short traffic delays at intersections. Higher average intersection delay than for level of service A resulting from more vehicles stopping.

Level of service C: Operating speeds and maneuverability closely controlled by other traffic; higher delays at intersections than for level of service B due to a significant number of vehicles stopping. Not all signal cycles clear the waiting vehicles. This is the recommended design standard for rural highways.

Level of service D: Tolerable operating speeds; long traffic delays occur at intersections. The influence of congestion is noticeable. At traffic signals many vehicles stop, and the proportion of vehicles not stopping declines. The number of signal cycle failures, for which vehicles must wait through more than one signal cycle, are noticeable. This is typically the design level for urban signalized intersections.

Level of service E: Restricted speeds, very long traffic delays at traffic signals, and traffic volumes near capacity. Flow is unstable so that any interruption, no matter how minor, will cause queues to form and service to deteriorate to level of service F. Traffic signal cycle failures are frequent occurrences. For unsignalized intersections, level of service E or better is generally considered acceptable.

Level of service F: Extreme delays, resulting in long queues which may interfere with other traffic movements. There may be stoppages of long duration, and speeds may drop to zero. There may be frequent signal cycle failures. Level of service F will typically result when vehicle arrival rates are greater than capacity. It is considered unacceptable by most drivers.

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (Seconds)
A	<10
B	10-20
C	20-35
D	35-55
E	55-80
F	>80

LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (Seconds)
A	<10
B	10-15
C	15-25
D	25-35
E	35-50
F	>50

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	101	2	17	115	375	1	250	10	441	270	45
Future Volume (vph)	35	101	2	17	115	375	1	250	10	441	270	45
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		3.0	4.0	3.0		4.0		3.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.97		0.99		1.00	0.99	
Flpb, ped/bikes	0.99	1.00		0.99	1.00	1.00		0.99		0.99	1.00	
Frt	1.00	0.99		1.00	1.00	0.85		0.99		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (prot)	1642	1727		1611	1699	1412		1672		1646	1690	
Flt Permitted	0.52	1.00		0.68	1.00	1.00		0.99		0.31	1.00	
Satd. Flow (perm)	908	1727		1165	1699	1412		1670		543	1690	
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)	37	107	2	18	122	399	1	266	11	469	287	48
RTOR Reduction (vph)	0	1	0	0	0	0	0	2	0	0	6	0
Lane Group Flow (vph)	37	108	0	18	122	399	0	276	0	469	329	0
Confl. Peds. (#/hr)	4		2	2		4	4		1	1		1
Confl. Bikes (#/hr)			1						1			1
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	4%	4%	4%	1%	1%	1%
Turn Type	pm+pt	NA		pm+pt	NA	Free	Perm	NA		pm+pt	NA	
Protected Phases	3	8		7	4			6		5	2	
Permitted Phases	8			4		Free	6			2		
Actuated Green, G (s)	21.7	17.5		14.3	13.3	71.2		15.7		38.7	38.7	
Effective Green, g (s)	23.5	18.5		16.3	14.3	71.2		16.7		39.7	39.7	
Actuated g/C Ratio	0.33	0.26		0.23	0.20	1.00		0.23		0.56	0.56	
Clearance Time (s)	5.0	5.0		4.0	5.0			5.0		4.0	5.0	
Vehicle Extension (s)	2.5	2.5		2.5	2.5			2.5		2.5	2.5	
Lane Grp Cap (vph)	353	448		279	341	1412		391		612	942	
v/s Ratio Prot	0.01	0.06		0.00	0.07					c0.22	0.19	
v/s Ratio Perm	0.03			0.01		c0.28		0.17		c0.21		
v/c Ratio	0.10	0.24		0.06	0.35	0.28		0.70		0.76	0.34	
Uniform Delay, d1	16.4	20.8		21.4	24.4	0.0		25.0		11.3	8.6	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	0.0	0.2		0.0	0.4	0.5		5.3		5.4	0.1	
Delay (s)	16.5	21.0		21.4	24.9	0.5		30.3		16.8	8.8	
Level of Service	B	C		C	C	A		C		B	A	
Approach Delay (s/veh)		19.8			6.7			30.3			13.4	
Approach LOS		B			A			C			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	14.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	71.2	Sum of lost time (s)	15.0
Intersection Capacity Utilization	61.2%	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												
Traffic Volume (veh/h)	35	101	2	17	115	375	1	250	10	441	270	45
Future Volume (veh/h)	35	101	2	17	115	375	1	250	10	441	270	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		1.00	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1736	1736	1736	1709	1709	1709	1695	1695	1695	1736	1736	1736
Adj Flow Rate, veh/h	37	107	1	18	122	0	1	266	9	469	287	42
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	3	3	3	4	4	4	1	1	1
Cap, veh/h	414	436	4	418	331		60	364	12	726	785	115
Arrive On Green	0.08	0.25	0.24	0.03	0.19	0.00	0.21	0.22	0.21	0.26	0.53	0.52
Sat Flow, veh/h	1654	1717	16	1628	1709	1448	1	1626	55	1654	1476	216
Grp Volume(v), veh/h	37	0	108	18	122	0	276	0	0	469	0	329
Grp Sat Flow(s),veh/h/ln	1654	0	1733	1628	1709	1448	1683	0	0	1654	0	1692
Q Serve(g_s), s	1.0	0.0	3.0	0.5	3.8	0.0	0.0	0.0	0.0	11.7	0.0	6.9
Cycle Q Clear(g_c), s	1.0	0.0	3.0	0.5	3.8	0.0	9.4	0.0	0.0	11.7	0.0	6.9
Prop In Lane	1.00		0.01	1.00		1.00	0.00		0.03	1.00		0.13
Lane Grp Cap(c), veh/h	414	0	440	418	331		409	0	0	726	0	900
V/C Ratio(X)	0.09	0.00	0.25	0.04	0.37		0.68	0.00	0.00	0.65	0.00	0.37
Avail Cap(c_a), veh/h	530	0	654	630	645		666	0	0	841	0	1277
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.6	0.0	18.1	18.4	21.3	0.0	22.0	0.0	0.0	10.0	0.0	8.3
Incr Delay (d2), s/veh	0.1	0.0	0.2	0.0	0.5	0.0	1.5	0.0	0.0	1.2	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	1.2	0.2	1.5	0.0	3.7	0.0	0.0	3.8	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.7	0.0	18.3	18.4	21.8	0.0	23.5	0.0	0.0	11.1	0.0	8.5
LnGrp LOS	B		B	B	C		C			B		A
Approach Vol, veh/h		145			140			276			798	
Approach Delay, s/veh		17.6			21.4			23.5			10.1	
Approach LOS		B			C			C			B	

Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	36.4	8.7	15.8	18.8	17.7	5.1	19.5
Change Period (Y+Rc), s	5.0	5.0	5.0	4.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	45.0	8.0	22.0	19.0	22.0	9.0	22.0
Max Q Clear Time (g_c+I1), s	8.9	3.0	5.8	13.7	11.4	2.5	5.0
Green Ext Time (p_c), s	1.5	0.0	0.6	1.1	0.8	0.0	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	14.8
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↑		↰	↑	
Traffic Vol, veh/h	2	1	162	1	1	6	184	520	2	9	578	3
Future Vol, veh/h	2	1	162	1	1	6	184	520	2	9	578	3
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	2	2	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	0	0	0	2	2	2	2	2	2
Mvmt Flow	2	1	174	1	1	6	198	559	2	10	622	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1600	1603	625	1599	1604	562	627	0	0	563	0	0
Stage 1	644	644	-	958	958	-	-	-	-	-	-	-
Stage 2	955	959	-	641	646	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.5	6.2	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4	3.3	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	85	105	485	87	107	530	955	-	-	1008	-	-
Stage 1	461	468	-	312	338	-	-	-	-	-	-	-
Stage 2	310	335	-	466	470	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	66	82	484	43	83	529	953	-	-	1006	-	-
Mov Cap-2 Maneuver	167	184	-	78	160	-	-	-	-	-	-	-
Stage 1	456	462	-	247	268	-	-	-	-	-	-	-
Stage 2	242	265	-	295	465	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	17.3	19.13	2.54	0.13
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	953	-	-	468	263	1006	-	-
HCM Lane V/C Ratio	0.208	-	-	0.379	0.033	0.01	-	-
HCM Control Delay (s/veh)	9.8	-	-	17.3	19.1	8.6	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.8	-	-	1.7	0.1	0	-	-

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	1	1	7	1	146	1	653	2	155	758	3
Future Vol, veh/h	3	1	1	7	1	146	1	653	2	155	758	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	2	2	2	5	5	5	4	4	4
Mvmt Flow	3	1	1	8	1	157	1	702	2	167	815	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1855	1856	817	1854	1857	703	818	0	0	704	0	0
Stage 1	1150	1150	-	705	705	-	-	-	-	-	-	-
Stage 2	705	706	-	1149	1152	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.12	6.52	6.22	4.15	-	-	4.14	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.518	4.018	3.318	2.245	-	-	2.236	-	-
Pot Cap-1 Maneuver	57	74	380	57	74	437	797	-	-	884	-	-
Stage 1	243	275	-	427	439	-	-	-	-	-	-	-
Stage 2	430	441	-	242	272	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	24	49	380	36	48	437	797	-	-	884	-	-
Mov Cap-2 Maneuver	24	49	-	36	48	-	-	-	-	-	-	-
Stage 1	159	180	-	426	438	-	-	-	-	-	-	-
Stage 2	275	440	-	157	178	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	33.03	34.58	0.01	1.69
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	3	-	-	33	281	304	-	-
HCM Lane V/C Ratio	0.001	-	-	0.162	0.589	0.188	-	-
HCM Control Delay (s/veh)	9.5	0	-	133	34.6	10	0	-
HCM Lane LOS	A	A	-	F	D	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	3.5	0.7	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	132	131	7	4	20
Future Vol, veh/h	24	132	131	7	4	20
Conflicting Peds, #/hr	1	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	2	2	8	8
Mvmt Flow	27	147	146	8	4	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	154	0	-	0	350	150
Stage 1	-	-	-	-	150	-
Stage 2	-	-	-	-	200	-
Critical Hdwy	4.13	-	-	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	2.227	-	-	-	3.572	3.372
Pot Cap-1 Maneuver	1420	-	-	-	635	880
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	820	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1419	-	-	-	621	880
Mov Cap-2 Maneuver	-	-	-	-	621	-
Stage 1	-	-	-	-	844	-
Stage 2	-	-	-	-	819	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.17	0	9.52
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	277	-	-	-	822
HCM Lane V/C Ratio	0.019	-	-	-	0.032
HCM Control Delay (s/veh)	7.6	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Yield	Stop	
Traffic Volume (vph)	41	106	62	121	157	53
Future Volume (vph)	41	106	62	121	157	53
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	47	120	70	138	178	60

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total (vph)	47	120	208	238
Volume Left (vph)	47	0	70	0
Volume Right (vph)	0	120	0	60
Hadj (s)	0.57	-0.63	0.17	-0.13
Departure Headway (s)	6.1	4.9	4.8	4.5
Degree Utilization, x	0.08	0.16	0.28	0.29
Capacity (veh/h)	549	680	723	771
Control Delay (s/veh)	8.4	7.7	9.6	9.3
Approach Delay (s/veh)	7.9		9.6	9.3
Approach LOS	A		A	A

Intersection Summary			
Delay	9.0		
Level of Service	A		
Intersection Capacity Utilization	36.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	839	54	24	964	72	168	17	98	88	9	105
Future Volume (vph)	80	839	54	24	964	72	168	17	98	88	9	105
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	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	0.95	1.00	1.00	0.95	1.00	0.97	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98		1.00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.87		1.00	0.86	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1630	3260	1458	1614	3228	1444	3162	1479		1646	1474	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1630	3260	1458	1614	3228	1444	3162	1479		1646	1474	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	88	922	59	26	1059	79	185	19	108	97	10	115
RTOR Reduction (vph)	0	0	30	0	0	44	0	93	0	0	104	0
Lane Group Flow (vph)	88	922	29	26	1059	35	185	34	0	97	21	0
Confl. Peds. (#/hr)									3	3		3
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	1%	1%	1%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						
Actuated Green, G (s)	6.2	36.1	36.1	2.6	32.5	32.5	9.6	9.3		6.6	6.3	
Effective Green, g (s)	7.2	37.1	37.1	3.6	33.5	33.5	10.6	10.3		7.6	7.3	
Actuated g/C Ratio	0.10	0.50	0.50	0.05	0.45	0.45	0.14	0.14		0.10	0.10	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)	157	1621	725	77	1449	648	449	204		167	144	
v/s Ratio Prot	c0.05	c0.28		0.02	c0.33		0.06	c0.02		c0.06	0.01	
v/s Ratio Perm			0.02			0.02						
v/c Ratio	0.56	0.56	0.04	0.33	0.73	0.05	0.41	0.16		0.58	0.14	
Uniform Delay, d1	32.1	13.1	9.6	34.3	16.8	11.6	29.1	28.3		31.9	30.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.6	0.3	0.0	1.8	1.8	0.0	0.4	0.2		4.2	0.3	
Delay (s)	35.8	13.5	9.6	36.2	18.6	11.6	29.6	28.6		36.1	31.1	
Level of Service	D	B	A	D	B	B	C	C		D	C	
Approach Delay (s/veh)		15.1			18.5			29.2			33.3	
Approach LOS		B			B			C			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	19.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	74.6	Sum of lost time (s)	16.0
Intersection Capacity Utilization	59.1%	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												
Traffic Volume (veh/h)	80	839	54	24	964	72	168	17	98	88	9	105
Future Volume (veh/h)	80	839	54	24	964	72	168	17	98	88	9	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1709	1709	1709	1723	1723	1723	1736	1736	1736
Adj Flow Rate, veh/h	88	922	29	26	1059	35	185	19	15	97	10	11
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	1	1	1
Cap, veh/h	161	1717	766	92	1569	700	351	107	84	166	83	91
Arrive On Green	0.10	0.52	0.52	0.06	0.48	0.48	0.11	0.12	0.11	0.10	0.11	0.10
Sat Flow, veh/h	1641	3273	1460	1628	3247	1448	3183	888	701	1654	752	827
Grp Volume(v), veh/h	88	922	29	26	1059	35	185	0	34	97	0	21
Grp Sat Flow(s),veh/h/ln	1641	1637	1460	1628	1624	1448	1591	0	1589	1654	0	1579
Q Serve(g_s), s	4.1	15.0	0.8	1.2	20.2	1.0	4.4	0.0	1.6	4.5	0.0	1.0
Cycle Q Clear(g_c), s	4.1	15.0	0.8	1.2	20.2	1.0	4.4	0.0	1.6	4.5	0.0	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.44	1.00		0.52
Lane Grp Cap(c), veh/h	161	1717	766	92	1569	700	351	0	191	166	0	174
V/C Ratio(X)	0.55	0.54	0.04	0.28	0.68	0.05	0.53	0.00	0.18	0.58	0.00	0.12
Avail Cap(c_a), veh/h	204	1788	798	182	1734	773	395	0	197	226	0	216
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.6	12.7	9.3	36.5	16.0	11.0	33.9	0.0	32.1	34.6	0.0	32.5
Incr Delay (d2), s/veh	2.2	0.2	0.0	1.2	0.8	0.0	0.9	0.0	0.3	2.4	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	4.6	0.2	0.5	6.1	0.3	1.7	0.0	0.6	1.9	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.8	12.9	9.3	37.7	16.8	11.1	34.8	0.0	32.4	37.0	0.0	32.8
LnGrp LOS	D	B	A	D	B	B	C		C	D		C
Approach Vol, veh/h		1039			1120			219			118	
Approach Delay, s/veh		14.8			17.1			34.4			36.3	
Approach LOS		B			B			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	46.3	12.9	12.9	11.9	42.9	12.1	13.7				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	8.0	43.0	9.0	10.0	9.0	42.0	10.0	9.0				
Max Q Clear Time (g_c+I1), s	3.2	17.0	6.4	3.0	6.1	22.2	6.5	3.6				
Green Ext Time (p_c), s	0.0	10.7	0.2	0.0	0.1	15.8	0.1	0.0				

Intersection Summary

HCM 7th Control Delay, s/veh	18.6
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	1022	1	2	943	39	5	1	8	35	1	95
Future Volume (vph)	116	1022	1	2	943	39	5	1	8	35	1	95
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85		0.92		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.98		0.95	1.00	1.00
Satd. Flow (prot)	1630	3259		1630	3260	1458		1587		1630	1716	1458
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.90		0.74	1.00	1.00
Satd. Flow (perm)	1630	3259		1630	3260	1458		1456		1282	1716	1458
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	132	1161	1	2	1072	44	6	1	9	40	1	108
RTOR Reduction (vph)	0	0	0	0	0	21	0	8	0	0	0	60
Lane Group Flow (vph)	132	1162	0	2	1072	23	0	8	0	40	1	48
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases						6	8			4		4
Actuated Green, G (s)	10.6	44.5		0.9	34.8	34.8		6.9		6.9	6.9	17.5
Effective Green, g (s)	11.6	45.5		1.9	35.8	35.8		7.9		7.9	7.9	19.5
Actuated g/C Ratio	0.17	0.68		0.03	0.53	0.53		0.12		0.12	0.12	0.29
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0		5.0		5.0	5.0	5.0
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5		2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	280	2203		46	1734	775		170		150	201	509
v/s Ratio Prot	c0.08	0.36		0.00	c0.33						0.00	0.02
v/s Ratio Perm						0.02		0.01		c0.03		0.02
v/c Ratio	0.47	0.52		0.04	0.61	0.03		0.04		0.26	0.00	0.09
Uniform Delay, d1	25.0	5.4		31.8	10.9	7.4		26.3		27.0	26.2	17.4
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00
Incremental Delay, d2	0.9	0.1		0.2	0.5	0.0		0.0		0.6	0.0	0.0
Delay (s)	26.0	5.6		32.1	11.5	7.5		26.4		27.7	26.2	17.5
Level of Service	C	A		C	B	A		C		C	C	B
Approach Delay (s/veh)		7.7			11.4			26.4			20.3	
Approach LOS		A			B			C			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	10.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	67.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	54.0%	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												
Traffic Volume (veh/h)	116	1022	1	2	943	39	5	1	8	35	1	95
Future Volume (veh/h)	116	1022	1	2	943	39	5	1	8	35	1	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1723	1723	1723	1750	1750	1750	1723	1723	1723
Adj Flow Rate, veh/h	132	1161	1	2	1072	24	6	1	0	40	1	46
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
Percent Heavy Veh, %	2	2	2	2	2	2	0	0	0	2	2	2
Cap, veh/h	199	2333	2	31	1940	865	226	31	0	263	192	340
Arrive On Green	0.12	0.70	0.68	0.02	0.59	0.59	0.10	0.11	0.00	0.11	0.11	0.11
Sat Flow, veh/h	1641	3356	3	1641	3273	1460	1159	280	0	1416	1723	1460
Grp Volume(v), veh/h	132	566	596	2	1072	24	7	0	0	40	1	46
Grp Sat Flow(s),veh/h/ln	1641	1637	1722	1641	1637	1460	1439	0	0	1416	1723	1460
Q Serve(g_s), s	5.3	11.1	11.1	0.1	13.7	0.5	0.0	0.0	0.0	1.5	0.0	1.7
Cycle Q Clear(g_c), s	5.3	11.1	11.1	0.1	13.7	0.5	0.2	0.0	0.0	1.7	0.0	1.7
Prop In Lane	1.00		0.00	1.00		1.00	0.86		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	199	1138	1197	31	1940	865	237	0	0	263	192	340
V/C Ratio(X)	0.66	0.50	0.50	0.06	0.55	0.03	0.03	0.00	0.00	0.15	0.01	0.14
Avail Cap(c_a), veh/h	405	1379	1451	215	2378	1061	305	0	0	332	275	411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.9	4.9	4.9	33.2	8.5	5.8	27.7	0.0	0.0	27.9	27.2	20.9
Incr Delay (d2), s/veh	2.8	0.3	0.2	0.6	0.2	0.0	0.0	0.0	0.0	0.2	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.6	1.7	0.0	3.1	0.1	0.1	0.0	0.0	0.6	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.7	5.1	5.1	33.8	8.7	5.8	27.7	0.0	0.0	28.1	27.2	21.0
LnGrp LOS	C	A	A	C	A	A	C			C	C	C
Approach Vol, veh/h		1294			1098			7			87	
Approach Delay, s/veh		7.8			8.7			27.7			24.4	
Approach LOS		A			A			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.3	51.9		11.7	12.4	44.8		11.7				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	8.0	57.0		10.0	16.0	49.0		10.0				
Max Q Clear Time (g_c+I1), s	2.1	13.1		3.7	7.3	15.7		2.2				
Green Ext Time (p_c), s	0.0	31.3		0.2	0.2	24.1		0.0				

Intersection Summary

HCM 7th Control Delay, s/veh	8.8
HCM 7th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	129	3	19	129	421	1	285	11	514	314	52
Future Volume (vph)	45	129	3	19	129	421	1	285	11	514	314	52
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		3.0	4.0	3.0		4.0		3.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.97		0.99		1.00	0.99	
Flpb, ped/bikes	0.99	1.00		0.99	1.00	1.00		0.99		0.99	1.00	
Frt	1.00	0.99		1.00	1.00	0.85		0.99		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (prot)	1642	1726		1611	1699	1412		1672		1646	1691	
Flt Permitted	0.51	1.00		0.66	1.00	1.00		0.99		0.29	1.00	
Satd. Flow (perm)	888	1726		1132	1699	1412		1671		502	1691	
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)	48	137	3	20	137	448	1	303	12	547	334	55
RTOR Reduction (vph)	0	1	0	0	0	0	0	1	0	0	6	0
Lane Group Flow (vph)	48	139	0	20	137	448	0	315	0	547	383	0
Confl. Peds. (#/hr)	4		2	2		4	4		1	1		1
Confl. Bikes (#/hr)			1						1			1
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	4%	4%	4%	1%	1%	1%
Turn Type	pm+pt	NA		pm+pt	NA	Free	Perm	NA		pm+pt	NA	
Protected Phases	3	8		7	4			6		5	2	
Permitted Phases	8			4		Free	6			2		
Actuated Green, G (s)	19.9	15.7		14.9	12.7	73.0		17.3		41.1	41.1	
Effective Green, g (s)	21.9	16.7		16.9	13.7	73.0		18.3		42.1	42.1	
Actuated g/C Ratio	0.30	0.23		0.23	0.19	1.00		0.25		0.58	0.58	
Clearance Time (s)	5.0	5.0		4.0	5.0			5.0		4.0	5.0	
Vehicle Extension (s)	2.5	2.5		2.5	2.5			2.5		2.5	2.5	
Lane Grp Cap (vph)	320	394		283	318	1412		418		615	975	
v/s Ratio Prot	0.01	0.08		0.00	c0.08					c0.25	0.23	
v/s Ratio Perm	0.03			0.01		c0.32		0.19		c0.26		
v/c Ratio	0.15	0.35		0.07	0.43	0.31		0.75		0.88	0.39	
Uniform Delay, d1	18.5	23.6		21.8	26.2	0.0		25.2		13.0	8.4	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.3		0.0	0.6	0.5		7.1		14.6	0.1	
Delay (s)	18.6	24.0		21.9	26.8	0.5		32.3		27.6	8.6	
Level of Service	B	C		C	C	A		C		C	A	
Approach Delay (s/veh)		22.6			7.2			32.3			19.7	
Approach LOS		C			A			C			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	18.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	73.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	77.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	129	3	19	129	421	1	285	11	514	314	52
Future Volume (veh/h)	45	129	3	19	129	421	1	285	11	514	314	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		1.00	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1736	1736	1736	1709	1709	1709	1695	1695	1695	1736	1736	1736
Adj Flow Rate, veh/h	48	137	2	20	137	0	1	303	11	547	334	49
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	3	3	3	4	4	4	1	1	1
Cap, veh/h	378	414	6	377	301		54	389	14	723	828	121
Arrive On Green	0.09	0.24	0.23	0.03	0.18	0.00	0.22	0.24	0.22	0.28	0.56	0.55
Sat Flow, veh/h	1654	1706	25	1628	1709	1448	1	1622	59	1654	1475	216
Grp Volume(v), veh/h	48	0	139	20	137	0	315	0	0	547	0	383
Grp Sat Flow(s),veh/h/ln	1654	0	1731	1628	1709	1448	1682	0	0	1654	0	1692
Q Serve(g_s), s	1.4	0.0	4.5	0.7	4.8	0.0	0.0	0.0	0.0	15.1	0.0	8.7
Cycle Q Clear(g_c), s	1.4	0.0	4.5	0.7	4.8	0.0	12.0	0.0	0.0	15.1	0.0	8.7
Prop In Lane	1.00		0.01	1.00		1.00	0.00		0.03	1.00		0.13
Lane Grp Cap(c), veh/h	378	0	420	377	301		432	0	0	723	0	949
V/C Ratio(X)	0.13	0.00	0.33	0.05	0.46		0.73	0.00	0.00	0.76	0.00	0.40
Avail Cap(c_a), veh/h	458	0	590	564	582		601	0	0	756	0	1153
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.8	0.0	21.0	21.4	24.9	0.0	24.1	0.0	0.0	10.7	0.0	8.5
Incr Delay (d2), s/veh	0.1	0.0	0.3	0.0	0.8	0.0	2.2	0.0	0.0	4.0	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	1.8	0.3	2.0	0.0	4.9	0.0	0.0	5.5	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.9	0.0	21.4	21.4	25.7	0.0	26.3	0.0	0.0	14.7	0.0	8.7
LnGrp LOS	B		C	C	C		C			B		A
Approach Vol, veh/h		187			157			315			930	
Approach Delay, s/veh		20.5			25.2			26.3			12.2	
Approach LOS		C			C			C			B	
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		41.9	9.7	15.9	21.7	20.2	5.3	20.4				
Change Period (Y+Rc), s		5.0	5.0	5.0	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s		45.0	8.0	22.0	19.0	22.0	9.0	22.0				
Max Q Clear Time (g_c+I1), s		10.7	3.4	6.8	17.1	14.0	2.7	6.5				
Green Ext Time (p_c), s		1.8	0.0	0.7	0.5	0.8	0.0	0.7				

