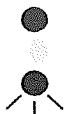

Traffic Impact Analysis

MV Advancements Comprehensive Plan Amendment /Zone Change

600 SE Baker Street
McMinnville, Oregon

September 10, 2018



GREENLIGHT ENGINEERING
TRAFFIC ENGINEERING/TRANSPORTATION PLANNING

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EXECUTIVE SUMMARY

MV Advancements has proposed a comprehensive plan amendment and zone change in support of a project in McMinnville, Oregon. The site is located at 600 SE Baker Street and is 5.8 acres in size and currently split zoned as R-4 (Multiple Family Residential Zone) and F-P (Flood Plain). The 2.86 acre R-4 portion of the site is proposed to be rezoned to O-R (Office Residential Zone). The F-P portion will remain unchanged.

It is anticipated that the site will eventually be developed to consist of 10,000 square feet of office space and potentially up to 24 apartment units for adults with development disabilities and/or seniors. A conceptual site plan is illustrated in Appendix A. This report addresses the Transportation Planning Rule as required in a comprehensive plan amendment and zone change application. The following summarizes the key points of this transportation impact analysis (TIA):

- The 5.8 acre site is currently split zoned R-4 (Multiple Family Residential Zone). Only the 2.86 acre R-4 portion of the site is developable due to the presence of the 100 year floodplain of Cozine Creek that is located in the 2.94 acre F-P zone portion of the site.
- After the zone change/comprehensive plan amendment is approved, the preliminary development plan includes an office building of approximately 10,000 square feet to accommodate around 50 employees. In a future phase, it is envisioned that approximately 24 units of housing for developmentally disabled residents and/or seniors will be added.
- Analysis periods include the existing year (2018) and year 2023 to address the requirements of the Comprehensive Plan Amendment/Zone Change and Oregon's Transportation Planning Rule. The Transportation Planning Rule requires an analysis at horizon of the local jurisdiction's planning period. In this case, the City of McMinnville's Transportation System Plan planning period is 2023.
- The following study intersections were identified and discussed with City of McMinnville and Oregon Department of Transportation staff for evaluation:
 - 1) SE Baker Street (Highway 99W)/SE Handley Street
 - 2) SE Baker Street (Highway 99W)/SE Cows Street
 - 3) SE Baker Street (Highway 99W)/Adams Street U-turn

- Intersections along Cows Street were discussed with City staff and it was agreed that impacts along Cows Street would be minor enough that they should not be included in the study area.
- All study intersections will operate adequately per Oregon Department of Transportation (ODOT) requirements evaluated at the 2023 horizon year without mitigation. There are no study intersections under the jurisdiction of the City of McMinnville. The Transportation Planning Rule requirements are met.

INTRODUCTION

This transportation impact analysis (TIA) has been prepared to determine the impacts to the City of McMinnville and ODOT street systems in the immediate vicinity of a proposed project located on the southeast corner of the intersection of SE Baker Street (Highway 99W)/SE Cowsls Street at 600 SE Baker Street. The proposed project includes a comprehensive plan amendment and zone change that will support a future development that is planned to consist of 10,000 square feet of office space. Additionally, a possible future phase of development may include 24 apartment units for developmentally disabled adults and/or seniors. In establishing the project scope and performing the analysis, a number of important elements have been identified and considered, including the following items:

- Rather than analyzing a specific development plan, a Comprehensive Plan Amendment/Zone Change and Transportation Planning Rule analysis requires the analysis of the reasonable worst case trip generation allowed within the existing zone is compared to the reasonable worst case trip generation allowed within the proposed zone. The difference in trips (if the proposed zoning generates more trips than the existing zone) are then evaluated to assess the impacts of the proposed zone over the existing zone to determine if the project has a “significant effect” per the Transportation Planning Rule.
- Within the existing zone, the site could reasonably accommodate up to 83 units of apartments, representing the reasonable worst case trip generation. Within the proposed zone, the site could reasonable accommodate up to 49,835 square feet of office space.
- The trip generation rates are based on the 10th edition of the Institute of Transportation Engineer's *Trip Generation Manual*.
- In-process trips, or those trips generated by other developments in the project vicinity were not included in the analysis as the travel demand model accounts for regional growth in traffic volumes through 2023.
- 2023 traffic volumes were generated utilizing travel demand model outputs provided by the Oregon Department of Transportation. The outputs were post-processed according

to ODOT's *Analysis Procedures Manual (APM)*, which relies upon the methodology of *NCHRP Report 765*.

- Capacity analysis of critical intersections for both the weekday AM peak hour and weekday PM peak hour under 2018 existing, 2023 background and 2023 total traffic conditions were evaluated. Critical intersections were determined based upon communication with City of McMinnville and ODOT staff and include the following:
 - 1) SE Baker Street (Highway 99W)/SE Handley Street
 - 2) SE Baker Street (Highway 99W)/SE Cows Street
 - 3) SE Baker Street (Highway 99W)/Adams Street U-turn
- Review of pedestrian, bicycle and automobile safety issues in the area.
- Evaluation of accessibility to nearby transit services.
- Evaluation of the project's compliance with Oregon's Transportation Planning Rule.
- Queuing analysis for background and total traffic conditions in 2023.

The Appendices to this report contains technical data including: traffic counts, capacity analysis reports, queuing analysis and crash data.

SITE DESCRIPTION, CRITICAL INTERSECTIONS, AND STREETS

The site is located on the southeast corner of the intersection of SE Baker Street (Highway 99W)/SE Cows Street. Currently, the site is vacant although there are two existing access points constructed to SE Cows Street. With development, access will be provided to Cows Street only. No access will be proposed to SE Baker Street.

A preliminary site plan is provided in Appendix A and a vicinity map is provided below.



Vicinity Map

SE Baker Street (Highway 99W) is under the jurisdiction of ODOT. The road is a two lane, one-way northbound facility with a posted speed of 30 MPH. Baker Street forms a one-way couplet with Adams Street which serves southbound traffic. There are curbs and continuous sidewalk. Along the site frontage, there is width for a paved shoulder which is partially striped with no parking allowed. North of SE Cowsls Street, on-street parking is introduced on both the east and west side of SE Baker Street. According to the *Oregon Highway Plan*¹, Highway 99W is classified as a Regional Highway (not a freight route) while the City of McMinnville's *Transportation System Plan*² classifies SE Baker Road as a major arterial.

SE Cowsls Street is under the jurisdiction of the City of McMinnville. The road is a two lane facility with a posted speed of 25 MPH. There are curbs and sidewalks along most of SE Cowsls Street. Along the project frontage there is an existing curb and curb tight sidewalk. SE Cowsls Street is classified as a local street according to Exhibit 2-3 of the City TSP.

1 <http://www.oregon.gov/ODOT/Planning/Documents/OHP.pdf>

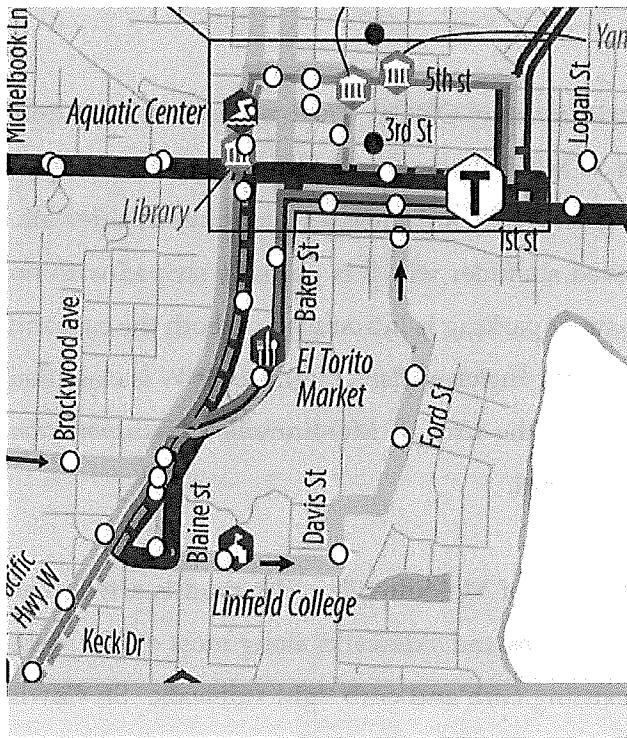
2 <https://www.mcminnvilleoregon.gov/planning/page/transportation-system-plan>

SE Handley Street is under the jurisdiction of the City of McMinnville. The road is a two lane facility not posted for speed. Between SE Baker Street and SE Adams Street, Handley Street is only approximately 230 feet in length. There are curbs and a continuous sidewalk on the south side of SE Handley Street. SE Handley Street is classified as a local street according to Exhibit 2-3 of the City TSP.

Figure 1 of Appendix F illustrates the existing intersection control and lane configurations.

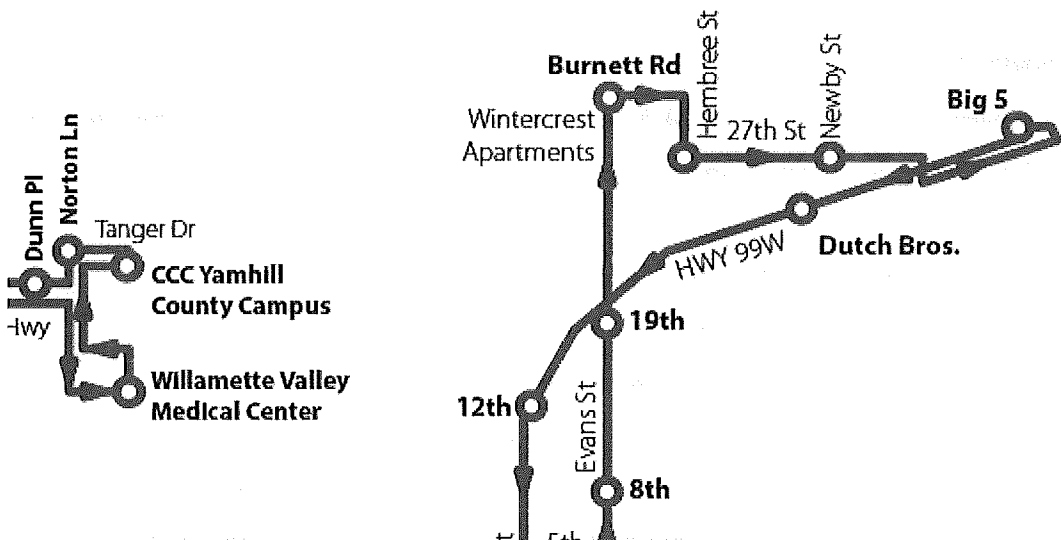
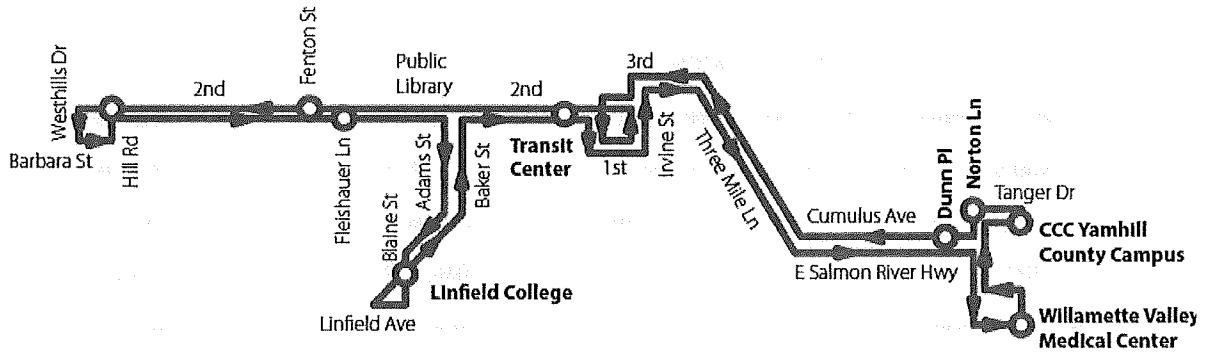
TRANSIT SERVICE

Yamhill County Transit Area³ operates several bus lines on Highway 99W near the project site. Nearest the site, Route 2 operates on one hour headways on weekdays only. There is a northbound bus stop adjacent to the site on SE Baker Street and a southbound bus stop near the SE Adams Street/SE Handley Street. Route 3 also serves the southbound bus stop at SE Adams Street/SE Handley Street.

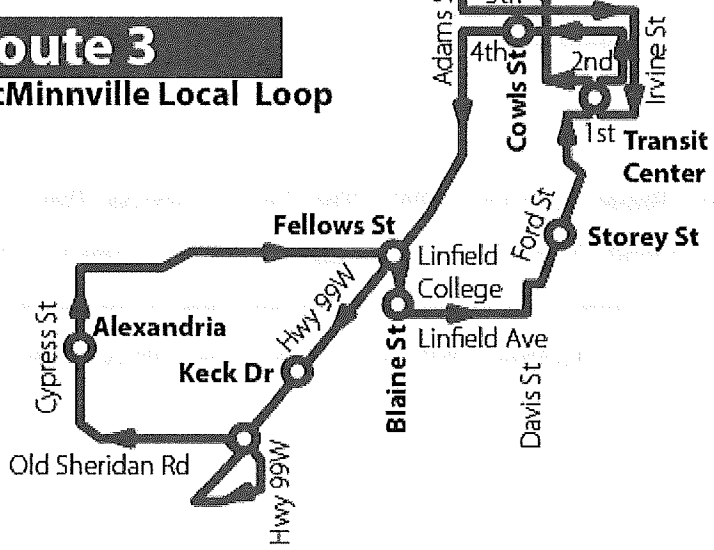


³ <http://www.yctransitarea.org/>

Route 2 McMinnville East-West Express



Route 3 McMinnville Local Loop



Given the relative infrequency of bus service, no specific trip generation reduction is assumed as part of this study. However, it is likely that some users of the future development will arrive and depart by transit.

PEDESTRIAN & BICYCLE CIRCULATION

As previously discussed, there are continuous sidewalks on SE Baker Street. The sidewalk along the west side of SE Cows Street is continuous although there are gaps on the east side. There are no separated bike facilities on SE Baker Street although ODOT has marked a paved shoulder on SE Baker Street south of SE Cows Street. North of SE Cows Street, SE Baker Street allows on-street parking, but there are no separated bicycling facilities. Along the site's frontage, there are already sidewalks.

STUDY INTERSECTIONS

Through coordination with the City of McMinnville and ODOT, the following intersections were identified as the necessary study intersections:

- 1) SE Baker Street (Highway 99W)/SE Handley Street
- 2) SE Baker Street (Highway 99W)/SE Cows Street
- 3) SE Baker Street (Highway 99W)/Adams U-turn

The SE Baker Street (Highway 99W)/Adams U-turn intersection is located south of SE Cows Street and serves as the southernmost intersection in the couplet. This intersection serves southbound Highway 99W traffic destined for the site.

MOBILITY STANDARDS

ODOT has jurisdiction over SE Baker Street (Highway 99W). The *Oregon Highway Plan (OHP)* provides that Highway 99W is a Statewide Highway (not a freight route) through the study intersections. Since McMinnville is not within the Portland Metro area and is posted with a speed of 30 MPH, the mobility standard for Highway 99W is a v/c ratio of 0.90 per Table 6 of the OHP⁴.

4 <http://www.oregon.gov/ODOT/Planning/Documents/OHP.pdf>

Since all of the study intersections are along Highway 99W, ODOT's mobility standard is the applicable operating standard. The City of McMinnville does not have jurisdiction over any of the study intersections.

EXISTING TRAFFIC VOLUMES

Manual turning movement counts were collected in July 2018 during the weekday AM and PM peak hours at the study intersections. Traffic counts included auto, bus, truck, bicycles, and pedestrians, with 15-minute breakdowns during the AM (7-9 am) and PM (4-6 pm) peak periods.

The study intersections raw traffic volumes were seasonally adjusted per ODOT's *APM* to develop 30 highest hour volumes (30 HV). The preferred method for seasonally adjusting raw traffic counts is the "On-Site ATR Method". However, there is not an automatic traffic recorder near the site.

The ATR Characteristic Table Method of the *APM* was also evaluated as the next best alternative according to the *APM*. However, there were no ATRs in Oregon that were similar in characteristics to this section of SE Baker Street (Highway 99W) and also within 10% of the AADT of the project site.

Finally, the Seasonal Trend Method of the *APM* was evaluated and ultimately used in the seasonal adjustment for this project.

Appendix B includes the raw traffic counts. Appendix C includes the 30th highest hour volume seasonal adjustment worksheet. Figure 2 of Appendix F illustrates the existing traffic volumes.

