EXHIBIT 3.08

KITTELSON & ASSOCIATES

851 SW 6th AVENUE, SUITE 600
PORTLAND, OR 97204
P 503.228.5230 F 503.273.8169

MEMORANDUM

Date: January 27, 2023 Project #: 28161

To: Jabra Khasho, PE, & Kate McQuillan, AICP City of Beaverton
Jinde Zhu, PE, John Fasano, PE, Stacy Shetler, PE &
Naomi Vogel, Washington County
Pam Verdadero, TNHC Oregon, LLC
Laura Standridge, PE, Standridge, Inc.
Joseph Auth, PE City of Hillsboro

From: Julia Kuhn, PE, Chris Brehmer, PE, & Carla Kleynhans

Project: Panzer Nursery Redevelopment

Subject: Transportation Impact Analysis & Access Report

REGISTERED PROFESSIONAL ENGINEER
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OREGON
JULY 11, 2000
CHRISTOPHER LYNN BREHMER
EXPIRES: 12/31/23

TNHC Oregon, LLC is proposing to redevelop the Panzer Nursery located to the southeast of the SW 185th Avenue/W Baseline Road intersection. As proposed, the existing Nursery operations will be replaced with 141 single family homes, 414 multi-family homes (including triplex, quadplex, 5-plex and 4-story apartments), and 16,800 square feet of ground floor retail. As part of site redevelopment, a new public street connecting SW 185th Avenue and W Baseline Road would be constructed within the new neighborhood; this new street is shown as a Future Collector Street in both the City of Beaverton Transportation System Plan (TSP)[1] and Washington County TSP. In addition, two local street connections are proposed to connect the new neighborhood south to SW Longacre Street and one local street connection is proposed east to SW 179th Avenue. In anticipation of redevelopment, the property has been recently annexed into the City of Beaverton.

The change in trip generation associated with property redevelopment triggers a Traffic Impact Analysis (TIA) per City of Beaverton Development Code Section (BDC) 60.55.20 as well as an Access Report per Washington County Community Development Code (CDC) requirements. The enclosed report addresses both County and City requirements. Subject to approval by the County and City, we recommend that:

- Site landscaping, any above-ground utilities, site signage, and on-street parking be located and maintained such that they provide minimum required sight lines within the site as well as at the new intersections on W Baseline Road and on SW 185th Avenue.

[1] The Future Collector Street is identified in the City of Beaverton Transportation System Plan amendment anticipated to take effect on February 8, 2023 as documented here:

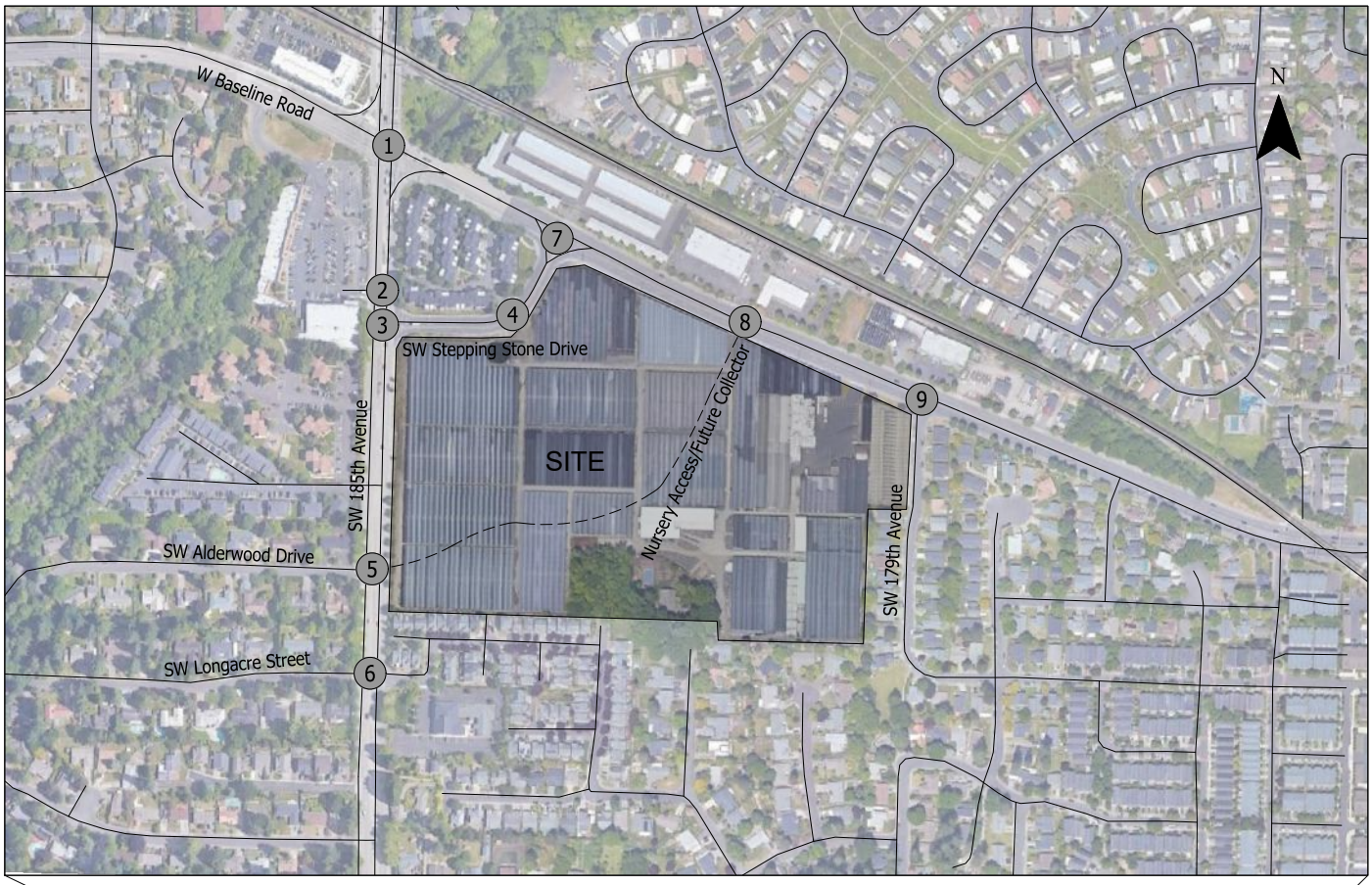
https://apps2.beavertonoregon.gov/DevelopmentProjects/StaffReport/Panzer%20Collector%20TSP%20Update%20CPA%20Staff%20Report%20-%20FINAL.pdf

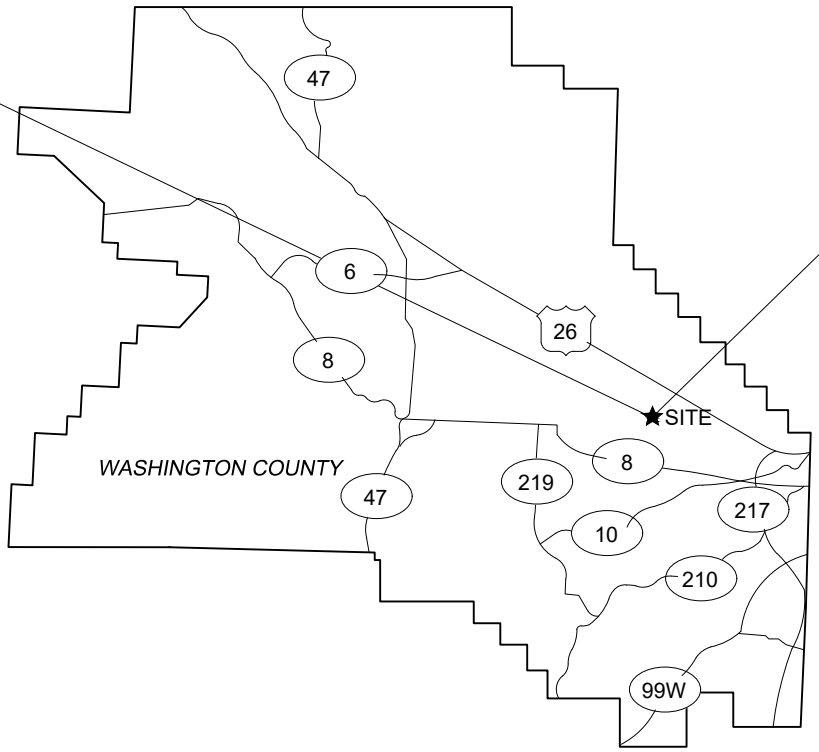
- The SW 185th Avenue/SW Alderwood Drive/Future Collector Street intersection be signalized as part of site development. Based on the analyses summarized herein, signal warrants are forecast to be met following site redevelopment and given the anticipated use of the Future Collector Street for travel between SW 185th Avenue and SW Baseline Road (as shown in the County travel demand modeling). In conjunction with signalization:
    - A westbound left-turn lane with a storage length of 200 feet be provided on the Future Collector Street approaching SW 185th Avenue.
    - The existing center two-way left-turn lane on SW 185th Avenue be re-striped to provide a southbound left-turn lane at the intersection with 75 feet of storage.
    - The new traffic signal provide signal interconnect to the SW 185th Avenue corridor to the extent required by the County.
- The new W Baseline Road/Future Collector Street intersection be stop controlled on the northbound Future Collector Street approach as part of site development.
    - A new STOP (R1-1) sign be posted on the new Future Collector Street approach to W Baseline Road in accordance with applicable road authority standards and the *Manual on Uniform Traffic Control Devices* (MUTCD).
    - The new Future Collector Street approach to W Baseline Road provide a separate northbound left-turn lane with at least 75 feet of storage and a separate through/right-turn lane.
    - The SW Baseline Road approach to the new Future Collector Street provide a separate right-turn lane designed to County standards.
- New STOP (R1-1) signs be posted on the new local street approaches to the Future Collector Street within the project site in accordance with applicable road authority standards and the MUTCD.

DESCRIPTION OF THE PROPOSED RE-DEVELOPMENT

Today, the site is occupied by the Panzer Nursery, which includes greenhouses, refrigeration facilities, commercial buildings, and office space to supply azaleas to customers in the region and nationwide. Vehicular access today to the nursery occurs via a driveway on W Baseline Road located approximately 150 feet west of the SW 179th Avenue/W Baseline Road intersection as well as to SW Stepping Stone Drive. Customers can travel to the nursery and/or have the flowers delivered.

As proposed, the existing nursery operations will be replaced with 141 single family homes, 414 multi-family homes (including triplex, quadplex, 5-plex and 4-story apartments), and 16,800 square feet of ground floor retail. Site redevelopment will also include construction of the Future Collector Street connecting SW 185th Avenue and W Baseline Road within the new neighborhood as identified by both the City of Beaverton TSP and the Washington County TSP. In addition, two local streets are proposed to connect the new neighborhood south to SW Longacre Street and one local street connection is proposed east to SW 179th Avenue. Redevelopment is anticipated to occur by the year 2025. Figure 1 provides the project vicinity map whereas Figure 2 provides the new neighborhood plan.

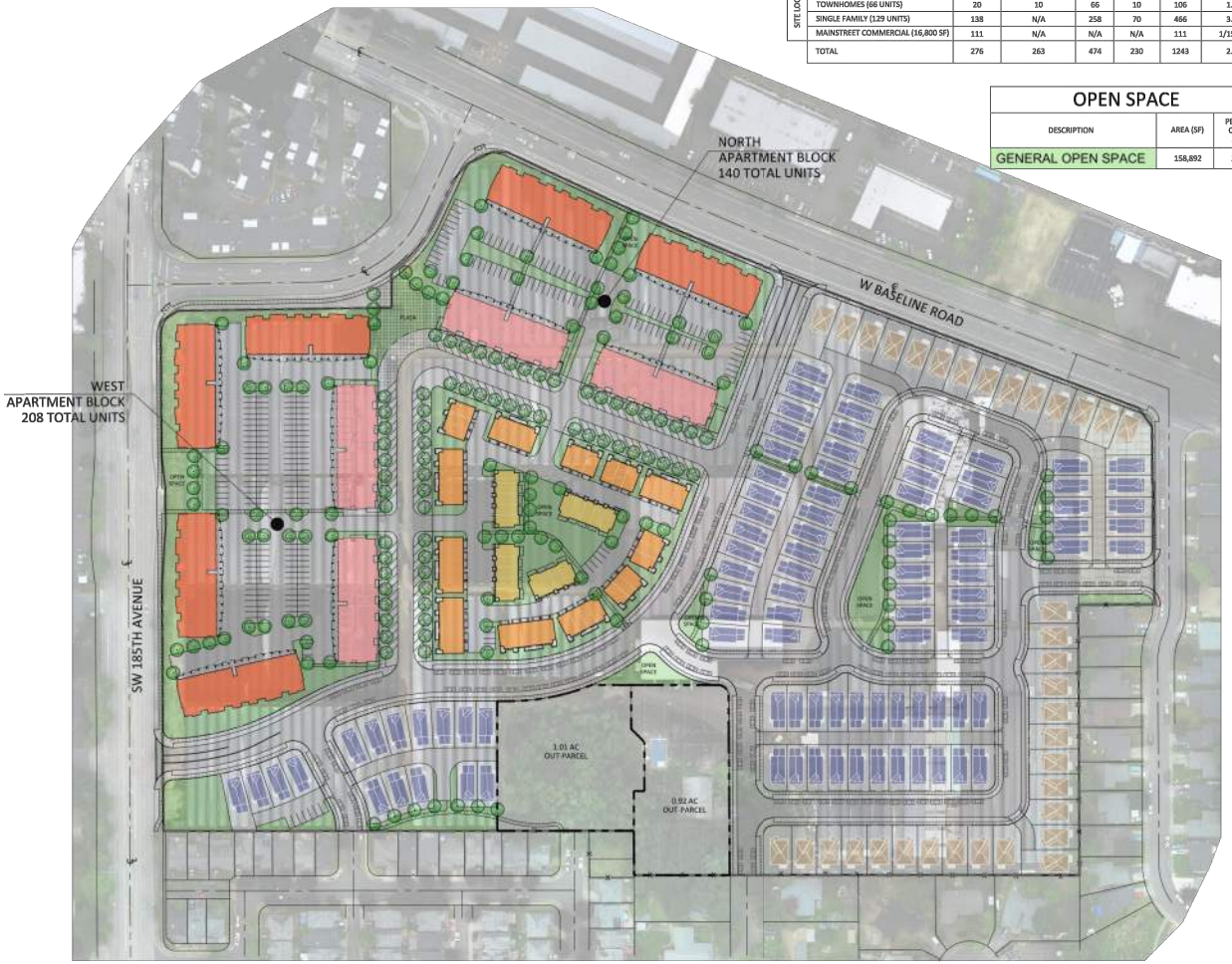




Site Vicinity Map
City of Beaverton

Figure
1

KITTELSON & ASSOCIATES



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PARKING

SITE LOCATION	PARKING TYPE	ON-STREET	STANDARD GUEST	GARAGE	DRIVEWAY	TOTAL	RATIO PER UNIT
	MULTI-FAMILY NORTH (140 UNITS)	3	98	60	60	221	1.58
	MULTI-FAMILY WEST (208 UNITS)	4	155	90	90	339	1.63
	TOWNHOMES (66 UNITS)	20	10	66	10	106	1.61
	SINGLE FAMILY (129 UNITS)	138	N/A	258	70	466	3.38
	MAINSTREET COMMERCIAL (16,800 SF)	111	N/A	N/A	N/A	111	1/151 SF
	TOTAL	276	263	474	230	1243	2.29

OPEN SPACE

DESCRIPTION	AREA (SF)	PERCENT OF NET AREA
GENERAL OPEN SPACE	158,892	20.67

UNIT COUNT

DESCRIPTION	# OF UNITS PER BUILDING	# OF BUILDINGS	TOTAL UNITS
FRONT LOADED SINGLE FAMILY	1	35	35
ALLEY LOADED SINGLE FAMILY	1	94	94
MIXED USE MAIN STREET*	36	4	144
4 STORY APARTMENTS	34	6	204
3- PLEX ALLEY TOWNHOME	3	5	15
4-PLEX ALLEY TOWNHOME	4	3	12
5-PLEX ALLEY TOWNHOME	5	4	20
5-PLEX FRONT LOADED TOWNHOME	5	3	15
4-PLEX FRONT LOADED TOWNHOME	4	1	4
OUT-PARCEL SINGLE FAMILY	1	12	12
TOTAL			555

*TOTAL COMMERCIAL RETAIL ALONG MAIN STREET IS 16,800 SF.

ZONING & DENSITY

ZONING — STATION COMMUNITY-MIXED USE

GROSS AREA — 28.54 AC
LESS PUBLIC ROW — 7.04 AC
LESS ALLEYWAYS — 0.91 AC
LESS PARKING DRIVE ISLES — 1.93 AC
LESS NATURAL AREAS — 1.01 AC
NET AREA — 17.65 AC

MINIMUM DENSITY — 17.65 AC @ 30 UNITS/AC — 530 UNITS

MAXIMUM DENSITY — NONE

PREPARED FOR:
STANTON STREET BUILDING COMPANY, LLC.
PHONE: 503.314.0807

PREPARED BY:
STANDRIDGE
PLANNING | ENGINEERING | SURVEYING
703 Broadway St, Suite 610
Vancouver, WA 98660
O 360.597.0240 F 888.750.4881
WWW.STANDRIDGEINC.COM

SITE PLAN

PANZER NURSERY
WASHINGTON COUNTY, OREGON

PROJECT NO.: SS8005
DESIGN BY: CDB
REVIEWED BY: LKS
DATE: 09/20/2022

SHEET
1

SCALE: 1" = 80'
SHEET SIZE: 22x34
0 80 160

H:\28\28161 - Panzer Nursery Redevelopment\report\figs\Panzer Figure Jan 2023 update 1.dwg Jan 27, 2023 - 8:47am - ckleynhans Layout Tab: Proposed Site Plan

RECEIVED FROM STANDRIDGE INC.: 09/20/2022

Proposed Site Plan
City of Beaverton

Figure
2

KITTELSON & ASSOCIATES

SCOPE OF THE REPORT

This report identifies the transportation-related impacts associated with the proposed Panzer Nursery redevelopment. The study intersections and scope were selected per the requirements outlined in Section 60.55.20 of the Beaverton Development Code (BDC) and guidance provided by City, Washington County, and Hillsboro staff related to both the Traffic Impact Analysis (TIA) and the Access Report. A copy of the scoping memo is provided in Appendix A.

Weekday AM and PM peak hour operations were evaluated at the following intersections (numerical identification refers to figures in this report):

1. SW 185th Avenue/W Baseline Road;
2. SW 185th Avenue/Goodwill Access;
3. SW 185th Avenue/SW Stepping Stone Drive;
4. Apartment Access/Nursery Access/SW Stepping Stone Drive;
5. SW 185th Avenue/SW Alderwood Drive/Future Collector;
6. SW 185th Avenue/SW Longacre Street;
7. W Baseline Road/SW Stepping Stone Drive;
8. W Baseline Road/Future Collector Street; and,
9. SW 179th Avenue/W Baseline Road.

This report evaluates the following transportation issues:

- Existing land use and transportation system conditions within the site vicinity during the weekday AM peak and weekday PM peak periods;
- Crash data analysis for the recent five-year period;
- Forecast year 2025 background traffic conditions during the weekday AM peak and weekday PM peak periods, considering developments and transportation improvements planned in the study area;
- Trip generation and distribution estimates for the proposed redevelopment;
- Forecast year 2025 total traffic conditions during the weekday AM peak and weekday PM peak periods, including intersection operations and queuing considerations;
- Vehicular queuing and traffic signal warrants at the SW 185th Avenue/SW Alderwood/Future Collector Street and W Baseline Road/Future Collector Street intersections;
- Facilities for people walking, riding bikes and taking transit; and,
- Conclusions and recommendations.