Intersection Summary

HCM 7th Control Delay, s/veh	17.3	
HCM 7th LOS	B	

Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↑		↰	↑	
Traffic Vol, veh/h	3	1	207	1	1	7	219	620	2	10	660	3
Future Vol, veh/h	3	1	207	1	1	7	219	620	2	10	660	3
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	2	2	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	0	0	0	2	2	2	2	2	2
Mvmt Flow	3	1	223	1	1	8	235	667	2	11	710	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1873	1877	713	1872	1877	670	715	0	0	671	0	0
Stage 1	735	735	-	1141	1141	-	-	-	-	-	-	-
Stage 2	1138	1142	-	732	736	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.5	6.2	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4	3.3	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	55	72	432	56	72	461	885	-	-	920	-	-
Stage 1	411	426	-	246	278	-	-	-	-	-	-	-
Stage 2	245	275	-	416	428	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	39	52	431	19	52	460	884	-	-	918	-	-
Mov Cap-2 Maneuver	121	139	-	~ -62	113	-	-	-	-	-	-	-
Stage 1	406	420	-	180	203	-	-	-	-	-	-	-
Stage 2	176	202	-	198	422	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	23.95	8.22	2.75	0.13
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	884	-	-	412	1129	918	-	-
HCM Lane V/C Ratio	0.266	-	-	0.551	0.009	0.012	-	-
HCM Control Delay (s/veh)	10.5	-	-	24	8.2	9	-	-
HCM Lane LOS	B	-	-	C	A	A	-	-
HCM 95th %tile Q(veh)	1.1	-	-	3.2	0	0	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	19											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	1	1	8	1	174	1	778	2	185	904	4
Future Vol, veh/h	3	1	1	8	1	174	1	778	2	185	904	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	2	2	2	5	5	5	4	4	4
Mvmt Flow	3	1	1	9	1	187	1	837	2	199	972	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2211	2213	974	2210	2214	838	976	0	0	839	0	0
Stage 1	1372	1372	-	840	840	-	-	-	-	-	-	-
Stage 2	839	841	-	1370	1374	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.12	6.52	6.22	4.15	-	-	4.14	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.518	4.018	3.318	2.245	-	-	2.236	-	-
Pot Cap-1 Maneuver	32	45	308	32	44	366	695	-	-	787	-	-
Stage 1	182	216	-	360	381	-	-	-	-	-	-	-
Stage 2	363	383	-	181	213	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	7	20	308	14	20	366	695	-	-	787	-	-
Mov Cap-2 Maneuver	7	20	-	14	20	-	-	-	-	-	-	-
Stage 1	81	96	-	359	380	-	-	-	-	-	-	-
Stage 2	177	382	-	80	95	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, $/567.01		187.55	0.01	1.88
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	2	-	-	10	165	304	-	-
HCM Lane V/C Ratio	0.002	-	-	0.532	1.195	0.253	-	-
HCM Control Delay (s/veh)	10.2	0	-	$ 567	187.5	11.1	0	-
HCM Lane LOS	B	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.2	10.8	1	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	1.3					

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	29	158	164	9	5	23
Future Vol, veh/h	29	158	164	9	5	23
Conflicting Peds, #/hr	1	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	2	2	8	8
Mvmt Flow	32	176	182	10	6	26

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	193	0	-	0	428	188
Stage 1	-	-	-	-	188	-
Stage 2	-	-	-	-	240	-
Critical Hdwy	4.13	-	-	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	2.227	-	-	-	3.572	3.372
Pot Cap-1 Maneuver	1374	-	-	-	572	839
Stage 1	-	-	-	-	830	-
Stage 2	-	-	-	-	786	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1373	-	-	-	556	838
Mov Cap-2 Maneuver	-	-	-	-	556	-
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	785	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.19	0	9.88
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	279	-	-	-	768
HCM Lane V/C Ratio	0.023	-	-	-	0.04
HCM Control Delay (s/veh)	7.7	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Yield	Stop	
Traffic Volume (vph)	98	254	82	161	230	78
Future Volume (vph)	98	254	82	161	230	78
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	111	289	93	183	261	89

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total (vph)	111	289	276	350
Volume Left (vph)	111	0	93	0
Volume Right (vph)	0	289	0	89
Hadj (s)	0.57	-0.63	0.17	-0.14
Departure Headway (s)	6.8	5.5	5.7	5.3
Degree Utilization, x	0.21	0.45	0.44	0.52
Capacity (veh/h)	505	616	594	651
Control Delay (s/veh)	10.3	11.7	13.1	13.8
Approach Delay (s/veh)	11.3		13.1	13.8
Approach LOS	B		B	B

Intersection Summary			
Delay	12.6		
Level of Service	B		
Intersection Capacity Utilization	48.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	1007	65	29	1179	88	288	29	168	117	12	140
Future Volume (vph)	96	1007	65	29	1179	88	288	29	168	117	12	140
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	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	0.95	1.00	1.00	0.95	1.00	0.97	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98		1.00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.87		1.00	0.86	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1630	3260	1458	1614	3228	1444	3162	1478		1646	1473	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1630	3260	1458	1614	3228	1444	3162	1478		1646	1473	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	105	1107	71	32	1296	97	316	32	185	129	13	154
RTOR Reduction (vph)	0	0	36	0	0	51	0	162	0	0	137	0
Lane Group Flow (vph)	105	1107	35	32	1296	46	316	55	0	129	30	0
Confl. Peds. (#/hr)									3	3		3
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	1%	1%	1%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						
Actuated Green, G (s)	5.9	40.1	40.1	4.3	38.5	38.5	10.0	9.3		9.1	8.4	
Effective Green, g (s)	6.9	41.1	41.1	5.3	39.5	39.5	11.0	10.3		10.1	9.4	
Actuated g/C Ratio	0.08	0.50	0.50	0.06	0.48	0.48	0.13	0.12		0.12	0.11	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)	135	1618	723	103	1539	688	420	183		200	167	
v/s Ratio Prot	c0.06	0.34		0.02	c0.40		c0.10	c0.04		0.08	0.02	
v/s Ratio Perm			0.02			0.03						
v/c Ratio	0.77	0.68	0.04	0.31	0.84	0.06	0.75	0.30		0.64	0.18	
Uniform Delay, d1	37.1	15.9	10.7	37.0	18.9	11.6	34.5	32.9		34.6	33.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	23.1	1.1	0.0	1.2	4.3	0.0	7.1	0.6		6.1	0.3	
Delay (s)	60.3	17.0	10.7	38.2	23.2	11.7	41.6	33.6		40.8	33.6	
Level of Service	E	B	B	D	C	B	D	C		D	C	
Approach Delay (s/veh)		20.2			22.7			38.4			36.7	
Approach LOS		C			C			D			D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	25.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	82.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	77.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	1007	65	29	1179	88	288	29	168	117	12	140
Future Volume (veh/h)	96	1007	65	29	1179	88	288	29	168	117	12	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1709	1709	1709	1723	1723	1723	1736	1736	1736
Adj Flow Rate, veh/h	105	1107	35	32	1296	46	316	32	23	129	13	17
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	1	1	1
Cap, veh/h	156	1741	776	99	1615	720	397	112	80	175	69	90
Arrive On Green	0.10	0.53	0.53	0.06	0.50	0.50	0.12	0.12	0.11	0.11	0.10	0.09
Sat Flow, veh/h	1641	3273	1460	1628	3247	1448	3183	929	667	1654	679	887
Grp Volume(v), veh/h	105	1107	35	32	1296	46	316	0	55	129	0	30
Grp Sat Flow(s),veh/h/ln	1641	1637	1460	1628	1624	1448	1591	0	1596	1654	0	1566
Q Serve(g_s), s	5.5	21.1	1.0	1.7	29.5	1.5	8.5	0.0	2.8	6.7	0.0	1.6
Cycle Q Clear(g_c), s	5.5	21.1	1.0	1.7	29.5	1.5	8.5	0.0	2.8	6.7	0.0	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.42	1.00		0.57
Lane Grp Cap(c), veh/h	156	1741	776	99	1615	720	397	0	192	175	0	159
V/C Ratio(X)	0.67	0.64	0.05	0.32	0.80	0.06	0.80	0.00	0.29	0.74	0.00	0.19
Avail Cap(c_a), veh/h	167	1741	776	166	1656	739	397	0	192	187	0	160
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.6	14.6	9.9	39.7	18.5	11.5	37.5	0.0	35.5	38.3	0.0	36.6
Incr Delay (d2), s/veh	8.4	0.7	0.0	1.4	2.8	0.0	10.5	0.0	0.6	12.5	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	6.8	0.3	0.7	9.6	0.5	3.9	0.0	1.1	3.3	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.0	15.3	9.9	41.1	21.3	11.5	48.0	0.0	36.1	50.8	0.0	37.0
LnGrp LOS	D	B	A	D	C	B	D		D	D		D
Approach Vol, veh/h		1247			1374			371			159	
Approach Delay, s/veh		17.8			21.5			46.3			48.2	
Approach LOS		B			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	50.9	15.0	13.0	12.4	47.9	13.3	14.6
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	8.0	44.0	10.0	8.0	8.0	44.0	9.0	9.0
Max Q Clear Time (g_c+I1), s	3.7	23.1	10.5	3.6	7.5	31.5	8.7	4.8
Green Ext Time (p_c), s	0.0	11.6	0.0	0.0	0.0	11.4	0.0	0.0

Intersection Summary

HCM 7th Control Delay, s/veh	24.3
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	142	1249	1	2	1163	48	6	1	9	39	1	105
Future Volume (vph)	142	1249	1	2	1163	48	6	1	9	39	1	105
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85		0.92		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.98		0.95	1.00	1.00
Satd. Flow (prot)	1630	3259		1630	3260	1458		1588		1630	1716	1458
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.89		0.74	1.00	1.00
Satd. Flow (perm)	1630	3259		1630	3260	1458		1447		1279	1716	1458
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	161	1419	1	2	1322	55	7	1	10	44	1	119
RTOR Reduction (vph)	0	0	0	0	0	24	0	9	0	0	0	37
Lane Group Flow (vph)	161	1420	0	2	1322	31	0	9	0	44	1	82
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases						6	8			4		4
Actuated Green, G (s)	11.3	51.8		1.0	41.5	41.5		6.9		6.9	6.9	18.2
Effective Green, g (s)	12.3	52.8		2.0	42.5	42.5		7.9		7.9	7.9	20.2
Actuated g/C Ratio	0.16	0.71		0.03	0.57	0.57		0.11		0.11	0.11	0.27
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0		5.0		5.0	5.0	5.0
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5		2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	268	2303		43	1854	829		153		135	181	472
v/s Ratio Prot	c0.10	0.44		0.00	c0.41						0.00	0.03
v/s Ratio Perm						0.02		0.01		c0.03		0.03
v/c Ratio	0.60	0.61		0.04	0.71	0.03		0.05		0.32	0.00	0.17
Uniform Delay, d1	28.9	5.6		35.4	11.6	7.0		30.0		30.9	29.8	20.8
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00
Incremental Delay, d2	3.1	0.4		0.3	1.2	0.0		0.1		1.0	0.0	0.1
Delay (s)	32.1	6.1		35.7	12.9	7.1		30.1		31.9	29.8	20.9
Level of Service	C	A		D	B	A		C		C	C	C
Approach Delay (s/veh)		8.7			12.7			30.1			23.9	
Approach LOS		A			B			C			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	11.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	74.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	61.1%	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												
Traffic Volume (veh/h)	142	1249	1	2	1163	48	6	1	9	39	1	105
Future Volume (veh/h)	142	1249	1	2	1163	48	6	1	9	39	1	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1723	1723	1723	1750	1750	1750	1723	1723	1723
Adj Flow Rate, veh/h	161	1419	1	2	1322	31	7	1	0	44	1	82
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
Percent Heavy Veh, %	2	2	2	2	2	2	0	0	0	2	2	2
Cap, veh/h	216	2426	2	28	1990	887	211	25	0	246	187	351
Arrive On Green	0.13	0.72	0.71	0.02	0.61	0.61	0.10	0.11	0.00	0.11	0.11	0.11
Sat Flow, veh/h	1641	3356	2	1641	3273	1460	1159	231	0	1416	1723	1460
Grp Volume(v), veh/h	161	692	728	2	1322	31	8	0	0	44	1	82
Grp Sat Flow(s),veh/h/ln	1641	1637	1722	1641	1637	1460	1391	0	0	1416	1723	1460
Q Serve(g_s), s	7.5	16.1	16.1	0.1	21.0	0.7	0.1	0.0	0.0	1.9	0.0	3.6
Cycle Q Clear(g_c), s	7.5	16.1	16.1	0.1	21.0	0.7	0.3	0.0	0.0	2.2	0.0	3.6
Prop In Lane	1.00		0.00	1.00		1.00	0.87		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	216	1183	1245	28	1990	887	219	0	0	246	187	351
V/C Ratio(X)	0.74	0.58	0.59	0.07	0.66	0.03	0.04	0.00	0.00	0.18	0.01	0.23
Avail Cap(c_a), veh/h	353	1242	1307	187	2152	960	226	0	0	253	196	359
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.0	5.3	5.3	38.3	10.2	6.2	32.0	0.0	0.0	32.4	31.4	24.2
Incr Delay (d2), s/veh	3.8	0.5	0.5	0.8	0.6	0.0	0.1	0.0	0.0	0.3	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	2.7	2.8	0.0	5.3	0.1	0.1	0.0	0.0	0.8	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.8	5.8	5.8	39.1	10.8	6.2	32.0	0.0	0.0	32.6	31.4	24.4
LnGrp LOS	D	A	A	D	B	A	C			C	C	C
Approach Vol, veh/h		1581			1355			8			127	
Approach Delay, s/veh		9.0			10.8			32.0			27.3	
Approach LOS		A			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.3	61.2		12.6	14.4	52.1		12.6				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	8.0	59.0		8.0	16.0	51.0		8.0				
Max Q Clear Time (g_c+I1), s	2.1	18.1		5.6	9.5	23.0		2.3				
Green Ext Time (p_c), s	0.0	34.8		0.1	0.2	24.1		0.0				

Intersection Summary

HCM 7th Control Delay, s/veh	10.6	
HCM 7th LOS	B	

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	137	3	19	130	424	1	285	11	543	314	52
Future Volume (vph)	45	137	3	19	130	424	1	285	11	543	314	52
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		3.0	4.0	3.0		4.0		3.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.97		0.99		1.00	0.99	
Flpb, ped/bikes	0.99	1.00		0.99	1.00	1.00		0.99		0.99	1.00	
Frt	1.00	0.99		1.00	1.00	0.85		0.99		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (prot)	1642	1727		1611	1699	1412		1672		1646	1691	
Flt Permitted	0.51	1.00		0.66	1.00	1.00		0.99		0.29	1.00	
Satd. Flow (perm)	884	1727		1123	1699	1412		1671		502	1691	
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)	48	146	3	20	138	451	1	303	12	578	334	55
RTOR Reduction (vph)	0	1	0	0	0	0	0	1	0	0	6	0
Lane Group Flow (vph)	48	148	0	20	138	451	0	315	0	578	383	0
Confl. Peds. (#/hr)	4		2	2		4	4		1	1		1
Confl. Bikes (#/hr)			1						1			1
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	4%	4%	4%	1%	1%	1%
Turn Type	pm+pt	NA		pm+pt	NA	Free	Perm	NA		pm+pt	NA	
Protected Phases	3	8		7	4			6		5	2	
Permitted Phases	8			4		Free	6			2		
Actuated Green, G (s)	19.9	15.7		14.9	12.7	73.0		17.3		41.1	41.1	
Effective Green, g (s)	21.9	16.7		16.9	13.7	73.0		18.3		42.1	42.1	
Actuated g/C Ratio	0.30	0.23		0.23	0.19	1.00		0.25		0.58	0.58	
Clearance Time (s)	5.0	5.0		4.0	5.0			5.0		4.0	5.0	
Vehicle Extension (s)	2.5	2.5		2.5	2.5			2.5		2.5	2.5	
Lane Grp Cap (vph)	319	395		281	318	1412		418		615	975	
v/s Ratio Prot	0.01	c0.09		0.00	0.08					c0.27	0.23	
v/s Ratio Perm	0.03			0.01		c0.32		0.19		c0.27		
v/c Ratio	0.15	0.37		0.07	0.43	0.31		0.75		0.93	0.39	
Uniform Delay, d1	18.5	23.7		21.8	26.2	0.0		25.2		14.1	8.4	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.4		0.0	0.6	0.5		7.1		22.2	0.1	
Delay (s)	18.6	24.1		21.9	26.9	0.5		32.3		36.3	8.6	
Level of Service	B	C		C	C	A		C		D	A	
Approach Delay (s/veh)		22.8			7.2			32.3			25.2	
Approach LOS		C			A			C			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	20.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	73.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	79.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	137	3	19	130	424	1	285	11	543	314	52
Future Volume (veh/h)	45	137	3	19	130	424	1	285	11	543	314	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		1.00	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1736	1736	1736	1709	1709	1709	1695	1695	1695	1736	1736	1736
Adj Flow Rate, veh/h	48	146	2	20	138	0	1	303	11	578	334	49
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	3	3	3	4	4	4	1	1	1
Cap, veh/h	370	408	6	363	296		53	387	14	733	838	123
Arrive On Green	0.08	0.24	0.22	0.03	0.17	0.00	0.22	0.24	0.22	0.29	0.57	0.55
Sat Flow, veh/h	1654	1708	23	1628	1709	1448	1	1622	59	1654	1475	216
Grp Volume(v), veh/h	48	0	148	20	138	0	315	0	0	578	0	383
Grp Sat Flow(s),veh/h/ln	1654	0	1731	1628	1709	1448	1682	0	0	1654	0	1692
Q Serve(g_s), s	1.5	0.0	4.9	0.7	5.0	0.0	0.0	0.0	0.0	16.5	0.0	8.7
Cycle Q Clear(g_c), s	1.5	0.0	4.9	0.7	5.0	0.0	12.2	0.0	0.0	16.5	0.0	8.7
Prop In Lane	1.00		0.01	1.00		1.00	0.00		0.03	1.00		0.13
Lane Grp Cap(c), veh/h	370	0	414	363	296		429	0	0	733	0	961
V/C Ratio(X)	0.13	0.00	0.36	0.06	0.47		0.73	0.00	0.00	0.79	0.00	0.40
Avail Cap(c_a), veh/h	447	0	579	546	572		590	0	0	741	0	1132
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.4	0.0	21.8	21.9	25.6	0.0	24.6	0.0	0.0	11.0	0.0	8.3
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.0	0.9	0.0	2.5	0.0	0.0	5.4	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	2.0	0.3	2.0	0.0	5.0	0.0	0.0	6.3	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.5	0.0	22.2	22.0	26.4	0.0	27.1	0.0	0.0	16.4	0.0	8.5
LnGrp LOS	B		C	C	C		C			B		A
Approach Vol, veh/h		196			158			315			961	
Approach Delay, s/veh		21.3			25.9			27.1			13.3	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	43.1	9.8	15.9	22.7	20.4	5.3	20.4
Change Period (Y+Rc), s	5.0	5.0	5.0	4.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	45.0	8.0	22.0	19.0	22.0	9.0	22.0
Max Q Clear Time (g_c+I1), s	10.7	3.5	7.0	18.5	14.2	2.7	6.9
Green Ext Time (p_c), s	1.8	0.0	0.7	0.2	0.8	0.0	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	18.1
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↑			↑	
Traffic Vol, veh/h	3	1	229	1	1	7	221	624	2	10	697	3
Future Vol, veh/h	3	1	229	1	1	7	221	624	2	10	697	3
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	2	2	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	0	0	0	2	2	2	2	2	2
Mvmt Flow	3	1	246	1	1	8	238	671	2	11	749	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1921	1925	753	1921	1926	674	755	0	0	675	0	0
Stage 1	775	775	-	1149	1149	-	-	-	-	-	-	-
Stage 2	1147	1150	-	772	776	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.5	6.2	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4	3.3	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	51	67	410	51	67	458	856	-	-	916	-	-
Stage 1	391	408	-	244	275	-	-	-	-	-	-	-
Stage 2	242	273	-	396	410	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	35	47	409	14	48	457	854	-	-	914	-	-
Mov Cap-2 Maneuver	116	134	-	~ -210	104	-	-	-	-	-	-	-
Stage 1	386	403	-	176	198	-	-	-	-	-	-	-
Stage 2	171	196	-	155	405	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	28.98	13.22	2.83	0.13
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	854	-	-	393	447	914	-	-
HCM Lane V/C Ratio	0.278	-	-	0.638	0.022	0.012	-	-
HCM Control Delay (s/veh)	10.8	-	-	29	13.2	9	-	-
HCM Lane LOS	B	-	-	D	B	A	-	-
HCM 95th %tile Q(veh)	1.1	-	-	4.3	0.1	0	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	57.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	1	1	9	1	180	1	778	2	244	904	4
Future Vol, veh/h	3	1	1	9	1	180	1	778	2	244	904	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	2	2	2	5	5	5	4	4	4
Mvmt Flow	3	1	1	10	1	194	1	837	2	262	972	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2338	2340	974	2337	2341	838	976	0	0	839	0	0
Stage 1	1499	1499	-	840	840	-	-	-	-	-	-	-
Stage 2	839	841	-	1497	1501	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.12	6.52	6.22	4.15	-	-	4.14	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.518	4.018	3.318	2.245	-	-	2.236	-	-
Pot Cap-1 Maneuver	26	37	308	26	36	366	695	-	-	787	-	-
Stage 1	154	187	-	360	381	-	-	-	-	-	-	-
Stage 2	363	383	-	153	185	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 3	10	308	~ 7	10	366	695	-	-	787	-	-
Mov Cap-2 Maneuver	~ 3	10	-	~ 7	10	-	-	-	-	-	-	-
Stage 1	42	51	-	359	380	-	-	-	-	-	-	-
Stage 2	170	382	-	40	50	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/veh	$ 1398.38	$ 594.15	0.01	2.51
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	2	-	-	5	98	360	-	-
HCM Lane V/C Ratio	0.002	-	-	1.121	2.088	0.333	-	-
HCM Control Delay (s/veh)	10.2	0	-	$ 1398.4	$ 594.2	11.8	0	-
HCM Lane LOS	B	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.5	17.6	1.5	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	47	199	169	9	5	25
Future Vol, veh/h	47	199	169	9	5	25
Conflicting Peds, #/hr	1	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	2	2	8	8
Mvmt Flow	52	221	188	10	6	28

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	199	0	-	0	519	194
Stage 1	-	-	-	-	194	-
Stage 2	-	-	-	-	326	-
Critical Hdwy	4.13	-	-	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	2.227	-	-	-	3.572	3.372
Pot Cap-1 Maneuver	1368	-	-	-	506	833
Stage 1	-	-	-	-	825	-
Stage 2	-	-	-	-	718	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1366	-	-	-	483	832
Mov Cap-2 Maneuver	-	-	-	-	483	-
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	718	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.48	0	10.08
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	344	-	-	-	743
HCM Lane V/C Ratio	0.038	-	-	-	0.045
HCM Control Delay (s/veh)	7.7	0	-	-	10.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Yield	Stop	
Traffic Volume (vph)	98	259	144	161	230	82
Future Volume (vph)	98	259	144	161	230	82
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	111	294	164	183	261	93

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total (vph)	111	294	347	354
Volume Left (vph)	111	0	164	0
Volume Right (vph)	0	294	0	93
Hadj (s)	0.57	-0.63	0.20	-0.14
Departure Headway (s)	7.0	5.8	5.8	5.5
Degree Utilization, x	0.22	0.47	0.56	0.54
Capacity (veh/h)	488	581	591	630
Control Delay (s/veh)	10.7	12.6	15.9	14.7
Approach Delay (s/veh)	12.1		15.9	14.7
Approach LOS	B		C	B

