

# 1030 Young Street

Transportation Impact Analysis

# Woodburn, Oregon

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Executive Summary	4
Project Description Introduction Location Description	<b>5</b> 5
Site Trips	<b>9</b>
Trip Generation	9
Trip Distribution	9
Traffic Volumes	<b>11</b>
Existing Conditions	11
Background Conditions	11
Buildout Conditions	12
Safety Analysis	16
Crash History Review	16
Sight Distance Evaluation	18
Warrant Analysis	19
Assessment of Pedestrian, Bicycle, and Transit Modes	19
Operational Analysis	<b>21</b>
Performance Standards	21
Delay & Capacity Analysis	21
Queuing Analysis	22
Conclusions	24

### List of Appendices

- Appendix A Site Information
- Appendix B Volumes
- Appendix C Safety
- Appendix D Operations



## List of Figures

Figure 1: Project Location (Image from City of Woodburn Online GIS)	5
Figure 2: Vicinity Map	8
Figure 3: Trip Distribution and Assignment	10
Figure 4: Year 2023 Existing Conditions	13
Figure 5: Year 2025 Background Conditions	14
Figure 6: Year 2025 Buildout Conditions	15

### List of Tables

Table 1: Vicinity Roadway Descriptions	6
Table 2: Vicinity Intersection Descriptions	7
Table 3: Trip Generation Summary	9
Table 4: Growth Rate Assumptions	11
Table 5: Crash Type Summary	16
Table 6: Crash Severity and Rate Summary	16
Table 7: Active Transportation Projects in Woodburn TSP	20
Table 8: Capacity Analysis Summary	22
Table 9: 95 <sup>th</sup> Percentile Queueing Analysis Summary	23



### **Executive Summary**

- 1. The proposed development will construct 94 multi-family housing units on currently undeveloped land located at 1030 Young Street in Woodburn, Oregon.
- 2. The trip generation calculations show that the proposed multi-family development is projected to generate 52 morning peak hour trips, 61 evening peak hour trips, and 678 weekday site trips.
- 3. Based on the most recent five years of crash data, one of the study intersections have crash rates that exceed the 90<sup>th</sup> percentile rates identified by ODOT for similar types of intersections and two are identified on the ODOT SPIS List. Potential intersection improvements have been identified in the Woodburn TSP at these intersections.
- 4. All other study intersections had no significant trends or crash patterns that were identified, and no safety mitigation is recommended per the crash data analysis.
- 5. Adequate sight distances are available at the proposed site access intersection to allow for safe operation along Young Street.
- 6. Preliminary traffic signal warrants are not projected to be met for any of the unsignalized study intersections upon full buildout of the proposed development.
- 7. All study intersections are currently operating acceptably per City of Woodburn and ODOT standards and are projected to continue operating acceptably through the 2025 site buildout year. No operational mitigation is necessary or recommended at these intersections.
- 8. In general, changes in 95<sup>th</sup> percentile queuing between the year 2025 background and buildout conditions are anticipated to be small, one or two vehicles. No queuing related mitigation is necessary or recommended.



### **Project Description**

### Introduction

The proposed development will construct 94 multi-family housing units on currently undeveloped land located at 1030 Young Street in Woodburn, Oregon. This report addresses the impacts of the project on the nearby street system. Based on correspondence with City of Woodburn staff, the report conducts safety and operational analyses at the following intersections:

- 1. OR-99E (Pacific Highway) at Young Street/OR-214
- 2. OR-99E (Pacific Highway) at E Cleveland Street
- 3. Bryan Street/Site Access at Young Street

The purpose of this study is to provide an analysis of potential traffic impacts of the proposed development on the surrounding transportation system and to recommend any required mitigative measures. Detailed information on traffic counts, trip generation calculations, safety analyses, and level of service calculations are included in the appendices to this report.

### Location Description

The subject property is located west of Pacific Highway (OR-99E), south of Young Street, and north of Cleveland Street. Surrounding land uses include residential to the west and commercial along OR-99E. The site encompasses 3.18 acres and is zoned Mixed Use Village (MUV). The project site is shown in Figure 1. A site plan is included in Appendix A.



Figure 1: Project Location (Image from City of Woodburn Online GIS)



The site will take access from Young Street. Willamette Valley Railway abuts the southern boundary of the site providing a barrier to any connection with E Cleveland Street. One site access is proposed to be aligned opposite Bryan Street.

#### Vicinity Streets

Four roadways near the site are anticipated to carry the majority of site trips to and from the project site. Table 1 provides a description of each of the vicinity roadways.

Street Name	t Name Functional Classification		Speed (MPH)	Curbs & Sidewalks	On-Street Parking	Bicycle Lanes			
Jurisdiction: ODOT									
OR-99E (Pacific Highway)	Regional Highway Major Arterial (City)	2-5	35	Partial	Not Permitted	None			
OR-214 (Young Street East)	District Highway Major Arterial (City)	2-3	35	None	No Permitted	None			
	Jurisc	liction: City	of Woodburr	ı					
Young Street West	Minor Arterial	3	25	Both Sides	Not Permitted	Yes			
E Cleveland Street	Service Collector	2-3	25	Southern Side	Not Permitted	None			
Bryan Street	Local Street	2	25	Partial	Permitted	None			

#### Table 1: Vicinity Roadway Descriptions

Functional classification based on Woodburn Transportation System Plan (September 2019).

#### Study Intersections

Most of the site trips generated by the proposed multi-family development are expected to impact three existing nearby intersections of significance. The project will construct the fourth leg of the intersection of Young Street at Bryan Street.

A vicinity map displaying the project site, vicinity streets, and the study intersections with their associated lane configurations, under existing and proposed conditions, is shown in Figure 2. A summarized description of these intersections is provided in Table 2.



#### Table 2: Vicinity Intersection Descriptions

	Intersection	Geometry	Traffic Control	Phasing/Stopped Approaches
1	OR-99E at Young Street	Four-Legged	Signalized	Protected/FYA NB/SB Left Turns, Permitted EB/WB Left Turns
2	OR-99E at E Cleveland Street	Three- Legged	Stop- Controlled	Eastbound Stop-Controlled
3	Young Street at Bryan Street	Three- Legged	Stop- Controlled	Southbound Stop-Controlled

#### Public Transit

The Woodburn Transit System provides a single, fixed loop around Woodburn that starts and stops at the Downtown Transit Center, with notable stops at the Woodburn Premium Outlets, Walmart, Bi-Mart, Safeway, and Goodwill. The nearest bus stop to the site is located along the site frontage, near the access intersection at Bryan Street. Weekday service is scheduled from approximately 8:00 AM to 6:00 PM and has headways of approximately 60 minutes. Sunday service is scheduled from approximately 9:00 AM to 5:00 PM and has headways of approximately 60 minutes. Sunday service is scheduled from approximately 9:00 AM to 3:00 PM and has headways of approximately 60 minutes.



#### LEGEND





Figure 2 Young Street TIS 3/15/2023

**VICINITY MAP** 

### Site Trips

### Trip Generation

The proposed development will include the construction of 94 multifamily units on currently undeveloped land. To estimate the number of trips that will be generated by the townhome development, trip equations from the *Trip Generation Manual*<sup>1</sup> were used. Data from land use code 220, *Multi-Family Housing (Low-Rise)*, was used to estimate the trip generation of the project based on the number of dwelling units.

The trip generation calculations show that the proposed development is projected to generate 52 morning peak hour trips, 61 evening peak hour trips, and 678 weekday site trips. The trip generation estimates are summarized in Table 3. Detailed trip generation calculations are included in Appendix A.

Land Use	ITE Code	Size	Mo	orning Pea	k Hour	Evening Peak Hour			Weekday
Land Use	The Code	Size	In	Out	Total	In	Out	Total	Total
Multi-Family Housing (Low-Rise)	220	94 units	12	40	52	38	23	61	678

### Trip Distribution

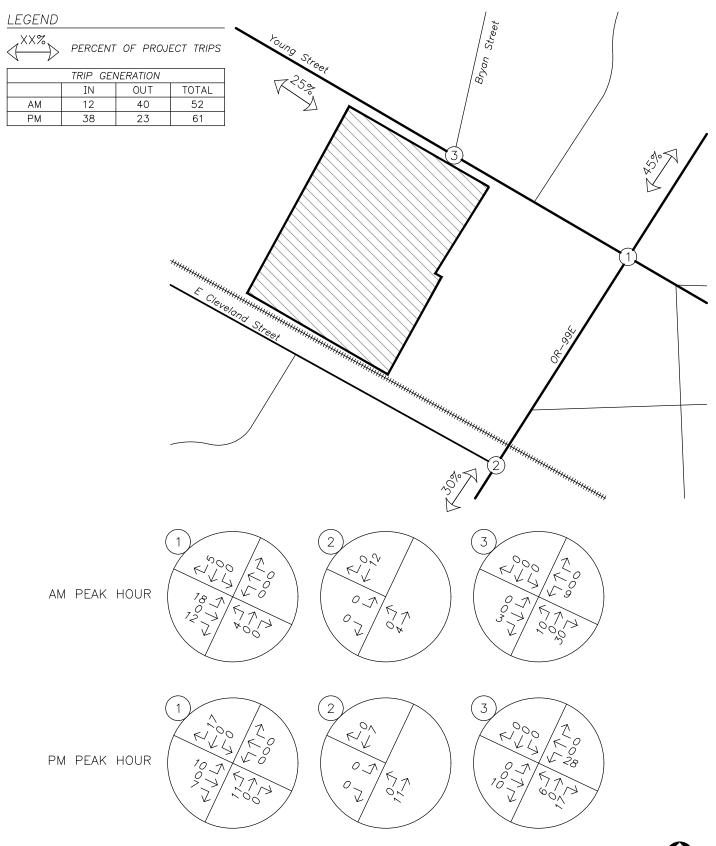
The directional distribution of site trips to and from the proposed development was estimated based on locations of likely trip destinations and locations of major transportation facilities in the site vicinity. The following trip distribution was estimated and used for analysis:

- Approximately 45 percent of site trips will travel to/from the north along OR-99E
- Approximately 25 percent of site trips will travel to/from the west along Young Street to access Interstate 5 northbound and school or other local destinations
- Approximately 30 percent of site trips will travel to/from the south along OR-99E

The trip distribution and assignment for the site trips generated during the morning and evening peak hours is shown in Figure 3.



<sup>&</sup>lt;sup>1</sup> Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 11th Edition, 2021.







### SITE TRIP DISTRIBUTION & ASSIGNMENT

Figure 3 Young Street TIS 3/15/2023

Proposed Development Plan - Site Trips AM & PM Peak Hours

### **Traffic Volumes**

### Existing Conditions

Traffic counts were collected at the study intersections along OR-99E on Tuesday, January 31, 2023, from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM. For the intersection of Bryan Street at Young Street, peak hour through volumes along Young Street from the intersection of Young Street at OR-99E were used. For the existing turning movement counts to and from Bryan Street, peak hour observations were made during the morning and evening peak hours.

Since OR-99E is under the jurisdiction of ODOT, procedures described in ODOT's *Analysis Procedures Manual* (APM)<sup>2</sup> were used to seasonally adjust existing traffic volumes to reflect the 30<sup>th</sup> highest hour volumes in a typical year. Using a map of seasonal trends, this portion of OR-99E was determined to show a communter trend, and a seasonal adjustment factor (SAF) of 1.215 was applied to through volumes along OR-99E. Raw count data is included in Appendix B.

Figure 4 shows the existing adjusted morning and evening peak hour traffic volumes at the study intersections.

### Background Conditions

To provide analysis of the impact of the proposed development on the nearby transportation facilities, an estimate of future traffic volumes is required. Future traffic volumes for ODOT highways are projected using growth rates calculated based on data from ODOT's future volumes table. Growth rates were applied to the existing traffic volumes over a two-year period to determine year 2025 background volumes. Table 4 summarizes the growth rates used for analysis.

Facility	Growth Rate
OR-99E	1.9% per year (linear)
OR-214	1.1% per year (linear)
City of Woodburn roadways	1% per year (compounded)

#### Table 4: Growth Rate Assumptions

In addition to the general growth, in-process trips associated with the following previously-approved developments were added to the background volumes to represent future traffic volumes at the study intersections prior to approval of the proposed multi-family development:

- Amazon Warehouse (Project Basie)
- Woodburn East Apartments
- Woodburn Place apartments (two phases)



<sup>&</sup>lt;sup>2</sup> ODOT, Analysis Procedures Manual Version 2, October 2020.

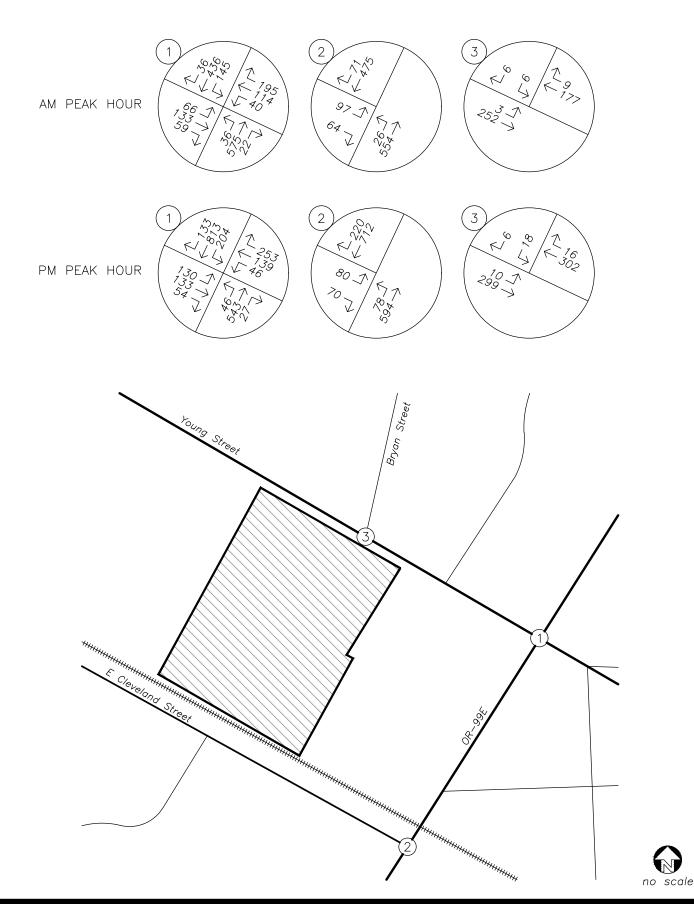
Figure 5 shows the projected year 2025 background traffic volumes at the study intersections during the morning and evening peak hours.

### **Buildout Conditions**

The peak hour trips projected to be generated by the proposed development, as described earlier within the *Site Trips* section, were added to the projected year 2025 background traffic volumes to obtain the expected 2025 site buildout volumes.

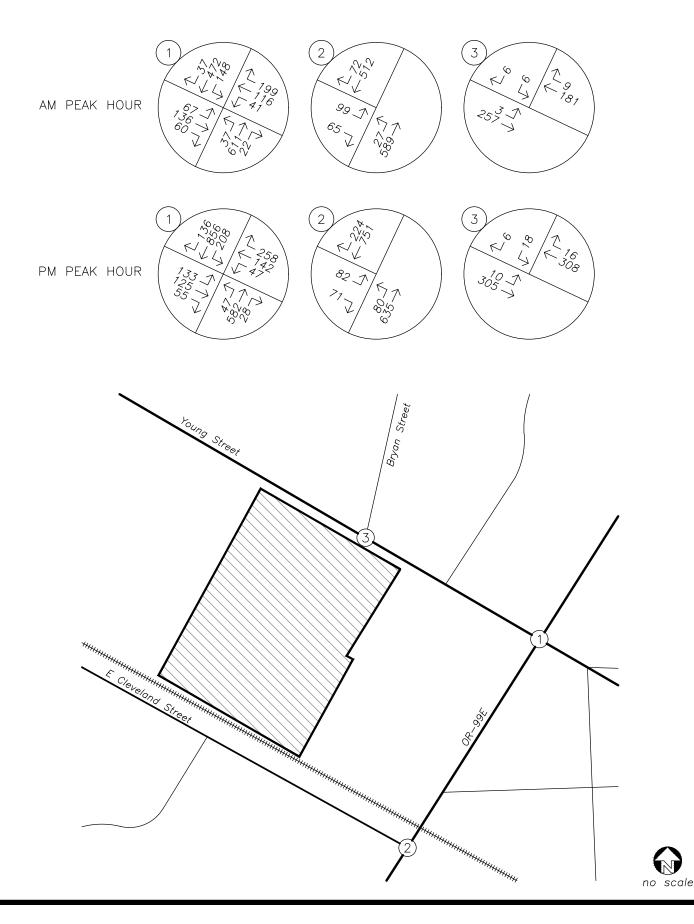
Figure 6 shows the projected year 2025 buildout traffic volumes at the study intersections during the morning and evening peak hours.





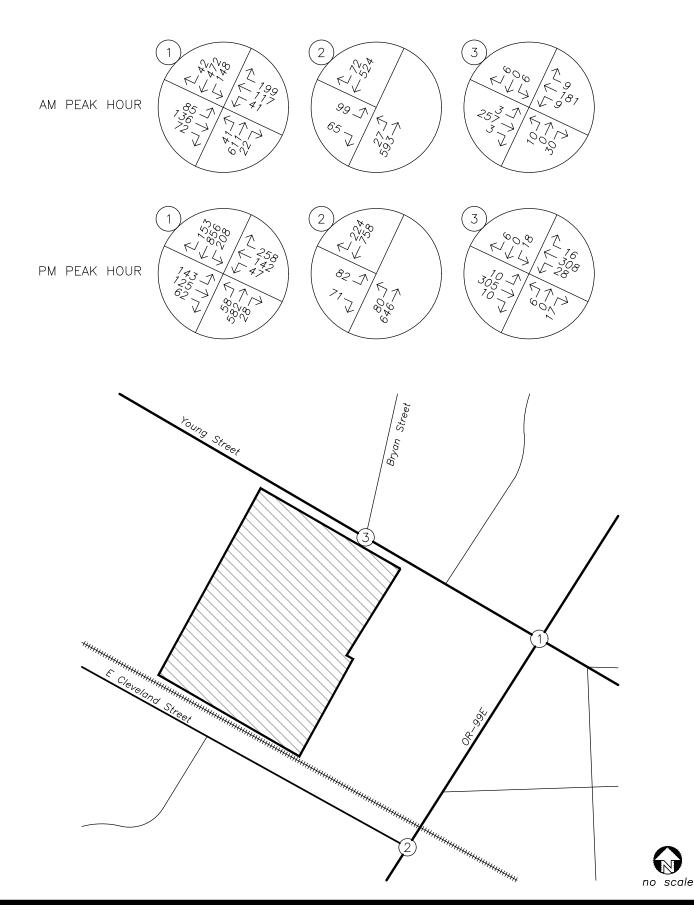


**TRAFFIC VOLUMES** Year 2023 Existing Conditions AM & PM Peak Hours Figure 4 Young Street TIS 3/15/2023





**TRAFFIC VOLUMES** Year 2025 Background Conditions AM & PM Peak Hours Figure 5 Young Street TIS 3/15/2023





**TRAFFIC VOLUMES** Year 2025 Buildout Conditions AM & PM Peak Hours

Figure 6 Young Street TIS 3/15/2023

### Safety Analysis

### Crash History Review

Using data obtained from the ODOT Crash Data System, a review of the most recent available five years of crash history (January 2016 to December 2020) was performed at the study intersections. The crash data were 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)
- Non-Incapacitating Injury (Injury B)
- Incapacitating Injury (Injury A)
- Fatality or Fatal Injury

Crash rates provide the ability to compare safety risks at different intersections by accounting for both the number of crashes that have occurred during the study period and the number of vehicles that typically travel through the intersection. Crash rates were calculated using the common assumption that traffic counted during the evening peak hour represents approximately 10 percent of the annual average daily traffic (AADT) at the intersection.

Table 5 provides a summary of crash types while Table 6 summarizes crash severities and rates for each of the study intersections. Detailed crash data is included in Appendix C.

		Crash Type							
	Intersection	Turn	Rear End	Angle	Side swipe	Fixed Object	Ped/ Bike	Total Crashes	
1	OR-99E at Young Street	15	12	5	3	1	0	36	
2	OR-99E at E Cleveland Street	28	20	0	1	2	1	52	
3	Bryan Street at Young Street	0	1	0	0	0	1	2	

#### Table 5: Crash Type Summary

#### Table 6: Crash Severity and Rate Summary

Intersection		Intersection					Total	ADT	Crash	90 <sup>th</sup> %
	Intersection	PDO	С	В	Α	Fatal	Crashes	ADT	Rate	Rate
1	OR-99E at Young Street	17	16	3	0	0	36	25,110	0.79	0.860
2	OR-99E at E Cleveland Street	16	25	10	1	0	52	17,540	1.62	0.293
3	Bryan Street at Young Street	0	1	1	0	0	2	6,510	0.17	N/A

ODOT 90<sup>th</sup> Percentile Crash rates are from the Analysis Procedures Manual Version 2 (2019), Exhibit 4.1, p.4-3.



#### **Crash Severity**

The intersection of OR-99E at E Cleveland Street had one crash resulting in an Injury A classification. The crash occurred when a southbound passenger vehicle was following too closely to the vehicle in front of them. The driver in the striking vehicle sustained no injury. A passenger in the struck vehicle sustained injuries classified as Injury A. The driver and another passenger in the struck vehicle reported possible injuries. The collision occurred under clear, dry, daytime conditions.

#### Pedestrian and Bicycle Collisions

The intersection of OR-99E at E Cleveland Street had one crash involving a pedestrian. A southbound vehicle struck a pedestrian whole was illegally in the roadway. The pedestrian sustained a possible injury consistent with injury classification C. The collision occurred under wet, rainy, and dimly lit conditions.

The intersection of Bryan Street at Young Street has one crash involving a bicyclist. A left-turning westbound vehicle which did not have right-of-way over the cyclist struck an eastbound cyclist. The pedestrian suffered injuries consistent with the classification Injury B. The collision occurred under wet, rainy, and dark conditions.

#### ODOT 90th Percentile Crash Rates

Intersection crash rates were compared to the published statewide 90<sup>th</sup> percentile crash rates within ODOT's *Analysis Procedures Manual (APM)*. According to <u>Exhibit 4-1: Intersection Crash Rates per MEV by Land Type</u> <u>and Traffic Control</u> in the APM, intersections which experience crash rates in excess of 90<sup>th</sup> percentile crash rates should be "flagged for further analysis".

One of the study intersections was calculated to have a crash rate that exceeds the 90<sup>th</sup> percentile crash rate for similar intersections:

#### OR-99E at E Cleveland Street

The intersection of OR-99E at E Cleveland Street had 52 crashes over the five-year analysis period. Twenty-eight (28) of these crashes were reported as turning movement collisions and 20 were reported as rear-end collisions. The primary cause was not yielding to the right-of way of the through traffic. The intersection is currently unsignalized, with the eastbound approach under stop-control. OR-99E has four lanes of travel, with no center turn lane or refuge, which contributes to the frequency of rear-end collisions.

The Woodburn TSP identifies intersection capacity improvement but does not specify any safety improvements at the intersection. The capacity improvement is identified as a traffic signal (if warranted), turn lanes, or roundabout at this location in coordination with ODOT. Consideration should be given to railroad preemption and the proximity to the signalized intersection at OR-99E at Young Street. Installing a traffic signal to protect the turning movements could potentially reduce the frequency of these collisions, however, as shown in the Warrant Analysis section, due to low minor street volumes, the preliminary traffic signal warrant is not met for this intersection. Additionally, ODOT's region traffic engineer has noted installation of a traffic signal at this location would be problematic due to its close proximity to the fully controlled intersection of Young Street at OR-99E.

Restriping OR-99E to replace one of the northbound lanes with a center turn lane until the roadway widens to five lanes north of Silverton Avenue could potentially improve the safety of the intersection. Separating the left-



turn movement from the through movement could reduce the rate of rear-end collisions at the intersection. Allowing for a two-stage left-turn movement could potentially reduce the rate of turn collisions.

The proposed project is estimated to generate 18 evening peak hour trips at the study intersection, which is 0.97 percent of the total year 2025 buildout volume of 1,861 trips through the intersection. All site trips will be traveling through the intersection; none will be turning.

#### **ODOT SPIS Review**

The ODOT 2020 Safety Priority Index System (SPIS) list is based on reported crash data for the years 2017 through 2019. Two of the study area intersections was listed in the worst 15 percent of the SPIS list:

- OR-99E at Young Street 90-95<sup>th</sup> percentile
- OR-99E at E Cleveland Street 85-90<sup>th</sup> percentile

These findings coincide with other factors in the crash review, including high crash rates and locations with crashes that resulted in an Injury A classification.

The intersection of OR-99E at E Cleveland Street is discussed in the previous section. For context regarding the intersection of OR-99E at Young Street, see below.

#### OR-99E at Young Street

The Woodburn TSP identifies intersection capacity improvement but does not specify any safety improvements at the intersection. The capacity improvement is identified installing a third westbound lane to provide separate left, thru, and right turn lanes in coordination with ODOT, as well as implement protected/permissive left-turn phasing for the east and westbound approaches.

The proposed project is estimated to generate 45 evening peak hour trips at the study intersection, which is 1.7 percent of the total year 2025 buildout volume of 2,662 trips through the intersection.

#### Conclusion

Based on a review of the most recent five years of available crash data, one of the study intersections has a crash rate that exceed the 90<sup>th</sup> percentile rates identified by ODOT for similar types of intersections and both highway intersections are identified within the worst 15 percent in ODOT's SPIS database. The Woodburn TSP has projects identified at some of these locations.

All other study intersections had no significant trends or crash patterns that were identified, and no safety mitigation is recommended per the crash data analysis.

### Sight Distance Evaluation

A sight distance analysis was conducted at the site access proposed on Young Street. To evaluate the sight distance available, intersection sight distance was measured and recommended in accordance with the standards established in *A Policy on Geometric Design of Highways and Streets*<sup>3</sup>. According to AASHTO, the



<sup>&</sup>lt;sup>3</sup> American Association of State Highway and Transportation Officials (AASHTO), A Policy on Geometric Design of Highways and Streets, 7th Edition, 2018.

driver's eye is assumed to be 14.5 feet from the near edge of the nearest travel lane of the intersecting street and at a height of 3.5 feet above the approach street pavement. The vehicle driver's eye height is assumed to be 3.5 feet above the cross-street pavement.

Based on the posted speed of 25 mph along Young Street, the minimum recommended intersection sight distance (ISD) is 295 feet and the minimum required stopping sight distance (SSD) is 155 feet.

Looking east from the proposed access, the available sight distance was measured to be 380 feet (to the intersection of Young Street at OR-99E). Looking west from the proposed access, the available sight distance was measured to be in excess of 400 feet.

#### Conclusion

Adequate sight distances are available at the proposed site access location. No mitigation is recommended or necessary in conjunction with the proposed development.

### Warrant Analysis

Preliminary traffic signal warrants were examined for the study intersections near the site where such treatments would be applicable. Detailed information on the warrant analyses is included in Appendix C.

#### Preliminary Traffic Signal Warrants

Preliminary traffic signal warrants were examined for all unsignalized study intersections in order to determine whether the installation of a new traffic signal will be warranted at the intersections by the 2025 site buildout year. Methodologies were based on the *Manual on Uniform Traffic Control Devices*<sup>4</sup> (MUTCD). Warrant 1, Eight-Hour Vehicular Volumes, was evaluated based on the common assumption that traffic counted during the evening peak hour represents 10 percent of the average daily traffic (ADT) and that the 8<sup>th</sup> highest hour is 5.65 percent of the daily volume.

Preliminary traffic signal warrants are not projected to be met for any of the unsignalized study intersections upon full buildout of the project.

### Assessment of Pedestrian, Bicycle, and Transit Modes

#### **Pedestrian Facilities**

Omitting the subject site, contiguous sidewalks are provided along Young Street. Continuous sidewalks are provided along OR-99E and intermittent sidewalks are provided along Bryan Street. E Cleveland Street has sidewalks on the south side but not along the north side where the railroad line is present.

The development of the site will fill the current sidewalk gap along the southern side of the roadway, consistent with planned improvements in the TSP. Additionally, the project will construct a ped/bike path along the southern property line which connects to Young Street via paths through the center and along the western boundary of the site.



<sup>&</sup>lt;sup>4</sup> Federal Highway Administration, Manual om Uniform Traffic Control Devices, 2009

Pedestrians have continuous sidewalks that allow access to numerous destinations. Sidewalks along Young Street and Gatch Street provide access to Washington Elementary School. Sidewalks along Front Street and Parr Road to the Settlemier Park, Heritage Elementary School, Valor Middle School, and Centennial Park. Sidewalks along Front Street and S Settlemier Avenue provide pedestrian access into the neighborhoods, downtown Woodburn, and other schools and parks.

#### **Bicycle Facilities**

Bicycle lanes are provided along both sides of Young Street but other higher classification roadways currently have no bike lanes. However, neighborhood streets not listed as bicycle routes in the immediate site vicinity are typically low-stress roadways that provide alternative routes to other nearby bicycle paths. There are 104 bicycle parking spaces which will be provided on-site.

#### **Transit Facilities**

The nearest bus stop to the site is located along the site frontage, near the existing intersection of Bryan Street at Young Street.

#### **Planned Improvements**

There are two planned pedestrian and bicycle projects listed in the Woodburn TSP which will provide connections between the proposed development and existing infrastructure and enhance safety for vulnerable roadway users. These projects are listed in Table 8.

Project Number	Location	Description
P11	Young Street	Fill in gaps
В3	OR-99E from Lincoln Street to southern City boundary	Widen roadway and install bike lanes in coordination with ODOT

#### Table 7: Active Transportation Projects in Woodburn TSP



### **Operational Analysis**

A capacity and delay analysis was conducted for each of the study intersections per the signalized and unsignalized intersection analysis methodologies in the *Highway Capacity Manual* <sup>5</sup> (HCM). 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.

The analysis was performed using the Synchro (version 11) software. The overall signalized v/c ratios were calculated following the methodologies in Chapter 16 of the ODOT APM for the critical intersection v/c ratio. This methodology was performed for all signalized intersections.

### Performance Standards

All study intersections must comply with adopted operating standards, and intersection performance measures used for operating standards vary by roadway jurisdiction. The following agency mobility standards are applicable in the study area:

- The **City of Woodburn** has the following mobility standards per the Woodburn Development Ordinance<sup>6</sup>:
  - For an unsignalized intersection, the minimum v/c ratio shall be 0.95 or lower for the major movement through the intersection, or if pre-development already operating at higher v/c, then at no higher v/c.
- **ODOT** has the following mobility targets in the study area per the Oregon Highway Plan<sup>7</sup>:
  - OR-99E is a regional highway inside the urban growth boundary, with a posted speed of 35 mph. For non-MPOs outside of STAs, the target v/c ratio is 0.90.

### Delay & Capacity Analysis

The v/c, delay, and LOS results of the capacity analysis are shown in Table 9 for the morning and evening peak hours. Detailed calculations as well as tables showing the relationship between delay and LOS are included in Appendix D.



<sup>&</sup>lt;sup>5</sup> Transportation Research Board, *Highway Capacity Manual*, 6<sup>th</sup> Edition, 2016.

<sup>&</sup>lt;sup>6</sup> City of Woodburn, Woodburn Development Ordinance, Amended by Ordinance 2603, effective June 30, 2022 (LA 21-02)

<sup>&</sup>lt;sup>7</sup> Oregon Department of Transportation, *Oregon Highway Plan*, Table 6: Volume to Capacity Ratio Targets for Peak Hour Operating Conditions, 1999 Including amendments November 1999 through May 2015

Intersection & Condition	Mobility	A	M Peak Ho	our	PM Peak Hour			
Intersection & condition	Standard	V/C	LOS	Delay (s)	V/C	LOS	Delay (s)	
1. OR-99E at Young Street <sup>1</sup>								
2023 Existing Conditions		0.60	В	14	0.61	В	16	
2025 Background Conditions	0.90	0.63	В	14	0.63	В	16	
2025 Buildout Conditions		0.65	В	15	0.64	В	17	
	2.	OR-99E at	E Cleveland	d Street				
2023 Existing Conditions		0.40	D	27	0.80	F	111	
2025 Background Conditions <sup>2</sup>	0.90	0.45	D	32	0.81	F	116	
2025 Buildout Conditions <sup>2</sup>		0.46	D	43	0.84	F	124	
	3. Your	ng Street at	Site Access	/Bryan Stree	t			
2023 Existing Conditions		0.02	А	10	0.04	В	11	
2025 Background Conditions	0.95	0.02	А	10	0.04	В	11	
2025 Buildout Conditions		0.06	В	10	0.05	В	12	

#### Table 8: Capacity Analysis Summary

Table Notes:

1. The overall signalized v/c ratio for this intersection was calculated following the methodologies in Chapter 16 of the ODOT APM for the critical intersection v/c ratio.