ANALYSIS METHODOLOGY

All intersection operational analyses were conducted using the procedures outlined in the *Highway Capacity Manual 6th Edition* using PTV Vistro 2021 software.

City Intersection Operational Standards

Per BDC 60.55.7, the applicable intersection peak hour operational standards are:

- *Signalized intersections*: peak hour average control delay no greater than 65 seconds per vehicle and a volume-to-capacity (V/C) ratio for each lane group no greater than 0.98. If the intersection is under County or Oregon Department of Transportation (ODOT) jurisdiction, the V/C ratio for each lane group shall not exceed the V/C ratio imposed by that jurisdiction.
- *Unsignalized intersections*: peak hour average control delay of no greater than 45 seconds per vehicle.

In addition, BDC 60.55.7 states that "*if the existing control delay or volume-to-capacity ratio of an intersection is greater than the standards of this subsection, the impacts of development shall be mitigated to maintain or reduce the respective control delay or volume-to-capacity ratio*."

Washington County Standards

Washington County requires a volume-to-capacity ratio of less than 0.99 be maintained over the course of the peak hour at both signalized and unsignalized intersections. These standards apply to all of the study intersections as all streets are under County jurisdiction.

EXISTING CONDITIONS

This section summarizes the existing characteristics of the transportation system and adjacent land uses near the site as well as an evaluation of existing intersection operations for motor vehicles at the study intersections.

Site Conditions and Adjacent Land Uses

Panzer Nursery has recently been annexed into the City of Beaverton and redevelopment of the supports the City and County's objectives of creating neighborhoods within walking and cycling distance of light rail and bus service.

Panzer Nursery is within one-half mile of the Willow Creek Transit Center, retail locations along W Baseline Road and SW 185th Avenue as well as several existing neighborhoods. Future residents of the proposed neighborhood can walk and ride bikes to these destinations if they choose.

Transportation Facilities

Table 1 identifies the characteristics of key streets located within the vicinity. Figure 3 identifies the existing lane configurations and traffic control devices at the study intersections.

Table 1. Existing Transportation Facilities

Street	Functional Classification[1]	Motor Vehicle Travel Lanes	Posted Speed (mph[2])	Sidewalks	Striped Bicycle Lanes	On-Street Parking
W Baseline Road	Arterial	5 lanes	45	Yes	Yes	No
SW 185th Avenue	Arterial	5 lanes	40-45[3]	Yes	Yes	No
SW Stepping Stone Drive	Arterial	3 lanes	Not Posted	Westside	No	No
SW 179th Avenue	Neighborhood Route	2 lanes	25	Yes	No	Yes
SW Alderwood Drive	Local Street	2 lanes	25	No	No	Yes
SW Longacre Street	Local Street	2 lanes	25	Yes, to west of SW 185th Avenue	No	Yes
Future Collector Street	Collector	Future Street				

[1] Source: Washington County TSP. The Future Collector Street is also identified as a Collector in the City of Beaverton TSP as previously noted.
[2] mph = miles per hour
[3]The posted speed along SW 185th Avenue is 40 mph north of the SW 185th Avenue/SW Stepping Stone Drive intersection and 45 mph south of the SW 185th Avenue/SW Stepping Stone Drive intersection.

Pedestrian and Bicycle Facilities

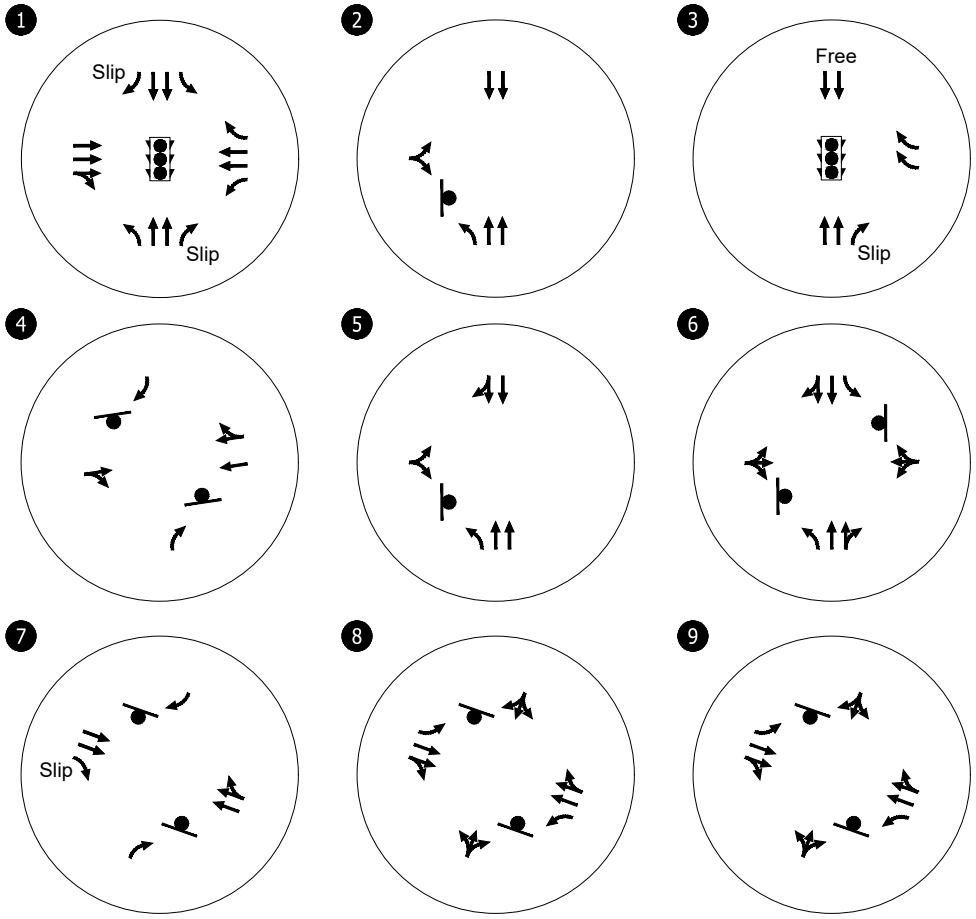
Per the County's TSP, Panzer Nursery is within a pedestrian/bicycle district and both SW 185th Avenue and W Baseline Road have streetscape overlays as well as an enhanced major street bikeway designation.

Access for people walking and riding bikes to/from the new neighborhood is provided via SW 185th Avenue and W Baseline Road, both of which have sidewalks and bike lanes. As part of site redevelopment, the new streets will all include sidewalks and the Future Collector Street will include bike lanes and sidewalks to connect residents to the nearby neighborhoods.

Transit Facilities

The Willow Creek Transit Center is less than one-half mile to the northwest of Panzer Nursery and provides access to MAX light rail as well as multiple bus lines, which provides future residents with several options for taking transit to the rest of the Portland Metro area.

Transit stops for TriMet bus lines 52 and 88 are provided at the SW 185th Avenue/W Baseline Road intersection. Route 52 connects people taking transit between PCC Rock Creek, the Willow Creek Transit Center and Beaverton Transit Center. Route 88 connects people taking transit between the Willow Creek Transit Center and Beaverton Transit Center. Both routes operate seven days per week.



- STOP SIGN
- TRAFFIC SIGNAL

Existing Lane Configurations
& Traffic Control Devices
City of Beaverton

Figure
3

Existing Traffic Volumes and Peak Hour Operations

Weekday AM and PM peak traffic counts were collected at the study intersections on two weekdays in October 2022 when no inclement weather occurred that would alter traffic patterns. The 2022 traffic counts are provided in Appendix B.

Figures 4 and 5 summarize the existing volumes during the weekday AM and PM peak hours, respectively. These figures also summarize the existing operations at the study intersections per the County's one hour analysis time period. As shown, all the study intersections currently operate acceptably. *Appendix "C" contains the existing conditions intersection analysis worksheets.*

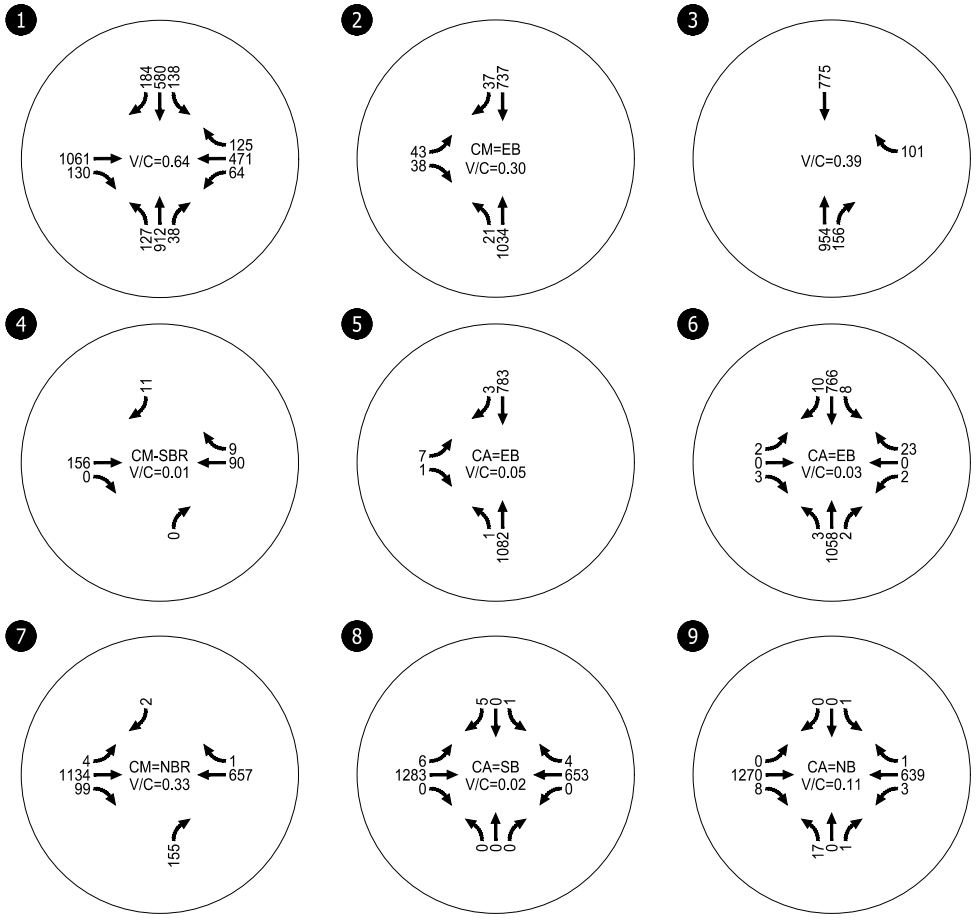
Crash Data

ODOT provided crash records at the study intersections for the period from January 1, 2016 through December 31, 2020. The crash type classifications at each intersection were reviewed to assess whether crash patterns might be identifiable. Table 2 shows the reported crashes by type and severity. *Appendix "D" contains the detailed crash summary worksheets.*

Table 2. Intersection Crash History (January 1, 2016 through December 31, 2020)

Study Intersection	Crash Type								Severity			Total
	Angle	Turn	Rear-End	Side Swipe	Fixed Object	Ped/ Bike	Backing	Other	PDO[1]	Injury	Fatal	
SW 185th Avenue/ W Baseline Road	4	43	35	1	0	3	0	0	27	59	0	86
SW 185th Avenue/ Goodwill Access	0	8	1	0	0	1	0	0	5	5	0	10
SW 185th Avenue/ SW Stepping Stone Drive	0	1	5	0	2	0	0	0	5	3	0	8
Apartment Access/ SW Stepping Stone Drive	0	0	1	0	1	0	0	0	1	1	0	2
SW 185th Avenue/ SW Alderwood Drive	0	0	1	0	0	0	0	0	0	1	0	1
SW 185th Avenue/ SW Longacre Street	0	3	0	0	0	0	0	0	0	3	0	3
W Baseline Road/ SW Stepping Stone Drive	0	2	0	0	1	0	0	0	2	1	0	3
W Baseline Road/Existing Nursery Access	0	0	1	0	1	0	0	0	1	1	0	2
W Baseline Road/ SW 179th Avenue	1	1	0	0	0	0	0	0	1	1	0	2

[1] PDO – Property damage only



CM = INTERSECTION MOVEMENT (UNSIGNALIZED)
V/C = INTERSECTION VOLUME-TO-CAPACITY RATIO (SIGNALIZED)/
CRITICAL MOVEMENT VOLUME-TO-CAPACITY RATIO (UNSIGNALIZED)

Existing Traffic Volumes
Weekday AM Peak Hour
City of Beaverton

Figure
4

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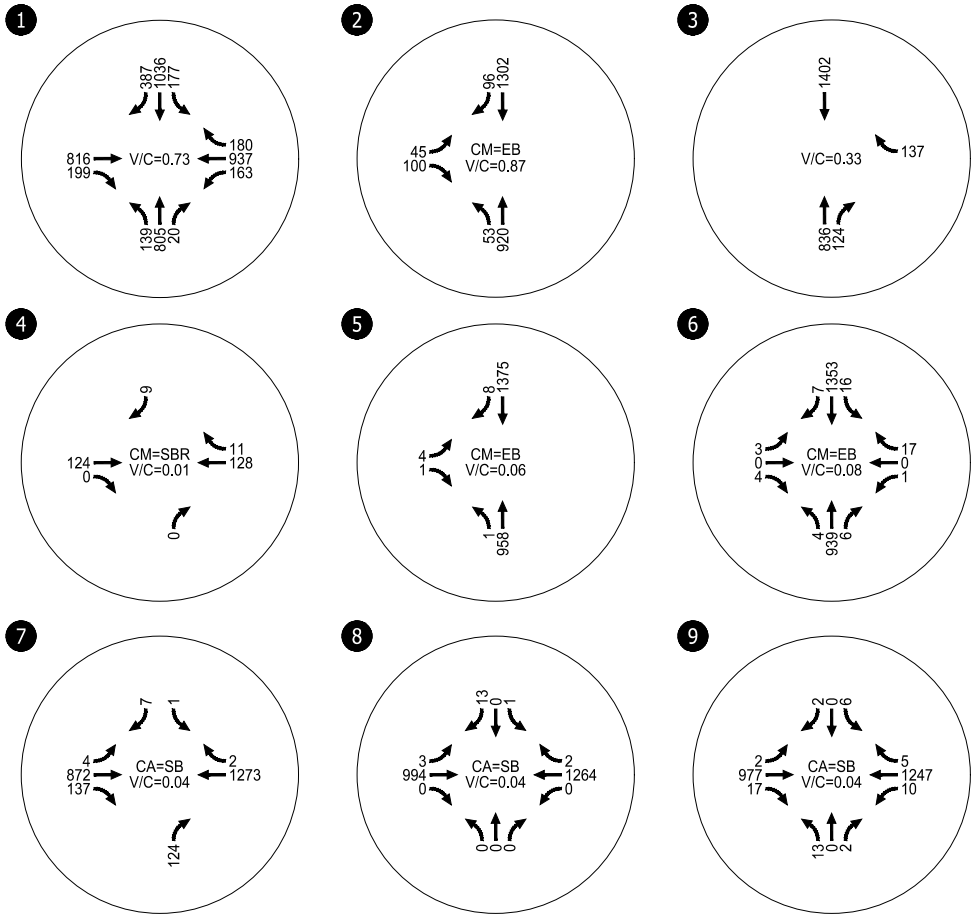

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CRITICAL MOVEMENT VOLUME-TO-CAPACITY RATIO (UNSIGNALIZED)

Existing Traffic Volumes
Weekday PM Peak Hour
City of Beaverton

Figure
5

There was one reported crash that involved a pedestrian and three that involved a person riding a bike. Further details of these crashes are provided below.

- In February 2016 on a clear dry day, a motorist struck a cyclist travelling within the bike lane at the SW 185th Avenue/W Baseline Road signalized intersection. Per the crash report, the vehicle did not yield to the cyclist who had the right of way.
- In June 2018 on a clear dry day, a motorist struck a cyclist travelling crossing at the SW 185th Avenue/W Baseline Road signalized intersection. Per the crash report, the vehicle did not yield the cyclist right-of-way.
- In January 2019 on a dark icy day with sleet, a motorist struck a pedestrian crossing at the SW 185th Avenue/W Baseline Road signalized intersection; this vehicle was involved with another vehicle prior to the collision with the pedestrian.
- In December 2019 on a wet rainy day, a motorist struck a cyclist crossing at the SW 185th Avenue/Goodwill Access unsignalized intersection. Per the crash report, the vehicle did not yield the right-of-way to the cyclist.

Washington County SPIS List

Washington County maintains a database of intersection crashes and ranks the listing on a biennial cycle. A review of the Washington County Safety Priority Index System (SPIS, 2017 – 2019) revealed the following three intersections are ranked in the top 350 locations in the County:

- SW 185th Avenue/SW Baseline Road is ranked 2nd with a note of several signal timing/phasing changes made in 2017, 2018 and 2020.
- SW 185th Avenue/SW Stepping Stone Drive is ranked 219th with no notes listed.
- SW 185th Avenue/SW Longacre Street is ranked 295th with no notes listed.

Critical Crash Rate

Intersection crash rates were calculated and compared to statewide crash rate performance thresholds. For this analysis, the critical crash rate was calculated and compared to the 90th percentile crash rates for urban intersections by traffic control and 3 versus 4-legged configurations (as appropriate). Per the ODOT *Analysis Procedures Manual (APM)*, intersections with crash rates that exceed the 90th percentile values shown in APM Exhibit 4-1 should be flagged for further analysis. This is shown in Table 3.

Table 3. Intersection Crash Rate Assessment

Study Intersection	90th Percentile Rate[1,2]	Observed Crash Rate[1]	Observed Crash Rate > 90th Percentile Rate
SW 185th Avenue/W Baseline Road	0.86	0.97	Yes
SW 185th Avenue/Goodwill Access	0.29	0.22	No
SW 185th Avenue/SW Stepping Stone Drive	0.51	0.18	No
Apartment Access/SW Stepping Stone Drive	0.41	0.40	No
SW 185th Avenue/SW Alderwood Drive	0.29	0.02	No
SW 185th Avenue/SW Longacre Street	0.41	0.07	No
W Baseline Road/SW Stepping Stone Drive	0.29	0.07	No
W Baseline Road/Existing Nursery Access	0.41	0.05	No
W Baseline Road/SW 179th Avenue	0.41	0.05	No

[1] Crash rate – Crashes per million entering vehicles (MEV)

[2] Values shown obtained from ODOT *Analysis Procedures Manual* Exhibit 4-1, Intersection Crash Rates per MEV by Land Type and Traffic Control

As shown in Table 3, the crash rate for the SW 185th Avenue/W Baseline Road intersection exceeds the 90th percentile crash rate and has consistently been listed in the top 10 intersection locations by the County for several years. As noted above, the County has made several changes to this intersection during the past five years; further, the County and City of Hillsboro are pursuing a grant to provide grade-separation over the MAX tracks to the north of the intersection. Based on the County's ongoing projects, no safety-based mitigation measures are recommended at this location as part of the Panzer redevelopment.