Intersection Summary			
Delay	14.1		
Level of Service	B		
Intersection Capacity Utilization	52.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	1007	65	29	1179	128	288	36	168	121	13	140
Future Volume (vph)	111	1007	65	29	1179	128	288	36	168	121	13	140
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	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	0.95	1.00	1.00	0.95	1.00	0.97	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98		1.00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.87		1.00	0.86	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1630	3260	1458	1614	3228	1444	3162	1487		1646	1475	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1630	3260	1458	1614	3228	1444	3162	1487		1646	1475	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	122	1107	71	32	1296	141	316	40	185	133	14	154
RTOR Reduction (vph)	0	0	34	0	0	74	0	164	0	0	138	0
Lane Group Flow (vph)	122	1107	37	32	1296	67	316	61	0	133	30	0
Confl. Peds. (#/hr)									3	3		3
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	1%	1%	1%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						
Actuated Green, G (s)	8.8	45.2	45.2	4.6	41.0	41.0	9.9	9.2		8.8	8.1	
Effective Green, g (s)	9.8	46.2	46.2	5.6	42.0	42.0	10.9	10.2		9.8	9.1	
Actuated g/C Ratio	0.11	0.53	0.53	0.06	0.48	0.48	0.12	0.12		0.11	0.10	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)	181	1715	767	102	1544	690	392	172		183	152	
v/s Ratio Prot	c0.07	0.34		0.02	c0.40		c0.10	c0.04		0.08	0.02	
v/s Ratio Perm			0.03			0.05						
v/c Ratio	0.67	0.64	0.04	0.31	0.83	0.09	0.80	0.35		0.72	0.19	
Uniform Delay, d1	37.4	14.9	10.1	39.2	19.9	12.5	37.4	35.7		37.7	36.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	8.6	0.7	0.0	1.2	4.1	0.0	11.1	0.9		12.6	0.4	
Delay (s)	46.1	15.6	10.1	40.5	24.0	12.5	48.5	36.7		50.3	36.4	
Level of Service	D	B	B	D	C	B	D	D		D	D	
Approach Delay (s/veh)		18.2			23.3			43.6			42.5	
Approach LOS		B			C			D			D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	26.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	87.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	77.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	1007	65	29	1179	128	288	36	168	121	13	140
Future Volume (veh/h)	111	1007	65	29	1179	128	288	36	168	121	13	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1709	1709	1709	1723	1723	1723	1736	1736	1736
Adj Flow Rate, veh/h	122	1107	37	32	1296	67	316	40	21	133	14	16
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	1	1	1
Cap, veh/h	167	1737	775	99	1590	709	398	126	66	179	75	86
Arrive On Green	0.10	0.53	0.53	0.06	0.49	0.49	0.12	0.12	0.11	0.11	0.10	0.09
Sat Flow, veh/h	1641	3273	1460	1628	3247	1448	3183	1060	557	1654	735	840
Grp Volume(v), veh/h	122	1107	37	32	1296	67	316	0	61	133	0	30
Grp Sat Flow(s),veh/h/ln	1641	1637	1460	1628	1624	1448	1591	0	1617	1654	0	1575
Q Serve(g_s), s	6.4	21.1	1.1	1.7	29.8	2.2	8.5	0.0	3.1	6.9	0.0	1.5
Cycle Q Clear(g_c), s	6.4	21.1	1.1	1.7	29.8	2.2	8.5	0.0	3.1	6.9	0.0	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.34	1.00		0.53
Lane Grp Cap(c), veh/h	167	1737	775	99	1590	709	398	0	192	179	0	161
V/C Ratio(X)	0.73	0.64	0.05	0.32	0.82	0.09	0.79	0.00	0.32	0.74	0.00	0.19
Avail Cap(c_a), veh/h	186	1737	775	166	1623	724	398	0	192	188	0	161
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.4	14.6	9.9	39.6	19.1	12.0	37.4	0.0	35.7	38.1	0.0	36.4
Incr Delay (d2), s/veh	11.3	0.7	0.0	1.4	3.2	0.0	10.3	0.0	0.7	13.3	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	6.8	0.3	0.7	9.8	0.7	3.9	0.0	1.2	3.4	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.6	15.4	10.0	41.0	22.3	12.1	47.7	0.0	36.4	51.3	0.0	36.8
LnGrp LOS	D	B	A	D	C	B	D		D	D		D
Approach Vol, veh/h		1266			1395			377			163	
Approach Delay, s/veh		18.5			22.2			45.9			48.7	
Approach LOS		B			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.3	50.7	15.0	13.0	12.9	47.1	13.5	14.4				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	8.0	44.0	10.0	8.0	9.0	43.0	9.0	9.0				
Max Q Clear Time (g_c+I1), s	3.7	23.1	10.5	3.5	8.4	31.8	8.9	5.1				
Green Ext Time (p_c), s	0.0	11.6	0.0	0.0	0.0	10.3	0.0	0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	24.9
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	142	1253	1	2	1203	48	6	1	9	39	1	105
Future Volume (vph)	142	1253	1	2	1203	48	6	1	9	39	1	105
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85		0.92		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.98		0.95	1.00	1.00
Satd. Flow (prot)	1630	3259		1630	3260	1458		1588		1630	1716	1458
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.89		0.74	1.00	1.00
Satd. Flow (perm)	1630	3259		1630	3260	1458		1447		1279	1716	1458
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	161	1424	1	2	1367	55	7	1	10	44	1	119
RTOR Reduction (vph)	0	0	0	0	0	23	0	9	0	0	0	33
Lane Group Flow (vph)	161	1425	0	2	1367	32	0	9	0	44	1	86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases						6	8			4		4
Actuated Green, G (s)	11.4	53.2		1.0	42.8	42.8		6.9		6.9	6.9	18.3
Effective Green, g (s)	12.4	54.2		2.0	43.8	43.8		7.9		7.9	7.9	20.3
Actuated g/C Ratio	0.16	0.71		0.03	0.58	0.58		0.10		0.10	0.10	0.27
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0		5.0		5.0	5.0	5.0
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5		2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	265	2321		42	1876	839		150		132	178	465
v/s Ratio Prot	c0.10	0.44		0.00	c0.42						0.00	0.03
v/s Ratio Perm						0.02		0.01		c0.03		0.03
v/c Ratio	0.60	0.61		0.04	0.72	0.03		0.06		0.33	0.00	0.18
Uniform Delay, d1	29.5	5.5		36.1	11.8	7.0		30.7		31.6	30.5	21.5
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00
Incremental Delay, d2	3.3	0.4		0.3	1.3	0.0		0.1		1.0	0.0	0.1
Delay (s)	32.8	6.0		36.4	13.1	7.0		30.8		32.7	30.5	21.6
Level of Service	C	A		D	B	A		C		C	C	C
Approach Delay (s/veh)		8.7			12.9			30.8			24.6	
Approach LOS		A			B			C			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	11.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	76.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	61.6%	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												
Traffic Volume (veh/h)	142	1253	1	2	1203	48	6	1	9	39	1	105
Future Volume (veh/h)	142	1253	1	2	1203	48	6	1	9	39	1	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1723	1723	1723	1750	1750	1750	1723	1723	1723
Adj Flow Rate, veh/h	161	1424	1	2	1367	32	7	1	0	44	1	86
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
Percent Heavy Veh, %	2	2	2	2	2	2	0	0	0	2	2	2
Cap, veh/h	216	2433	2	28	1998	891	209	25	0	244	186	350
Arrive On Green	0.13	0.72	0.71	0.02	0.61	0.61	0.10	0.11	0.00	0.11	0.11	0.11
Sat Flow, veh/h	1641	3356	2	1641	3273	1460	1156	231	0	1416	1723	1460
Grp Volume(v), veh/h	161	694	731	2	1367	32	8	0	0	44	1	86
Grp Sat Flow(s),veh/h/ln	1641	1637	1722	1641	1637	1460	1386	0	0	1416	1723	1460
Q Serve(g_s), s	7.6	16.2	16.2	0.1	22.3	0.7	0.1	0.0	0.0	1.9	0.0	3.8
Cycle Q Clear(g_c), s	7.6	16.2	16.2	0.1	22.3	0.7	0.3	0.0	0.0	2.2	0.0	3.8
Prop In Lane	1.00		0.00	1.00		1.00	0.87		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	216	1186	1249	28	1998	891	217	0	0	244	186	350
V/C Ratio(X)	0.75	0.59	0.59	0.07	0.68	0.04	0.04	0.00	0.00	0.18	0.01	0.25
Avail Cap(c_a), veh/h	349	1229	1293	185	2130	950	223	0	0	251	194	356
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.4	5.3	5.3	38.7	10.4	6.2	32.3	0.0	0.0	32.8	31.8	24.6
Incr Delay (d2), s/veh	3.8	0.6	0.5	0.8	0.8	0.0	0.1	0.0	0.0	0.3	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	2.7	2.8	0.0	5.7	0.2	0.1	0.0	0.0	0.8	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.2	5.8	5.8	39.5	11.2	6.2	32.4	0.0	0.0	33.0	31.8	24.8
LnGrp LOS	D	A	A	D	B	A	C			C	C	C
Approach Vol, veh/h		1586			1401			8			131	
Approach Delay, s/veh		9.0			11.1			32.4			27.6	
Approach LOS		A			B			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.3	61.9		12.6	14.5	52.8		12.6				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	8.0	59.0		8.0	16.0	51.0		8.0				
Max Q Clear Time (g_c+I1), s	2.1	18.2		5.8	9.6	24.3		2.3				
Green Ext Time (p_c), s	0.0	34.8		0.1	0.2	23.4		0.0				

Intersection Summary

HCM 7th Control Delay, s/veh	10.8
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection												
Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↰	↱		↕		↖	↑	
Traffic Vol, veh/h	3	1	1	9	1	180	1	778	2	244	904	4
Future Vol, veh/h	3	1	1	9	1	180	1	778	2	244	904	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	25	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	2	2	2	5	5	5	4	4	4
Mvmt Flow	3	1	1	10	1	194	1	837	2	262	972	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2338	2340	974	2337	2341	838	976	0	0	839	0	0
Stage 1	1499	1499	-	840	840	-	-	-	-	-	-	-
Stage 2	839	841	-	1497	1501	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.12	6.52	6.22	4.15	-	-	4.14	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.518	4.018	3.318	2.245	-	-	2.236	-	-
Pot Cap-1 Maneuver	26	37	308	26	36	366	695	-	-	787	-	-
Stage 1	154	187	-	360	381	-	-	-	-	-	-	-
Stage 2	363	383	-	153	185	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	8	25	308	16	24	366	695	-	-	787	-	-
Mov Cap-2 Maneuver	8	25	-	16	24	-	-	-	-	-	-	-
Stage 1	103	125	-	359	380	-	-	-	-	-	-	-
Stage 2	170	382	-	101	123	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, $/467.46		44.69	0.01	2.51
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	2	-	-	12	17	366	787	-	-
HCM Lane V/C Ratio	0.002	-	-	0.457	0.633	0.528	0.333	-	-
HCM Control Delay (s/veh)	10.2	0	-	$ 467.5	$ 393.4	25.3	11.8	-	-
HCM Lane LOS	B	A	-	F	F	D	B	-	-
HCM 95th %tile Q(veh)	0	-	-	1.1	1.7	3	1.5	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

6. NE Three Mile Lane (OR 18) & SE Norton Lane

APM Section 13.4.4: Critical Intersection v/c ratio

Method: Determine Critical Movements in HCM 2000 reports
HCM 6th reports, detemine adjusted and sat flow rates
Adjust Flow/Sat Flow
Sum up Crit Movement Flow Rates
Xc of intersection = sum(crit.move. Flow rates*(C/(C-L))

PM Peak Hour

	Critcial Movement				Adjust Flow				Saturated Flow				Adj/Sat Flows					C	L	Xc
					EBL	WBT	NBT	SBL	EBL	WBT	NBT	SBL	EBL	WBT	NBT	SBL	Sum			
2025 Existing					88	1059	34	97	1641	3247	1589	1654	0.053626	0.326147	0.021397	0.058646	0.459816	90	16	0.559
2041 HZBG	EBL	WBT	NBT	SBL	105	1296	55	129	1641	3247	1596	1654	0.063985	0.399138	0.034461	0.077993	0.575577	90	16	0.700
2041 HZBO					122	1296	61	133	1641	3247	1617	1654	0.074345	0.399138	0.037724	0.080411	0.591618	90	16	0.720

7. NE Three Mile Lane (OR 18) & Cumulus Avenue

APM Section 13.4.4: Critical Intersection v/c ratio

Method: Determine Critical Movements in HCM 2000 reports
HCM 6th reports, detemine adjusted and sat flow rates
Adjust Flow/Sat Flow
Sum up Crit Movement Flow Rates
Xc of intersection = sum(crit.move. Flow rates*(C/(C-L))

PM Peak Hour

				Adjust Flow				Saturated Flow				Adj/Sat Flows					C	L	Xc
	Critcial Movement			EBL	WBT	SBL	0	EBL	WBT	SBL	0	EBL	WBT	SBL	0	Sum			
2025 Existing				132	1072	40	0	1641	3273	1416	1	0.080439	0.327528	0.028249	0	0.436216	90	12	0.503
2041 HZBG	EBL	WBT	SBL	161	1322	44	0	1641	3273	1416	1	0.098111	0.403911	0.031073	0	0.533095	90	12	0.615
2041 HZBO				161	1367	44	0	1641	3273	1416	1	0.098111	0.41766	0.031073	0	0.546844	90	12	0.631

ORDINANCE NO. 5173

An Ordinance approving a comprehensive plan map amendment (Docket CPA 1-25) and zone map amendment (Docket ZC 2-25) for approximately 26.07 acres, located at 2325 NE Three Mile Lane, 160 NE Atlantic Street, 2305, 2245, 2225, 2215, and 2205 NE Cumulus Avenue, and tax lot R4422CC 01102.

RECITALS:

WHEREAS, on October 4, 2024, the Community Development Department received concurrent land-use applications (Docket CPA 1-25/ZC 2-25) from applicant, BRR Properties, LLC, requesting approval of a Comprehensive Plan Map amendment from Industrial, Residential, Commercial, and Floodplain designations to Residential, Commercial, and Floodplain designations, and a zone map amendment from M-2 (General Industrial), C-3 (General Commercial), R-4 Medium, High-Density 5000 SF Lot Residential Zone, R-1 Low-Density 9000 SF Lot Residential Zone, and F-P Flood Area Zone, to C-3 (General Commercial), R-4 Medium, High-Density 5000 SF Lot Residential Zone, and F-P Flood Area Zone for eight properties; and

WHEREAS, the subject properties 2325 NE Three Mile Lane, 2305 NE Cumulus Avenue, 2245 NE Cumulus Avenue, 2225 NE Cumulus Avenue, 2215 NE Cumulus Avenue, 2205 NE Cumulus Avenue, 160 NE Atlantic Street, and property with no address (Map and Tax Lot R4422CC 01102); and

WHEREAS, a duly noticed public hearing before the McMinnville Planning Commission was held on February 19, 2026, after due notice had been provided to the Department of Land Conservation and Development on December 3, 2025, written notice had been mailed to property owners within 300 feet of the affected property on January 30, 2026, and due notice was published in the local newspaper on February 13, 2026; and

WHEREAS, at said public hearing, a staff report, the application materials, findings and the decision document were presented, and applicant testimony was received; and

WHEREAS, on February 19, 2025, the Planning Commission, by a vote of 9-0, recommended approval with conditions of CPA 1-25 and ZC 2-25 to the McMinnville City Council; and

WHEREAS, the City Council, having received the Planning Commission recommendation and staff report, and having deliberated;

NOW, THEREFORE, THE CITY OF MCMINNVILLE ORDAINS, as follows:

1. That the Council approves the Comprehensive Plan Map (Docket CPA 1-25) and Zone Map Amendment (ZC 2-25);

2. The City Council adopts the Decision, Conditions, Findings of Fact, and Conclusionary Findings as documented in Exhibit A;

2. This Ordinance will take effect 30 days after passage by the City Council.

Passed by the McMinnville City Council this 10th day of March, 2026 by the following votes:

Ayes: _____

Nays: _____

_____
MAYOR

Approved as to form: Attest:

_____ _____
City Attorney City Recorder

EXHIBITS:
A. Decision Document for Dockets CPA 1-25/ZC 2-25

City of McMinnville
PLANNING

City of McMinnville
Community Development
231 NE Fifth Street
McMinnville, OR 97128
(503) 434-7311

www.mcminnvilleoregon.gov

DECISION, CONDITIONS, FINDINGS OF FACT AND CONCLUSIONARY FINDINGS FOR THE APPLICATION FOR A COMPREHENSIVE PLAN MAP AMENDMENT FROM INDUSTRIAL, RESIDENTIAL, COMMERCIAL, AND FLOODPLAIN TO RESIDENTIAL, COMMERCIAL, AND FLOODPLAIN AND ZONE CHANGE FROM M-2 (GENERAL INDUSTRIAL), C-3 (GENERAL COMMERCIAL), R-4 MEDIUM, HIGH-DENSITY 5000 SF LOT RESIDENTIAL ZONE, R-1 LOW-DENSITY 9000 SF LOT RESIDENTIAL ZONE, AND F-P FLOOD AREA ZONE, TO C-3 (GENERAL COMMERCIAL), R-4 MEDIUM, HIGH-DENSITY 5000 SF LOT RESIDENTIAL ZONE, AND F-P FLOOD AREA ZONE FOR PROPERTIES OF APPROXIMATELY 26.07 ACRES, LOCATED AT 2325 NE THREE MILE LANE, 160 NE ATLANTIC STREET, 2305, 2245, 2225, 2215, 2205 NE CUMULUS AVENUE, AND PROPERTY WITH NO ADDRESS (MAP AND TAX LOT R4422CC 01102), TAX LOTS R4422 CC -100, -400, -500, -600, -601, -700, -800, -1100, -1102.

I. INTRODUCTION:

DOCKET:	CPA 1-25 (Comprehensive Plan Amendment), ZC 2-25 (Zone Change)
REQUEST:	The application requests the approval of a concurrent approval of a Comprehensive Plan Map Amendment and Zone Map Amendment. The subject properties are currently designated as Industrial, Residential, Commercial, and Floodplain on the McMinnville Comprehensive Plan and M-2 (General Industrial) (15.1 AC), C-3 (General Commercial) (2.49 AC), R-4 Medium, High-Density 5000 SF Lot Residential Zone (2.06 AC), R-1 Low-Density 9000 SF Lot Residential Zone (1.79 AC), and F-P Flood Plan (4.63 AC) on the Zoning Map. The request, if approved, would designate the properties as Residential, Commercial, and Floodplain on the McMinnville Comprehensive Plan and C-3 General Commercial (3.62 AC), R-4 Medium, High-Density 5000 SF Lot Residential Zone (17.83 AC), and F-P Flood Area Zone (4.63 AC) on the Zoning Map.

LOCATION:	Site Address: 2325 NE Three Mile Lane, 2305 NE Cumulus Avenue, 2245 NE Cumulus Avenue, 2225 NE Cumulus Avenue, 2215 NE Cumulus Avenue, 2205 NE Cumulus Avenue, 160 NE Atlantic Street, and property with no address (Map and Tax Lot R4422CC 01102) (see attached map) Map and Tax Lots: R4422 CC -100, -400, -500, -600, -601, -700, -800, -1100, -1102.
CURRENT COMPREHENSIVE PLAN DESIGNATION:	Industrial, Residential, Commercial, and Floodplain
CURRENT ZONING:	M-2 (General Industrial), C-3 (General Commercial), R-4 (Medium, High-Density Residential), R-1 (Low-Density Residential), and F-P Flood Area Zone
APPLICANT:	BRR Properties, LLC
APPLICNAT'S REPRESENTATIVE:	Ken Sanblast, on behalf of Westlake Consultants, Inc
PROPERTY OWNERS:	Laurel Heights, LLC,
CITY STAFF:	Taylor Graybehl, Senior Planner
DATE DEEMED COMPLETE:	November 25, 2025
HEARINGS BODY & ACTION:	The McMinnville Planning Commission makes a recommendation to the City Council. A Planning Commission recommendation of approval is transmitted to the City Council for a decision. A Planning Commission recommendation/decision of denial becomes the final decision unless that decision is appealed to the City Council.
PLANNING COMMISSION HEARING DATE & LOCATION:	February 19, 2026, at 6:30 P.M., Kent Taylor Civic Hall, 200 NE 2nd Street, McMinnville, OR 97128 Zoom Meeting ID: 831 2090 5124; Passcode: 288880

PROCEDURE:	Application for Comprehensive Plan Amendments and Zone Changes are processed in accordance with the procedures in Section 17.72.120 of the McMinnville Municipal Code. The application is reviewed by the Planning Commission in accordance with the quasi-judicial public hearing procedures specified in Section 17.72.130 of the McMinnville Municipal Code.
DECISION-MAKING BODY:	The McMinnville City Council makes the final decision, unless the Planning Commission recommendation is denial, in which case that is the final decision unless the Planning Commission decision is appealed to City Council.
CITY COUNCIL MEETING DATE & LOCATION:	March 19, 2026, at 7:00 P.M. Kent Taylor Civic Hall, 200 NE 2nd Street, McMinnville, OR 97128 and via Zoom.
CRITERIA:	The applicable criteria for Comprehensive Plan Amendment and Zone Change is specified in Section 17.74.020 of the McMinnville Municipal Code. In addition, the goals, policies, and proposals in Volume II of the Comprehensive Plan are to be applied to all land use decisions as criteria for approval, denial, or modification of the proposed request. Goals and policies are mandated; all land use decisions must conform to the applicable goals and policies of Volume II. "Proposals" specified in Volume II are not mandated, but are to be undertaken in relation to all applicable land use requests. The proposal must also be consistent with applicable provisions of state law.

APPEAL:

The Planning Commission makes a recommendation to the City Council. If the Planning Commission recommendation is approval, the recommendation is forwarded to City Council to make the final decision. If the Planning Commission recommendation/decision is denial, then that is the final decision unless the Planning Commission's decision is appealed to the City Council per Section 17.72.180 of the McMinnville Municipal Code.

As specified in Section 17.72.190 of the McMinnville Municipal Code, the City Council's decision may be appealed to the Land Use Board of Appeals (LUBA) within 21 (twenty-one) days of the date written notice of decision is mailed.

Note: *The City's final decision is usually subject to a 120-day processing timeline, including resolution of any local appeal. However, per ORS 227.178(7), the 120-day period does not apply to a decision of the city to change an acknowledged comprehensive plan or a land use regulation submitted to the Director of the Department of Land Conservation and Development under ORS 197.610.*

COMMENTS:

This matter was referred to the following public agencies for comment: McMinnville Fire Department, Police Department, Engineering Department, Building Department, Parks Department, Public Works Department, Waste Water Services, City Manager, and City Attorney; McMinnville Water and Light; McMinnville School District No. 40; Yamhill County Planning Department; Ziply Fiber (formerly Frontier Communications); Comcast; Recology; Northwest Natural Gas; Oregon Department of State Lands; and Oregon Department of Transportation. Their comments are provided in Section VI of this document.

II. DECISION:

Based on the procedural and conclusionary findings contained herein, the McMinnville City Council finds that the applicable criteria are satisfied and **APPROVES** the Comprehensive Plan Map Amendment and Zone Change (CPA 1-25 & ZC 2-25) with conditions.

//

DECISION: APPROVAL WITH CONDITIONS

//

City Council: _____ Date: _____
Kim Morris, Mayor of McMinnville

Planning Commission: _____ Date: _____
Sidonie Winfield, Chair of the McMinnville Planning Commission

Planning Department: _____ Date: _____
Heather Richards, Community Development Director

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III. APPLICATION SUMMARY

Application

The application requests concurrent approval of a Comprehensive Plan Map Amendment and a Zone Map Amendment for the following properties: 2325 NE Three Mile Lane; 160 NE Atlantic Street; 2205, 2215, 2225, 2245, and 2305 NE Cumulus Avenue, and Property With No Address (Map And Tax Lot R4422CC 01102) ***(See Figure 1. Vicinity Map).***

No development is proposed or approved as part of this application.

Figure 1. Vicinity Map Of Subject Properties



The subject properties are currently designated as Industrial, Residential, Commercial, and Floodplain on the McMinnville Comprehensive Plan ***(see Figure 2a. Comprehensive Plan Map)*** and M-2 (General Industrial), C-3 (General Commercial), R-4 (Medium, High-Density Residential), R-1 (Low-Density Residential), and F-P Flood Plan on the Zoning Map ***(see Figure 2b. Zoning Map)***.