2. The peak hour factor for this intersection was increased to a minimum of 0.95 due to the substantial increase in background traffic.

All study intersections are currently operating acceptably per City of Woodburn and ODOT standards and are projected to continue operating acceptably through the 2025 site buildout year. No operational mitigation is necessary or recommended at these intersections.

### Queuing Analysis

An analysis of projected queuing was conducted for the study intersections. The 95<sup>th</sup> percentile queue lengths were estimated based on the same Synchro/SimTraffic simulations used for the delay calculations. The 95<sup>th</sup> percentile queue is a statistical measurement which indicates there is a 5 percent chance that the queue may exceed this length during the analysis period; however, given this is a probability, the 95<sup>th</sup> percentile queue length may theoretically never be met or observed in the field.

The 95th percentile queue lengths reported in the simulation are presented in Table 9 for the morning and evening peak hours. All queues more than 5 feet longer than a multiple of 25 were rounded up to the nearest 25 feet, equivalent to an average vehicle length. Those that were 5 feet or less than a multiple of 25 were rounded down since 5 feet is equivalent to the space between queued vehicles. Detailed queuing analysis reports are included in Appendix D.



lister et en (Ndersen est	Available	2025 Background Queue (ft)		2025 Buildout Queue (ft)	
Intersection/Movement	Storage (ft)	Morning	Evening	Morning	Evening
	1.	OR-99E at You	ing Street		
EB Left	95	125	150	125	150
WB Right	100	150	150	150	150
NB Left	110	100	125	100	125
SB Left	145	150	175	150	175
	2. C	R-99E at E Clev	eland Street		
EB Left	165	100	225	100	225
NB Left-Through	N/A	75	225	75	250
SB Through-Right	N/A	25	25	25	25
3. Young Street at Bryan Street/Site Access					
EB Left-Through-Right	N/A	-	25	25	50
WB Left-Through-Right	N/A	-	-	25	50
NB Left-Through-Right	N/A	-	-	50	50
SB Left-Through-Right	N/A	50	50	50	50

#### Table 9: 95<sup>th</sup> Percentile Queueing Analysis Summary

**BOLDED** values indicate 95<sup>th</sup> percentile queue lengths that exceed available storage.

In general, changes in 95<sup>th</sup> percentile queuing between the year 2025 background and buildout conditions are anticipated to be small, one or two vehicles.

Based on the queuing evaluation, no queuing related mitigation is necessary or recommended.



### Conclusions

The impacts of the proposed multi-family development were analyzed. Key findings include:

- Based on the most recent five years of crash data, one of the study intersections have crash rates that exceed the 90<sup>th</sup> percentile rates identified by ODOT for similar types of intersections and two are identified on the ODOT SPIS List. Potential intersection improvements have been identified in the Woodburn TSP at these intersections.
- All other study intersections had no significant trends or crash patterns that were identified, and no safety mitigation is recommended per the crash data analysis.
- Adequate sight distances are available at the proposed site access intersection to allow for safe operation along Young Street.
- Preliminary traffic signal warrants are not projected to be met for any of the unsignalized study intersections upon full buildout of the proposed development.
- All study intersections are currently operating acceptably per City of Woodburn and ODOT standards and are projected to continue operating acceptably through the 2025 site buildout year. No operational mitigation is necessary or recommended at these intersections.
- In general, changes in 95<sup>th</sup> percentile queuing between the year 2025 background and buildout conditions are anticipated to be small, one or two vehicles. No queuing related mitigation is necessary or recommended.



# Appendix A – Site Information

Site Plan

Trip Generation Calculations



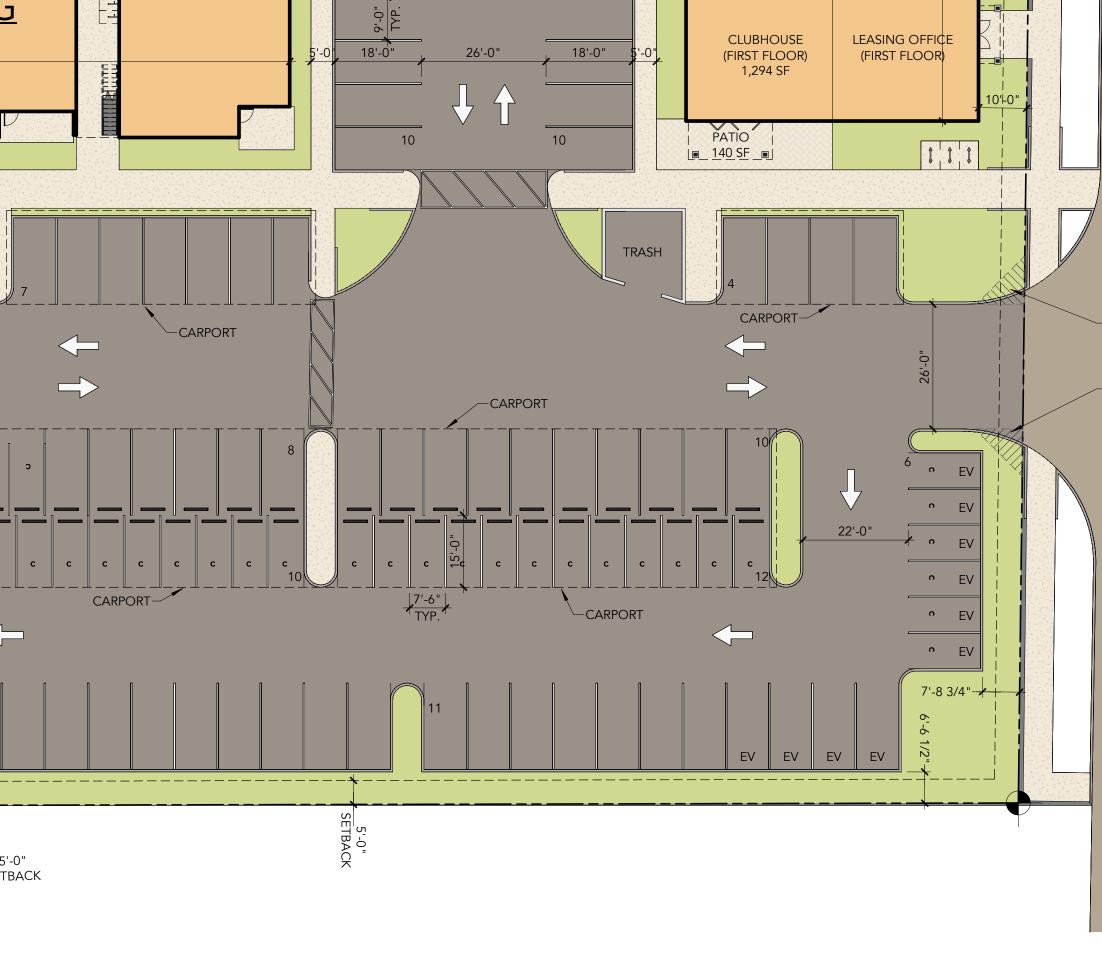




WEST COAST HOME SOLUTIONS



WOODBURN, OREGON



# SITE PLAN GENERAL NOTES:

- 1. REFER TO LANDSCAPE PLANS FOR ADDITIONAL PEDESTRIAN WALKS AND PLANTING INFORMATION.
- 2. ANY GRADING AND UTILITIES (BOTH EXISTING AND NEW) ARE SHOWN FOR REFERENCE ONLY REFER TO CIVIL DRAWINGS.
- 3. SITE PAVEMENT MATERIAL AND DESIGN PER CIVIL. MAX. SPACE BETWEEN JOINTS TO BE 10'-0".
- 4. REFER TO PLUMBING DRAWINGS FOR HOSE BIB LOCATIONS.
- 5. LIGHTING TO BE INSTALLED AT PATHS ALONG THE REQUIRED EXIT WAYS REFER TO ELECTRICAL SITE PLAN.
- 6. ALL GROUND MOUNTED UTILITY EQUIPMENT SHALL BE SCREENED FROM THE STREET AND THE BUILDING WITH LANDSCAPE - VERIFY LOCATION WITH EACH UTLITY PROVIDER AND COORDINATE WITH LANDSCAPING AS NEEDED.
- 7. ANY WALL PACK LIGHTING PROVIDED TO BE SHIELDED.
- 8. THE RUNNING SLOPE OF WALKING SURFACES SHALL NOT BE STEEPER THAN 1:20. THE CROSS SLOPE OF A WALKING SURFACE SHALL NOT BE STEEPER THAN 1:48.
- 9. PARKING SPACES AND ACCESS AISLES SHALL HAVE A SURFACE SLOPES NOT STEEPER THAN 1:50 (2%) PER IBC.
- 10. ANY RETAINING WALLS, BERMS, SWALES, ETC. SHOWN FOR REFERENCE ONLY REFER TO CIVIL DRAWINGS.
- 11. ALL WALL MOUNTED UTILITIES AND ASSOCIATED EQUIPMENT SHALL BE PAINTED TO MATCH ADJACENT BUILDING COLOR.

# SITE PLAN LEGEND

(NOTE: SEE A0 SHEETS FOR ADDITIONAL GENERAL LEGEND INFORMATION)		
OBJECT/PATTERN	DESCRIPTION(S)	
	- PROPERTY LINE	
	- SETBACK LINES	
	- ROOF OUTLINE	
XXX	- FENCE LINE	
<u> </u>	- ACCESSIBLE PATH FROM BUILDING TO PUBLIC WAY	
	- BUILDING FOOTPRINT	
	- AMENITY SPACE	
	- GRASSCRETE FIRE ACCESS DRIVE	
	- PROPERTY DATUM POINT	
٥	- REMOVABLE BOLLARDS	
EV	- ELECTRIC VEHICLE CHARGING STATION AT PARKING LOCATION	

LOT AREA	138,679 SF		
ZONE	MUV - MIXED USE VILLAGE		
USES	MULTI-FAMILY HOU	SING	
# UNITS	94		
MAX. LOT WIDTH	446'-2 1/4"		
MAX. LOT DEPTH	323-6 1/2"		
UNITS			
TYPE	AREA (SF)	COUNT	
1-BEDROOM	788	48	
		46	
2-BEDROOM		46	
		46 % OF SITE	
2-BEDROOM BUILDING COV	ERAGE		
2-BEDROOM BUILDING COV DESCRIPTION	ERAGE AREA (SF)	% OF SITE	
2-BEDROOM BUILDING COV DESCRIPTION BUILDING FOOTPRINT	ERAGE AREA (SF) 35,996	% OF SITE 26 %	
2-BEDROOM BUILDING COV DESCRIPTION BUILDING FOOTPRINT PAVING	AREA (SF)           35,996           64,439	<b>% OF SITE</b> 26 % 46 %	
2-BEDROOM BUILDING COV DESCRIPTION BUILDING FOOTPRINT PAVING SIDEWALKS	ERAGE <u>AREA (SF)</u> <u> 35,996</u> <u> 64,439</u> 13,420	<b>% OF SITE</b> 26 % 46 % 10 %	
2-BEDROOM BUILDING COV DESCRIPTION BUILDING FOOTPRINT PAVING SIDEWALKS LANDSCAPE AREA	AREA (SF)           35,996           64,439           13,420           24,824	% OF SITE           26 %           46 %           10 %           18 %	
2-BEDROOM BUILDING COV DESCRIPTION BUILDING FOOTPRINT PAVING SIDEWALKS LANDSCAPE AREA COMMON AREA	AREA (SF)           35,996           64,439           13,420           24,824           39,538	% OF SITE           26 %           46 %           10 %           18 %           29 %	
2-BEDROOM BUILDING COV DESCRIPTION BUILDING FOOTPRINT PAVING SIDEWALKS LANDSCAPE AREA COMMON AREA IMPROVED COMMON AREA	AREA (SF)           35,996           64,439           13,420           24,824           39,538           450 DOG PARK, 140 PATIO	% OF SITE           26 %           46 %           10 %           18 %           29 %	

DESCRIPTION	# REQUIRED	# PROVIDED		
STANDARD STALLS	-	152		
COMPACT STALLS**	-	38		
COVERED STALLS***	94	97		
EV CHARGING STALLS	9	10		
TOTAL ON-SITE PARKING	188*	190		

\* BASED ON PARKING RATIO OF 2 / DWELLING UNIT \*\* BASED ON 20% ALLOWED TO BE COMPACT STALLS

\*\*\* BASED ON 1/2 OF PARKING STALLS REQUIRED TO BE COVERED

BICYCLE SCHEDULE				
DESCRIPTION	# REQUIRED	# PROVIDED		
STANDARD STALLS 52 52				
COVERED STALLS	52	52		
TOTAL ON-SITE PARKING104104104				

TITLE: LU 1.0 SITE PLAN

DATE:

03/02/23

-10'-0" VISION CLEARANCE AT ENTRY DRIVE

-10'-0" VISION CLEARANCE AT ENTRY DRIVE

ST YOUNG

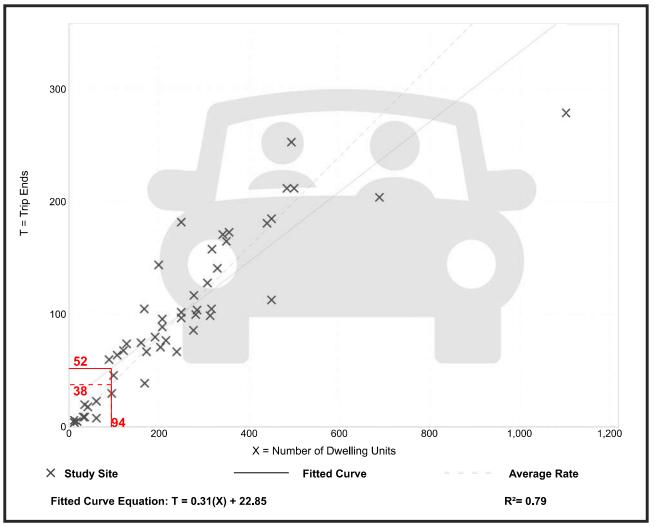
-BUS STOP LOCATION

Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)		
Vehicle Trip Ends vs: Dwelling Units On a: Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.		
Setting/Location:	General Urban/Suburban	
Number of Studies:	49	
Avg. Num. of Dwelling Units: Directional Distribution:	249 24% entering, 76% exiting	

### Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

#### **Data Plot and Equation**



Trip Gen Manual, 11th Edition

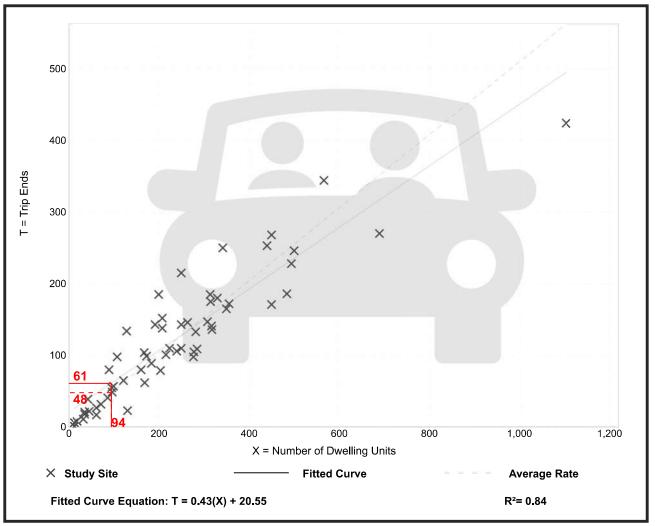
• Institute of Transportation Engineers

Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)		
Vehicle Trip Ends vs: On a:	Dwelling Units Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	
Setting/Location:	General Urban/Suburban	
Number of Studies:	59	
Avg. Num. of Dwelling Units:		
Directional Distribution:	63% entering, 37% exiting	

#### Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

#### **Data Plot and Equation**



Trip Gen Manual, 11th Edition

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### Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

#### Vehicle Trip Ends vs: Dwelling Units On a: Weekday

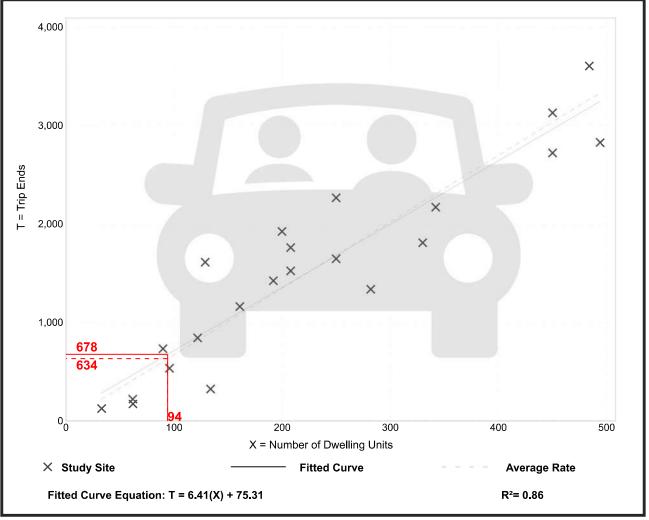
#### Setting/Location: General Urban/Suburban

Number of Studies:	22
Avg. Num. of Dwelling Units:	229
Directional Distribution:	50% entering, 50% exiting

#### Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

#### **Data Plot and Equation**



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# Appendix B – Volumes

Traffic Counts

In-Process Trips





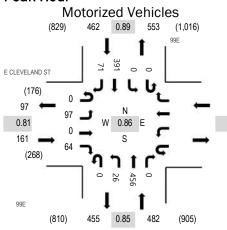
 Location:
 1
 99E & E CLEVELAND ST AM

 Date:
 Tuesday, January 31, 2023

 Peak Hour:
 07:00 AM - 08:00 AM

 Peak 15-Minutes:
 07:35 AM - 07:50 AM

#### **Peak Hour**

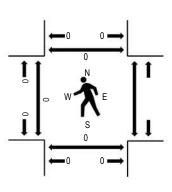


Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.2%	0.81
WB		
NB	6.6%	0.85
SB	7.8%	0.89
All	6.3%	0.86

#### **Traffic Counts - Motorized Vehicles**

manne eeune	111010		101110	100														
		E CLEVELAND ST									9E				θE			
Interval			bound				bound				nbound				bound			Rolling
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour
7:00 AM	0	10	0	10					0	2	37	0	0	0	33	5	97	1,105
7:05 AM	0	9	0	5					0	1	29	0	0	0	34	2	80	1,097
7:10 AM	0	9	0	4					0	1	36	0	0	0	23	4	77	1,103
7:15 AM	0	5	0	4					0	4	45	0	0	0	29	10	97	1,092
7:20 AM	0	9	0	5					0	4	32	0	0	0	35	7	92	1,056
7:25 AM	0	7	0	5					0	2	40	0	0	0	26	1	81	1,042
7:30 AM	0	11	0	3					0	2	28	0	0	0	39	4	87	1,042
7:35 AM	0	8	0	6					0	2	32	0	0	0	34	4	86	1,030
7:40 AM	0	8	0	7					0	1	44	0	0	0	40	7	107	1,009
7:45 AM	0	11	0	10					0	1	60	0	0	0	34	11	127	976
7:50 AM	0	7	0	2					0	3	37	0	0	0	31	6	86	925
7:55 AM	0	3	0	3					0	3	36	0	0	0	33	10	88	903
8:00 AM	0	5	0	5					0	2	42	0	0	0	29	6	89	897
8:05 AM	0	6	0	6					0	3	36	0	0	0	30	5	86	
8:10 AM	0	4	0	1					0	0	29	0	0	0	28	4	66	
8:15 AM	0	5	0	1					0	1	32	0	0	0	20	2	61	
8:20 AM	0	6	0	3					0	3	37	0	0	0	27	2	78	
8:25 AM	0	5	0	4					0	2	43	0	0	0	22	5	81	
8:30 AM	0	6	0	4					0	1	31	0	0	0	29	4	75	
8:35 AM	0	4	0	2					0	1	27	0	0	0	22	9	65	
8:40 AM	0	8	0	4					0	2	26	0	0	0	29	5	74	
8:45 AM	0	10	0	2					0	2	27	0	0	0	32	3	76	
8:50 AM	0	1	0	3					0	5	36	0	0	0	13	6	64	
8:55 AM	0	5	0	7					0	3	32	0	0	0	32	3	82	
Count Total	0	162	0	106					0	51	854	0	0	0	704	125	2,002	_
Peak Hour	0	97	0	64					0	26	456	0	0	0	391	71	1,105	i
																		-



Pedestrians

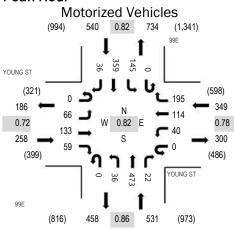
#### Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

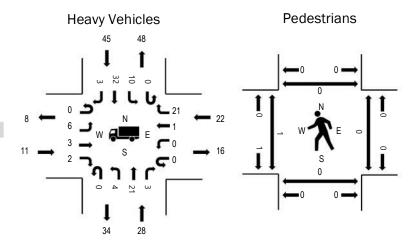
Interval		Hea	avy Vehicles	S	-	Interval		Bicycle	es on Roa	dway		Interval	Peo	destrians/E	Bicycles or	n Crosswal	lk
Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total
7:00 AM	0	2		3	5	7:00 AM	0	0		0	0	7:00 AM	0	0		0	0
7:05 AM	1	1		4	6	7:05 AM	0	0		0	0	7:05 AM	0	0		0	0
7:10 AM	0	5		2	7	7:10 AM	0	0		0	0	7:10 AM	0	0		0	0
7:15 AM	0	2		2	4	7:15 AM	0	0		0	0	7:15 AM	0	0		0	0
7:20 AM	0	4		1	5	7:20 AM	0	0		0	0	7:20 AM	0	0		0	0
7:25 AM	0	3		2	5	7:25 AM	0	0		0	0	7:25 AM	0	0		0	0
7:30 AM	0	1		4	5	7:30 AM	0	0		0	0	7:30 AM	0	0		0	0
7:35 AM	0	1		2	3	7:35 AM	0	0		0	0	7:35 AM	0	0		0	0
7:40 AM	0	7		5	12	7:40 AM	0	0		0	0	7:40 AM	0	0		0	0
7:45 AM	1	0		5	6	7:45 AM	0	0		0	0	7:45 AM	0	0		0	0
7:50 AM	0	4		0	4	7:50 AM	0	0		0	0	7:50 AM	0	0		0	0
7:55 AM	0	2		6	8	7:55 AM	0	0		0	0	7:55 AM	0	0		0	0
8:00 AM	0	5		5	10	8:00 AM	0	0		0	0	8:00 AM	0	0		0	0
8:05 AM	0	3		6	9	8:05 AM	0	0		0	0	8:05 AM	0	0		0	0
8:10 AM	0	1		1	2	8:10 AM	0	0		0	0	8:10 AM	0	0		0	0
8:15 AM	0	4		2	6	8:15 AM	0	0		0	0	8:15 AM	0	0		0	0
8:20 AM	0	5		2	7	8:20 AM	0	0		0	0	8:20 AM	0	0		0	0
8:25 AM	0	7		3	10	8:25 AM	0	0		0	0	8:25 AM	0	0		0	0
8:30 AM	0	5		5	10	8:30 AM	1	0		0	1	8:30 AM	0	0		0	0
8:35 AM	0	2		3	5	8:35 AM	0	0		0	0	8:35 AM	0	0		0	0
8:40 AM	0	5		6	11	8:40 AM	0	0		0	0	8:40 AM	0	0		0	0
8:45 AM	0	0		4	4	8:45 AM	0	0		0	0	8:45 AM	0	0		0	0
8:50 AM	1	6		0	7	8:50 AM	0	0		0	0	8:50 AM	0	0		0	0
8:55 AM	1	7		5	13	8:55 AM	0	0		0	0	8:55 AM	0	0		0	0
Count Total	4	82		78	164	Count Total	1	0		0	1	Count Total	0	0		0	0
Peak Hour	2	32		36	70	Peak Hour	0	0		0	0	Peak Hour	0	0		0	0



Location: 2 99E & YOUNG ST AM Date: Tuesday, January 31, 2023 Peak Hour: 07:00 AM - 08:00 AM Peak 15-Minutes: 07:40 AM - 07:55 AM

#### **Peak Hour**





Note: Total study counts contained in parentheses.

,		
	HV%	PHF
EB	4.3%	0.72
WB	6.3%	0.78
NB	5.3%	0.86
SB	8.3%	0.82
All	6.3%	0.82

#### **Traffic Counts - Motorized Vehicles**

7:00 AM 7:05 AM	U-Turn 0 0	Eastb Left 3	NG ST bound Thru 7	Right	U-Turn	West	NG ST bound			99 North				99 South	)E Ibound			Rolling
Start Time 7:00 AM 7:05 AM	0	Left 3	Thru	Right	U-Turn		bound			Morth	hound			South	hound			Rolling
7:00 AM 7:05 AM	0	3		Right	Right U-Turn Left Thru Right												0	
7:05 AM	0		7			Lett	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour
		~	'	6	0	1	12	12	0	5	48	0	0	7	31	2	134	1,678
	0	2	11	7	0	3	12	18	0	1	31	1	0	10	27	2	125	1,666
7:10 AM	0	5	10	3	0	3	4	10	0	1	39	3	0	9	20	3	110	1,660
7:15 AM	0	5	12	2	0	4	2	14	0	4	41	1	0	12	29	3	129	1,643
7:20 AM	0	3	4	7	0	4	5	6	0	3	44	1	0	11	30	0	118	1,618
7:25 AM	0	5	9	4	0	5	12	21	0	3	39	2	0	13	24	5	142	1,599
7:30 AM	0	5	8	4	0	2	12	13	0	4	24	1	0	18	33	1	125	1,563
7:35 AM	0	7	11	10	0	5	8	11	0	1	36	4	0	13	25	1	132	1,549
7:40 AM	0	7	17	5	0	3	13	36	0	5	38	1	0	11	32	4	172	1,521
7:45 AM	0	9	20	4	0	3	12	19	0	5	60	3	0	18	33	5	191	1,456
7:50 AM	0	8	11	5	0	2	14	11	0	2	38	2	0	12	38	6	149	1,379
7:55 AM	0	7	13	2	0	5	8	24	0	2	35	3	0	11	37	4	151	1,322
8:00 AM	0	6	7	2	0	3	9	17	0	3	44	2	0	4	24	1	122	1,286
8:05 AM	0	2	7	6	0	2	8	10	0	1	35	0	0	13	32	3	119	
8:10 AM	0	3	3	2	0	4	10	15	0	1	28	1	0	6	20	0	93	
8:15 AM	0	0	3	1	0	1	2	18	0	3	35	3	0	13	19	6	104	
8:20 AM	0	5	6	1	0	1	5	9	0	4	31	0	0	9	28	0	99	
8:25 AM	0	2	5	3	0	0	4	15	0	4	41	1	0	5	24	2	106	
8:30 AM	0	9	7	1	0	5	3	7	0	1	34	1	0	13	27	3	111	
8:35 AM	0	4	6	3	0	1	5	15	0	2	28	0	0	10	27	3	104	
8:40 AM	0	4	5	3	0	2	5	15	0	1	27	0	0	9	33	3	107	
8:45 AM	0	3	4	0	0	1	6	12	0	0	39	1	0	12	32	4	114	
8:50 AM	0	11	6	1	0	3	8	9	0	1	30	2	0	3	14	4	92	
8:55 AM	0	4	5	1	0	0	8	11	0	7	29	2	0	12	31	5	115	
Count Total	0	119	197	83	0	63	187	348	0	64	874	35	0	254	670	70	2,964	
Peak Hour	0	66	133	59	0	40	114	195	0	36	473	22	0	145	359	36	1,678	

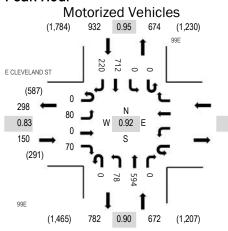
#### Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval		Hea	avy Vehicle	es	-	Interval		Bicycle	es on Road	lway		Interval Pedestrians/Bicycles on Crosswalk					lk
Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total
7:00 AM	0	1	1	5	7	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	1	1	3	5	10	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	5	1	2	8	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	2	2	2	6	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	4	2	2	8	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	3	4	4	11	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	3	1	0	3	7	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	1	1	0	4	6	7:35 AM	0	0	0	0	0	7:35 AM	1	0	0	0	1
7:40 AM	0	4	5	6	15	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	2	1	0	0	3	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	4	3	2	6	15	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	2	2	6	10	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	5	3	7	15	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	1	2	1	6	10	8:05 AM	0	0	0	0	0	8:05 AM	1	0	0	0	1
8:10 AM	0	1	1	2	4	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	1	4	1	3	9	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	1	1
8:20 AM	2	4	2	4	12	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	8	3	5	16	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	1	4	3	7	15	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	2	1	3	6	8:35 AM	0	0	0	0	0	8:35 AM	0	0	1	0	1
8:40 AM	0	4	2	5	11	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	1	1
8:45 AM	1	1	4	7	13	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	0	3	2	0	5	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	2	6	0	7	15	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	19	72	45	101	237	Count Total	0	0	0	0	0	Count Total	2	0	1	2	5
Peak Hour	11	28	22	45	106	Peak Hour	0	0	0	0	0	Peak Hour	1	0	0	0	1



Location: 1 99E & E CLEVELAND ST PM Date: Tuesday, January 31, 2023 Peak Hour: 04:05 PM - 05:05 PM Peak 15-Minutes: 04:10 PM - 04:25 PM

#### Peak Hour

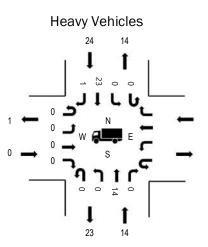


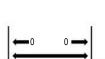
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.83
WB		
NB	2.1%	0.90
SB	2.6%	0.95
All	2.2%	0.92

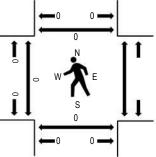


		nzou	101110																					
	I	E CLEVE	ELAND S	Т							9E				9E									
Interval			bound				bound				nbound				nbound			Rolling						
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour						
4:00 PM	0	6	0	4					0	3	44	0	0	0	52	21	130	1,753						
4:05 PM	0	11	0	6					0	1	44	0	0	0	62	15	139	1,754						
4:10 PM	0	7	0	6					0	9	50	0	0	0	73	9	154	1,751						
4:15 PM	0	6	0	9					0	3	64	0	0	0	63	18	163	1,749						
4:20 PM	0	4	0	7					0	6	51	0	0	0	63	29	160	1,707						
4:25 PM	0	11	0	8					0	7	38	0	0	0	55	9	128	1,674						
4:30 PM	0	4	0	9					0	9	51	0	0	0	59	22	154	1,670						
4:35 PM	0	8	0	0					0	9	56	0	0	0	62	16	151	1,658						
4:40 PM	0	6	0	12					0	12	52	0	0	0	39	20	141	1,632						
4:45 PM	0	4	0	1					0	5	57	0	0	0	62	19	148	1,629						
4:50 PM	0	6	0	4					0	6	48	0	0	0	57	23	144	1,598						
4:55 PM	0	6	0	4					0	6	51	0	0	0	57	17	141	1,558						
5:00 PM	0	7	0	4					0	5	32	0	0	0	60	23	131	1,529						
5:05 PM	0	5	0	5					0	4	54	0	0	0	53	15	136							
5:10 PM	0	6	0	4					0	9	39	0	0	0	72	22	152							
5:15 PM	0	6	0	4					0	4	44	0	0	0	48	15	121							
5:20 PM	0	6	0	6					0	10	34	0	0	0	50	21	127							
5:25 PM	0	6	0	6					0	4	39	0	0	0	52	17	124							
5:30 PM	0	12	0	7					0	3	43	0	0	0	47	30	142							
5:35 PM	0	4	0	7					0	5	26	0	0	0	67	16	125							
5:40 PM	0	7	0	8					0	2	43	0	0	0	52	26	138							
5:45 PM	0	5	0	3					0	7	42	0	0	0	46	14	117							
5:50 PM	0	9	0	2					0	4	33	0	0	0	43	13	104							
5:55 PM	0	8	0	5					0	4	35	0	0	0	40	20	112							
Count Total	0	160	0	131					0	137	1,070	0	0	0	1,334	450	3,282	_						
Peak Hour	0	80	0	70					0	78	594	0	0	0	712	220	1,754							