YEAR 2025 TRAFFIC IMPACT ANALYSIS

This traffic impact analysis identifies how the study intersections will operate in the buildout year 2025 when the site is redeveloped. The impact of traffic generated by the site redevelopment during the weekday AM and PM peak hours was examined as follows:

- In-process developments and funded transportation improvements in the site vicinity were identified by Beaverton, Hillsboro and County staff.
- Year 2025 background traffic volumes (prior to site redevelopment) were developed assuming continued growth.
- Year 2025 background traffic conditions were assessed at each of the study intersections.
- Site-generated trips associated with the proposed neighborhood development were added to the 2025 background traffic conditions to establish the total traffic volumes.
- Intersection improvement needs were identified to mitigate impacts where appropriate.

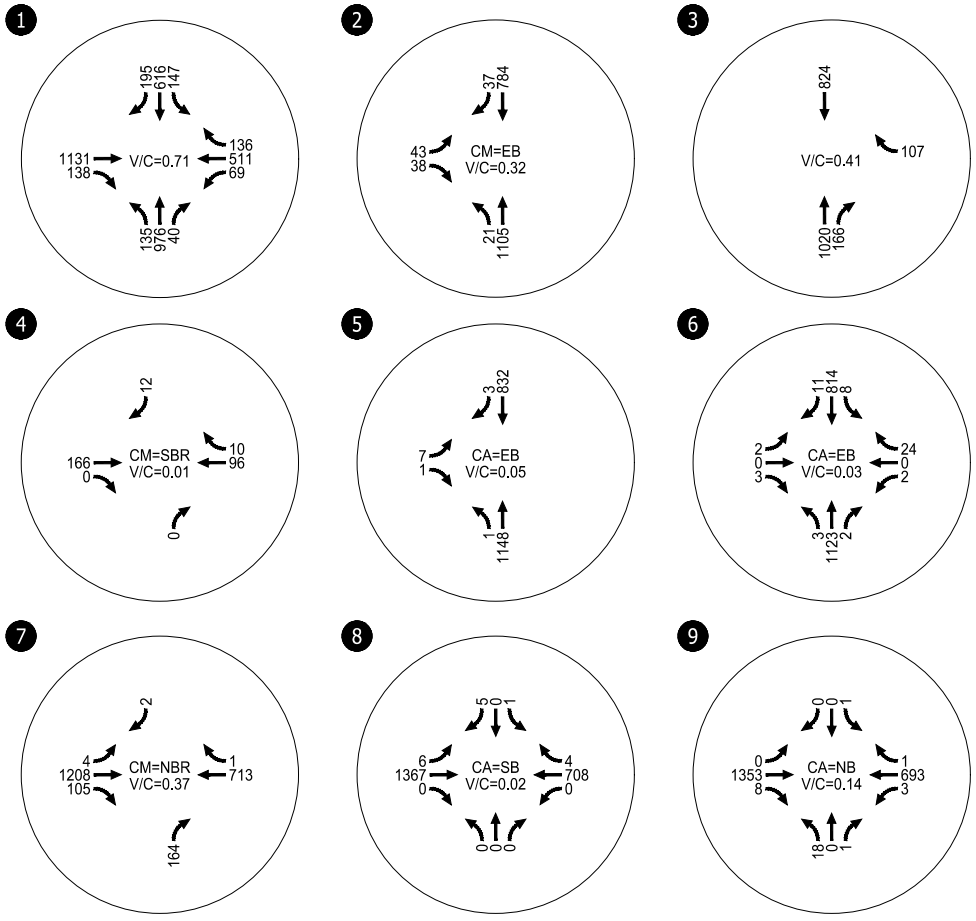
Year 2025 Background Traffic Conditions

The year 2025 background traffic analysis identifies how the study intersections will operate prior to the proposed re-development. This analysis includes traffic attributed to planned developments within the study area and to general growth in the region but does not include traffic from the proposed new neighborhood.

Planned Developments & Transportation Improvements

Per agency staff, there are two in-process developments in the study area, including the Elmonica Station Mixed Used site (and REACH affordable housing) planned for the southwest quadrant of the W Baseline Road/SW 170th Avenue intersection and the senior housing development currently under construction in the southeast quadrant of the SW 185th Avenue/SW Walker Road intersection. The background analysis includes the traffic of these developments plus the application of a two percent growth rate to account for continued growth in regional traffic.

Figure 6 and Figure 7 shows the projected 2025 turning movements for the weekday AM and PM peak hour and the associated intersection analyses. As shown, all the study intersections currently operate acceptably per the County performance metrics. *Appendix "E" contains the year 2025 background traffic analysis worksheets.*



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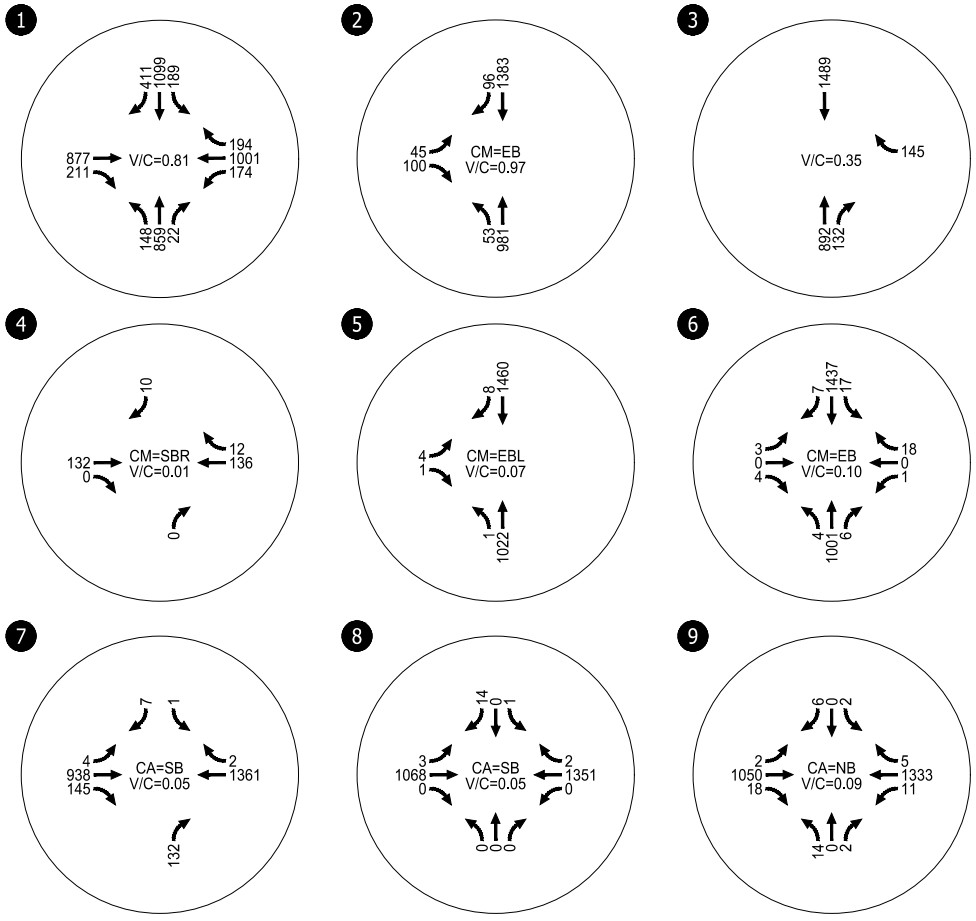
Background Traffic Volumes
Weekday AM Peak Hour
City of Beaverton

Figure
6

KITTELSON & ASSOCIATES



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Background Traffic Volumes
Weekday PM Peak Hour
City of Beaverton

Figure
7

KITTELSON & ASSOCIATES

Proposed Development Plan and Trip Generation

The anticipated change in trip generation associated with the redevelopment of the property is shown in Table 4. Note that no reduction was made for existing site-generated trips associated with Panzer Nursery to ensure a conservative analysis. Some existing trip credit should be provided for County Transportation Development Tax (TDT) assessment purposes per standard County practice.

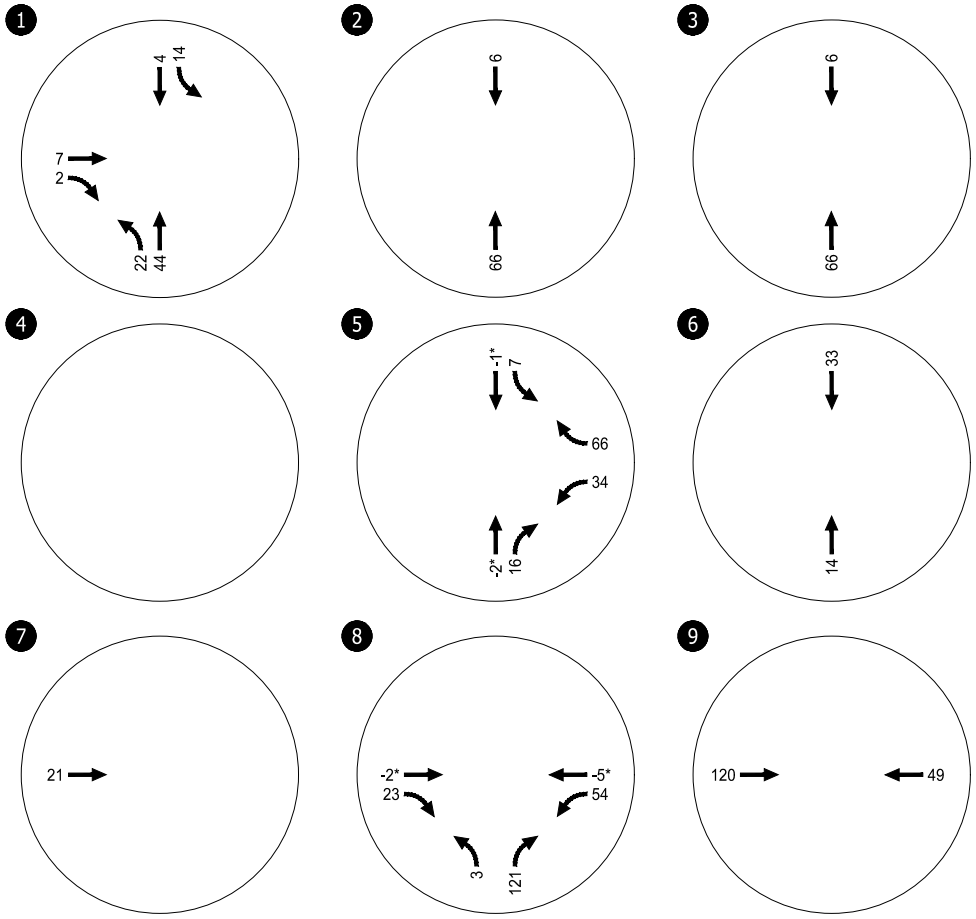
Table 4. Estimated Trip Generation

Land Use	ITE Code	Size	Total Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total Trips	In	Out	Total Trips	In	Out
Single Family Detached	210	141 homes	1,384	102	26	76	137	86	51
Single Family Attached	215	210 homes	1,550	104	32	72	122	70	52
Apartments	221	204 units	926	78	18	60	80	49	31
Retail	822	16,800 sq ft	915	40	24	16	111	56	55
pass-by (40%)			*366*	*16*	*10*	*6*	*44*	*22*	*22*
Net New Retail Trips			549	24	14	10	67	34	33
Total Proposed Site Trips			***4,775***	***324***	***100***	***224***	***450***	***261***	***189***
Total Net New Trips			**4,409**	**308**	**90**	**218**	**406**	**239**	**167**

Trip Distribution and Assignment

The distribution of site-generated trips was estimated based on information received from the Washington County travel demand model for this site. Figure 8 and Figure 9 illustrates the estimated trip distribution pattern and assignment of the trips associated with the proposed uses, as reflected in Table 4.

The County's travel demand model was also used to estimate year 2025 traffic volumes that would use the collector street to travel between SW 185th Avenue and W Baseline Road that are not generated by the new neighborhood uses. The anticipated changes to the intersections are shown in Figure 10 whereas an estimation of the resultant "re-routed" traffic volumes are reflected in Figures 11 and 12 (not including the new neighborhood traffic nor that of the existing Panzer Nursery). Further details on the estimation of the "re-routed" traffic is provided in Appendix "F" Figures F1 and F2.



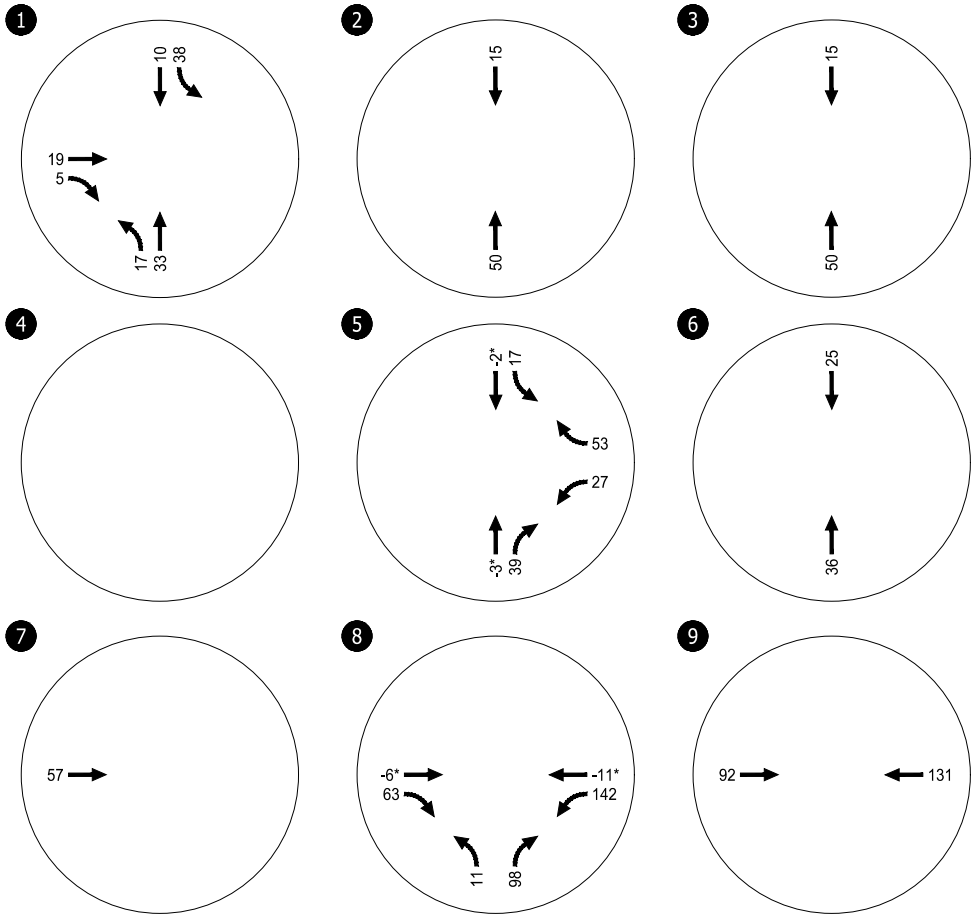
Trip Distribution & Site Generated Trip Assignment
Weekday AM Peak Hour
City of Beaverton

Figure
8

* Negative values represent pass-by trip reduciton

H:\28\28161 - Panzer Nursery Redevelopment\report\figs\Panzer Figure Jan 2023 update 1.dwg Jan 27, 2023 - 8:47am - ckleynhans Layout Tab: TripGen AM

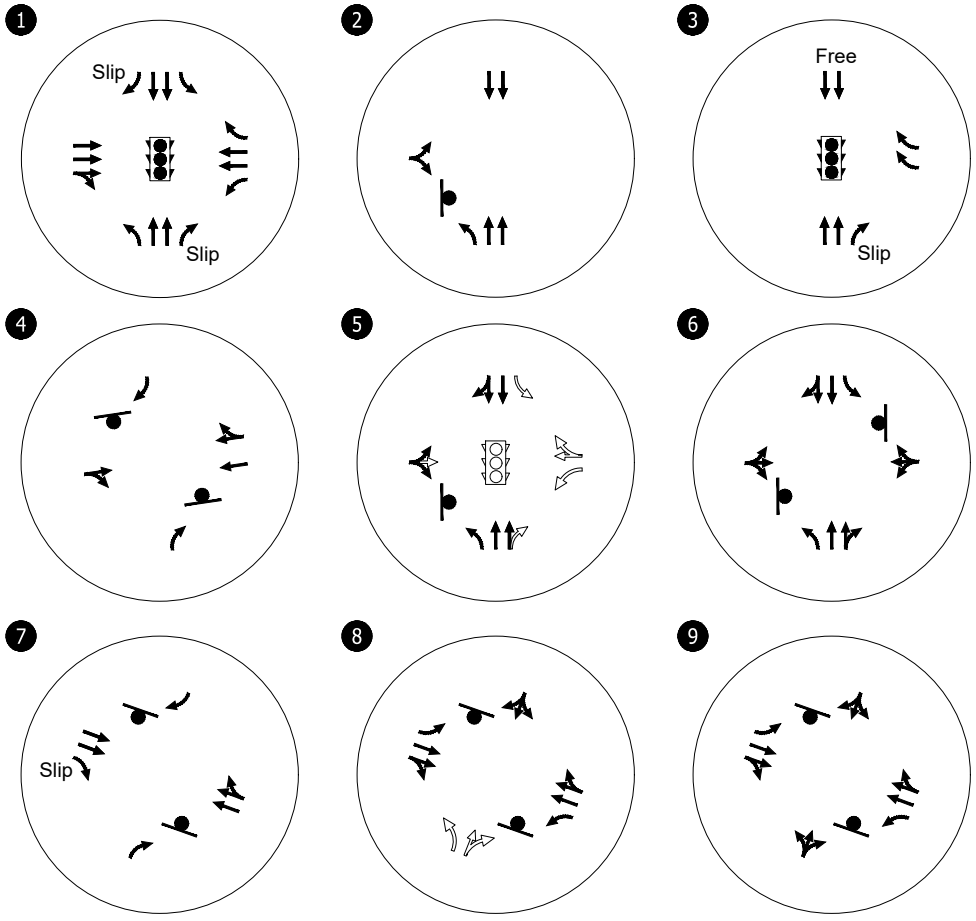
KITTELSON & ASSOCIATES



Trip Distribution & Site Generated Trip Assignment
Weekday PM Peak Hour
City of Beaverton