Figure 2a. Existing Comprehensive Plan Map

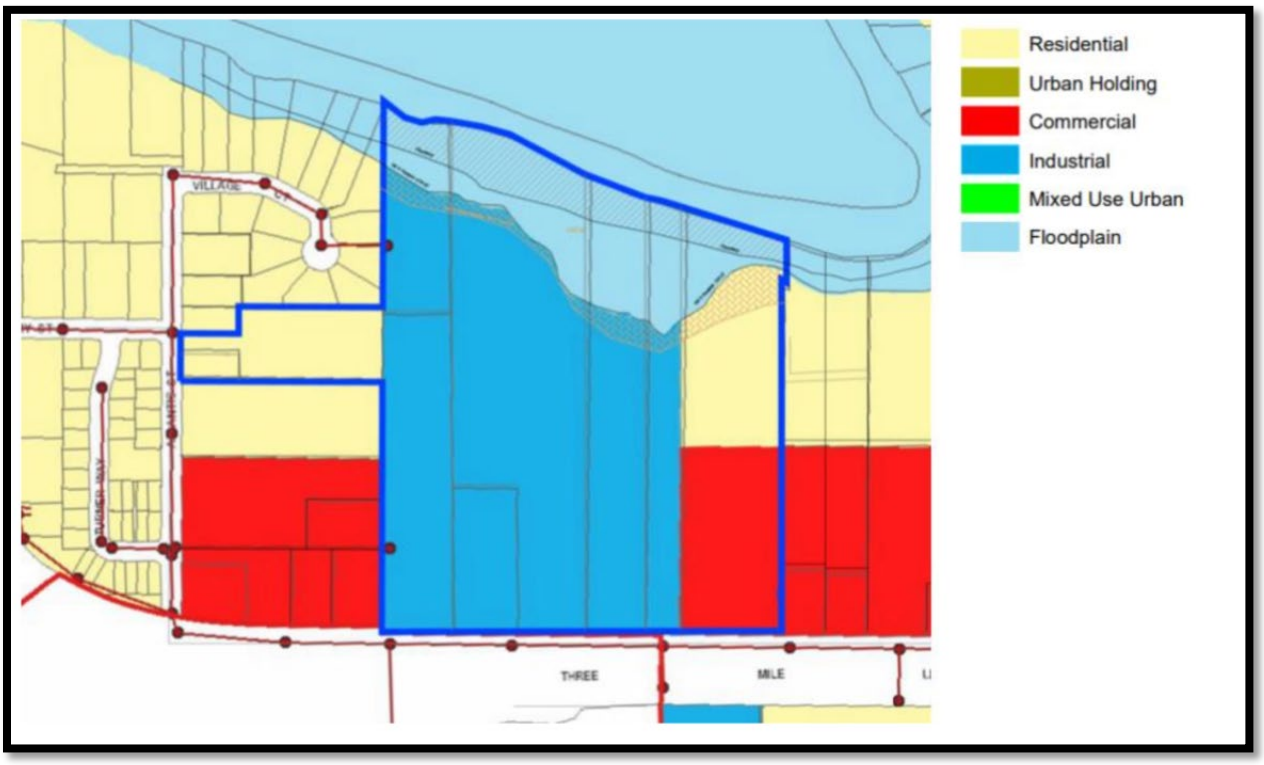


Figure 2b. Existing Zoning Map



The request, if approved, would designate the properties as Residential, Commercial, and Floodplain on the McMinnville Comprehensive Plan ***(see Figure 3a. Proposed Comprehensive Plan Map and Zoning Map)*** and C-3 (General Commercial), R-4 (Medium, High-Density Residential), and F-P Flood Area Zone on the Zoning Map ***(see Figure 3b. Proposed Zoning Map)***.

Figure 3a. Proposed Comprehensive Plan Map

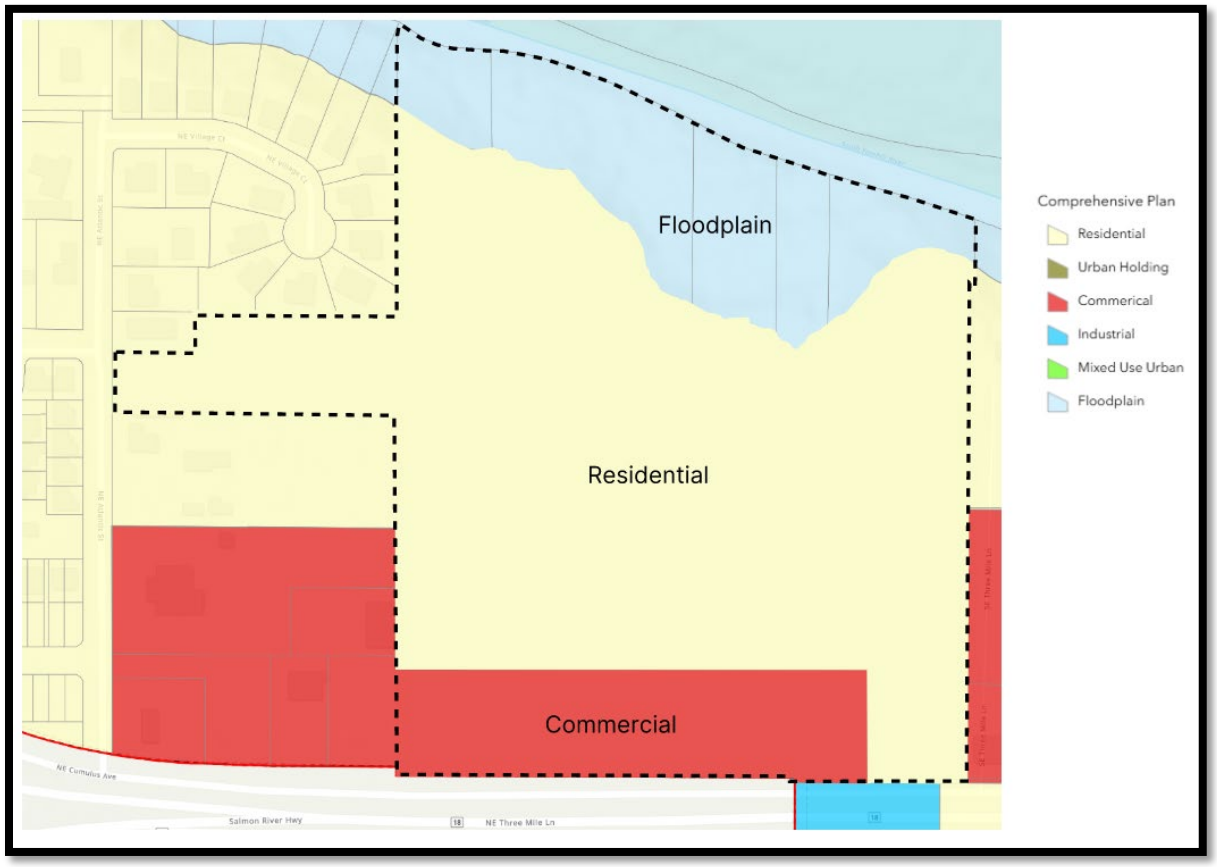
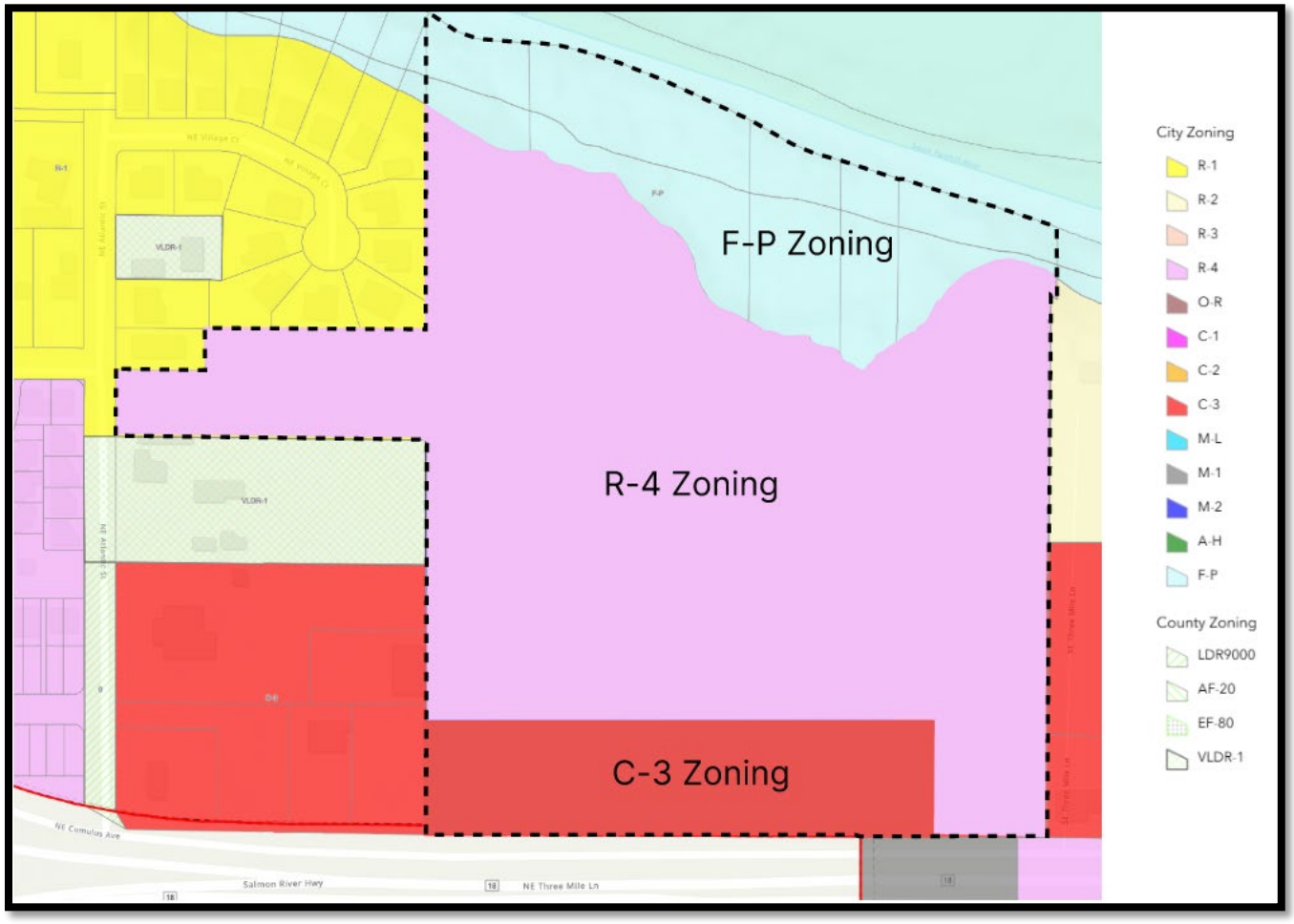


Figure 3b. Proposed Zoning Map



Project Area Overview

The 26.07-acre site is located north of Three Mile Lane (Highway 18) within the Three Mile Lane Area Plan boundary and is accessible from Cumulus Avenue and Atlantic Street.

Current uses on the site include:

- An industrial area with a ready-mix concrete manufacturer
- A single-family home in the R-1 zone
- Undeveloped land in the R-4 and C-3 zones
- Approximately 4.6 acres along the northern boundary within the floodplain, which will remain undeveloped

Adjacent land uses include residential neighborhoods, a plant nursery, a gas station, commercial and medical services, and the South Yamhill River. Nearby landmarks include Chemeketa Community College and the Evergreen Aviation Museum. Across Highway 18, land uses consist of agricultural acreage, commercial services, and a mobile home park.

Three Mile Lane Area Plan

Summary

On November 8, 2022, the City Council voted to approve Ordinance No. 5126 adopting the Three Mile Lane Area Plan and its appendices as a supplemental document to the McMinnville Comprehensive Plan. The Three Mile Lane area is a unique district in the southeast portion of the City of McMinnville. The area contains approximately 1,340 acres of land with a variety of existing land uses and several large vacant parcels. The Three Mile Lane Area Plan serves as a guiding document for land uses and public facilities in the delineated area of this plan.

Land Use Concept

The Three Mile Lane Area Plan's land uses are shown in Figure 4, and the project area is identified in Figure 5. The Three Mile Lane Area Plan identifies the subject site (Baker Rock Site) as a potential location for mixed-use development and needed housing. The Three Mile Lane Area Plan highlights these key features, which are consistent with this Application:

- Allow for a variety of commercial and residential uses in the area, including housing, neighborhood retail and amenities, and "enhanced multi-modal transportation connectivity" that supports walking and biking to jobs, services, and recreation areas.

- The subject site (Baker Rock site) is an opportunity to explore a small mixed-use commercial concept, which can be implemented through a planned development overlay for the site.

- The subject site provides an opportunity to "protect natural areas and views, connect to parks and open spaces, provide a connected, bike and pedestrian-friendly neighborhood, and encourage mixed-use development with diverse housing types and unique, high-quality design."

- The southern portion of the site is better suited to retail uses as that portion of the site more visible and accessible from OR 18 and Cumulus Avenue. As shown in the existing Comprehensive Plan Map and Zoning Map, a portion of the site is designated C-3 commercial. This application reconfigures the commercial area slightly to orient more of the area to Cumulus Avenue.

Figure 4. Three Mile Lane Land Uses

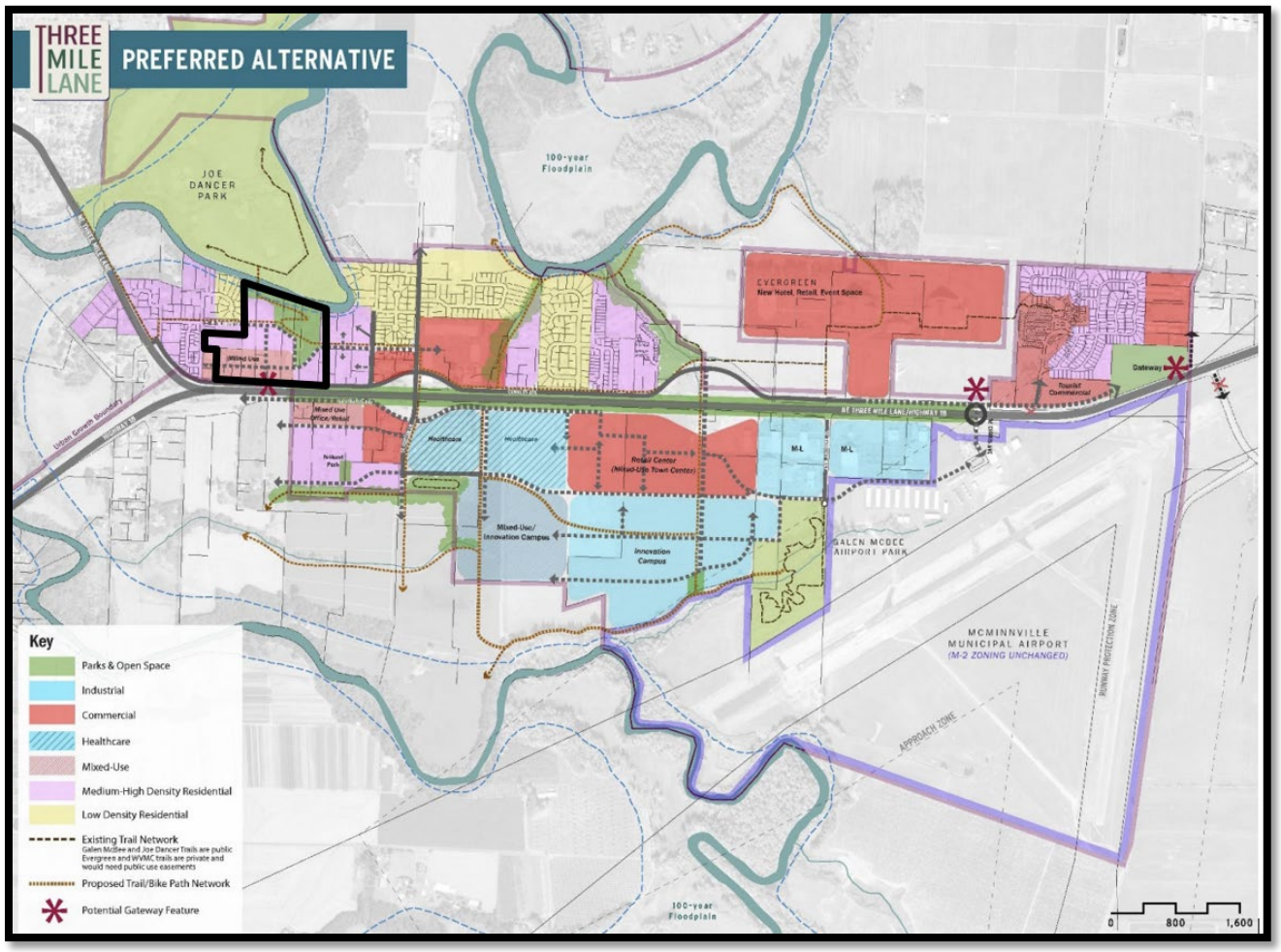
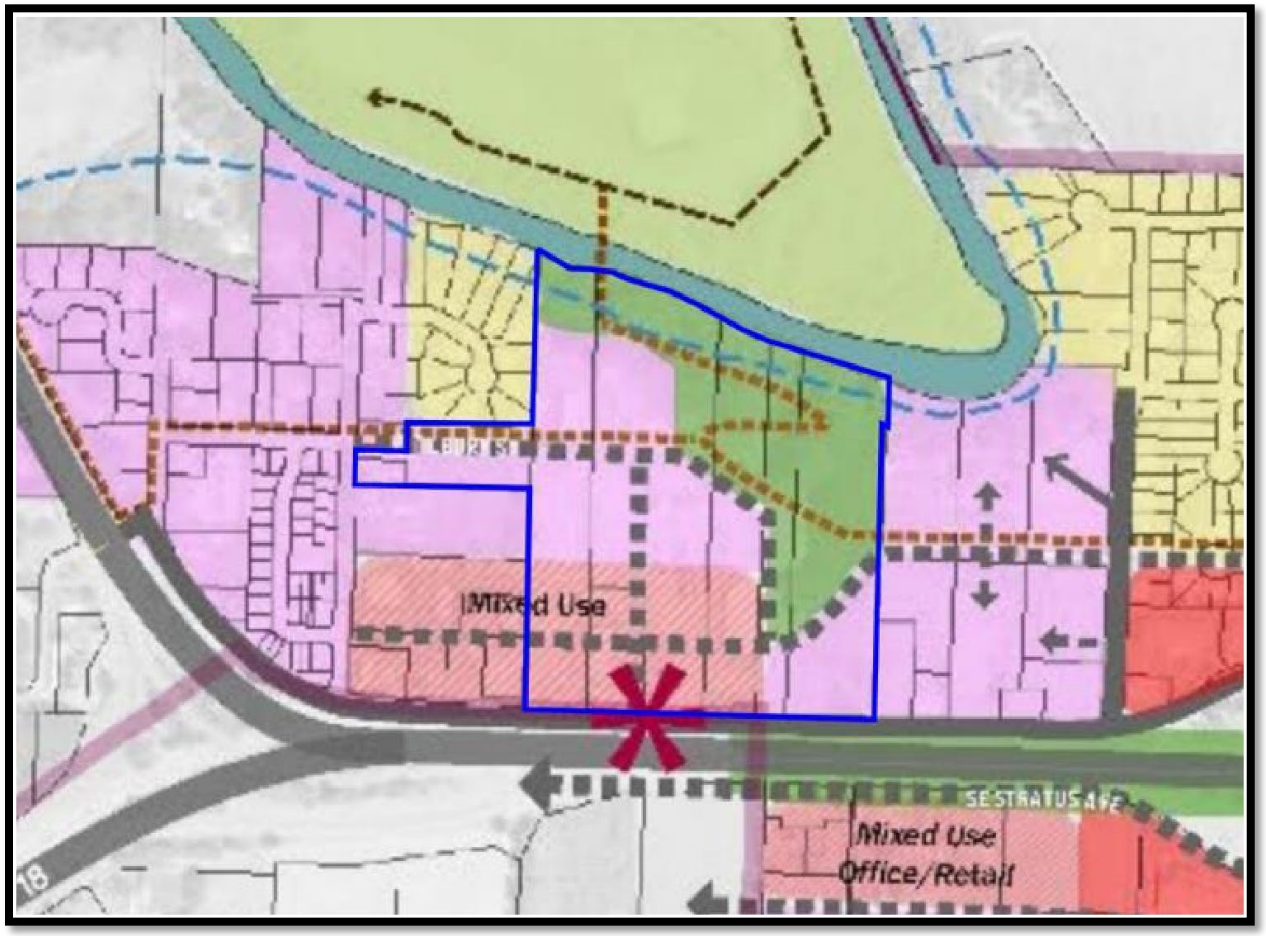


Figure 5. Project Area



IV. CONDITIONS:

The decision is subject to the following conditions of approval:

1. The 2008 Conveyance System Masterplan assumptions at the time of this application allow for sanitary flows of 1,647 gallons per net acre daily (gpnad) for the referenced existing zoning of the 21.45acre site. The proposed zone changes do not result in an assumed increase flow based on the 2008 Conveyance System Masterplan. At the City Engineer's discretion prior to any additional applications for land use decisions or permitting, the applicant shall be required to provide an analysis to the City Engineer showing sanitary sewer capacity for the proposed flows do not exceed 1,647 gpnad -OR- enter into a reimbursement agreement with the City to perform a sanitary sewer capacity analysis. The capacity analysis should incorporate development specific flow assumptions and shall meet the requirements of the most recent Sanitary Conveyance Masterplan or model in effect at the time of the analysis. Any sanitary sewer pump station and/or sanitary sewer conveyance

system improvement necessary to accommodate the proposed flows from anticipated development appropriate for the proposed zoning shall be completed at the applicant's expense prior to making any new connections or increasing any demand on the public system per review and approval by the City Engineer

2. That final development plans for the subject site include a detailed storm drainage plan which incorporates the requirements of City's Storm Drainage Master Plan. This plan must be submitted to, and approved by, the City Engineering Department prior to permit issuance. Any utility easements needed to comply with the approved plan must be reflected on the final plat. If the final storm drainage plan incorporates the use of collection systems and easements, such must be private, rather than public, and private maintenance agreements must be approved by the City prior to recording.

3. The final development plans for the subject site include a detailed sanitary sewer collection plan which incorporates the requirements of City's Collection Systems Facilities Plan. This plan must be submitted to, and approved by, the City Engineering Department prior to development. Any utility easements needed to comply with the approved plan must be reflected on the final plat or be recorded prior to utility installation. Structures located within the subject site are required to connect to the sanitary sewer system at the same time that the public system is constructed that makes service available per the approved sanitary sewer collection plan.

4. Per the Traffic Impact Analysis, the Applicant is responsible for the installation of a westbound right-turn lane on the eastern leg of the NE Cumulus Avenue/SE Nehemiah Lane and NE Three Mile Lane intersection. Prior to the submittal of building permits, the City reserves the right to require a traffic impact analysis if a transportation memorandum indicates that the traffic created by the development exceeds 20 pm peak hour trips or 200 daily trips.

5. Development applications located within the Three Mile Lane Area are subject to the policies of the Three Mile Lane Area Plan, as adopted by Ordinance No. 5126, and will be reviewed as part of the Three Mile Lane Design Review required by Ordinance Nos. 4131 and 4572. The policies of the Three Mile Lane Area Plan are provided below:
    a. Require future development to be consistent with the design elements of the Three Mile Lane Area Plan. Mixed-use and commercial proposals over five (5) acres are subject to Planning Commission Approval.
    b. Public improvements and private development shall strive to protect tree groves and mature individual trees. Existing trees shall not be removed without prior review and written approval. The applicant shall submit information identifying trees greater than six inches DBH. Trees greater than six inches DBH will not be approved for removal unless a certified arborist determines that they are diseased, dying, or dead, or the developer

demonstrates that practical development of an approved lot, or required public improvements (i.e., streets, sidewalks, and public utilities), will adversely impact the survival of such tree or trees. In addition, all trees that are not to be removed shall be protected during the construction of all public improvements and residential development in the approved partition. A plan for such tree protection approved by the Planning Director shall be submitted with construction and/or building permit applications prior to release of construction or building permits within the subject site.

c. Riparian corridors and adjacent native landscape shall be protected. The applicant will need to provide mapping and protection of stream corridors and re-vegetation with native plantings if warranted.
d. The built environment will be designed to provide and protect views to rolling hills and volcanoes and to enhance visual and physical access to the North Yamhill River. New streets and open spaces will be oriented to capture views. The applicant will be required to provide a viewshed analysis as part of the Three Mile Lane Design Review.
e. Enhancing connections to existing trails and open space, such as connections into Joe Dancer Park and McBee Park, and creating a public greenway along South Yamhill River with trails and connections to the Three Mile Lane Area is a priority. Development will be required to show connectivity to any proposed trail or part identified in the Parks Recreation and Open Space plan.
f. New gathering spaces will be designed to incorporate natural areas and views.
g. Require native landscape plantings with seasonal variation and tree plantings that include shade streets with mature tree canopy.
h. A network of sidewalks and trails will connect people to key locations within the Three Mile Lane Area.
i. The Three Mile Lane Area will have safe bicycle routes for residents and touring cyclists.
j. Proposed new streets will connect to the existing local street grid, in compliance with Transportation System Plan standards.
k. New commercial developments should be designed to be at a walkable, human scale and for ease of use by all ages and abilities.
l. New commercial, office, mixed-use, and multi-family developments should be designed to reflect the micro-climate and enhance outdoor life through the incorporation of features such as porches, balconies, courtyards, plazas, etc.
m. New commercial, office, mixed-use, and industrial campus developments should promote inclusion and interaction within the right-of-way.
n. Encourage mixed-use development where feasible.
o. Proposed site landscape for new development should strive to reflect patterns of wine industry—eg, rows of vines, southern orientation, shelter belts of trees – and consider functional site planning of vineyard and farm complexes as conceptual models.

p. New development should consider adjacency to agricultural fields and respect this heritage through careful transitions.
q. Architectural building design that includes simple roof forms (industrial and agricultural) is encouraged in the Three Mile Lane Area.
r. Encourage a diversity of future housing forms, types, and design that respect the current character of the area.
s. Ensure that new commercial and industrial campus development creates a welcoming and visible interface with Three Mile Lane.
t. Encourage site design and architecture that visibly convey the historic or current industry on the site (e.g., aviation, winemaking).
u. New commercial, mixed-use, office, and industrial campus development should consider using local materials for cladding and building structure (timber, corrugated steel cladding, red brick), and incorporating vibrant color.
v. Public safety services shall be considered as part of master planning, including access, response times and opportunity for substations if needed.
w. Ensure that no incompatible heavy industrial uses are allowed along Highway 18 in the Three Mile Lane Area or as part of the Innovation Campus.
x. Significant natural features shall be inventoried and protected as much as possible within new development plans.