Pedestrians



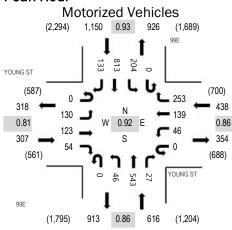
#### Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

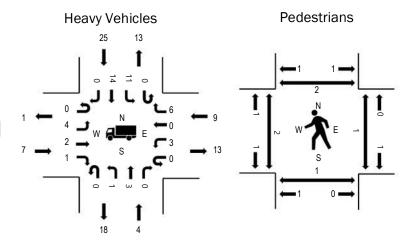
Interval		Hea	vy Vehicles			Interval		Bicycle	es on Roa	dway		Interval	Peo	destrians/E	Bicycles or	n Crosswal	k
Start Time	EB	NB	WB SE	3	Total	Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total
4:00 PM	1	3		5	9	4:00 PM	0	0		0	0	4:00 PM	0	0		0	0
4:05 PM	0	3		3	6	4:05 PM	0	0		0	0	4:05 PM	0	0		0	0
4:10 PM	0	3		1	4	4:10 PM	0	0		0	0	4:10 PM	0	0		0	0
4:15 PM	0	1		3	4	4:15 PM	0	0		0	0	4:15 PM	0	0		0	0
4:20 PM	0	1		0	1	4:20 PM	0	0		0	0	4:20 PM	0	0		0	0
4:25 PM	0	2		1	3	4:25 PM	0	0		0	0	4:25 PM	0	0		0	0
4:30 PM	0	1		3	4	4:30 PM	0	0		0	0	4:30 PM	0	0		0	0
4:35 PM	0	1		2	3	4:35 PM	0	0		0	0	4:35 PM	0	0		0	0
4:40 PM	0	1		1	2	4:40 PM	0	0		0	0	4:40 PM	0	0		0	0
4:45 PM	0	0		4	4	4:45 PM	0	0		0	0	4:45 PM	0	0		0	0
4:50 PM	0	0		0	0	4:50 PM	0	0		0	0	4:50 PM	0	0		0	0
4:55 PM	0	0		4	4	4:55 PM	0	0		0	0	4:55 PM	0	0		0	0
5:00 PM	0	1		2	3	5:00 PM	0	0		0	0	5:00 PM	0	0		0	0
5:05 PM	0	1		1	2	5:05 PM	0	0		0	0	5:05 PM	0	0		0	0
5:10 PM	0	0		2	2	5:10 PM	0	0		0	0	5:10 PM	0	0		0	0
5:15 PM	0	1		0	1	5:15 PM	0	0		0	0	5:15 PM	0	0		0	0
5:20 PM	0	0		2	2	5:20 PM	0	0		0	0	5:20 PM	0	0		0	0
5:25 PM	0	2		1	3	5:25 PM	0	0		0	0	5:25 PM	0	0		0	0
5:30 PM	0	1		0	1	5:30 PM	0	0		0	0	5:30 PM	0	0		0	0
5:35 PM	0	1		3	4	5:35 PM	0	0		0	0	5:35 PM	0	0		0	0
5:40 PM	0	0		3	3	5:40 PM	0	0		0	0	5:40 PM	1	0		0	1
5:45 PM	1	4		3	8	5:45 PM	0	0		0	0	5:45 PM	0	0		0	0
5:50 PM	0	2		0	2	5:50 PM	0	0		0	0	5:50 PM	0	0		0	0
5:55 PM	1	3		1	5	5:55 PM	0	0		0	0	5:55 PM	0	0		0	0
Count Total	3	32		45	80	Count Total	0	0		0	0	Count Total	1	0		0	1
Peak Hour	0	14		24	38	Peak Hour	0	0		0	0	Peak Hour	0	0		0	0



Location: 2 99E & YOUNG ST PM Date: Tuesday, January 31, 2023 Peak Hour: 04:30 PM - 05:30 PM Peak 15-Minutes: 04:40 PM - 04:55 PM

**Peak Hour** 





Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.3%	0.81
WB	2.1%	0.86
NB	0.6%	0.86
SB	2.2%	0.93
All	1.8%	0.92

### **Traffic Counts - Motorized Vehicles**

Interval			NG ST bound				NG ST bound				9E 1bound				9E 1bound			Rollin
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hou
4:00 PM	0	9	10	4	0	3	9	16	0	2	41	1	0	19	72	4	190	2,47
4:05 PM	0	8	8	4	0	4	7	22	0	3	40	0	0	18	71	7	192	2,48
4:10 PM	0	11	16	6	0	5	7	14	0	9	56	1	0	15	84	7	231	2,48
4:15 PM	0	3	10	3	0	4	9	13	0	6	69	0	0	13	74	9	213	2,50
4:20 PM	0	10	3	2	0	3	5	17	0	5	48	2	0	22	76	8	201	2,48
4:25 PM	0	9	8	4	0	3	5	11	0	5	39	2	0	13	52	11	162	2,47
4:30 PM	0	8	13	7	0	7	12	15	0	1	44	2	0	21	68	9	207	2,51
4:35 PM	0	11	3	4	0	4	7	29	0	7	45	4	0	11	64	10	199	2,48
4:40 PM	0	7	11	5	0	1	13	33	0	6	49	5	0	16	62	14	222	2,49
4:45 PM	0	11	12	3	0	3	13	25	0	3	63	2	0	16	86	19	256	2,45
4:50 PM	0	5	4	2	0	3	12	25	0	5	49	3	0	17	67	12	204	2,34
4:55 PM	0	11	8	7	0	5	10	20	0	5	50	1	0	12	58	12	199	2,31
5:00 PM	0	11	9	5	0	7	11	23	0	3	34	1	0	16	66	12	198	2,28
5:05 PM	0	18	11	5	0	8	10	20	0	5	42	1	0	14	50	8	192	
5:10 PM	0	18	16	5	0	6	17	21	0	2	43	3	0	23	84	11	249	
5:15 PM	0	7	11	5	0	0	15	17	0	4	36	4	0	23	64	8	194	
5:20 PM	0	9	12	4	0	0	5	7	0	3	44	1	0	19	76	9	189	
5:25 PM	0	14	13	2	0	2	14	18	0	2	44	0	0	16	68	9	202	
5:30 PM	0	11	8	2	0	0	6	11	0	2	50	0	0	22	58	10	180	
5:35 PM	0	13	9	12	0	3	12	12	0	7	20	4	0	26	71	18	207	
5:40 PM	0	9	8	4	0	1	4	7	0	3	40	4	0	19	64	18	181	
5:45 PM	0	8	6	6	0	2	5	6	0	1	38	1	0	12	52	13	150	
5:50 PM	0	10	6	2	0	2	12	9	0	5	35	3	0	22	61	11	178	
5:55 PM	0	6	4	2	0	2	7	4	0	8	38	0	0	19	64	9	163	
Count Total	0	237	219	105	0	78	227	395	0	102	1,057	45	0	424	1,612	258	4,759	
Peak Hour	0	130	123	54	0	46	139	253	0	46	543	27	0	204	813	133	2,511	

# Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval		Hea	avy Vehicle	es	-	Interval		Bicycle	es on Road	lway		Interval	Peo	destrians/E	Bicycles on	Crosswa	.lk
Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total
4:00 PM	0	2	2	8	12	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	3	1	2	3	9	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	4	3	2	9	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	2	0	2	4	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	1	1	0	2	4:20 PM	0	0	0	0	0	4:20 PM	1	0	0	0	1
4:25 PM	1	2	0	3	6	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	1	1	1	3	6	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	1	1
4:35 PM	0	1	1	1	3	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	1	2	3	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	1	1
4:45 PM	1	0	1	3	5	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	2	2	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	1	0	0	3	4	4:55 PM	0	0	1	0	1	4:55 PM	0	0	0	0	0
5:00 PM	1	1	1	4	7	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	1	1
5:05 PM	1	0	1	2	4	5:05 PM	0	0	0	0	0	5:05 PM	0	1	1	0	2
5:10 PM	1	0	1	2	4	5:10 PM	0	0	0	0	0	5:10 PM	2	0	0	1	3
5:15 PM	0	0	0	0	0	5:15 PM	0	0	1	0	1	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	1	1	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	1	1	2	2	6	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	1	1	0	1	3	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	1	0	4	5	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	1	1
5:40 PM	1	0	0	2	3	5:40 PM	0	0	0	0	0	5:40 PM	1	0	0	0	1
5:45 PM	1	2	0	4	7	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	2	2	0	1	5	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	1	2	0	3	6	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	17	24	17	58	116	Count Total	0	0	2	0	2	Count Total	4	1	1	5	11
Peak Hour	7	4	9	25	45	Peak Hour	0	0	2	0	2	Peak Hour	2	1	1	4	8

# Trip Generation Estimate

Trip generation estimates are typically based on data derived from *Trip Generation*, 10<sup>th</sup> Edition, published by the Institute of Transportation Engineers (ITE). Project Basie will be used for storage and consolidation of products prior to their larger regional and local distribution and would be considered a "sortable" facility. The ITE land use that most closely matches this function is "High-Cube Fulfillment Center Warehouse" (Land Use 155). Table 9 provides the estimated trip generation using ITE data.

Land Use	ITE	Size	Weekday	Weekda	y AM Peak H	our Trips	Weekda	y PM Peak H	our Trips
Land Ose	Code	5120	Trips	Total	In	Out	Total	In	Out
High-Cube Fulfillment Center Warehouse	155	3,849,000 sq. ft.	23,640	1,705	853	852	3,959	1,980	1,979

### Table 9 - Estimated Trip Generation (ITE) – High Cube Fulfillment Center (Sortable)

In reviewing Table 9, it is important to note that these ITE rates are based on one or two study sites (depending on the analysis period) with a facility square footage that is significantly smaller than the proposed 3.849 million square foot Project Basie facility. In consultation with the Project Basie tenant, it was determined that the application of the Land Use 155 rates would significantly overestimate the daily and peak hour trip profile of the site.

Instead, the Project Basie tenant supplied a detailed employee and truck arrival/departure profile that was developed specifically for the proposed site, taking into consideration the size of the building, its geographic location and relation to other in-network distribution facilities, the finite processing capabilities of the facility, internal automation technology, anticipated employee levels, and site-specific work schedules. These variables are based on operational experience at other facilities with similar functions nationwide. A detailed summary of this profile is included in *Appendix G* along with additional trip generation information requested by City of Woodburn staff. As shown, the proposed site is anticipated to be a 24-hour facility with multiple shift change patterns. In particular, there are two key shift change periods that are anticipated to occur near the typical weekday AM and PM peak periods:

- 6:30-7:30 AM which accounts for the peak arrival period for the dayshift.
- 5:30-6:30 PM which accounts for peak dayshift departure period and the peak nightshift arrival period.

These shift change periods represent what ITE defines as "the Peak Hour of the Generator". The resulting trip profile is summarized in Table 10 below.

Land Use	Size	Trip Type	Weekday Daily		ay AM Peak H or Trips (6:30-			ay PM Peak I or Trips (5:30-	
	0.20		Trips	Total	In	Out	Total	In	Out
	937	Employees	3,558	676	648	28	1,156	573	583
Project Basie	employees	Trucks	612	26	13	13	20	10	10
	per shift	Total	4,170	702	661	41	1,176	583	593

### Table 10 - Project Basie - Peak Hour of the Generator Trip Generation Estimate

Source: Tenet supplied employee and freight arrival/departure schedule. See Appendix G.

Note: The trip generation profile in Table 10 is consistent with the proposed 3.849 million square foot facility. The square footage identified in the 4/16/21 Scoping Memo was incorrectly stated.

In addition to the Peak Hour of the Generator, the traffic counts along the OR 219 study corridor revealed that Woodburn's street system has different peak time periods than reflected in Table 10. In particular, the weekday AM peak hour in Woodburn has been found to occur from 7:00-8:00 AM while the weekday PM system peak hour has been found to occur from 4:30-5:30 PM. The resulting trip profile for the proposed building during these times is shown in Table 11.

Table 11 - Project Basie - Peak Hour of the System Trip Generation Estimate

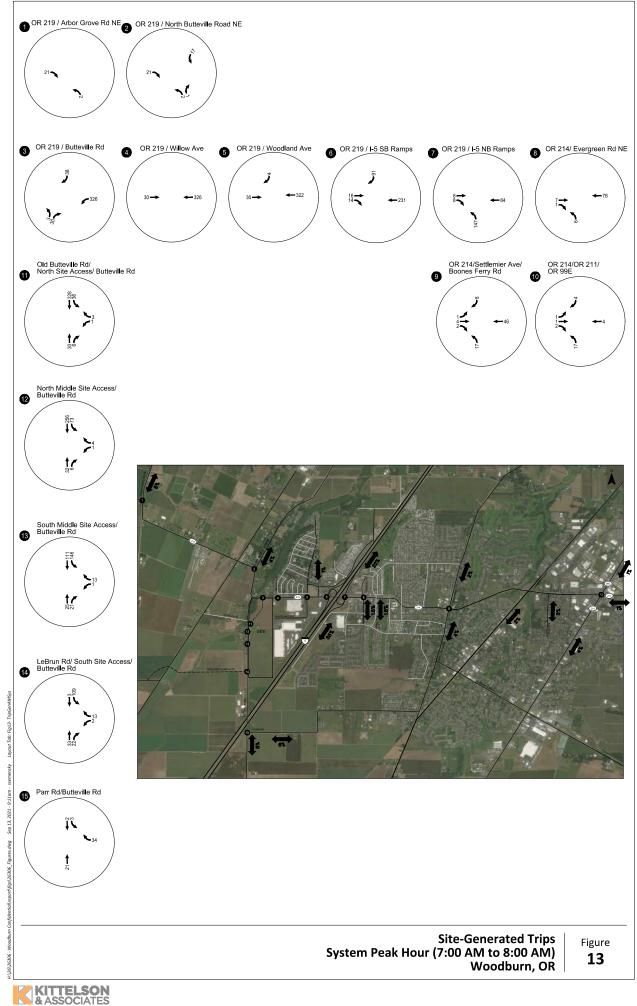
Land Use	Size	Trip Type	Weekday Daily		/ AM Peak Ho Trips (7:00-8			y PM Peak Ho Trips (4:30-5	
Edila OSC	5120		Trips	Total	In	Out	Total	In	Out
	937	Employees	3,558	427	404	23	154	93	61
Project Basie	employees	Trucks	612	30	15	15	22	11	11
	per shift	Total	4,170	457	419	38	176	104	72

Source: Tenet supplied employee and freight arrival/departure schedule. See Appendix G.

Note: The trip generation profile in Table 11 is consistent with the proposed 3.849 million square foot facility. The square footage identified in the 4/16/21 Scoping Memo was incorrectly stated.

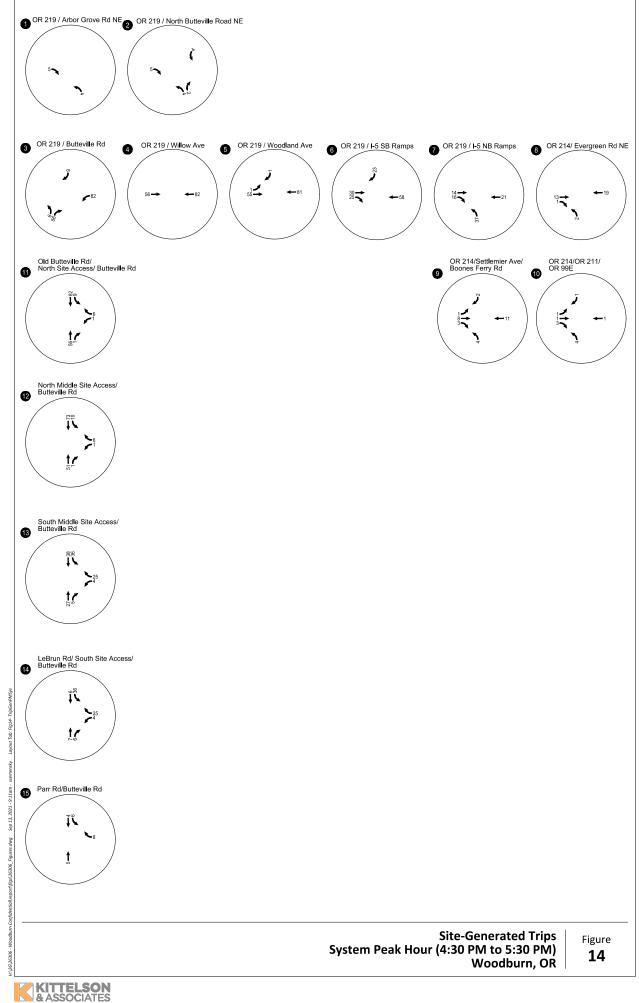
### Site Trip Distribution/Trip Assignment

A trip distribution pattern was identified for the proposed fulfillment center, taking into consideration the number of anticipated jobs that will be provided by the development, the site's location with respect to both the city and other population centers in the Willamette Valley. In addition to these factors, US Census OnTheMap (https://onthemap.ces.census.gov/) data was consulted which identifies statistics about the origins of workers who are employed in the Woodburn area (see *Appendix H* for a more detailed summary of the census employee origin data for Woodburn). Using a combination of these factors and based on preliminary scoping feedback from City, County, and ODOT staff, a refined trip distribution pattern was developed for the site. The trip distribution pattern and resulting assignment of weekday AM and PM peak period site-generated trips to the study intersections and site driveways is illustrated in Figures 13-16.



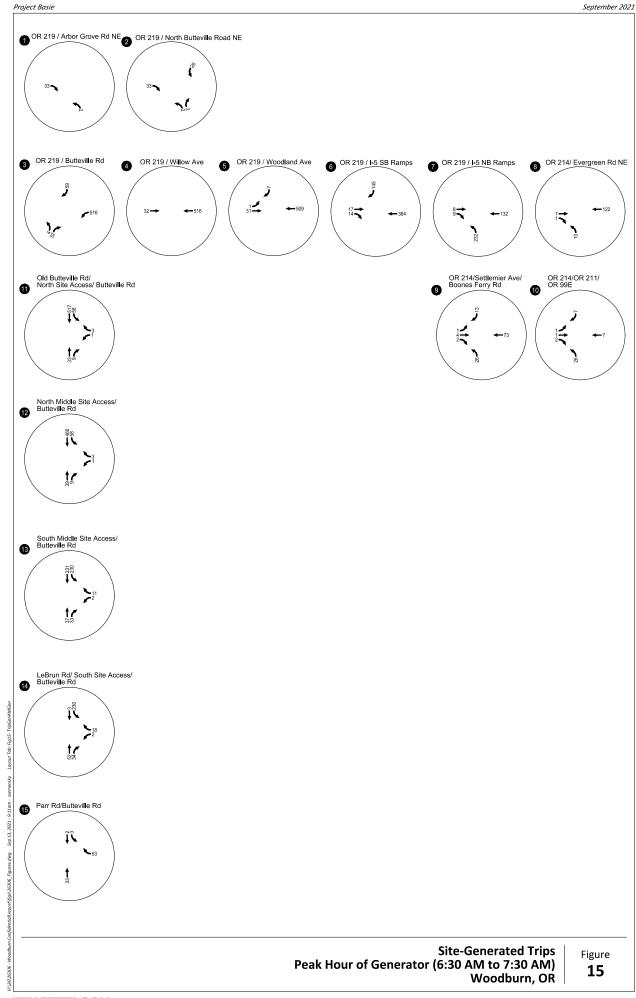
Project Basie

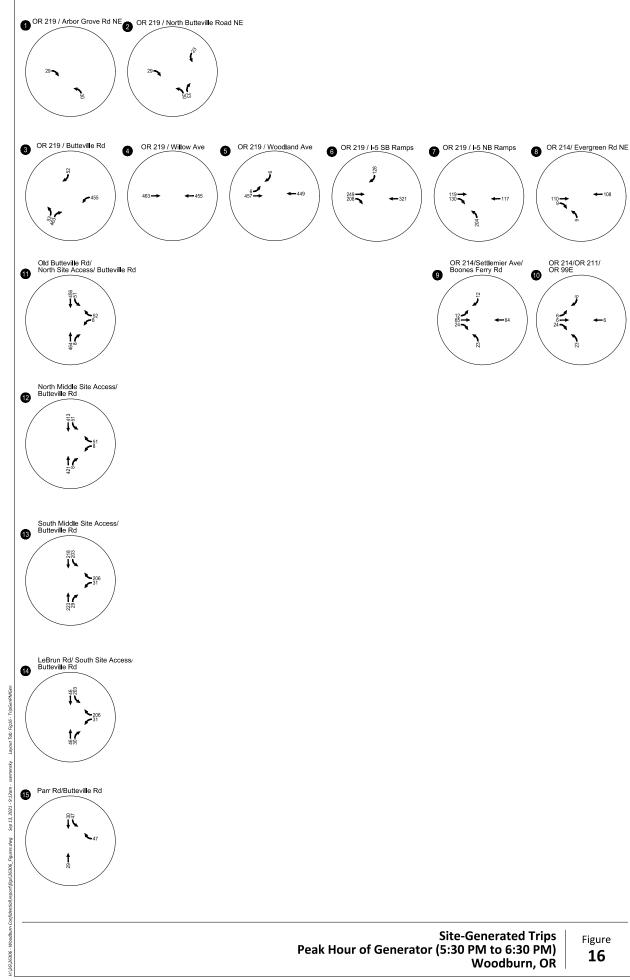
September 2021



Project Basie

September 2021





& ASSOCIATES

Project Basie

September 2021

# **CHAPTER 4: PROJECT IMPACTS**

This chapter reviews impacts the proposed development may have on the study area transportation system. The focus of the impact analysis is on the following study intersections:

- 1 N Pacific Hwy (99E)/ Molalla Rd (OR 211)
- 2 Molalla Rd (OR 211)/ Safeway Driveway
- 3 Molalla Rd (OR 211)/ June Way/ Woodburn Place Apartments Phase 2 Site Access
- 4 Molalla Rd (OR 211)/ Woodburn Place Apartments Phase 1 Site Access
- 5 Molalla Rd (OR 211)/ Cooley Road

# **Trip Generation**

Trip generation is used to estimate the number of vehicle trips added to the roadway network by a development during a specified period. In this case, the AM and PM peak hour periods are studied. Trip generation estimates are established using data and methodology provided by the Institute of Transportation Engineers (ITE).<sup>3</sup>

Trip generation values for the proposed development are estimated using the ITE Trip Generation Manual, 11th Edition, and the Land Use Code 221: Multifamily Housing (Mid-Rise) Not Close to Rail Transit. Trip generation values are provided in **Table 8**.

	Dwelling	Time	Trip Generation	P	eak Hour Ti	rips
Land Use (ITE Codes)	Units	Period	Rate	In	Out	Total
Multi-Family Mid-Rise Not Close	258	AM				
to Rail Transit (LUC 221)	250	Peak	Equation	23	79	102
		то	TAL AM PEAK HOUR	23	79	102
Multi-Family Mid-Rise Not Close	258	PM				
to Rail Transit (LUC 221)	230	Peak	Equation	62	39	101
		то	TAL PM PEAK HOUR	62	39	101

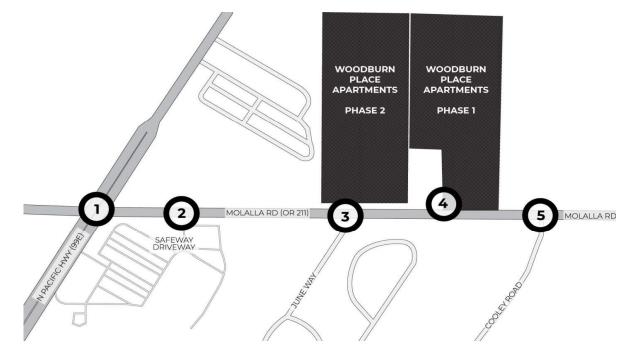
**Table 9: Trip Generation Summary** 

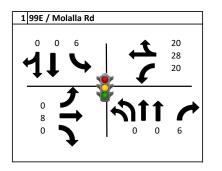
# **Trip Distribution**

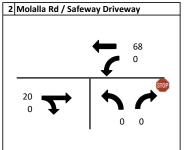
Trip distribution provides an estimation of where trips from the development originate and end on the study area network. This is represented as percentages where large portions of the trips generated enter and exit the project study area. The trip distribution percentages are included in **Appendix D**. **Figures 6 and 7** show the trips generated by the study distributed on the network.

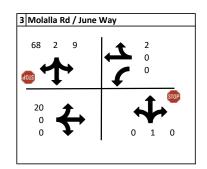
<sup>&</sup>lt;sup>3</sup> *Trip Generation, 11<sup>th</sup> Edition,* Institute of Transportation Engineers, 2021. Enloe Consulting, LLC

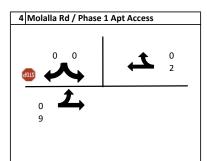
# Figure 6: Site Generated Volumes AM Peak Hour

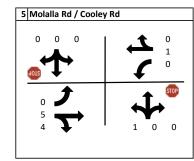




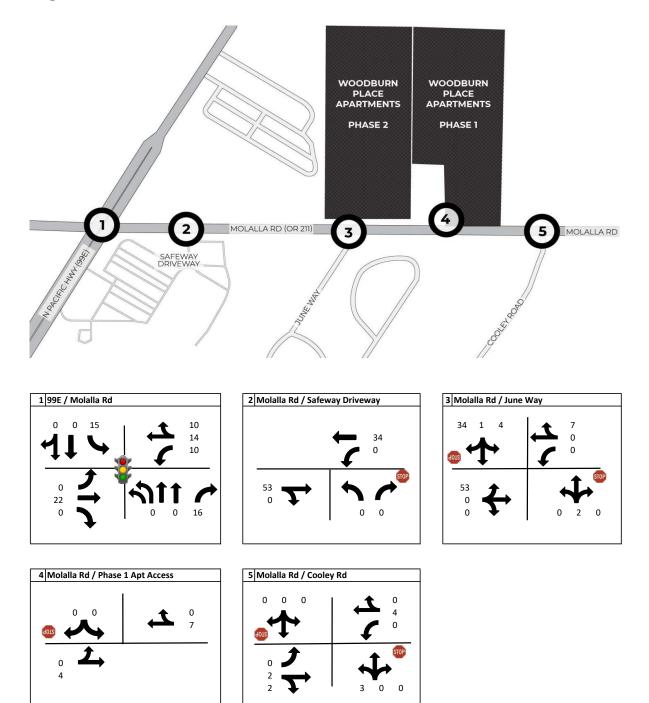


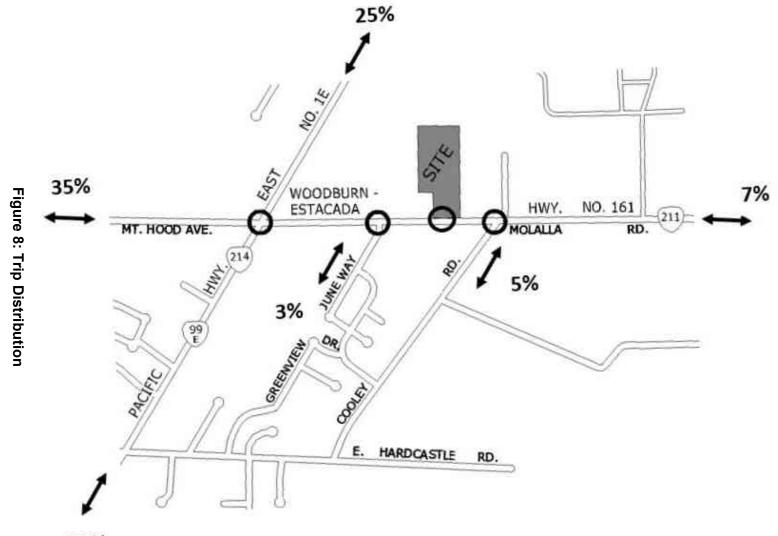




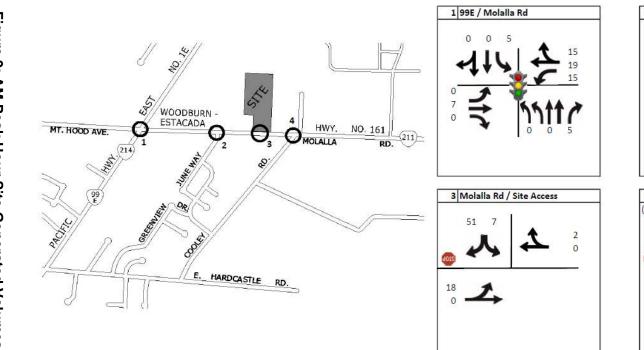


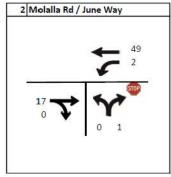
# Figure 7: Site Generated Volumes PM Peak Hour

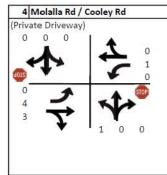




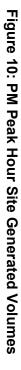


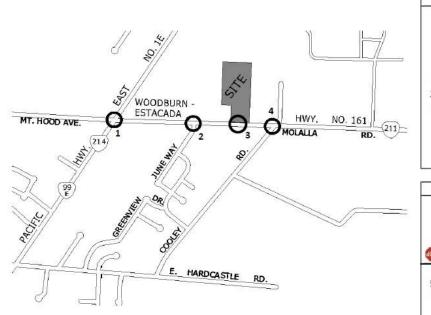


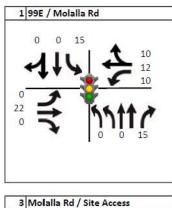


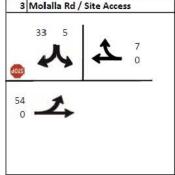


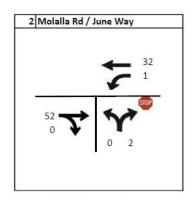
# Figure 9: AM Peak Hour Site Generated Volumes

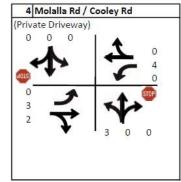












# Appendix C - Safety

Crash History Data

Preliminary Signal Warrant Analysis



CITY OF WOODBURN, MARION COUNTY

### OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT URBAN NON-SYSTEM CRASH LISTING YOUNG ST at ERYAN ST, City of Woodburn, Marion County, 01/01/2016 to 12/31/2020

1-2 of 2 Crash records shown.