2023 BACKGROUND TRAFFIC VOLUMES

Since the application proposes a change in zoning and a comprehensive plan amendment, an estimate of long-term traffic operations is required in order to satisfy the requirements of Oregon's Transportation Planning Rule. As the City of McMinnville's *Transportation System Plan* is based upon a horizon year of 2023, a planning horizon year of 2023 was used for this analysis. ODOT provided 2003 and 2023 travel demand model link volumes. These link

volumes have been post-processed in accordance with ODOT's *APM*, which relies heavily upon *NCHRP Report 765, Analytical Travel Forecasting Approaches for Project-Level Planning and Design*. The 2023 background traffic volumes are based upon the conditions that would be expected with the existing zoning in place without the approval of the zone change.

ODOT's travel demand model doesn't adequately establish traffic volumes at the study intersections as they are local streets that were not considered in the model. To account for the development of the site under the R-4 zoning in 2023, the trip generation associated with 83 units of apartments (see "Trip Generation" section of report) on the site been added to the 2018 existing traffic to evaluate a more appropriate 2023 background traffic condition. This adjustment better reflects the conditions that would be created with the approval of the proposed zone change.

Figure 4 in Appendix F illustrates the 2023 traffic background volumes for both the weekday AM and PM peak hours. Appendix D contains the 2003 and 2023 transportation model data. Appendix E contains the *APM* based post-processing spreadsheet.

TRIP GENERATION

Vehicle trip generation rates from the 10th Edition of the *ITE Trip Generation Manual* were applied in establishing the site's generated trips. It is anticipated that 10,000 square feet of office space will be developed in the near term and a future development may include 24 apartment units for adults with developmental disabilities and/or seniors.

However, in order to establish compliance with the City's zone change and comprehensive plan amendment requirements as well as Oregon's Transportation Planning Rule, the reasonable worst case difference in trip generation of the proposed zone versus the existing zone must be evaluated.

Only approximately 2.86 acres of the 5.8 acre site is developable and zoned R-4. The R-4 portion of the site is proposed to be rezoned to O-R. The remaining 2.94 acre portion of the site is undevelopable and zoned F-P due to the presence of the 100 year floodplain of Cozine Creek. Additionally, there are steep slopes on a part of the R-4 portion of the site that may further

reduce the developable area. However, a reduction for that portion is not considered in this analysis.

Based on a review of City code, it was determined that the reasonable worst case development in the existing R-4 (Multiple Family Residential Zone) would be 83 units of apartments. According to City Code, apartments can be constructed at 29 units per acre. The trip generation of 83 units of apartments is included in Table 1 below.

2.86 acres equates to approximately 124,585 square feet. Based on the assumption that 40% of the buildable site would be constructed with actual office structure on only one level with the other area attributable to landscaping, parking, setbacks, circulation areas and garbage/recycling, etc. there is approximately 49,835 square foot of office that could be reasonably constructed on the site. Thus, it was determined that the worst case development in the proposed O-R (Office Residential Zone) would be 49,835 square feet of office space. The trip generation based on that amount of office space is included in Table 1 below.

Table 1 also establishes the net increase in trip generation between the existing zoning and the proposed zoning and illustrates the new trips generated as part of the zone change/comprehensive plan amendment that are used to establish compliance with the Transportation Planning Rule.

Table 1. Trip Generation of Existing Zoning vs. Proposed Zoning

Existing Zoning Description & ITE Code	Units	Daily	Weekday AM Peak Hour			Weekday PM Peak Hour		
			Total	In	Out	Total	In	Out
Multifamily Housing (Mid-Rise) (ITE #221)	83	451	29	7	22	37	23	14
Proposed Zoning Description & ITE Code	KSF	Daily	Weekday AM Peak Hour			Weekday PM Peak Hour		
General Office (ITE #710)	49.835	540	73	63	10	59	9	50
Net Increase in Trips		+89	+44	+56	-12	+22	-14	+36

Source: ITE Trip Generation Manual, 10th Edition

Fitted curve equations used

KSF = 1000 square feet

It should be noted that in the weekday AM peak hour, there is a reduction in the outbound trips from the existing zone to the proposed zone. Similarly, in the weekday PM peak hour, there is a reduction in the inbound trips from the existing zone to the proposed zone. The travel demand model provides no estimates of projected side street volumes at SE Handley Street, SE Cows Street, and the Adams Street U-turn. Additionally, the side street volumes of each roadway are very low under existing conditions. As a result, it was decided to apply the site trip generation of the existing zone in order to develop 2023 background traffic volumes and to better account for the limitations of the travel demand model. In the 2023 total traffic conditions, the difference between the existing and proposed trip generation is considered.

TRIP DISTRIBUTION

The net increase in trips estimated in Table 1 were distributed on the transportation network based upon a review of the ODOT link volumes, existing traffic volumes and patterns, a review of the existing street network, and the evaluation of driveway use. On the low volume side streets where the ODOT travel demand forecasting model lacks information, the full trip generation of the existing zone was applied in generating the 2023 background traffic volumes. The difference in trip generation between the existing zone and proposed zone were applied to generate the 2023 total traffic volumes.

This trip generation and distribution were performed to determine the impacts of the proposed zoning versus the existing zoning in establishing compliance with the Transportation Planning Rule.

Figure 3 in Appendix F illustrates the assumed trip distribution pattern and the assignment of site generated trips to the study intersections during both the weekday AM and PM peak hour to generate traffic volumes for the 2023 background traffic conditions. Figure 5 illustrates the assumed trip distribution pattern and the assignment of net new site generated trips to the study intersections during both the weekday AM and PM peak hour to generate traffic volumes for the 2023 total traffic conditions. It should be noted that during the weekday AM peak hour, there is a reduction in outbound traffic between the existing and proposed zoning. For turning movements where the anticipated 2023 total traffic volumes would be less than the existing traffic, no reductions were assumed.

2023 TOTAL TRAFFIC VOLUMES

In order to determine the impacts of the proposed zone change and comprehensive plan amendment on the street system as required by Oregon's Transportation Planning Rule, a comparative analysis of trips generated by the existing zoning compared to the proposed zoning was provided in Table 1. The increase in trips from the existing zoning to the proposed zoning was then added to the 2023 background traffic condition to determine the zone change/comprehensive plan amendment's impact on the transportation network. This summation represents the 2023 total traffic scenario or the condition that would be expected with the approval of the zone change.

Figure 6 in Appendix F illustrates the 2023 total traffic volumes.

TRAFFIC OPERATIONS ANALYSIS

Capacity analysis for 2018 existing, 2023 background and 2023 total traffic conditions has been performed at each of the relevant study intersections.

Synchro 10 and SimTraffic 10 software was utilized in our analysis. The analysis is based upon the methodology of the 2010 Highway Capacity Manual.

Traffic flow figures show the traffic data and turn movements for the weekday AM and PM peak hour conditions that were used in the traffic operation analysis.

Tables 2 to 4 provide a summary of the intersection capacity results. The Synchro software capacity summary reports are included in Appendix G.

Table 2. SE Baker Street (Highway 99W)/SE Handley Street

Traffic Scenario	2010 HCM Methodology	
	Weekday AM Peak Hour	Weekday PM Peak Hour
	Intersection V/C	Intersection V/C
2018 Existing Traffic	0.03	0.05
2023 Background Traffic	0.03	0.09
2023 Total Traffic	0.03	0.11

Note: 2010 Highway Capacity Manual methodology used in analysis.

Table 3. SE Baker Street (Highway 99W)/SE Cows Street

Traffic Scenario	2010 HCM Methodology	
	Weekday AM Peak Hour	Weekday PM Peak Hour
	Intersection V/C	Intersection V/C
2018 Existing Traffic	0.06	0.16
2023 Background Traffic	0.16	0.38
2023 Total Traffic	0.10	0.40

Note: 2010 Highway Capacity Manual methodology used in analysis.

Table 4. SE Baker Street (Highway 99W)/Adams U-turn

Traffic Scenario	2010 HCM Methodology	
	Weekday AM Peak Hour	Weekday PM Peak Hour
	Intersection V/C	Intersection V/C
2018 Existing Traffic	0.06	0.06
2023 Background Traffic	0.08	0.14
2023 Total Traffic	0.13	0.09

Note: 2010 Highway Capacity Manual methodology used in analysis.

As described previously, ODOT's mobility standard requires the SE Baker Street (Highway 99W) intersections to operate with a v/c ratio of 0.90 or less. Based on the results provided above, it is clear that all of the study intersections operate adequately in the 2018 existing traffic, 2023 background and 2023 total traffic conditions.

TRANSPORTATION PLANNING RULE ANALYSIS

The Transportation Planning Rule (TPR) is a statewide regulation that ensures that the transportation system is adequate as planned and requires the evaluation of traffic impacts that could result from changes to adopted zoning and comprehensive plans. The Transportation Planning Rule reads as follows:

660-012-0060

Plan and Land Use Regulation Amendments

(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.*

In this case, subsection (A) is not applicable since the proposed zone change and subsequent development is not expected to impact nor alter the functional classification of any existing or planned facility. The proposal does not include a change to any functional classification

standards. (A) is not triggered as the types of travel or access would not be inconsistent with the functional classification of any of the transportation facilities in the vicinity of the site.

Our analysis illustrates that Subsection (B) is also not applicable since all study intersections are anticipated to operate adequately in the 2023 horizon year. The proposed zone change/comprehensive plan amendment does not push any intersections into failure, therefore (B) is addressed.

Our analysis also illustrates that Subsection (C) is addressed as no study intersections are anticipated to not meet applicable mobility standards.

The requirements of the Transportation Planning Rule are met.

QUEUING ANALYSIS

Queuing is a critical issue in the review of the operations and safety of intersections and access points. Queue spill back not only impacts the capacity of an intersection, but can also result in safety issues.

The impact of the project on queuing is reported for all study intersections for the 2023 background and 2023 total traffic conditions.

The simulation analysis was performed using SimTraffic 10 and is based upon the procedures and calibration per ODOT's *APM*⁵. There are no queuing issues in the 2023 background or total traffic conditions. Full intersection queuing results are provided in Appendix H.

TRAFFIC SAFETY

A review of the recent crash history in the area does not indicate that there is an existing safety problem at any of the study intersections in the vicinity of the site. There are no crash patterns or crash rates that are of concern. ODOT requires an analysis of the critical crash rate of study intersections. The ODOT critical crash calculator⁶ output sheets and raw crash data is provided in Appendix I.

⁵ Accessed at <http://www.oregon.gov/odot/td/tp/pages/apm.aspx>

⁶ <http://www.oregon.gov/ODOT/Planning/Documents/CriticalRateCalculator.zip>

The crash rate of the SE Baker Street (Highway 99W)/SE Handley Street intersection is just 0.28 crashes per million entering vehicles. Per the ODOT critical crash calculator, the critical crash rate for a similar intersection is 0.36 crashes per million entering vehicles. Since the crash rate is below the critical crash rate, there is not reason to analyze the intersection further.

The crash rate of the SE Baker Street (Highway 99W)/SE Cowls Street intersection is just 0.28 crashes per million entering vehicles. Per the ODOT critical crash calculator, the critical crash rate for a similar intersection is 0.41 crashes per million entering vehicles. Since the crash rate is below the critical crash rate, there is not reason to analyze the intersection further.

The crash rate of the SE Baker Street (Highway 99W)/Adams U turn intersection is just 0.09 crashes per million entering vehicles. Per the ODOT critical crash calculator, the critical crash rate for a similar intersection is 0.36 crashes per million entering vehicles. Since the crash rate is below the critical crash rate, there is not reason to analyze the intersection further.

Based upon the above information, it is clear that there is not an existing safety issue at any of the study intersections.

SUMMARY AND RECOMMENDATIONS

The proposed zone change/comprehensive plan amendment can be approved with no mitigation. The Transportation Planning Rule requirements are met. All study intersections will operate adequately in the City of McMinnville's TSP horizon year of 2023 per ODOT standards.

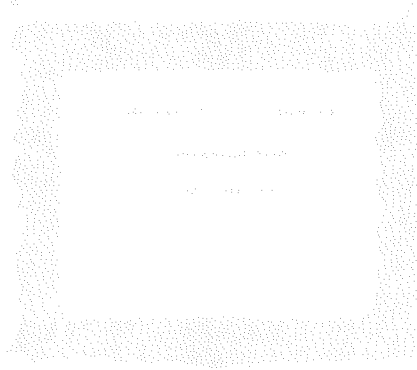
There are no existing or anticipated safety issues within the study area.

APPENDICES

- A) Preliminary Site Plan
- B) Traffic Counts
- C) 30th Highest Hour Volumes (30 HV)/Seasonal Adjustment Worksheet
- D) ODOT Travel Demand Model Output Sheets
- E) 2023 Background & Total Traffic Volumes
- F) Traffic Flow Figures
 - Figure 1, Intersection Control & Lane Channelization
 - Figure 2, 2018 Existing Traffic Weekday AM & PM Traffic Volumes
 - Figure 3, Site Trip Distribution Weekday AM & PM Peak Hour
 - Figure 4, 2023 Background Traffic Weekday AM & PM Traffic Volumes
 - Figure 5, Site Trip Distribution Weekday AM & PM Peak Hour
 - Figure 6, 2023 Total Traffic Weekday AM & PM Traffic Volumes
- G) Synchro Intersection Capacity Analysis Report Outputs
- H) SimTraffic Queuing Results
- I) Critical Crash Rate Calculator & Crash Data

Appendix A

Preliminary Site Plan



Appendix B

Traffic Counts

Table 1

Year

2010

2011

2012

2013

2014

2015

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2018

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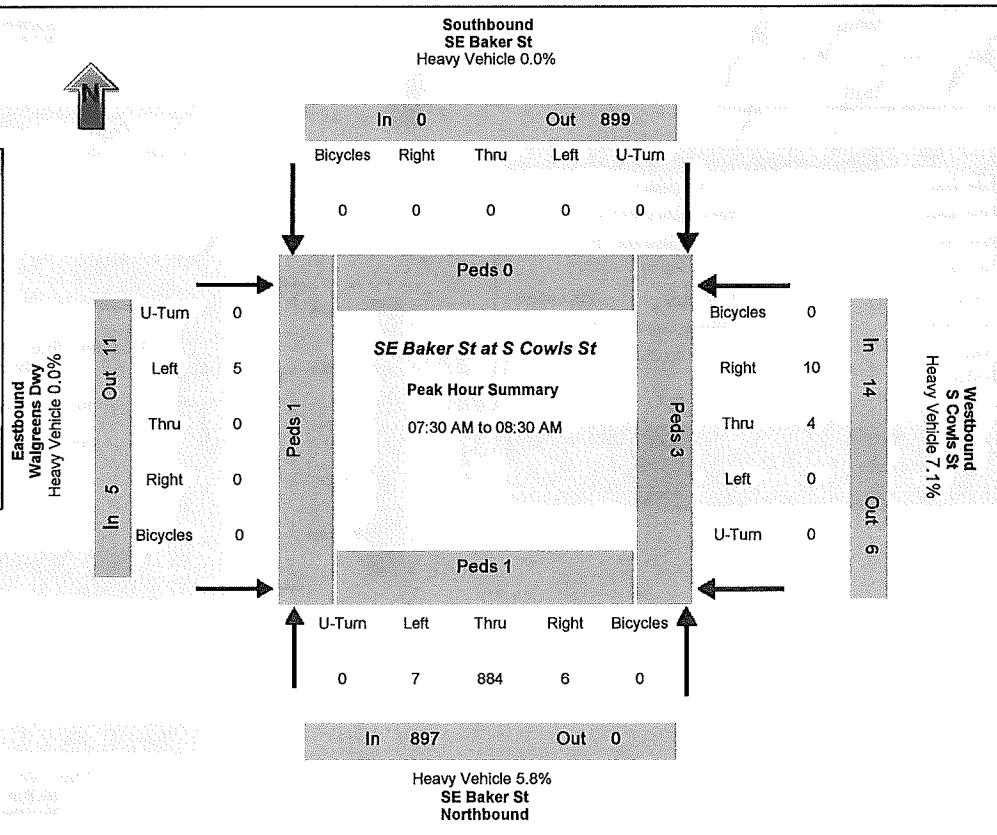
2320

2321

2322

Data Provided by K-D-N.com 503-594-4224

N/S street	SE Baker St
E/W street	Walgreens Dwy
City, State	McMinnville OR
Site Notes	
Location	45.204704 -123.198175
Start Date	Tuesday, July 10, 2018
Start Time	07:00:00 AM
Weather	
Study ID #	
Peak Hour Start	07:30:00 AM
Peak 15 Min Start	07:50:00 AM
PHF (15-Min Int)	0.78



Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
7	884	6	0	0	0	0	0	5	0	0	0	0	4	10	0	897	0	5	14	0	899	11	6

0.0%	5.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	5.8%	0.0%	0.0%	7.1%	NaN	5.9%	0.0%	0.0%
------	------	------	------	------	------	------	------	------	------	------	------	------	------	-------	------	------	------	------	------	-----	------	------	------

Northbound				Southbound				Eastbound				Westbound				PHV - Pedestrians					
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	in Crosswalk				
																	NB	SB	EB	WB	Sum
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	5

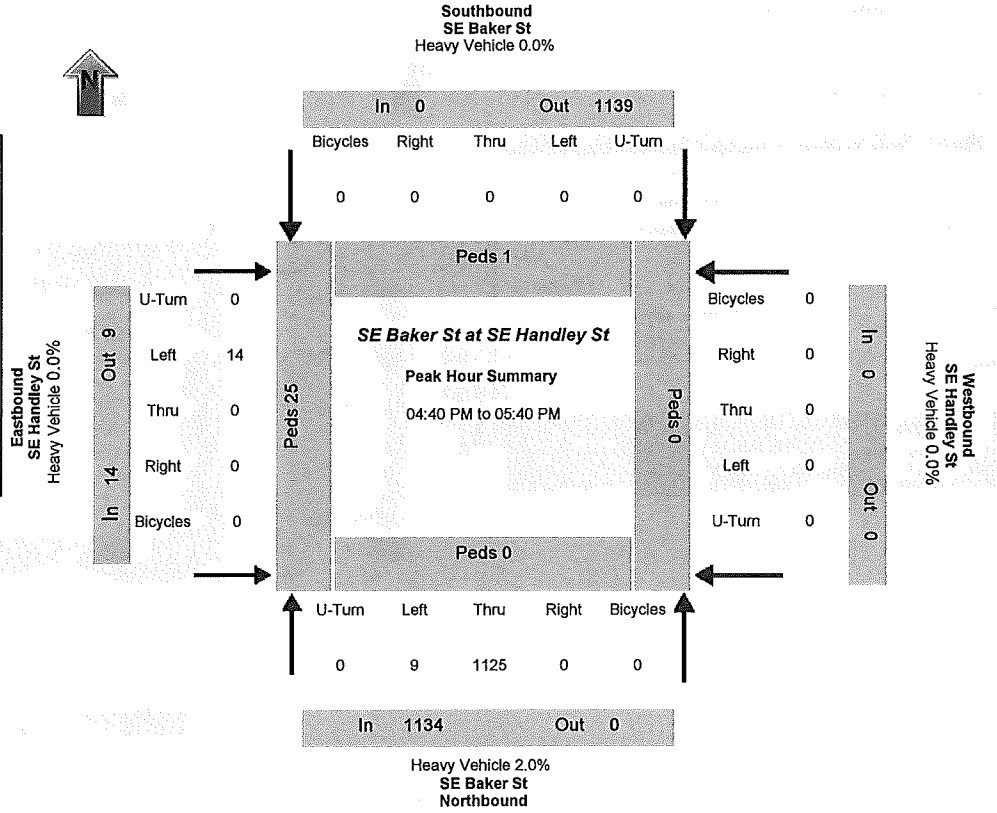
Time	Northbound SE Baker St				Southbound SE Baker St				Eastbound Walgreens Dwy				Westbound S Cowls St				15 Min Sum	1 HR Sum	
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn			
07:00:00 AM	2	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:05:00 AM	0	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:10:00 AM	0	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	152	
07:15:00 AM	1	66	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	175	
07:20:00 AM	0	47	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	168	
07:25:00 AM	0	43	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	161	
07:30:00 AM	1	63	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	159	
07:35:00 AM	0	79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	190	
07:40:00 AM	0	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	212	
07:45:00 AM	1	76	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	225	
07:50:00 AM	0	110	2	0	0	0	0	0	0	0	0	0	0	1	3	0	0	262	
07:55:00 AM	0	92	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	288	813
08:00:00 AM	2	76	0	0	0	0	0	0	1	0	0	0	0	2	1	0	0	292	851
08:05:00 AM	0	57	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	236	856
08:10:00 AM	1	56	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	202	863
08:15:00 AM	1	69	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	192	868
08:20:00 AM	0	57	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	191	879
08:25:00 AM	1	81	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	214	916
08:30:00 AM	1	57	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	203	912
08:35:00 AM	0	63	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	210	899
08:40:00 AM	1	76	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	204	908
08:45:00 AM	0	62	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	206	893
08:50:00 AM	0	65	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	207	844
08:55:00 AM	1	72	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	206	826

K-D-N

KEY DATA NETWORK

Data Provided by K-D-N.com 503-594-4224

N/S street	SE Baker St
E/W street	SE Handley St
City, State	McMinnville OR
Site Notes	
Location	45.206064 - -123.197952
Start Date	Tuesday, July 10, 2018
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:40:00 PM
Peak 15 Min Start	04:40:00 PM
PHF (15-Min Int)	0.67



Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Utum	Left	Thru	Right	Utum	Left	Thru	Right	Utum	Left	Thru	Right	Utum	NB	SB	EB	WB	NB	SB	EB	WB
9	1125	0	0	0	0	0	0	14	0	0	0	0	0	0	0	1134	0	14	0	0	1139	9	0
Percent Heavy Vehicles																							
0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	NaN	2.0%	0.0%	0.0%

PHV- Bicycles														PHV - Pedestrians							
Northbound				Southbound				Eastbound				Westbound				in Crosswalk					
Left	Thru	Right	Utum	Left	Thru	Right	Utum	Left	Thru	Right	Utum	Left	Thru	Right	Utum	Sum	NB	SB	EB	WB	Sum
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	25	0	26

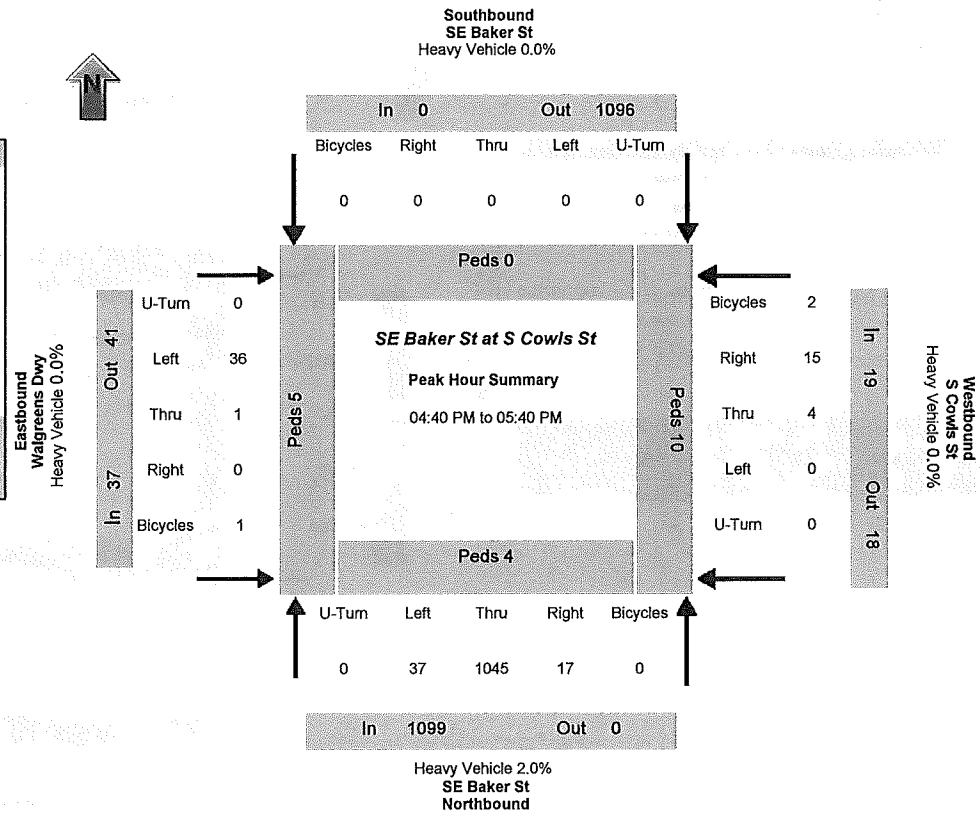
Time	Northbound SE Baker St				Southbound SE Baker St				Eastbound SE Handley St				Westbound SE Handley St				15 Min Sum	1 HR Sum
	Left	Thru	Right	Utum	Left	Thru	Right	Utum	Left	Thru	Right	Utum	Left	Thru	Right	Utum		
04:00:00 PM	1	87	0	0	0	0	0	0	1	0	0	0	0	0	0	0		
04:05:00 PM	0	95	0	0	0	0	0	0	1	0	0	0	0	0	0	0		
04:10:00 PM	1	72	0	0	0	0	0	0	1	0	0	0	0	0	0	0	259	
04:15:00 PM	0	95	0	0	0	0	0	0	2	0	0	0	0	0	0	0	267	
04:20:00 PM	1	107	0	0	0	0	0	0	4	0	0	0	0	0	0	0	283	
04:25:00 PM	0	74	0	0	0	0	0	0	2	0	0	0	0	0	0	0	285	
04:30:00 PM	0	60	0	0	0	0	0	0	1	0	0	0	0	0	0	0	249	
04:35:00 PM	0	73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	210	
04:40:00 PM	0	126	0	0	0	0	0	0	0	0	0	0	0	0	0	0	260	
04:45:00 PM	1	105	0	0	0	0	0	0	0	0	0	0	0	0	0	0	305	
04:50:00 PM	2	97	0	0	0	0	0	0	0	0	0	0	0	0	0	0	331	
04:55:00 PM	0	86	0	0	0	0	0	0	2	0	0	0	0	0	0	0	293	1097
05:00:00 PM	2	93	0	0	0	0	0	0	1	0	0	0	0	0	0	0	283	1104
05:05:00 PM	1	80	0	0	0	0	0	0	2	0	0	0	0	0	0	0	267	1091
05:10:00 PM	2	102	0	0	0	0	0	0	2	0	0	0	0	0	0	0	285	1123
05:15:00 PM	0	95	0	0	0	0	0	0	0	0	0	0	0	0	0	0	284	1121
05:20:00 PM	0	83	0	0	0	0	0	0	1	0	0	0	0	0	0	0	285	1093
05:25:00 PM	1	81	0	0	0	0	0	0	2	0	0	0	0	0	0	0	283	1101
05:30:00 PM	0	87	0	0	0	0	0	0	4	0	0	0	0	0	0	0	259	1131
05:35:00 PM	0	90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	265	1148
05:40:00 PM	0	95	0	0	0	0	0	0	0	0	0	0	0	0	0	0	276	1117
05:45:00 PM	0	80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	265	1091
05:50:00 PM	0	77	0	0	0	0	0	0	0	0	0	0	0	0	0	0	252	1069
05:55:00 PM	0	83	0	0	0	0	0	0	2	0	0	0	0	0	0	0	242	1066

K-D-N

KEY DATA NETWORK

Data Provided by K-D-N.com 503-594-4224

N/S street	SE Baker St
E/W street	Walgreens Dwy
City, State	McMinnville OR
Site Notes	
Location	45.204704 - -123.198175
Start Date	Tuesday, July 10, 2018
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:40:00 PM
Peak 15 Min Start	04:40:00 PM
PHF (15-Min Int)	0.86



Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
37	1045	17	0	0	0	0	0	36	1	0	0	0	4	15	0	1099	0	37	19	0	1096	41	18
Percent Heavy Vehicles																							
2.7%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	NaN	1.9%	2.4%	0.0%

PHV- Bicycles														PHV- Pedestrians							
Northbound				Southbound				Eastbound				Westbound				in Crosswalk					
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB	SB	EB	WB	Sum
0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3	4	0	5	10	19

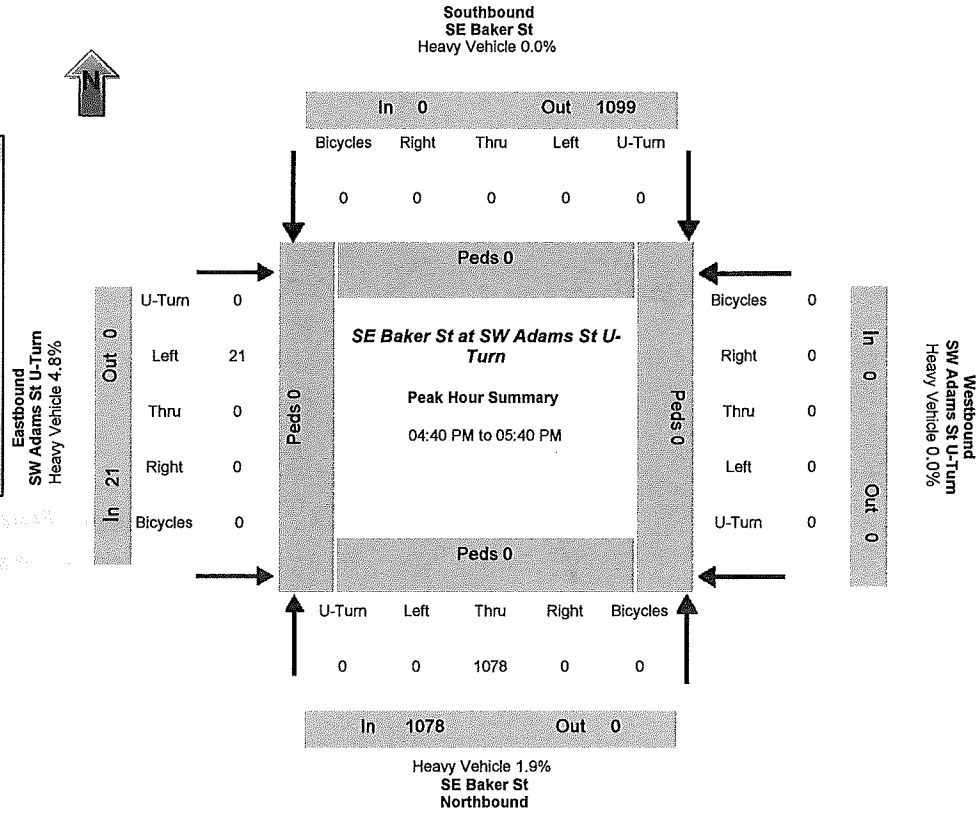
Time	Northbound SE Baker St				Southbound SE Baker St				Eastbound Walgreens Dwy				Westbound S Cows St				15 Min Sum	1 HR Sum
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
04:00:00 PM	5	79	0	0	0	0	0	0	3	2	0	0	0	1	3	0		
04:05:00 PM	3	84	1	0	0	0	0	0	2	0	0	0	0	1	1	0		
04:10:00 PM	1	71	0	0	0	0	0	0	4	1	0	0	0	0	1	0	263	
04:15:00 PM	1	86	0	0	0	0	0	0	4	0	0	0	0	0	1	0	262	
04:20:00 PM	1	102	0	0	0	0	0	0	1	0	0	0	0	0	0	0	274	
04:25:00 PM	0	78	1	0	0	0	0	0	2	1	0	0	0	0	2	0	280	
04:30:00 PM	0	61	0	0	0	0	0	0	0	0	0	0	0	0	1	0	250	
04:35:00 PM	1	69	0	0	0	0	0	0	1	0	0	0	0	0	1	0	218	
04:40:00 PM	2	122	1	0	0	0	0	0	2	0	0	0	0	1	0	0	262	
04:45:00 PM	5	105	1	0	0	0	0	0	0	0	0	0	0	0	1	0	312	
04:50:00 PM	1	88	1	0	0	0	0	0	4	1	0	0	0	0	0	0	335	
04:55:00 PM	1	86	3	0	0	0	0	0	3	0	0	0	0	2	2	0	304	1109
05:00:00 PM	3	86	3	0	0	0	0	0	2	0	0	0	0	0	1	0	287	1111
05:05:00 PM	4	63	2	0	0	0	0	0	3	0	0	0	0	0	1	0	265	1092
05:10:00 PM	5	92	2	0	0	0	0	0	4	0	0	0	0	0	1	0	272	1118
05:15:00 PM	2	88	2	0	0	0	0	0	7	0	0	0	0	0	1	0	277	1126
05:20:00 PM	6	81	2	0	0	0	0	0	2	0	0	0	0	0	1	0	296	1114
05:25:00 PM	1	74	0	0	0	0	0	0	2	0	0	0	0	1	2	0	272	1110
05:30:00 PM	5	76	0	0	0	0	0	0	3	0	0	0	0	0	4	0	260	1136
05:35:00 PM	2	84	0	0	0	0	0	0	4	0	0	0	0	0	1	0	259	1155
05:40:00 PM	1	91	1	0	0	0	0	0	5	0	0	0	0	0	1	0	278	1126
05:45:00 PM	3	73	1	0	0	0	0	0	3	0	0	0	0	0	2	0	272	1096
05:50:00 PM	1	71	1	0	0	0	0	0	1	0	0	0	0	1	2	0	258	1078
05:55:00 PM	1	84	3	0	0	0	0	0	3	0	0	0	0	0	2	0	252	1074