V. ATTACHMENTS:

1. Application and Attachments (on file with the Planning Division)
2. Revised TIA Received January 20, 2026 (on file with the Planning Division)

VI. COMMENTS:

Agency Comments

This application was referred to the following public agencies for comment: McMinnville Fire District, Police Department, Engineering Department, Building Department, Parks Department, Public Works Department, Waste Water Services, City Manager, and City Attorney; McMinnville Water and Light; McMinnville School District No. 40; Yamhill County Planning Department; Ziply Fiber (formerly Frontier Communications); Comcast; Recology; Northwest Natural Gas; Oregon Department of Transportation; and Oregon Department of State Lands.

Responses were received from the following agencies, provided below:

- McMinnville Airport
  - No issues or comments from the airport.

- McMinnville Engineering Division
  - The 2008 Conveyance System Masterplan assumptions at the time of this application allow for sanitary flows of 1,647 gallons per net acre daily (gpnad) for the referenced existing zoning of the 21.45acre site. The proposed zone

changes do not result in an assumed increase flow based on the 2008 Conveyance System Masterplan. At the City Engineer's discretion prior to any additional applications for land use decisions or permitting, the applicant shall be required to provide an analysis to the City Engineer showing sanitary sewer capacity for the proposed flows do not exceed 1,647 gpnad -OR- enter into a reimbursement agreement with the City to perform a sanitary sewer capacity analysis. The capacity analysis should incorporate development specific flow assumptions and shall meet the requirements of the most recent Sanitary Conveyance Masterplan or model in effect at the time of the analysis. Any sanitary sewer pump station and/or sanitary sewer conveyance system improvement necessary to accommodate the proposed flows from anticipated development appropriate for the proposed zoning shall be completed at the applicant's expense prior to making any new connections or increasing any demand on the public system per review and approval by the City Engineer.

- That final development plans for the subject site include a detailed storm drainage plan which incorporates the requirements of City's Storm Drainage Master Plan. This plan must be submitted to, and approved by, the City Engineering Department prior to permit issuance. Any utility easements needed to comply with the approved plan must be reflected on the final plat or be recorded prior to utility installation. If the final storm drainage plan incorporates the use of collection systems and easements, such must be private, rather than public, and private maintenance agreements must be approved by the City prior to recording.

- The final development plans for the subject site include a detailed sanitary sewer collection plan which incorporates the requirements of City's Collection Systems Facilities Plan. This plan must be submitted to, and approved by, the City Engineering Department prior to development. Any utility easements needed to comply with the approved plan must be reflected on the final plat or be recorded prior to utility installation. Structures located within the subject site are required to connect to the public sanitary sewer system at the same time that the public system is constructed that makes service available per the approved sanitary sewer collection plan.

- <u>McMinnville Fire District</u>
  - The Fire District has no comments to add to this CPA.

- <u>McMinnville Public Works</u>

  - Per your request Public Works has reviewed the 2008 Conveyance System Master Plan, and the proposed zone changes result in a decrease of expected sanitary flows from the site:

    EXISTING ZONING:
    - M-2 General Industrial: 15.1 AC * 1800 gpnad = 27,180 gpd
    - C-3 General Commercial: 2.49 AC * 1800 gpnad = 4,482 gpd

- R-4 Medium, High-Density Residential: 2.06 AC * 1320 gpnad = 2,719 gpd
- R-1 Low-Density Residential: 1.79 AC * 525 gpnad = 940 gpd
- Floodplain: 4.63 AC

Existing Developable: 21.45 AC = 35,321 gpd

PROPOSED REZONE:
- Mixed Use C-3: 3.62 AC * 1800 gpnad = 6,516 gpd
- R-4 Medium, High-Density Residential: 17.83 AC * 1320 gpnad = 23,536 gpd
- Floodplain: 4.63 AC

Proposed Developable = 21.45 AC = 30,052 gpd

Public Works supports the proposed zone change and believes the site is served with sanitary sewer utilities per the assumptions in the 2008 Conveyance System Master Plan. I believe this analysis satisfies the application completeness requirements as Public Works is giving clear direction that the subject site is served under authority granted in MMC chapter 12 and as supported by the review of the 2008 Conveyance System Master Plan.

However, as we work through the Conveyance System Master Plan update, we have identified several outdated or inaccurate assumptions in the previous plan. To ensure the system can adequately support future development, Engineering recommends including a condition of approval requiring the applicant to complete a site-specific sewer capacity analysis at the time of future development, using sewer flow data specific to that proposal. This requirement is consistent with MMC 12.04.120, MMC 13.04.090, past practice, and previously provided feedback regarding this project.

- McMinnville Water & Light
  - MW&L has no comments on this.

- Oregon Department of Transportation

  - After further review, our statement and proposed mitigation comments were included in the letter dated October 17, 2025, that I sent to you on October 22, 2025. We reviewed the revised TIA and addendum dated January 20, 2026, and found that our analysis comments were addressed and the revision and addendum didn't change proposed mitigation comments (email in this chain on February 2). There have been no changes with our position since then.

    Please notify us of the decision by sending a copy of the decision to me and odotr2planmgr@odot.oregon.gov.

[STAFF NOTE: BELOW IS THE EMAIL REFERENCED]

Ken,

I've reviewed the updated analysis, found my comments addressed, and don't have any additional comments.

Thanks!

Arielle Childress, P.E. (she/her/hers)
Traffic Analysis Engineer
ODOT Region 2
455 Airport Rd. SE, Bldg. B, Salem, OR 97031
(971) 208-1290

Public Comments

Notice of this request was mailed to property owners located within 300 feet of the subject site on January 30, 2026. No public comments were received in writing prior to the public hearing.

Public Hearing Testimony: The following people testified at the public hearing.

- Kathleen McKinney, Opposition
- Dan Jones, Opposition
- Mike Full, Opposition

VII. PROCEDURAL FINDINGS OF FACT:

1. The application was submitted with the fee provided on July 8, 2025. The application was deemed incomplete on August 7, 2025. Additional materials were provided on August 22, 2025 which were deemed incomplete on August 28, 2025. Additional materials were provided on November 24, 2025 and the application was deemed complete on November 25, 2025.

2. The applicant submitted the necessary documentation to demonstrate a neighborhood meeting was noticed and held in accordance with the provisions of Section 17.72.095 of the Zoning Ordinance.

3. The application was deemed complete on November 25, 2025.

4. On December 3, 2025, notice of the application was provided to the Oregon Department of Land Conservation and Development (DLCD).

5. On December 10, 2025, notice of the application was referred to the following public agencies for comment in accordance with Section 17.72.120 of the Zoning Ordinance: McMinnville Fire Department, Police Department, Engineering Department, Building Department, Parks Department, Public Works Department, Waste Water Services, and City Manager; McMinnville Water and Light; McMinnville School District No. 40; Yamhill County Planning Department; Ziply Fiber (formerly

Frontier Communications); Comcast; Recology; Northwest Natural Gas; Oregon Department of Transportation; and Oregon Department of State Lands. Comments received from agencies are addressed in Section VI of this Decision Document.

6. On January 30, 2026, notice of the application and the February 19, 2026, Planning Commission public hearing was mailed to property owners within 300 feet of the subject property in accordance with Section 17.72.120 of the Zoning Ordinance.

7. On February 13, 2025, notice of the application and the February 19, 2026, Planning Commission public hearing was published in the newspaper in accordance with Section 17.72.120 of the Zoning Ordinance.

8. The Planning Commission held a public hearing on February 19, 2026, to consider the request and voted unanimously to adopt the Decision Document, Conditions, and Findings as presented.

9. The City Council considered the Planning Commission recommendation on March 10, 2026, and voted to adopt Ordinance No. 5173, approving both land-use applications.

VIII. GENERAL FINDINGS OF FACT:

1. **Location:**
   - **Site Address:** 2325 NE Three Mile Lane; 160 NE Atlantic Street; 2205, 2215, 2225, 2245, and 2305 NE Cumulus Avenue, and Property With No Address (Map And Tax Lot R4422CC 01102)

   - **Map And Tax Lots:** R4422 CC -100, -400, -500, -600, -601, -700, -800, -1100, -1102.

2. **Size:** Total of 26.07 acres.
   a. Map and Tax Lots R4422 CC
      - -100: 5.50 acres
      - -400: 1.84 acres
      - -500: 3.40 acres
      - -600: 1.25 acres
      - -601: 6.85 acres
      - -700: 2.00 acres
      - -800: 3.00 acres
      - -1100: 0.21 acres
      - -1102: 1.59 acres

3. **Current Development:**
   a. Map and Tax Lots R4422 CC
      - -100: Industrial
      - -400: Industrial
      - -500: Industrial
      - -600: Industrial

- -601: Industrial
- -700: Industrial
- -800: Industrial
- -1100: Residential
- -1102: Residential

4. **Comprehensive Plan Map Designation:** Industrial, Residential, Commercial, And Floodplain

5. **Current Zoning:**
   a. **Subject Property:** M-2 (General Industrial), C-3 (General Commercial), R-4 Medium, High-Density Residential, R-1 (Low-Density, 9000 Sf Lot Residential Zone), And F-P Flood Area Zone
   b. **Surrounding Properties:**
      - **North:** F-P Flood Area, and R-1 (Low-Density, 9000 Sf Lot Residential Zone)
      - **West:** R-1 (Low-Density, 9000 Sf Lot Residential Zone), R-4 (Medium, High-Density, 5000 SF Lot Residential Zone), C-3 (General Commercial), VLDR-1 (Very Low Density Residential Districts)
      - **South:** Highway 18, M-1 (Light Industrial)
      - **East:** R-2 (Low-Density, 7000 SF Lot Residential Zone), R-4 (Medium, High-Density, 5000 SF Lot Residential Zone), C-3 (General Commercial)

6. **Overlay Zones/Special Districts:** Three Mile Lane Area Plan (Ordinance 5126)

7. **Other Features:**
   a. **Slopes:** The project area is generally flat, with slopes towards the South Yamhill River.
   b. **Easements:** E 3-26 (City sewer easement), with an approximate 20’ width along Cumulus Avenue and the southwest property lines of 2215 NE Cumulus Ave.
   c. **Trees:** A grove of trees is located in the eastern portion of the project area.
   d. **Rivers:** The South Yamhill River is located within the northern portion of the project area.
   e. **Wetlands:** A wetland has been identified by the Department of State Lands Statewide Wetlands Inventory within the northern portion of the project area.

8. **Utilities:**
   a. **Water:** McMinnville Water & Light did not raise concerns when provided the opportunity to comment.
   b. **Sewer:** Sufficient sanitary services are available per the 2008 Conveyance System Master Plan. Prior to any development, the applicant shall provide an analysis demonstrating sufficient sewer capacity and, if required, the necessary improvements to maintain that capacity.
   c. **Stormwater:** Adequate stormwater infrastructure will be required by the City’s Engineering Division at the time of development.
   d. **Power:** McMinnville Water & Light did not raise concerns when provided the opportunity to comment.

9. **Access:** The properties have access to Atlantic Street and Cumulus Avenue. Atlantic Street is identified as a local residential street, and Cumulus Avenue is identified as a Minor Collector in the City's Transportation System Plan.

10. **Public Transit:** Yamhill County Transit provides bus service to the neighborhood through "Route 2". Bus stops are located within 0.25 of the project sites.

IX. CONCLUSIONARY FINDINGS:

The Conclusionary Findings are the findings regarding consistency with the applicable criteria for the application. The applicable criteria and standards for a Comprehensive Plan Map Amendment and Zone Change are found in Chapter 17.74 of the Zoning Ordinance.

In addition, the goals, policies, and proposals in Volume II of the Comprehensive Plan are to be applied to all land use decisions as criteria for approval, denial, or modification of a proposed request. Goals and policies are mandated; all land use decisions must conform to the applicable goals and policies of Volume II. "Proposals" specified in Volume II are not mandated, but are to be undertaken in relation to all applicable land use requests.

Amendments to the City's adopted and acknowledged planning documents, including amendments to the Zoning Map, are also subject to certain Statewide Planning Goals and associated statutes and administrative rules.

Title 17. Zoning Ordinance

Section 17.74.020. Comprehensive Plan Map Amendment and Zone Change – Review Criteria

An amendment to the official zoning map (and comprehensive plan map) may be authorized, provided that the proposal satisfies all relevant requirements of this ordinance, and also provided that the applicant demonstrates the following:

A. The proposed amendment is consistent with the goals and policies of the Comprehensive Plan;

APPLICANT'S RESPONSE: The applicable findings included in the narrative above demonstrate that the proposed comprehensive plan map amendment and zone change are consistent with the goals and policies of the Comprehensive Plan.

FINDING: SATISFIED. The applicant responded to all applicable Comprehensive Plan Goals and Policies. Staff found that the application and all applicant responses satisfied the goals and policies. A more detailed analysis of consistency with the goals and policies is included in the next section of this decision document.

B. The proposed amendment is orderly and timely, considering the pattern of development in the area, surrounding land uses, and any changes which

may have occurred in the neighborhood or community to warrant the proposed amendment;

When the proposed amendment concerns needed housing (as defined in the McMinnville Comprehensive Plan and state statute), criterion "B" shall not apply to the rezoning of land designated for residential use on the plan map.

In addition, the housing policies of the McMinnville Comprehensive Plan shall be given added emphasis and the other policies contained in the plan shall not be used to: (1) exclude needed housing; (2) unnecessarily decrease densities; or (3) allow special conditions to be attached which would have the effect of discouraging needed housing through unreasonable cost or delay.

APPLICANT'S RESPONSE: The subject site is located within the plan area of the City's adopted 3MLAP. This proposed comprehensive plan map amendment and zone change will bring the site's zoning into compliance with the 3MLAP land use concept plan. Further, this requested amendment and zone change address a need for additional attainable housing options for the city's growing population, identified in the 2024 Housing Needs Analysis.

No development is proposed through this Application. This Application is timely in that needed residential and commercial land would be designated and made available for future development with the uses envisioned in the 3MLAP.

Upon future application for development, site development plans will be subject to the review process of Chapter 17.72 of the McMinnville Zoning Ordinance.

FINDING: SATISFIED. The City concurs with the applicant's response that criterion B has been satisfied. The proposal will improve the project area's compliance with the Three Mile Lane Area Plan. As noted by the Applicant, no development is proposed in this application. Future development will be subject to the Zoning Ordinance and the Three Mile Lane Area Plan, which will implement the development-related standards within this criterion.

The applicant proposes a plan amendment to designate land for residential use on the plan map and to rezone that land to multi-family residential.

The Subsection B Exemption applies when a proposed plan map and zone map amendment "**concerns needed housing** (as defined in the McMinnville Comprehensive Plan and state statute)."

The Comprehensive Plan does not define "needed housing", however, the comprehensive plan must be consistent with state statute. State statute (ORS 197A.348) defines "needed housing" to mean "all housing on land zoned for residential use or mixed residential and commercial use that is determined to

meet the need shown for housing within an urban growth boundary at price ranges and rent levels that are affordable to households within the county with a variety of incomes, including but not limited to households with low incomes, very low incomes and extremely low incomes, as those terms are defined by the United States Department of Housing and Urban Development under 42 U.S.C. 1437a.

In other words, all housing within the city is needed housing because the city's comprehensive plan identifies a need for housing at a variety of price ranges and rent levels to households within the city at a variety of income levels. The proposed Comprehensive Plan map and Zoning Map amendments "concern needed housing" because they are proposed amendments to change the plan and zone designations to residential, which designations can be used exclusively for housing.

C. Utilities and services can be efficiently provided to serve the proposed uses or other potential uses in the proposed zoning district.

APPLICANT'S RESPONSE: No development is proposed through this Application. Upon submittal of a development application, proposed plans will be subject to applicable zone requirements, as well as the public hearing and review process of Chapter 17.72 of the McMinnville Zoning Ordinance. The efficient provision of utilities and services to the proposed development could be assured through conditions of approval.

FINDING: **SATISFIED WITH CONDITIONS OF APPROVAL #1 TO #4.**

- **Water**: McMinnville Water & Light did not raise concerns when provided the opportunity to comment.
- **Sewer**: Sufficient sanitary services are available per the 2008 Conveyance System Master Plan. Prior to any development, the applicant shall provide an analysis demonstrating sufficient sewer capacity and, if required, the necessary improvements to maintain that capacity.
- **Stormwater**: Adequate stormwater infrastructure will be required by the City's Engineering Division at the time of development.
- **Power:** McMinnville Water & Light did not raise concerns when provided the opportunity to comment
- **Transportation:** The Applicant prepared a Transportation Impact Analysis to study the impact of the proposed application. The study found that to comply with the Transportation Planning Rule and this criterion, the Applicant must install a westbound right return lane on the eastern leg of the SE Nehemiah Lane/NE Cumulus Avenue & NE Three Mile Lane intersection. Further discussion of transportation is provided in Goal 11 of the Statewide Planning Goals below.

CONDITION OF APPROVAL #1: The 2008 Conveyance System Masterplan assumptions at the time of this application allow for sanitary flows of 1,647 gallons per net acre daily (gpnad) for the referenced existing zoning of the 21.45acre site.

The proposed zone changes do not result in an assumed increase flow based on the 2008 Conveyance System Masterplan. At the City Engineer's discretion prior to any additional applications for land use decisions or permitting, the applicant shall be required to provide an analysis to the City Engineer showing sanitary sewer capacity for the proposed flows do not exceed 1,647 gpnad -OR- enter into a reimbursement agreement with the City to perform a sanitary sewer capacity analysis. The capacity analysis should incorporate development specific flow assumptions and shall meet the requirements of the most recent Sanitary Conveyance Masterplan or model in effect at the time of the analysis. Any sanitary sewer pump station and/or sanitary sewer conveyance system improvement necessary to accommodate the proposed flows from anticipated development appropriate for the proposed zoning shall be completed at the applicant's expense prior to making any new connections or increasing any demand on the public system per review and approval by the City Engineer.

CONDITION OF APPROVAL #2: That final development plans for the subject site include a detailed storm drainage plan which incorporates the requirements of City's Storm Drainage Master Plan. This plan must be submitted to, and approved by, the City Engineering Department prior to permit issuance. Any utility easements needed to comply with the approved plan must be reflected on the final plat. If the final storm drainage plan incorporates the use of collection systems and easements, such must be private, rather than public, and private maintenance agreements must be approved by the City prior to recording.

CONDITION OF APPROVAL #3: The final development plans for the subject site include a detailed sanitary sewer collection plan which incorporates the requirements of City's Collection Systems Facilities Plan. This plan must be submitted to, and approved by, the City Engineering Department prior to development. Any utility easements needed to comply with the approved plan must be reflected on the final plat or be recorded prior to utility installation. Structures located within the subject site are required to connect to the sanitary sewer system at the same time that the public system is constructed that makes service available per the approved sanitary sewer collection plan.

CONDITION OF APPROVAL #4: Per the Traffic Impact Analysis, the Applicant is responsible for the installation of a westbound right-turn lane on the eastern leg of the NE Cumulus Avenue/SE Nehemiah Lane and NE Three Mile Lane intersection. Prior to the submittal of building permits, the City reserves the right to require a traffic impact analysis if a transportation memorandum indicates that the traffic created by the development exceeds 20 pm peak hour trips or 200 daily trips.

Comprehensive Plan Volume II

The following Goals, Policies, and Proposals from Volume II of the Comprehensive Plan provide criteria applicable to this request:

The implementation of many of the goals, policies, and proposals as they apply to quasi-judicial land use applications are accomplished through the provisions, procedures, and

standards in the city codes and master plans, which are sufficient to adequately address applicable goals, polices, and proposals as they apply certain applications, and are not addressed below.

The following findings are made relating to applicable Goals and Policies:

CHAPTER II: NATURAL RESOURCES

GOAL II 1: TO PRESERVE THE QUALITY OF THE AIR, WATER, AND LAND RESOURCES WITHIN THE PLANNING AREA.

APPLICANT'S RESPONSE: This application proposes change from industrial to residential and mixed-use commercial uses for the site. The proposed change is not anticipated to increase impacts to the quality of the air, water or land resources. Future development on the site will include uses permitted in the proposed zones. The existing floodplain and steep slopes in the northeast portion of the site will be preserved, with no development proposed within applicable buffers or setbacks.

FINDING: STATISIFED. No development is proposed in this application. The proposed Comprehensive Plan Map amendment and Zone Map Amendment should have no impact on the quality of the air, water, and land resources. Potential impacts will be mitigated or prevented by enforcing applicable standards during development.

CHAPTER IV: ECONOMY OF MCMINNVILLE

GOAL IV 1: TO ENCOURAGE THE CONTINUED GROWTH AND DIVERSIFICATION OF MCMINNVILLE'S ECONOMY IN ORDER TO ENHANCE THE GENERAL WELL-BEING OF THE COMMUNITY AND PROVIDE EMPLOYMENT OPPORTUNITIES FOR ITS CITIZENS

Goal IV 2: TO ENCOURAGE THE CONTINUED GROWTH OF MCMINNVILLE AS THE COMMERCIAL CENTER OF YAMHILL COUNTY IN ORDER TO PROVIDE EMPLOYMENT OPPORTUNITIES, GOODS, AND SERVICES FOR THE CITY AND COUNTY RESIDENTS.

APPLICANT'S RESPONSE: With the proposed rezoning of 1.13 acres to C-3, the commercial zoning on the site will total 3.62 acres. The 3MLAP identified the site as having potential for a mixed-use neighborhood commercial node, which could include a variety of local-serving commercial services and retail as well as create opportunities for local employment and economic growth.

Furthermore, the future commercial development located in proximity to on-site residents as well as the existing surrounding neighborhoods would enable local residents to travel to future shops, services and restaurants through a variety of modes, including walking and biking. The benefits generated by a future locally-focused commercial hub include increased convenience for residents, reduced road congestion and impact on air quality, and opportunities for social interaction among neighbors.

FINDING: SATISFIED. The applicant has adequately demonstrated compliance with these goals.

Policy 21.01: The City shall periodically update its economic opportunities analysis to ensure that it has within its urban growth boundary (UGB) a 20-year supply of lands designated for commercial and industrial uses. The City shall provide an adequate number of suitable, serviceable sites in appropriate locations within its UGB. If it should find that it does not have an adequate supply of lands designated for commercial or industrial use it shall take corrective actions which may include, but are not limited to, re-designation of lands for such purposes, or amending the UGB to include lands appropriate for industrial or commercial use.

APPLICANT'S RESPONSE: The adopted 2023 EOA documents a 159-acre deficit of commercial land and 29-acre deficit of industrial land over the 20-year planning period. The subject site currently has 15.1 acres zoned M-2 Industrial that is proposed for rezoning to C-3 Commercial and R-4 Medium/High Density Residential.

The proposed rezone of 15.1 acres of M-2 land is not anticipated to have significant impact on the adequacy of the city's future industrial land supply. Industrial M-2 zoned land which, as of the 2023 EOA was estimated to total 215 acres city-wide, makes up the largest category of available industrial land. In addition, this application proposes rezoning this portion of the site to housing and commercial, both categories which have identified deficits.

The 3MLAP concept for the subject site designates the area as a potential mixed-use neighborhood commercial node with a mix of uses that would serve the future on-site residents and existing surrounding residential neighborhoods. In addition, the site is identified as an area that can support a variety of housing types that will address the City's identified housing needs.

The proposed rezone of the M-2 land on the subject site is consistent with the adopted 3MLAP and addresses the City's identified needs for additional commercial and housing development. As such, the proposal is consistent with Policy 21.01.

FINDING: SATSIFIED. The applicant has adequately demonstrated compliance with this policy.

Policy 21.03: The City shall support existing businesses and industries and the establishment of locally owned, managed, or controlled small businesses.

APPLICANT'S RESPONSE: The proposed rezone to C-3 will create opportunities for small, locally owned businesses to serve the local community. The subject site has been identified in the 3MLAP as an appropriate location for a mixed-use node that would serve future residents of the site and residents of the surrounding area.

FINDING: NOT APPLICABLE. The application is for a comprehensive plan amendment and zone change by a private applicant, not the City. This criterion applies to City actions and is therefore not applicable to this project.

GOAL IV 3: TO ENSURE COMMERCIAL DEVELOPMENT THAT MAXIMIZES EFFICIENCY OF LAND USE THROUGH UTILIZATION OF EXISTING COMMERCIALLY DESIGNATED LANDS, THROUGH APPROPRIATELY LOCATING FUTURE COMMERCIAL LANDS, AND DISCOURAGING STRIP DEVELOPMENT.

APPLICANT'S RESPONSE: This application proposes to rezone 1.13 acres of land from M-2 to C-3, which would bring the total C-3 land on the site to 3.62 acres. This application proposes to reconfigure the C-3 land to better meet the vision of the 3MLAP. Consistent with the 3MLAP, a mixed-use commercial node is proposed for the C-3 zoned area, enabling that portion of the site to be developed in the future with a mix of commercial uses to serve the surrounding residential neighborhoods. The area is located with visibility from and direct access to Cumulus Avenue, providing connectivity to the east and west and the transit corridor.

No development is proposed through this application for a comprehensive plan map amendment and zone change. Future application for development of the site will be subject to the review process of Chapter 17.72 of the City's Zoning Ordinance.

FINDING: SATISFIED. The applicant has adequately demonstrated compliance with this goal. The proposed project will bring the project area into better compliance with the Preferred Alternative of the Three Mile Lane Area Plan.

Policy 22.00 The maximum and most efficient use of existing commercially designated lands will be encouraged as will the revitalization and reuse of existing commercial properties.