	S D M																			
SER#	P R J S	W DATE	CLASS	CITY STREET		INT-TYPE					SPCL USE									
INVEST	EAUIC	O DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE			A	S				
RD DPT	ELGNH	R TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E LICN	S PED			
UNLOC?	DCSVL	K LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE	то	P# TYPE	SVRTY	Е	X RES	LOC	ERROR	ACT EVENT	CAUSE
01725	N N N # E r r o r	04/23/2016	16	BRYAN ST	INTER	3-leg	Ν	N	UNK	S-1STOP	01 NONE 0	STRGHT							013,004	27,07
CITY		SA	0	YOUNG ST	UN		STOP SIGN	N	UNK	REAR	PRVTE	UN-UN							000	00
N N		9P 45 8 15.52	-122 50 43.55		06	0		Ν	DLIT	INJ	PSNGR CAR		01 DRVR	NONE	25 M	OR-Y OR<2		016,043,026	038	27,07
	# E 1 1										02 NONE 0	STOP								
	r #										PRVTE PSNGR CAR 03 NONE 0	UN-UN STOP	01 DRVR	INJC	30 M	I OR-Y OR>2		000	011 013 022	00000
	# E r r 0 r																			
											PRVTE PSNGR CAR	UN-UN	01 DRVR	NONE	00 F	UNK UNK		000	011 004 000	00
04128	N N N # N E r r o r	N 10/29/2018	19	BRYAN ST	INTER	3-LEG	Ν	N	RAIN	BIKE	01 NONE 0	TURN-R								19
CITY	_	MO	0	YOUNG ST	NE		STOP SIGN	N	WET	TURN	PRVTE	NE-NW							000	00
N N	# E r r r	6A 45 8 15.52	-122 50 43.55		06	0		Ν	DARK	INJ	PSNGR CAR		01 DRVR	NONE	54 M	I OR-Y OR<2		027	000	00
												- STRGHT NW SE	01 BIKE	INJB	29 F		I XWI	K 000	000	19

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CITY OF WOODBURN, MARION COUNTY

### OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT URBAN NON-SYSTEM CRASH LISTING

### PACIFIC HY 99E and YOUNG ST, City of Woodburn, Marion County, 01/01/2016 to 12/31/2020

1 - 2 of 36 Crash records shown.

	S D M																				
SER#	P RJS	W DATE	CLASS	CITY STREET		INT-TYPE					SPCL USE										
INVEST	EAUIC	O DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE			A	s					
RD DPT	ELGNH	R TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	Е	LICNS	PED			
UNLOC?	DCSVL	K LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE	TO	P# TYPE	SVRT	Ε	Х	RES	LOC	ERROR	ACT EVENT	CAUSE
04396	N N N # E r c c	10/17/2017	14	PACIFIC HY 99E	INTER	CROSS	Ν	N	CLR	S-STRGHT	01 NONE 0	STRGHT									29
NO RPT		TU		YOUNG ST	NE		TRF SIGNAL	Ν	DRY	REAR	PRVTE	NE-SW								000	00
N N		6P 45 8 13.29	-122 50 38.07	008100100500	06	0		Ν	DAY	INJ	PSNGR CAR		01 DRVR	NONE	30		OR-Y OR<25		042	000	29
	# E r c										02 NONE 0	STRGHT									
											PRVTE PSNGR CAR	NE-SW	01 DRVR	NONE	27		OR-Y OR<25		000	000	0000
	# E r c r										02 NONE 0	STRGHT									
	-										PRVTE PSNGR CAR	NE-SW	02 PSNG	INJC	21	F			000	000	00000
03333	N N N # E r r o r	08/17/2017	14	PACIFIC HY 99E	INTER	CROSS	N	Ν	UNK	S-1STOP	01 NONE 9	STRGHT									29
NONE	-	TH		YOUNG ST	NE		TRF SIGNAL	N	UNK	REAR	N/A	NE-SW								000	00
N N		11A 45 8 13.29	-122 50 38.07	008100100500	06	0		Ν	DAY	PDO	PSNGR CAR		01 DRVR	NONE	00		UNK UNK		000	000	00
	# E r r o r										02 NONE 9 N/A PSNGR CAR	STOP NE-SW	01 DRVR	NONE	00		UNK UNK		000	012 000	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.

CITY OF WOODBURN, MARION COUNTY

### OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT URBAN NON-SYSTEM CRASH LISTING

### PACIFIC HY 99E and YOUNG ST, City of Woodburn, Marion County, 01/01/2016 to 12/31/2020

3 - 4 of 36 Crash records shown.

	S D M																			
SER#	P RJS	W DATE	CLASS	CITY STREET		INT-TYPE					SPCL USE									
INVEST	EAUIC	O DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE			A	S				
RD DPT	ELGNH	R TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E LIC	NS PE	D		
UNLOC?	DCSVL	K LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE	TO	P# TYPE	SVRTY	Е	X RES	LO	C ERROR	ACT EVENT	CAUSE
05701	N N N # E r r o r	08/06/2017	14	PACIFIC HY 99E	INTER	CROSS	N	N	UNK	O-OTHER	01 NONE 9	TURN-R								08
NONE		SU		YOUNG ST	NE		TRF SIGNAL	N	UNK	TURN	N/A	SE-NE							000	00
N N		8P 45 8 13.29	-122 50 38.07	008100100500	05	0		N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	00 1	Unk UNK UNK		000	000	00
	# E r c r		50.07								02 NONE 9	TURN-L								
	1										N/A	NW-NE							000	0.0
											PSNGR CAR		01 DRVR	NONE	00 1	Unk UNK UNK		000	000	00
00410	N Y N # N E r r o r	N 02/02/2019	14	PACIFIC HY 99E	INTER	CROSS	Ν	N	CLD	S-1STOP	01 NONE 0	STRGHT								33,07
CITY	-	SA		YOUNG ST	NE		TRF SIGNAL	N	WET	REAR	PRVTE	NE-SW							000	00
N N		9P 45 8 13.3	-122 50 38.07	008100100500	06	0		Ν	DLIT	INJ	PSNGR CAR		01 DRVR	INJB	54 1	M OR- OR<		051,043,026	000	33,07
	# E r o r										02 NONE 0	STOP								
	1										PRVTE PSNGR CAR	NE-SW	01 DRVR	NONE	30 1	F OR- OR<		000	011 000	00
04971	N N N # E r c r	11/17/2017	16	PACIFIC HY 99E	INTER	CROSS	N	Ν	CLR	S-STRGHT	01 NONE 9	STRGHT								13
NONE	÷	FR		YOUNG ST	SW		TRF SIGNAL	N	DRY	SS-0	N/A	SW-NE							000	00
N N		10A 45 8 13.29	-122 50 38.07	008100100500	06	0		Ν	DAY	PDO	PSNGR CAR		01 DRVR	NONE	00 1	Unk UNK UNK		000	000	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.

### OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT URBAN NON-SYSTEM CRASH LISTING

### CITY OF WOODBURN, MARION COUNTY

PACIFIC HY 99E and YOUNG ST, City of Woodburn, Marion County, 01/01/2016 to 12/31/2020

5 - 7 of 36 Crash records shown.

	S D M																			
SER#	P RJS	W DATE	CLASS	CITY STREET		INT-TYPE					SPCL USE									
INVEST	EAUIC	O DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE			A	S				
RD DPT	ELGNH	R TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E LICNS	PED			
UNLOC?	DCSVL	K LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE	TO	P# TYPE	SVRTY	Е	X RES	LOC	ERROR	ACT EVENT	CAUSE
	#										0.2 NONE 9	STRGHT								
	E																			
	r																			
	o r																			
	_										N/A	SW-NE							000	0.0
											PSNGR CAR		01 DRVR	NONE	00 t			000	000	00
																UNK				
05548	NNN# E	12/21/2017	19	PACIFIC HY 99E	INTER	CROSS	N	N	FOG	S-1STOP	01 NONE 9	STRGHT								29
	r																			
	r																			
	o r																			
NONE		TH	0	YOUNG ST	NW		TRF SIGNAL	N	UNK	REAR	N/A	NW-SE							000	00
N		8P			06	0		N	DLIT	PDO	PSNGR CAR		01 DRVR	NONE	00 T	Ink UNK		000	000	00
N		45 8 13.29														UNK				
			38.07								0.0 10177 0									
	# E										0.2 NONE 9	STOP								
	r																			
	r																			
	r																			
											N/A	NW-SE							011	00
											PSNGR CAR		01 DRVR	NONE	00 L	Jnk UNK UNK		000	000	00
0.2570	NNN#	06/19/2016	14	PACIFIC HY 99E	INTER	CROSS	N	N	CLR	0.1 1 1711	RN 01 NONE 0	STRGHT				01110				02
02579	E E	00/19/2010	14	PACIFIC HI 55E	INTER	CR055	14	14	CLK	0-1 1-101	GN OI NOME 0	SIRGHI								02
	r																			
	r																			
	r																			
CITY		SU		YOUNG ST	CN		TRF SIGNAL	N	DRY	TURN	PRVTE	SW-NE							000	00
N		1P			04	0		N	DAY	INJ	PSNGR CAR		01 DRVR	INJC	56 E	F OR-Y		000	000	00
N		45 8 13.29		008100100500												OR<25	;			
	#		38.07								02 NONE 0	TURN-L								
	E																			
	r																			
	0																			
	r										PRVTE	NE-SE							000	00
											PSNGR CAR	NE-DE	01 DRVR	INJC	80 F	7 OTH-N	T	028,004	000	02
																N-RES		,		

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 611.720. 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 WOODBURN, MARION COUNTY

### OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT URBAN NON-SYSTEM CRASH LISTING

### PACIFIC HY 99E and YOUNG ST, City of Woodburn, Marion County, 01/01/2016 to 12/31/2020

8 - 9 of 36 Crash records shown.

	S D M																				
SER#	P RJS	W DATE	CLASS	CITY STREET		INT-TYPE					SPCL USE										
INVEST	EAUIC	O DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE			A	s					
RD DPT	ELGNH	R TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E	LICNS	PED			
UNLOC?	DCSVL	K LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE	TO	P# TYPE	SVRT	Y E	X	RES	LOC	ERROR	ACT EVENT	CAUSE
05809	N N N # N E r r o r	N 12/30/2016	14	PACIFIC HY 99E	INTER	CROSS	Ν	N	CLD	0-1 L-TUR	N 01 NONE 0	TURN-L									02
CITY	-	FR		YOUNG ST	CN		TRF SIGNAL	Ν	WET	TURN	PRVTE	SW-NW								000	00
N N		8A 45 8 13.29	-122 50 38.07	008100100500	01	0		N	DAY	INJ	PSNGR CAR		01 DRVR	NONE	69	F	OR-Y OR<25		028,004	000	02
	# E r c r										02 NONE 0	STRGHT									
	Ĩ										PRVTE PSNGR CAR	NE-SW	01 DRVR	INJC	25	М	OR-Y OR<25		000	000	00
03034	N N N # E r r o r	07/20/2016	14	PACIFIC HY 99E	INTER	CROSS	Ν	N	CLR	S-OTHER	01 NONE 9	TURN-R									06
NONE	Ŧ	WE		YOUNG ST	CN		TRF SIGNAL	Ν	DRY	TURN	N/A	SE-NE								031	00
N N		12P 45 8 13.29	-122 50 38.07	008100100500	02	0		Ν	DAY	PDO	PSNGR CAR		01 DRVR	NONE	00	Unk	UNK UNK		000	000	00
	# E r o r		50.07								02 NONE 9	TURN-R									
	1										N/A SEMI TOW	SE-NE	01 DRVR	NONE	00	Unk	UNK UNK		000	000	00000
02018	N N N # N E r r o r	N 05/23/2017	14	PACIFIC HY 99E	INTER	CROSS	Ν	N	CLR	ANGL-OTH	01 NONE 0	STRGHT									27,04
CITY	T	TU		YOUNG ST	CN		TRF SIGNAL	Ν	DRY	ANGL	PRVTE	NE-SW								000	00
N N		3P 45 8 13.29	-122 50 38.07	008100100500	03	0		N	DAY	INJ	PSNGR CAR		01 DRVR	INJB	20	Μ	OR-Y OR<25		016,020	038	27,04

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CITY OF WOODBURN, MARION COUNTY

### OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT URBAN NON-SYSTEM CRASH LISTING PACIFIC HY 99E and YOUNG ST, City of Woodburn, Marion County, 01/01/2016 to 12/31/2020

10 - 11 of 36 Crash records shown.

	S D	м																			
SER#	P R	J S W DATE	CLASS	CITY STREET		INT-TYPE					SPCL USE										
INVEST	EAU	I C O DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE				A S	:				
RD DPT	ELG	N H R TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ		G E	LICNS	PED			
UNLOC?	DCS	V L K LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE	TO	P# TYPE	SVR	ΓY	е х	RES	LOC	ERROR	ACT EVENT	CAUSE
		#									02 NONE 0	STRGHT									
		E																			
		r																			
		o r																			
		-									PRVTE	NW-SE								000	00
											PSNGR CAR		01 DRVR	INJ	C 4	1 M	OR-Y		000	000	00
																	OR>25				
02020		# N N 05/23/2017	14	PACIFIC HY 99E	INTER	CROSS	N	N	CLR	ANGL-OTH	01 NONE 0	STRGHT								013	30,04
		E																			
		r																			
		D																			
CITY		r TU		YOUNG ST	CN		TRF SIGNAL	N	DRY	ANGL	PRVTE	SE-NW								000	00
N N		2P	100 50	000100100700	01	0		Ν	DAY	INJ	PSNGR CAR		01 DRVR	INJ	c 7	6 F	OR-Y OR<25		050,020	000	30,04
N		45 8 13.29	-122 50 38.07	008100100500													OR<25				
		#									02 NONE 0	STRGHT									
		E																			
		r																			
		D																			
		r									PRVTE	NE-SW								000 013	00
											PSNGR CAR		01 DRVR	NON	E 2	0 м	N-VAL		000	022	00
																	OR<25				
		#									02 NONE 0	STRGHT									
		E																			
		r																			
		o r																			
		Ľ									PRVTE	NE-SW								000 013	00
											PSNGR CAR		02 PSNG	INJ	C 2	0 M			000	000	0.0
		# E									03 NONE 1	STRGHT									
		r																			
		r																			
		o r																			
		-									PRVTE	SE-NW								000	00
											SEMI TOW		01 DRVR	NON	E 4	8 M			000	000	00
																	OR<25				
04207		# N N 10/07/2017	14	PACIFIC HY 99E	INTER	CROSS	N	N	CLR	ANGL-OTH	01 NONE 0	STRGHT									02
		E																			
		r																			
		D																			
CITY		r SA		YOUNG ST	CN		TRF SIGNAL	N	DRY	TURN	PRVTE	NE-SW								000	00
N		1A			03	0		N	DLIT	INJ	PSNGR CAR		01 DRVR	INJ	C 5	4 M			000	000	00
N		45 8 13.29	-122 50 38.07	008100100500													OR>25				

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CITY OF WOODBURN, MARION COUNTY

### OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT URBAN NON-SYSTEM CRASH LISTING

### PACIFIC HY 99E and YOUNG ST, City of Woodburn, Marion County, 01/01/2016 to 12/31/2020

12 - 14 of 36 Crash records shown.

	S D	М																			
SER#	P R	J S W DATE	CL	ASS	CITY STREET		INT-TYPE					SPCL USE									
INVEST	EAU	I C O DAY	DI	ST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE			A	S				
RD DPT	ELG	N H R TIME	FR	OM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E LICNS	PED			
UNLOC?	DCS	V L K LAT	LO	NG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE	то	P# TYPE	SVRTY	Е	X RES	LOC	ERROR	ACT EVENT	CAUSE
		# E r o										02 NONE 0	TURN-R								
		r										PRVTE PSNGR CAR	NW-SW	01 DRVR	NONE	41 F	OR-Y OR>25		028	000 000	00 02
04842	N N N	# N N 11/10/20 E r r o	)17	14	PACIFIC HY 99E	INTER	CROSS	N	N	RAIN	0-1 L-TUR	N 01 NONE 0	TURN-L								02
CITY		r FR			YOUNG ST	CN		TRF SIGNAL	N	WET	TURN	PRVTE	NW-NE							000	00
N N		4P 45 8 13		22 50 .07	008100100500	02	0		Ν	DAY	INJ	PSNGR CAR		01 DRVR	INJC	30 M	NONE OR<25		028,004	000	02
		# E r o r										02 NONE 0	STRGHT								
		1										PRVTE PSNGR CAR	SE-NW	01 DRVR	INJC	28 M	OR-Y OR<25		000	000	0 0 0 0
05582	N N N	# N N 12/24/20 E r r o r	017	14	PACIFIC HY 99E	INTER	CROSS	N	N	RAIN	ANGL-OTH	01 NONE 0	STRGHT								04
CITY		SU			YOUNG ST	CN		TRF SIGNAL	N	WET	ANGL	PRVTE	NE-SW							000	0.0
N N		10A 45 8 13		22 50 .07	008100100500	03	0		N	DAY	INJ	PSNGR CAR		01 DRVR	INJC	34 F	OR-Y OR<25		020	000	04
		# E r o r										02 NONE 0 PRVTE	STRGHT NW-SE							000	00
												PSNGR CAR	INM-2F	01 DRVR	INJC	29 M	SUSP OR<25		000	000	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.

CITY OF WOODBURN, MARION COUNTY

### OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT URBAN NON-SYSTEM CRASH LISTING

### PACIFIC HY 99E and YOUNG ST, City of Woodburn, Marion County, 01/01/2016 to 12/31/2020

15 - 16 of 36 Crash records shown.

	S D M																			
SER#	P RJS	W DATE	CLASS	CITY STREET		INT-TYPE					SPCL USE									
INVEST	EAUIC	O DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE			A	S				
RD DPT	ELGNH	R TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER.	FROM	PRTC	INJ	G	E LICN	S PED			
UNLOC?	DCSVL	K LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE	TO	P# TYPE	SVRTY	ĽΕ	X RES	LOC	ERROR	ACT EVENT	CAUSE
03950	N N N # N E r r o r	N 09/21/2017	14	PACIFIC HY 99E	INTER	CROSS	Ν	N	CLR	S-OTHER	01 NONE 9	U-TURN								08
CITY		TH		YOUNG ST	CN		TRF SIGNAL	N	DRY	TURN	N/A	NE-NE							000	00
N N		4P 45 8 13.29	-122 50 38.07	008100100500	03	0		Ν	DAY	PDO	PSNGR CAR		01 DRVR	NONE	00	Unk UNK UNK		000	000	0.0
	# E r o r		50107								02 NONE 9	TURN-L								
	-										N/A	NE-SE							000	0.0
											PSNGR CAR		01 DRVR	NONE	00	Unk UNK UNK		000	000	00
03276	N N N # N E r r o	N 09/02/2018	14	PACIFIC HY 99E	INTER	CROSS	N	N	CLR	0-1 L-TUR	N 01 NONE 0	TURN-L								02
CITY	r	SU		YOUNG ST	CN		TRF SIGNAL	N	DRY	TURN	PRVTE	SW-NW							000	00
N N		12P 45 8 13.29	-122 50 38.07	008100100500	01	0		Ν	DAY	INJ	PSNGR CAR		01 DRVR	NONE	26	M NONE N-RE		028,004	000	02
	# E r c r										02 NONE 0	STRGHT								
	-										PRVTE PSNGR CAR	NE-SW	01 DRVR	INJB	34	M OR-Y OR<2		000	000	00 00
	# E r r 0										02 NONE 0	STRGHT					-			
	r										PRVTE PSNGR CAR	NE-SW	02 PSNG	INJB	29	F		000	000 000	00000

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CITY OF WOODBURN, MARION COUNTY

### OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT URBAN NON-SYSTEM CRASH LISTING

### PACIFIC HY 99E and YOUNG ST, City of Woodburn, Marion County, 01/01/2016 to 12/31/2020

17 - 18 of 36 Crash records shown.

S D M																					
SER# P R J S	W DATE	CLASS	CITY STREET		INT-TYPE					SPCL USE											
INVEST E A U I C	O DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE				A	s					
RD DPT ELGNH	R TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ		G I	E LIC	CNS	PED			
UNLOC? DCSVL	K LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE	TO	P# TYPE	SVRI	Y	E I	X RES	3	LOC	ERROR	ACT EVENT	CAUSE
01068 Y N N # N E r r c r	N 03/23/2019	14	PACIFIC HY 99E	INTER	CROSS	Ν	Ν	CLR	ANGL-OTH	01 NONE 0	STRGHT										33,30,04
STATE	SA		YOUNG ST	CN		TRF SIGNAL	Ν	DRY	ANGL	PRVTE	SW-NE									000	00
N N	11A 45 8 13.28	-122 50 38.06	008100100500	02	0		Ν	DAY	INJ	PSNGR CAR		01 DRVR	INJC	3	3 M		H-Y RES		051,050,073	000	33,30,04
# E r 0 r										02 NONE 0	STRGHT										
										PRVTE PSNGR CAR	SE-NW	01 DRVR	INJC	5	6 М	OR-			000	000	00 00
# E r o r										02 NONE 0	STRGHT										
										PRVTE PSNGR CAR	SE-NW	02 PSNG	INJC	2 2	4 M				000	000 000	00 00
00371 N N N # E r r c r	01/30/2019	14	PACIFIC HY 99E	INTER	CROSS	N	N	CLR	0-1 L-TUR	N 01 NONE 9	STRGHT										02
NO RPT	WE		YOUNG ST	CN		TRF SIGNAL	Ν	DRY	TURN	N/A	SE-NW									000	00
N N	5P 45 8 13.29	-122 50 38.07	008100100500	02	0		Ν	DUSK	PDO	PSNGR CAR		01 DRVR	NONE	3 0	0 Ui	nk UNI UNI			000	000	00
# E r o r										02 NONE 9 N/A	TURN-L NW-NE									000	00
										PSNGR CAR		01 DRVR	NONE	3 0	0 U1	nk UNI UNI			000	000	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.

CITY OF WOODBURN, MARION COUNTY

### OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT URBAN NON-SYSTEM CRASH LISTING

### PACIFIC HY 99E and YOUNG ST, City of Woodburn, Marion County, 01/01/2016 to 12/31/2020

19 - 20 of 36 Crash records shown.

	S D M																			
SER#	P RJS	W DATE	CLASS	CITY STREET		INT-TYPE					SPCL USE									
INVEST	EAUIC	O DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE			A	S				
RD DPT	ELGNH	R TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E LICNS	PED			
UNLOC?	DCSVL	K LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE	TO	P# TYPE	SVRTY	E	X RES	LOC	ERROR	ACT EVENT	CAUSE
00452	N N N # E r c r	02/04/2020	14	PACIFIC HY 99E	INTER	CROSS	Ν	N	CLR	0-1 L-TUR	N 01 NONE 0	TURN-L								02
CITY		TU		YOUNG ST	CN		TRF SIGNAL	Ν	DRY	TURN	PRVTE	NE-SE							000	00
N N		5P 45 8 13.26	-122 50 38.06	008100100500	04	0		Ν	DAY	INJ	PSNGR CAR		01 DRVR	INJC	32 M	SUSP OR<25		028,004	000	02
	# E r o r										02 NONE 0	STRGHT								
	1										PRVTE	SW-NE							000	00
											PSNGR CAR		01 DRVR	INJC	42 M	OR-Y OR<25		000	000	00
02362	N N N # N E r r o r	N 08/07/2020	14	PACIFIC HY 99E	INTER	CROSS	Ν	N	CLR	ANGL-OTH	01 NONE 0	STRGHT								04
CITY	L	FR		YOUNG ST	CN		TRF SIGNAL	Ν	DRY	ANGL	PRVTE	SE-NW							000	00
N N		5P 45 8 13.3	-122 50 38.05	008100100500	01	0		N	DAY	INJ	PSNGR CAR		01 DRVR	INJC	59 F	NONE OR<25		020	000	04
	# E r o r										02 NONE 0	STRGHT								
	Ť										PRVTE PSNGR CAR	NE-SW	01 DRVR	INJC	41 F	OR-Y OR<25		000	000	00000
00280	N N N # E r r o r	01/20/2016	14	PACIFIC HY 99E	ALLEY		N	У	RAIN	FIX OBJ	01 NONE 0	TURN-R							058	08
NONE	1	WE		YOUNG ST	NE	(NONE)	UNKNOWN	Ν	WET	FIX	PRVTE	SW-SE							018 058	00
Y N		6P 45 8 14.16	-122 50 37.29	008100100500	08	(04)		Ν	DLIT	INJ	PSNGR CAR		01 DRVR	INJC	33 F	OR-Y OR<25		002	000	08

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CDS380

### 03/10/2023

CITY OF WOODBURN, MARION COUNTY

### OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT URBAN NON-SYSTEM CRASH LISTING

### PACIFIC HY 99E and YOUNG ST, City of Woodburn, Marion County, 01/01/2016 to 12/31/2020

21 - 23 of 36 Crash records shown.

	S D M																			
SER#	P RJSW	DATE	CLASS	CITY STREET		INT-TYPE					SPCL USE									
INVEST	EAUICO	DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE			A S					
RD DPT	ELGNHR	TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G I	LICNS	PED			
UNLOC?	DCSVLK	LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE	TO	P# TYPE	SVRTY	Εž	RES	LOC	ERROR	ACT EVENT	CAUSE
	# E										02 NONE 0	PRKD-P								
	r																			
	r																			
	r																			
											PRVTE PSNGR CAR	NW-SE							009	00
											PONGK CAR									
04369	NNN#NN	10/16/2017	14	PACIFIC HY 99E	ALLEY		N	N	CLR	0-1 L-TUR	N 01 NONE 0	STRGHT								02
	E																			
	r																			
	o r																			
CITY	T	MO		YOUNG ST	NE	(NONE)	UNKNOWN	N	DRY	TURN	PRVTE	NE-SW							000	00
N		4P			04			N	DAY	INJ	PSNGR CAR		01 DRVR	NONE	39 M	NONE		000	000	00
N		45 8 15.02		008100100500		(04)										OR<25				
	#		36.52								02 NONE 0	TURN-L								
	E										02 NONE 0	TORM D								
	r r																			
	0																			
	r										PRVTE	SW-NW							019	00
											PSNGR CAR	34-144	01 DRVR	INJC	68 F	OR-Y		028,004	000	02
																OR<25		,		
03253	NNN#NN	08/31/2018	14	PACIFIC HY 99E	ALLEY		N	N	CLR	0-1 L-TUR	N 01 NONE 0	STRGHT							082	02
	E																			
	r																			
	o r																			
CITY	_	FR		YOUNG ST	NE	(NONE)	UNKNOWN	N	DRY	TURN	PRVTE	NE-SW							000	00
N		10A			03			N	DAY	INJ	PSNGR CAR		01 DRVR	INJC	64 M	OR-Y		000	000	00
N		45 8 15.03		008100100500		(04)										OR<25				
	#		36.52								02 NONE 0	TURN-L								
	E																			
	r r																			
	0																			
	r										PRVTE	SW-NW							019	00
											PSNGR CAR	20 100	01 DRVR	NONE	17 M	OR-Y		028	000 082	02
																OR<25				

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CITY OF WOODBURN, MARION COUNTY

### OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT URBAN NON-SYSTEM CRASH LISTING

### PACIFIC HY 99E and YOUNG ST, City of Woodburn, Marion County, 01/01/2016 to 12/31/2020

24 - 25 of 36 Crash records shown.

	S D M																			
SER#	P RJS	W DATE	CLASS	CITY STREET		INT-TYPE					SPCL USE									
INVEST	EAUIC	O DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE			A S					
RD DPT	ELGNH	R TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G E LI	CNS	PED			
UNLOC?	DCSVL	K LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE	TO	P# TYPE	SVRTY	E X RE	s	LOC	ERROR	ACT EVENT	CAUSE
03549	N N N # E r r o r	11/18/2020	14	PACIFIC HY 99E	ALLEY		N	Ν	RAIN	ANGL-OTH	01 NONE 9	TURN-L								02
NONE		WE		YOUNG ST	NE	(NONE)	UNKNOWN	N	WET	TURN	N/A	NW-NE							018	00
N N		4P 45 8 14.58	-122 50 36.92	008100100500	00	(04)		N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	00 Unk UN UN			000	000	00
	# E r c r										02 NONE 9	STRGHT								
	1										N/A	SW-NE							000	0.0
											PSNGR CAR		01 DRVR	NONE	00 Unk UN UN			000	000	00
04129	N N N # N E r r o r	N 10/21/2019	16	YOUNG ST	ALLEY		N	Ν	CLR	ANGL-OTH	01 NONE 9	UNK								02
CITY	1	MO	85	PACIFIC HY 99E	NW	(NONE)	UNKNOWN	Ν	DRY	TURN	N/A	N -UN							018	00
N N		2P 45 8 13.99	-122 50 39.74		07	(02)		Ν	DAY	PDO	PSNGR CAR		01 DRVR	NONE	00 Unk UN UN			000	000	00
	# E r c r										02 NONE 9	STRGHT								
	-										N/A PSNGR CAR	SE-NW	01 DRVR	NONE	00 Unk UN UN			000	000	00
02851	N N N # E r r o r	09/20/2020	16	YOUNG ST	ALLEY		N	Ν	CLR	ANGL-OTH	01 NONE 9	TURN-R								02
NO RPT	±	SU	85	PACIFIC HY 99E	NW	(NONE)	UNKNOWN	N	DRY	TURN	N/A	NE-NW							018	00
N N		3P 45 8 13.99	-122 50 39.76		07	(02)		N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	00 Unk UN UN			000	000	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 611.720. 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.

### OREGON.. DEPARTMENT OF TRA TRANSPORTATION DATA S

CITY OF WOODBURN, MARION COUNTY

OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT URBAN NON-SYSTEM CRASH LISTING

### PACIFIC HY 99E and YOUNG ST, City of Woodburn, Marion County, 01/01/2016 to 12/31/2020

26 - 28 of 36 Crash records shown.

	S D M																				
SER#	P RJS	W DATE	CLASS	CITY STREET		INT-TYPE					SPCL USE										
INVEST	EAUIC	O DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE			A	s					
RD DPT	ELGNH	R TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	Е	LICNS	PED			
UNLOC?	DCSVL	K LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE	TO	P# TYPE	SVRT	Y E	х	RES	LOC	ERROR	ACT EVENT	CAUSE
	# E										02 NONE 9	STRGHT									
	r																				
	r																				
	r																				
											N/A PSNGR CAR	SE-NW	01 DRVR	NONE	0.0	Unle	TIME		000	000	00
											FONOR CAR		OI DRVR	NONE	00		UNK		000	000	00
01047	N N N # N	N 03/17/2017	14	PACIFIC HY 99E	STRGHT		N	N	CLD	S-STRGHT	01 NONE 0	STRGHT									13
	E																				
	r r																				
	o r																				
CITY	T	FR		YOUNG ST	NE	(NONE)	UNKNOWN	N	WET	SS-0	PRVTE	NE-SW								000	00
N		11P			04			N	DLIT	INJ	PSNGR CAR		01 DRVR	NONE	30	м	OTH-V		045	000	13
N		45 8 14.59		008100100500	04	(04)		14	DHII	1110	FONGIC CAIC		OI DRVR	NONE	52		N-RES		045	000	15
			36.91								02 NONE 0	STRGHT									
	# E										02 NONE 0	SINGHI									
	r																				
	0																				
	r										PRVTE	NE-SW								000	00
											PSNGR CAR		01 DRVR	INJC	33	М	OR-Y		000	000	00
																	OR<25				
01537	NNN#	04/20/2017	14	PACIFIC HY 99E	STRGHT		N	Ν	CLR	S-1STOP	01 NONE 9	STRGHT									29
	E r																				
	r																				
	o r																				
NONE		TH		YOUNG ST	NE	(NONE)	UNKNOWN	Ν	DRY	REAR	N/A	SW-NE								000	00
N		4P			06			N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	00	Unk	UNK		000	000	00
N		45 8 14.59		008100100500		(04)											UNK				
	#		36.91								02 NONE 9	STOP									
	Er																				
	r																				
	o r																				
	T										N/A	SW-NE								011	00
											PSNGR CAR		01 DRVR	NONE	00				000	000	00
																	UNK				

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CITY OF WOODBURN, MARION COUNTY

### OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT URBAN NON-SYSTEM CRASH LISTING

### PACIFIC HY 99E and YOUNG ST, City of Woodburn, Marion County, 01/01/2016 to 12/31/2020

29 - 30 of 36 Crash records shown.