K-D-N

KEY DATA NETWORK

Data Provided by K-D-N.com 503-594-4224

N/S street	SE Baker St
E/W street	SW Adams St U-Turn
City, State	McMinnville OR
Site Notes	
Location	45.203925 - -123.199438
Start Date	Tuesday, July 10, 2018
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:40:00 PM
Peak 15 Min Start	04:40:00 PM
PHF (15-Min Int)	0.84



Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
0	1078	0	0	0	0	0	0	21	0	0	0	0	0	0	0	1078	0	21	0	0	1099	0	0
Percent Heavy Vehicles																							
0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%	0.0%	4.8%	0.0%	NaN	2.0%	NaN	0.0%

PHV- Bicycles														PHV - Pedestrians							
Northbound				Southbound				Eastbound				Westbound				in Crosswalk					
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB	SB	EB	WB	Sum
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

All Vehicle Volumes																		
Time	Northbound SE Baker St				Southbound SE Baker St				Eastbound SW Adams St U-Turn				Westbound SW Adams St U-Turn				15 Min Sum	1 HR Sum
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
04:00:00 PM	0	83	0	0	0	0	0	0	1	0	0	0	0	0	0	0		
04:05:00 PM	0	86	0	0	0	0	0	0	2	0	0	0	0	0	0	0		
04:10:00 PM	0	72	0	0	0	0	0	0	0	0	0	0	0	0	0	0	244	
04:15:00 PM	0	85	0	0	0	0	0	0	2	0	0	0	0	0	0	0	247	
04:20:00 PM	0	103	0	0	0	0	0	0	0	0	0	0	0	0	0	0	262	
04:25:00 PM	0	77	0	0	0	0	0	0	2	0	0	0	0	0	0	0	269	
04:30:00 PM	0	60	0	0	0	0	0	0	1	0	0	0	0	0	0	0	243	
04:35:00 PM	0	66	0	0	0	0	0	0	4	0	0	0	0	0	0	0	210	
04:40:00 PM	0	123	0	0	0	0	0	0	2	0	0	0	0	0	0	0	256	
04:45:00 PM	0	110	0	0	0	0	0	0	1	0	0	0	0	0	0	0	306	
04:50:00 PM	0	89	0	0	0	0	0	0	1	0	0	0	0	0	0	0	326	
04:55:00 PM	0	85	0	0	0	0	0	0	5	0	0	0	0	0	0	0	291	1060
05:00:00 PM	0	90	0	0	0	0	0	0	2	0	0	0	0	0	0	0	272	1068
05:05:00 PM	0	67	0	0	0	0	0	0	2	0	0	0	0	0	0	0	251	1049
05:10:00 PM	0	97	0	0	0	0	0	0	2	0	0	0	0	0	0	0	260	1076
05:15:00 PM	0	92	0	0	0	0	0	0	0	0	0	0	0	0	0	0	260	1081
05:20:00 PM	0	87	0	0	0	0	0	0	2	0	0	0	0	0	0	0	280	1067
05:25:00 PM	0	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	256	1063
05:30:00 PM	0	80	0	0	0	0	0	0	1	0	0	0	0	0	0	0	245	1083
05:35:00 PM	0	83	0	0	0	0	0	0	3	0	0	0	0	0	0	0	242	1099
05:40:00 PM	0	92	0	0	0	0	0	0	1	0	0	0	0	0	0	0	260	1067
05:45:00 PM	0	77	0	0	0	0	0	0	0	0	0	0	0	0	0	0	256	1033
05:50:00 PM	0	73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	243	1016
05:55:00 PM	0	88	0	0	0	0	0	0	0	0	0	0	0	0	0	0	238	1014

Appendix C

*30th Highest Hour Volumes (30 HV)/
Seasonal Adjustment Worksheet*

Weekday AM Peak Hour

Baker/Handley												
Movement	SB RT	SB TH	SB LT	WB RT	WB TH	WB LT	NB RT	NB TH	NB LT	EB RT	EB TH	EB LT
2018 Existing Volumes (7/10/18)	0	0	0	0	0	0	0	877	4	0	0	9
Count Date Seasonal Factor	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214
Peak Period Seasonal Factor	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037
Count Date Seasonal Factor / Peak Period Seasonal Factor	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196
2018 30th Highest Hour Volume	0	0	0	0	0	0	0	894	4	0	0	9
Baker/Cowls												
Movement	SB RT	SB TH	SB LT	WB RT	WB TH	WB LT	NB RT	NB TH	NB LT	EB RT	EB TH	EB LT
2018 Existing Volumes (7/10/18)	0	0	0	10	4	0	6	884	7	0	0	5
Count Date Seasonal Factor	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214
Peak Period Seasonal Factor	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037
Count Date Seasonal Factor / Peak Period Seasonal Factor	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196
2018 30th Highest Hour Volume	0	0	0	10	4	0	6	901	7	0	0	5
Baker/Adams U-turn												
Movement	SB RT	SB TH	SB LT	WB RT	WB TH	WB LT	NB RT	NB TH	NB LT	EB RT	EB TH	EB LT
2018 Existing Volumes (7/10/18)	0	0	0	0	0	0	0	877	0	0	0	20
Count Date Seasonal Factor	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214
Peak Period Seasonal Factor	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037
Count Date Seasonal Factor / Peak Period Seasonal Factor	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196
2018 30th Highest Hour Volume	0	0	0	0	0	0	0	894	0	0	0	20

Weekday PM Peak Hour

Baker/Handley												
Movement	SB RT	SB TH	SB LT	WB RT	WB TH	WB LT	NB RT	NB TH	NB LT	EB RT	EB TH	EB LT
2018 Existing Volumes (7/10/18)	0	0	0	0	0	0	0	1125	9	0	0	14
Count Date Seasonal Factor	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214
Peak Period Seasonal Factor	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037
Count Date Seasonal Factor / Peak Period Seasonal Factor	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196
2018 30th Highest Hour Volume	0	0	0	0	0	0	0	1147	9	0	0	14
Baker/Cowls												
Movement	SB RT	SB TH	SB LT	WB RT	WB TH	WB LT	NB RT	NB TH	NB LT	EB RT	EB TH	EB LT
2018 Existing Volumes (7/10/18)	0	0	0	15	4	0	17	1045	37	0	1	36
Count Date Seasonal Factor	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214
Peak Period Seasonal Factor	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037
Count Date Seasonal Factor / Peak Period Seasonal Factor	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196
2018 30th Highest Hour Volume	0	0	0	15	4	0	17	1065	38	0	1	37
Baker/Adams U-turn												
Movement	SB RT	SB TH	SB LT	WB RT	WB TH	WB LT	NB RT	NB TH	NB LT	EB RT	EB TH	EB LT
2018 Existing Volumes (7/10/18)	0	0	0	0	0	0	0	1078	0	0	0	21
Count Date Seasonal Factor	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214
Peak Period Seasonal Factor	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037
Count Date Seasonal Factor / Peak Period Seasonal Factor	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196
2018 30th Highest Hour Volume	0	0	0	0	0	0	0	1099	0	0	0	21

Appendix D

ODOT Travel Demand Model Output Sheets



Appendix E

2023 Background & Total Traffic Volumes

Weekday AM Peak Hour

Baker/Handley

Link	Existing	2003 Model	2023 Model	Annual Growth Rate	Base Adjust to Existing Year	Future Adjust to Project Year	Difference Method	Growth Method	% Difference	Selected Method	Rounded	Intersection Annual Growth
WB	0	0	0	#DIV/0!	#DIV/0!	0	0	#DIV/0!	#DIV/0!	#DIV/0!	0	None
SB	0	0	0	#DIV/0!	#DIV/0!	0	0	#DIV/0!	#DIV/0!	#DIV/0!	0	None
EB	9	0	0	#DIV/0!	#DIV/0!	0	9	#DIV/0!	#DIV/0!	9.758187	10	Exponential Growth based on Annual Growth Rate
NB	881	0	0	#DIV/0!	#DIV/0!	0	881	#DIV/0!	#DIV/0!	955.218	960	Exponential Growth based on Annual Growth Rate
Sum			0									

Turning Volumes	EBLT	EBTH	EBRT	WBLT	WBTH	WBRT	NBLT	NBTH	NBRT	SBLT	SBTH	SBRT
Existing	9	0	0	0	0	0	4	877	0	0	0	0
Approach Vol			9						881			0
% of movement	1.000	0.000	0.000	#DIV/0!	#DIV/0!	#DIV/0!	0.005	0.995	0.000	#DIV/0!	#DIV/0!	#DIV/0!
PP Link Vol			10						960			0
Subtotal	10	0	0	#DIV/0!	#DIV/0!	#DIV/0!	4	956	0	#DIV/0!	#DIV/0!	#DIV/0!
Rounded	10	0	0	0	0	0	5	960	0	0	0	0
Existing Zoning Adjustment							7	14				
2023 BG Volume	10	0	0	0	0	0	12	974	0	0	0	0
Net New Site Gen												
2023 Total Volume	10	0	0	0	0	0	5	960	0	0	0	0

Baker/Cowls

Link	Existing	2003 Model	2023 Model	Annual Growth Rate	Base Adjust to Existing Year	Future Adjust to Project Year	Difference Method	Growth Method	% Difference	Selected Method	Rounded	Intersection Annual Growth
WB	14	0	45	#DIV/0!	#DIV/0!	45	59	#DIV/0!	#DIV/0!	15.1794	20	Exponential Growth based on Annual Growth Rate
SB	0	0	10	#DIV/0!	#DIV/0!	10	10	#DIV/0!	#DIV/0!	#DIV/0!	0	None
EB	5	0	160	#DIV/0!	#DIV/0!	160	165	#DIV/0!	#DIV/0!	5.421215	10	Exponential Growth based on Annual Growth Rate
NB	897	0	5	#DIV/0!	#DIV/0!	5	902	#DIV/0!	#DIV/0!	972.5659	975	Exponential Growth based on Annual Growth Rate
Sum											1005	

Turning Volumes	EBLT	EBTH	EBRT	WBLT	WBTH	WBRT	NBLT	NBTH	NBRT	SBLT	SBTH	SBRT
Existing	5	0	0	0	4	10	7	884	6	0	0	0
Approach Vol			5						897			0
% of movement	1.000	0.000	0.000	0.000	0.286	0.714	0.008	0.986	0.007	#DIV/0!	#DIV/0!	#DIV/0!
PP Link Vol			10						975			#DIV/0!
Subtotal	10	0	0	0	6	14	8	961	7	#DIV/0!	#DIV/0!	#DIV/0!
Rounded	10	0	0	0	10	15	10	965	10	0	0	0
Existing Zoning Adjustment							21		7			
2023 BG Volume	10	0	0	0	10	36	10	965	17	0	0	0
Net New Site Gen									53			
2023 Total Volume	10	0	0	0	10	15	10	965	63	0	0	0

Baker/Adams Uturn

Link	Existing	2003 Model	2023 Model	Annual Growth Rate	Base Adjust to Existing Year	Future Adjust to Project Year	Difference Method	Growth Method	% Difference	Selected Method	Rounded	Intersection Annual Growth
WB	0	0	45	#DIV/0!	#DIV/0!	45	45	#DIV/0!	#DIV/0!	#DIV/0!	0	None
SB	0	0	10	#DIV/0!	#DIV/0!	10	10	#DIV/0!	#DIV/0!	#DIV/0!	0	None
EB	20	0	160	#DIV/0!	#DIV/0!	160	180	#DIV/0!	#DIV/0!	21.68486	25	Exponential Growth based on Annual Growth Rate
NB	845	0	5	#DIV/0!	#DIV/0!	5	850	#DIV/0!	#DIV/0!	916.1853	920	Exponential Growth based on Annual Growth Rate
Sum			0								945	

Turning Volumes	EBLT	EBTH	EBRT	WBLT	WBTH	WBRT	NBLT	NBTH	NBRT	SBLT	SBTH	SBRT
Existing	20	0	0	0	0	0	0	877	0	0	0	0
Approach Vol			20						877			0
% of movement	1.000	0.000	0.000	#DIV/0!	#DIV/0!	#DIV/0!	0.000	1.000	0.000	#DIV/0!	#DIV/0!	#DIV/0!
PP Link Vol			25						920			#DIV/0!
Subtotal	25	0	0	#DIV/0!	#DIV/0!	#DIV/0!	0	920	0	#DIV/0!	#DIV/0!	#DIV/0!
Rounded	25	0	0	0	0	0	0	920	0	0	0	0
Existing Zoning Adjustment	5							2				
2023 BG Volume	30	0	0	0	0	0	0	922	0	0	0	0
Net New Site Gen	28							25				
2023 Total Volume	53	0	0	0	0	0	0	945	0	0	0	0

Weekday PM Peak Hour

Baker/Handley

Link	Existing	2003 Model	2023 Model	Annual Growth Rate	Base Adjust to Existing Year	Future Adjust to Project Year	Difference Method	Growth Method	% Difference	Selected Method	Rounded	Intersection Annual Growth
WB	0	0	0	#DIV/0!	#DIV/0!	0	0	#DIV/0!	#DIV/0!	#DIV/0!	0	None
SB	0	0	0	#DIV/0!	#DIV/0!	0	0	#DIV/0!	#DIV/0!	#DIV/0!	0	None
EB	14	0	0	#DIV/0!	#DIV/0!	0	0	#DIV/0!	#DIV/0!	15.1794	20	Exponential Growth based on Annual Growth Rate
NB	1134	1208	1602	1.016	1540	1602	1528	1517	-0.725	1522.5	1525	Average
Sum											1545	

Turning Volumes	EBLT	EBTH	EBRT	WBLT	WBTH	WBRT	NBLT	NBTH	NBRT	SBLT	SBTH	SBRT
Existing	14	0	0	0	0	0	9	1125	0	0	0	0
Approach Vol			14				0		1134			0
% of movement	1.000	0.000	0.000	#DIV/0!	#DIV/0!	#DIV/0!	0.008	0.992	0.000	#DIV/0!	#DIV/0!	#DIV/0!
PP Link Vol			20				0		1525			0
Subtotal	20	0	0	#DIV/0!	#DIV/0!	#DIV/0!	12	1513	0	#DIV/0!	#DIV/0!	#DIV/0!
Rounded	20	0	0	0	0	0	15	1515	0	0	0	0
Existing Zoning Adjustment							4	9				
2023 BG Volume	20	0	0	0	0	0	19	1524	0	0	0	0
Net New Site Gen							16	18				
2023 Total Volume	20	0	0	0	0	0	31	1533	0	0	0	0

Baker/Cowls

Link	Existing	2003 Model	2023 Model	Annual Growth Rate	Base Adjust to Existing Year	Future Adjust to Project Year	Difference Method	Growth Method	% Difference	Selected Method	Rounded	Intersection Annual Growth
WB	19	0	0	#DIV/0!	#DIV/0!	0	19	#DIV/0!	#DIV/0!	20.60062	25	Exponential Growth based on Annual Growth Rate
SB	0	0	0	#DIV/0!	#DIV/0!	0	0	#DIV/0!	#DIV/0!	0	0	None
EB	37	0	0	#DIV/0!	#DIV/0!	0	37	#DIV/0!	#DIV/0!	40.11699	45	Exponential Growth based on Annual Growth Rate
NB	1099	1208	1602	1.016	1540	1602	1493	1470	-1.565	1481.5	1485	Average
Sum											1555	

Turning Volumes	EBLT	EBTH	EBRT	WBLT	WBTH	WBRT	NBLT	NBTH	NBRT	SBLT	SBTH	SBRT
Existing	36	1	0	0	4	15	37	1045	17	0	0	0
Approach Vol			37				19		1099			0
% of movement	0.973	0.027	0.000	0.000	0.211	0.789	0.034	0.951	0.015	#DIV/0!	#DIV/0!	#DIV/0!
PP Link Vol			45				25		1485			0
Subtotal	44	1	0	0	5	20	50	1412	23	#DIV/0!	#DIV/0!	#DIV/0!
Rounded	45	5	0	0	5	20	50	1415	25	0	0	0
Existing Zoning Adjustment							13		22			
2023 BG Volume	45	5	0	0	5	33	50	1415	47	0	0	0
Net New Site Gen							34					
2023 Total Volume	45	5	0	0	5	54	50	1415	25	0	0	0