Figure
9

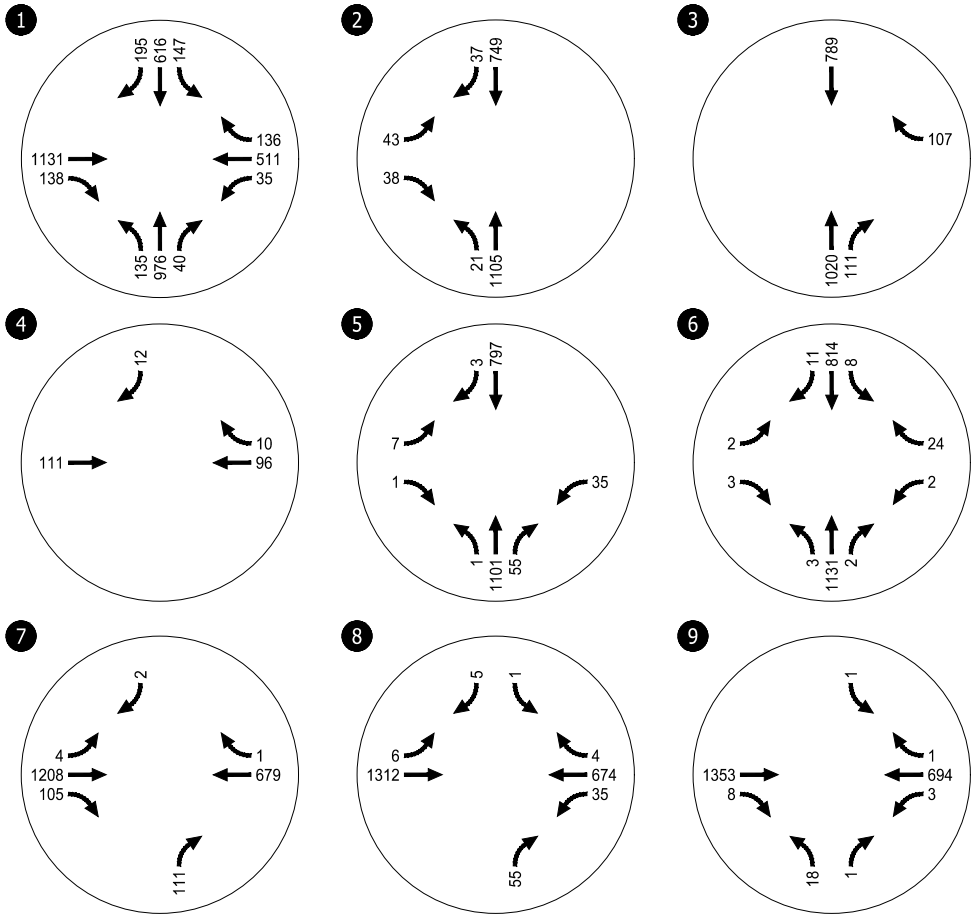
* Negative values represent pass-by trip reduciton



- STOP SIGN
- TRAFFIC SIGNAL
- EXISTING
- MOVEMENT/IMPROVEMENT ADDED WITH DEVELOPMENT

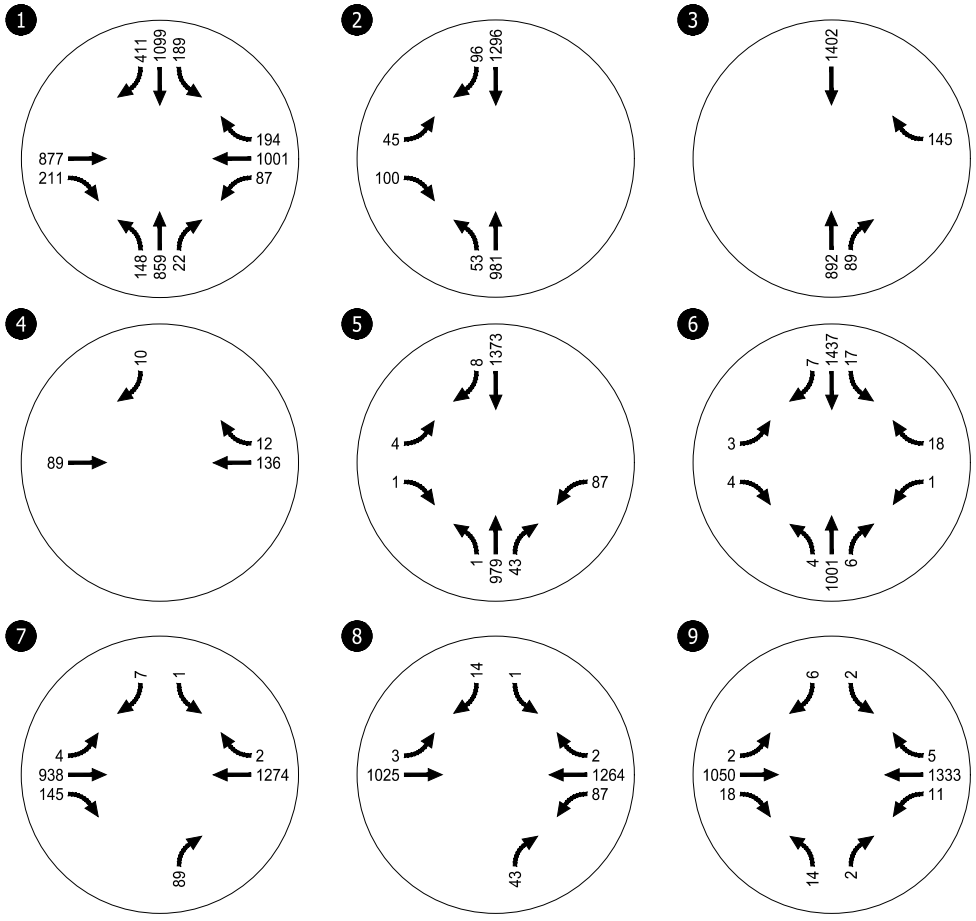
Future Lane Configurations & Traffic Control Devices
City of Beaverton

Figure 10



Resultant "Re-routed" Traffic Volumes
Weekday AM Peak Hour
City of Beaverton

Figure
11



Resultant "Re-routed" Traffic Volumes
Weekday PM Peak Hour
City of Beaverton

Figure
12

YEAR 2025 TOTAL TRAFFIC CONDITIONS

The total traffic conditions analysis forecasts how the study intersections will operate with the traffic associated with the proposed neighborhood and the construction of the Future Collector. The site-generated trips shown in Figures 8 and 9 were added to the 2025 background traffic volumes reflected in Figure 11 and Figure 12 (inclusive of the cut through traffic) to arrive at the 2025 total traffic volumes shown in Figure 13 and Figure 14. These figures also show the anticipated intersection operations assuming the intersection changes reflected in Figure 10 are also completed.

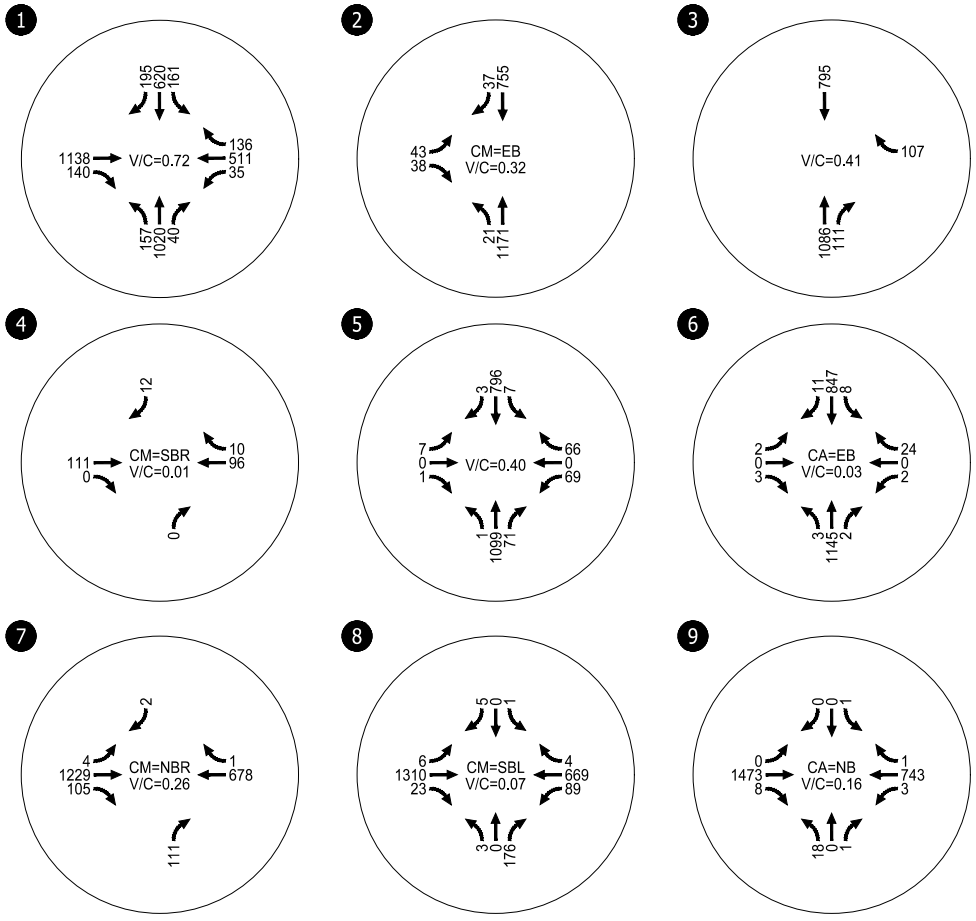
As shown in the figures, all the study intersections are projected to operate acceptably per the County's requirements with the assumed new roadway connections and traffic control changes in place.

We further note that the new Future Collector linking SW Baseline Road and SW 185th Avenue in conjunction with the assumed new traffic signal at the SW 185th Avenue/SW Alderwood Drive/Future Collector offers multiple systemic benefits including:

- Reduced westbound left-turn demand on SW Baseline Road at SW 185th Avenue, directly benefiting signalized operations at this key intersection;
- Improving minor street operations of the SW Alderwood Drive approach to SW 185th Avenue by replacing the existing stop controlled approach with signalized access that reduces vehicle delay and provides a signalized crossing for people walking and biking; and,
- Providing alternative signalized access to SW 185th Avenue for the homes located west of SW 185th Avenue along SW Honeywood Drive, SW Longacre Street and SW Alderwood Drive.

While not directly modeled in the total traffic conditions analysis, the new Future Collector and on-site public streets will also provide enhanced connectivity to existing residential homes located to the south and east of the Panzer Nursery site. The new on-site collector and public street facilities fulfill an important element of the planned transportation system network identified in both the County TSP and the updated City TSP.

Appendix "F" contains the year 2025 total traffic analysis worksheets.

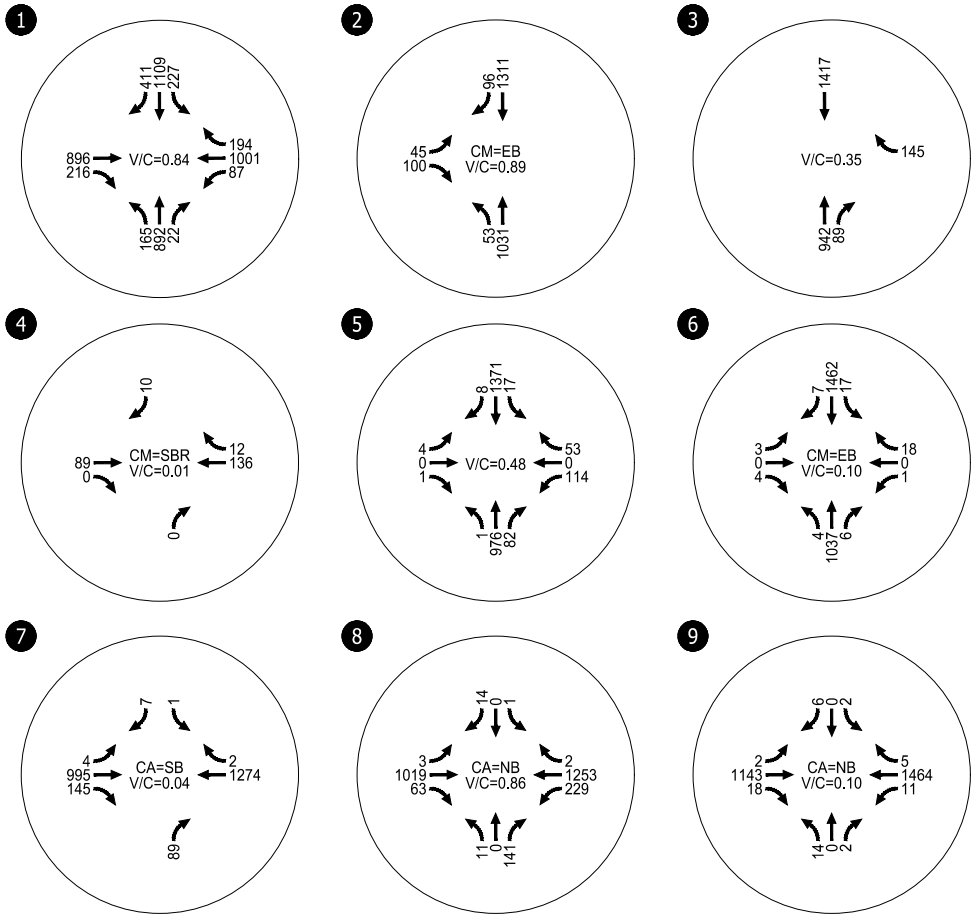


CM = INTERSECTION MOVEMENT (UNSIGNALIZED)
V/C = INTERSECTION VOLUME-TO-CAPACITY RATIO (SIGNALIZED)/
CRITICAL MOVEMENT VOLUME-TO-CAPACITY RATIO (UNSIGNALIZED)

Total Traffic Volumes
Weekday AM Peak Hour
City of Beaverton

Figure
13

KITTELSON & ASSOCIATES



CM = INTERSECTION MOVEMENT (UNSIGNALIZED)
V/C = INTERSECTION VOLUME-TO-CAPACITY RATIO (SIGNALIZED)/
CRITICAL MOVEMENT VOLUME-TO-CAPACITY RATIO (UNSIGNALIZED)

Total Traffic Volumes
Weekday PM Peak Hour
City of Beaverton

Figure
14

KITTELSON & ASSOCIATES

COLLECTOR STREET CONSIDERATIONS

As reflected in Figure 10, subject to County approvals, a new traffic signal is anticipated to be constructed at the SW 185th Avenue/SW Alderwood Drive/Future Collector intersection with site re-development due to the level of rerouted non-neighborhood traffic that could use this new street as well as the traffic volumes associated the new neighborhood. We recommend the new traffic signal provide signal interconnect to the County's SW 185th Avenue corridor to the extent required by the County.

Traffic Signal Warrant Analysis

The *Manual on Uniform Traffic Control Devices* (MUTCD) identifies nine warrants for traffic signal installation. Table 5 identifies the results of the traffic signal warrant analysis for each of the nine MUTCD signal warrants at the SW 185th Avenue/SW Alderwood Drive/Future Collector intersection.

Table 5. Signal Warrant Analysis Results for the SW 185th Avenue/SW Alderwood Drive/Future Collector Intersection

Warrant		Signal Warrant Met?	Assessment
#1	8-Hour Volume	Yes	This warrant is intended for application where a large volume of intersecting traffic is the principal reason to consider a traffic control signal.
#2	4-Hour Volume	Yes	This warrant is intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal.
#3	Peak Hour	N/A[1]	This warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor street traffic suffers undue delay when entering or crossing the major street[1].
#4	Pedestrian Volume	No	This warrant is designed to be applied where pedestrians experience excessive delay trying to cross a street due to heavy traffic volumes. Pedestrian volumes alone are not expected to warrant signalization.
#5	School Crossing	No	This warrant is designed to be applied at locations where school children are trying to cross a major street and there are not adequate gaps in the major street traffic stream. There is no school in close proximity to justify signalization under this warrant.
#6	Coordinated Signal System	N/A	This warrant is intended to facilitate progressed traffic flow within a coordinated traffic signal system and allows for installation of traffic control signals at intersections where they would otherwise not be needed in order to maintain proper platooning of vehicles. Warrant 6 does not appear applicable at this time.
#7	Crash Experience	No	This warrant is intended for application where the severity and frequency of crashes are the principal reasons to consider traffic signal installation. The intersection crash experience would need to be monitored post-implementation of the intersection reconstruction to assess whether a pattern of five or more crashes within a 12-month period occurs would warrant signalization.
#8	Roadway Network	No	This warrant involves installing a traffic signal at an intersection to encourage concentration and organization of traffic flow on a roadway network. The warrant requires the intersection of two or more major routes that serve as the principal roadway network for through traffic flow. While SW 185th Avenue meets the criteria for a major route, the Future Collector Street does not so the warrant does not apply.
#9	Intersection Near a Grade Crossing	N/A	This warrant is intended for use at a location where the proximity to the intersection of a railroad grade crossing on an intersection approach controlled by a STOP or YIELD sign is the principal reason to consider installing a traffic signal. The warrant requires, among other criteria, an at-grade crossing that is located within 140 feet of the intersection stop line. This warrant is not applicable.

[1] While the forecast traffic volumes satisfy this warrant, per MUTCD Section 4C.04.02: "This signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time."

As shown in Table 5, volume-based warrants #1 (Eight-Hour) and #2 (Four-Hour) were evaluated and it was found that the anticipated traffic volumes would warrant a traffic signal[2]. We also evaluated the need for a signal at the W Baseline Road/Future Collector Street intersections and found that one is not needed at this location (none of the three volume-based warrants are met nor are Warrants 4 through 9). *Appendix "G" contains the details of the signal warrant analysis.*

Queue Storage Considerations

Projected 95th-percentile queues were obtained for the future Collector Street connections to SW 185th Avenue (Intersection 4) and W Baseline Road (Intersection 7) from Vistro. Based on the anticipated queuing, we recommend that a westbound left-turn storage length of 200 feet be constructed as part of the Future Collector Street intersection with SW 185th Avenue and the existing two-way left-turn lane north of SW Alderwood Drive be re-striped as a southbound left-turn lane with 75 feet of storage.

The 95th-percentile queues at the W Baseline Road/Future Collector Street intersection for the northbound left-turn movement is projected to be three vehicles or less so a storage length of at least 75 feet is recommended. Further, the westbound left-turn movements queue is projected to be two vehicles which can easily be accommodated in the existing two-way left-turn lane. *Appendix "F" contains the year 2025 total traffic queueing worksheets.*

Right-Turn Lane Considerations

Washington County requires consideration of separate right-turn lanes at intersections on collector and arterial roadways with a posted speed of 35 mph or more, 10,000 average daily trips or higher, and 40 or more right-turns during one of the peak hours. These thresholds were used to assess the potential need for right-turn lanes associated with the Future Collector Street and found:

- The northbound right-turn movement from SW 185th Avenue to the new Future Collector Street would satisfy these thresholds prior to any site development (forecast peak hour right-turn volume of 55 vehicles during the AM peak and 43 vehicles during the PM peak as shown in Figures 11 and 12, respectively).
- The eastbound right-turn movement from SW Baseline Road to the new Future Collector Street would satisfy these thresholds upon buildout of the proposed site development (forecast peak hour right-turn volume of 23 vehicles during the AM peak and 63 vehicles during the PM peak as shown in Figures 11 and 12, respectively).

[2] 70% warrant thresholds were used assuming speed limit greater than 40 mph. Right-turn on red reductions were considered in the analysis.

While construction of a right-turn lane on W Baseline Road can be accommodated along the Panzer Nursery site frontage, construction of a northbound right-turn lane on SW 185th Avenue would extend beyond the Panzer Nursery site frontage and does not appear feasible based on the available right-of-way as well as existing homes within the residential subdivision constructed directly south of the Panzer Nursery site. We note that no signalized (or unsignalized) intersection on SW 185th Avenue south of SW Baseline Road has a separate right-turn lane today except at SW TV Highway.

Based on the County's turn lane criteria and subject to County direction, we recommend provision of a separate eastbound right-turn lane designed to County standards from SW Baseline Road to the new Future Collector Street in conjunction with site development.

Other Traffic Control Considerations

In addition to the signalization and turn lane considerations noted above, we recommend the following in conjunction with site development:

- The new W Baseline Road/Future Collector Street intersection be stop controlled on the northbound Future Collector Street approach as part of site development.
    - A new STOP (R1-1) sign be posted on the new Future Collector Street approach to W Baseline Road in accordance with applicable road authority standards and the *Manual on Uniform Traffic Control Devices* (MUTCD).
- New STOP (R1-1) signs be posted on the new local street approaches to the Future Collector Street within the project site in accordance with applicable road authority standards and the MUTCD.