	S D M																			
SER#	P RJS	W DATE	CLASS	CITY STREET		INT-TYPE					SPCL USE									
INVEST	EAUIC	O DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE			A	S				
RD DPT	ELGNH	R TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E LICNS	PED			
UNLOC?	DCSVL	K LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE	TO	P# TYPE	SVRTY	Е	X RES	LOC	ERROR	ACT EVENT	CAUSE
03202	N N N # E r r o r	08/07/2017	14	PACIFIC HY 99E	STRGHT		N	N	CLR	S-1STOP	01 NONE 9	STRGHT								29
NO RPT		MO		YOUNG ST	NE	(NONE)	UNKNOWN	N	DRY	REAR	N/A	SW-NE							000	00
N N		1P 45 8 14.59	-122 50 36.91	008100100500	00	(04)		Ν	DAY	PDO	PSNGR CAR		01 DRVR	NONE	00 U1	nk UNK UNK		000	000	00
	# E r c r										02 NONE 9	STOP								
	L										N/A	SW-NE							011	0.0
											PSNGR CAR		01 DRVR	NONE	00 U1	nk UNK UNK		000	000	0.0
00543	N N N # E r r o r	02/16/2018	14	PACIFIC HY 99E	STRGHT		Y	N	RAIN	S-1STOP	01 NONE 0	STRGHT								27,29
NONE	-	FR		YOUNG ST	NE	(NONE)	UNKNOWN	Ν	WET	REAR	PRVTE	NE-SW							000	00
N N		11A 45 8 14.59	-122 50 36.91	008100100500	04	(04)		Ν	DAY	INJ	PSNGR CAR		01 DRVR	NONE	71 F	OR-Y OR>25		016,026	038	27,29
	# E r o r										02 NONE 0	STOP								
											PRVTE PSNGR CAR	NE-SW	01 DRVR	INJC	65 M	OR-Y OR<25		000	011 000	00 00
02708	N Y N # N E r r o r	N 09/06/2020	14	PACIFIC HY 99E	STRGHT		Y	Ν	CLR	S-1STOP	01 NONE 9	STRGHT								07
CITY	-	SU		YOUNG ST	NE	(NONE)	UNKNOWN	N	DRY	REAR	N/A	NE-SW							000	00
N N		2A 45 8 14.16	-122 50 37.3	008100100500	03	(04)		N	DLIT	PDO	PSNGR CAR		01 DRVR	NONE	00 U	nk UNK UNK		000	000	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.

CDS380

### 03/10/2023

CITY OF WOODBURN, MARION COUNTY

### OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT URBAN NON-SYSTEM CRASH LISTING

### PACIFIC HY 99E and YOUNG ST, City of Woodburn, Marion County, 01/01/2016 to 12/31/2020

31 - 33 of 36 Crash records shown.

	S D	М																				
SER#	P R	J S W DATE	CLASS	CITY STREET		INT-TYPE					SPCL USE											
INVEST	EAU	I C O DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE				A	s					
RD DPT	ELG	N H R TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	IN	J	G	E LIC	INS PED				
UNLOC?	DCS	V L K LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE	то	P# TYPE	SI	VRTY	Е	X RES	5 LOC	ERR	OR	ACT EVENT	CAUSE
		#			·						02 NONE 9	STOP										
		E r																				
		r																				
		o r																				
											N/A	NE-SW									011	00
											PSNGR CAR		01 DRVR	NC	ONE	00 1			000	1	000	00
																	UNI					
01257	N N N	# 04/11/2020 E	16	YOUNG ST	STRGHT		Y	Ν	CLR	S-1STOP	01 NONE 0	STRGHT										29
		r																				
		r																				
		o r																				
NO RPT		SA		PACIFIC HY 99E	SE	(NONE)	UNKNOWN	N	DRY	REAR	PRVTE	SE-NW									000	00
N		7P			04			N	DUSK	INJ	PSNGR CAR		01 DRVR	NC	ONE	21 1	F OR-	Y	026		000	29
N		45 8 12.92		014000100500		(02)											OR					
		#	37.1								02 NONE 0	STOP										
		π E									UZ NONE U	STOP										
		r																				
		r																				
		r																				
											PRVTE	SE-NW	01 5575								011 000	00 00
											PSNGR CAR		01 DRVR	NC	JNE	82 1	OR OR		000		000	00
		#									02 NONE 0	STOP					010	25				
		E																				
		r r																				
		0																				
		r									PRVTE	SE-NW									011	00
											PSNGR CAR	02 111	02 PSNG	IN	JC	59 I	7		000		000	00
04658	N N N	# N N 12/06/2018	16	PACIFIC HY 99E	STRGHT		N	N	CLR	S-1STOP	01 NONE 9	STRGHT										07
		E r																				
		r																				
		0																				
CITY		r TH		YOUNG ST	SW	(NONE)	UNKNOWN	N	DRY	REAR	N/A	NE-SW									000	00
N N		4P	100 50	000100100500	04	(04)		Ν	DAY	PDO	PSNGR CAR		01 DRVR	NC	ONE	00 1	Jnk UNI UNI		000		000	00
IN		45 8 12.38	-122 50 38.9	008100100500		(04)											UNI					
		#									02 NONE 9	STOP										
		E r																				
		r																				
		o r																				
		-									N/A	NE-SW									011	00
											PSNGR CAR		01 DRVR	NC	ONE	00 1			000	I	000	00
																	UNI	5				

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CITY OF WOODBURN, MARION COUNTY

### OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT URBAN NON-SYSTEM CRASH LISTING

### PACIFIC HY 99E and YOUNG ST, City of Woodburn, Marion County, 01/01/2016 to 12/31/2020

34 - 35 of 36 Crash records shown.

	S D M																			
SER#	P RJS	W DATE	CLASS	CITY STREET		INT-TYPE					SPCL USE									
INVEST	EAUIC	O DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE			A S	S				
RD DPT	ELGNH	R TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G E	E LICNS	PED			
UNLOC?	DCSVL	K LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE	TO	P# TYPE	SVRTY	Εž	X RES	LOC	ERROR	ACT EVENT	CAUSE
03011	N N N # E r r o r	08/08/2019	16	PACIFIC HY 99E	STRGHT		Ŷ	N	RAIN	S-1STOP	01 NONE 9	STRGHT								29
NONE		TH		YOUNG ST	SW	(NONE)	UNKNOWN	N	WET	REAR	N/A	SW-NE							000	00
N N		11A 45 8 12.38	-122 50 38.89	008100100500	00	(04)		N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	00 Un	nk UNK UNK		000	000	00
	# E r c r										02 NONE 9	STOP								
	L										N/A	SW-NE							011	00
											PSNGR CAR		01 DRVR	NONE	00 Un	nk UNK UNK		000	000	00
02712	N N N # E r r o r	09/06/2020	16	PACIFIC HY 99E	STRGHT		N	N	CLR	S-1STOP	01 NONE 9	STRGHT								29
NONE	-	SU		YOUNG ST	SW	(NONE)	UNKNOWN	N	DRY	REAR	N/A	SW-NE							000	00
N N		3P 45 8 12.36	-122 50 38.91	008100100500	00	(04)		N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	00 Un	nk UNK UNK		000	000	00
	# E r c r		50.51								02 NONE 9	STOP								
	I										N/A PSNGR CAR	SW-NE	01 DRVR	NONE	00 Un	ık UNK UNK		000	011 000	00
03400	N N N # E r c o r	11/10/2020	16	PACIFIC HY 99E	STRGHT		N	N	CLR	S-STRGHT	01 NONE 9	STRGHT								13,27
CITY	Ŧ	TU		YOUNG ST	SW	(NONE)	UNKNOWN	N	DRY	SS-0	N/A	NE-SW							000	0.0
N N		7P 45 8 12.37	-122 50 38.92	008100100500	04	(04)		Ν	DLIT	PDO	PSNGR CAR		01 DRVR	NONE	00 Un	nk UNK UNK		000	000	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.

CITY OF WOODBURN, MARION COUNTY

### OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT URBAN NON-SYSTEM CRASH LISTING

### PACIFIC HY 99E and YOUNG ST, City of Woodburn, Marion County, 01/01/2016 to 12/31/2020

36 - 36 of 36 Crash records shown.

S D M																		
SER# P R J S W DATE	CLASS	CITY STREET		INT-TYPE					SPCL USE									
INVEST E A U I C O DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE			A	S				
RD DPT E L G N H R TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E LICNS	PED			
UNLOC? D C S V L K LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE	TO	P# TYPE	SVRTY	Е	X RES	LOC	ERROR	ACT EVENT	CAUSE
#									0.2 NONE 9	STRGHT								
E																		
r																		
r																		
0																		
r																		
									N/A	NE-SW							000	00
									PSNGR CAR		01 DRVR	NONE	00 T	Ink UNK		000	000	00
														UNK				

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### CDS160 03/10/2023

### OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION

TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT

### CRASH SUMMARIES BY YEAR BY COLLISION TYPE

PACIFIC HY 99E and YOUNG ST, City of Woodburn, Marion County, 01/01/2016 to 12/31/2020

		MAJOR	MODERATE	MINOR	PROP					
	FATAL	INJURY	INJURY	INJURY	DAMAGE	TOTAL	PEOPLE	MAJOR	MODERATE	MINOR
COLLISION TYPE	CRASHES	CRASHES	CRASHES	CRASHES	ONLY	CRASHES	KILLED	INJURIES	INJURIES	INJURIES
YEAR: 2020										
ANGLE	0	0	0	1	0	1	0	0	0	2
REAR-END	0	0	0	1	2	3	0	0	0	1
SIDESWIPE - OVERTAKING	0	0	0	0	1	1	0	0	0	0
TURNING MOVEMENTS	0	0	0	1	2	3	0	0	0	2
2020 TOTAL	0	0	0	3	5	8	0	0	0	5
YEAR: 2019										
ANGLE	0	0	0	1	0	1	0	0	0	3
REAR-END	0	0	1	0	1	2	0	0	1	0
TURNING MOVEMENTS	0	0	0	0	2	2	0	0	0	0
2019 TOTAL	0	0	1	1	3	5	0	0	1	3
YEAR: 2018										
	0	0	0	1	1	2	0	0	0	1
REAR-END	0	0	0	1	1	2	0	0	0	1
TURNING MOVEMENTS	0	0	1	1	0	2	0	0	2	1
2018 TOTAL	0	0	1	2	1	4	0	0	2	2
YEAR: 2017										
ANGLE	0	0	1	2	0	3	0	0	1	5
REAR-END	0	0	0	1	4	5	0	0	0	1
SIDESWIPE - OVERTAKING	0	0	0	1	1	2	0	0	0	1
TURNING MOVEMENTS	0	0	0	3	2	5	0	0	0	4
2017 TOTAL	0	0	1	7	7	15	0	0	1	11
YEAR: 2016	_					_				_
FIXED / OTHER OBJECT	0	0	0	1	0	1	0	0	0	1
TURNING MOVEMENTS	0	0	0	2	1	3	0	0	0	3
2016 TOTAL	0	0	0	3	1	4	0	0	0	4
FINAL TOTAL	0	0	3	16	17	36	0	0	4	25

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CITY OF WOODBURN, MARION COUNTY

### OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT URBAN NON-SYSTEM CRASH LISTING

### PACIFIC HY 99E and CLEVELAND ST, City of Woodburn, Marion County, 01/01/2016 to 12/31/2020

1 - 1 of 52 Crash records shown.

	S D M																				
SER#	P R J S	W DATE	CLASS	CITY STREET		INT-TYPE					SPCL USE										
INVEST	EAUIC	O DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE			A	S					
RD DPT	ELGNH	R TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	Е	LICNS	PED			
UNLOC?	DCSVL	K LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE	TO	P# TYPE	SVRT	Y E	Х	RES	LOC	ERROR	ACT EVENT	CAUSE
05030	N N N #	11/13/2016	16	CLEVELAND ST	INTER	3-LEG	N	N	RAIN	S-1STOP	01 NONE 0	STRGHT									29
	Er																				
	r																				
	o r																				
NONE	-	SU		PACIFIC HY 99E	SW		STOP SIGN	N	WET	REAR	PRVTE	SW-NE								000	00
N		6P			06	0		N	DLIT	INJ	PSNGR CAR		01 DRVR	NONE	0.0	м	OP-V		026	000	29
N		45 8 8.64	-122 50	008100100500	00	0		14	DHII	1110	FONOR CAR		OI DRVR	NONE	00		UNK		020	000	25
			42.25																		
	# E										02 NONE 0	STOP									
	r																				
	r																				
	r																				
											PRVTE	SW-NE	01 5575		40	-				012	00
											PSNGR CAR		01 DRVR	NONE	40		OR-1 OR<25		000	000	00
	#										02 NONE 0	STOP									
	Er																				
	r																				
	0																				
	r										PRVTE	SW-NE								012	00
											PSNGR CAR		02 PSNG	INJC	64	М			000	000	00
	# E										02 NONE 0	STOP									
	r																				
	r																				
	r																				
											PRVTE	SW-NE				_				012	00 00
											PSNGR CAR		03 PSNG	INJC	68	F.			000	000	00
02824	NNN#	07/15/2017	16	CLEVELAND ST	INTER	3-LEG	N	N	CLR	S-1STOP	01 NONE 0	STRGHT								013	07
02024	E	07/15/2017	10	CLEVELAND SI	INTER	2-110	14	IN	CBK	3-1310P	OI NONE O	SIKGHI								015	07
	r r																				
	0																				
army	r	SA		PACIFIC HY 99E	SW		STOP SIGN	N	DRY	REAR	PRVTE	S-N								000	00
CITY		SA		PACIFIC HI 99E	SW		SIOP SIGN	IN	DRI	REAR	PRVIE	5 -IN								000	00
N		4P			06	0		N	DAY	INJ	PSNGR CAR		01 DRVR	NONE	26		SUSP		043,026	000	07
N		45 8 8.64	-122 50 42.25	008100100500													OR<25				
	#		-0.00								02 NONE 0	STOP									
	E																				
	r																				
	0																				
	r										PRVTE	S-N								011 013	00
											PSNGR CAR		01 DRVR	INJC	24	F	OR-Y		000	022	00
																	OR<25				

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CDS380

### 03/10/2023

CITY OF WOODBURN, MARION COUNTY

### OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT URBAN NON-SYSTEM CRASH LISTING

### PACIFIC HY 99E and CLEVELAND ST, City of Woodburn, Marion County, 01/01/2016 to 12/31/2020

2 - 4 of 52 Crash records shown.

	S D M																			
SER#	P RJS	W DATE	CLASS	CITY STREET		INT-TYPE					SPCL USE									
INVEST	EAUIC	O DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE			А	S				
RD DPT	ELGNH	R TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E LICNS	PED			
UNLOC?	DCSVL	K LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE	TO	P# TYPE	SVRTY	E	X RES	LOC	ERROR	ACT EVENT	CAUSE
	# E										03 NONE 0	STOP								
	r																			
	r																			
	r																			
											PRVTE PSNGR CAR	S -N	01 DRVR	NONE	10 M	00011 3	,	000	012 000	00
											PSNGK CAR		OI DRVR	NONE	10 14	OR<25		000	000	00
02467	NNN#	06/21/2017	16	CLEVELAND ST	INTER	3-LEG	N	N	CLR	S-1STOP	01 NONE 9	STRGHT								29
	E																			
	r																			
	0																			
NONE	r	WE		PACIFIC HY 99E	SW		TRF SIGNAL	N	DRY	REAR	N/A	SW-NE							000	00
N		4P			06	0		N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	00 1	ink INK		000	000	00
N		45 8 8.64	-122 50	008100100500	00	0		14	DAI	PDO	FONOR CAR		OI DRVR	NONE	00 0	UNK		000	000	00
	#		42.25								02 NONE 9	STOP								
	# E										02 NONE 9	SIOP								
	r																			
	0																			
	r										N/A	SW-NE							011	00
											PSNGR CAR	01111	01 DRVR	NONE	00 U	nk UNK		000	000	00
																UNK				
03304		N 08/29/2019	16	CLEVELAND ST	INTER	3-LEG	N	N	CLD	S-1TURN	01 NONE 0	STRGHT								07
	E																			
	r																			
	r																			
CITY		TH		PACIFIC HY 99E	SW		STOP SIGN	N	WET	REAR	PRVTE	SW-NE							000	00
N		5A			06	0		N	DLIT	INJ	PSNGR CAR		01 DRVR	INJB	55 F			043,026	000	07
N		45 8 8.64	-122 50 42.27	008100100500												OR<25	;			
	#		72.21								02 UNKN 0	STOP								
	Er																			
	r																			
	o r																			
	1										UNKN	SW-NE							012	0.0
											PSNGR CAR		01 DRVR	NONE	00 U			000	000	00
																UNK				

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CITY OF WOODBURN, MARION COUNTY

### OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT URBAN NON-SYSTEM CRASH LISTING

### PACIFIC HY 99E and CLEVELAND ST, City of Woodburn, Marion County, 01/01/2016 to 12/31/2020

5 - 6 of 52 Crash records shown.

	S D M																			
SER#	P R J	S W DATE	CLASS	CITY STREET		INT-TYPE					SPCL USE									
INVEST	EAUI	C O DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE			A	S				
RD DPT	ELGN	H R TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E LICNS	PED			
UNLOC?	DCSV	L K LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE	TO	P# TYPE	SVRTY	E	X RES	LOC	ERROR	ACT EVENT	CAUSE
00446	NYN# E r r o r		16	CLEVELAND ST	INTER	3-leg	N	N	CLD	ANGL-STP	01 NONE 9	TURN-R								08
CITY		SU		PACIFIC HY 99E	NW		STOP SIGN	N	WET	TURN	N/A	NE-NW							000	00
N N		6P 45 8 8.64	-122 50 42.25	008100100500	06	0		Ν	DLIT	PDO	PSNGR CAR		01 DRVR	NONE	00 U1	nk UNK UNK		000	000	00
	# E r o r										02 NONE 9	STOP								
											N/A	NW-SE							012	00
											PSNGR CAR		01 DRVR	NONE	00 U1	nk UNK UNK		000	000	00
03306	N N N # E r r o r		16	CLEVELAND ST	INTER	3-leg	Ν	N	CLD	ANGL-STP	01 NONE 0	TURN-R								08
CITY	-	TH		PACIFIC HY 99E	NW		STOP SIGN	Ν	WET	TURN	PRVTE	NE-NW							000	00
N N		6A 45 8 8.66	-122 50 42.26	008100100500	06	0		Ν	DAWN	INJ	PSNGR CAR		01 DRVR	INJC	27 M	SUSP OR<25		001	000	08
	# E r r o r										02 NONE 0	STOP								
											PRVTE PSNGR CAR	NW-SE	01 DRVR	NONE	29 M	OR-Y OR<25		000	012 000	00
02923	N N N # E r r o r		16	CLEVELAND ST	INTER	3-LEG	N	N	CLR	0-1 L-TUR	N 01 NONE 0	STRGHT								02
CITY	1	WE		PACIFIC HY 99E	CN		STOP SIGN	N	DRY	TURN	PRVTE	NE-SW							000	00
N N		2P 45 8 8.64	-122 50 42.25	008100100500	01	0		Ν	DAY	INJ	PSNGR CAR		01 DRVR	INJC	20 F	OR-Y OR<25		000	000	00

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CDS380

### 03/10/2023

CITY OF WOODBURN, MARION COUNTY

### OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT URBAN NON-SYSTEM CRASH LISTING

### PACIFIC HY 99E and CLEVELAND ST, City of Woodburn, Marion County, 01/01/2016 to 12/31/2020

7 - 9 of 52 Crash records shown.

	S D	м																		
SER#		J S W DATE	CLASS	CITY STREET		INT-TYPE	1				SPCL USE									
INVEST	EAU	I C O DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE			A	S				
RD DPT	ELG	N H R TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E LICN	IS PED			
UNLOC?	DCS	V L K LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE	TO	P# TYPE	SVRTY	Е	X RES	LOC	ERROR	ACT EVENT	CAUSE
		# E									02 NONE 0	TURN-L								
		r																		
		r o																		
		r																		
											PRVTE PSNGR CAR	SW-NW	01 DRVR	NONE	33 N	I OR-1	,	028,004	000	00 02
																OR>2		,		
03703		# N N 08/27/2016	16	CLEVELAND ST	INTER	3-LEG	N	N	CLR	ANGL-OTH	01 NONE 0	STRGHT								02
		E r																		
		r																		
		o r																		
CITY		SA		PACIFIC HY 99E	CN		STOP SIGN	Ν	DRY	TURN	PRVTE	NE-SW							000	00
N		3P			03	0		N	DAY	INJ	PSNGR CAR		01 DRVR	INJC	52 F	SUSE	•	000	000	00
N		45 8 8.64		008100100500												OR<2	:5			
		#	42.25								0.2 NONE 0	TURN-L								
		E																		
		r r																		
		0																		
		r									PRVTE	NW-NE							015	00
											PSNGR CAR		01 DRVR	NONE	41 M			028	000	02
		#									02 NONE 0	TURN-L				N-RE	s			
		E									02 NONE 0	I UKIN-L								
		r r																		
		0																		
		r									PRVTE	NW-NE							015	00
											PSNGR CAR	1111 112	02 PSNG	INJC	06 N	1		000	000	00
00490		# N N 02/03/2016 E	16	CLEVELAND ST	INTER	3-LEG	N	N	RAIN	ANGL-OTH	01 NONE 0	STRGHT								02
		r																		
		r o																		
		r																		
CITY		WE		PACIFIC HY 99E	CN		STOP SIGN	N	WET	TURN	PRVTE	NE-SW							000	00
N		4P			03	0		N	DAY	INJ	PSNGR CAR		01 DRVR	INJB	69 M			000	000	00
N		45 8 8.64	-122 50 42.25	008100100500												OR>2	:5			
		#									02 NONE 0	TURN-L								
		E r																		
		r																		
		o r																		
											PRVTE	NW-NE							000	00
											PSNGR CAR		01 DRVR	INJC	36 №	I EXP OR<2	E	028	000	02
																UK<2				

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CITY OF WOODBURN, MARION COUNTY

### OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT URBAN NON-SYSTEM CRASH LISTING

### PACIFIC HY 99E and CLEVELAND ST, City of Woodburn, Marion County, 01/01/2016 to 12/31/2020

10 - 11 of 52 Crash records shown.

	S D M																			
SER#	P R J S	W DATE	CLASS	CITY STREET		INT-TYPE					SPCL USE									
INVEST	EAUIC	O DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE			A	S				
RD DPT	ELGNH	R TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E LICNS	PED			
UNLOC?	DCSVL	K LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE	TO	P# TYPE	SVRTY	E	X RES	LOC	ERROR	ACT EVENT	CAUSE
03693	N N N # E r r o r	08/26/2016	16	CLEVELAND ST	INTER	3-leg	Ν	Ν	CLR	ANGL-OTH	01 NONE 9	TURN-L								02
CITY		FR		PACIFIC HY 99E	CN		STOP SIGN	N	DRY	TURN	N/A	NW-NE							000	00
N N		7P 45 8 8.64	-122 50 42.25	008100100500	03	0		Ν	DAY	PDO	PSNGR CAR		01 DRVR	NONE	00 U1	nk UNK UNK		000	000	00
	# E r o r										02 NONE 9	STRGHT								
	1										N/A	NE-SW							000	00
											PSNGR CAR		01 DRVR	NONE	00 U1	nk UNK UNK		000	000	00
00340	N N N # N E r r o r	N 01/27/2017	16	CLEVELAND ST	INTER	3-leg	N	N	CLD	ANGL-OTH	01 NONE 0	TURN-L								02
CITY	Ľ	FR		PACIFIC HY 99E	CN		STOP SIGN	Ν	DRY	TURN	PRVTE	NW-NE							000	00
N N		3P 45 8 8.64	-122 50 42.25	008100100500	03	0		Ν	DAY	INJ	PSNGR CAR		01 DRVR	NONE	59 M	OR-Y OR<25		028	000	02
	# E r o r										02 NONE 0	STRGHT								
	Ť										PRVTE PSNGR CAR	NE-SW	01 DRVR	INJC	38 F	OR-Y OR<25		000	000	00
01264	N N N # N E r c o r	N 04/02/2017	16	CLEVELAND ST	INTER	3-leg	N	N	CLR	0-1 L-TUR	N 01 NONE 0	STRGHT								02
CITY	1	SU		PACIFIC HY 99E	CN		STOP SIGN	N	DRY	TURN	PRVTE	NE-SW							000	00
N N		1P 45 8 8.64	-122 50 42.25	008100100500	01	0		N	DAY	INJ	PSNGR CAR		01 DRVR	NONE	36 M	OR-Y OR<25		000	000	00

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CITY OF WOODBURN, MARION COUNTY

OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT URBAN NON-SYSTEM CRASH LISTING

### PACIFIC HY 99E and CLEVELAND ST, City of Woodburn, Marion County, 01/01/2016 to 12/31/2020

12 - 14 of 52 Crash records shown.

S D M																				
SER# P R J S W DATE	CLASS	CITY STREET		INT-TYPE					SPCL USE											
INVEST E A U I C O DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE				A	s					
RD DPT E L G N H R TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	ING	J	G	E LI	CNS PE	D			
UNLOC? D C S V L K LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE	TO	P# TYPE	SVI	RTY	Е	X RE	S LO	C E	RROR	ACT EVENT	CAUSE
# E									01 NONE 0	STRGHT										
r																				
r																				
o r																				
									PRVTE	NE-SW									000	00
									PSNGR CAR		02 PSNG	INC	JB	07 M	1		0	00	000	00
#									02 NONE 0	TURN-L										
E									of none o	roidi E										
r r																				
0																				
r									PRVTE	SW-NW									000	00
									PSNGR CAR	34-144	01 DRVR	NOI	JE	19 F	OR	-Y	0		000	02
																<25				
01616 N N N # N N 04/26/20	17 16	CLEVELAND ST	INTER	3-LEG	N	N	RAIN	ANGL-OTH	01 NONE 0	STRGHT										10
E																				
r																				
0																				
r CITY WE		PACIFIC HY 99E	CN		STOP SIGN	N	WET	TURN	PRVTE	NE-SW									000	00
N 10A N 45.8.8.6	4 -122 50	008100100500	03	0		N	DAY	INJ	PSNGR CAR		01 DRVR	ING	JC	67 M		-Y <25	0	10	000	10
N 90.00	42.25	008100100300													OR	<25				
# E									02 NONE 0	TURN-L										
r																				
r																				
o r																				
									PRVTE	NW-NE									015	00
									PSNGR CAR		01 DRVR	ING	JC	77 F			0	28	000	00
															OR	<25				
03746 N N N # N N 09/11/20 E	17 16	CLEVELAND ST	INTER	3-LEG	N	N	CLR	ANGL-OTH	01 NONE 9	TURN-R										27,02
r																				
r																				
r																				
CITY MO		PACIFIC HY 99E	CN		STOP SIGN	N	DRY	TURN	N/A	NW-SW									000	00
N 5P			03	0		N	DAY	PDO	PSNGR CAR		01 DRVR	NOI	νE	00 U:	Ink UN	ĸ	0	00	000	00
N 45 8 8.6	4 -122 50	008100100500													UN	K				
#	42.25								0.2 NONE 9	STRGHT										
E																				
r r																				
0																				
r									N/A	NE-SW									000	00
									PSNGR CAR	14E-9M	01 DRVR	NOI	JE	00 U:	Ink UN	K	0		000	00
															UN					

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CITY OF WOODBURN, MARION COUNTY

### OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT URBAN NON-SYSTEM CRASH LISTING

### PACIFIC HY 99E and CLEVELAND ST, City of Woodburn, Marion County, 01/01/2016 to 12/31/2020

15 - 16 of 52 Crash records shown.

	S D M																				
SER#	P RJS	W DATE	CLASS	CITY STREET		INT-TYPE					SPCL USE										
INVEST	EAUIC	O DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE			7	A S					
RD DPT	ELGNH	R TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	G E	LICN	5 PED			
UNLOC?	DCSVL	K LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE	TO	P# TYPE	SVRT	Y E	E X	RES	LOC	ERROR	ACT EVENT	CAUSE
04810	N N N # E r r o r	11/08/2017	16	CLEVELAND ST	INTER	3-leg	N	N	RAIN	ANGL-OTH	01 NONE 9	STRGHT									02
NONE		WE		PACIFIC HY 99E	CN		STOP SIGN	Ν	WET	TURN	N/A	NE-SW								000	00
N N		9P 45 8 8.64	-122 50 42.25	008100100500	03	0		N	DARK	PDO	PSNGR CAR		01 DRVR	NONE	00	) Unl	k UNK UNK		000	000	00
	# E r c r										02 NONE 9	TURN-L									
	Ĩ										N/A PSNGR CAR	NW-NE	01 DRVR	NONE	00	) Unl	k UNK UNK		000	000	00 00
01290	N N N # N E r r o r	N 04/16/2018	16	CLEVELAND ST	INTER	3-leg	Ν	N	CLD	ANGL-OTH	01 NONE 0	STRGHT									02
CITY	T	MO		PACIFIC HY 99E	CN		STOP SIGN	Ν	WET	TURN	PRVTE	NE-SW								000	00
N N		6A 45 8 8.65	-122 50 42.26	008100100500	03	0		N	DAY	INJ	PSNGR CAR		01 DRVR	INJC	58	3 F	OR-Y OR<2	5	000	000	0.0
	# E r c										02 NONE 0	TURN-L									
	L										PRVTE PSNGR CAR	NW-NE	01 DRVR	NONE	23	3 M	OR-Y OR<2	5	028	015 000	00 02
03539	N N N # E r r o r	09/20/2018	16	CLEVELAND ST	INTER	3-leg	N	Ν	CLR	ANGL-OTH	01 NONE 0	TURN-L									02
NONE	1	TH		PACIFIC HY 99E	CN		STOP SIGN	N	DRY	TURN	PRVTE	NW-NE								000	00
N N		1P 45 8 8.64	-122 50 42.25	008100100500	03	0		N	DAY	INJ	PSNGR CAR		01 DRVR	NONE	23	3 F	OR-Y OR>2		028	000	02

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CITY OF WOODBURN, MARION COUNTY

### OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT URBAN NON-SYSTEM CRASH LISTING

### PACIFIC HY 99E and CLEVELAND ST, City of Woodburn, Marion County, 01/01/2016 to 12/31/2020

17 - 19 of 52 Crash records shown.

	S D I	vi																				
SER#	PR	J S W DATE	CLASS	CITY STREET		INT-TYPE					SPCL USE											
INVEST	EAU	I C O DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE			i	A S						
RD DPT	ELGI	N H R TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER.	FROM	PRTC	INJ	0	G E	LICN	S PEI	D			
UNLOC?		V L K LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE	TO	P# TYPE	SVRT	Y I	EΣ	RES	LOC	2	ERROR	ACT EVENT	CAUSE
		# E									02 NONE 0	STRGHT										
	1	r																				
		r 5																				
		r																				
											PRVTE PSNGR CAR	NE-SW	01 DRVR	TNTC	23	3 17	OP-V			000	000	00
											PSNGR CAR		UI DRVR	INCC	2.	5 F	OR-1 OR<2			000	000	00
02313	NNN	# N N 06/28/2018	16	CLEVELAND ST	INTER	3-LEG	N	N	CLR	ANGL-OTH	01 NONE 9	TURN-L										02
	1	Ε																				
		r																				
		c																				
CITY	1	r TH		PACIFIC HY 99E	CN		STOP SIGN	N	DRY	TURN	N/A	NW-NE									000	00
N		11A			03	0		N	DAY	PDO	PSNGR CAR		01 DRVR	NONE		0 77	1- 11017			000	000	00
N		45 8 8.66	-122 50	008100100500	03	U		IN	DAI	PDO	PSNGR CAR		UI DRVR	NONE	00	5 01	UNK			000	000	00
			42.26																			
	1	# E									0.2 NONE 9	TURN-L										
	-	r																				
		r 5																				
		r									/-											
											N/A PSNGR CAR	SW-NW	01 DRVR	NONE	00	0 1177	k IINK			000	000	00 00
											ronon cinc		or bittit	110112		01	UNK			000	000	00
03012	NNN	# N N 08/15/2018	16	CLEVELAND ST	INTER	3-LEG	N	N	CLR	ANGL-OTH	01 NONE 9	TURN-L									082	02
		E																				
	1	r																				
		D E																				
CITY		WE		PACIFIC HY 99E	CN		STOP SIGN	Ν	DRY	TURN	N/A	NW-NE									015	00
N		5P			03	0		N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	00	) Un	k UNK			000	000	00
N		45 8 8.65		008100100500													UNK					
			42.26								0.2 NONE 9	STRGHT										
	1	# E									02 NONE 9	SIRGHI										
		r r																				
		D																				
	1	r									N/A	NE-SW									000	00
											PSNGR CAR	ME ON	01 DRVR	NONE	00	) Un	k UNK			000	000	00
																	UNK					

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CITY OF WOODBURN, MARION COUNTY

### OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT URBAN NON-SYSTEM CRASH LISTING

#### PACIFIC HY 99E and CLEVELAND ST, City of Woodburn, Marion County, 01/01/2016 to 12/31/2020

20 - 21 of 52 Crash records shown.