Baker/Adams Utturn

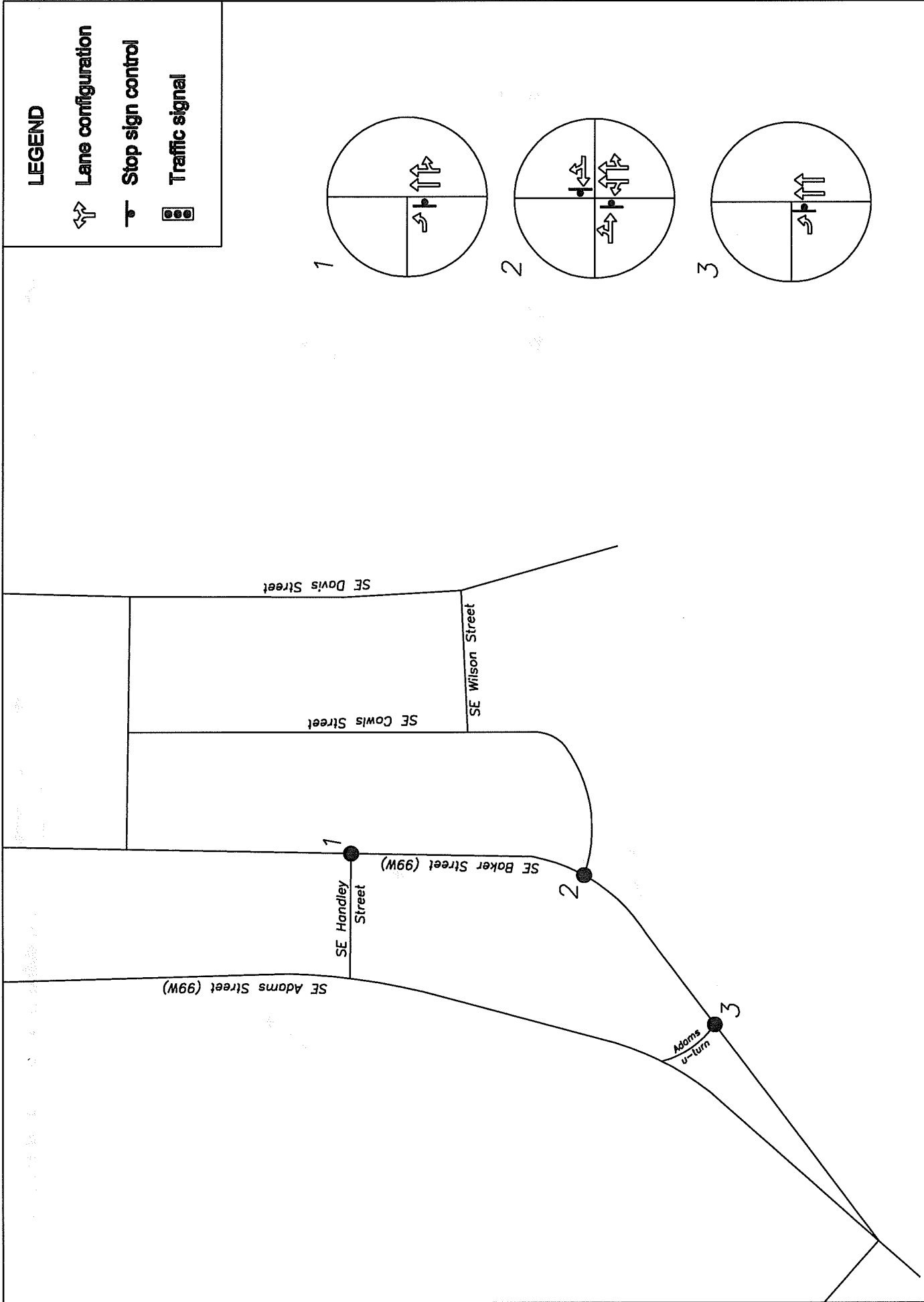
Link	Existing	2003 Model	2023 Model	Annual Growth Rate	Base Adjust to Existing Year	Future Adjust to Project Year	Difference Method	Growth Method	% Difference	Selected Method	Rounded	Intersection Annual Growth
WB	0	0	45	#DIV/0!	#DIV/0!	45	45	#DIV/0!	#DIV/0!	0	0	None
SB	0	0	10	#DIV/0!	#DIV/0!	10	10	#DIV/0!	#DIV/0!	0	0	None
EB	21	0	160	#DIV/0!	#DIV/0!	160	181	#DIV/0!	#DIV/0!	22.7691	25	Exponential Growth based on Annual Growth Rate
NB	1078	1208	1602	1.016	1540	1602	1472	1442	-2.080	1457	1460	Average
Sum		1208									1485	

Turning Volumes	EBLT	EBTH	EBRT	WBLT	WBTH	WBRT	NBLT	NBTH	NBRT	SBLT	SBTH	SBRT
Existing	21	0	0	0	0	0	0	1078	0	0	0	0
Approach Vol			21				0		1078			0
% of movement	1.000	0.000	0.000	#DIV/0!	#DIV/0!	#DIV/0!	0.000	1.000	0.000	#DIV/0!	#DIV/0!	#DIV/0!
PP Link Vol			22.769				0		1457			0
Subtotal	23	0	0	#DIV/0!	#DIV/0!	#DIV/0!	0	1457	0	#DIV/0!	#DIV/0!	#DIV/0!
Rounded	25	0	0	0	0	0	0	1460	0	0	0	0
Existing Zoning Adjustment	15							7				
2023 BG Volume	40	0	0	0	0	0	0	1467	0	0	0	0
Net New Site Gen												
2023 Total Volume	25	0	0	0	0	0	0	1460	0	0	0	0

*Growth rate derived from 99W 2003 and 2023 ODOT transportation model volumes

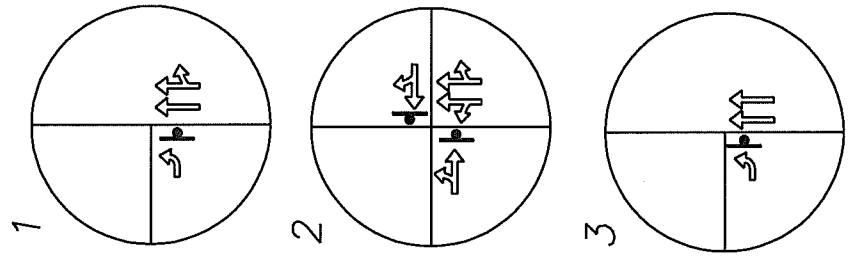
Appendix F

Traffic Flow Figures



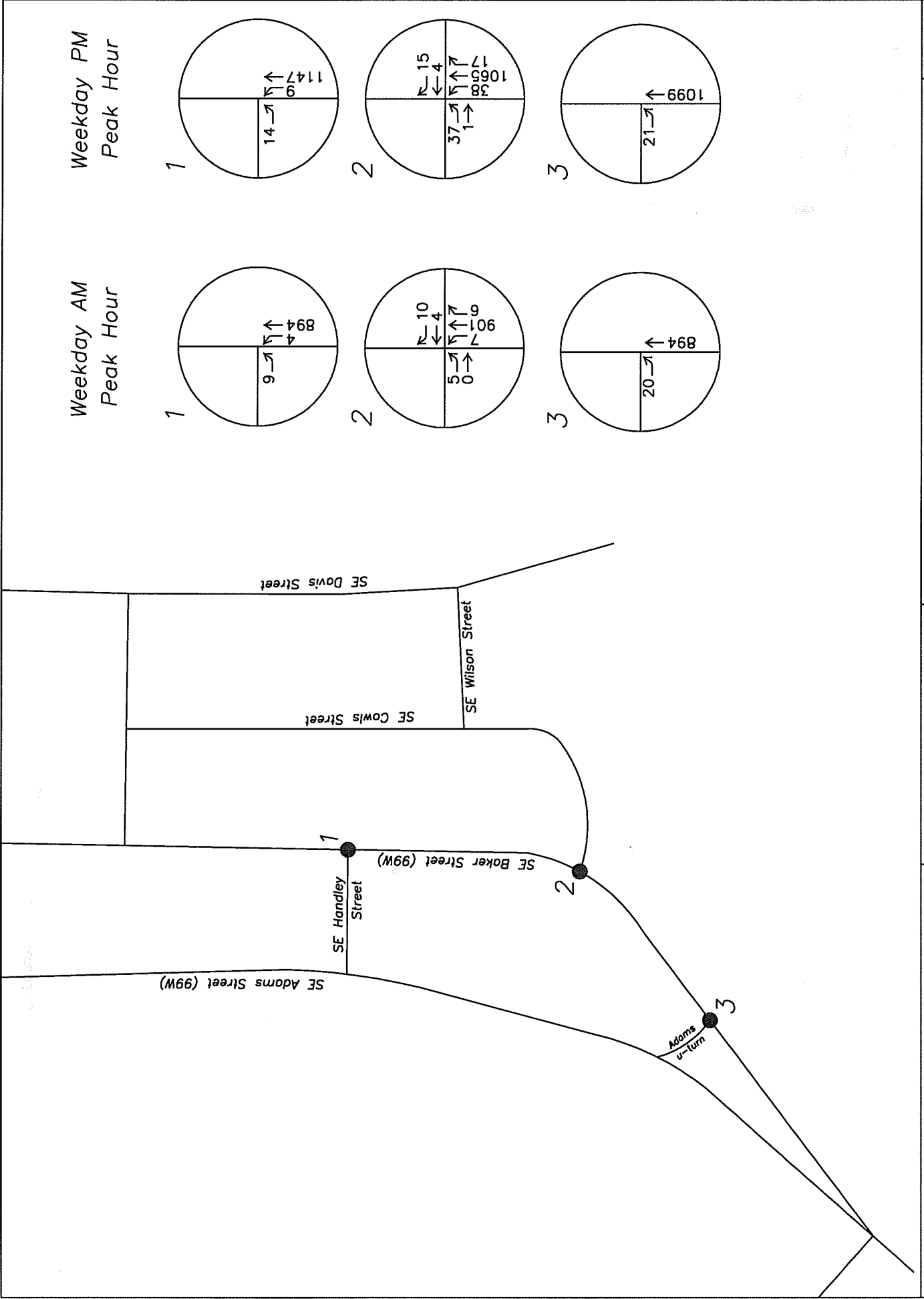
LEGEND

-  Lane configuration
-  Stop sign control
-  Traffic signal



NOTES:

Intersection Control
& Lane Channelization

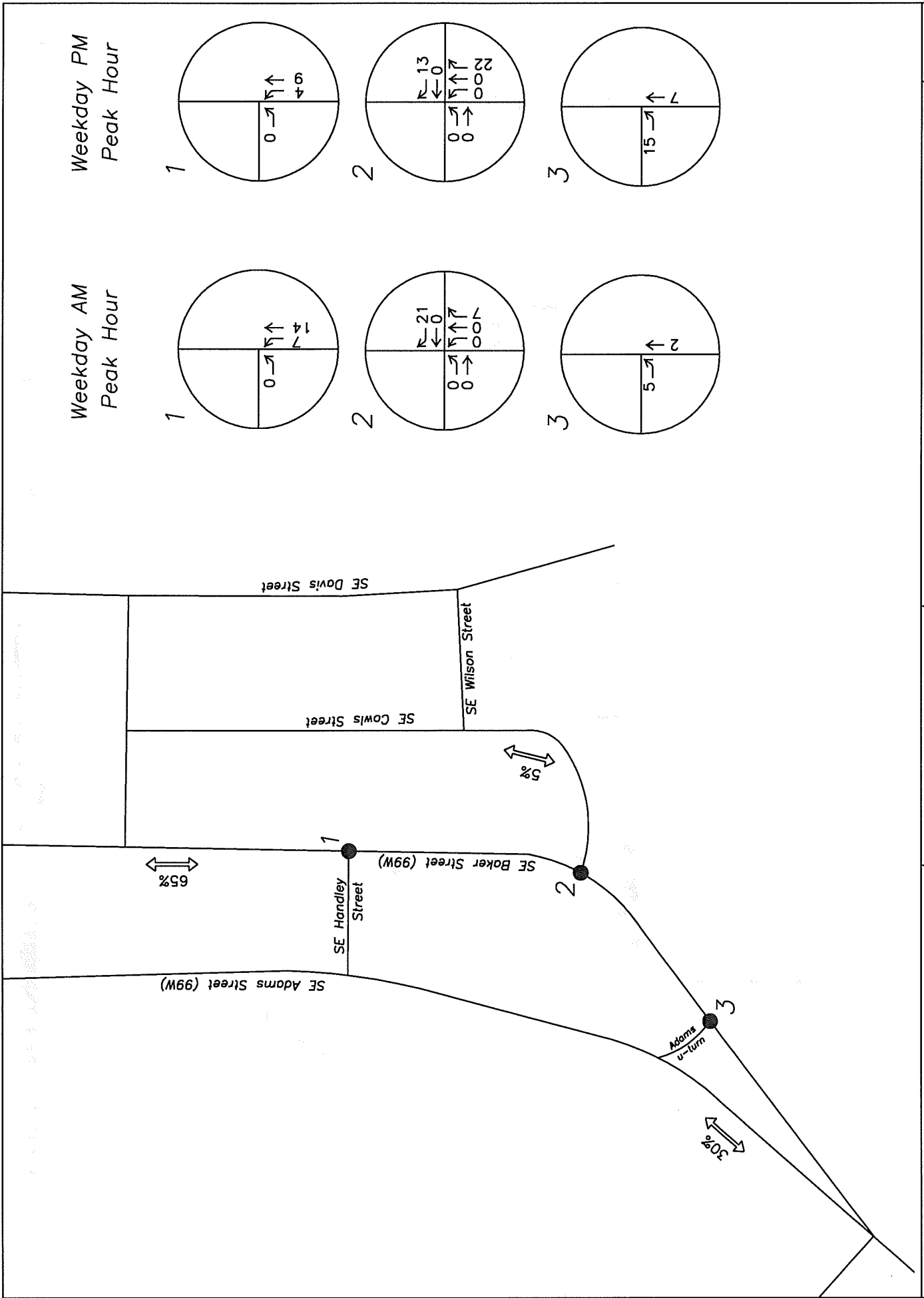


GREENLIGHT ENGINEERING
TRAFFIC ENGINEERING/TRANSPORTATION PLANNING

NOTES:
 Seasonally Adjusted
 (30 HV)