Sight Distance Considerations

The project civil engineering plans will document the County-required sight lines. We recommend that site landscaping, any above-ground utilities, site signage, and on-street parking be located and maintained such that they provide minimum required sight lines within the site as well as at the new intersections on W Baseline Road and on SW 185th Avenue.

OTHER CONSIDERATIONS

City of Beaverton Code Section 60.55.15 requires preparation of a Traffic Management Plan acceptable to the City Engineer in situations where a development adds 20 or more trips in any hour to a street classified as a Local Street or Neighborhood Route and having abutting property zoned RMA, RMB, or RMC. No Local Streets or Neighborhood Routes outside the proposed Panzer Nursery development site are projected to experience an increase of 20 or more site-generated trips in an hour. Further, per the City's Zoning Map (published in January 2023), none of the immediately adjacent properties have City of Beaverton zoning applied. Accordingly, no Traffic Management Plan is required in conjunction with the proposed development.

RECOMMENDATIONS

Subject to approval by the City of Beaverton and Washington County, the recommendations of this study are summarized below.

- Site landscaping, any above-ground utilities, site signage, and on-street parking be located and maintained such that they provide minimum required sight lines within the site as well as at the new intersections on W Baseline Road and on SW 185th Avenue.
- The SW 185th Avenue/SW Alderwood Drive/Future Collector Street intersection be signalized as part of site development. Based on the analyses summarized herein, signal warrants are forecast to be met following site redevelopment and use of the Future Collector Street to travel between SW 185th Avenue and SW Baseline Road (as documented in County travel demand modeling). In conjunction with signalization:
  - A westbound left-turn lane with a storage length of 200 feet be provided on the Future Collector Street approaching SW 185th Avenue.
  - The existing center two-way left-turn lane on SW 185th Avenue be re-striped to provide a southbound left-turn lane at the intersection with 75 feet of storage.
  - The new traffic signal provide signal interconnect to the County's SW 185th Avenue corridor to the extent required by the County.
- The new W Baseline Road/Future Collector Street intersection be stop controlled on the northbound Future Collector Street approach as part of site development.
  - A new STOP (R1-1) sign be posted on the new Future Collector Street approach to W Baseline Road in accordance with applicable road authority standards and the *Manual on Uniform Traffic Control Devices* (MUTCD).
  - The new Future Collector Street approach to W Baseline Road provide a separate northbound left-turn lane with at least 75 feet of storage and a separate through/right-turn lane.
  - The SW Baseline Road approach to the new Future Collector Street provide a separate right-turn lane designed to County standards.
- New STOP (R1-1) signs be posted on the new local street approaches to the Future Collector Street within the project site in accordance with applicable road authority standards and the MUTCD.

LIST OF APPENDICES

A. Scoping Memo
B. Traffic Counts
C. Existing Conditions Analysis Worksheets
D. ODOT Crash Data
E. Year 2025 Background Traffic Conditions Analysis Worksheets
F. Year 2025 Total Traffic Conditions Analysis Worksheets
G. Traffic Signal Warrant Analysis Worksheet

Appendix A Scoping Memo

KITTELSON & ASSOCIATES
851 SW 6th AVENUE, SUITE 600
PORTLAND, OR 97204
P 503.228.5230 F 503.273.8169

MEMORANDUM

Date:	October 10, 2022	Project #: 28161
To:	Jabra Khasho, PE, & Kate McQuillan, AICP City of Beaverton Jinde Zhu, PE, John Fasano, PE, Stacy Shetler, PE & Naomi Vogel, Washington County Pam Verdadero, TNHC Oregon, LLC Laura Standridge, PE, Standridge, Inc. Joseph Auth, PE City of Hillsboro	
From:	Julia Kuhn, PE & Chris Brehmer, PE	
Project:	Panzer Nursery Redevelopment	
Subject:	Traffic Impact Analysis Scope – Updated per Meeting on September 19, 2022	

TNHC Oregon, LLC is proposing to redevelop the Panzer Nursery located to the southeast of the SW 185th Avenue/W Baseline Road. As proposed, the existing Nursery operations will be replaced with 141 single family homes, 414 multi-family homes (including triplex, quadplex, 5-plex and 4-story apartments), and 16,800 square feet of ground floor retail. As part of site redevelopment, a new public street connecting SW 185th Avenue and W Baseline Road would be constructed within the new neighborhood; this new street is shown as a future collector street in the Washington County Transportation System Plan (TSP). In addition, two local street connections are proposed to connect the new neighborhood south to SW Longacre Street and one local street connection is proposed east to SW 179th Avenue. As part of redevelopment, the property is also proposed for annexation into the City of Beaverton from Washington County.

The change in trip generation associated with property redevelopment triggers a Traffic Impact Analysis (TIA) per City of Beaverton Development Code Section (BDC) 60.55.20 as well as an Access Report per Washington County Community Development Code (CDC) requirements. The remainder of this memo outlines our proposed scope for the TIA and Access Report.

Existing Site Uses

Today, the site is occupied by the Panzer Nursery which includes including greenhouses, refrigeration facilities, commercial buildings, and office space to supply azaleas to customers in the region and nationwide. Vehicular access today is provided via a driveway on W Baseline Road located approximately 150 feet west of the SW 179th Avenue/W Baseline Road intersection. Customers can come to the nursery and/or have the flowers delivered.

Estimated Trip Generation for the New Neighborhood

The trip generation associated with the proposed residential and retail uses associated with the redevelopment of the property is shown in Table 1. The trip generation estimates were prepared based on rates included in the *Trip Generation Manual*, 11th Edition (Institute of Transportation Engineers, ITE, 2021). All of the residential trip generation is based on the fitted curve equations.

Table 1. Trip Generation

Land Use	ITE Code	Size	Total Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total Trips	In	Out	Total Trips	In	Out
Single Family Detached	210	141	1,384	102	26	76	137	86	51
Single Family Attached	215	210	1,550	104	32	72	122	70	52
Apartments	221	204	926	78	18	60	80	49	31
Retail	822	16,800	915	40	24	16	111	56	55
pass-by (40%)			366	16	10	6	44	22	22
Net New Retail Trips			549	24	14	10	67	34	33
Total Proposed Site Trips			4,775	324	100	224	450	261	189
Total Net New Trips			4,409	308	90	218	406	239	167

*As shown, no "internal" trip-making is assumed between the neighborhood retail and the residential land uses. We also note that the 11th Edition of the *Trip Generation Manual* does not recommend a pass-by rate for retail uses of this size but does recommend a 40 percent pass-by rates for retail uses over 40,000 square feet and under 150,000 square feet.

As discussed in our meeting on September 19th, the *Trip Generation Manual* does not include a comparable land use for the existing Panzer Nursery operations (the wholesale nursery rates provided are extremely limited and not appropriate for use). During the two days of our counts, we will collect data at the existing access points into the nursery in the Fall 2022 and subtract these from the adjacent intersection counts but are not anticipating needing to develop a trip generation rate based on the existing nursery size as the analyses will focus on future redevelopment in 2025.

Compliance with Beaverton Development Code Section 60.55.20

Based on the trip generation shown in Table 1, the proposed redevelopment of the site results in daily trips exceeding 300 trips per day. As such, a TIA is required per BDC Section 60.55.20.

Per BDC Section 60.55.15, a Traffic Management Plan is required if a proposed development is anticipated to increase hourly traffic volumes by more than 20 vehicles per hour on a local street or neighborhood route, as classified by the City. Given that none of the lands to the south and east of the site are within the City, we conclude that a TMP is not warranted. Further, no one local street connection is anticipated to experience an increase of 20 vehicles per hour.

Compliance with Washington County CDC Requirements

The change in trip generation also necessitates preparation of an Access Report per Washington County Resolution & Order 86-95. Given that the new collector street that will be constructed as part of site redevelopment is identified on the County TSP, an access management plan is not required for the new intersections with W Baseline Road and SW 185th Avenue.

ANALYSIS METHODOLOGY

All intersection operational analyses will be conducted using the procedures outlined in the *2000 Highway Capacity Manual* using the Vistro software.

City Intersection Operational Standards

Per BDC 60.55.7, the applicable intersection peak hour operational standards are:

- *Signalized intersections*: peak hour average control delay no greater than 65 seconds per vehicle and a volume-to-capacity (V/C) ratio for each lane group no greater than 0.98. If the intersection is under County or Oregon Department of Transportation (ODOT) jurisdiction, the V/C ratio for each lane group shall not exceed the V/C ratio imposed by that jurisdiction.
- *Unsignalized intersections*: peak hour average control delay of no greater than 45 seconds per vehicle.

In addition, BDC 60.55.7 states that "*if the existing control delay or volume-to-capacity ratio of an intersection is greater than the standards of this subsection, the impacts of development shall be mitigated to maintain or reduce the respective control delay or volume-to-capacity ratio*."

Washington County Intersection Operation Standards

Washington County requires a volume-to-capacity of less than 0.99 at both signalized and unsignalized intersections over the course of a 60-minute analysis period. Both SW 185th Avenue and W Baseline Road are owned and maintained by the County so a V/C of 0.99 applies to all study intersections.

Study Area Intersections

SW 185th Avenue and W Baseline Road are both classified as arterial streets per the City of Beaverton TSP and the Washington County TSP. Based on a review of City and County requirements, we propose to study the following intersections:

- SW 185th Avenue/W Baseline Road;
- SW 185th Avenue/SW Stepping Stone Drive/Goodwill Access;
- Apartment Access/Nursery Access/SW Stepping Stone Drive;
- SW 185th Avenue/SW Alderwood Drive/New Collector;
- SW 185th Avenue/SW Longacre Street;
- W Baseline Road/SW Stepping Stone Drive;
- W Baseline Road/New Collector Street; and,
- SW 179th Avenue/W Baseline Road.

Study Time Periods

Construction completion and occupancy is anticipated by 2025. We propose to analyze existing and year 2025 conditions during the weekday AM and PM peak hours.

We propose to collect traffic counts on two-mid week days during the weekday AM and PM peak hours in October when school is in-session and do not intend to apply any COVID-related adjustments per prior guidance offered by the County. As noted above, we will also collect traffic counts at the existing site driveways to subtract out nursery trips from the adjacent intersections to develop total traffic conditions.

We propose to calculate year 2025 conditions by applying a 2 percent annual growth rate. Would you please provide us with any in-process developments to include to add to the year 2025 volumes?

In addition, can the County/City provide guidance on signal timing parameters and in particular how to account for the MAX tracks immediately to the north on SW 185th Avenue and the impact of train crossings on corridor operations?

Trip Distribution

Per our September 19th meeting, based on information obtained from the County's travel demand model, we will use the following trip distribution:

- 20 percent to/from the north;
- 10 percent to/from the west;
- 55 percent to/from the east; and,
- 15 percent to/from the south.

Collector Street Review

We will review the vehicular queuing and traffic signal warrants at the SW 185th Avenue/SW Alderwood/Future Collector Street and W Baseline Road/Future Collector Street intersections.

For the year 2025 analyses, we will assume that the intersection of the collector street with both SW 185th Avenue and with W Baseline Road are full movement. If the analyses reveals that movement restrictions would be required to address queuing, we will perform a sensitivity analysis with alternative collector intersection configurations.

We will use information we received from the County's travel demand model to develop an estimate of 2025 traffic volumes that would use the collector street that are not generated by the site uses. In 2040, the County travel demand model estimates that the cut-through traffic will equate to 150 north/eastbound and 310 south/westbound vehicles during the weekday PM peak hour. We will interpolate the model data to estimate year 2025 cut through traffic and include in our analyses.

Finally, the Washington County TSP identifies a future neighborhood route through the property to SW Stepping Stone. As we discussed in our meeting, this neighborhood route would become needed if SW Stepping Stone were vacated and the apartments directly to the northwest would need alternative driveway locations. For our study purposes, we are not proposing to include this connection in the analysis.

Safety Review

We will obtain and review the most recent crash records at the study intersections from the Oregon Department of Transportation. We will also review the County's Safety Priority Index System (SPIS) list to determine any safety-related trends.

Facilities for People Walking, Riding Bikes and Taking Transit

Our study will also document the adjacent and proposed facilities for people traveling within and to/from the site via modes other than driving.

Next Steps

We look forward to working with you on our study. Thank you for your assistance with this effort.

Appendix B Traffic Counts

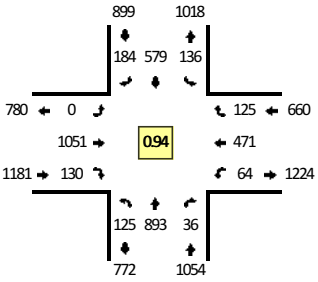
Type of peak hour being reported: Intersection Peak

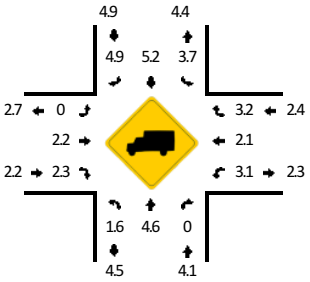
Method for determining peak hour: Total Entering Volume

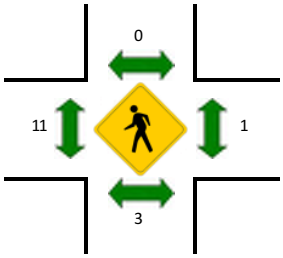
LOCATION: SW 185th Ave -- W Baseline Rd
CITY/STATE: Hillsboro, OR

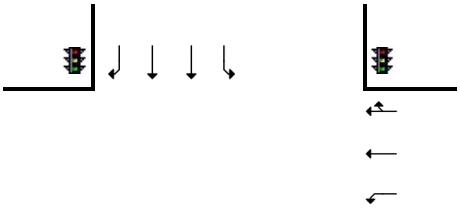
QC JOB #: 15979021
DATE: Thu, Oct 27 2022

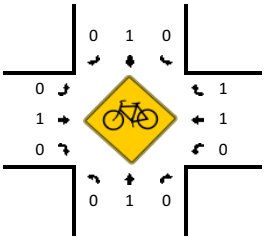
Peak-Hour: 7:20 AM -- 8:20 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

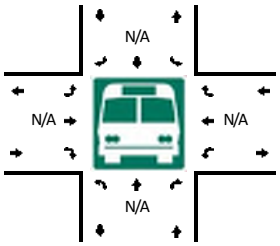


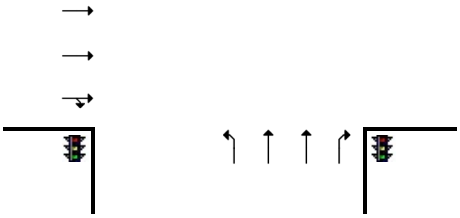


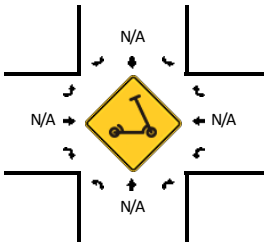












5-Min Count Period Beginning At	SW 185th Ave (Northbound)				SW 185th Ave (Southbound)				W Baseline Rd (Eastbound)				W Baseline Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	5	62	1	0	8	45	14	0	0	56	2	0	2	27	7	0	229	
7:05 AM	7	79	0	0	11	51	11	0	0	56	3	0	2	24	8	0	252	
7:10 AM	11	71	1	0	7	50	14	0	0	61	16	0	8	30	8	0	277	
7:15 AM	10	58	1	0	10	51	15	0	0	77	16	0	8	17	15	0	278	
7:20 AM	17	69	2	0	17	60	12	0	0	95	13	0	6	49	14	0	354	
7:25 AM	12	95	5	0	11	48	15	0	0	75	10	0	4	30	11	1	317	
7:30 AM	3	68	1	0	12	41	15	0	0	85	4	0	5	44	12	0	290	
7:35 AM	11	50	3	0	12	31	22	0	0	99	4	0	4	34	7	0	277	
7:40 AM	13	72	0	0	9	47	19	0	0	93	11	0	8	56	12	0	340	
7:45 AM	4	93	2	0	15	49	18	0	0	72	11	0	7	35	11	0	317	
7:50 AM	10	80	2	0	11	46	14	0	0	101	6	0	6	54	5	0	335	
7:55 AM	12	79	6	0	10	51	11	0	0	108	18	0	4	45	14	0	358	3624
8:00 AM	8	65	7	0	15	60	12	0	0	79	10	0	5	35	10	0	306	3701
8:05 AM	13	89	3	0	8	41	16	0	0	69	17	0	4	29	11	0	300	3749
8:10 AM	11	64	2	0	6	35	15	0	0	94	14	0	6	38	13	0	298	3770
8:15 AM	11	69	3	0	10	70	15	0	0	81	12	0	4	22	5	0	302	3794
8:20 AM	7	65	4	0	9	38	18	0	0	82	6	0	4	34	9	0	276	3716
8:25 AM	14	81	3	0	4	29	11	0	0	82	17	0	4	35	6	0	286	3685
8:30 AM	5	40	5	0	18	43	15	0	0	73	11	0	7	35	9	0	261	3656
8:35 AM	7	79	1	0	11	34	12	0	0	90	14	0	4	25	10	0	287	3666
8:40 AM	6	80	4	0	8	52	7	0	0	65	7	0	8	23	12	0	272	3598
8:45 AM	10	74	3	0	6	32	13	0	0	92	11	0	7	38	9	0	295	3576
8:50 AM	10	60	3	0	9	40	11	0	0	82	10	0	8	39	8	0	280	3521
8:55 AM	5	60	2	0	7	41	6	0	0	54	13	0	7	27	7	0	229	3392

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	104	1008	40	0	144	584	172	0	0	1124	140	0	68	536	120	0	4040
Heavy Trucks	0	36	0		4	28	8		0	28	0		4	8	0		116
Buses																	
Pedestrians		0				0				12				0			12
Bicycles	0	0	0		0	0	0		0	0	0		0	0	4		4
Scooters																	

Comments:

Report generated on 11/7/2022 4:13 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

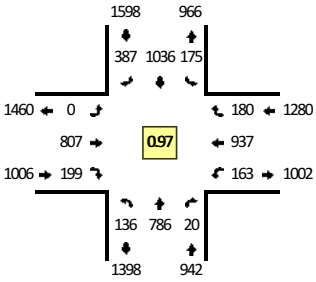
Type of peak hour being reported: Intersection Peak

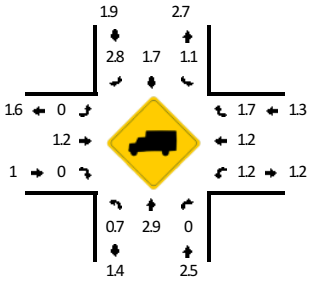
Method for determining peak hour: Total Entering Volume

LOCATION: SW 185th Ave -- W Baseline Rd
CITY/STATE: Hillsboro, OR

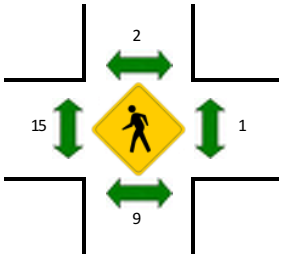
QC JOB #: 15979022
DATE: Thu, Oct 27 2022

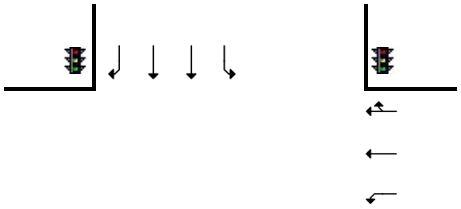
Peak-Hour: 4:35 PM -- 5:35 PM
Peak 15-Min: 4:55 PM -- 5:10 PM