	S D M																			
SER#	P RJS	W DATE	CLASS	CITY STREET		INT-TYPE					SPCL USE									
INVEST	EAUIC	O DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE			A	S				
RD DPT	ELGNH	R TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E LICN	IS PED			
UNLOC?	DCSVL	K LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE	TO	P# TYPE	SVRT	ζE	X RES	LOC	ERROR	ACT EVENT	CAUSE
04529	N N N # E r c o r	11/27/2018	16	CLEVELAND ST	INTER	3-leg	Ν	N	CLR	ANGL-OTH	01 NONE 9	TURN-L								02
NO RPT		TU		PACIFIC HY 99E	CN		STOP SIGN	Ν	DRY	TURN	N/A	NW-NE							000	00
N N		12P 45 8 8.63	-122 50 42.27	008100100500	03	0		N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	00	Unk UNK UNK		000	000	00
	# E r c r										02 NONE 9	STRGHT								
	Ţ										N/A PSNGR CAR	NE-SW	01 DRVR	NONE	00	Unk UNK UNK		000	000	00000
04895	N N N # N E r c r	N 12/20/2018	16	CLEVELAND ST	INTER	3-leg	Ν	Ν	CLD	ANGL-OTH	01 NONE 9	TURN-L							082	02
CITY	Ť	TH		PACIFIC HY 99E	CN		STOP SIGN	Ν	WET	TURN	N/A	NW-NE							000	00
N N		11A 45 8 8.65	-122 50 42.25	008100100500	03	0		Ν	DAY	PDO	PSNGR CAR		01 DRVR	NONE	00	Unk UNK UNK		000	000	00
	# E r o r										02 NONE 9	STRGHT								
	Ţ										N/A PSNGR CAR	NE-SW	01 DRVR	NONE	00	Unk UNK UNK		000	000	00000
02090	N N N # N E r r o r	N 06/03/2019	16	CLEVELAND ST	INTER	3-LEG	N	N	CLR	0-1 L-TUR	N 01 NONE 0	TURN-L								02
NO RPT	T	MO		PACIFIC HY 99E	CN		TRF SIGNAL	Ν	DRY	TURN	PRVTE	SW-NW							000	00
N N		4P 45 8 8.66	-122 50 42.25	008100100500	01	0		Ν	DAY	INJ	PSNGR CAR		01 DRVR	INJB	42	F OR-Y OR<2		028,004	000	02

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CDS380

### 03/10/2023

CITY OF WOODBURN, MARION COUNTY

### OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT URBAN NON-SYSTEM CRASH LISTING

### PACIFIC HY 99E and CLEVELAND ST, City of Woodburn, Marion County, 01/01/2016 to 12/31/2020

22 - 24 of 52 Crash records shown.

	S D M																			
SER#	P RJSV	W DATE	CLASS	CITY STREET		INT-TYPE					SPCL USE									
INVEST	EAUICO	D DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE			А	s				
RD DPT	ELGNHF	R TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E LICN	S PED			
UNLOC?	DCSVLH	K LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE	TO	P# TYPE	SVRTY	Е	X RES	LOC	ERROR	ACT EVENT	CAUSE
	# E										02 NONE 0	STRGHT								
	r																			
	r																			
	r																			
											PRVTE	NE-SW							000	00
											PSNGR CAR		01 DRVR	INJC	55 M	OR-1 OR<2		000	000	00
03070	N N N # N 1	NT 08/13/2019	16	CLEVELAND ST	INTER	3-LEG	N	N	CLR	0_1 ITIP	N 01 NONE 0	TURN-L				01012				02
05070	E	N 00/15/2019	10	CHEVERAND 51	INTER	5 116	14	14	СШС	0 1 1 100	IN OI NONE 0	TORA E								02
	rr																			
	0																			
CITY	r	TU		PACIFIC HY 99E	CN		STOP SIGN	N	DRY	TURN	PRVTE	SW-NW							000	00
				FACIFIC III 55E			STOP SIGN					54 14								
N		5P			01	0		N	DAY	INJ	PSNGR CAR		01 DRVR	NONE	54 M			028,004	000	02
N		45 8 8.66	-122 50 42.25	008100100500												OR<2	5			
	#										02 NONE 0	STRGHT								
	E																			
	r																			
	o r																			
											PRVTE	NE-SW							000	00
											PSNGR CAR		01 DRVR	INJC	58 N			000	000	00
																OR<2	5			
02239	N N N # N M E	N 06/14/2019	16	CLEVELAND ST	INTER	3-LEG	N	N	CLR	ANGL-OTH	01 NONE 9	STRGHT								02
	r																			
	r																			
	r																			
CITY		FR		PACIFIC HY 99E	CN		TRF SIGNAL	N	DRY	TURN	N/A	NE-SW							000	00
N		5P			03	0		N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	00 U	nk UNK		000	000	0.0
N		45 8 8.63	-122 50 42.26	008100100500												UNK				
	#		42.20								02 NONE 9	TURN-R								
	E																			
	r																			
	0																			
	r										N/A	NW-SW							000	0.0
											PSNGR CAR		01 DRVR	NONE	00 U	nk UNK		000	000	0.0
																UNK				

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CITY OF WOODBURN, MARION COUNTY

### OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT URBAN NON-SYSTEM CRASH LISTING

#### PACIFIC HY 99E and CLEVELAND ST, City of Woodburn, Marion County, 01/01/2016 to 12/31/2020

25 - 26 of 52 Crash records shown.

	S D M																			
SER#	P R J	W DATE	CLASS	CITY STREET		INT-TYPE					SPCL USE									
INVEST	EAUI	C O DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE			А	s				
RD DPT	ELGNI	I R TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E LICNS	PED			
UNLOC?	DCSV	K LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE	то	P# TYPE	SVRTY	E	X RES	LOC	ERROR	ACT EVENT	CAUSE
00253	N N N # 1 E r r o r	7 N 01/16/2020	16	CLEVELAND ST	INTER	3-LEG	N	N	RAIN	0-1 L-TUR	N 01 NONE 0	STRGHT								02
CITY		TH		PACIFIC HY 99E	CN		TRF SIGNAL	Ν	WET	TURN	PRVTE	NE-SW							000	00
N N		5P 45 8 8.65	-122 50 42.25	008100100500	01	0		N	DARK	INJ	PSNGR CAR		01 DRVR	NONE	50 M	OR-Y OR<25		000	000	00
	# E r 0 r										02 NONE 0	TURN-L								
											PRVTE	SW-NW							000	00
											PSNGR CAR		01 DRVR	INJC	80 F.	OR-Y OR<25		028,004	000	02
01342	E r o	N 04/29/2020	16	CLEVELAND ST	INTER	3-LEG	N	N	CLD	ANGL-OTH	01 NONE 0	TURN-L								02
CITY	r	WE		PACIFIC HY 99E	CN		STOP SIGN	N	DRY	TURN	PRVTE	NW-NE							000	00
N N	# E r	5P 45 8 8.66	-122 50 42.26	008100100500	03	0		N	DAY	INJ	PSNGR CAR	STRGHT	01 DRVR	NONE	22 F	OR-Y OR<25		028	000	02
	- r r r r										PRVTE PSNGR CAR 02 NONE 0	NE-SW STRGHT	01 DRVR	INJB	67 M	OR-Y OR<25		000	000 000	00 00
	o r										PRVTE PSNGR CAR	NE-SW	02 PSNG	INJB	64 F			000	000 000	00 00

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CITY OF WOODBURN, MARION COUNTY

### OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT URBAN NON-SYSTEM CRASH LISTING

### PACIFIC HY 99E and CLEVELAND ST, City of Woodburn, Marion County, 01/01/2016 to 12/31/2020

27 - 28 of 52 Crash records shown.

	S D I	м																		
SER#	P R	J S W DATE	CLASS	CITY STREET		INT-TYPE					SPCL USE									
INVEST	EAU	I C O DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE			A	S				
RD DPT	ELGI	N H R TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E LICNS				
		V L K LAT	LONG	LRS	LOCTN	(#LANES)		DRVWY	LIGHT		V# TYPE	то	P# TYPE	SVRTY	E	X RES	LOC	ERROR	ACT EVENT	CAUSE
01548	NNN	# 05/10/20 E	10 16	CLEVELAND ST	INTER	3-LEG	N	Ν	CLR	ANGL-OTH	01 NONE 0	STRGHT								02
		r																		
		r																		
		r																		
NO RPT		SU		PACIFIC HY 99E	CN		STOP SIGN	Ν	DRY	TURN	PRVTE	NE-SW							000	00
N		11A			03	0		N	DAY	INJ	PSNGR CAR		01 DRVR	NONE	24 M			000	000	00
N		45 8 8.6	-122 50 42.24	008100100500												OR<25				
		#	42.24								01 NONE 0	STRGHT								
		E																		
		r																		
		o r																		
		*									PRVTE	NE-SW							000	00
											PSNGR CAR		02 PSNG	INJB	24 M			000	000	00
		#									02 NONE 0	TURN-L								
		E																		
		r r																		
		0																		
		r																		
											PRVTE	NW-NE							000	00
											PRVTE PSNGR CAR	NW-NE	01 DRVR	NONE	29 M			028	000	00 02
											PSNGR CAR		01 DRVR	NONE	29 M	OR-Y OR<25		028		0.2
03216		# N N 10/03/20	:0 16	CLEVELAND ST	INTER	3-LEG	N	N	CLD	ANGL-OTH		NW-NE STRGHT	01 DRVR	NONE	29 M			028		
03216		# N N 10/03/20 E r	20 16	CLEVELAND ST	INTER	3-LEG	N	N	CLD	ANGL-OTH	PSNGR CAR		01 DRVR	NONE	29 M			028		0.2
03216		# N N 10/03/20 E r	20 16	CLEVELAND ST	INTER	3-LEG	N	N	CLD	ANGL-OTH	PSNGR CAR		01 DRVR	NONE	29 M			028		0.2
	:	# N N 10/03/20 E r r o r	20 16			3-leg					PSNGR CAR	STRGHT	01 DRVR	NONE	29 M			028	000	02
03216 CITY	:	# N N 10/03/20 E r c	20 16	CLEVELAND ST PACIFIC HY 99E	INTER	3-leg	N STOP SIGN	N	CLD	ANGL-OTH TURN	PSNGR CAR		01 DRVR	NONE	29 M			028		0.2
СІТҰ N	:	# N N 10/03/20 E r r sA 6P		PACIFIC HY 99E		3-LEG 0					PSNGR CAR	STRGHT	01 DRVR 01 DRVR			OR<25 OR-Y		028	000	02
CITY	:	# N N 10/03/20 E r r sA 6P	; −122 50		CN			N	WET	TURN	PSNGR CAR 01 NONE 0 PRVTE	STRGHT				OR<25			000	02
СІТҰ N		# N N 10/03/20 E r r o r SA 6P 45 8 8.6		PACIFIC HY 99E	CN			N	WET	TURN	PSNGR CAR 01 NONE 0 PRVTE	STRGHT				OR<25 OR-Y			000	02
СІТҰ N		# N N 10/03/20 E r r SA 6P 45 8 8.6	; −122 50	PACIFIC HY 99E	CN			N	WET	TURN	PSNGR CAR 01 NONE 0 PRVTE PSNGR CAR	STRGHT NE-SW				OR<25 OR-Y			000	02
СІТҰ N		# N N 10/03/20 E r r SA 6P 45 8 8.6 # r r	; −122 50	PACIFIC HY 99E	CN			N	WET	TURN	PSNGR CAR 01 NONE 0 PRVTE PSNGR CAR	STRGHT NE-SW				OR<25 OR-Y			000	02
СІТҰ N		# N N 10/03/20 E r r SA 6P 45 8 8.6 # E r	; −122 50	PACIFIC HY 99E	CN			N	WET	TURN	PSNGR CAR 01 NONE 0 PRVTE PSNGR CAR	STRGHT NE-SW				OR<25 OR-Y			000	02
СІТҰ N		# N N 10/03/20 E r SA 6P 45 8 8.6 # E r r o	; −122 50	PACIFIC HY 99E	CN			N	WET	TURN	PSNGR CAR 01 NONE 0 PRVTE PSNGR CAR 02 NONE 0 PRVTE	STRGHT NE-SW	01 DRVR	NONE	58 F	OR<25 OR-Y OR<25		000	000 000 000	02 02 00 00
СІТҰ N		# N N 10/03/20 E r SA 6P 45 8 8.6 # E r r o	; −122 50	PACIFIC HY 99E	CN			N	WET	TURN	PSNGR CAR 01 NONE 0 PRVTE PSNGR CAR 02 NONE 0	STRGHT NE-SW TURN-L		NONE	58 F	OR-25 OR-Y OR<25 NONE			000	02
СІТҰ N		<pre># N N 10/03/20 E T T SA 6 P 45 8 8.6 # E T T T </pre>	; −122 50	PACIFIC HY 99E	CN			N	WET	TURN	PSNGR CAR 01 NONE 0 PRVTE PSNGR CAR 02 NONE 0 PRVTE	STRGHT NE-SW TURN-L	01 DRVR	NONE	58 F	OR<25 OR-Y OR<25		000	000 000 000	02 02 00 00
СІТҰ N		# N N 10/03/20 E r SA 6P 45 8 8.6 # E r r r	; −122 50	PACIFIC HY 99E	CN			N	WET	TURN	PSNGR CAR 01 NONE 0 PRVTE 02 NONE 0 PRVTE PSNGR CAR	STRGHT NE-SW TURN-L NW-NE	01 DRVR	NONE	58 F	OR-25 OR-Y OR<25 NONE		000	000 000 000	02 02 00 00
СІТҰ N		# N N 10/03/20 E r SA 6P 45 8 8.6 # E r r r	; −122 50	PACIFIC HY 99E	CN			N	WET	TURN	PSNGR CAR 01 NONE 0 PRVTE 02 NONE 0 PRVTE PSNGR CAR	STRGHT NE-SW TURN-L NW-NE	01 DRVR	NONE	58 F	OR-25 OR-Y OR<25 NONE		000	000 000 000	02 02 00 00
СІТҰ N		<pre># N N 10/03/20 E T T SA 6P 45 8 8.6 # E T T T O T # E T T T O O </pre>	; −122 50	PACIFIC HY 99E	CN			N	WET	TURN	PSNGR CAR 01 NONE 0 PRVTE 02 NONE 0 PRVTE PSNGR CAR	STRGHT NE-SW TURN-L NW-NE	01 DRVR	NONE	58 F	OR-25 OR-Y OR<25 NONE		000	000 000 000	02 02 00 00
СІТҰ N		# N N 10/03/20 E r SA 6P 45 8 8.6 # E r r r	; −122 50	PACIFIC HY 99E	CN			N	WET	TURN	PSNGR CAR 01 NONE 0 PRVTE PSNGR CAR 02 NONE 0 NONE 0 NONE 0 PRVTE	STRGHT NE-SW TURN-L NW-NE	01 DRVR	NONE	58 F 35 F	OR-25 OR-25 NONE OR<25		000	000	02 02 00 00 00 00 00 00 00 00
СІТҰ N		<pre># N N 10/03/20 E T T SA 6P 45 8 8.6 # E T T T O T # E T T T O O </pre>	; −122 50	PACIFIC HY 99E	CN			N	WET	TURN	PSNGR CAR 01 NONE 0 PRVTE PSNGR CAR 02 NONE 0 NONE 0	STRGHT NE-SW TURN-L NW-NE TURN-L	01 DRVR	NONE	58 F 35 F	OR-25 OR-25 NONE OR<25		000	000 000 000	02 02 00 00 00

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CITY OF WOODBURN, MARION COUNTY

### OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT URBAN NON-SYSTEM CRASH LISTING

### PACIFIC HY 99E and CLEVELAND ST, City of Woodburn, Marion County, 01/01/2016 to 12/31/2020

29 - 29 of 52 Crash records shown.

S	DM																				
SER# P	RJS	W DATE	CLASS	CITY STREET		INT-TYPE					SPCL USE										
INVEST E	A U I C	O DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE			i	A S					
RD DPT E	L G N H	R TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	(	G E	LICNS	PED			
UNLOC? D	CSVL	K LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE	TO	P# TYPE	SVRI	Y I	z x	RES	LOC	ERROR	ACT EVENT	CAUSE
03731 N		N 12/11/2020	16	CLEVELAND ST	INTER	3-LEG	N	N	CLD	S-1TURN	01 NONE 0	STRGHT									33,29
	E																				
	r																				
	o r																				
STATE	1	FR		PACIFIC HY 99E	CN		TRF SIGNAL	N	DRY	TURN	PRVTE	NE-SW								000	00
N		8P			01	0		N	DARK	INJ	PSNGR CAR		01 DRVR	NONE	, 21	м	etten		051,042	000	33,29
N		45 8 8.65	-122 50	008100100500	01	0		11	DARK	TINO	FSNGK CAR		OI DRVR	NOINE		. 14	OR>25		051,042	000	55,25
			42.26																		
	# E										0.2 NONE 0	TURN-R									
	r																				
	r																				
	r																				
											PRVTE	NE-NW								000	00
											PSNGR CAR		01 DRVR	INJC	2 51	. M	OR-Y OR<25		000	000	00
	#										02 NONE 0	TURN-R					01(-25				
	Е																				
	r																				
	0																				
	r										PRVTE	NE-NW								000	00
											PSNGR CAR		02 PSNG	INJC	. 72	2 M			000	000	00
	# E										02 NONE 0	TURN-R									
	r																				
	r																				
	o r																				
											PRVTE	NE-NW								000	00
											PSNGR CAR		03 PSNG	INJC	5 65	5 F			000	000	00
	#										0.2 NONE 0	TURN-R									
	E																				
	r																				
	0																				
	r										PRVTE	NE-NW								000	00
											PSNGR CAR	NE NO	04 PSNG	INJC	. 75	F			000	000	00
01411 N		04/04/2016	16	PACIFIC HY 99E	ALLEY		N	N	CLR	S-1STOP	01 NONE 0	STRGHT								087	29
	E																				
	r																				
	0																				
CITY	r	MO		CLEVELAND ST	SW	(NONE)	UNKNOWN	Ν	DRY	REAR	PRVTE	NE-SW								000 087	00
					04			N	DAV				01 000	NON			00.1		0.26		
N N		1P 45 8 6.53	-122 50	008100100500	04	(04)		Ν	DAY	INJ	PSNGR CAR		01 DRVR	NONE	. 43	5 F.	OR-Y OR<25		026	000	29
		15 0 0.55	44.25			( /											010-20				

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CDS380

03/10/2023

CITY OF WOODBURN, MARION COUNTY

### OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT URBAN NON-SYSTEM CRASH LISTING

### PACIFIC HY 99E and CLEVELAND ST, City of Woodburn, Marion County, 01/01/2016 to 12/31/2020

30 - 31 of 52 Crash records shown.

	S D M																				
SER#	P RJS	W DATE	CLASS	CITY STREET		INT-TYPE					SPCL USE										
INVEST	EAUIC	O DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE			A	s					
RD DPT	ELGNH	R TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	Е	LICNS	PED			
UNLOC?	DCSVL	K LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE 02 NONE 0	TO	P# TYPE	SVRT	Y E	Х	RES	LOC	ERROR	ACT EVENT	CAUSE
	# E r o r										UZ NONE U	SIOP									
											PRVTE PSNGR CAR	NE-SW	01 DRVR	INJC	30		OR-Y OR<25		000	012 000	00 00
03316	N N N # N E r r o	N 08/05/2016	16	PACIFIC HY 99E	ALLEY		N	N	CLR	S-1STOP	01 NONE 0	STRGHT									07
CITY	r	FR		CLEVELAND ST	SW	(NONE)	UNKNOWN	N	DRY	REAR	PRVTE	SW-NE								000	00
N		11P			05	,		N	DARK	INJ	PSNGR CAR		01 DRVR	TNTD	20		SUSP		0.42 0.26	000	07
N		45 8 6.95	-122 50	008100100500		(04)		IN	DARK	INJ	PSNGR CAR		UI DRVR	INUB	20		OR<25		043,026	000	07
	#		43.85								02 NONE 0	STOP									
	E r o r										PRVTE PSNGR CAR	SW-NE	01 DRVR	NONE	54		OR-Y OR<25		000	012 000	00 00
03737	NNN#N	N 08/29/2016	16	PACIFIC HY 99E	ALLEY		N	N	CLR	S-1STOP	01 NONE 1	STRGHT									07
	E r o r																				
CITY		MO		CLEVELAND ST	SW	(NONE)	UNKNOWN	N	DRY	REAR	PRVTE	NE-SW								000	00
N N		4P 45 8 3.96	-122 50 46.59	008100100500	04	(04)		Ν	DAY	INJ	SEMI TOW		01 DRVR	NONE	22		OR-Y OR<25		043,026	000	07
	# E r r o r										02 NONE 0	STOP									
											PRVTE	NE-SW	01 DRVR							012	00 00
																			000	000	
											PSNGR CAR		UI DRVR	INJB	19		OR-Y OR<25		000	000	00
	# F r o r										02 NONE 0	STOP	UI DRVR	INUB	19				000	000	00

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CDS380

### 03/10/2023

CITY OF WOODBURN, MARION COUNTY

### OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT URBAN NON-SYSTEM CRASH LISTING

### PACIFIC HY 99E and CLEVELAND ST, City of Woodburn, Marion County, 01/01/2016 to 12/31/2020

32 - 34 of 52 Crash records shown.

	S D M																				
SER#	PRJST	N DATE	CLASS	CITY STREET		INT-TYPE					SPCL USE										
INVEST	EAUICO	D DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE			A	S					
RD DPT	ELGNHI	R TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E LIC	NS PE	D			
UNLOC?	DCSVLI	K LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE	TO	P# TYPE	SVRT	ΥE	X RES	LO	C ERR	ROR	ACT EVENT	CAUSE
	# E										0.2 NONE 0	STOP									
	r																				
	r																				
	r																				
											PRVTE	NE-SW	0.2 5 5 5 5		1.4	.,				012	00
											PSNGR CAR		03 PSNG	INJC	14	м		000	U	000	00
0.25.20	N N N #	06/17/2016	16	PACIFIC HY 99E	ALLEY		N	N	CLR	S-1STOP	01 NONE 9	STRGHT									29
02525	E	00/1//2010	10	PACIFIC HI 55E	ALLEI		IN	14	CIK	3-1310P	OI NONE 9	SINGHI									25
	r r																				
	0																				
NONE	r	FR		CLEVELAND ST	SW	(NONE)	UNKNOWN	N	DRY	REAR	N/A	NE-SW								000	00
-				CHEVELAND 51		(NONE)	ONICIONIN					NE ON									
N		9P			03	( )		N	DLIT	PDO	PSNGR CAR		01 DRVR	NONE	00			000	0	000	00
N		45 7 57.94	-122 50 51.99	008100100500		(02)										UNK					
	#										02 NONE 9	TURN-L									
	Er																				
	r																				
	o r																				
											N/A	NE-SE								019	00
											PSNGR CAR		01 DRVR	NONE	00			000	0	000	00
																UNK					
01707	NNN#NI E	1 05/03/2017	16	PACIFIC HY 99E	ALLEY		N	N	CLR	ANGL-OTH	01 NONE 0	STRGHT								087	02
	r																				
	r																				
	r																				
CITY		WE		CLEVELAND ST	SW	(NONE)	UNKNOWN	N	DRY	TURN	PRVTE	SW-NE								000 087	00
N		4P			05			N	DAY	INJ	PSNGR CAR		01 DRVR	INJC	37	M OR-	Y	000	0	000	0.0
N		45 8 3.53		008100100500		(04)										OR>	25				
	#		46.98								0.2 NONE 0	TURN-L									
	E																				
	r																				
	0																				
	r										PRVTE	SE-SW								018 087	00
											PSNGR CAR		01 DRVR	INJC	50	F OR-	Y	028		000	02
																OR<	25				

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CITY OF WOODBURN, MARION COUNTY

### OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT URBAN NON-SYSTEM CRASH LISTING

### PACIFIC HY 99E and CLEVELAND ST, City of Woodburn, Marion County, 01/01/2016 to 12/31/2020

35 - 36 of 52 Crash records shown.

S D M																				
SER# P R J S	W DATE	CLASS	CITY STREET		INT-TYPE					SPCL USE										
INVEST E A U I C	O DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE			A	s					
RD DPT E L G N H	R TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E L	ICNS	PED			
UNLOC? DCSVL	K LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE	TO	P# TYPE	SVRTY	ĽΕ	X RI	ES	LOC	ERROR	ACT EVENT	CAUSE
01877 N N N # N	N 05/13/2017	16	PACIFIC HY 99E	ALLEY		N	N	RAIN	ANGL-OTH	01 NONE 0	STRGHT									02
E																				
r																				
o r																				
CITY	SA		CLEVELAND ST	SW	(NONE)	UNKNOWN	N	WET	TURN	PRVTE	NE-SW								000	00
N	3P			03			N	DAY	INJ	PSNGR CAR		01 DRVR	NONE	23 1	n or	-Y		000	000	00
N	45 7 58.8		008100100500		(04)											R<25				
#		51.23								01 NONE 0	STRGHT									
# E										OI NONE 0	SIKGHI									
r r																				
0																				
r										PRVTE	NE-SW								000	00
										PSNGR CAR	ME ON	02 PSNG	INJB	24 1	M			000	000	00
# E										01 NONE 0	STRGHT									
r																				
r																				
r																				
										PRVTE PSNGR CAR	NE-SW	03 PSNG	TNIC	22.1				000	000	00
										PSNGR CAR		US PSNG	INUC	25 1	v1			000	000	00
#										02 NONE 0	TURN-R									
Er																				
r																				
o r																				
-										PRVTE	NW-SW								018	00
										PSNGR CAR		01 DRVR	INJB	83 1		R-Y R<25		028	000	02
															01	<<25				
03032 NYN# E	07/26/2017	16	PACIFIC HY 99E	ALLEY		N	Ν	CLR	S-1STOP	01 NONE 0	STRGHT									27,29
r																				
r																				
r					(110117)					22122										
CITY	WE		CLEVELAND ST	SW	(NONE)	UNKNOWN	N	DRY	REAR	PRVTE	NE-SW								000	00
N	3P			04			Ν	DAY	INJ	PSNGR CAR		01 DRVR	NONE	59 N		R-Y		016,026	038	27,29
N	45 8 7.37	-122 50 43.45	008100100500		(04)										OI	25				
#										02 NONE 0	STOP									
Er																				
r																				
o r																				
										PRVTE	NE-SW								012	0.0
										PSNGR CAR		01 DRVR	INJC	54 I		R-Y R<25		009	000	00
															01	1.525				

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CITY OF WOODBURN, MARION COUNTY

### OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT URBAN NON-SYSTEM CRASH LISTING

#### PACIFIC HY 99E and CLEVELAND ST, City of Woodburn, Marion County, 01/01/2016 to 12/31/2020

37 - 38 of 52 Crash records shown.

	S D M																				
SER#	P R J S	W DATE	CLASS	CITY STREET		INT-TYPE					SPCL USE										
INVEST	EAUIC	O DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE			А	S					
RD DPT	ELGNH	R TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E LIC	INS PI	ED			
UNLOC?	DCSVL	K LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE	TO	P# TYPE	SVRTY	Е	X RES	S LO	oc	ERROR	ACT EVENT	CAUSE
03240	N N N # N E	N 08/10/2017	16	PACIFIC HY 99E	ALLEY		N	N	CLR	S-1TURN	01 NONE 0	STRGHT									29
	r																				
	r																				
	r					()															
STATE		TH		CLEVELAND ST	SW	(NONE)	UNKNOWN	N	DRY	REAR	PRVTE	SW-NE								000	00
N		3P			04			N	DAY	INJ	PSNGR CAR		01 DRVR	INJB	62 F				042	000	29
N		45 7 57.94	-122 50 51.99	008100100500		(02)										OR<	:25				
	#		51.55								02 NONE 0	TURN-R									
	E																				
	r																				
	o r																				
											PRVTE	SW-SE								019	00
											PSNGR CAR		01 DRVR	INJB	68 N	I OR- OR<			000	000	00
00188	N N N # N	N 01/15/2019	16	PACIFIC HY 99E	ALLEY		N	N	CLR	S-1STOP	01 NONE 0	STRGHT				0104	2.5				27,29
00100	E	N 01/15/2015	10	FACIFIC III JJE	ADDET		14	14	СШС	5 15101	OI NOME 0	511(6111									27,25
	r																				
	0																				
CITY	r	TU		CLEVELAND ST	SW	(NONE)	UNKNOWN	N	DRY	REAR	PRVTE	NE-SW								000	00
N		6A			03			N	DLIT	INJ	PSNGR CAR		01 DRVR	INTO	81 N	r 08-	.v		026,016	038	29,27
N		45 7 58.38	-122 50	008100100500	05	(04)		14	DDII	1110	FONOR CHIC		OI DRVR	INCC	UI P	OR<			020,010	050	25,21
	#		51.6								02 NONE 0	STOP									
	E										02 NONE 0	5101									
	r																				
	0																				
	r										PRVTE	NE-SW								012	00
											PSNGR CAR	112 01	01 DRVR	INJC	37 F	OR-	Y		000	000	00
																OR<	25				
00728		N 02/26/2019	16	PACIFIC HY 99E	ALLEY		N	N	SNOW	S-1STOP	01 UNKN 0	STRGHT									29
	E																				
	r																				
	o r																				
CITY		TU		CLEVELAND ST	SW	(NONE)	UNKNOWN	N	SNO	REAR	UNKN	NE-SW								000	00
N		8P			04			N	DLIT	INJ	PSNGR CAR		01 DRVR	NONE	00 t	Jnk UNF	5		026	000	29
N		45 8 7.37		008100100500		(04)										UNF					
			43.46																		

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CITY OF WOODBURN, MARION COUNTY

### OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT URBAN NON-SYSTEM CRASH LISTING

### PACIFIC HY 99E and CLEVELAND ST, City of Woodburn, Marion County, 01/01/2016 to 12/31/2020

39-41 of 52 Crash records shown.

	S D	М																		
SER#	P R	J S W DATE	CLASS	CITY STREET		INT-TYPE					SPCL USE									
INVEST	EAU	I C O DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE			А	s				
RD DPT	ELG	N H R TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E LICNS	PED			
UNLOC?		V L K LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE	TO	P# TYPE	SVRTY	Е	X RES	LOC	ERROR	ACT EVENT	CAUSE
		# E									02 NONE 0	STOP								
		r																		
		r																		
		r																		
											PRVTE PSNGR CAR	NE-SW	01 DRVR	INTC	23 F	OR-Y		000	012 000	00 00
																OR<25				
04613	N N N	# N N 11/18/201	9 16	PACIFIC HY 99E	ALLEY		N	N	FOG	S-1TURN	01 NONE 0	STRGHT								07
		E r																		
		r																		
		o r																		
CITY		MO		CLEVELAND ST	SW	(NONE)	UNKNOWN	N	WET	REAR	PRVTE	SW-NE							000	00
N		9A			06			N	DAY	INJ	PSNGR CAR		01 DRVR	INJC	21 F	OR-Y		043,042	000	07
N			-122 50	008100100500		(04)										OR<25				
		#	45.46								0.2 NONE 0	TURN-R								
		E									02 10112 0	Total II								
		r																		
		0																		
		r									PRVTE	SW-SE							019	00
											SEMI TOW		01 DRVR	NONE	64 M			000	000	0.0
																OR<25				
03161		# N N 08/20/201 E	9 16	PACIFIC HY 99E	ALLEY		N	Ν	CLR	S-1TURN	01 NONE 0	STRGHT								07
		r																		
		r																		
		r																		
CITY		TU		CLEVELAND ST	SW	(NONE)	UNKNOWN	N	DRY	REAR	PRVTE	SW-NE							000	00
N		6A			04			N	DAWN	INJ	PSNGR CAR		01 DRVR	INJC	23 F			043,042	000	07
N		45 7 57.9	6 -122 50 51.99	008100100500		(02)										OR<25				
		#	51.55								02 NONE 0	TURN-R								
		E r																		
		r																		
		o r																		
											PRVTE	SW-SE							019	0.0
											PSNGR CAR		01 DRVR	INJC	50 F	OR-Y OR<25		000	000	00
																UK<25				

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CITY OF WOODBURN, MARION COUNTY

### OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT URBAN NON-SYSTEM CRASH LISTING PACIFIC HY 99E and CLEVELAND ST, City of Woodburn, Marion County, 01/01/2016 to 12/31/2020

#### 1 99E and CLEVELAND SI, City of Woodburn, Marion County, 01/01/2016 to 12/

42-42 of 52 Crash records shown.