2018 Existing Traffic
 Weekday AM & PM Peak Hours

FIGURE
2

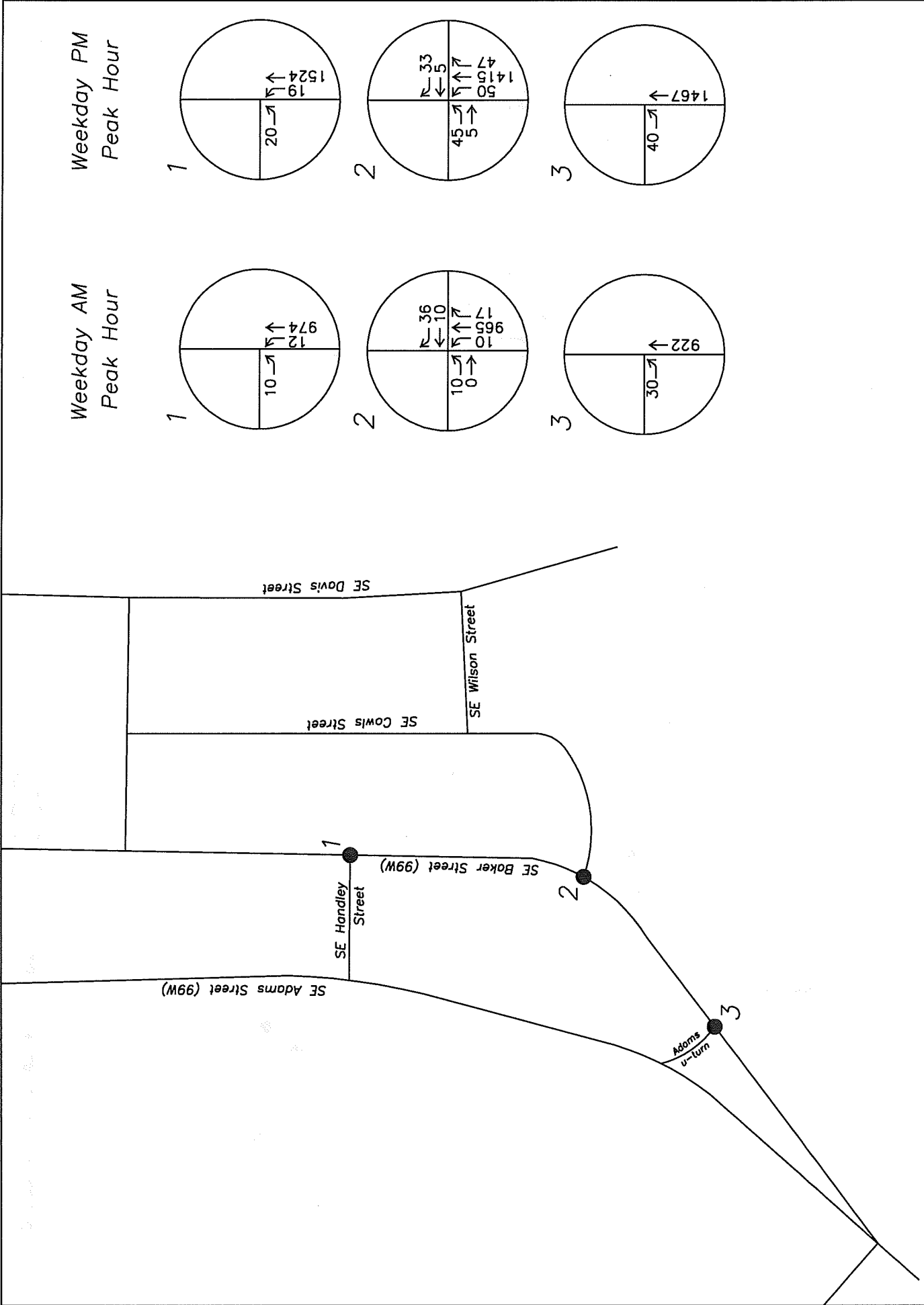


GREENLIGHT ENGINEERING
TRAFFIC ENGINEERING/TRANSPORTATION PLANNING

NOTES:
Trip generation of 83 Multifamily Units

Existing Zoning
Site Generated Traffic

FIGURE 3

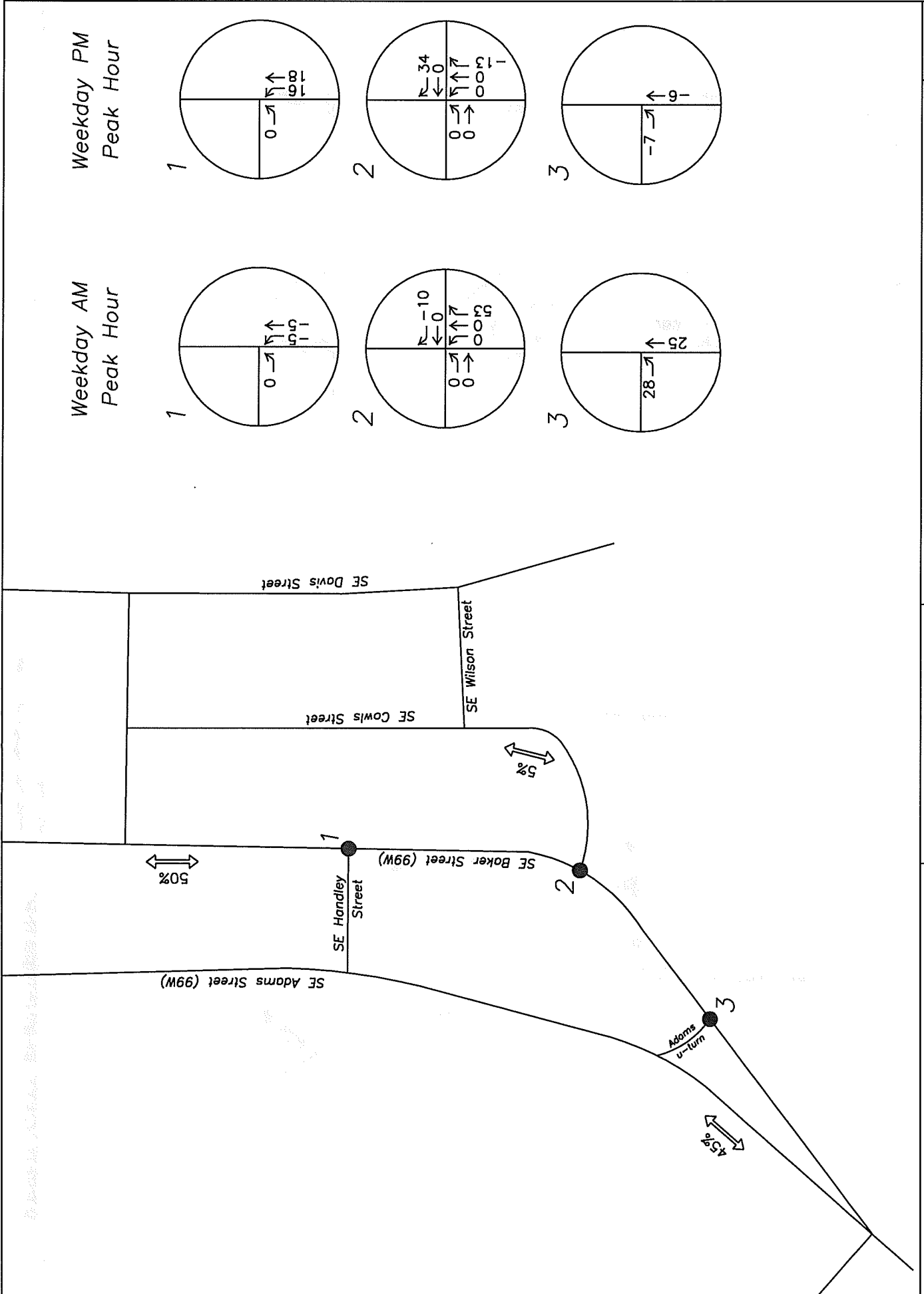


GREENLIGHT ENGINEERING
 TRAFFIC ENGINEERING/TRANSPORTATION PLANNING

NOTES:
 ODOT Regional Travel Demand Model + Existing Zoning of Site

2023 Background Traffic Weekday AM & PM Peak Hours

FIGURE 4

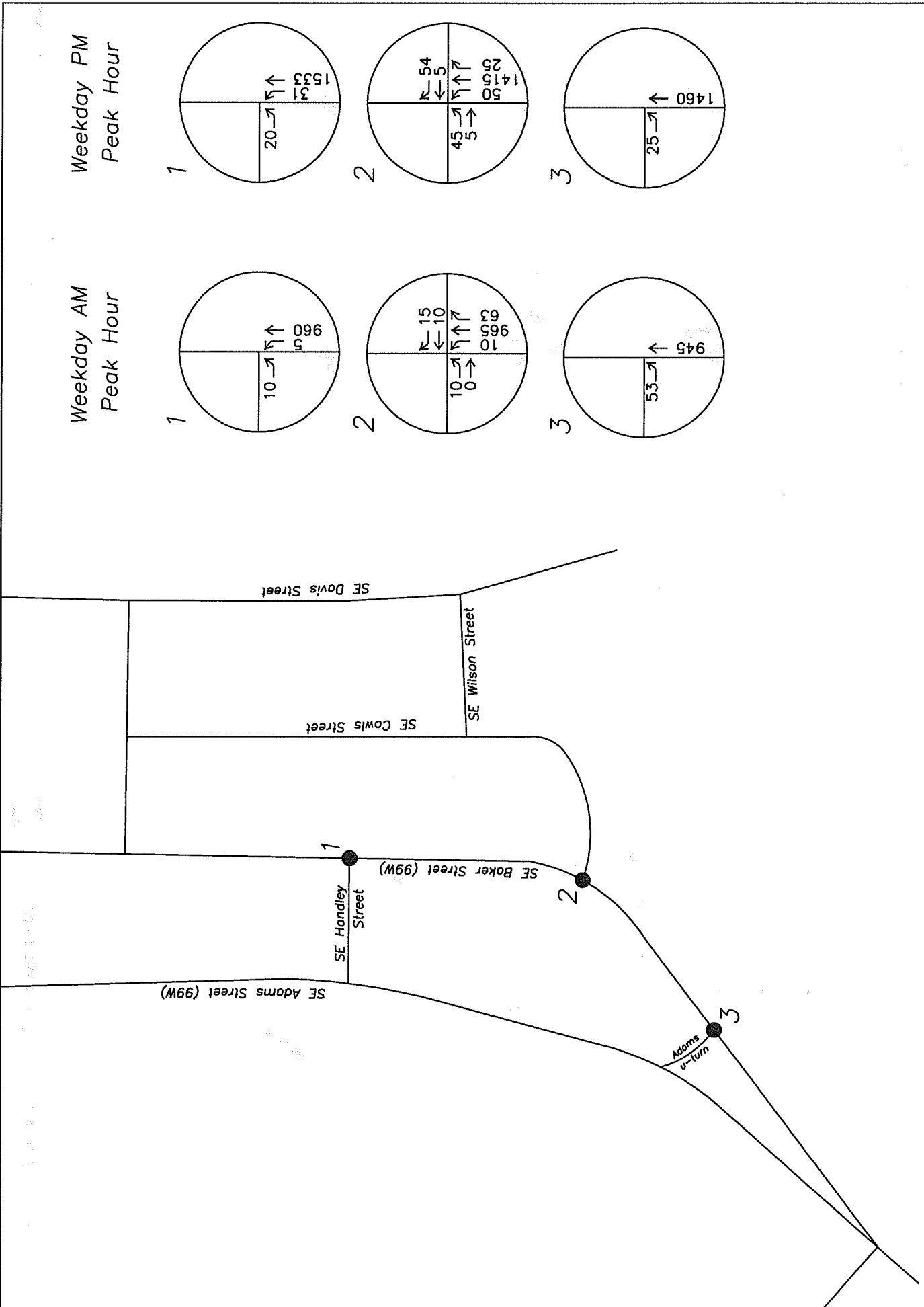


GREENLIGHT ENGINEERING
TRAFFIC ENGINEERING/TRANSPORTATION PLANNING

NOTES:
Net New Trips
Existing Zoning vs Proposed Zoning

Site Generated Traffic
Weekday AM & PM Peak Hours

FIGURE 5



GREENLIGHT ENGINEERING
 TRAFFIC ENGINEERING/TRANSPORTATION PLANNING

NOTES:
 2023 Background Traffic +
 Site Generated Traffic

2023 Total Traffic
 Weekday AM & PM Peak Hours

FIGURE 6

Appendix G

***Synchro Intersection Capacity
Analysis Report Outputs***

HCM 2010 TWSC
4: SE Baker St & Se Handley St

08/06/2018

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖			↗		
Traffic Vol, veh/h	9	0	4	894	0	0
Future Vol, veh/h	9	0	4	894	0	0
Conflicting Peds, #/hr	2	0	4	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	0	6	6	0	0
Mvmt Flow	11	0	5	1104	0	0

Major/Minor	Minor2	Major1		
Conflicting Flow All	568	-	4	0
Stage 1	4	-	-	-
Stage 2	564	-	-	-
Critical Hdwy	6.8	-	4.22	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-
Follow-up Hdwy	3.5	-	2.26	-
Pot Cap-1 Maneuver	458	0	1587	-
Stage 1	-	0	-	-
Stage 2	539	0	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	451	-	1581	-
Mov Cap-2 Maneuver	451	-	-	-
Stage 1	-	-	-	-
Stage 2	537	-	-	-

Approach	EB	NB
HCM Control Delay, s	13.2	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	1581	-	451
HCM Lane V/C Ratio	0.003	-	0.025
HCM Control Delay (s)	7.3	0	13.2
HCM Lane LOS	A	A	B
HCM 95th %tile Q(veh)	0	-	0.1

HCM 2010 TWSC

6: Walgreens Driveway/SE Cowls S & SE Baker St

08/06/2018

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔			↔			↔					
Traffic Vol, veh/h	5	0	0	0	4	10	7	901	6	0	0	0
Future Vol, veh/h	5	0	0	0	4	10	7	901	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	3	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	7	7	7	6	6	6	2	2	2
Mvmt Flow	6	0	0	0	5	13	9	1155	8	0	0	0

Major/Minor	Minor2		Minor1		Major1				
Conflicting Flow All	599	1185	-	-	1181	585	1	0	0
Stage 1	1	1	-	-	1180	-	-	-	-
Stage 2	598	1184	-	-	1	-	-	-	-
Critical Hdwy	7.5	6.5	-	-	6.64	7.04	4.22	-	-
Critical Hdwy Stg 1	-	-	-	-	5.64	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	-	-	4.07	3.37	2.26	-	-
Pot Cap-1 Maneuver	390	191	0	0	181	442	1592	-	-
Stage 1	-	-	0	0	252	-	-	-	-
Stage 2	461	265	0	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	365	187	-	-	177	441	1590	-	-
Mov Cap-2 Maneuver	365	187	-	-	177	-	-	-	-
Stage 1	-	-	-	-	247	-	-	-	-
Stage 2	431	260	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	15	17.4	0.2
HCM LOS	C	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	1590	-	-	365	309
HCM Lane V/C Ratio	0.006	-	-	0.018	0.058
HCM Control Delay (s)	7.3	0.1	-	15	17.4
HCM Lane LOS	A	A	-	C	C
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2

HCM 2010 TWSC
 10: SE Baker St & SE Adams U Turn

08/06/2018

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↑			↑↑		
Traffic Vol, veh/h	20	0	0	894	0	0
Future Vol, veh/h	20	0	0	894	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	5	2	2	6	2	2
Mvmt Flow	25	0	0	1118	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	559	-	0
Stage 1	0	-	-
Stage 2	559	-	-
Critical Hdwy	6.9	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.9	-	-
Follow-up Hdwy	3.55	-	-
Pot Cap-1 Maneuver	452	0	0
Stage 1	-	0	0
Stage 2	528	0	0
Platoon blocked, %			
Mov Cap-1 Maneuver	452	-	-
Mov Cap-2 Maneuver	452	-	-
Stage 1	-	-	-
Stage 2	528	-	-

Approach	EB	NB
HCM Control Delay, s	13.4	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	EBLn1
Capacity (veh/h)	-	452
HCM Lane V/C Ratio	-	0.055
HCM Control Delay (s)	-	13.4
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	0.2

HCM 2010 TWSC
 4: SE Baker St & Se Handley St

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Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		↑↑			
Traffic Vol, veh/h	14	0	9	1147	0	0
Future Vol, veh/h	14	0	9	1147	0	0
Conflicting Peds, #/hr	1	0	25	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	2	2	0	0
Mvmt Flow	16	0	10	1318	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	705	-	25
Stage 1	25	-	-
Stage 2	680	-	-
Critical Hdwy	6.8	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.8	-	-
Follow-up Hdwy	3.5	-	2.22
Pot Cap-1 Maneuver	375	0	1588
Stage 1	-	0	-
Stage 2	470	0	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	349	-	1550
Mov Cap-2 Maneuver	349	-	-
Stage 1	-	-	-
Stage 2	459	-	-

Approach	EB	NB
HCM Control Delay, s	15.8	0.2
HCM LOS	C	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	1550	-	349
HCM Lane V/C Ratio	0.007	-	0.046
HCM Control Delay (s)	7.3	0.1	15.8
HCM Lane LOS	A	A	C
HCM 95th %tile Q(veh)	0	-	0.1

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↔				
Traffic Vol, veh/h	37	1	0	0	4	15	38	1065	17	0	0	0
Future Vol, veh/h	37	1	0	0	4	15	38	1065	17	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	5	0	10	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	2	2	2
Mvmt Flow	43	1	0	0	5	17	44	1238	20	0	0	0

Major/Minor	Minor2		Minor1		Major1				
Conflicting Flow All	715	1361	-	-	1351	639	5	0	0
Stage 1	5	5	-	-	1346	-	-	-	-
Stage 2	710	1356	-	-	5	-	-	-	-
Critical Hdwy	7.5	6.5	-	-	6.5	6.9	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	5.5	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	-	-	4	3.3	2.22	-	-
Pot Cap-1 Maneuver	322	150	0	0	152	424	1615	-	-
Stage 1	-	-	0	0	222	-	-	-	-
Stage 2	395	219	0	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	278	134	-	-	136	420	1607	-	-
Mov Cap-2 Maneuver	278	134	-	-	136	-	-	-	-
Stage 1	-	-	-	-	200	-	-	-	-
Stage 2	336	197	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	20.9	18.3	0.5
HCM LOS	C	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	1607	-	-	270	292
HCM Lane V/C Ratio	0.027	-	-	0.164	0.076
HCM Control Delay (s)	7.3	0.3	-	20.9	18.3
HCM Lane LOS	A	A	-	C	C
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.2