APPLICANT'S RESPONSE: The subject site currently has 2.49 acres of commercial C-3 zoned land. This application proposes to rezone 1.13 acres of M-2 land to C-3, resulting in a total of 3.62 acres of C-3 zoned land. The Applicant proposes to reconfigure the commercial-zoned area to create a commercial/mixed-use node with adjacent existing commercial land and take advantage of the site's frontage on Cumulus Avenue along the south property line. This proposal complies with the 3MLAP, which has identified the subject site as a potential future node of mixed-use commercial development to serve residents of the area.

FINDING: SATISFIED. The applicant has adequately demonstrated compliance with this policy. The proposed project will bring the project area into better compliance with the Preferred Alternative of the Three Mile Area Plan.

Policy 23.00 Areas which could in the future serve as commercial sites shall be protected from encroachment by incompatible uses.

APPLICANT'S RESPONSE: This application proposes to add 1.13 acres of C-3 zoned land, for a total of 3.62 acres of C-3, to provide for future retail and services as

prioritized by the adopted 3MLAP. The remainder of the subject site is proposed to be rezoned to R-4 Medium-High Density Residential. As the future local commercial node will be aimed at serving the local neighborhoods, the future development of housing will be compatible with the C-3 zoned area.

FINDING: SATISFIED. The applicant has adequately demonstrated compliance with this policy. The proposed project will bring the project area into better compliance with the Preferred Alternative of the Three Mile Area Plan. The rezone of the existing M-2 (General Industrial) zone and will no longer allow for potentially incompatible uses to encroach upon commercial sites.

Policy 24.00 The cluster development of commercial uses shall be encouraged rather than auto-oriented strip development.

APPLICANT'S RESPONSE: This application requests a comprehensive plan map amendment and zone change to Commercial C-3 and R-4 Residential, which encourages variety in uses and development patterns, and efficient use of space.

The adopted 3MLAP has identified the subject site as a potential mixed-use commercial node, or cluster, which could include a mix of retail and commercial services as neighborhood-serving amenities. This proposal to rezone and reconfigure C-3 land near the Cumulus frontage of the site is in conformance with the adopted 3MLAP and supports future compliance with Policy 24.

FINDING: SATISFIED. The applicant has adequately demonstrated compliance with this policy. The proposed project will bring the project area into better compliance with the Preferred Alternative of the Three Mile Area Plan. This alternative will cluster commercial development.

Policy 24.50 The location, type, and amount of commercial activity within the urban growth boundary shall be based on community needs as identified in the Economic Opportunities Analysis.

APPLICANT'S RESPONSE: The 2023 EOA identified a commercial land deficit in McMinnville of 159 acres through 2041. The adopted 3MLAP has identified the subject site as a suitable location for a mixed-use commercial node envisioned to provide a mix of local-serving retail and commercial services to the surrounding residential community. This application proposes to rezone 1.13 acres to C-3 which, along with the existing C-3 zoned land on site, would result in a total of 3.62 acres of C-3 land. As shown in the CPMA-ZC Site Plan, attached as Exhibit B, this area is proposed to be located along the site's Cumulus Avenue frontage to take advantage of the area's accessibility, visibility, and the availability of suitable land.

FINDING: NOT APPLICABLE. The application is for a comprehensive plan amendment and zone change by a private applicant, not the City. This criterion applies to City actions and is therefore not applicable to this project.

Policy 25.00 Commercial uses will be located in areas where conflicts with adjacent land uses can be minimized and where city services commensurate with the scale of development are or can be made available prior to development.

Policy 26.00 The size of, scale of, and market for commercial uses shall guide their locations. Large-scale, regional shopping facilities, and heavy traffic- generating uses shall be located on arterials or in the central business district, and shall be located where sufficient land for internal traffic circulation systems is available (if warranted) and where adequate parking and service areas can be constructed.

Policy 27.00 Neighborhood commercial uses will be allowed in residential areas. These commercial uses will consist only of neighborhood oriented businesses and will be located on collector or arterial streets. More intensive, large commercial uses will not be considered compatible with or be allowed in neighborhood commercial centers.

APPLICANT'S RESPONSE: The 3MLAP envisions future development of the site to include medium/high density residential development and a mixed-use commercial node that provides neighborhood commercial retail and services to the surrounding residential community. The subject site is an appropriate location for a smaller mixed-use commercial development located on Cumulus Avenue, which is classified as a Minor Collector in McMinnville's TSP. These future uses are compatible with the surrounding area which has been similarly designated through the 3MLAP.

The 3MLAP area is located within the City limits and municipal services are provided to the area. Any future development application will need to confirm adequate facilities, which can be assured through conditions of approval.

FINDING: SATISIFED. The applicant has adequately demonstrated compliance with these policies.

Policy 30.00: Access locations for commercial developments shall be placed so that excessive traffic will not be routed through residential neighborhoods and the traffic-carrying capacity of all adjacent streets will not be exceeded.

Policy 31.00: Commercial developments shall be designed in a manner which minimizes bicycle/pedestrian conflicts and provides pedestrian connections to adjacent residential development through pathways, grid street systems, or other appropriate mechanisms. (Ord.4796, October 14, 2003)

Policy 32.00: Where necessary, landscaping and/or other visual and sound barriers shall be required to screen commercial activities from residential areas.

Policy 33.00: Encourage efficient use of land for parking; small parking lots and/or parking lots that are broken up with landscaping and pervious surfaces for water quality filtration areas. Large parking lots shall be minimized where possible. All parking lots shall be interspersed with landscaping islands to provide a visual break and to provide energy savings by lowering the air temperature outside commercial structures on hot days, thereby lessening the need for inside cooling. (Ord.4796, October 14, 2003)

APPLICANT'S RESPONSE: The subject site is located within the 3MLAP area, which calls for future development to incorporate certain urban design elements, including a local street grid, buildings oriented to local street frontages, pedestrian amenities, landscaped green buffers, parking behind buildings and other features. The incorporation of 3MLAP urban design elements in future development of the site will implement Design Policies 30, 31, 32 and 33. No development is proposed through this Application. Any subsequent development application will address applicable criteria of the McMinnville Zoning Ordinance at that time.

FINDING: SATISFIED. The applicant has adequately demonstrated compliance with this policy. No development is proposed at time of this application, future development will be subject to the Three Mile Lane Plan policies and the Zoning Ordinance which will implement the above policies.

GOAL IV 5: TO CONTINUE THE GROWTH AND DIVERSIFICATION OF MCMINNVILLE'S INDUSTRIAL BASE THROUGH THE PROVISION OF AN ADEQUATE AMOUNT OF PROPERLY DESIGNATED LANDS.

APPLICANT'S RESPONSE: The subject site currently has 15.1 acres zoned M-2 Industrial that is proposed for rezoning to C-3 Commercial and R-4 Medium, High-Density Residential. The proposed rezone of the M-2 land is not anticipated to have significant impact on the adequacy of the city's future industrial land supply. Industrial M-2 zoned land which, as of the 2023 EOA was estimated to total 215 acres, makes up the largest category of available industrial land. In addition, this application proposes rezoning the land to housing and commercial, both categories which have identified deficits, and is consistent with the adopted 3MLAP.

FINDING: SATISFIED. The applicant has adequately demonstrated compliance with this goal.

GOAL IV 6: TO ENSURE INDUSTRIAL DEVELOPMENT THAT MAXIMIZES EFFICIENCY OF LAND USES, THAT IS APPROPRIATELY LOCATED IN RELATION TO SURROUNDING LAND USES, AND THAT MEETS NECESSARY ENVIRONMENTAL STANDARDS.

Policy 49.00 The City of McMinnville shall use its zoning and other regulatory methods to prevent encroachment into industrial areas by incompatible land uses.

Policy 49.01 The City shall designate an adequate supply of suitable sites to meet identified needs for a variety of different parcel sizes at locations which have direct access to an arterial or collector street without having to pass through residential neighborhoods.

Policy 49.02 The location, type, and amount of industrial activity within the Urban Growth Boundary shall be based on community needs as identified in the Economic Opportunities Analysis.

APPLICANT'S RESPONSE: This Application proposes the rezoning of 15.1 acres of M-2 zoned industrial land to residential and commercial designations on the subject site.

Under the current zoning, the industrial portion of the site is surrounded by non-industrial zoned land and existing uses. The City adopted the 3MLAP to guide development and transportation improvements in the SE Three Mile Lane area and ensure compatibility of uses. Rezoning this land from industrial to residential and commercial uses is consistent with the 3MLAP and provides the opportunity for greater compatibility of proposed and existing uses as the area redevelops. In addition, the proposed change will help address a commercial land deficit and the City's need for attainable housing.

FINDING: SATISFIED. The applicant has adequately demonstrated compliance with this goal and policies. The project will bring the project area into better compliance with the Three Mile Lane Area Plan. No development is proposed as part of this project.

CHAPTER V: HOUSING AND RESIDENTIAL DEVELOPMENT

GOAL V 1: TO PROMOTE DEVELOPMENT OF AFFORDABLE, QUALITY HOUSING FOR ALL CITY RESIDENTS.

Policy 58.00 City land development ordinances shall provide opportunities for development of a variety of housing types and densities.

Policy 59.00 Opportunities for multiple-family and mobile home developments shall be provided in McMinnville to encourage lower-cost renter and owner-occupied housing. Such housing shall be located and developed according to the residential policies in this plan and the land development regulations of the City.

Policy 60.00 Attached single-family dwellings and common property ownership arrangements (condominiums) shall be allowed in McMinnville to encourage land-intensive, cost-effective, owner-occupied dwellings.

APPLICANT'S RESPONSE: This application proposes a total of 17.8 acres of R-4 Medium, High-Density residentially zoned land for the 26-acre subject site.

The City's adopted Housing Needs Analysis identified a need for more housing that is attainable at a range of income levels. In addition, the City's adopted 3MLAP envisions future medium-high density residential on a significant portion of the subject site. In response to those adopted directives, the proposed zone change will allow future development of the site to include a mix of attached single-family development and multi-family housing at a range of housing densities. As such, the proposed rezone is consistent with Goal V 1 and Policies 58, 59 and 60.

FINDING: SATISFIED. The applicant has adequately demonstrated compliance with this goal and policies.

GOAL V 2: TO PROMOTE A RESIDENTIAL DEVELOPMENT PATTERN THAT IS LAND INTENSIVE AND ENERGY EFFICIENT, THAT PROVIDES FOR AN URBAN LEVEL OF PUBLIC AND PRIVATE SERVICES, AND THAT ALLOWS UNIQUE AND INNOVATIVE DEVELOPMENT TECHNIQUES TO BE EMPLOYED IN RESIDENTIAL DESIGNS.

Policy 68.00 The City of McMinnville shall encourage a compact form of urban development by directing residential growth close to the city center and to those areas where urban services are already available before committing alternate areas to residential use.

Policy 70.00 The City of McMinnville shall continue to update zoning and subdivision ordinances to include innovative land development techniques and incentives that provide for a variety of housing types, densities, and price ranges that will adequately meet the present and future needs of the community.

Policy 71.00 The City of McMinnville shall designate specific lands inside the urban growth boundary as residential to meet future projected housing needs. Lands so designated may be developed for a variety of housing types. All residential zoning classifications shall be allowed in areas designated as residential on the Comprehensive Plan Map.

APPLICANT'S RESPONSE: The proposed Comprehensive Plan Amendment and rezone is consistent with the recently adopted 3MLAP, which is being implemented through the McMinnville Zoning Ordinance and Comprehensive Plan. Future development of the site will adhere to applicable current zoning and subdivision regulations in effect at the time of development.

The R-4 Medium-High density zoning proposed for 17.8 acres of the site will address the City's identified housing needs and support a variety of housing types and densities, allowing for overall compact and efficient development of the site. Housing types such as townhomes and multi-dwelling residential units are allowed through the R-4 zone, and provide more attainable options for diverse household income levels.

The subject site is located near the city center and has good access to urban services and public transit. In addition, the future on-site commercial mixed-use development will provide services and retail goods to residents in the neighborhood and be accessed via the onsite streets and pedestrian system, potentially reducing the need for vehicle trips to other parts of the city.

FINDING: SATISFIED. The applicant has adequately demonstrated compliance with this goal and policies.

Policy 71.06 Low Density Residential Development (R-1 and R-2) Low-density residential development should be limited to the following:

1. *Areas which are committed to low density development and shown on the buildable lands inventory as "developed" land;*
2. *Areas where street facilities are limited to collector and local streets;*

3. *Areas with mapped development limitations such as steep slopes, floodplains, stream corridors, natural drainageways, and wetlands; and*
4. *Areas with limited capacity for development identified in approved facility master plans, including sanitary sewer, water, drainage, and transportation facilities. (Ord. 4796, October 14, 2003)*

APPLICANT'S RESPONSE: This application proposes to rezone 1.79 acres of R-1 zoned land to R-4 Medium, High-Density zoning. This proposed change is supported by the 3MLAP, which envisions a mix of uses and diverse housing types for the site. Further, the City's Housing Needs Analysis identified a need for more housing types that are affordable at different household incomes. The proposed R-4 zoning will allow for housing that is more attainable at a range of income levels, including small-lot single-family detached, attached single-family and multi-family development.

As shown in the submitted CPMA-ZC Site Plan, attached as Exhibit B, the portion of the site planned for residential development will have access from existing and future local streets. The northern portion of the site, which contains the floodplain, provides view opportunities and as per the 3MLAP is an area for a future open space connection.

FINDING: NOT APPLICABLE. No areas are proposed to be zoned as R-1 or R-2 as part of this application.

Policy 71.07 The R-1 zoning designation shall be applied to limited areas within the McMinnville urban growth boundary. These include:

1. *The steeply sloped portions of the West Hills;*
2. *Neighborhoods and properties within the current urban growth boundary that are developed or have been approved for such densities (Michelbook, for example);*
3. *Fox Ridge Road area;*
4. *Redmond Hill Road area;*
5. *Residential lands adjacent to existing or planned industrial areas. (Ord. 4796, October 14, 2003)*

APPLICANT'S RESPONSE: A 1.79-acre portion of the subject site is zoned R-1 Residential. The City's adopted 3MLAP has identified the site's future development to include Medium, High-Density R-4 residential zoning with the goal of creating mixed-use residential neighborhoods with a range of attainable housing types that will help address the City's identified housing deficit. As such, the rezoning of the site's existing R-1 for future development of medium-high density residential is consistent with this policy.

FINDING: NOT APPLICABLE. No areas are proposed as R-1 zone as part of this application.

Policy 71.09 Medium and High-Density Residential (R-3 and R-4) - The majority of residential lands in McMinnville are planned to develop at medium density range (4 – 8 dwelling units per net acre). Medium density residential development uses include small

lot single-family detached uses, single family attached units, duplexes and triplexes, and townhouses. High density residential development (8 – 30 dwelling units per net acre) uses typically include townhouses, condominiums, and apartments:

1. *Areas that are not committed to low density development;*
2. *Areas that have direct access from collector or arterial streets;*
3. *Areas that are not subject to development limitations such as topography, flooding, or poor drainage;*
4. *Areas where the existing facilities have the capacity for additional development;*
5. *Areas within one-quarter mile of existing or planned public transportation; and*

APPLICANT'S RESPONSE: This application proposes a change in zoning from primarily industrial land to a mix of residential R-4 and commercial C-3 zones. The site has direct access to Cumulus Avenue, a collector street, and local streets in the area. The site was identified in the 3MLAP as an opportunity site for a mix of commercial uses and needed housing due in part to the size of the site. At 26 acres, the site can support a variety of housing types and densities and remain compatible with the existing surrounding uses. The large size of the site will allow for an efficient development layout as well as economies of scale during development. The northern portion of the site is characterized by slopes and areas within the floodplain, which will be buffered from future development by open space. The site has access to public facilities that currently exist on the site and adjacent land, and is proximate to local public transit.

FINDING: SATISFIED. The applicant has adequately demonstrated compliance with this policy. The majority of the project site is recommended for designation as Medium, High-Density Residential under the Three Mile Lane Area Plan, with the remaining area designated as mixed use and floodplain.

1. The area is not committed to low-density development;
2. The area takes direct access from a collector (Cumulus Avenue).
3. It is not subject to development limitations such as topography, flooding, or poor drainage.
4. A condition is proposed to manage the capacity for additional development.
5. Properties are within one-quarter mile of public transportation located on Cumulus Avenue.

Policy 71.13 The following factors should serve as criteria in determining areas appropriate for high-density residential development:

1. *Areas which are not committed to low or medium density development;*
2. *Areas which have direct access from a major collector or arterial street;*
3. *Areas which are not subject to development limitations;*
4. *Areas where the existing facilities have the capacity for additional development;*
5. *Areas within a one-half mile wide corridor centered on existing or planned public transit routes;*
6. *Areas within one-quarter mile from neighborhood and general commercial shopping centers; and*
7. *Areas adjacent to either private or public permanent open space. (Ord. 4796, October 14, 2003)*

APPLICANT'S RESPONSE: The proposed zone change will result in a total of 17.8 acres of R-4 land. Currently, the majority of the site is zoned industrial and is occupied by a cement manufacturer.

The northern portion of the site contains areas with floodplain and steep slopes which will be buffered from future development by open space. Cumulus Avenue, a collector street, provides direct access to the site and will connect with the on-site local streets as future development occurs.

The site is located within 0.1 mile of a public transit route. Public facilities exist on and adjacent to the site and can be made to be adequate to serve future development.

The proposed rezoning will support future development that will be consistent with the 3MLAP, which calls for medium-high residential density development and neighborhood-serving commercial on the site. As shown in the submitted plan, Exhibit B, a portion of the site adjacent to Cumulus Avenue is proposed to be zoned C-3 to accommodate services and retail oriented to the needs of future on-site residents and surrounding neighborhoods.

FINDING: SATISFIED. The applicant has adequately demonstrated compliance with this policy. The majority of the project site is recommended for designation as Medium, High-Density Residential under the Three Mile Lane Area Plan, with the remaining area designated as mixed use and floodplain. The area is not committed to low- or medium- density development; the area takes direct access from a collector (Cumulus Avenue); it is not subject to development limitations such as topography, flooding, or poor drainage; conditions are proposed to manage the capacity for additional development; properties are within one-quarter mile of public transportation located on Cumulus Avenue; and within a quarter mile of commercially zoned properties.

79.00 The density allowed for residential developments shall be contingent on the zoning classification, the topographical features of the property, and the capacities and availability of public services including but not limited to sewer and water. Where densities are determined to be less than that allowed under the zoning classification, the allowed density shall be set through adopted clear and objective code standards enumerating the reason for the limitations, or shall be applied to the specific area through a planned development overlay. Densities greater than those allowed by the zoning classification may be allowed through the planned development process or where specifically provided in the zoning ordinance or by plan policy. (Ord. 4796, October 14, 2003)

APPLICANT'S RESPONSE: This application requests rezoning that will result in a total of 17.8 acres of R-4 residential. No development is proposed through this application. Future residential development on the site will be subject to applicable code requirements at the time of development. Floodplain and sloped areas of the site will be buffered from future development by open space and applicable setbacks. Upon application for development of the site, the adequacy of municipal

facilities for the proposed development will be reviewed. The provision of adequate facilities can be assured through conditions of approval.

FINDING: SATISFIED. The applicant has adequately demonstrated compliance with this policy.

80.00 In proposed residential developments, distinctive or unique natural features such as wooded areas, isolated preservable trees, and drainage swales shall be preserved wherever feasible.

APPLICANT'S RESPONSE: The northern portion of the subject site is characterized by floodplain and sloped areas which offer views of the South Yamhill River and Joe Dancer Park. These areas will be buffered from future development by open space and applicable setbacks.

FINDING: SATISFIED. The applicant has adequately demonstrated compliance with this policy. The northern portion of the project area will be zoned F-P Flood Area Zone, which will protect that area from residential development, as residential uses are not permitted within the F-P.

81.00 Residential designs which incorporate pedestrian and bikeway paths to connect with activity areas such as schools, commercial facilities, parks, and other residential areas, shall be encouraged.

82.00 The layout of streets in residential areas shall be designed in a manner that preserves the development potential of adjacent properties if such properties are recognized for development on the McMinnville Comprehensive Plan Map.

83.00 The City of McMinnville shall review the design of residential developments to insure site orientation that preserves the potential for future utilization of solar energy.

APPLICANT'S RESPONSE: The City's adopted 3MLAP incorporates design elements that encourage pedestrian and bicycle connectivity throughout the development and with adjacent development. As such, future development of the site will incorporate features supportive of connectivity. No development is currently proposed through this application. A future development application will be subject to the applicable code requirements at that time.

FINDING: SATISFIED. The applicant has adequately demonstrated compliance with these policies. No development is proposed as part of this application. Future development will be subject to the Three Mile Lane Area Plan policies and the Zoning Ordinance, which will implement these policies.

86.00 Dispersal of new multiple-family housing development will be encouraged throughout the residentially designated areas in the City to avoid a concentration of people, traffic congestion, and noise. The dispersal policy will not apply to areas on the fringes of the downtown "core," and surrounding Linfield College where multiple-family developments shall still be allowed in properly designated areas.

APPLICANT'S RESPONSE: The proposed zone change and comprehensive plan map amendment reflect the direction provided by the adopted 3MLAP. The subject site was identified in the plan as a suitable site for medium-high density R-4 residential development, which allows for a variety of housing types including small-lot detached homes, attached townhomes, and multi-family development. No development is proposed through this application. This application is consistent with this policy.

FINDING: SATISFIED. The applicant has adequately demonstrated compliance with this policy.

89.00 Zoning standards shall require that all multiple-family housing developments provide landscaped grounds. (Ord. 4796, October 14, 2003)

APPLICANT'S RESPONSE: Future development of the site will comply with applicable landscape standards in effect at the time of development application.

FINDING: SATISFIED. The applicant has adequately demonstrated compliance with this policy.

90.00 Greater residential densities shall be encouraged to locate along major and minor arterials, within one-quarter mile from neighborhood and general commercial shopping centers or within neighborhood activity centers, and within a one-half mile wide corridor centered on existing or planned public transit routes. (Ord. 5098, December 8, 2020; Ord. 4840, January 11, 2006; Ord. 4796, October 14, 2003)

91.00 Multiple dwelling housing developments, including condominiums, but excluding campus living quarters, shall be required to access off of arterials or collectors or streets determined by the City to have sufficient traffic carrying capacities to accommodate the proposed development. (Ord. 4573, November 8, 1994)

92.00 High-density housing developments shall be encouraged to locate along existing or potential public transit routes.

APPLICANT'S RESPONSE: The subject site is located on Cumulus Avenue, a collector that provides access to Hwy 18, an arterial. The site is within 0.1 mile of both City and County public transit lines. Future development of the site will incorporate safe and efficient on-site circulation that will provide connectivity with transportation routes and with the surrounding area.

This rezone request supports the vision of the adopted 3MLAP, which identified the site as having characteristics needed to support medium/high density housing, including small-lot single-family detached, attached townhomes, and multifamily development. In addition, the 3MLAP identified the site's potential for a mixed-use commercial node that would provide goods and services for future on-site residents and the surrounding

neighborhood. As shown in the proposed rezone plan, attached as Exhibit B, this node is located near the southern boundary of the subject site, with visibility and access from Cumulus Avenue.

The attached Transportation Impact Analysis (TIA), prepared by Lancaster Mobley and attached as Exhibit F, concludes that there will be no impact from the proposed rezoning to the functional classifications existing or planned facilities within the study area.

FINDING: SATISFIED. The applicant has adequately demonstrated compliance with these policies.

92.01 High-density housing shall not be located in undesirable places such as near railroad lines, heavy industrial uses, or other potential nuisance areas unless design factors are included to buffer the development from the incompatible use. (Ord. 4796, October 14, 2003)

92.02 High-density housing developments shall, as far as possible, locate within reasonable walking distance to shopping, schools, and parks, or have access, if possible, to public transportation. (Ord. 4796, October 14, 2003)

APPLICANT'S RESPONSE: With the proposed rezoning of the M-2 industrial land to R-4 residential and C-3 commercial, future redevelopment of the site will not include any industrial uses, making the site more compatible with higher densities of residential development.

As called for in the adopted 3MLAP, the site will incorporate mixed-use commercial development that will serve on-site residents as well as the surrounding neighborhoods. Nearby transit stops will offer residents and visitors to the site an alternative mode of transportation, potentially reducing vehicle trips. The proposed rezone supports Policies 92.01 and 92.02.

FINDING: SATISFIED. The applicant has adequately demonstrated compliance with these policies.

99.00 An adequate level of urban services shall be provided prior to or concurrent with all proposed residential development, as specified in the acknowledged Public Facilities Plan. Services shall include, but not be limited to:

1. *Sanitary sewer collection and disposal lines. Adequate municipal waste treatment plant capacities must be available.*
2. *Storm sewer and drainage facilities (as required).*
3. *Streets within the development and providing access to the development, improved to city standards (as required).*
4. *Municipal water distribution facilities and adequate water supplies (as determined by City Water and Light). (as amended by Ord. 4796, October 14, 2003)*
5. *Deleted as per Ord. 4796, October 14, 2003.*

APPLICANT'S RESPONSE: Municipal facilities currently exist and serve the vicinity of the site via main lines located in the Cumulus Avenue and Atlantic Street rights-of-way. No development is proposed through this Application. Upon application for development of the site, the adequacy of municipal facilities for the proposed development will be reviewed. The provision of adequate facilities can be assured through conditions of approval.

FINDING: SATISFIED WITH CONDITIONS OF APPROVAL #1 AND #3. Per the Public Works analysis, sufficient sewer capacity is available to support the proposed application. To ensure the system can adequately support future development, the applicant is to complete a site-specific sewer capacity analysis at the time of future development, using sewer flow data specific to that proposal.