	S D I	1																			
SER#	PR	I S W DATE	CLASS	CITY STREET		INT-TYPE					SPCL USE										
INVEST	EAU	C O DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE				A S	3				
RD DPT	ELGI	I H R TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ		G E	LICN	S PED			
UNLOC?	DCS	/ L K LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE	то	P# TYPE	SVRI	ΓY	Е Х	RES	LOC	ERROR	ACT EVENT	CAUSE
04587	NNN	N N 11/16/2019	9 16	PACIFIC HY 99E	ALLEY		N	N	CLD	S-1TURN	01 NONE 0	STRGHT									07
	1	<b>b</b>																			
CITY	:	SA		CLEVELAND ST	SW	(NONE)	UNKNOWN	N	DRY	REAR	PRVTE	NE-SW								000	00
N N		10A 45 8 3.98	-122 50	008100100500	03	(04)		Ν	DAY	INJ	PSNGR CAR		01 DRVR	NONE	E 5	6 M	NONE OR>2		042	000	07
	1	ŧ 5	46.62								02 NONE 0	TURN-R									
	1	:																			
	:	5									PRVTE	NE-NW								019	00
											PSNGR CAR	INE - INW	01 DRVR	INJC	2 2	8 F	NONE OR<2		000	000	00
	1										02 NONE 0	TURN-R					01042	-			
	:																				
		<b>b</b>																			
	:										PRVTE	NE-NW								019	00
											PSNGR CAR	112 111	02 PSNG	INJC	2 2	6 М			000	000	00
	; ]										02 NONE 0	TURN-R									
	1	:																			
	-																				
											PRVTE	NE-NW								019	00
											PSNGR CAR		03 PSNG	INJC	2 0	6 F			000	000	00
03956	NNN		5 16	PACIFIC HY 99E	STRGHT		N	N	CLR	S-1STOP	01 NONE 0	STRGHT									07
	1	:																			
	-																				
CITY		SU		CLEVELAND ST	SW	(NONE)	UNKNOWN	N	DRY	REAR	PRVTE	NE-SW								000	00
N N		12P 45 8 7.37	100 50	008100100500	04	(04)		У	DAY	INJ	PSNGR CAR		01 DRVR	NONE	E 5	1 F	OR-Y OR<2		043,026	000	07
N		45 8 7.37	43.45	008100100500		(04)											OR<2	5			
	1										02 NONE 0	STOP									
	3	: :																			
	-																				
	-										PRVTE	NE-SW								012	00
											PSNGR CAR		01 DRVR	INJC	2 3	6 F	OTH- N-RE		000	000	00

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CITY OF WOODBURN, MARION COUNTY

OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT URBAN NON-SYSTEM CRASH LISTING

### PACIFIC HY 99E and CLEVELAND ST, City of Woodburn, Marion County, 01/01/2016 to 12/31/2020

43 - 45 of 52 Crash records shown.

	S D M																			
SER#	P RJ	S W DATE	CLASS	CITY STREET		INT-TYPE					SPCL USE									
INVEST	EAUI	C O DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE			A	S				
RD DPT	ELGN	H R TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E LICNS	PED			
UNLOC?	DCSV	L K LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE	то	P# TYPE	SVRT	ΥE	X RES	LOC	ERROR	ACT EVENT	CAUSE
	# E										02 NONE 0	STOP								
	r																			
	r																			
	r																			
											PRVTE PSNGR CAR	NE-SW	02 PSNG	TNTO	14	P		000	012 000	00
											PSNGK CAR		02 P3NG	INOC	14	F		000	000	00
	#										02 NONE 0	STOP								
	E																			
	r																			
	o r																			
	1										PRVTE	NE-SW							012	0.0
											PSNGR CAR		03 PSNG	INJA	02	F		000	000	0.0
01353	NNN# E	03/30/2016	16	PACIFIC HY 99E	STRGHT		N	N	CLR	S-1TURN	01 NONE 9	U-TURN								08
	r																			
	r																			
	r																			
STATE		WE		CLEVELAND ST	SW	(NONE)	UNKNOWN	N	DRY	TURN	N/A	SW-SW							000	00
N		10P			05			N	DLIT	PDO	PSNGR CAR		01 DRVR	NONE	00	Unk UNK		000	000	00
N		45 8 .95	-122 50 49.31	008100100500		(04)										UNK				
	#		49.31								02 NONE 9	STRGHT								
	E																			
	r																			
	o r																			
	Ľ										N/A	SW-NE							000	00
											PSNGR CAR		01 DRVR	NONE	00			000	000	00
																UNK				
04802	YNN# E	N N 11/08/2017	16	PACIFIC HY 99E	STRGHT		N	Ν	RAIN	S-STRGHT	01 NONE 9	STRGHT								32,30,27
	r																			
	r																			
	r																			
CITY		WE		CLEVELAND ST	SW	(NONE)	UNKNOWN	N	WET	REAR	N/A	NE-SW							000	00
N		9P			04			N	DLIT	PDO	PSNGR CAR		01 DRVR	NONE	00	Unk UNK		000	000	0.0
N		45 8 4.39	-122 50 46.21	008100100500		(04)										UNK				
	#		40.21								0.2 NONE 9	STRGHT								
	Е																			
	r r																			
	0																			
	r										N/A	NE-SW							000	00
											PSNGR CAR		01 DRVR	NONE	00	Unk UNK		000	000	00
																UNK				

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CITY OF WOODBURN, MARION COUNTY

### OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT URBAN NON-SYSTEM CRASH LISTING

### PACIFIC HY 99E and CLEVELAND ST, City of Woodburn, Marion County, 01/01/2016 to 12/31/2020

46 - 47 of 52 Crash records shown.

	S D M																				
SER#	P R J S	W DATE	CLASS	CITY STREET		INT-TYPE					SPCL USE										
INVEST	EAUIC	O DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE			i	A S					
RD DPT	ELGNH	R TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	(	G E	LICNS	5 PED			
UNLOC?	DCSVL	K LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE	TO	P# TYPE	SVRT	Y I	E X	RES	LOC	ERROR	ACT EVENT	CAUSE
00045	N N N # N E r r o r	N 01/05/2018	16	PACIFIC HY 99E	STRGHT		N	N	CLD	S-STRGHT	01 NONE 0	STRGHT									27,29
STATE		FR		CLEVELAND ST	SW	(NONE)	UNKNOWN	N	DRY	REAR	PRVTE	NE-SW								000	0.0
N N		5P 45 8 7.8	-122 50 43.06	008100100500	03	(04)		N	DARK	INJ	PSNGR CAR		01 DRVR	NONE	28	3 М	OR-Y OR<25	5	016,042	038	27,29
	# E r c r										02 NONE 0	STOP									
											PRVTE PSNGR CAR	NE-SW	01 DRVR	INJC	53	3 F	OR-Y OR<25		000	011 000	00
01225	N N N # N E r r o r	N 04/11/2018	16	PACIFIC HY 99E	STRGHT		N	Y	RAIN	FIX OBJ	01 NONE 0	STRGHT								040,13	2 40,27
STATE	-	WE		CLEVELAND ST	SW	(NONE)	UNKNOWN	N	WET	FIX	PRVTE	SW-NE								000 040	0.0
Y N		8P 45 8 5.27	-122 50 45.44	008100100500	01	(04)		Ν	DLIT	INJ	PSNGR CAR		01 DRVR	INJC	20	) F	SUSP OR<25		039,016,081	038 132	40,27
	# E r o r										02 NONE 0	PRKD-P									
											PRVTE PSNGR CAR	UN-UN								009	00
	# E r c										03 NONE 0	PRKD-P									
	r										PRVTE PSNGR CAR	UN-UN								009	00

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CITY OF WOODBURN, MARION COUNTY

### OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT URBAN NON-SYSTEM CRASH LISTING

### PACIFIC HY 99E and CLEVELAND ST, City of Woodburn, Marion County, 01/01/2016 to 12/31/2020

48 - 49 of 52 Crash records shown.

	S D M																			
SER#	P R J S	W DATE	CLASS	CITY STREET		INT-TYPE					SPCL USE									
INVEST	EAUIO	O DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE			A	S				
RD DPT	ELGNH	I R TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E LICNS	PED			
UNLOC?	DCSVI	K LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE	TO	P# TYPE	SVRTY	Е	X RES	LOC	ERROR	ACT EVENT	CAUSE
01293	N N N # E r r	04/16/2018	16	PACIFIC HY 99E	STRGHT		N	N	RAIN	S-STRGHT	01 NONE 9	STRGHT								29
NO RPT	o r	MO		CLEVELAND ST	SW	(NONE)	UNKNOWN	N	WET	REAR	N/A	N -S							000	00
N		2P			03			N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	00 T	Jnk UNK		000	000	00
N		45 8 .53	-122 50	008100100500		(04)										UNK				
	# E		49.69								02 NONE 9	STRGHT								
	r r																			
	r																			
											N/A SEMI TOW	N -S	01 DRVR	NONE	00 T	Jnk UNK UNK		000	000	00 00
01412	NNN#	04/15/2019	16	PACIFIC HY 99E	STRGHT		N	N	CLR	S-1STOP	01 NONE 0	STRGHT				UNK				29
01412	n n n # E r r	04/15/2019	10	PACIFIC NI 332	SIKONI		14	IN	CLK	3-1310F	OT NOME 0	SIKGHI								23
NO RPT	r	MO		CLEVELAND ST	SW	(NONE)	UNKNOWN	N	DRY	REAR	PRVTE	SW-NE							000	00
N N		6P 45 8 7.38		008100100500	05	(04)		Ν	DAY	INJ	PSNGR CAR		01 DRVR	NONE	37 E	OR-Y OR<25		026	000	29
	# E r		43.45								02 NONE 0	STOP								
	o r																			
											PRVTE PSNGR CAR	SW-NE	01 DRVR	INJC	64 N	I OR-Y OR<25	;	000	011 000	00
01811	N N N # E r	06/14/2020	16	PACIFIC HY 99E	STRGHT		N	N	RAIN	PED	01 NONE 0	STRGHT								18
	r o r																			
NONE		SU		CLEVELAND ST	SW	(NONE)	UNKNOWN	N	WET	PED	PRVTE	NE-SW							000	00
N N		1A 45 8 8.22	-122 50 42.67	008100100500	00	(04)		N	DLIT	INJ	PSNGR CAR		01 DRVR	NONE	46 I	OR-Y OR<25	i	000	000	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 611.720. 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 WOODBURN, MARION COUNTY

### OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT URBAN NON-SYSTEM CRASH LISTING

### PACIFIC HY 99E and CLEVELAND ST, City of Woodburn, Marion County, 01/01/2016 to 12/31/2020

50 - 52 of 52 Crash records shown.

SER#	S DM P RJS	WDATE	CLASS	CITY STREET		INT-TYPE					SPCL USE									
	EAUIC		DIST	FIRST STREET	RD CHAR	(MEDIAN)		OFFRD	WTHR	CRASH	TRLR QTY	MOVE			А	S				
	ELGNH		FROM	SECOND STREET	DIRECT	LEGS	TRAF-		SURF	COLL	OWNER	FROM	PRTC	INJ		E LICNS	PED			
UNLOC?	DCSVL	K LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE	то	P# TYPE	SVRT	Y E	X RES	LOC	ERROR	ACT EVENT	CAUSE
	# E																			
	r																			
	r																			
	r																			
												- STRGHT	01 PED	INJC	0.0	Unle	ROAD	057	000	18
													OI FED	INCC	00	onk	ROAD	057	000	10
												SE NW								
02598	NNN# E	08/28/2020	16	PACIFIC HY 99E	STRGHT		N	Y	CLR	FIX OBJ	01 NONE 9	STRGHT							040,121	16
	r																			
	r																			
	r																			
CITY		FR		CLEVELAND ST	SW	(NONE)	UNKNOWN	N	DRY	FIX	N/A	SW-NE							000	00
Y		9A			01			Ν	DAY	PDO	PSNGR CAR		01 DRVR	NONE	00			000	000	0.0
N		45 8 2.68	-122 50 47.77	008100100500		(04)										UNK				
	#										02 NONE 9	PRKD-P								
	E																			
	r																			
	o r																			
											N/A	UN-UN							009	00
											PSNGR CAR									
00071	NNN#	01/05/2019	17	CLEVELAND ST	STRGHT		Y	N	CLR	S-STRGHT	01 NONE 9	STRGHT								29
	E																			
	r r																			
	o r																			
NONE	T	SA	289	PACIFIC HY 99E	NW	(NONE)	UNKNOWN	N	DRY	REAR	N/A	NW-SE							000	0.0
N		10A			08			N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	0.0	Unk UNK		000	000	00
N		45 8 10.17				(02)										UNK				
	#		46.14								02 NONE 9	STRGHT								
	E										02 NONE 9	SIRGHI								
	r r																			
	0																			
	r										N/A	NW-SE							000	00
											PSNGR CAR		01 DRVR	NONE	00			000	000	0.0
																UNK				

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.

### CDS160 03/10/2023

### OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION

TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT

#### CRASH SUMMARIES BY YEAR BY COLLISION TYPE

### PACIFIC HY 99E and CLEVELAND ST, City of Woodburn, Marion County, 01/01/2016 to 12/31/2020

		MAJOR	MODERATE	MINOR	PROP					
	FATAL	INJURY	INJURY	INJURY	DAMAGE	TOTAL	PEOPLE	MAJOR	MODERATE	MINOR
COLLISION TYPE	CRASHES	CRASHES	CRASHES	CRASHES	ONLY	CRASHES	KILLED	INJURIES	INJURIES	INJURIES
YEAR: 2020										
FIXED / OTHER OBJECT	0	0	0	0	1	1	0	0	0	0
PEDESTRIAN	0	0	0	1	0	1	0	0	0	1
TURNING MOVEMENTS	0	0	2	3	0	5	0	0	3	7
2020 TOTAL	0	0	2	4	1	7	0	0	3	8
YEAR: 2019										
REAR-END	0	0	1	6	1	8	0	0	1	10
TURNING MOVEMENTS	0	0	1	2	1	4	0	0	1	3
2019 TOTAL	0	0	2	8	2	12	0	0	2	13
YEAR: 2018										
FIXED / OTHER OBJECT	0	0	0	1	0	1	0	0	0	1
REAR-END	0	0	0	1	1	2	0	0	0	1
TURNING MOVEMENTS	0	0	0	2	4	б	0	0	0	2
2018 TOTAL	0	0	0	4	5	9	0	0	0	4
YEAR: 2017										
REAR-END	0	0	1	2	2	5	0	0	2	2
TURNING MOVEMENTS	0	0	2	3	2	7	0	0	3	6
2017 TOTAL	0	0	3	5	4	12	0	0	5	8
YEAR: 2016										
REAR-END	0	1	2	2	1	6	0	1	2	7
TURNING MOVEMENTS	0	0	1	2	3	б	0	0	1	4
2016 TOTAL	0	1	3	4	4	12	0	1	3	11
FINAL TOTAL	0	1	10	25	16	52	0	1	13	44

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# Preliminary Traffic Signal Warrant Analysis



Project:	Young Street				
Date:	3/16/2023				
Scenario:	2025 Buildout PM Pe	ak Hour			
Major Street:	Young Street		Minor Street:	Bryan Street	
Number of Lane	es: 1		Number of Lane	s: 1	
PM Pe Hour Volume	669		PM Pea Hour Volume	13	Total Rights RT Discount
Warrant Used:					
Χ	100 percent of standard	warrants used			
	70 percent of standard	warrants used due t	o 85th percentile speed	in excess	
	of 40 mph or isolated c	ommunity with pop	ulation less than 10,000.		
Number of	of Lanes for Moving	ADT or	n Major St.	ADT o	n Minor St.
Traffic c	on Each Approach:	(total of bot	h approaches)	(higher-vo	lume approach)
WARRANT 1, CONDI	<u>FION A</u>	100%	70%	100%	70%
<u>Major St.</u>	Minor St.	<u>Warrants</u>	<u>Warrants</u>	<u>Warrants</u>	<u>Warrants</u>
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDI	<u>FION B</u>				
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250
		Note: A	ADT volumes assume 8th high	nest hour is 5.6% of the d	aily volume

Warrant 1 Condition A: Minimum Vehicular Volume	Approach Volumes N	Ainimum Volumes	ls Signal Warrant Met?
Major Street	6,690	8,850	
Minor Street*	180	2,650	No
Condition B: Interruption of Continuous Traffic			
Major Street	6,690	13,300	
Minor Street*	180	1,350	No
Combination Warrant			
Major Street	6,690	10,640	
Minor Street*	180	2,120	No

\* Minor street right-turning traffic volumes reduced by 00%.

# Preliminary Traffic Signal Warrant Analysis



Project: Date: Scenario:	Young Street TIS 3/16/2023 2025 Buildout PM Pe	ak Hour			
Major Street:	OR-99E		Minor Street:	Cleveland Street	
Number of Lan	es: 2		Number of Lanes	: 1	
AM Pe Hour Volum	1700		AM Peal Hour Volumes	71	Total Rights RT Discount
Warrant Used:					
X	100 percent of standard	warrants used			
	70 percent of standard	warrants used due	to 85th percentile speed	in excess	
	of 40 mph or isolated o	ommunity with po	pulation less than 10,000.		
Number	of Lanes for Moving	ADT o	n Major St.	ADT on	Minor St.
Traffic o	on Each Approach:	(total of bo	oth approaches)	(higher-volu	me approach)
<u>WARRANT 1, CONDI</u>	<u>TION A</u>	100%	70%	100%	70%
<u>Major St.</u>	Minor St.	<u>Warrants</u>	<u>Warrants</u>	Warrants	<u>Warrants</u>
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
<u>WARRANT 1, CONDI</u>	TION B				
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250
		Note:	ADT volumes assume 8th highe	est hour is 5.6% of the dai	ly volume

	Approach Volumes	Vinimum Volumes	ls Signal Warrant Met?
Warrant 1			
Condition A: Minimum Vehicular Volume			
Major Street	17,000	10,600	
Minor Street*	820	2,650	No
Condition B: Interruption of Continuous Traffic			
Major Street	17,000	15,900	
Minor Street*	820	1,350	No
Combination Warrant			
Major Street	17,000	12,720	
Minor Street*	820	2,120	No

\* Minor street right-turning traffic volumes reduced by 100%.

# Appendix D - Operations

Synchro Reports

SimTraffic Reports



## HCM 6th Signalized Intersection Summary 1: OR 99E & Young Street

03/13/2023	
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	f.			4	1	7	<b>↑</b> Ъ		٦	<b>†</b> Ъ	
Traffic Volume (veh/h)	66	133	59	40	114	195	36	575	22	145	436	36
Future Volume (veh/h)	66	133	59	40	114	195	36	575	22	145	436	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1841	1841	1841	1811	1811	1811	1682	1682	1682	1641	1641	1641
Adj Flow Rate, veh/h	80	162	72	49	139	238	44	701	27	177	532	44
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	4	4	4	6	6	6	5	5	5	8	8	8
Cap, veh/h	311	329	146	163	367	418	420	1023	39	411	1135	94
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.05	0.33	0.33	0.11	0.39	0.39
Sat Flow, veh/h	990	1207	537	237	1348	1535	1602	3137	121	1563	2916	241
Grp Volume(v), veh/h	80	0	234	188	0	238	44	357	371	177	284	292
Grp Sat Flow(s),veh/h/ln	990	0	1744	1585	0	1535	1602	1598	1660	1563	1559	1597
Q Serve(g_s), s	3.4	0.0	5.2	0.1	0.0	6.2	0.8	9.0	9.0	3.3	6.3	6.3
Cycle Q Clear(g_c), s	8.8	0.0	5.2	5.3	0.0	6.2	0.8	9.0	9.0	3.3	6.3	6.3
Prop In Lane	1.00		0.31	0.26		1.00	1.00		0.07	1.00		0.15
Lane Grp Cap(c), veh/h	311	0	475	530	0	418	420	521	541	411	607	622
V/C Ratio(X)	0.26	0.00	0.49	0.35	0.00	0.57	0.10	0.69	0.69	0.43	0.47	0.47
Avail Cap(c_a), veh/h	758	0	1262	1232	0	1111	570	1777	1847	966	2239	2295
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.9	0.0	14.1	13.7	0.0	14.5	9.5	13.5	13.5	9.4	10.6	10.6
Incr Delay (d2), s/veh	0.4	0.0	0.8	0.4	0.0	1.2	0.1	1.6	1.5	0.7	0.6	0.6
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/In	0.7	0.0	1.9	1.5	0.0	2.0	0.2	2.4	2.5	0.7	1.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.3	0.0	14.9	14.1	0.0	15.7	9.6	15.1	15.1	10.1	11.1	11.1
LnGrp LOS	В	Α	В	В	Α	В	Α	В	В	В	В	B
Approach Vol, veh/h		314			426			772			753	
Approach Delay, s/veh		15.8			15.0			14.8			10.9	
Approach LOS		В			В			В			В	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	19.6		17.1	6.7	22.5		17.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	21.5	51.5		33.5	6.5	66.5		33.5				
Max Q Clear Time (g_c+I1), s	5.3	11.0		10.8	2.8	8.3		8.2				
Green Ext Time (p_c), s	0.4	4.1		1.9	0.0	3.2		2.1				
Intersection Summary												
HCM 6th Ctrl Delay			13.7									
HCM 6th LOS			B									

Int Delay, s/veh	2.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	1	1		41	<b>≜</b> ₽	
Traffic Vol, veh/h	97	64	26	554	475	71
Future Vol, veh/h	97	64	26	554	475	71
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	165	0	-	-	-	-
Veh in Median Storage	,# 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	2	2	2
Mvmt Flow	105	70	28	602	516	77

Major/Minor	Minor2	Ν	/lajor1	Maj	or2	
Conflicting Flow All	912	297	593	0	-	0
Stage 1	555	-	-	-	-	-
Stage 2	357	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.14	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.22	-	-	-
Pot Cap-1 Maneuver	277	705	979	-	-	-
Stage 1	544	-	-	-	-	-
Stage 2	685	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	265	705	979	-	-	-
Mov Cap-2 Maneuver	265	-	-	-	-	-
Stage 1	521	-	-	-	-	-
Stage 2	685	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.7	0.6	0
HCM LOS	С		

Minor Lane/Major Mvmt	NBL	NBT I	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	979	-	265	705	-	-
HCM Lane V/C Ratio	0.029	-	0.398	0.099	-	-
HCM Control Delay (s)	8.8	0.2	27.3	10.7	-	-
HCM Lane LOS	А	Α	D	В	-	-
HCM 95th %tile Q(veh)	0.1	-	1.8	0.3	-	-

Int Delay, s/veh	0.3						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		ŧ	et i		Y		
Traffic Vol, veh/h	3	252	177	9	6	6	
Future Vol, veh/h	3	252	177	9	6	6	i
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	I.
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	-	-	0	-	
Veh in Median Storage,	# -	0	0	-	2	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	3	274	192	10	7	7	

Major/Minor	Major1	Ν	/lajor2	-	Minor2	
Conflicting Flow All	202	0	-	0	477	197
Stage 1	-	-	-	-	197	-
Stage 2	-	-	-	-	280	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1370	-	-	-	547	844
Stage 1	-	-	-	-	836	-
Stage 2	-	-	-	-	767	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver		-	-	-	545	844
Mov Cap-2 Maneuver	• -	-	-	-	675	-
Stage 1	-	-	-	-	833	-
Stage 2	-	-	-	-	767	-
Approach	EB		WB		SB	
HCM Control Delay, s	s 0.1		0		9.9	
HCM LOS					А	
Minor Lane/Major Mv	mt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)		1370	-	-	-	750
HCM Lane V/C Ratio		0.002	-	-	-	0.017
HCM Control Delay (s	5)	7.6	0	-	-	9.9
HCM Lane LOS		А	Α	-	-	А
HCM 95th %tile Q(vel	h)	0	-	-	-	0.1

03/13/2023

## HCM 6th Signalized Intersection Summary 1: OR 99E & Young Street

03/13/2023	
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	f,			4	1	٦	<b>↑</b> Ъ		٦	<b>†</b> Ъ	
Traffic Volume (veh/h)	130	133	54	46	139	253	46	543	27	204	813	133
Future Volume (veh/h)	130	133	54	46	139	253	46	543	27	204	813	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1870	1870	1870	1870	1870	1870	1723	1723	1723	1723	1723	1723
Adj Flow Rate, veh/h	141	145	59	50	151	275	50	590	29	222	884	145
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	327	370	150	159	421	464	285	1108	54	472	1183	194
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.05	0.35	0.35	0.12	0.42	0.42
Sat Flow, veh/h	961	1264	514	271	1439	1585	1641	3175	156	1641	2815	462
Grp Volume(v), veh/h	141	0	204	201	0	275	50	304	315	222	514	515
Grp Sat Flow(s),veh/h/ln	961	0	1778	1711	0	1585	1641	1637	1695	1641	1637	1640
Q Serve(g_s), s	7.7	0.0	5.2	0.0	0.0	8.4	1.1	8.4	8.4	4.5	15.0	15.0
Cycle Q Clear(g_c), s	12.5	0.0	5.2	4.8	0.0	8.4	1.1	8.4	8.4	4.5	15.0	15.0
Prop In Lane	1.00		0.29	0.25		1.00	1.00		0.09	1.00		0.28
Lane Grp Cap(c), veh/h	327	0	520	580	0	464	285	571	591	472	688	689
V/C Ratio(X)	0.43	0.00	0.39	0.35	0.00	0.59	0.18	0.53	0.53	0.47	0.75	0.75
Avail Cap(c_a), veh/h	684	0	1181	1187	0	1053	424	1348	1396	930	1783	1786
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.8	0.0	16.0	15.8	0.0	17.1	11.8	14.7	14.7	9.6	13.8	13.8
Incr Delay (d2), s/veh	0.9	0.0	0.5	0.4	0.0	1.2	0.3	0.8	0.7	0.7	1.6	1.6
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/In	1.7	0.0	2.0	2.0	0.0	3.0	0.3	2.4	2.5	1.1	4.1	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.7	0.0	16.4	16.2	0.0	18.3	12.1	15.5	15.4	10.3	15.5	15.5
LnGrp LOS	С	Α	В	В	Α	В	В	В	В	В	В	B
Approach Vol, veh/h		345			476			669			1251	
Approach Delay, s/veh		18.6			17.4			15.2			14.6	
Approach LOS		В			В			В			В	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.2	24.2		21.0	7.2	28.2		21.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	22.5	46.5		37.5	7.5	61.5		37.5				
Max Q Clear Time (g_c+I1), s	6.5	10.4		14.5	3.1	17.0		10.4				
Green Ext Time (p_c), s	0.5	3.3		2.0	0.0	6.7		2.3				
Intersection Summary												
HCM 6th Ctrl Delay			15.7									
HCM 6th LOS			B									

Int Delay, s/veh	6.4						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	2
Lane Configurations	7	1		41	<b>1</b>		
Traffic Vol, veh/h	80	70	78	594	712	220	)
Future Vol, veh/h	80	70	78	594	712	220	)
Conflicting Peds, #/hr	0	0	0	0	0	0	)
Sign Control	Stop	Stop	Free	Free	Free	Free	)
RT Channelized	-	None	-	None	-	None	)
Storage Length	165	0	-	-	-	-	•
Veh in Median Storage,	# 0	-	-	0	0	-	-
Grade, %	0	-	-	0	0	-	•
Peak Hour Factor	92	92	92	92	92	92	)
Heavy Vehicles, %	0	0	2	2	2	2	)
Mvmt Flow	87	76	85	646	774	239	)

Major/Minor	Minor2	ľ	Major1	Ma	ijor2					
Conflicting Flow All	1387	507	1013	0	-	0				
Stage 1	894	-	-	-	-	-				
Stage 2	493	-	-	-	-	-				
Critical Hdwy	6.8	6.9	4.14	-	-	-				
Critical Hdwy Stg 1	5.8	-	-	-	-	-				
Critical Hdwy Stg 2	5.8	-	-	-	-	-				
Follow-up Hdwy	3.5	3.3	2.22	-	-	-				
Pot Cap-1 Maneuver	136	516	680	-	-	-				
Stage 1	365	-	-	-	-	-				
Stage 2	585	-	-	-	-	-				
Platoon blocked, %				-	-	-				
Mov Cap-1 Maneuve		516	680	-	-	-				
Mov Cap-2 Maneuve	r 109	-	-	-	-	-				
Stage 1	294	-	-	-	-	-				
Stage 2	585	-	-	-	-	-				
					-					

Approach	EB	NB	SB
HCM Control Delay, s	65.1	2.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT E	EBLn1 I	EBLn2	SBT	SBR	
Capacity (veh/h)	680	-	109	516	-	-	
HCM Lane V/C Ratio	0.125	-	0.798	0.147	-	-	
HCM Control Delay (s)	11	0.9	110.5	13.2	-	-	
HCM Lane LOS	В	А	F	В	-	-	
HCM 95th %tile Q(veh)	0.4	-	4.5	0.5	-	-	

Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		ŧ	4		Y	
Traffic Vol, veh/h	10	299	302	16	18	6
Future Vol, veh/h	10	299	302	16	18	6
Conflicting Peds, #/hr	0	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	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	325	328	17	20	7

Major/Minor	Major1	Ν	/lajor2	I	Minor2	
Conflicting Flow All	345	0	-	0	684	337
Stage 1	-	-	-	-	337	-
Stage 2	-	-	-	-	347	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	
Pot Cap-1 Maneuver	1214	-	-	-	414	705
Stage 1	-	-	-	-	723	-
Stage 2	-	-	-	-	716	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver		-	-	-	409	705
Mov Cap-2 Maneuver	-	-	-	-	582	-
Stage 1	-	-	-	-	715	-
Stage 2	-	-	-	-	716	-
Approach	EB		WB		SB	
HCM Control Delay, s	0.3		0		11.2	
HCM LOS					В	
Minor Lane/Major Mvr	nt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)		1214	-	-	-	609
HCM Lane V/C Ratio		0.009	-	-	-	0.043
HCM Control Delay (s	;)	8	0	-	-	11.2
HCM Lane LOS		٨	٨			В
		А	А	-	-	D