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↑			↑↑		
Traffic Vol, veh/h	21	0	0	1099	0	0
Future Vol, veh/h	21	0	0	1099	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	5	5	2	2	2	2
Mvmt Flow	25	0	0	1308	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	654	-	0
Stage 1	0	-	-
Stage 2	654	-	-
Critical Hdwy	6.9	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.9	-	-
Follow-up Hdwy	3.55	-	-
Pot Cap-1 Maneuver	393	0	0
Stage 1	-	0	0
Stage 2	471	0	0
Platoon blocked, %			
Mov Cap-1 Maneuver	393	-	-
Mov Cap-2 Maneuver	393	-	-
Stage 1	-	-	-
Stage 2	471	-	-

Approach	EB	NB
HCM Control Delay, s	14.8	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	EBLn1
Capacity (veh/h)	-	393
HCM Lane V/C Ratio	-	0.064
HCM Control Delay (s)	-	14.8
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	0.2

HCM 2010 TWSC
 4: SE Baker St & Se Handley St

09/09/2018

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↵		↕↕			
Traffic Vol, veh/h	10	0	12	974	0	0
Future Vol, veh/h	10	0	12	974	0	0
Conflicting Peds, #/hr	2	0	4	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	95	95	81	81
Heavy Vehicles, %	0	0	6	6	0	0
Mvmt Flow	12	0	13	1025	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	545	-	4 0
Stage 1	4	-	-
Stage 2	541	-	-
Critical Hdwy	6.8	-	4.22 -
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.8	-	-
Follow-up Hdwy	3.5	-	2.26 -
Pot Cap-1 Maneuver	473	0	1587 -
Stage 1	-	0	-
Stage 2	553	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	460	-	1581 -
Mov Cap-2 Maneuver	460	-	-
Stage 1	-	-	-
Stage 2	551	-	-

Approach	EB	NB
HCM Control Delay, s	13	0.2
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	1581	-	460
HCM Lane V/C Ratio	0.008	-	0.027
HCM Control Delay (s)	7.3	0.1	13
HCM Lane LOS	A	A	B
HCM 95th %tile Q(veh)	0	-	0.1

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔				
Traffic Vol, veh/h	10	0	0	0	10	36	10	965	17	0	0	0
Future Vol, veh/h	10	0	0	0	10	36	10	965	17	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	3	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	95	95	95	78	78	78
Heavy Vehicles, %	0	0	0	7	7	7	6	6	6	2	2	2
Mvmt Flow	13	0	0	0	13	46	11	1016	18	0	0	0

Major/Minor	Minor2		Minor1		Major1				
Conflicting Flow All	538	1060	-	-	1051	520	1	0	0
Stage 1	1	1	-	-	1050	-	-	-	-
Stage 2	537	1059	-	-	1	-	-	-	-
Critical Hdwy	7.5	6.5	-	-	6.64	7.04	4.22	-	-
Critical Hdwy Stg 1	-	-	-	-	5.64	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	-	-	4.07	3.37	2.26	-	-
Pot Cap-1 Maneuver	431	226	0	0	218	488	1592	-	-
Stage 1	-	-	0	0	292	-	-	-	-
Stage 2	501	304	0	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	368	221	-	-	214	487	1590	-	-
Mov Cap-2 Maneuver	368	221	-	-	214	-	-	-	-
Stage 1	-	-	-	-	286	-	-	-	-
Stage 2	426	298	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	15.1	16.2	0.2
HCM LOS	C	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	1590	-	-	368	381
HCM Lane V/C Ratio	0.007	-	-	0.035	0.155
HCM Control Delay (s)	7.3	0.1	-	15.1	16.2
HCM Lane LOS	A	A	-	C	C
HCM 95th %tile Q(veh)	0	-	-	0.1	0.5

HCM 2010 TWSC
 10: SE Baker St & SE Adams U Turn

09/09/2018

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖			↗↗		
Traffic Vol, veh/h	30	0	0	922	0	0
Future Vol, veh/h	30	0	0	922	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	95	95	80	80
Heavy Vehicles, %	5	2	2	6	2	2
Mvmt Flow	38	0	0	971	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	486	-	0
Stage 1	0	-	-
Stage 2	486	-	-
Critical Hdwy	6.9	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.9	-	-
Follow-up Hdwy	3.55	-	-
Pot Cap-1 Maneuver	503	0	0
Stage 1	-	0	0
Stage 2	576	0	0
Platoon blocked, %			
Mov Cap-1 Maneuver	503	-	-
Mov Cap-2 Maneuver	503	-	-
Stage 1	-	-	-
Stage 2	576	-	-

Approach	EB	NB
HCM Control Delay, s	12.7	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	EBLn1
Capacity (veh/h)	-	503
HCM Lane V/C Ratio	-	0.075
HCM Control Delay (s)	-	12.7
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	0.2

HCM 2010 TWSC
 4: SE Baker St & Se Handley St

09/09/2018

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		↑↑			
Traffic Vol, veh/h	20	0	19	1524	0	0
Future Vol, veh/h	20	0	19	1524	0	0
Conflicting Peds, #/hr	1	0	25	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	95	95	87	87
Heavy Vehicles, %	0	0	2	2	0	0
Mvmt Flow	23	0	20	1604	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	868	-	25
Stage 1	25	-	-
Stage 2	843	-	-
Critical Hdwy	6.8	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.8	-	-
Follow-up Hdwy	3.5	-	2.22
Pot Cap-1 Maneuver	296	0	1588
Stage 1	-	0	-
Stage 2	388	0	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	248	-	1550
Mov Cap-2 Maneuver	248	-	-
Stage 1	-	-	-
Stage 2	379	-	-

Approach	EB	NB
HCM Control Delay, s	21	0.5
HCM LOS	C	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	1550	-	248
HCM Lane V/C Ratio	0.013	-	0.093
HCM Control Delay (s)	7.4	0.4	21
HCM Lane LOS	A	A	C
HCM 95th %tile Q(veh)	0	-	0.3

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔			↔			↔					
Traffic Vol, veh/h	45	5	0	0	5	33	50	1415	47	0	0	0
Future Vol, veh/h	45	5	0	0	5	33	50	1415	47	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	5	0	10	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	95	95	95	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	2	2	2
Mvmt Flow	52	6	0	0	6	38	53	1489	49	0	0	0

Major/Minor	Minor2		Minor1		Major1				
Conflicting Flow All	859	1659	-	-	1635	779	5	0	0
Stage 1	5	5	-	-	1630	-	-	-	-
Stage 2	854	1654	-	-	5	-	-	-	-
Critical Hdwy	7.5	6.5	-	-	6.5	6.9	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	5.5	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	-	-	4	3.3	2.22	-	-
Pot Cap-1 Maneuver	253	99	0	0	102	343	1615	-	-
Stage 1	-	-	0	0	162	-	-	-	-
Stage 2	324	157	0	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	173	75	-	-	77	340	1607	-	-
Mov Cap-2 Maneuver	173	75	-	-	77	-	-	-	-
Stage 1	-	-	-	-	122	-	-	-	-
Stage 2	209	119	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	42.3	23.8	1
HCM LOS	E	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WB Ln1
Capacity (veh/h)	1607	-	-	153	235
HCM Lane V/C Ratio	0.033	-	-	0.38	0.188
HCM Control Delay (s)	7.3	0.8	-	42.3	23.8
HCM Lane LOS	A	A	-	E	C
HCM 95th %tile Q(veh)	0.1	-	-	1.6	0.7

HCM 2010 TWSC
 10: SE Baker St & SE Adams U Turn

09/09/2018

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		↑↑			
Traffic Vol, veh/h	40	0	0	1467	0	0
Future Vol, veh/h	40	0	0	1467	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	95	95	84	84
Heavy Vehicles, %	5	5	2	2	2	2
Mvmt Flow	48	0	0	1544	0	0

Major/Minor	Minor2	Major1		
Conflicting Flow All	772	-	-	0
Stage 1	0	-	-	-
Stage 2	772	-	-	-
Critical Hdwy	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-
Follow-up Hdwy	3.55	-	-	-
Pot Cap-1 Maneuver	330	0	0	-
Stage 1	-	0	0	-
Stage 2	409	0	0	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	330	-	-	-
Mov Cap-2 Maneuver	330	-	-	-
Stage 1	-	-	-	-
Stage 2	409	-	-	-

Approach	EB	NB
HCM Control Delay, s	17.7	0
HCM LOS	C	

Minor Lane/Major Mvmt	NBT	EBLn1
Capacity (veh/h)	-	330
HCM Lane V/C Ratio	-	0.144
HCM Control Delay (s)	-	17.7
HCM Lane LOS	-	C
HCM 95th %tile Q(veh)	-	0.5

HCM 2010 TWSC
4: SE Baker St & Se Handley St

09/09/2018

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↕↕			
Traffic Vol, veh/h	10	0	5	960	0	0
Future Vol, veh/h	10	0	5	960	0	0
Conflicting Peds, #/hr	2	0	4	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	95	95	81	81
Heavy Vehicles, %	0	0	6	6	0	0
Mvmt Flow	12	0	5	1011	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	522	-	4
Stage 1	4	-	-
Stage 2	518	-	-
Critical Hdwy	6.8	-	4.22
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.8	-	-
Follow-up Hdwy	3.5	-	2.26
Pot Cap-1 Maneuver	489	0	1587
Stage 1	-	0	-
Stage 2	568	0	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	482	-	1581
Mov Cap-2 Maneuver	482	-	-
Stage 1	-	-	-
Stage 2	566	-	-

Approach	EB	NB
HCM Control Delay, s	12.7	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	1581	-	482
HCM Lane V/C Ratio	0.003	-	0.026
HCM Control Delay (s)	7.3	0	12.7
HCM Lane LOS	A	A	B
HCM 95th %tile Q(veh)	0	-	0.1

HCM 2010 TWSC

6: Walgreens Driveway/SE Cowls S & SE Baker St

09/09/2018

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔				
Traffic Vol, veh/h	10	0	0	0	10	15	10	965	63	0	0	0
Future Vol, veh/h	10	0	0	0	10	15	10	965	63	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	3	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	95	95	95	78	78	78
Heavy Vehicles, %	0	0	0	7	7	7	6	6	6	2	2	2
Mvmt Flow	13	0	0	0	13	19	11	1016	66	0	0	0

Major/Minor	Minor2		Minor1		Major1				
Conflicting Flow All	538	1108	-	-	1075	544	1	0	0
Stage 1	1	1	-	-	1074	-	-	-	-
Stage 2	537	1107	-	-	1	-	-	-	-
Critical Hdwy	7.5	6.5	-	-	6.64	7.04	4.22	-	-
Critical Hdwy Stg 1	-	-	-	-	5.64	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	-	-	4.07	3.37	2.26	-	-
Pot Cap-1 Maneuver	431	212	0	0	210	470	1592	-	-
Stage 1	-	-	0	0	284	-	-	-	-
Stage 2	501	288	0	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	388	207	-	-	205	469	1590	-	-
Mov Cap-2 Maneuver	388	207	-	-	205	-	-	-	-
Stage 1	-	-	-	-	278	-	-	-	-
Stage 2	450	282	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	14.6	17.9	0.2
HCM LOS	B	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	1590	-	-	388	310
HCM Lane V/C Ratio	0.007	-	-	0.033	0.103
HCM Control Delay (s)	7.3	0.1	-	14.6	17.9
HCM Lane LOS	A	A	-	B	C
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3

HCM 2010 TWSC
 10: SE Baker St & SE Adams U Turn

09/09/2018

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘		↑↑			
Traffic Vol, veh/h	53	0	0	945	0	0
Future Vol, veh/h	53	0	0	945	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	95	95	80	80
Heavy Vehicles, %	5	2	2	6	2	2
Mvmt Flow	66	0	0	995	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	498	-	0
Stage 1	0	-	-
Stage 2	498	-	-
Critical Hdwy	6.9	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.9	-	-
Follow-up Hdwy	3.55	-	-
Pot Cap-1 Maneuver	494	0	-
Stage 1	-	0	-
Stage 2	567	0	-
Platoon blocked, %			
Mov Cap-1 Maneuver	494	-	-
Mov Cap-2 Maneuver	494	-	-
Stage 1	-	-	-
Stage 2	567	-	-

Approach	EB	NB
HCM Control Delay, s	13.4	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	EBLn1
Capacity (veh/h)	-	494
HCM Lane V/C Ratio	-	0.134
HCM Control Delay (s)	-	13.4
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	0.5

HCM 2010 TWSC
4: SE Baker St & Se Handley St

09/09/2018

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔↔			
Traffic Vol, veh/h	20	0	31	1533	0	0
Future Vol, veh/h	20	0	31	1533	0	0
Conflicting Peds, #/hr	1	0	25	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	95	95	87	87
Heavy Vehicles, %	0	0	2	2	0	0
Mvmt Flow	23	0	33	1614	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	899	-	25
Stage 1	25	-	-
Stage 2	874	-	-
Critical Hdwy	6.8	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.8	-	-
Follow-up Hdwy	3.5	-	2.22
Pot Cap-1 Maneuver	282	0	1588
Stage 1	-	0	-
Stage 2	373	0	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	213	-	1550
Mov Cap-2 Maneuver	213	-	-
Stage 1	-	-	-
Stage 2	364	-	-

Approach	EB	NB
HCM Control Delay, s	23.9	0.8
HCM LOS	C	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	1550	-	213
HCM Lane V/C Ratio	0.021	-	0.108
HCM Control Delay (s)	7.4	0.7	23.9
HCM Lane LOS	A	A	C
HCM 95th %tile Q(veh)	0.1	-	0.4

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	45	5	0	0	5	54	50	1415	25	0	0	0
Future Vol, veh/h	45	5	0	0	5	54	50	1415	25	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	5	0	10	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	95	95	95	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	2	2	2
Mvmt Flow	52	6	0	0	6	63	53	1489	26	0	0	0

Major/Minor	Minor2		Minor1		Major1				
Conflicting Flow All	859	1636	-	-	1623	768	5	0	0
Stage 1	5	5	-	-	1618	-	-	-	-
Stage 2	854	1631	-	-	5	-	-	-	-
Critical Hdwy	7.5	6.5	-	-	6.5	6.9	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	5.5	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	-	-	4	3.3	2.22	-	-
Pot Cap-1 Maneuver	253	102	0	0	104	349	1615	-	-
Stage 1	-	-	0	0	164	-	-	-	-
Stage 2	324	161	0	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	163	79	-	-	81	346	1607	-	-
Mov Cap-2 Maneuver	163	79	-	-	81	-	-	-	-
Stage 1	-	-	-	-	128	-	-	-	-
Stage 2	199	125	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	44.7	22.7	0.9
HCM LOS	E	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	1607	-	-	147	271
HCM Lane V/C Ratio	0.033	-	-	0.396	0.253
HCM Control Delay (s)	7.3	0.7	-	44.7	22.7
HCM Lane LOS	A	A	-	E	C
HCM 95th %tile Q(veh)	0.1	-	-	1.7	1

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↵			↑↑		
Traffic Vol, veh/h	25	0	0	1460	0	0
Future Vol, veh/h	25	0	0	1460	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	95	95	84	84
Heavy Vehicles, %	5	5	2	2	2	2
Mvmt Flow	30	0	0	1537	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	769	-	0
Stage 1	0	-	-
Stage 2	769	-	-
Critical Hdwy	6.9	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.9	-	-
Follow-up Hdwy	3.55	-	-
Pot Cap-1 Maneuver	331	0	0
Stage 1	-	0	0
Stage 2	410	0	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	331	-	-
Mov Cap-2 Maneuver	331	-	-
Stage 1	-	-	-
Stage 2	410	-	-

Approach	EB	NB
HCM Control Delay, s	16.9	0
HCM LOS	C	

Minor Lane/Major Mvmt	NBT	EBLn1
Capacity (veh/h)	-	331
HCM Lane V/C Ratio	-	0.09
HCM Control Delay (s)	-	16.9
HCM Lane LOS	-	C
HCM 95th %tile Q(veh)	-	0.3