CONDITION OF APPROVAL #1: The 2008 Conveyance System Masterplan assumptions at the time of this application allow for sanitary flows of 1,647 gallons per net acre daily (gpnad) for the referenced existing zoning of the 21.45acre site. The proposed zone changes do not result in an assumed increase flow based on the 2008 Conveyance System Masterplan. At the City Engineer's discretion prior to any additional applications for land use decisions or permitting, the applicant shall be required to provide an analysis to the City Engineer showing sanitary sewer capacity for the proposed flows do not exceed 1,647 gpnad -OR- enter into a reimbursement agreement with the City to perform a sanitary sewer capacity analysis. The capacity analysis should incorporate development specific flow assumptions and shall meet the requirements of the most recent Sanitary Conveyance Masterplan or model in effect at the time of the analysis. Any sanitary sewer pump station and/or sanitary sewer conveyance system improvement necessary to accommodate the proposed flows from anticipated development appropriate for the proposed zoning shall be completed at the applicant's expense prior to making any new connections or increasing any demand on the public system per review and approval by the City Engineer.

CONDITION OF APPROVAL #3: The final development plans for the subject site include a detailed sanitary sewer collection plan which incorporates the requirements of City's Collection Systems Facilities Plan. This plan must be submitted to, and approved by, the City Engineering Department prior to development. Any utility easements needed to comply with the approved plan must be reflected on the final plat or be recorded prior to utility installation. Structures located within the subject site are required to connect to the sanitary sewer system at the same time that the public system is constructed that makes service available per the approved sanitary sewer collection plan.

CHAPTER VI: TRANSPORTATION SYSTEM

GOAL VI 1: TO ENCOURAGE DEVELOPMENT OF A TRANSPORTATION SYSTEM THAT PROVIDES FOR THE COORDINATED MOVEMENT OF PEOPLE AND FREIGHT IN A SAFE AND EFFICIENT MANNER.

117.00 The City of McMinnville shall endeavor to insure that the roadway network provides safe and easy access to every parcel.

119.00 The City of McMinnville shall encourage utilization of existing transportation corridors, wherever possible, before committing new lands.

APPLICANT'S RESPONSE: As demonstrated in the TIA, attached as Exhibit F, the planned zone change will not impact or alter the functional classification of any existing or planned transportation facility. Future development of the site will include a safe and efficient street system ensuring access throughout the site, as well as connectivity with adjacent sites. Please refer to the TIA report for additional information.

FINDING: SATISFIED WITH CONDITION OF APPROVAL #4. The TIA provided by the Applicant indicates that installing a westbound right turn lane on the eastern leg of the NE Cumulus Avenue/SE Nehemiah Lane and NE Three Mile Lane intersection.

CONDITION OF APPROVAL #4: Per the Traffic Impact Analysis, the Applicant is responsible for the installation of a westbound right-turn lane on the eastern leg of the NE Cumulus Avenue/SE Nehemiah Lane and NE Three Mile Lane intersection. Prior to the submittal of building permits, the City reserves the right to require a traffic impact analysis if a transportation memorandum indicates that the traffic created by the development exceeds 20 pm peak hour trips or 200 daily trips.

122.00 The City of McMinnville shall encourage the following provisions for each of the three functional road classifications:

2. Major, minor collectors.

–Designs should minimize impacts on existing neighborhoods.

–Sufficient street rights-of-way should be obtained prior to development of adjacent lands.

–On-street parking should be limited wherever necessary.

–Landscaping should be required along public rights-of-way. (Ord.4922, February 23, 2010)

–As far as is practical, residential collector streets should be no further than 1,800 feet apart in order to facilitate a grid pattern of collector streets in residential areas.

3. Local Streets

–Designs should minimize through-traffic and serve local areas only.

–Street widths should be appropriate for the existing and future needs of the area.

–Off-street parking should be encouraged wherever possible.

–Landscaping should be encouraged along public rights-of-way.

APPLICANT'S RESPONSE: No development is proposed through this application. Upon future development of the site, the design of new on-site streets will comply with the applicable roadway design standards in effect at the time of development.

FINDING: SATISFIED. The applicant has adequately demonstrated compliance with this policy.

Policy 126.00 The City of McMinnville shall continue to require adequate off-street parking and loading facilities for future developments and land use changes.

Policy 127.00 The City of McMinnville shall encourage the provision of off-street parking where possible, to better utilize existing and future roadways and rights-of-way as transportation routes.

APPLICANT'S RESPONSE: No development is proposed through this application. Upon future development of the site, the provision of off-street parking will comply with the applicable development standards in effect at that time.

FINDING: SATISFIED. The applicant has adequately demonstrated compliance with these policies.

Policy 130.05 In areas where bikeways are planned, the City may require that new development provide bikeway improvements such as widened streets, bike paths, or the elimination of on-street parking. At the minimum, new development shall be required to make provisions for the future elimination of on-street parking along streets where bikeways are planned so that bike lanes can be striped in the future. Bike lanes and bike paths in new developments shall be constructed to standards recommended in the bikeway plan.

APPLICANT'S RESPONSE: The subject site is located within the 3MLAP area. The 3MLAP encourages safe, bicycle-friendly routes that provide connectivity to and through the site for bicyclists. No development is proposed through this application. Future bicycle connectivity design will adhere to applicable development standards in effect at the time of development application.

FINDING: SATISFIED. The applicant has adequately demonstrated compliance with this policy.

Policy 132.26.05 New street connections, complete with appropriately planned pedestrian and bicycle features, shall be incorporated in all new developments consistent with the Local Street Connectivity map.

APPLICANT'S RESPONSE: The McMinnville TSP identifies future local street connections for the Highway 18 corridor, as shown on the map below (TSP, Exhibit

2-1). As shown on the map, there are no local street connections identified for the subject site on the City's Local Street Connections Map. The 3MLAP addresses pedestrian and bicycle circulation to and through the plan area with recommendations for facility improvements that will improve access, mobility and comfort for all users. Accordingly, the 3MLAP requires a smaller-block grid system for on-site local streets, which will support pedestrian and bicycle connectivity. Any future development application will be required to be consistent with the McMinnville TSP and ensure appropriately planned pedestrian and bicycle features and connectivity with any existing and planned adjacent facilities.

FINDING: SATISFIED. The applicant has adequately demonstrated compliance with this policy.

Policy 132.27.00 The provision of transportation facilities and services shall reflect and support the land use designations and development patterns identified in the McMinnville Comprehensive Plan. The design and implementation of transportation facilities and services shall be based on serving current and future travel demand—both short-term and long-term planned uses.

APPLICANT'S RESPONSE: The TIA, attached as Exhibit F, evaluated both existing conditions and planning horizon (2041) impacts of the proposed zone change on the transportation system. The TIA and TPR analyses concluded that the zone change would not result in any change to functional classification of the facilities within the study area. For additional information, please refer to the TIA.

FINDING: SATISFIED. The applicant has adequately demonstrated compliance with this policy.

Policy 132.29.00 The construction of transportation facilities in the McMinnville planning area shall be timed to coincide with community needs, and shall be implemented so as to minimize impacts on existing development. Prioritization of improvements should consider the City's level of service standards.

APPLICANT'S RESPONSE: No development is proposed through this application. Upon future development of the site, the onsite facilities will be designed and timed to provide safe and efficient movement to and through the site for pedestrians, bicycles and vehicles, while prioritizing the City's level of service standards.

FINDING: SATISFIED. The applicant has adequately demonstrated compliance with this policy.

Policy 132.40.00 Mobility standards will be used to evaluate the transportation impacts of long-term growth. The City should adopt the intersection mobility standards as noted in Chapter 2 of the Transportation System Plan.

APPLICANT'S RESPONSE: The TIA, attached as Exhibit F, studied intersections within the City's and ODOT's jurisdictions and applied each jurisdiction's applicable mobility standard as a basis for its analysis. As noted in the TIA, the proposed zone

change will not result in any classification changes of any study intersections. Please refer to the TIA for additional information.

FINDING: SATISFIED WITH CONDITION OF APPROVAL #4. The TIA provided by the Applicant indicates that installing a westbound right turn lane on the eastern leg at the intersection of SE Nehemiah Lane/NE Cumulus Avenue & NE Three Mile Lane is necessary to mitigate the project's potential impacts to improve the v/c ratio to better than no-build conditions. This approval is conditioned to require that recommended action.

CONDITION OF APPROVAL #4: Per the Traffic Impact Analysis, the Applicant is responsible for the installation of a westbound right-turn lane on the eastern leg of the NE Cumulus Avenue/SE Nehemiah Lane and NE Three Mile Lane intersection. Prior to the submittal of building permits, the City reserves the right to require a traffic impact analysis if a transportation memorandum indicates that the traffic created by the development exceeds 20 pm peak hour trips or 200 daily trips.

Policy 132.62.00 TSP as Legal Basis -- The City of McMinnville shall use the McMinnville TSP as the legal basis and policy foundation for actions by decision-makers, advisory bodies, staff, and citizens in transportation issues. The goals, objectives, policies, implementation strategies, principles, maps, and recommended projects shall be considered in all decision-making processes that impact or are impacted by the transportation system.

APPLICANT'S RESPONSE: The proposed rezone of the subject site to residential R-4 and commercial C-3 is consistent with the goals, objectives, policies, implementation strategies, principles, maps and recommended projects of the TSP. The City's goal and supplemental policies are addressed below.

FINDING: SATISFIED. The applicant has adequately demonstrated compliance with this policy.

CHAPTER VII: COMMUNITY FACILITIES AND SERVICES

GOAL VII 1: TO PROVIDE NECESSARY PUBLIC AND PRIVATE FACILITIES AND UTILITIES AT LEVELS COMMENSURATE WITH URBAN DEVELOPMENT, EXTENDED IN A PHASED MANNER, AND PLANNED AND PROVIDED IN ADVANCE OF OR CONCURRENT WITH DEVELOPMENT, IN ORDER TO PROMOTE THE ORDERLY CONVERSION OF URBANIZABLE AND FUTURE URBANIZABLE LANDS TO URBAN LANDS WITHIN THE McMINNVILLE URBAN GROWTH BOUNDARY.

APPLICANT'S RESPONSE: This Goal is targeted at rural lands that are not within the UGB and are proposed to be transitioned to urban land. The subject site is located within the McMinnville UGB and therefore this Goal is not applicable. Nonetheless, there will be necessary public and private facilities and utilities at levels commensurate with urban development at the time of development. Public utilities currently serve the vicinity of the subject site via main service lines located in the Cumulus Avenue and Atlantic Street rights-of-way. No development is

proposed through this Application. Upon application for development of the site, the adequacy of public and private facilities for the proposed development will be reviewed. The provision of adequate facilities can be assured through conditions of approval.

Policy 136.00 The City of McMinnville shall insure that urban developments are connected to the municipal sewage system pursuant to applicable city, state, and federal regulations.

APPLICANT'S RESPONSE: Municipal sewer facilities currently serve the vicinity of the site via main lines located in the Cumulus Avenue and Atlantic Street rights-of-way. No development is proposed through this Application. Upon application for development of the sites, the adequacy of the sewer facilities for the proposed development will be reviewed. The provision of adequate facilities can be assured through conditions of approval.

FINDING: SATISFIED WITH CONDITIONS OF APPROVAL # 1 AND #3. This policy will be met with the inclusion of conditions of approval #1 and #3.

CONDITION OF APPROVAL #1: The 2008 Conveyance System Masterplan assumptions at the time of this application allow for sanitary flows of 1,647 gallons per net acre daily (gpnad) for the referenced existing zoning of the 21.45acre site. The proposed zone changes do not result in an assumed increase flow based on the 2008 Conveyance System Masterplan. At the City Engineer's discretion prior to any additional applications for land use decisions or permitting, the applicant shall be required to provide an analysis to the City Engineer showing sanitary sewer capacity for the proposed flows do not exceed 1,647 gpnad -OR- enter into a reimbursement agreement with the City to perform a sanitary sewer capacity analysis. The capacity analysis should incorporate development specific flow assumptions and shall meet the requirements of the most recent Sanitary Conveyance Masterplan or model in effect at the time of the analysis. Any sanitary sewer pump station and/or sanitary sewer conveyance system improvement necessary to accommodate the proposed flows from anticipated development appropriate for the proposed zoning shall be completed at the applicant's expense prior to making any new connections or increasing any demand on the public system per review and approval by the City Engineer.

CONDITION OF APPROVAL #3: The final development plans for the subject site include a detailed sanitary sewer collection plan which incorporates the requirements of City's Collection Systems Facilities Plan. This plan must be submitted to, and approved by, the City Engineering Department prior to development. Any utility easements needed to comply with the approved plan must be reflected on the final plat or be recorded prior to utility installation. Structures located within the subject site are required to connect to the sanitary sewer system at the same time that the public system is constructed that makes service available per the approved sanitary sewer collection plan.

Policy 139.00 The City of McMinnville shall extend or allow extension of sanitary sewage collection lines within the framework outlined below:

1. *Sufficient municipal treatment plant capacities exist to handle maximum flows of effluents.*
2. *Sufficient trunk and main line capacities remain to serve undeveloped land within the projected service areas of those lines.*
3. *Public water service is extended or planned for extension to service the area at the proposed development densities by such time that sanitary sewer services are to be utilized.*
4. *Extensions will implement applicable goals and policies of the comprehensive plan.*

APPLICANT'S RESPONSE: Municipal sewer facilities currently exist and serve the vicinity of the site via main lines located in the Cumulus Avenue and Atlantic Street rights-of-way. No development is proposed through this Application. Upon application for development of the site, the adequacy of the sewer facilities for the proposed development will be reviewed. The provision of adequate facilities can be assured through conditions of approval.

FINDING: SATISFIED WITH CONDITIONS OF APPROVAL #1 AND #3. Per the Public Works analysis, sufficient sewer capacity is available to support the proposed application. To ensure the system can adequately support future development, the applicant is to complete a site-specific sewer capacity analysis at the time of future development, using sewer flow data specific to that proposal.

CONDITION OF APPROVAL #1: The 2008 Conveyance System Masterplan assumptions at the time of this application allow for sanitary flows of 1,647 gallons per net acre daily (gpnad) for the referenced existing zoning of the 21.45acre site. The proposed zone changes do not result in an assumed increase flow based on the 2008 Conveyance System Masterplan. At the City Engineer's discretion prior to any additional applications for land use decisions or permitting, the applicant shall be required to provide an analysis to the City Engineer showing sanitary sewer capacity for the proposed flows do not exceed 1,647 gpnad -OR- enter into a reimbursement agreement with the City to perform a sanitary sewer capacity analysis. The capacity analysis should incorporate development specific flow assumptions and shall meet the requirements of the most recent Sanitary Conveyance Masterplan or model in effect at the time of the analysis. Any sanitary sewer pump station and/or sanitary sewer conveyance system improvement necessary to accommodate the proposed flows from anticipated development appropriate for the proposed zoning shall be completed at the applicant's expense prior to making any new connections or increasing any demand on the public system per review and approval by the City Engineer

CONDITION OF APPROVAL #3: The final development plans for the subject site include a detailed sanitary sewer collection plan which incorporates the requirements of City's Collection Systems Facilities Plan. This plan must be submitted to, and approved by, the City Engineering Department prior to

development. Any utility easements needed to comply with the approved plan must be reflected on the final plat or be recorded prior to utility installation. Structures located within the subject site are required to connect to the sanitary sewer system at the same time that the public system is constructed that makes service available per the approved sanitary sewer collection plan.

Policy 142.00 The City of McMinnville shall insure that adequate storm water drainage is provided in urban developments through review and approval of storm drainage systems, and through requirements for connection to the municipal storm drainage system, or to natural drainage ways, where required.

APPLICANT'S RESPONSE: No development is proposed through this Application. Upon application for development of the site, the design and adequacy of the stormwater drainage facilities for the proposed development will be reviewed. The provision of adequate facilities can be assured through conditions of approval.

FINDING: SATISFIED WITH CONDITION OF APPROVAL #2. This policy will be met by including condition of approval #2.

CONDITION OF APPROVAL #2: That final development plans for the subject site include a detailed storm drainage plan which incorporates the requirements of City's Storm Drainage Master Plan. This plan must be submitted to, and approved by, the City Engineering Department prior to permit issuance. Any utility easements needed to comply with the approved plan must be reflected on the final plat. If the final storm drainage plan incorporates the use of collection systems and easements, such must be private, rather than public, and private maintenance agreements must be approved by the City prior to recording.

Policy 145.00 The City of McMinnville, recognizing McMinnville Water and Light as the agency
responsible for water system services, shall extend water services within the framework outlined below:

1. *Facilities are placed in locations and in such a manner as to insure compatibility with surrounding land uses.*
2. *Extensions promote the development patterns and phasing envisioned in the McMinnville Comprehensive Plan.*
3. *For urban level developments within McMinnville, sanitary sewers are extended or planned for extension at the proposed development densities by such time as the water services are to be utilized.*
4. *Applicable policies for extending water services, as developed by the City Water and Light Commission, are adhered to.*

APPLICANT'S RESPONSE: No development is proposed through this Application. Upon application for development of the site, the design and adequacy of the water and sanitary sewer facilities for the proposed development will be reviewed. The provision of adequate facilities can be assured through conditions of approval.

FINDING: SATISFIED. The applicant has adequately demonstrated compliance with this policy. McMinnville Water and Light have indicated no concerns with the proposed project.

Policy 151.00 The City of McMinnville shall evaluate major land use decisions, including but not limited to urban growth boundary, comprehensive plan amendment, zone changes, and subdivisions using the criteria outlined below:

1. *Sufficient municipal water system supply, storage and distribution facilities, as determined by McMinnville Water and Light, are available or can be made available, to fulfill peak demands and insure fire flow requirements and to meet emergency situation needs.*
2. *Sufficient municipal sewage system facilities, as determined by the City Public Works Department, are available, or can be made available, to collect, treat, and dispose of maximum flows of effluents.*
3. *Sufficient water and sewer system personnel and resources, as determined by McMinnville Water and Light and the City, respectively, are available, or can be made available, for the maintenance and operation of the water and sewer systems.*
4. *Federal, state, and local water and waste-water quality standards can be adhered to.*
5. *Applicable policies of McMinnville Water and Light and the City relating to water and sewer systems, respectively, are adhered to.*

APPLICANT'S RESPONSE: There are no known water or sewer deficiencies in the vicinity of the subject site. No development is proposed through this Application. Upon future application for development of the site, the availability and adequacy of the water, sewer, and stormwater drainage facilities and services to serve the proposed development will be reviewed. The provision of adequate facilities can be assured through conditions of approval.

FINDING: SATISFIED. The applicant has adequately demonstrated compliance with this policy. McMinnville Water and Light have indicated no concerns with the proposed project.

Policy 153.00 The City of McMinnville shall continue coordination between the planning and fire departments in evaluating major land use decisions.

Policy 155.00 The ability of existing police and fire facilities and services to meet the needs of new service areas and populations shall be a criterion used in evaluating annexations, subdivision proposals, and other major land use decisions.

APPLICANT'S RESPONSE: There are no known police or fire service deficiencies in the vicinity of the subject site. No development is proposed through this application. Upon future application for development of the site, the availability and adequacy of the police and fire facilities and services to serve the proposed development will be reviewed. The provision of adequate facilities can be assured through conditions of approval.

FINDING: SATISFIED. The applicant has adequately demonstrated compliance with these policies. McMinnville Fire District indicated no concerns with the proposed project.

GOAL VII 3: TO PROVIDE PARKS AND RECREATION FACILITIES, OPEN SPACES, AND SCENIC AREAS FOR THE USE AND ENJOYMENT OF ALL CITIZENS OF THE COMMUNITY.

163.00 The City of McMinnville shall continue to require land, or money in lieu of land, from new residential developments for the acquisition and/or development of parklands, natural areas, and open spaces.

163.05 The City of McMinnville shall locate future community and neighborhood parks above the boundary of the 100-year floodplain. Linear parks, greenways, open space, trails, and special use parks are appropriate recreational uses of floodplain land to connect community and other park types to each other, to neighborhoods, and services, provided that the design and location of such uses can occur with minimum impacts on such environmentally sensitive lands. (Ord. 4840, January 11, 2006)

164.00 The City of McMinnville shall continue to acquire floodplain lands through the provisions of Chapter 17.53 (Land Division Standards) of the zoning ordinance and other available means, for future use as natural areas, open spaces, and/or parks.

168.00 Distinctive natural features and areas shall be retained, wherever possible, in future urban developments.

170.00 The City of McMinnville shall require the provision of lands for parks from all subdivisions on Three Mile Lane, except when an existing park is available and reachable by safe and convenient pedestrian access. Where no land is dedicated, money in lieu of land shall be required.

APPLICANT'S RESPONSE: The subject site has not been designated for any park development in the McMinnville Parks, Recreation and Open Space Plan. The portions of the site with floodplain lands or steep slopes will not be developed and will present future opportunities to preserve views of the South Yamhill River and Joe Dancer Park.

FINDING: SATISFIED. The applicant has adequately demonstrated compliance with these policies. No development is proposed for this project. Future residential development will be subject to Parks System Development Charges at the time of development, in accordance with Policy 163.00. Future land division will be subject to Policies 164.00 and 170.00, and future development to Policy 1680.00. No parks are proposed or required for this application, and policy 163.05 does not apply.

CHAPTER VIII: ENERGY

GOAL VIII 2: TO CONSERVE ALL FORMS OF ENERGY THROUGH UTILIZATION OF LAND USE PLANNING TOOLS.

Policy 178.00 The City of McMinnville shall encourage a compact urban development pattern to provide for conservation of all forms of energy.

APPLICANT'S RESPONSE: The subject site is located within an urban area that is currently served by local energy providers. Future development of the site with R-4 medium-high density residential development will be consistent with the 3MLAP and will be characterized by compact development including a variety of attached housing types.

FINDING: SATISFIED. The applicant has adequately demonstrated compliance with this policy.

CHAPTER IX: URBANIZATION

GOAL IX 1 TO PROVIDE ADEQUATE LANDS TO SERVICE THE NEEDS OF THE PROJECTED POPULATION TO THE YEAR 2023, AND TO ENSURE THE CONVERSION OF THESE LANDS IN AN ORDERLY, TIMELY MANNER TO URBAN USES.

APPLICANT'S RESPONSE: The proposed Comprehensive Plan Map Amendment and zone change address the need for additional residential and commercial land through 2041, identified in the 2024 Housing Needs Analysis and the 2023 EOA. Furthermore, the proposed zone change is consistent with the City's adopted 3MLAP, which envisions medium-high density residential and a mixed-use commercial node on the site in the future.

FINDING: SATISFIED. The applicant has adequately demonstrated compliance with this goal.

Policy 186.00 The City of McMinnville shall place planned development overlays on areas of special significance identified in Volume I of the McMinnville Comprehensive Plan. Those overlays shall set forth the specific conditions for development of the affected properties. Areas of significance identified in the plan shall include but not be limited to:

1. *Three Mile Lane (north and south).*

APPLICANT'S RESPONSE: The subject site is located within the Three Mile Lane Overlay area. No development is proposed through this application. Future development will adhere to the policies and requirements of the overlay.

FINDING: SATISFIED. The applicant has adequately demonstrated compliance with this policy.

GREAT NEIGHBORHOOD PRINCIPLES

Policies:

187.10 The City of McMinnville shall establish Great Neighborhood Principles to guide the land use patterns, design, and development of the places that McMinnville citizens live, work, and play. The Great Neighborhood Principles will ensure that all developed places include characteristics and elements that create a livable, egalitarian, healthy, social, inclusive, safe, and vibrant neighborhood with enduring value, whether that place is a completely new development or a redevelopment or infill project within an existing built area.

187.20 The Great Neighborhood Principles shall encompass a wide range of characteristics and elements, but those characteristics and elements will not function independently. The Great Neighborhood Principles shall be applied together as an integrated and assembled approach to neighborhood design and development to create a livable, egalitarian, healthy, social, inclusive, safe, and vibrant neighborhood, and to create a neighborhood that supports today's technology and infrastructure and can accommodate future technology and infrastructure.

187.30 The Great Neighborhood Principles shall be applied in all areas of the city to ensure equitable access to a livable, egalitarian, healthy, social, inclusive, safe, and vibrant neighborhood for all McMinnville citizens.

187.40 The Great Neighborhood Principles shall guide long range planning efforts including, but not limited to, master plans, small area plans, and annexation requests. The Great Neighborhood Principles shall also guide applicable current land use and development applications.

187.50 The McMinnville Great Neighborhood Principles are provided below. Each Great Neighborhood Principle is identified by number below (numbers 1 – 13), and is followed by more specific direction on how to achieve each individual principle.