## HCM 6th Signalized Intersection Summary 1: OR 99E & Young Street

03/13/2023	
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	f,			4	1	5	<b>↑</b> Ъ		٦	<b>†</b> Ъ	
Traffic Volume (veh/h)	67	136	60	41	116	199	37	611	22	148	472	37
Future Volume (veh/h)	67	136	60	41	116	199	37	611	22	148	472	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1841	1841	1841	1811	1811	1811	1682	1682	1682	1641	1641	1641
Adj Flow Rate, veh/h	82	166	73	50	141	243	45	745	27	180	576	45
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	4	4	4	6	6	6	5	5	5	8	8	8
Cap, veh/h	303	333	146	158	364	422	406	1063	39	400	1173	91
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.05	0.34	0.34	0.11	0.40	0.40
Sat Flow, veh/h	983	1212	533	236	1325	1535	1602	3145	114	1563	2930	229
Grp Volume(v), veh/h	82	0	239	191	0	243	45	378	394	180	306	315
Grp Sat Flow(s),veh/h/ln	983	0	1745	1560	0	1535	1602	1598	1661	1563	1559	1600
Q Serve(g_s), s	3.7	0.0	5.6	0.1	0.0	6.6	0.9	10.0	10.0	3.4	7.1	7.1
Cycle Q Clear(g_c), s	9.5	0.0	5.6	5.7	0.0	6.6	0.9	10.0	10.0	3.4	7.1	7.1
Prop In Lane	1.00		0.31	0.26		1.00	1.00		0.07	1.00		0.14
Lane Grp Cap(c), veh/h	303	0	480	522	0	422	406	540	561	400	624	640
V/C Ratio(X)	0.27	0.00	0.50	0.37	0.00	0.58	0.11	0.70	0.70	0.45	0.49	0.49
Avail Cap(c_a), veh/h	711	0	1204	1167	0	1059	546	1695	1763	922	2136	2192
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.8	0.0	14.8	14.3	0.0	15.2	9.6	13.9	13.9	9.7	10.9	10.9
Incr Delay (d2), s/veh	0.5	0.0	0.8	0.4	0.0	1.2	0.1	1.7	1.6	0.8	0.6	0.6
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/In	0.8	0.0	2.1	1.6	0.0	0.1	0.2	2.7	2.8	0.8	1.7	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.3	0.0	15.6	14.7	0.0	16.4	9.8	15.6	15.6	10.5	11.5	11.5
LnGrp LOS	В	Α	В	В	Α	В	А	В	В	В	В	B
Approach Vol, veh/h		321			434			817			801	
Approach Delay, s/veh		16.5			15.7			15.3			11.2	
Approach LOS		В			В			В			В	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	20.9		17.8	6.8	23.9		17.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	21.5	51.5		33.5	6.5	66.5		33.5				
Max Q Clear Time (g_c+I1), s	5.4	12.0		11.5	2.9	9.1		8.6				
Green Ext Time (p_c), s	0.4	4.4		1.9	0.0	3.5		2.1				
Intersection Summary												
HCM 6th Ctrl Delay			14.1									
HCM 6th LOS			В									

Int Delay, s/veh	3.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	5	1		41	<b>†</b> ]	
Traffic Vol, veh/h	99	65	27	589	512	72
Future Vol, veh/h	99	65	27	589	512	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	165	0	-	-	-	-
Veh in Median Storage	# 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	2	2	2
Mvmt Flow	108	71	29	640	557	78

Major/Minor	Minor2	Ν	/lajor1	Ma	jor2	
Conflicting Flow All	974	318	635	0	-	0
Stage 1	596	-	-	-	-	-
Stage 2	378	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.14	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.22	-	-	-
Pot Cap-1 Maneuver	253	684	944	-	-	-
Stage 1	519	-	-	-	-	-
Stage 2	669	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	241	684	944	-	-	-
Mov Cap-2 Maneuver	241	-	-	-	-	-
Stage 1	494	-	-	-	-	-
Stage 2	669	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.3	0.6	0
HCM LOS	С		

Minor Lane/Major Mvmt	NBL	NBT E	EBLn1	EBLn2	SBT	SBR	
Capacity (veh/h)	944	-	241	684	-	-	
HCM Lane V/C Ratio	0.031	-	0.447	0.103	-	-	
HCM Control Delay (s)	8.9	0.2	31.5	10.9	-	-	
HCM Lane LOS	А	А	D	В	-	-	
HCM 95th %tile Q(veh)	0.1	-	2.1	0.3	-	-	

Int Delay, s/veh	0.3						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		ŧ	et i		Y		
Traffic Vol, veh/h	3	257	181	9	6	6	
Future Vol, veh/h	3	257	181	9	6	6	i
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	1
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	-	-	0	-	
Veh in Median Storage,	# -	0	0	-	2	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	3	279	197	10	7	7	

Major/Minor I	Major1	Ν	/lajor2		Minor2	
Conflicting Flow All	207	0	-	0	487	202
Stage 1	-	-	-	-	202	-
Stage 2	-	-	-	-	285	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1364	-	-	-	540	839
Stage 1	-	-	-	-	832	-
Stage 2	-	-	-	-	763	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1364	-	-	-	538	839
Mov Cap-2 Maneuver	-	-	-	-	671	-
Stage 1	-	-	-	-	830	-
Stage 2	-	-	-	-	763	-
Approach	EB		WB		SB	
HCM Control Delay, s	0.1		0		9.9	
HCM LOS					А	
Minor Lane/Major Mvm	nt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)		1364	-	-	-	746
HCM Lane V/C Ratio		0.002	-	-	-	0.017
HCM Control Delay (s)		7.6	0	-	-	9.9
HCM Lane LOS		А	А	-	-	А
HCM 95th %tile Q(veh)	)	0	-	-	-	0.1

## HCM 6th Signalized Intersection Summary 1: OR 99E & Young Street

03/13/2023	
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	٦	ţ,			4	1	٦	<b>↑</b> Ъ		٦	<b>*</b> 1>	
Traffic Volume (veh/h)	133	125	55	47	142	258	47	582	28	208	856	136
Future Volume (veh/h)	133	125	55	47	142	258	47	582	28	208	856	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1870	1870	1870	1870	1870	1870	1723	1723	1723	1723	1723	1723
Adj Flow Rate, veh/h	145	136	60	51	154	280	51	633	30	226	930	148
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	319	363	160	157	422	467	273	1152	55	458	1222	194
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.05	0.36	0.36	0.12	0.43	0.43
Sat Flow, veh/h	954	1230	543	279	1431	1585	1641	3181	151	1641	2828	450
Grp Volume(v), veh/h	145	0	196	205	0	280	51	325	338	226	538	540
Grp Sat Flow(s),veh/h/ln	954	0	1773	1710	0	1585	1641	1637	1696	1641	1637	1642
Q Serve(g_s), s	8.5	0.0	5.2	0.0	0.0	9.1	1.1	9.5	9.5	4.7	16.7	16.7
Cycle Q Clear(g_c), s	13.7	0.0	5.2	5.2	0.0	9.1	1.1	9.5	9.5	4.7	16.7	16.7
Prop In Lane	1.00		0.31	0.25		1.00	1.00		0.09	1.00		0.27
Lane Grp Cap(c), veh/h	319	0	523	579	0	467	273	593	614	458	707	709
V/C Ratio(X)	0.45	0.00	0.38	0.35	0.00	0.60	0.19	0.55	0.55	0.49	0.76	0.76
Avail Cap(c_a), veh/h	635	0	1110	1121	0	993	400	1271	1317	882	1681	1686
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.1	0.0	16.7	16.7	0.0	18.1	12.2	15.2	15.2	9.9	14.4	14.4
Incr Delay (d2), s/veh	1.0	0.0	0.4	0.4	0.0	1.2	0.3	0.8	0.8	0.8	1.7	1.7
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/In	1.9	0.0	2.1	2.1	0.0	3.2	0.3	2.8	2.9	1.2	4.7	4.7
Unsig. Movement Delay, s/veh			. – .									
LnGrp Delay(d),s/veh	23.2	0.0	17.2	17.1	0.0	19.3	12.5	16.0	16.0	10.8	16.1	16.1
LnGrp LOS	С	A	В	В	A	В	В	В	В	В	В	B
Approach Vol, veh/h		341			485			714			1304	
Approach Delay, s/veh		19.7			18.4			15.7			15.2	
Approach LOS		В			В			В			В	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	26.2		22.1	7.4	30.4		22.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	22.5	46.5		37.5	7.5	61.5		37.5				
Max Q Clear Time (g_c+I1), s	6.7	11.5		15.7	3.1	18.7		11.1				
Green Ext Time (p_c), s	0.5	3.6		2.0	0.0	7.2		2.4				
Intersection Summary												
HCM 6th Ctrl Delay			16.4									
HCM 6th LOS			В									

Int Delay, s/veh	6.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	7	1		412	<b>†</b>	
Traffic Vol, veh/h	82	71	80	635	751	224
Future Vol, veh/h	82	71	80	635	751	224
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	165	0	-	-	-	-
Veh in Median Storage,	# 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	2	2	2	2
Mvmt Flow	86	75	84	668	791	236

Major/Minor	Minor2	ľ	Major1	Ma	jor2	
Conflicting Flow All	1411	514	1027	0	-	0
Stage 1	909	-	-	-	-	-
Stage 2	502	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.14	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.22	-	-	-
Pot Cap-1 Maneuver	132	511	672	-	-	-
Stage 1	358	-	-	-	-	-
Stage 2	579	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	r 106	511	672	-	-	-
Mov Cap-2 Maneuver	r 106	-	-	-	-	-
Stage 1	287	-	-	-	-	-
Stage 2	579	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	68.5	2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT E	BLn1	EBLn2	SBT	SBR	
Capacity (veh/h)	672	-	106	511	-	-	
HCM Lane V/C Ratio	0.125	-	0.814	0.146	-	-	
HCM Control Delay (s)	11.1	0.9	116.3	13.2	-	-	
HCM Lane LOS	В	А	F	В	-	-	
HCM 95th %tile Q(veh)	0.4	-	4.6	0.5	-	-	

Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		ŧ	et i		Y	
Traffic Vol, veh/h	10	305	308	16	18	6
Future Vol, veh/h	10	305	308	16	18	6
Conflicting Peds, #/hr	0	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	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	332	335	17	20	7

Major/Minor	Major1	Ν	lajor2	I	Minor2	
Conflicting Flow All	352	0	-	0	698	344
Stage 1	-	-	-	-	344	-
Stage 2	-	-	-	-	354	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1207	-	-	-	407	699
Stage 1	-	-	-	-	718	-
Stage 2	-	-	-	-	710	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver		-	-	-	403	699
Mov Cap-2 Maneuver	-	-	-	-	577	-
Stage 1	-	-	-	-	710	-
Stage 2	-	-	-	-	710	-
Approach	EB		WB		SB	
HCM Control Delay, s	0.3		0		11.2	
HCM LOS					В	
Minor Lane/Major Mvr	nt	EBL	EBT	WBT	WBR \$	SBLn1
Capacity (veh/h)		1207	-	-	-	603
HCM Lane V/C Ratio		0.009	-	-	-	0.043
HCM Control Delay (s	;)	8	0	-	-	11.2
HCM Lane LOS		А	А	-	-	В
HCM 95th %tile Q(veh	1)	0	-	-	-	0.1

## HCM 6th Signalized Intersection Summary 1: OR 99E & Young Street

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	f,			4	1	٦	<b>↑</b> Ъ		٦	<b>*</b> 1>	
Traffic Volume (veh/h)	85	136	72	41	117	199	41	611	22	148	472	42
Future Volume (veh/h)	85	136	72	41	117	199	41	611	22	148	472	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1841	1841	1841	1811	1811	1811	1682	1682	1682	1641	1641	1641
Adj Flow Rate, veh/h	104	166	88	50	143	243	50	745	27	180	576	51
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	4	4	4	6	6	6	5	5	5	8	8	8
Cap, veh/h	311	339	180	159	385	460	390	1042	38	384	1131	100
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.05	0.33	0.33	0.11	0.39	0.39
Sat Flow, veh/h	982	1132	600	239	1286	1535	1602	3145	114	1563	2897	256
Grp Volume(v), veh/h	104	0	254	193	0	243	50	378	394	180	309	318
Grp Sat Flow(s),veh/h/ln	982	0	1733	1525	0	1535	1602	1598	1661	1563	1559	1595
Q Serve(g_s), s	5.1	0.0	6.2	0.2	0.0	6.8	1.0	10.8	10.8	3.7	7.8	7.9
Cycle Q Clear(g_c), s	11.5	0.0	6.2	6.4	0.0	6.8	1.0	10.8	10.8	3.7	7.8	7.9
Prop In Lane	1.00		0.35	0.26		1.00	1.00		0.07	1.00		0.16
Lane Grp Cap(c), veh/h	311	0	519	545	0	460	390	529	550	384	609	623
V/C Ratio(X)	0.33	0.00	0.49	0.35	0.00	0.53	0.13	0.71	0.72	0.47	0.51	0.51
Avail Cap(c_a), veh/h	651	0	1120	1080	0	992	511	1587	1650	863	1999	2045
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.7	0.0	14.9	14.2	0.0	15.1	10.5	15.2	15.2	10.6	12.0	12.0
Incr Delay (d2), s/veh	0.6	0.0	0.7	0.4	0.0	0.9	0.1	1.8	1.8	0.9	0.7	0.6
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/In	1.1	0.0	2.3	1.7	0.0	2.3	0.3	3.0	3.2	0.9	2.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.3	0.0	15.6	14.6	0.0	16.0	10.6	17.0	16.9	11.5	12.7	12.7
LnGrp LOS	С	Α	В	В	Α	В	В	В	В	В	В	B
Approach Vol, veh/h		358			436			822			807	
Approach Delay, s/veh		17.0			15.4			16.6			12.4	
Approach LOS		В			В			В			В	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.1	21.7		20.1	7.1	24.8		20.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	21.5	51.5		33.5	6.5	66.5		33.5				
Max Q Clear Time (g_c+I1), s	5.7	12.8		13.5	3.0	9.9		8.8				
Green Ext Time (p_c), s	0.4	4.4		2.1	0.0	3.5		2.1				
Intersection Summary												
HCM 6th Ctrl Delay			15.0									
HCM 6th LOS			В									

Int Delay, s/veh	3.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	5	1		41	<b>1</b>	
Traffic Vol, veh/h	99	65	27	593	524	72
Future Vol, veh/h	99	65	27	593	524	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	165	0	-	-	-	-
Veh in Median Storage	,# 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	2	2	2
Mvmt Flow	108	71	29	645	570	78

Major/Minor	Minor2	٨	/lajor1	Maj	jor2	
Conflicting Flow All	990	324	648	0	-	0
Stage 1	609	-	-	-	-	-
Stage 2	381	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.14	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.22	-	-	-
Pot Cap-1 Maneuver	247	678	934	-	-	-
Stage 1	511	-	-	-	-	-
Stage 2	666	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	<sup>-</sup> 235	678	934	-	-	-
Mov Cap-2 Maneuver	<sup>-</sup> 235	-	-	-	-	-
Stage 1	486	-	-	-	-	-
Stage 2	666	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24	0.6	0
HCM LOS	С		

Minor Lane/Major Mvmt	NBL	NBT I	EBLn1	EBLn2	SBT	SBR	
Capacity (veh/h)	934	-	235	678	-	-	
HCM Lane V/C Ratio	0.031	-	0.458	0.104	-	-	
HCM Control Delay (s)	9	0.2	32.6	10.9	-	-	
HCM Lane LOS	А	А	D	В	-	-	
HCM 95th %tile Q(veh)	0.1	-	2.2	0.3	-	-	

1.3

## Intersection

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4			4			4		
Traffic Vol, veh/h	3	257	3	9	181	9	10	0	30	6	0	6	
Future Vol, veh/h	3	257	3	9	181	9	10	0	30	6	0	6	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	-	None										
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage,	# -	0	-	-	0	-	-	2	-	-	2	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	3	279	3	10	197	10	11	0	33	7	0	7	

Major/Minor	Major1		М	ajor2			Minor1			Minor2			
Conflicting Flow All	207	0	0	282	0	0	513	514	281	525	510	202	
Stage 1	-	-	-	-	-	-	287	287	-	222	222	-	
Stage 2	-	-	-	-	-	-	226	227	-	303	288	-	
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22	
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-	
Follow-up Hdwy	2.218	-	- 2	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318	
Pot Cap-1 Maneuver	1364	-	-	1280	-	-	472	464	758	463	467	839	
Stage 1	-	-	-	-	-	-	720	674	-	780	720	-	
Stage 2	-	-	-	-	-	-	777	716	-	706	674	-	
Platoon blocked, %		-	-		-	-							
Mov Cap-1 Maneuver	1364	-	-	1280	-	-	464	458	758	439	461	839	
Mov Cap-2 Maneuver	-	-	-	-	-	-	613	580	-	585	579	-	
Stage 1	-	-	-	-	-	-	718	672	-	778	714	-	
Stage 2	-	-	-	-	-	-	764	710	-	674	672	-	
Approach	EB			WB			NB			SB			
HCM Control Delay, s	0.1			0.4			10.4			10.3			
HCM LOS							В			В			

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR \$	SBLn1
Capacity (veh/h)	716	1364	-	-	1280	-	-	689
HCM Lane V/C Ratio	0.061	0.002	-	-	0.008	-	-	0.019
HCM Control Delay (s)	10.4	7.6	0	-	7.8	0	-	10.3
HCM Lane LOS	В	А	А	-	А	А	-	В
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

## HCM 6th Signalized Intersection Summary 1: OR 99E & Young Street

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	٦	ţ,			4	1	7	<b>↑</b> Ъ		٦	<b>†</b> Ъ	
Traffic Volume (veh/h)	143	125	62	47	142	258	58	582	28	208	856	153
Future Volume (veh/h)	143	125	62	47	142	258	58	582	28	208	856	153
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1870	1870	1870	1870	1870	1870	1723	1723	1723	1723	1723	1723
Adj Flow Rate, veh/h	155	136	67	51	154	280	63	633	30	226	930	166
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	317	361	178	157	429	484	267	1175	56	452	1199	214
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.05	0.37	0.37	0.12	0.43	0.43
Sat Flow, veh/h	954	1183	583	286	1404	1585	1641	3181	151	1641	2775	495
Grp Volume(v), veh/h	155	0	203	205	0	280	63	325	338	226	548	548
Grp Sat Flow(s),veh/h/ln	954	0	1765	1690	0	1585	1641	1637	1696	1641	1637	1634
Q Serve(g_s), s	9.8	0.0	5.8	0.0	0.0	9.6	1.5	10.1	10.1	5.0	18.4	18.4
Cycle Q Clear(g_c), s	15.6	0.0	5.8	5.8	0.0	9.6	1.5	10.1	10.1	5.0	18.4	18.4
Prop In Lane	1.00		0.33	0.25		1.00	1.00		0.09	1.00		0.30
Lane Grp Cap(c), veh/h	317	0	539	586	0	484	267	604	626	452	707	706
V/C Ratio(X)	0.49	0.00	0.38	0.35	0.00	0.58	0.24	0.54	0.54	0.50	0.78	0.78
Avail Cap(c_a), veh/h	582	0	1030	1040	0	925	373	1184	1227	838	1566	1564
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.7	0.0	17.5	17.4	0.0	18.8	13.0	16.0	16.0	10.5	15.6	15.6
Incr Delay (d2), s/veh	1.2	0.0	0.4	0.4	0.0	1.1	0.4	0.7	0.7	0.9	1.9	1.9
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/In	2.2	0.0	2.3	2.3	0.0	3.5	0.4	3.1	3.2	1.4	5.4	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.8	0.0	18.0	17.8	0.0	19.9	13.5	16.7	16.7	11.4	17.4	17.5
LnGrp LOS	С	А	В	В	А	В	В	В	В	В	В	В
Approach Vol, veh/h		358			485			726			1322	
Approach Delay, s/veh		20.9			19.0			16.4			16.4	
Approach LOS		С			В			В			В	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.9	28.2		24.1	7.9	32.3		24.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	22.5	46.5		37.5	7.5	61.5		37.5				
Max Q Clear Time (g_c+I1), s	7.0	12.1		17.6	3.5	20.4		11.6				
Green Ext Time (p_c), s	0.5	3.6		2.0	0.0	7.4		2.4				
Intersection Summary												
HCM 6th Ctrl Delay			17.4									
HCM 6th LOS			В									

Int Delay, s/veh	6.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	7	1		41	<b>1</b>	
Traffic Vol, veh/h	82	71	80	646	758	224
Future Vol, veh/h	82	71	80	646	758	224
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	165	0	-	-	-	-
Veh in Median Storage,	# 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	2	2	2	2
Mvmt Flow	86	75	84	680	798	236

Major/Minor	Minor2	1	Major1	Ма	jor2	
Conflicting Flow All	1424	517	1034	0	-	0
Stage 1	916	-	-	-	-	-
Stage 2	508	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.14	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.22	-	-	-
Pot Cap-1 Maneuver	129	509	668	-	-	-
Stage 1	355	-	-	-	-	-
Stage 2	575	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	<sup>-</sup> 103	509	668	-	-	-
Mov Cap-2 Maneuver	· 103	-	-	-	-	-
Stage 1	283	-	-	-	-	-
Stage 2	575	-	-	-	-	-
Approach	EB		NB		SB	

Approach	EB	NB	SB
HCM Control Delay, s	72.6	2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT I	EBLn1	EBLn2	SBT	SBR	
Capacity (veh/h)	668	-	103	509	-	-	
HCM Lane V/C Ratio	0.126	-	0.838	0.147	-	-	
HCM Control Delay (s)	11.2	0.9	124	13.3	-	-	
HCM Lane LOS	В	А	F	В	-	-	
HCM 95th %tile Q(veh)	0.4	-	4.7	0.5	-	-	

1.1

## Intersection

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		\$		1122	4	TIDI(	1102	\$		002	4	0.0.1	
Traffic Vol, veh/h	10	305	10	28	308	16	6	0	17	18	0	6	
Future Vol, veh/h	10	305	10	28	308	16	6	0	17	18	0	6	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage,	# -	0	-	-	0	-	-	2	-	-	2	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	11	332	11	30	335	17	7	0	18	20	0	7	

Major/Minor	Major1		Μ	lajor2		l	Minor1		I	Minor2			
Conflicting Flow All	352	0	0	343	0	0	767	772	338	773	769	344	
Stage 1	-	-	-	-	-	-	360	360	-	404	404	-	
Stage 2	-	-	-	-	-	-	407	412	-	369	365	-	
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22	
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-	
Follow-up Hdwy	2.218	-	- 1	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318	
Pot Cap-1 Maneuver	1207	-	-	1216	-	-	319	330	704	316	332	699	
Stage 1	-	-	-	-	-	-	658	626	-	623	599	-	
Stage 2	-	-	-	-	-	-	621	594	-	651	623	-	
Platoon blocked, %		-	-		-	-							
Mov Cap-1 Maneuver	1207	-	-	1216	-	-	306	316	704	298	318	699	
Mov Cap-2 Maneuver	-	-	-	-	-	-	485	472	-	478	469	-	
Stage 1	-	-	-	-	-	-	651	619	-	616	580	-	
Stage 2	-	-	-	-	-	-	596	576	-	627	616	-	
Approach	EB			WB			NB			SB			
HCM Control Delay, s	0.2			0.6			11			12.3			
HCM LOS							В			В			

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR S	SBLn1
Capacity (veh/h)	630	1207	-	-	1216	-	-	519
HCM Lane V/C Ratio	0.04	0.009	-	-	0.025	-	-	0.05
HCM Control Delay (s)	11	8	0	-	8	0	-	12.3
HCM Lane LOS	В	А	А	-	А	А	-	В
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.2

### Signalized Intersection V/C Calculation Summary

### MORNING PEAK HOUR

Intersection 1: OR-99E	at Young	Street														
Year 2023		Protect	ed/Permitt	ed Left-Turi	n Phasing			Per	mitted Left	t-Turn Phas	ing					
Critical Movement:	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Sum of Critical Flow Ratios:	0.54	Critical Intersection V/C:	
Adjusted Flow Rate:	44	701	27	177	532	44	80	162	72	49	139	238	Cycle Length (seconds):	120		
Saturated Flow:	1602	3137	121	1563	2916	241	990	1207	537	237	1348	1535	Lost Time per phase (seconds)	4		
Flow Ratio:	0.03	0.22	0.22	0.11	0.18		0.08	0.13		0.21	0.10		Number of Phases:	3		
			0	.34					0.	21						
Year 2025 Background		Protect	ed/Permitt	ed Left-Turi	n Phasing			Permitte	d Left-Turr	Phasing						
Critical Movement:	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Sum of Critical Flow Ratios:	0.56	Critical Intersection V/C:	
Adjusted Flow Rate:	45	745	27	180	576	45	82	166	73	50	141	243	Cycle Length (seconds):	120		
Saturated Flow:	1602	3145	114	1563	2930	229	983	1212	533	236	1325	1535	Lost Time per phase (seconds)	4		
Flow Ratio:	0.03	0.24	0.24	0.12	0.20		0.08	0.14		0.21	0.11		Number of Phases:	3		
			0	.35					0.3	21						
Year 2025 Buildout				ed Left-Turi	0					t-Turn Phas	0					
Critical Movement:	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Sum of Critical Flow Ratios:	0.56	Critical Intersection V/C:	
Adjusted Flow Rate:	50	745	27	180	576	51	104	166	88	50	143	243	Cycle Length (seconds):	120		
Saturated Flow:	1602	3145	114	1563	2897	256	982	1132	600	239	1286	1535	Lost Time per phase (seconds)	4		
Flow Ratio:	0.03	0.24	0.24	0.12	0.20	0.20	0.11	0.15	0.15	0.21	0.11	0.16	Number of Phases:	4		
			0	.35					0.1	21						

### EVENING PEAK HOUR

Intersection 1, OB 00	E at Vauna	Ctroot										
Intersection 1: OR-99	e at roung											
Year 2023		Protecte	ed/Permitte	ed Left-Turr	n Phasing			Pei	rmitted Lef	t-Turn Phas	ing	
Critical Movement:	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Adjusted Flow Rate:	50	590	29	222	884	145	141	145	59	50	151	275
Saturated Flow:	1641	3175	156	1641	2815	462	961	1264	514	271	1439	1585
Flow Ratio:	0.03	0.19	0.19	0.14	0.31		0.15	0.11		0.18	0.10	
			0.	34					0.	18		

Year 2025 Background		Protecte	ed/Permitte	ed Left-Turn	Phasing			Per	mitted Left	-Turn Phasi	ng	
Critical Movement:	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Adjusted Flow Rate:	51	633	30	226	930	148	145	136	60	51	154	280
Saturated Flow:	1641	3181	151	1641	2828	450	954	1230	543	279	1431	1585
Flow Ratio:	0.03	0.20	0.20	0.14	0.33		0.15	0.11		0.18	0.11	
			0.	36					0.1	18		

Year 2025 Buildout		Protecte	ed/Permitte	d Left-Turn	Phasing			Per	mitted Left	-Turn Phasi	ng	
Critical Movement:	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Adjusted Flow Rate:	63	633	30	226	930	166	155	136	67	51	154	280
Saturated Flow:	1641	3181	151	1641	2775	495	954	1183	583	286	1404	1585
Flow Ratio:	0.04	0.20	0.20	0.14	0.34	0.34	0.16	0.11	0.11	0.18	0.11	0.18
			0.	37					0.1	18		

Sum of Critical Flow Ratios: Cycle Length (seconds): Lost Time per phase (seconds): Number of Phases:	0.53 120 4 4	Critical Intersection V/C:	0.61
Sum of Critical Flow Ratios: Cycle Length (seconds): Lost Time per phase (seconds): Number of Phases:	0.54 120 4 4	Critical Intersection V/C:	0.63
Sum of Critical Flow Ratios: Cycle Length (seconds): Lost Time per phase (seconds): Number of Phases:	0.55 120 4 4	Critical Intersection V/C:	0.64

Notes:

Since NB and SB left-turn phases are protected, critical ring is either EBL+WBT or WBL+EBT - HCM6 does not show reductions for permitted left turns Since EB and WB left-turn phases are permitted, critical ring is maximum of any lane group.

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	
Directions Served	L	TR	LT	R	L	Т	TR	L	Т	TR	
Maximum Queue (ft)	120	246	336	125	134	287	260	163	222	199	
Average Queue (ft)	51	116	119	89	35	161	131	73	89	71	
95th Queue (ft)	106	209	247	143	94	249	225	134	177	151	
Link Distance (ft)		567	489			491	491		448	448	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	95			100	110			145			
Storage Blk Time (%)	1	13	11	3	0	19		1	2		
Queuing Penalty (veh)	2	11	26	7	0	9		2	3		

## Intersection: 2: OR 99E & E Cleveland Street

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	LT	Т	Т	TR
Maximum Queue (ft)	106	61	104	20	20	7
Average Queue (ft)	52	31	19	1	1	0
95th Queue (ft)	89	53	70	16	10	4
Link Distance (ft)		879	561	561	491	491
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	165					
Storage Blk Time (%)						
Queuing Penalty (veh)						

## Intersection: 3: Young Street & Bryan Street

Movement	SB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	11
95th Queue (ft)	35
Link Distance (ft)	241
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

## Network Summary

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	LT	R	L	Т	TR	L	Т	TR
Maximum Queue (ft)	120	249	301	125	134	265	224	170	326	393
Average Queue (ft)	81	113	120	94	47	138	122	87	139	169
95th Queue (ft)	130	213	231	149	117	228	203	158	260	308
Link Distance (ft)		567	489			491	491		448	448
Upstream Blk Time (%)										0
Queuing Penalty (veh)										0
Storage Bay Dist (ft)	95			100	110			145		
Storage Blk Time (%)	8	11	12	4	0	12		0	4	
Queuing Penalty (veh)	15	15	32	8	1	6		2	9	

## Intersection: 2: OR 99E & E Cleveland Street

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	LT	T	T	TR
Maximum Queue (ft)	189	420	264	225	6	48
Average Queue (ft)	121	135	105	32	0	6
95th Queue (ft)	219	480	228	144	5	26
Link Distance (ft)		879	561	561	491	491
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	165					
Storage Blk Time (%)	30					
Queuing Penalty (veh)	22					

## Intersection: 3: Young Street & Bryan Street

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	53	49
Average Queue (ft)	5	20
95th Queue (ft)	27	46
Link Distance (ft)	184	241
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

## Network Summary

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	
Directions Served	L	TR	LT	R	L	Т	TR	L	Т	TR	
Maximum Queue (ft)	119	206	286	125	134	295	257	161	245	188	
Average Queue (ft)	60	95	101	78	39	149	125	71	88	62	
95th Queue (ft)	114	179	203	135	104	251	216	129	179	138	
Link Distance (ft)		572	489			491	491		448	448	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	95			100	110			145			
Storage Blk Time (%)	2	8	8	2	0	16		0	1		
Queuing Penalty (veh)	5	8	18	4	0	8		1	2		

## Intersection: 2: OR 99E & E Cleveland Street

Maxamant	ED	FD	ND	ND	CD
Movement	EB	EB	NB	NB	SB
Directions Served	L	R	LT	Т	TR
Maximum Queue (ft)	146	65	104	32	20
Average Queue (ft)	52	32	22	1	1
95th Queue (ft)	105	54	73	25	9
Link Distance (ft)		879	561	561	491
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	165				
Storage Blk Time (%)	1				
Queuing Penalty (veh)	0				

## Intersection: 3: Site Access/Bryan Street & Young Street

EB	WB	NB	SB
LTR	LTR	LTR	LTR
14	37	57	39
1	3	26	13
11	20	51	38
179	572	320	242
	LTR 14 1 11	LTR LTR 14 37 1 3 11 20	LTR         LTR         LTR           14         37         57           1         3         26           11         20         51

## Network Summary

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	LT	R	L	Т	TR	L	Т	TR
Maximum Queue (ft)	120	278	318	125	134	261	237	170	332	402
Average Queue (ft)	86	106	131	94	55	136	118	98	161	187
95th Queue (ft)	133	207	258	147	128	224	201	176	287	331
Link Distance (ft)		572	489			491	491		448	448
Upstream Blk Time (%)									0	0
Queuing Penalty (veh)									0	0
Storage Bay Dist (ft)	95			100	110			145		
Storage Blk Time (%)	12	11	13	4	0	11		1	6	
Queuing Penalty (veh)	23	16	35	7	0	7		5	13	

## Intersection: 2: OR 99E & E Cleveland Street

EB	EB	NR	NR	CB.	SB
ED	ĽD	ND	ND	30	
L	R	LT	Т	Т	TR
189	532	313	253	7	41
122	143	113	46	0	3
215	537	249	175	5	20
	879	561	561	491	491
	4				
	0				
165					
27					
20					
	122 215 165 27	L R 189 532 122 143 215 537 879 4 0 165 27	L R LT 189 532 313 122 143 113 215 537 249 879 561 4 0 165 27	L R LT T 189 532 313 253 122 143 113 46 215 537 249 175 879 561 561 4 0 165 27	L R LT T T 189 532 313 253 7 122 143 113 46 0 215 537 249 175 5 879 561 561 491 4 0 165 27

## Intersection: 3: Site Access/Bryan Street & Young Street

EB	WB	NB	SB
LTR	LTR	LTR	LTR
58	68	39	50
5	12	20	19
31	47	45	45
179	572	320	242
	LTR 58 5 31	LTR LTR 58 68 5 12 31 47	LTR         LTR         LTR           58         68         39           5         12         20           31         47         45

## Network Summary