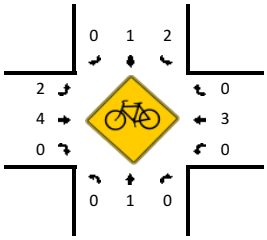


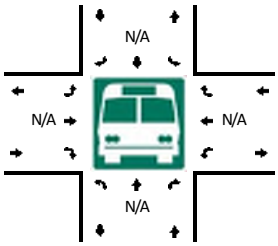


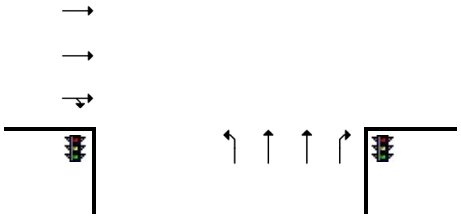
Quality Counts
DATA THAT DRIVES COMMUNITIES

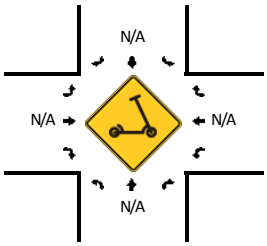












5-Min Count Period Beginning At	SW 185th Ave (Northbound)				SW 185th Ave (Southbound)				W Baseline Rd (Eastbound)				W Baseline Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	7	67	2	0	6	91	31	0	0	51	9	0	10	52	11	0	337	
4:05 PM	11	70	1	0	17	84	22	0	0	60	15	0	11	73	13	0	377	
4:10 PM	10	60	0	0	8	77	33	0	0	66	17	0	16	88	15	0	390	
4:15 PM	8	77	6	0	14	82	29	0	0	56	12	0	9	63	18	0	374	
4:20 PM	15	55	1	0	9	86	31	0	0	79	21	0	14	65	10	0	386	
4:25 PM	17	56	6	0	7	79	30	0	0	77	14	0	21	68	20	0	395	
4:30 PM	9	64	3	0	17	107	31	0	0	50	7	0	9	62	11	0	370	
4:35 PM	12	55	0	0	14	87	35	0	0	86	17	0	9	88	13	0	416	
4:40 PM	9	67	1	0	15	75	39	0	0	58	10	0	21	103	14	0	412	
4:45 PM	8	66	1	0	23	91	32	0	0	71	14	0	13	75	13	0	407	
4:50 PM	11	86	3	0	12	94	28	0	0	39	8	0	6	22	6	0	315	
4:55 PM	16	56	2	0	22	73	29	0	0	89	26	0	14	102	21	0	450	4629
5:00 PM	8	51	2	0	16	103	46	0	0	55	15	0	22	84	27	0	429	4721
5:05 PM	6	38	0	0	13	88	25	0	0	73	16	0	14	83	14	0	370	4714
5:10 PM	18	94	3	0	8	78	29	0	0	68	17	0	13	67	15	0	410	4734
5:15 PM	18	62	3	0	12	101	27	0	0	74	23	0	14	64	14	0	412	4772
5:20 PM	6	74	2	0	8	94	34	0	0	51	12	0	14	70	11	0	376	4762
5:25 PM	17	82	1	0	14	76	35	0	0	74	23	0	11	85	18	0	436	4803
5:30 PM	7	55	2	0	18	76	28	0	0	69	18	0	12	94	14	0	393	4826
5:35 PM	8	77	4	0	10	99	26	0	0	44	17	0	9	61	15	0	370	4780
5:40 PM	20	90	1	0	13	73	18	0	0	60	13	0	10	74	19	0	391	4759
5:45 PM	7	49	2	0	10	64	26	0	0	78	14	0	13	104	20	0	387	4739
5:50 PM	14	65	1	0	11	93	24	0	0	53	14	0	8	64	17	0	364	4788
5:55 PM	10	83	0	0	13	70	21	0	0	55	12	0	12	68	8	0	352	4690

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	120	580	16	0	204	1056	400	0	0	868	228	0	200	1076	248	0	4996
Heavy Trucks	0	12	0		0	12	16		0	8	0		4	16	8		76
Buses																	
Pedestrians		8				0				16				0			24
Bicycles	0	4	0		0	0	0		0	4	0		0	4	0		12
Scooters																	

Comments:

Report generated on 11/7/2022 4:13 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

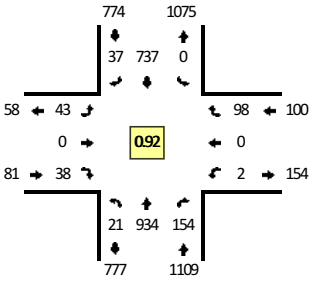
Type of peak hour being reported: Intersection Peak

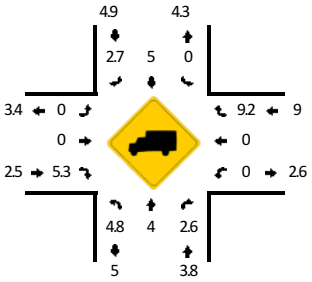
Method for determining peak hour: Total Entering Volume

LOCATION: SW 185th Ave -- SW Stepping Stone Dr/Goodwill Dwy
CITY/STATE: Hillsboro, OR

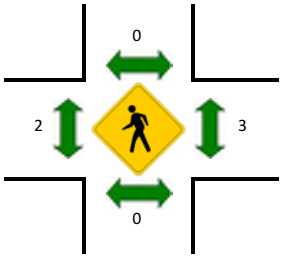
QC JOB #: 15979023
DATE: Thu, Oct 27 2022

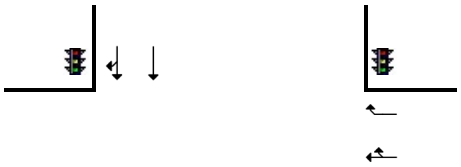
Peak-Hour: 7:20 AM -- 8:20 AM
Peak 15-Min: 7:55 AM -- 8:10 AM

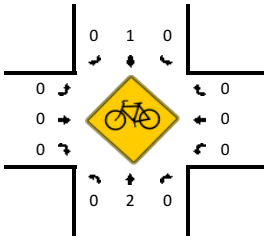


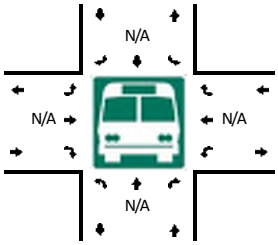


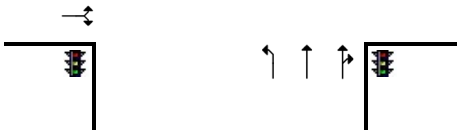
Quality Counts
DATA THAT DRIVES COMMUNITIES

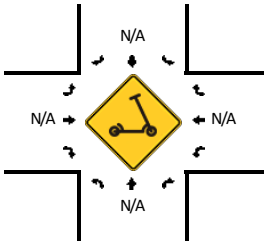












5-Min Count Period Beginning At	SW 185th Ave (Northbound)				SW 185th Ave (Southbound)				SW Stepping Stone Dr/Goodwill Dwy (Eastbound)				SW Stepping Stone Dr/Goodwill Dwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	71	6	0	0	57	0	0	1	0	3	0	0	0	6	0	146	
7:05 AM	1	81	6	0	0	61	3	0	3	0	1	0	0	0	5	0	161	
7:10 AM	3	72	4	0	0	66	1	0	2	0	3	0	0	0	4	0	155	
7:15 AM	1	66	8	0	0	68	3	0	2	0	1	0	0	0	2	0	151	
7:20 AM	2	92	7	0	0	83	3	0	3	0	2	0	0	0	10	0	202	
7:25 AM	5	75	4	0	0	55	3	0	9	0	0	0	0	0	7	0	158	
7:30 AM	1	67	8	0	0	49	2	0	1	0	2	0	1	0	6	0	137	
7:35 AM	2	67	10	0	0	36	3	0	4	0	4	0	1	0	5	0	132	
7:40 AM	0	88	17	0	0	61	5	0	4	0	0	0	0	0	4	0	179	
7:45 AM	0	71	14	0	0	64	4	0	3	0	2	0	0	0	9	0	167	
7:50 AM	1	78	17	0	0	48	2	0	4	0	3	0	0	0	8	0	161	
7:55 AM	3	93	13	0	0	77	3	0	1	0	4	0	0	0	14	0	208	1957
8:00 AM	2	68	14	0	0	70	3	0	3	0	8	0	0	0	12	0	180	1991
8:05 AM	1	83	17	0	0	55	2	0	3	0	3	0	0	0	9	0	173	2003
8:10 AM	3	73	16	0	0	58	4	0	4	0	5	0	0	0	3	0	166	2014
8:15 AM	1	79	17	0	0	81	3	0	4	0	5	0	0	0	11	0	201	2064
8:20 AM	1	63	16	0	0	44	6	0	2	0	4	0	0	0	12	0	148	2010
8:25 AM	2	70	8	0	0	35	7	0	3	0	1	0	0	0	12	0	138	1990
8:30 AM	3	62	6	0	0	64	4	0	2	0	3	0	0	0	6	0	150	2003
8:35 AM	1	73	9	0	0	47	5	0	5	0	3	0	1	0	12	0	156	2027
8:40 AM	4	71	8	0	0	60	7	0	3	0	6	0	0	0	10	0	169	2017
8:45 AM	4	66	12	0	0	45	4	0	3	0	4	0	0	0	8	0	146	1996
8:50 AM	1	68	11	0	0	55	2	0	1	0	2	0	0	0	7	0	147	1982
8:55 AM	1	64	8	0	0	63	3	0	1	0	3	0	0	0	6	0	149	1923

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	24	976	176	0	0	808	32	0	28	0	60	0	0	0	140	0	2244
Heavy Trucks	0	28	4		0	52	0		0	0	4		0	0	16		104
Buses																	
Pedestrians		0				0				4				4			8
Bicycles	0	0	0		0	4	0		0	0	0		0	0	0		4
Scooters																	

Comments:

Report generated on 11/7/2022 4:13 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

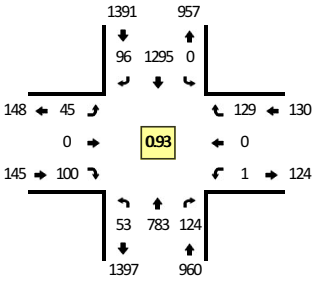
Type of peak hour being reported: User-Defined

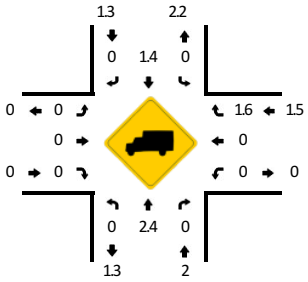
Method for determining peak hour: Total Entering Volume

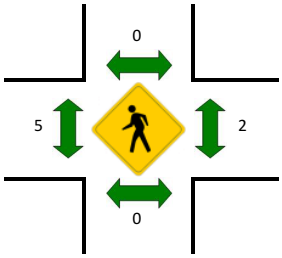
LOCATION: SW 185th Ave -- SW Stepping Stone Dr/Goodwill Dwy
CITY/STATE: Hillsboro, OR

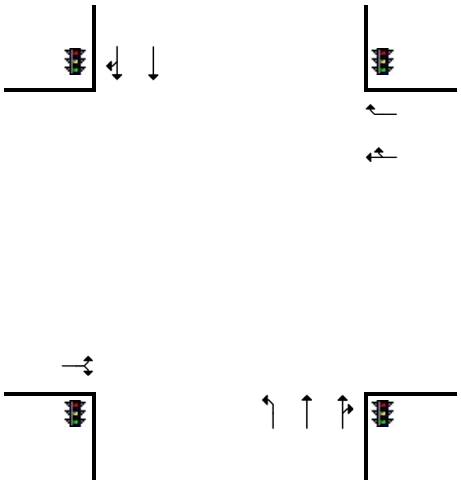
QC JOB #: 15979024
DATE: Thu, Oct 27 2022

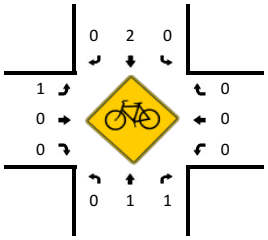
Peak-Hour: 4:35 PM -- 5:35 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

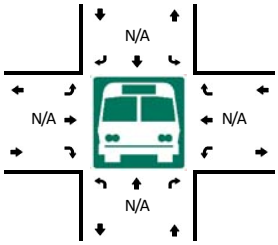


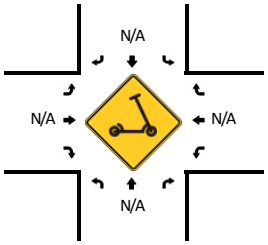












5-Min Count Period Beginning At	SW 185th Ave (Northbound)				SW 185th Ave (Southbound)				SW Stepping Stone Dr/Goodwill Dwy (Eastbound)				SW Stepping Stone Dr/Goodwill Dwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	52	5	0	0	115	4	0	2	0	8	0	0	0	8	0	196	
4:05 PM	4	80	11	0	0	98	5	0	1	0	6	0	0	0	10	0	215	
4:10 PM	2	53	10	0	0	99	8	0	1	0	5	0	0	0	18	0	196	
4:15 PM	3	70	11	0	0	109	5	0	2	0	5	0	0	0	10	0	215	
4:20 PM	3	70	3	0	0	118	7	0	1	0	7	0	1	1	10	0	221	
4:25 PM	5	71	8	0	0	106	5	0	4	0	8	0	0	0	8	0	215	
4:30 PM	2	57	10	0	0	119	9	0	3	0	2	0	0	0	10	0	212	
4:35 PM	10	53	5	0	0	97	7	0	3	0	1	0	0	0	7	0	183	
4:40 PM	3	68	10	1	0	102	7	0	6	0	4	0	1	0	3	0	205	
4:45 PM	2	60	14	0	0	108	15	0	2	0	6	0	0	0	20	0	227	
4:50 PM	5	73	9	0	0	102	7	0	5	0	12	0	0	0	9	0	222	
4:55 PM	5	61	8	0	0	107	5	0	4	0	9	0	0	0	10	0	209	2516
5:00 PM	3	67	8	0	0	121	8	0	3	0	7	0	0	0	10	0	227	2547
5:05 PM	2	40	11	0	0	116	7	0	3	0	10	0	0	0	9	0	198	2530
5:10 PM	4	84	12	0	0	106	7	0	4	0	9	0	0	0	16	0	242	2576
5:15 PM	4	81	9	0	0	128	13	0	5	0	6	0	0	0	11	0	257	2618
5:20 PM	7	47	13	0	0	110	6	0	3	0	11	0	0	0	7	0	204	2601
5:25 PM	5	80	14	0	0	98	11	0	2	0	11	0	0	0	17	0	238	2624
5:30 PM	2	69	11	0	0	100	3	0	5	0	14	0	0	0	10	0	214	2626
5:35 PM	0	60	9	0	0	126	4	0	5	0	8	0	0	0	8	0	220	2663
5:40 PM	5	94	9	0	0	93	4	0	6	0	12	0	0	0	11	0	234	2692
5:45 PM	1	61	9	0	0	85	5	0	5	0	3	0	0	0	9	0	178	2643
5:50 PM	6	69	12	0	0	100	7	0	2	0	5	0	0	0	9	0	210	2631
5:55 PM	3	51	6	0	0	98	7	0	7	0	3	0	0	0	10	0	185	2607

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	60	848	136	0	0	1376	104	0	48	0	104	0	0	0	136	0	2812
Heavy Trucks	0	12	0		0	32	0		0	0	0		0	0	4		48
Buses																	
Pedestrians		0				0				0				4			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 1/18/2023 2:47 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

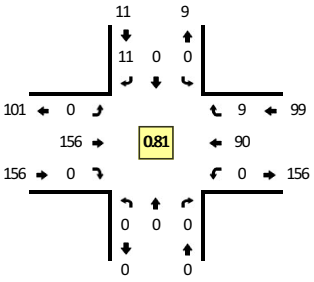
Type of peak hour being reported: User-Defined

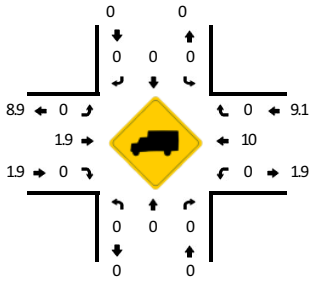
Method for determining peak hour: Total Entering Volume

LOCATION: Apartment Dwy/Nursery Dwy -- SW Stepping Stone Dr
CITY/STATE: Aloha, OR

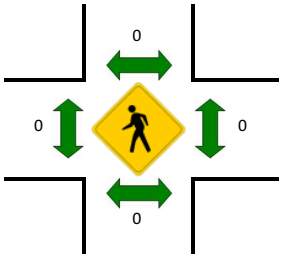
QC JOB #: 15979025
DATE: Thu, Oct 27 2022

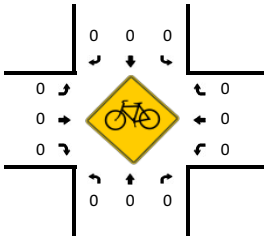
Peak-Hour: 7:20 AM -- 8:20 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

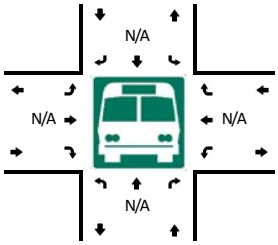


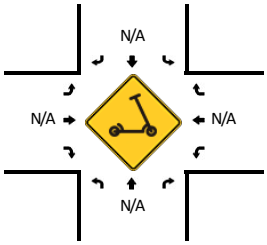


Quality Counts
DATA THAT DRIVES COMMUNITIES









5-Min Count Period Beginning At	Apartment Dwy/Nursery Dwy (Northbound)				Apartment Dwy/Nursery Dwy (Southbound)				SW Stepping Stone Dr (Eastbound)				SW Stepping Stone Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	5	0	0	12	
7:05 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	4	0	0	11	
7:10 AM	0	0	0	0	0	0	1	0	0	4	0	0	0	3	0	0	8	
7:15 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	4	1	0	11	
7:20 AM	0	0	0	0	0	0	1	0	0	9	0	0	0	8	1	0	19	
7:25 AM	0	0	0	0	0	0	1	0	0	5	0	0	0	5	1	0	12	
7:30 AM	0	0	0	0	0	0	2	0	0	8	0	0	0	7	0	0	17	
7:35 AM	0	0	0	0	0	0	1	0	0	10	0	0	0	5	0	0	16	
7:40 AM	0	0	0	0	0	0	2	0	0	16	0	0	0	2	0	0	20	
7:45 AM	0	0	0	0	0	0	0	0	0	15	0	0	0	9	3	0	27	
7:50 AM	0	0	0	0	0	0	1	0	0	15	0	0	0	10	0	0	26	
7:55 AM	0	0	0	0	0	0	1	0	0	14	0	0	0	14	0	0	29	208
8:00 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	8	1	0	21	217
8:05 AM	0	0	0	0	0	0	1	0	0	19	0	0	0	8	1	0	29	235
8:10 AM	0	0	0	0	0	0	1	0	0	16	0	0	0	6	1	0	24	251
8:15 AM	0	0	0	0	0	0	0	0	0	17	0	0	0	8	1	0	26	266
8:20 AM	0	0	0	0	0	0	3	0	0	15	0	0	0	8	0	0	26	273
8:25 AM	0	0	0	0	0	0	5	0	0	9	0	0	0	10	0	0	24	285
8:30 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	7	0	0	13	281
8:35 AM	0	0	0	0	0	0	2	0	0	9	0	0	0	8	1	0	20	285
8:40 AM	0	0	0	0	0	0	1	0	0	7	0	0	0	9	1	0	18	283
8:45 AM	0	0	0	0	0	0	2	0	0	13	0	0	0	7	0	0	22	278
8:50 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	7	0	0	17	269
8:55 AM	0	0	0	0	0	0	1	0	0	8	0	0	0	4	0	0	13	253