> **APPLICANT'S RESPONSE:** This application is for a Comprehensive Plan Map and Zone Change for the 26-acre subject site located within the City's adopted 3MLAP area. As such, future development of the subject site will be reviewed for consistency with the Great Neighborhood Principles under the applicable procedures and standards of the McMinnville Zoning Ordinance.
>
> **FINDING: SATISFIED WITH CONDITION OF APPROVAL #5.** With the requirements of Condition of Approval #5, this policy will be met.
>
> **CONDITION OF APPROVAL #5**: Development applications located within the Three Mile Lane Area are subject to the policies of the Three Mile Lane Area Plan, as adopted by Ordinance No. 5126, and will be reviewed as part of the Three Mile Lane Design Review required by Ordinance Nos. 4131 and 4572. The policies of the Three Mile Lane Area Plan are provided below:

a. Require future development to be consistent with the design elements of the Three Mile Lane Area Plan. Mixed-use and commercial proposals over five (5) acres are subject to Planning Commission Approval.
b. Public improvements and private development shall strive to protect tree groves and mature individual trees. Existing trees shall not be removed without prior review and written approval. The applicant shall submit information identifying trees greater than six inches DBH. Trees greater than six inches DBH will not be approved for removal unless a certified arborist determines that they are diseased, dying, or dead, or the developer demonstrates that practical development of an approved lot, or required public improvements (i.e., streets, sidewalks, and public utilities), will adversely impact the survival of such tree or trees. In addition, all trees that are not to be removed shall be protected during the construction of all public improvements and residential development in the approved partition. A plan for such tree protection approved by the Planning Director shall be submitted with construction and/or building permit applications prior to release of construction or building permits within the subject site.
c. Riparian corridors and adjacent native landscape shall be protected. The applicant will need to provide mapping and protection of stream corridors and re-vegetation with native plantings if warranted.
d. The built environment will be designed to provide and protect views to rolling hills and volcanoes and to enhance visual and physical access to the North Yamhill River. New streets and open spaces will be oriented to capture views. The applicant will be required to provide a viewshed analysis as part of the Three Mile Lane Design Review.
e. Enhancing connections to existing trails and open space, such as connections into Joe Dancer Park and McBee Park, and creating a public greenway along South Yamhill River with trails and connections to the Three Mile Lane Area is a priority. Development will be required to show connectivity to any proposed trail or part identified in the Parks Recreation and Open Space plan.
f. New gathering spaces will be designed to incorporate natural areas and views.
g. Require native landscape plantings with seasonal variation and tree plantings that include shade streets with mature tree canopy.
h. A network of sidewalks and trails will connect people to key locations within the Three Mile Lane Area.
i. The Three Mile Lane Area will have safe bicycle routes for residents and touring cyclists.
j. Proposed new streets will connect to the existing local street grid, in compliance with Transportation System Plan standards.
k. New commercial developments should be designed to be at a walkable, human scale and for ease of use by all ages and abilities.
l. New commercial, office, mixed-use, and multi-family developments should be designed to reflect the micro-climate and enhance outdoor life through

the incorporation of features such as porches, balconies, courtyards, plazas, etc.

m. New commercial, office, mixed-use, and industrial campus developments should promote inclusion and interaction within the right-of-way.
n. Encourage mixed-use development where feasible.
o. Proposed site landscape for new development should strive to reflect patterns of wine industry—eg, rows of vines, southern orientation, shelter belts of trees – and consider functional site planning of vineyard and farm complexes as conceptual models.
p. New development should consider adjacency to agricultural fields and respect this heritage through careful transitions.
q. Architectural building design that includes simple roof forms (industrial and agricultural) is encouraged in the Three Mile Lane Area.
r. Encourage a diversity of future housing forms, types, and design that respect the current character of the area.
s. Ensure that new commercial and industrial campus development creates a welcoming and visible interface with Three Mile Lane.
t. Encourage site design and architecture that visibly convey the historic or current industry on the site (e.g., aviation, winemaking).
u. New commercial, mixed-use, office, and industrial campus development should consider using local materials for cladding and building structure (timber, corrugated steel cladding, red brick), and incorporating vibrant color.
v. Public safety services shall be considered as part of master planning, including access, response times and opportunity for substations if needed.
w. Ensure that no incompatible heavy industrial uses are allowed along Highway 18 in the Three Mile Lane Area or as part of the Innovation Campus.
x. Significant natural features shall be inventoried and protected as much as possible within new development plans.

Principles:

1. Natural Feature Preservation. Great Neighborhoods are sensitive to the natural conditions and features of the land.

a. Neighborhoods shall be designed to preserve significant natural features including, but not limited to, watercourses, sensitive lands, steep slopes, wetlands, wooded areas, and landmark trees.

APPLICANT'S RESPONSE: The subject site is characterized by floodplain and slopes located within the northern portion of the site. Appropriate setbacks and open space buffer will prevent development within those areas.

FINDING: SATISFIED. The applicant has adequately demonstrated compliance with this policy.

2. Scenic Views. Great Neighborhoods preserve scenic views in areas that everyone can access.

a. Public and private open spaces and streets shall be located and oriented to capture and preserve scenic views, including, but not limited to, views of significant natural features, landscapes, vistas, skylines, and other important features.

> **APPLICANT'S RESPONSE:** The northern portion of the site has potential to provide views of the South Yamhill River and Joe Dancer Park. Proposed development will be reviewed for consistency with the 3MLAP and Great Neighborhood Principles and with applicable development standards.
>
> **FINDING: SATISFIED.** The applicant has adequately demonstrated compliance with this policy.

3. Parks and Open Spaces. Great Neighborhoods have open and recreational spaces to walk, play, gather, and commune as a neighborhood.

a. Parks, trails, and open spaces shall be provided at a size and scale that is variable based on the size of the proposed development and the number of dwelling units.
b. Central parks and plazas shall be used to create public gathering spaces where appropriate.
c. Neighborhood and community parks shall be developed in appropriate locations consistent with the policies in the Parks Master Plan.

> **APPLICANT'S RESPONSE:** Future design of the site's development will incorporate appropriate gathering places for residents and users of the site, in addition to providing connections to existing adjacent developments and neighborhoods, natural areas, parks and trails in the vicinity.
>
> **FINDING: SATISFIED.** The applicant has adequately demonstrated compliance with this policy.

4. Pedestrian Friendly. Great Neighborhoods are pedestrian friendly for people of all ages and
abilities.

a. Neighborhoods shall include a pedestrian network that provides for a safe and enjoyable pedestrian experience, and that encourages walking for a variety of reasons including, but not limited to, health, transportation, recreation, and social interaction.
b. Pedestrian connections shall be provided to commercial areas, schools, community facilities, parks, trails, and open spaces, and shall also be provided between streets that are connected
(such as cul-de-sacs or blocks with lengths greater than 400 feet).

> **APPLICANT'S RESPONSE:** The future design of the site will be guided by the 3MLAP and Great Neighborhood Principles to include on-site pedestrian features

that provide circulation through the site and plan area to improve access, mobility and comfort for all users.

FINDING: SATISFIED. The applicant has adequately demonstrated compliance with this policy.

5. Bike Friendly. Great Neighborhoods are bike friendly for people of all ages and abilities.

a. Neighborhoods shall include a bike network that provides for a safe and enjoyable biking experience, and that encourages an increased use of bikes by people of all abilities for a variety of reasons, including, but not limited to, health, transportation, and recreation.
b. Bike connections shall be provided to commercial areas, schools, community facilities, parks, trails, and open spaces.

APPLICANT'S RESPONSE: The future development of the site will be consistent with the goals of the 3MLAP and will include bicycle features that provide safe routes to and through the site and the plan area to improve access, mobility and comfort for bicycle riders.

FINDING: SATISFIED. The applicant has adequately demonstrated compliance with this policy.

6. Connected Streets. Great Neighborhoods have interconnected streets that provide safe travel route options, increased connectivity between places and destinations, and easy pedestrian and bike use.

a. Streets shall be designed to function and connect with the surrounding built environment and the existing and future street network, and shall incorporate human scale elements including, but not limited to, Complete Streets features as defined in the Comprehensive Plan, grid street networks, neighborhood traffic management techniques, traffic calming, and safety enhancements.
b. Streets shall be designed to encourage more bicycle, pedestrian and transit mobility with a goal of less reliance on vehicular mobility.

APPLICANT'S RESPONSE: Future design and development of the site will be reviewed for consistency with the 3MLAP, which calls for a grid street system to provide connectivity within the site as well as with adjacent neighborhoods and streets. The future design of transportation improvements will address safety and convenience of pedestrians, bicyclists, transit users.

FINDING: SATISFIED. The applicant has adequately demonstrated compliance with this policy.

7. Accessibility. Great Neighborhoods are designed to be accessible and allow for ease of use for people of all ages and abilities.

a. To the best extent possible all features within a neighborhood shall be designed to be accessible and feature elements and principles of Universal Design.

b. Design practices should strive for best practices and not minimum practices.

APPLICANT'S RESPONSE: Future design and development of the site will be guided by the access and connectivity elements of the 3MLAP. On-site connections will also be designed and constructed in compliance with accessibility standards in effect at the time of development.

FINDING: SATISFIED. The applicant has adequately demonstrated compliance with this policy.

8. Human Scale Design. Great Neighborhoods have buildings and spaces that are designed to be comfortable at a human scale and that foster human interaction within the built environment.

a. The size, form, and proportionality of development is designed to function and be balanced with the existing built environment.
b. Buildings include design elements that promote inclusion and interaction with the right-of-way and public spaces, including, but not limited to, building orientation towards the street or a public space and placement of vehicle-oriented uses in less prominent locations.
c. Public spaces include design elements that promote comfortability and ease of use at a human scale, including, but not limited to, street trees, landscaping, lighted public areas, and principles of Crime Prevention through Environmental Design (CPTED).

APPLICANT'S RESPONSE: The subject site is located in the 3MLAP area, which includes as a key feature of the site a neighborhood-serving commercial node and medium-high density residential designated land which can support housing of varying scale. Future site design will be reviewed for consistency with 3MLAP elements addressing site features such as building orientation, parking, landscaping, lighting and CPTED.

FINDING: SATISFIED. The applicant has adequately demonstrated compliance with this policy.

9. Mix of Activities. Great Neighborhoods provide easy and convenient access to many of the destinations, activities, and local services that residents use on a daily basis.

a. Neighborhood destinations including, but not limited to, neighborhood serving commercial uses, schools, parks, and other community services, shall be provided in locations that are easily accessible to surrounding residential uses.
b. Neighborhood-serving commercial uses are integrated into the built environment at a scale that is appropriate with the surrounding area.
c. Neighborhoods are designed such that owning a vehicle can be optional.

APPLICANT'S RESPONSE: This application proposes to rezone the subject site from primarily industrial zoning to residential and commercial zones. Consistent with the 3MLAP concept, future development will include mixed-use commercial uses that will serve the on-site and surrounding community, as well as a variety of housing types such as townhomes and multi-dwelling apartments. No development

is proposed through this application. The future site development review process will ensure that the scale of future development is appropriate.

FINDING: SATISFIED. The applicant has adequately demonstrated compliance with this policy.

10.Urban-Rural Interface. Great Neighborhoods complement adjacent rural areas and transition between urban and rural uses.

a. Buffers or transitions in the scale of uses, buildings, or lots shall be provided on urban lands adjacent to rural lands to ensure compatibility.

APPLICANT'S RESPONSE: The subject site is located within the 3MLAP area, which proposes a variety of complementary uses that will not conflict with the rural uses near the plan area. The proposed rezoning of the subject site to residential and commercial use is consistent with the 3MLAP. Future site design and development will be consistent with the design elements of the 3MLAP and will be reviewed under the applicable zoning standards.

FINDING: SATISFIED. The applicant has adequately demonstrated compliance with this policy.

11.Housing for Diverse Incomes and Generations. Great Neighborhoods provide housing opportunities for people and families with a wide range of incomes, and for people and families in all stages of life.

a. A range of housing forms and types shall be provided and integrated into neighborhoods to provide for housing choice at different income levels and for different generations.

APPLICANT'S RESPONSE: This application proposes a Zone Change and Comprehensive Plan Map change to result in a total of 17.8 acres of R-4 Medium, High-density zoned land. The proposed zoning will allow for a variety housing types, including small-lot single-dwelling homes, attached townhomes, and multi-dwelling apartments. These housing types are typically more attainable, providing choice at a variety of income levels.

FINDING: SATISFIED. The applicant has adequately demonstrated compliance with this policy.

12.Housing Variety. Great Neighborhoods have a variety of building forms and architectural variety to avoid monoculture design.

a. Neighborhoods shall have several different housing types.

b. Similar housing types, when immediately adjacent to one another, shall provide variety in building form and design.

APPLICANT'S RESPONSE: This application proposes 17.8 acres of R-4 Medium, High-Density zoned land on the subject site. The R-4 zone will allow for a variety of housing types at different scale and form, including small-lot single-family detached, attached townhomes, and multi-family dwellings. The proposed zone change is consistent with the City's adopted 3MLAP.

FINDING: SATISFIED. The applicant has adequately demonstrated compliance with this policy.

13. Unique and Integrated Design Elements. Great Neighborhoods have unique features, designs, and focal points to create neighborhood character and identity. Neighborhoods shall be encouraged to have:

a. Environmentally friendly construction techniques, green infrastructure systems, and energy efficiency incorporated into the built environment.
b. Opportunities for public art provided in private and public spaces.
c. Neighborhood elements and features including, but not limited to, signs, benches, park shelters, street lights, bike racks, banners, landscaping, paved surfaces, and fences, with a consistent and integrated design that are unique to and define the neighborhood. (Ord 5066 §2, April 9, 2019)

APPLICANT'S RESPONSE: The subject site is located within the 3MLAP area. No development is proposed through this application. Future site design will be guided by the 3MLAP and incorporate integrated design elements of the 3MLAP that are appropriate for the residential and commercial mixed-uses on the site. Future proposed development will be reviewed under the applicable development standards in effect at the time of development.

FINDING: SATISFIED. The applicant has adequately demonstrated compliance with this policy.

CHAPTER X: CITIZEN INVOLVEMENT AND PLAN AMENDMENT

GOAL X 1: TO PROVIDE OPPORTUNITIES FOR CITIZEN INVOLVEMENT IN THE LAND USE DECISION MAKING PROCESS ESTABLISHED BY THE CITY OF McMINNVILLE.

APPLICANT'S RESPONSE: None.

FINDING: SATISFIED. The applicant held a neighborhood meeting before submitting the Comprehensive Plan Map Amendment and Zone Change application. Properties within three hundred (300) feet of the subject property received notice of the application and the Planning Commission public hearing. Notice of the application and the Planning Commission public hearing was published in the News Register. The Planning Commission will hold a public hearing on the proposal.

GOAL X 3 TO PERIODICALLY REVIEW AND AMEND THE MCMINNVILLE COMPREHENSIVE PLAN TO REFLECT CHANGES IN COMMUNITY CIRCUMSTANCES, IN CITIZEN DESIRES, AND IN THE STATEWIDE GOALS.

APPLICANT'S RESPONSE: The 3MLAP was developed through a multi-year public involvement process that resulted an "implementable vision for the area's future land uses and multi-modal transportation system." That vision reflects changes in community circumstances and citizen needs. The 3MLAP is intended to be implemented through the City's codes and ordinances, as well as amendments to the Comprehensive Plan Map. The rezoning of the subject site to residential and commercial mixed-use zoning is consistent with this goal.

FINDING: SATISFIED. The applicant has adequately demonstrated compliance with this policy.

STATEWIDE PLANNING GOALS

Goal 1: Citizen Involvement

APPLICANT'S RESPONSE: In compliance with the MZO requirements of Chapter 17.72, the Applicant held neighborhood meeting with the community to discuss the proposed map amendment and zone change. Documentation of the meeting is included with this application as Exhibit D. In addition, the review procedures of Chapter 17.72 provide an opportunity for citizen comment on the proposal at future Planning Commission and City Council hearings.

FINDING: SATISFIED. The requested land use action is a change to the Comprehensive Plan Map and Zoning Map designation. As required, citizens will have the opportunity to comment on the proposed map amendments at public hearings before the Planning Commission and City Council.

Goal 2: Land Use Planning

APPLICANT'S RESPONSE: In addition to these Statewide Planning Goals, this application addresses applicable policies and approval criteria of the McMinnville Comprehensive Plan and Zoning Ordinance and the Three Mile Lane Area Plan. As demonstrated by this narrative and supporting documentation, this application is consistent with applicable criteria and with Goal 2. .

FINDING: SATISFIED. The decision-making is based on the City's adopted and acknowledged Comprehensive Plan and Land Use Regulations, including the factual base and procedures. Determination of consistency with the applicable statewide planning goals and associated administrative rules is also based on an adequate factual basis.

Goal 5: Natural Resources, Scenic and Historic Areas, and Open Spaces

APPLICANT'S RESPONSE: The northeast portion of the site has land that is located within the floodplain and areas of steep slopes. The proposed rezone does not alter the zoning designations for the area which is now zoned Floodplain. No future development is proposed within that area, which will be protected by applicable buffers and setbacks.

FINDING: SATISFIED. No acknowledged natural resources, scenic and historic areas, or open spaces are located in the project area. In addition, no development is permitted as part of this application.

Goal 9: Economic Development

APPLICANT'S RESPONSE: The aim of Goal 9 is to ensure the availability of land suitable for economic growth and development opportunities over a 20-year planning period. To satisfy Goal 9, the City periodically updates an Economic Opportunities Analysis (EOA) to reflect changing economic factors that impact land availability. The most recently adopted 2023 EOA concluded that, over the 20-year planning horizon through 2041, a deficit of 159 acres of commercial land and a deficit of 29 acres of industrial land are projected.

This Application proposes to redesignate 15.1 acres of land from Industrial M-2 zone to residential R-4 and commercial C-3 zones. As proposed, 1.13 acres of M-2 land will be redesignated as C-3, which would bring the total C-3 land on the site to 3.62 acres. This application proposes to reconfigure the C-3 land to be consistent with the 3MLAP, enabling that portion of the site to be developed in the future with a mix of commercial uses to serve the on-site residents and surrounding residential neighborhoods. The proposed commercial-zoned area is located with visibility from and direct access to Cumulus Avenue, providing connectivity to the east and west and the transit corridor.

The proposed rezone is not anticipated to have significant impact on the adequacy of the city's future industrial land supply which, as of the 2023 EOA, was estimated to be 215 acres. Industrial M-2 zoned land makes up the largest category of available industrial land, according to the 2023 EOA.

The proposed rezone will assist the City in implementing the goals and objectives of the Three Mile Lane Area Plan and address potential long-term compatibility issues of existing industrial zoning with the surrounding residential and commercial zoning and uses. In addition, the proposed rezone to housing and commercial zones contributes to the reduction of the projected commercial land deficit identified in the 2020 EOA and the housing deficit identified in the 2023 Housing Needs Analysis.

FINDING: SATISIFED. The applicant has demonstrated compliance with Goal 9.

Goal 10: Housing

APPLICANT'S RESPONSE: This application proposes a zone change from R-1 and M-2 zones to R-4 and C-3 on the 26-acre site. The City's 2023 Housing Needs Analysis identifies demographic and housing trends that will shape the city's housing supply over the next 20 years. Trends indicate that a variety of housing types and densities will be required to meet the needs of the City's aging and growing populations. Smaller and more
affordable housing types are identified as being needed over the next 20 years.

The proposed rezone of the subject site would allow for development of attached housing such as townhomes and multifamily units, making a greater impact on identified housing needs. The proposed Comprehensive Plan map amendment and rezone meet the intent of Goal 10.

FINDING: SATISFIED. The applicant has demonstrated compliance with Goal 10.

Goal 11: Public Facilities and Services

APPLICANT'S RESPONSE: This application proposes a zone change for the 26-acre subject site which is located within the Three Mile Lane Area Plan boundary. In preliminary coordination with service providers, no deficiencies have been identified in the water, sanitary sewer or power availability. Similarly, there are no known deficiencies in public services such as fire protection and law enforcement. As noted in this application, the approval of the proposed zone change will result in the provision of park land (open space) consistent with the approved 3MLAP.

Upon application for development of the site, the design and adequacy of public facilities and services for the proposed development will be reviewed. The provision of adequate facilities can be assured through conditions of approval.

FINDING: SATISFIED WITH CONDITIONS OF APPROVAL #1 TO #3. The subject property has access to all necessary public services at a level needed for urban development (see comment from the City of McMinnville Public Works Department). When given the opportunity to provide comments on the proposed zone change, McMinnville Water and Light did not identify any concerns for utility services. Three conditions are recommended by the City to ensure adequate public facilities can be provided for sewer and stormwater. At the time of future development, McMinnville Water and Light and the City's Engineering Division will analyze if the system capacity can handle the proposed development. If capacity increases are required, the McMinnville Water and Light or the City's Engineering Division may require improvements through applicable standards at the time of development.

CONDITION OF APPROVAL #1: The 2008 Conveyance System Masterplan assumptions at the time of this application allow for sanitary flows of 1,647 gallons

per net acre daily (gpnad) for the referenced existing zoning of the 21.45acre site. The proposed zone changes do not result in an assumed increase flow based on the 2008 Conveyance System Masterplan. At the City Engineer's discretion prior to any additional applications for land use decisions or permitting, the applicant shall be required to provide an analysis to the City Engineer showing sanitary sewer capacity for the proposed flows do not exceed 1,647 gpnad -OR- enter into a reimbursement agreement with the City to perform a sanitary sewer capacity analysis. The capacity analysis should incorporate development specific flow assumptions and shall meet the requirements of the most recent Sanitary Conveyance Masterplan or model in effect at the time of the analysis. Any sanitary sewer pump station and/or sanitary sewer conveyance system improvement necessary to accommodate the proposed flows from anticipated development appropriate for the proposed zoning shall be completed at the applicant's expense prior to making any new connections or increasing any demand on the public system per review and approval by the City Engineer.

CONDITION OF APPROVAL #2: That final development plans for the subject site include a detailed storm drainage plan which incorporates the requirements of City's Storm Drainage Master Plan. This plan must be submitted to, and approved by, the City Engineering Department prior to permit issuance. Any utility easements needed to comply with the approved plan must be reflected on the final plat. If the final storm drainage plan incorporates the use of collection systems and easements, such must be private, rather than public, and private maintenance agreements must be approved by the City prior to recording.

CONDITION OF APPROVAL #3: The final development plans for the subject site include a detailed sanitary sewer collection plan which incorporates the requirements of City's Collection Systems Facilities Plan. This plan must be submitted to, and approved by, the City Engineering Department prior to development. Any utility easements needed to comply with the approved plan must be reflected on the final plat or be recorded prior to utility installation. Structures located within the subject site are required to connect to the sanitary sewer system at the same time that the public system is constructed that makes service available per the approved sanitary sewer collection plan.

Goal 12: Transportation

APPLICANT'S RESPONSE: A Transportation Impact Analysis (TIA) addressing the requirements of Goal 12 and the Transportation Planning Rule (TPR) was completed by Lancaster Mobley and is attached as Exhibit F. The analysis found that the proposed Comprehensive Plan Map Amendment and Zone Change will not change

the functional classification of any existing or planned facility. For additional information, please see the attached TIA report.

FINDING: SATISFIED WITH CONDITION OF APPROVAL #4. Per OAR 660-012-0060, if an amendment to a comprehensive plan or zoning map significantly affects an existing or planned transportation facility, then the local government must put measures in place to account for the impacts.

The City does not have a locally adopted threshold for a "significant effect" to require a Transportation Planning Rule Analysis, therefore, the City defers to the state statutory requirements for determining "significant effect" which is provided in OAR 660-012, otherwise known as the Transportation Planning Rule (TPR).

At the time the application was deemed complete, the City and ODOT had not yet accepted the applicant's TIA. A revised TIA was prepared by the applicant and accepted by both the City and ODOT.

TPR Review of Oregon State Facilities

The Oregon Department of Transportation (ODOT) was included in the review of this application. On February 12, 2026, ODOT requested additional time to review the TIA.

The applicant has submitted a Transportation Impact Analysis (TIA) addressing the requirements of Goal 12 and the Transportation Planning Rule (TPR) in support of the proposed rezoning of nine parcels totaling approximately 26 acres from a mixed-use zone. The analysis concludes the following:

- **Trip Generation**: The proposed zone change is projected to generate approximately 52 AM peak hour trips, 139 PM peak hour trips, and 2,054 average daily trips.
- **Signal Warrants**: None of the unsignalized study intersections are anticipated to meet signal warrants under the 2041 planning horizon with the zone change implemented.
- **Turn Lane Warrants**: (as provided in the Traffic Impact Analysis)
    - Left-turn-lane warrants are met for the southbound approach at the intersection of NE Cumulus Avenue/SE Nehemiah Lane and NE Three Mile Lane under all analysis scenarios during the evening peak hour, including existing conditions. The need for this left-turn lane is not triggered by the proposed zone change or any development on the site. It is recommended that at the time of development, the applicant coordinate with the City to participate in the construction of a left turn lane at this intersection.
    - A westbound right-turn lane is recommended at the intersection of SE Nehemiah Lane/NE Cumulus Avenue & NE Three Mile Lane to mitigate

the potential impact from the zone change. The westbound right-turn lane would improve v/c ratio to better than no-build conditions (0.57).

- **Functional Classification**: With the recommended improvement, the proposed zone change will not impact or alter the functional classification of any existing or planned transportation facilities, and no changes to classification standards are included in the proposal.
- **Recommended Improvements**: Installation of a westbound right turn lane on the eastern leg of the NE Cumulus Avenue/SE Nehemiah Lane and NE Three Mile Lane intersection.
- **Compliance**: Based on these findings, the proposed zone change with Condition of Approval #4 satisfies the requirements of the Transportation Planning Rule.

CONDITION OF APPROVAL #4: Per the Traffic Impact Analysis, the Applicant is responsible for the installation of a westbound right-turn lane on the eastern leg of the NE Cumulus Avenue/SE Nehemiah Lane and NE Three Mile Lane intersection. Prior to the submittal of building permits, the City reserves the right to require a traffic impact analysis if a transportation memorandum indicates that the traffic created by the development exceeds 20 pm peak hour trips or 200 daily trips.