Appendix H

SimTraffic Queuing Results

Queuing and Blocking Report
Baseline

09/09/2018

Intersection: 4: SE Baker St & Se Handley St

Movement	EB	NB
Directions Served	L	T
Maximum Queue (ft)	40	7
Average Queue (ft)	10	0
95th Queue (ft)	36	5
Link Distance (ft)	1148	468
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Walgreens Driveway/SE Cowls S & SE Baker St

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	40	68
Average Queue (ft)	12	30
95th Queue (ft)	39	58
Link Distance (ft)	449	446
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: SE Baker St & SE Adams U Turn

Movement	EB	NB
Directions Served	L	T
Maximum Queue (ft)	80	5
Average Queue (ft)	24	0
95th Queue (ft)	58	4
Link Distance (ft)	365	414
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report
Baseline

09/09/2018

Intersection: 4: SE Baker St & Se Handley St

Movement	EB	NB	NB
Directions Served	L	LT	T
Maximum Queue (ft)	59	28	44
Average Queue (ft)	19	2	1
95th Queue (ft)	51	18	14
Link Distance (ft)	1148	468	468
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Walgreens Driveway/SE Cowls St & SE Baker St

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	96	75
Average Queue (ft)	40	32
95th Queue (ft)	81	62
Link Distance (ft)	449	446
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: SE Baker St & SE Adams U Turn

Movement	EB
Directions Served	L
Maximum Queue (ft)	81
Average Queue (ft)	32
95th Queue (ft)	67
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report
Baseline

09/09/2018

Intersection: 4: SE Baker St & Se Handley St

Movement	EB	NB
Directions Served	L	T
Maximum Queue (ft)	40	7
Average Queue (ft)	8	0
95th Queue (ft)	32	5
Link Distance (ft)	1148	468
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Walgreens Driveway/SE Cowls S & SE Baker St

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	40	71
Average Queue (ft)	7	23
95th Queue (ft)	30	59
Link Distance (ft)	449	446
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: SE Baker St & SE Adams U Turn

Movement	EB
Directions Served	L
Maximum Queue (ft)	70
Average Queue (ft)	33
95th Queue (ft)	67
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report
Baseline

09/09/2018

Intersection: 4: SE Baker St & Se Handley St

Movement	EB	NB
Directions Served	L	LT
Maximum Queue (ft)	60	18
Average Queue (ft)	20	1
95th Queue (ft)	52	17
Link Distance (ft)	1148	468
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Walgreens Driveway/SE Cowls St & SE Baker St

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	111	94
Average Queue (ft)	40	37
95th Queue (ft)	82	71
Link Distance (ft)	449	446
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: SE Baker St & SE Adams U Turn

Movement	EB
Directions Served	L
Maximum Queue (ft)	63
Average Queue (ft)	24
95th Queue (ft)	56
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

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Appendix I

Critical Crash Rate Calculator & Crash Data

General & Site Information	
Analyst:	Rick Nys
Agency/Company:	Greenlight Engineering
Date:	8/8/2018
Project Name:	600 SE Baker Street ZG/CPA

Intersection Crash Data							
Intersection	Intersection Type	Year					Total
		2012	2013	2014	2015	2016	
SE Baker/SE Handley	Urban 3ST	1	0	1	2	2	6
SE Baker/SE Cows	Urban 4ST	0	1	1	3	1	6
SE Baker/Adams U Turn	Urban 3ST	0	0	1	1	0	2
Total		1	1	3	6	3	14

Intersection Population Type Crash Rate				
Average Crash Rate per intersection type				
Intersection Pop. Type	Sum of Crashes	Sum of 5-year MEV	Avg Crash Rate for Ref Pop.	INT in Pop
Rural 3SG	0	0		
Rural 3ST	0	0		
Rural 4SG	0	0		
Rural 4ST	0	0		
Urban 3ST	8	43	0.1857	2
Urban 3SG	0	0		
Urban 4ST	6	22	0.2786	1
Urban 4SG	0	0		

Critical Rate Calculation								
Intersection	AADT Entering Intersection	5-year MEV	Crash Total	Intersection Population Type	Intersection Crash Rate	Reference Population Crash Rate	Critical Rate	Over Critical
SE Baker/SE Handley	11,800	21.5	6	Urban 3ST	0.28	0.19	0.36	Under
SE Baker/SE Cows	11,800	21.5	6	Urban 4ST	0.28	APM Exhibit 4-1	0.41	Under
SE Baker/Adams U Turn	11,800	21.5	2	Urban 3ST	0.09	0.19	0.36	Under

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

Highway 091 ALL ROAD TYPES, MP 37.96 to 38.23 01/01/2008 to 02/28/2017, Both Add and Non-Add mileage

10 - 13 of 40 Crash records shown.

CDS380
07/08/2018

091: PACIFIC HIGHWAY WEST

STATE	CITY	RD#	FC	CONN#	RD	CHAR	INT-TYPE	INT-REL	OFFRD	WTR	CRASH	SPCL USE	TRLR	QTY	MOVE	FROM	TO	PH	TYPE	SUPPLY	ERR	LOC	RES	ACT	EVENT	CAUSE		
N	YAMHILL	1	14	009100100800	INTER	CN	3-LEG	N	Y	CLR	DRY	01 NONE	0	0	STRGHT	N -S	0	01	DRVR	INJB	28	M	OR-Y	000	000	10		
N	MCMINNVILLE	CP	0	ADAMS ST				NONE	N	DRY	REAR	PRVTE			N -S												00	
N	MCMINNVILLE	37.98	HANDLEY ST		01	0			N	DARK	INJ	PSNGR	CAR										081	000	000	10		
N		45 12	-123 11	56.4197804								02 NONE	0	0	PRKD-P	N -S											00	
N		22.0150584										PSNGR	CAR														00	
N	YAMHILL	1	14	009100100800	STRGHT	S	(NONE)	N	Y	CLR	DRY	01 NONE	0	0	STRGHT	N -S											13	
N	MCMINNVILLE	CP	0	ADAMS ST				ONE-WAY	N	DRY	SS-O	PRVTE			N -S												00	
N	MCMINNVILLE	37.99	HANDLEY ST		04				N	DAY	PDO	PSNGR	CAR										045	000	000	13		
N		45 12	21.5	-123 11	56.52							02 NONE	0	0	STRGHT	N -S											00	
N												PSNGR	CAR														00	
N	YAMHILL	1	14	009100100800	STRGHT	S	(NONE)	N	Y	CLR	DRY	01 NONE	0	0	STRGHT	N -S											26	
N	MCMINNVILLE	CP	0	ADAMS ST				ONE-WAY	N	DRY	SS-O	PRVTE			N -S												00	
N	MCMINNVILLE	37.99	HANDLEY ST		07				N	DAY	PDO	PSNGR	CAR										081	000	000	26		
N		45 12	21.5	-123 11	56.52							02 NONE	0	0	PRKD-P	N -S											00	
N												PSNGR	CAR														00	
N	YAMHILL	1	14	009100100800	STRGHT	S	(NONE)	N	Y	CLR	DRY	01 NONE	0	0	STRGHT	N -S											01	
N	MCMINNVILLE	CP	0	BAXER ST				UNKNOWN	N	DRY	REAR	PRVTE			N -S												00	
N	MCMINNVILLE	37.99	HANDLEY ST		08				N	DAY	PDO	MOTRHOME											026	000	000	01		
N		45 12	21.5	-123 11	56.52							02 NONE	1	1	PRKD-I	N -S											00	
N												PRVTE			N -S												00	
N												SEMI	TOW														00	
N	YAMHILL	1	14	009100100800	STRGHT	S	(NONE)	N	Y	CLR	DRY	01 NONE	0	0	STRGHT	N -S											00	
N	MCMINNVILLE	CP	0	ADAMS ST				ONE-WAY	N	DRY	SS-O	PRVTE			N -S													13
N	MCMINNVILLE	38.00	HANDLEY ST		04				N	DAY	PDO	PSNGR	CAR										045	000	000	13		
N		45 12	-123 11	56.5154627								03 NONE	0	0	PRKD-P	N -S											00	
N		20.9784466										MOTRHOME															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 submission 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.

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Highway 091 ALL ROAD TYPES, MP 37.96 to 38.23 01/01/2008 to 02/28/2017, Both Add and Non-Add mileage

14 - 18 of 40 Crash records shown.

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07/09/2018

091: PACIFIC HIGHWAY WEST

SER#	P R S W DATE	COUNTY	RD# FC	CON#	RD CHAR	INT-TYPE	INT-REL	OFFRD	WTHR	CRASH	SPL USE	SPCL USE	TRLR QTY	OWNER	FROM	MOVE	TO	PH TYPE	INJ SVRTY	A S E LICNS	PED	ACT EVENT	CAUSE		
INVEST	E A U C O DAY	CITY	COMPNT	FIRST STREET	DIRECT	(MEDIAN)	ONE-WAY	N DRY	CLR	O-STRGHT	01 NONE	9	STRGHT	01 NONE	9	STRGHT	S -N	01 DRVR	NONE	62 M	OR-Y	OR-25	000	00	
RD DPT	E L G H R TIME	URBAN AREA	MLG TYP	SECOND STREET	LOCIN	LEGS	TRAF-	RNDT	SURF	COLL	PSNGR CAR	00	Trk	UNK	UNK	UNK	000	000	000	000	000	000	000	00	
UNLOC?	D C S L K LAT	LONG	MILEPNT	LBS	GRADE	(NONE)	(02)	DAY	DAY	PDO	PSNGR CAR	02	NONE	9	STRGHT	N -S	01	DRVR	NONE	00	Trk	UNK	UNK	000	00
00342	N N N N 03/23/2016	YAMHILL	1	14	GRADE	(NONE)	N	N	CLR	O-STRGHT	01 NONE	9	STRGHT	01 NONE	9	STRGHT	S -N	01 DRVR	NONE	62 M	OR-Y	OR-25	000	00	
	WE	MCKINNVILLE	CP	0	ADAMS ST	S	ONE-WAY	N	DRY	SS-M	N/A		S -N												
Y	3P	MCKINNVILLE	38.03	HANDLEY ST	03			N	DAY	PDO	PSNGR CAR	00	Trk	UNK	UNK	000	000	000	000	000	000	000	000	00	
N	45 12 19.45	-123 11 57.1		009100100600		(02)		Y	DAY	INJ	PSNGR CAR	02	NONE	9	STRGHT	N -S	01	DRVR	NONE	00	Trk	UNK	UNK	000	00
											PSNGR CAR	N/A													
01267	N N N N 10/24/2016	YAMHILL	1	14	STRGHT	(NONE)	N	N	RAIN	S-STRGHT	01 NONE	0	STRGHT	01 NONE	0	STRGHT	N -S	01	DRVR	NONE	66 M	OTH-Y	UNK	13	
	MO	MCKINNVILLE	CP	0	ADAMS ST	S	NONE	N	WET	SS-O	PRVTE		N -S												
N	2P	MCKINNVILLE	38.08	HANDLEY ST	04			Y	DAY	INJ	PSNGR CAR	01	NONE	0	STRGHT	N -S	02	PSNG	INJC	61 F	N-RES	000	00		
N	45 12 16.93	-123 11 58.09		009100100600		(02)					PSNGR CAR	02	NONE	0	STRGHT	N -S	01	DRVR	NONE	72 M	OR-Y	OR-25	000	00	
											PRVTE														
00598	N N N N 06/20/2015	YAMHILL	1	14	ALLEY	(NONE)	N	N	CLR	S-TURN	01 NONE	0	STRGHT	01 NONE	0	STRGHT	NE-SW	01	DRVR	NONE	52 M	OR-Y	000	00	
	SA	MCKINNVILLE	CP	0	ADAMS ST	NE	NONE	N	DRY	TURN	PRVTE		NE-SW												
N	11A	MCKINNVILLE	38.09	ADAMS-BAKER ST LEG	04			N	DAY	PDO	PSNGR CAR	02	NONE	0	TURN-L	NE-SE	01	DRVR	NONE	87 F	OR-Y	OR-25	019	00	
N	45 12 16.43	-123 11 58.31		009100100600		(02)					PSNGR CAR	02	NONE	0	TURN-L	NE-SE	01	DRVR	NONE	87 F	OR-Y	OR-25	000	00	
											PRVTE														
01374	N N N N 12/17/2014	YAMHILL	1	14	ALLEY	(NONE)	N	N	RAIN	S-TURN	01 NONE	0	STRGHT	01 NONE	0	STRGHT	N -S	01	DRVR	INJC	48 M	OR-Y	000	00	
	WE	MCKINNVILLE	CP	0	ADAMS ST	S	UNKNOWN	N	WET	TURN	PRVTE		N -S												
N	3P	MCKINNVILLE	38.09	HANDLEY ST	04			N	DAY	INJ	PSNGR CAR	02	NONE	0	TURN-L	N -E	01	DRVR	NONE	24 M	OR-Y	OR-25	019	00	
N	45 12 16.43	-123 11 58.31		009100100600		(02)					TRUCK														
											PSNGR CAR	02	NONE	0	TURN-L	N -E	01	DRVR	NONE	24 M	OR-Y	OR-25	000	00	

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OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

Highway 091 ALL ROAD TYPES, MP 37.96 to 38.23 01/01/2008 to 02/28/2017, Both Add and Non-Add mileage

19 - 23 of 40 Crash records shown.

CDS380
07/08/2018

091: PACIFIC HIGHWAY WEST

SR#	INVEST	RD DPT	UNLOC?	D	R	S	W	DATE	COUNTY	CITY	RD FC	CONNH	RD CHAR	INT-TYPE	INT-REL	OFFED	WTHR	CRASH	SPL USE	TRLR QTY	MOVE	FROM	TO	PH TYPE	SVRTY	E X RES	LOC	ERROR	ACT EVENT	CAUSE						
08643	N	N	N	N	N	N	N	06/09/2016	YAMHILL	MCKINNVILLE	CP 0	ADAMS ST	04	STRGHT	NE	STRGHT	01 NONE	0	STRGHT	01 NONE	0	STRGHT	NE-SW	01	DRVR	NONE	71	F	OR-Y	052,045,016	038	115	32,13,27			
N								45 12 15.93	-123 11 58.53		38.10	ADAMS-BAKER ST	04	INJ	N	DAY	INJ	PSNGR CAR	PRVTE	N/A	NE-SW	01	DRVR	NONE	71	M	OR-Y	000	000	00	00	00				
N								45 12 12.89	-123 12 1.27		38.17	EDMUNSTON ST	04	STRGHT	NE	STRGHT	02 NONE	0	STRGHT	02 NONE	0	STRGHT	NE-SW	01	DRVR	NONE	71	M	OR-Y	000	000	00	00	00		
N								45 12 12.89	-123 12 1.27		38.17	EDMUNSTON ST	04	STRGHT	NE	STRGHT	02 NONE	0	STRGHT	02 NONE	0	STRGHT	NE-SW	01	DRVR	NONE	71	M	OR-Y	000	000	00	00	00		
00054	N	N	N	N	N	N	N	01/17/2013	YAMHILL	MCKINNVILLE	CP 0	EDMUNSTON ST	04	INTER	CN	INTER	3-LEG	N	STOP SIGN	01 NONE	0	TURN-L	N -NE	01	DRVR	NONE	19	M	OR-Y	028	000	02	02			
N								45 12 10.585504	-123 12 4.2917401		38.23	PACIFIC HY 89W	04	INJ	N	DARK	INJ	PSNGR CAR	PRVTE	N/A	NE-SW	01	DRVR	NONE	00	DRK	DNK	000	000	00	00	00	00	00	00	
00855	N	N	N	N	N	N	N	09/28/2013	YAMHILL	MCKINNVILLE	CP 0	EDMUNSTON ST	04	INTER	CN	INTER	3-LEG	N	STOP SIGN	01 NONE	0	TURN-L	N -NE	01	DRVR	NONE	00	M	DNK	000	000	00	00	00	00	
N								45 12 10.584756	-123 12 4.292676		38.23	PACIFIC HY 99W	04	INJ	N	DARK	INJ	PSNGR CAR	PRVTE	N/A	NE-SW	01	DRVR	NONE	00	M	DNK	000	000	00	00	00	00	00	00	00
00598	N	N	N	N	N	N	N	07/15/2012	YAMHILL	MCKINNVILLE	CP 0	BAKER ST	05	INTER	W	INTER	3-LEG	N	UNKNOW	01 NONE	0	TURN-L	NW-NE	01	DRVR	NONE	65	M	OR-Y	028	000	02	02	02		
N								45 12 21.9537438	-123 11 52.6303221		37.96	HANDLEY ST	05	INJ	N	DARK	INJ	PSNGR CAR	PRVTE	N/A	NE-SW	01	DRVR	NONE	20	F	OR-Y	052,081	000	00	00	00	00	00	00	00

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