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	8	0	0	176	0	0	0	132	12	0	328
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	16	0		16
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 1/18/2023 2:46 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

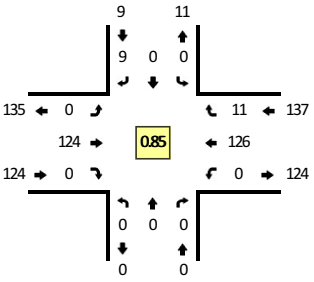
Type of peak hour being reported: User-Defined

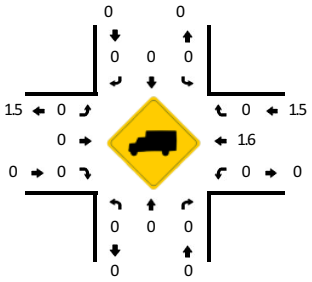
Method for determining peak hour: Total Entering Volume

LOCATION: Apartment Dwy/Nursery Dwy -- SW Stepping Stone Dr
CITY/STATE: Aloha, OR

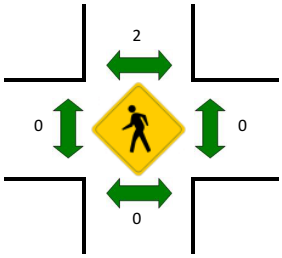
QC JOB #: 15979026
DATE: Thu, Oct 27 2022

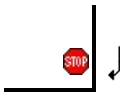
Peak-Hour: 4:35 PM -- 5:35 PM
Peak 15-Min: 5:20 PM -- 5:35 PM

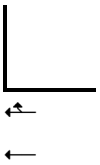


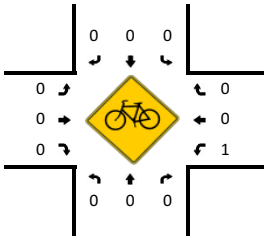


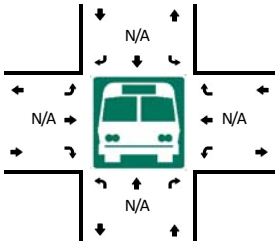
Quality Counts
DATA THAT DRIVES COMMUNITIES

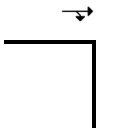


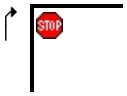


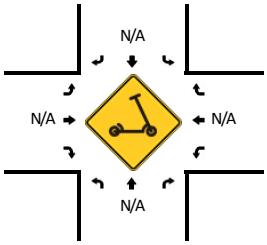












5-Min Count Period Beginning At	Apartment Dwy/Nursery Dwy (Northbound)				Apartment Dwy/Nursery Dwy (Southbound)				SW Stepping Stone Dr (Eastbound)				SW Stepping Stone Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	8	2	0	15	
4:05 PM	0	0	0	0	0	0	3	0	0	11	0	0	0	10	2	0	26	
4:10 PM	0	0	0	0	0	0	3	0	0	10	0	0	0	13	3	0	29	
4:15 PM	0	0	0	0	0	0	0	0	0	11	0	0	0	12	1	0	24	
4:20 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	8	1	0	11	
4:25 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	9	1	0	20	
4:30 PM	0	0	0	0	0	0	1	0	0	9	0	0	0	8	2	0	20	
4:35 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	7	0	0	12	
4:40 PM	0	0	0	0	0	0	1	0	0	11	0	0	0	9	0	0	21	
4:45 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	14	0	0	28	
4:50 PM	0	0	0	0	0	0	1	0	0	9	0	0	0	8	0	0	18	
4:55 PM	0	0	0	0	0	0	1	0	0	8	0	0	0	10	2	0	21	245
5:00 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	10	0	0	18	248
5:05 PM	0	0	0	0	0	0	2	0	0	11	0	0	0	13	1	0	27	249
5:10 PM	0	0	0	0	0	0	1	0	0	12	0	0	0	8	1	0	22	242
5:15 PM	0	0	0	0	0	0	2	0	0	8	0	0	0	11	3	0	24	242
5:20 PM	0	0	0	0	0	0	0	0	0	9	0	0	0	12	0	0	21	252
5:25 PM	0	0	0	0	0	0	0	0	0	18	0	0	0	10	1	0	29	261
5:30 PM	0	0	0	0	0	0	1	0	0	11	0	0	0	14	3	0	29	270
5:35 PM	0	0	0	0	0	0	1	0	0	9	0	0	0	4	3	0	17	275
5:40 PM	0	0	0	0	0	0	1	0	0	9	0	0	0	8	1	0	19	273
5:45 PM	0	0	0	0	0	0	1	0	0	9	0	0	0	11	0	0	21	266
5:50 PM	0	0	0	0	0	0	0	0	0	12	0	0	0	7	1	0	20	268
5:55 PM	0	0	0	0	0	0	1	0	0	5	0	0	0	9	3	0	18	265

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	4	0	0	152	0	0	0	144	16	0	316
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		0				4				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 1/18/2023 2:48 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

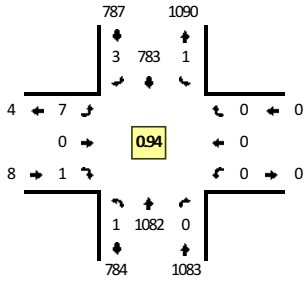
Type of peak hour being reported: Intersection Peak

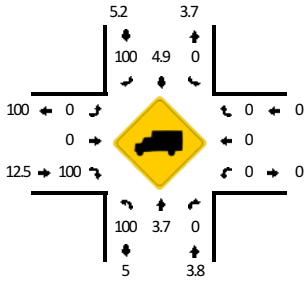
Method for determining peak hour: Total Entering Volume

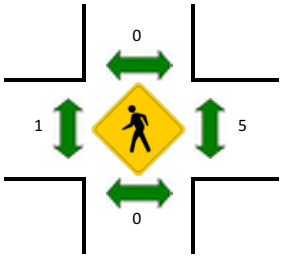
LOCATION: SW 185th Ave -- SW Alderwood Dr
CITY/STATE: Aloha, OR

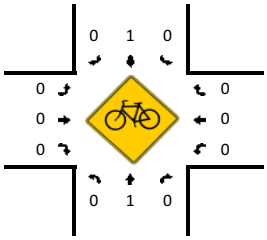
QC JOB #: 15979027
DATE: Thu, Oct 27 2022

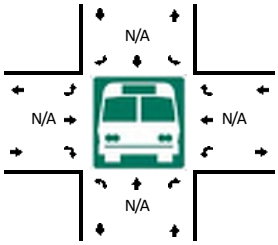
Peak-Hour: 7:20 AM -- 8:20 AM
Peak 15-Min: 7:50 AM -- 8:05 AM

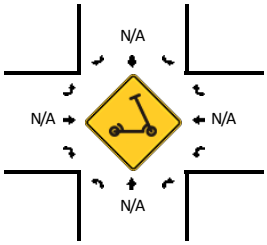












5-Min Count Period Beginning At	SW 185th Ave (Northbound)				SW 185th Ave (Southbound)				SW Alderwood Dr (Eastbound)				SW Alderwood Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	78	0	0	0	59	1	0	0	0	0	0	0	0	0	0	138	
7:05 AM	0	79	0	0	0	54	1	0	0	0	0	0	0	0	0	0	134	
7:10 AM	0	82	0	0	0	64	0	0	0	0	0	0	0	0	0	0	146	
7:15 AM	0	87	0	0	0	73	0	0	0	0	0	0	0	0	0	0	160	
7:20 AM	0	88	0	0	0	91	0	0	0	0	1	0	0	0	0	0	180	
7:25 AM	0	92	0	0	0	55	0	0	0	0	0	0	0	0	0	0	147	
7:30 AM	0	65	0	0	0	51	0	0	0	0	0	0	0	0	0	0	116	
7:35 AM	0	96	0	0	0	42	0	0	0	0	0	0	0	0	0	0	138	
7:40 AM	0	91	0	0	0	59	0	0	1	0	0	0	0	0	0	0	151	
7:45 AM	0	86	0	0	0	66	0	0	0	0	0	0	0	0	0	0	152	
7:50 AM	0	109	0	0	0	54	0	0	0	0	0	0	0	0	0	0	163	
7:55 AM	1	89	0	0	0	81	1	1	1	0	0	0	0	0	0	0	174	1799
8:00 AM	0	80	0	0	0	79	0	0	3	0	0	0	0	0	0	0	162	1823
8:05 AM	0	94	0	0	0	54	1	0	1	0	0	0	0	0	0	0	150	1839
8:10 AM	0	99	0	0	0	68	0	0	1	0	0	0	0	0	0	0	168	1861
8:15 AM	0	93	0	0	0	83	1	0	0	0	0	0	0	0	0	0	177	1878
8:20 AM	0	81	0	0	0	47	0	0	0	0	2	0	0	0	0	0	130	1828
8:25 AM	0	77	0	0	0	35	0	0	0	0	0	0	0	0	0	0	112	1793
8:30 AM	0	76	0	0	0	68	0	0	0	0	0	0	0	0	0	0	144	1821
8:35 AM	0	73	0	0	0	47	2	0	0	0	0	0	0	0	0	0	122	1805
8:40 AM	0	80	0	0	0	66	0	0	1	0	1	0	0	0	0	0	148	1802
8:45 AM	0	87	0	0	0	50	0	0	0	0	0	0	0	0	0	0	137	1787
8:50 AM	0	72	0	0	0	57	0	0	0	0	0	0	0	0	0	0	129	1753
8:55 AM	0	72	0	0	0	63	0	0	0	0	0	0	0	0	0	0	135	1714

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	1112	0	0	0	856	4	4	16	0	0	0	0	0	0	0	1996
Heavy Trucks	4	44	0		0	44	4		0	0	0		0	0	0		96
Buses																	
Pedestrians		0				0				4				4			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/7/2022 4:13 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

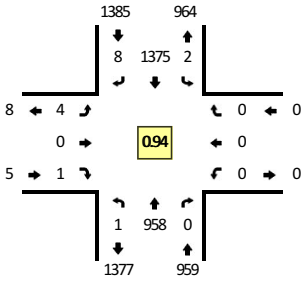
Type of peak hour being reported: User-Defined

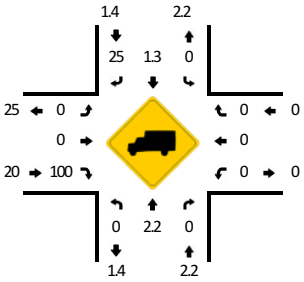
Method for determining peak hour: Total Entering Volume

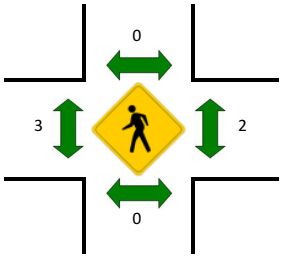
LOCATION: SW 185th Ave -- SW Alderwood Dr
CITY/STATE: Aloha, OR

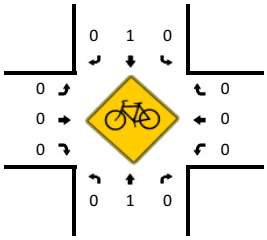
QC JOB #: 15979028
DATE: Thu, Oct 27 2022

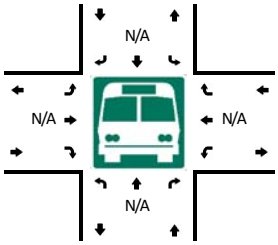
Peak-Hour: 4:35 PM -- 5:35 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

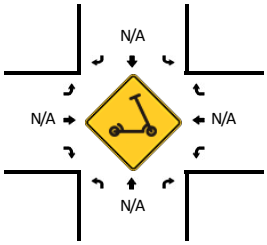












5-Min Count Period Beginning At	SW 185th Ave (Northbound)				SW 185th Ave (Southbound)				SW Alderwood Dr (Eastbound)				SW Alderwood Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	79	0	0	0	123	0	0	0	0	0	0	0	0	0	0	202	
4:05 PM	1	75	0	0	0	108	1	0	0	0	0	0	0	0	0	0	185	
4:10 PM	0	74	0	0	0	106	1	0	0	0	1	0	0	0	0	0	182	
4:15 PM	0	67	0	0	0	113	0	0	1	0	0	0	0	0	0	0	181	
4:20 PM	0	85	0	0	0	129	1	0	0	0	0	0	0	0	0	0	215	
4:25 PM	0	78	0	0	0	110	1	0	0	0	1	0	0	0	0	0	190	
4:30 PM	0	68	0	0	0	117	1	1	0	0	0	0	0	0	0	0	187	
4:35 PM	0	69	0	0	0	96	0	0	1	0	0	0	0	0	0	0	166	
4:40 PM	0	88	0	0	0	111	1	1	0	0	1	0	0	0	0	0	202	
4:45 PM	0	73	0	0	0	104	0	0	0	0	0	0	0	0	0	0	177	
4:50 PM	0	92	0	0	0	117	0	1	0	0	0	0	0	0	0	0	210	
4:55 PM	0	61	0	0	0	113	1	0	1	0	0	0	0	0	0	0	176	2273
5:00 PM	0	78	0	1	0	127	2	0	0	0	0	0	0	0	0	0	208	2279
5:05 PM	0	82	0	0	0	118	0	0	1	0	0	0	0	0	0	0	201	2295
5:10 PM	0	82	0	0	0	121	1	0	0	0	0	0	0	0	0	0	204	2317
5:15 PM	0	83	0	0	0	132	1	0	1	0	0	0	0	0	0	0	217	2353
5:20 PM	0	73	0	0	0	117	1	0	0	0	0	0	0	0	0	0	191	2329
5:25 PM	0	93	0	0	0	115	0	0	0	0	0	0	0	0	0	0	208	2347
5:30 PM	0	84	0	0	0	104	1	0	0	0	0	0	0	0	0	0	189	2349
5:35 PM	0	68	0	0	0	106	1	0	1	0	0	0	0	0	0	0	176	2359
5:40 PM	0	101	0	0	0	108	0	0	1	0	0	0	0	0	0	0	210	2367
5:45 PM	0	67	0	0	0	87	0	0	0	0	0	0	0	0	0	0	154	2344
5:50 PM	0	81	0	0	0	98	0	0	0	0	0	0	0	0	0	0	179	2313
5:55 PM	0	59	0	0	0	106	0	0	0	0	0	0	0	0	0	0	165	2302

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	988	0	0	0	1484	8	0	8	0	0	0	0	0	0	0	2488
Heavy Trucks	0	12	0		0	28	4		0	0	0		0	0	0		44
Buses																	
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 1/18/2023 2:48 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

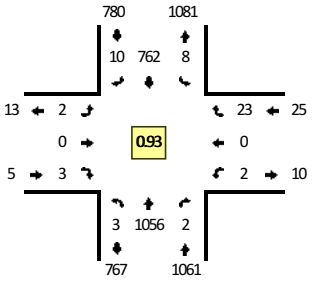
Type of peak hour being reported: Intersection Peak

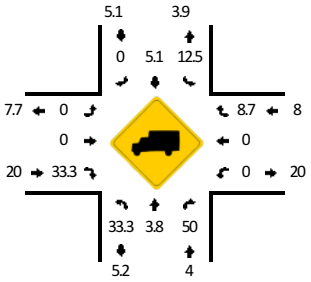
Method for determining peak hour: Total Entering Volume

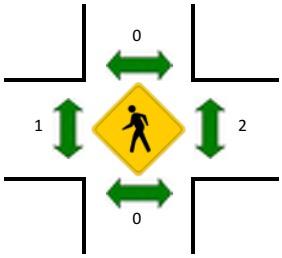
LOCATION: SW 185th Ave -- SW Longacre St
CITY/STATE: Aloha, OR

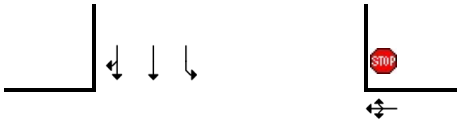
QC JOB #: 15979029
DATE: Thu, Oct 27 2022

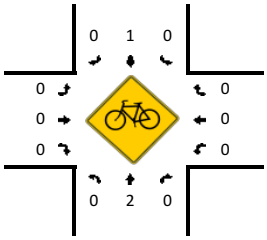
Peak-Hour: 7:20 AM -- 8:20 AM
Peak 15-Min: 7:50 AM -- 8:05 AM

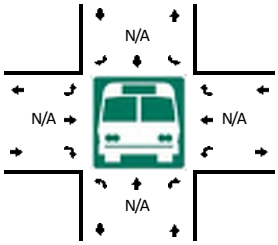


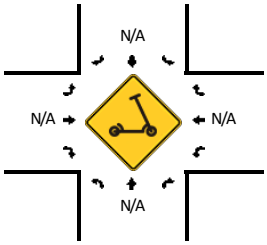












5-Min Count Period Beginning At	SW 185th Ave (Northbound)				SW 185th Ave (Southbound)				SW Longacre St (Eastbound)				SW Longacre St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	77	0	0	0	58	0	0	0	0	0	0	1	0	1	0	138	
7:05 AM	0	77	0	0	1	51	0	0	1	0	0	0	0	0	2	0	132	
7:10 AM	0	80	0	0	1	52	0	0	0	0	0	0	1	0	1	0	135	
7:15 AM	0	83	0	0	0	78	0	0	0	0	1	0	1	0	1	0	164	
7:20 AM	1	87	0	0	0	93	0	0	0	0	1	0	0	0	1	0	183	
7:25 AM	0	89	0	0	0	54	0	0	0	0	0	0	0	0	3	0	146	
7:30 AM	0	63	0	0	2	44	0	0	0	0	0	0	0	0	2	0	111	
7:35 AM	1	95	1	0	0	45	0	0	0	0	0	0	0	0	1	0	143	
7:40 AM	0	87	1	0	0	62	0	0	0	0	0	0	0	0	4	0	154	
7:45 AM	1	84	0	0	0	60	0	0	0	0	0	0	0	0	2	0	147	
7:50 AM	0	107	0	0	0	59	1	0	0	0	0	0	0	0	2	0	169	
7:55 AM	0	90	0	0	1	74	3	0	0	0	0	0	0	0	0	0	168	1790
8:00 AM	0	79	0	0	2	76	3	0	1	0	0	0	1	0	2	0	164	1816
8:05 AM	0	94	0	0	0	45	1	0	0	0	1	0	1	0	0	0	142	1826
8:10 AM	0	91	0	0	1	75	0	0	1	0	1	0	0	0	4	0	173	1864
8:15 AM	0	90	0	0	2	75	2	0	0	0	0	0	0	0	2	0	171	1871
8:20 AM	1	81	0	0	1	50	0	0	0	0	1	0	0	0	0	0	134	1822
8:25 AM	0	72	0	0	1	35	1	0	1	0	0	0	0	0	1	0	111	1787
8:30 AM	0	79	1	0	1	65	1	0	0	0	0	0	0	0	1	0	148	1824
8:35 AM	0	73	0	0	1	45	1	0	0	0	0	0	1	0	2	0	123	1804
8:40 AM	0	80	0	0	1	59	1	0	0	0	1	0	0	0	0	0	142	1792
8:45 AM	0	84	0	0	1	55	0	0	1	0	0	0	1	0	1	0	143	1788
8:50 AM	0	69	2	0	2	54	0	0	0	0	1	0	0	0	4	0	132	1751
8:55 AM	0	74	1	0	3	58	0	0	0	0	0	0	1	0	0	0	137	1720

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	1104	0	0	12	836	28	0	4	0	0	0	4	0	16	0	2004
Heavy Trucks	0	48	0		0	48	0		0	0	0		0	0	0		96
Buses																	
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/7/2022 4:13 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

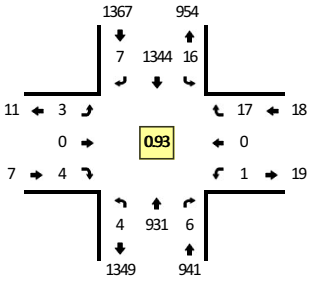
Type of peak hour being reported: User-Defined

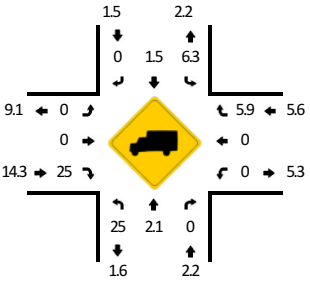
Method for determining peak hour: Total Entering Volume

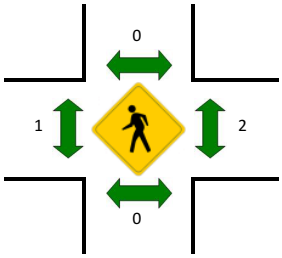
LOCATION: SW 185th Ave -- SW Longacre St
CITY/STATE: Aloha, OR

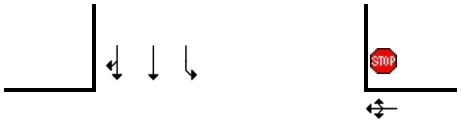
QC JOB #: 15979030
DATE: Thu, Oct 27 2022

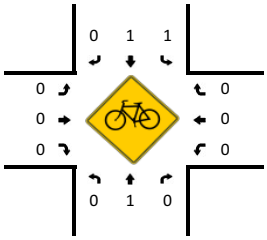
Peak-Hour: 4:35 PM -- 5:35 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

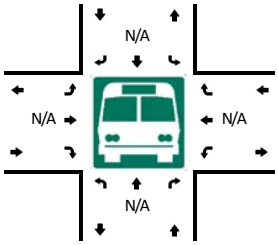


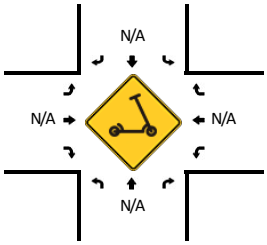












5-Min Count Period Beginning At	SW 185th Ave (Northbound)				SW 185th Ave (Southbound)				SW Longacre St (Eastbound)				SW Longacre St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	76	1	0	0	124	0	0	0	0	0	0	0	0	3	0	204	
4:05 PM	1	69	1	0	0	108	1	1	1	0	1	0	0	0	1	0	184	
4:10 PM	1	71	0	0	1	103	0	1	1	0	1	0	0	0	3	0	182	
4:15 PM	1	65	0	0	0	109	0	0	0	0	0	0	0	0	0	0	175	
4:20 PM	0	79	0	0	4	126	0	1	2	0	0	0	0	0	4	0	216	
4:25 PM	0	76	0	0	1	110	0	0	0	0	0	0	0	0	0	0	187	
4:30 PM	0	68	0	0	1	110	0	0	0	0	1	0	0	0	1	0	181	
4:35 PM	0	67	0	0	0	97	0	0	1	0	0	0	0	0	1	0	166	
4:40 PM	1	88	1	0	1	107	1	0	0	0	0	0	1	0	0	0	200	
4:45 PM	0	72	0	0	0	100	1	0	0	0	0	0	0	0	2	0	175	
4:50 PM	0	92	0	0	1	113	2	0	1	0	0	0	0	0	0	0	209	
4:55 PM	0	59	0	0	1	108	2	0	0	0	2	0	0	0	0	0	172	2251
5:00 PM	0	75	0	0	1	125	0	0	0	0	1	0	0	0	1	0	203	2250
5:05 PM	1	78	0	0	3	113	0	1	0	0	0	0	0	0	2	0	198	2264
5:10 PM	1	80	1	0	3	120	0	0	0	0	0	0	0	0	4	0	209	2291
5:15 PM	0	84	0	0	0	131	0	0	1	0	1	0	0	0	0	0	217	2333
5:20 PM	0	68	2	0	1	116	1	1	0	0	0	0	0	0	2	0	191	2308
5:25 PM	1	92	1	0	0	113	0	0	0	0	0	0	0	0	0	0	207	2328
5:30 PM	0	76	1	0	2	101	0	1	0	0	0	0	0	0	5	0	186	2333
5:35 PM	0	63	1	0	2	120	2	3	0	0	0	0	1	0	1	0	193	2360
5:40 PM	0	94	0	0	0	107	2	1	1	0	0	0	0	0	2	0	207	2367
5:45 PM	0	67	0	0	2	85	0	0	1	0	0	0	2	0	0	0	157	2349
5:50 PM	0	80	0	0	0	95	0	0	0	0	0	0	0	0	0	0	175	2315
5:55 PM	0	62	0	0	0	108	0	0	0	0	0	0	0	0	0	0	170	2313

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	968	4	0	24	1456	0	4	4	0	4	0	0	0	24	0	2496
Heavy Trucks	0	12	0		0	28	0		0	0	4		0	0	0		44
Buses																	
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 1/18/2023 2:48 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

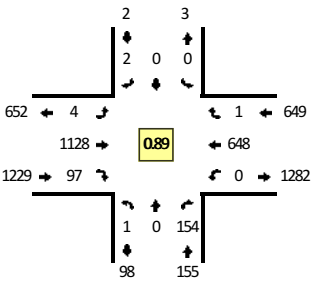
Type of peak hour being reported: Intersection Peak

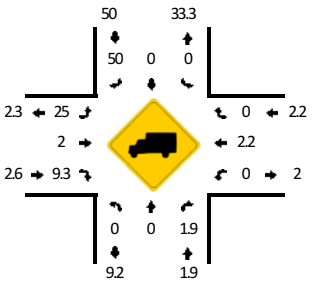
Method for determining peak hour: Total Entering Volume

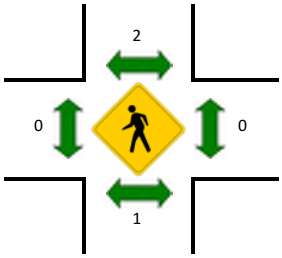
LOCATION: SW Stepping Stone Dr -- W Baseline Rd
CITY/STATE: Aloha, OR

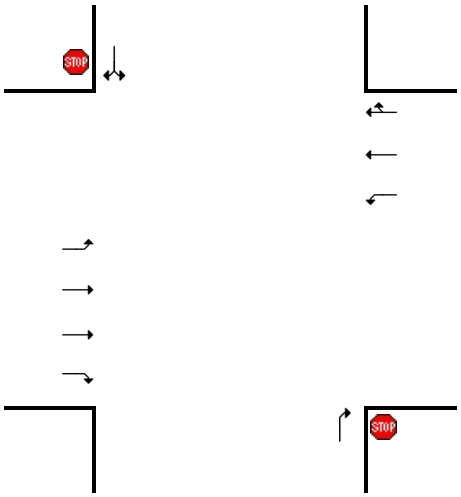
QC JOB #: 15979031
DATE: Thu, Oct 27 2022

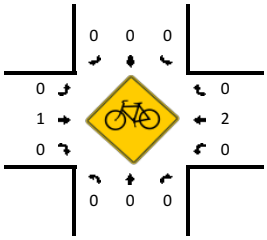
Peak-Hour: 7:20 AM -- 8:20 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

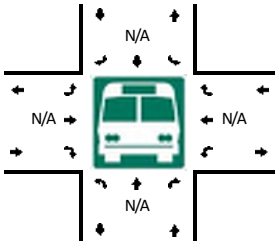


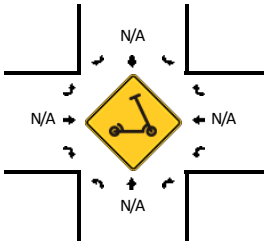












5-Min Count Period Beginning At	SW Stepping Stone Dr (Northbound)				SW Stepping Stone Dr (Southbound)				W Baseline Rd (Eastbound)				W Baseline Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	7	0	0	0	0	0	0	60	5	0	0	38	0	0	110	
7:05 AM	0	0	7	0	0	0	0	0	0	60	5	0	0	34	0	0	106	
7:10 AM	0	0	3	0	0	0	0	0	0	71	2	0	0	50	0	0	126	
7:15 AM	0	0	5	0	0	0	1	0	0	83	5	0	0	42	0	0	136	
7:20 AM	0	0	8	0	0	0	0	0	0	97	9	0	0	60	0	0	174	
7:25 AM	0	0	7	0	0	0	0	0	0	91	6	0	0	57	0	0	161	
7:30 AM	0	0	8	0	0	0	0	0	1	96	6	0	0	53	0	0	164	
7:35 AM	0	0	8	0	0	0	0	0	0	112	5	0	0	48	0	0	173	
7:40 AM	0	0	18	0	0	0	0	0	0	86	4	0	0	75	0	0	183	
7:45 AM	0	0	15	0	0	0	0	0	0	87	10	0	0	64	0	0	176	
7:50 AM	0	0	14	0	0	0	0	0	0	108	10	0	0	60	1	0	193	
7:55 AM	0	0	10	0	0	0	0	0	0	110	14	1	0	65	0	0	200	1902
8:00 AM	0	0	17	0	0	0	1	0	1	78	11	0	0	39	0	0	147	1939
8:05 AM	0	0	19	0	0	0	0	0	0	82	7	0	0	46	0	0	154	1987
8:10 AM	0	0	14	1	0	0	0	0	0	98	6	1	0	52	0	0	172	2033
8:15 AM	0	0	16	0	0	0	1	0	0	83	9	0	0	29	0	0	138	2035
8:20 AM	0	0	15	0	0	0	0	0	0	82	8	0	0	52	0	0	157	2018
8:25 AM	0	0	12	0	0	0	0	0	0	85	10	0	0	50	1	0	158	2015
8:30 AM	0	0	6	0	0	0	0	0	0	87	7	0	0	46	0	0	146	1997
8:35 AM	0	0	9	0	0	0	0	0	0	79	11	0	0	38	0	1	138	1962
8:40 AM	0	0	7	0	1	0	0	0	0	83	7	0	0	51	0	0	149	1928
8:45 AM	0	0	13	0	0	0	0	0	0	93	7	0	0	48	0	0	161	1913
8:50 AM	0	0	10	0	0	0	0	0	0	89	7	0	0	56	0	0	162	1882
8:55 AM	0	0	8	0	1	0	0	0	1	48	4	0	0	40	0	0	102	1784

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	156	0	0	0	0	0	0	1220	136	4	0	756	4	0	2276
Heavy Trucks	0	0	0		0	0	0		0	28	16		0	8	0		52
Buses																	
Pedestrians		4				0				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments: NB traffic control is a yield.

Report generated on 11/7/2022 4:13 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

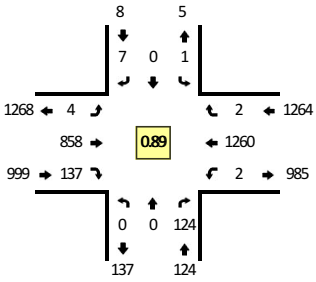
Type of peak hour being reported: User-Defined

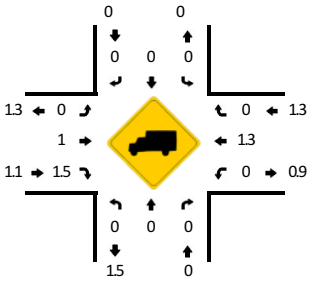
Method for determining peak hour: Total Entering Volume

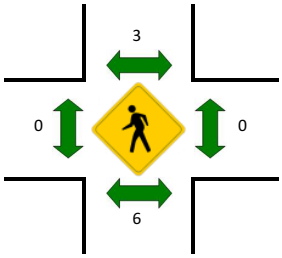
LOCATION: SW Stepping Stone Dr -- W Baseline Rd
CITY/STATE: Aloha, OR

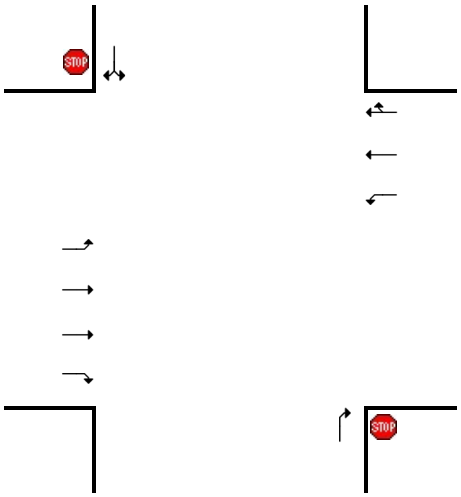
QC JOB #: 15979032
DATE: Thu, Oct 27 2022

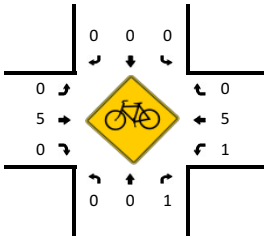
Peak-Hour: 4:35 PM -- 5:35 PM
Peak 15-Min: 4:55 PM -- 5:10 PM

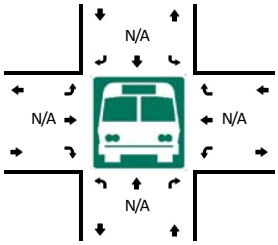


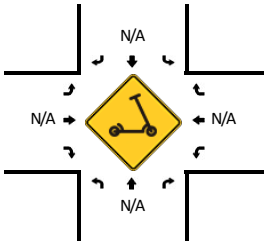












5-Min Count Period Beginning At	SW Stepping Stone Dr (Northbound)				SW Stepping Stone Dr (Southbound)				W Baseline Rd (Eastbound)				W Baseline Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	5	0	0	0	0	0	0	49	10	0	0	74	1	0	139	
4:05 PM	0	0	10	0	0	0	0	0	0	60	14	0	0	99	0	0	183	
4:10 PM	0	0	11	0	0	0	0	0	0	64	14	0	0	112	0	0	201	
4:15 PM	0	0	10	0	0	0	0	0	0	62	14	0	0	111	0	0	197	
4:20 PM	0	0	2	0	0	0	1	0	0	70	9	0	0	78	0	0	160	
4:25 PM	0	0	10	0	0	0	0	0	0	93	9	0	0	123	0	0	235	
4:30 PM	0	0	9	0	0	0	0	0	1	62	10	0	0	97	0	0	179	
4:35 PM	0	0	5	0	0	0	0	0	1	93	7	0	0	117	0	0	223	
4:40 PM	0	0	9	0	0	0	1	0	0	63	10	0	0	101	0	2	186	
4:45 PM	0	0	16	0	1	0	2	0	1	77	13	1	0	118	1	0	230	
4:50 PM	0	0	8	0	0	0	1	0	0	51	8	0	0	51	0	0	119	
4:55 PM	0	0	8	0	0	0	1	0	0	90	14	0	0	124	0	0	237	2289
5:00 PM	0	0	8	0	0	0	1	0	0	72	8	0	0	120	0	0	209	2359
5:05 PM	0	0	11	0	0	0	1	0	0	72	14	0	0	126	0	0	224	2400
5:10 PM	0	0	8	0	0	0	0	0	0	62	10	0	0	88	0	0	168	2367
5:15 PM	0	0	13	0	0	0	0	0	0	84	14	0	0	97	1	0	209	2379
5:20 PM	0	0	7	0	0	0	0	0	0	50	11	0	0	109	0	0	177	2396
5:25 PM	0	0	20	0	0	0	0	0	0	68	12	0	0	102	0	0	202	2363
5:30 PM	0	0	11	0	0	0	0	0	1	76	16	0	0	107	0	0	211	2395
5:35 PM	0	0	9	0	0	0	1	0	0	54	7	0	0	111	0	0	182	2354
5:40 PM	0	0	9	0	0	0	0	0	0	63	9	0	0	91	0	0	172	2340
5:45 PM	0	0	8	0	0	0	0	0	0	81	11	0	0	119	1	0	220	2330
5:50 PM	0	0	13	0	0	0	1	0	1	57	8	0	0	91	0	0	171	2382
5:55 PM	0	0	5	0	0	0	0	0	0	57	12	0	0	115	0	0	189	2334

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	108	0	0	0	12	0	0	936	144	0	0	1480	0	0	2680
Heavy Trucks	0	0	0		0	0	0		0	8	0		0	28	0		36
Buses																	
Pedestrians		4				4				0				0			8
Bicycles	0	0	0		0	0	0		0	4	0		4	8	0		16
Scooters																	

Comments: NB traffic control is a yield.

Report generated on 1/18/2023 2:49 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

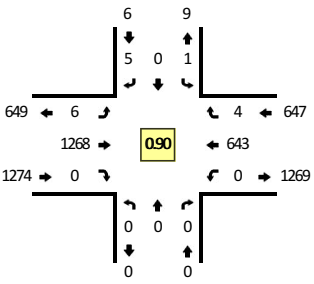
Type of peak hour being reported: User-Defined

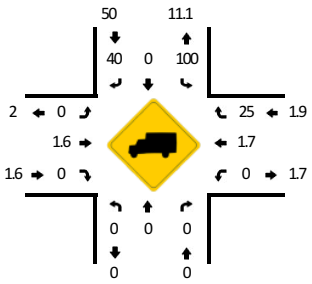
Method for determining peak hour: Total Entering Volume

LOCATION: Nursery Dwy (west)/Auto Dwy -- W Baseline Rd
CITY/STATE: Aloha, OR

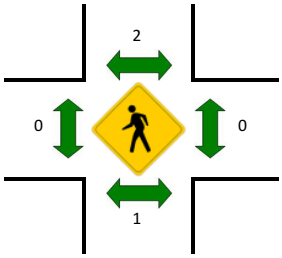
QC JOB #: 15979037
DATE: Thu, Oct 27 2022

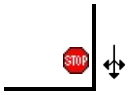
Peak-Hour: 7:20 AM -- 8:20 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

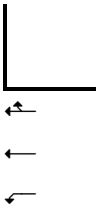


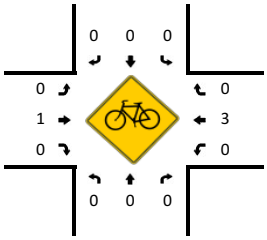


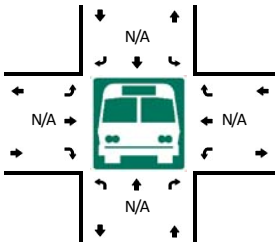
Quality Counts
DATA THAT DRIVES COMMUNITIES

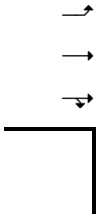


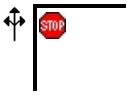


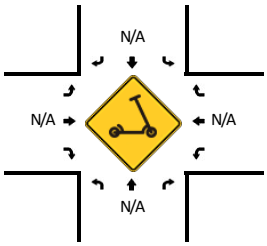












5-Min Count Period Beginning At	Nursery Dwy (west)/Auto Dwy (Northbound)				Nursery Dwy (west)/Auto Dwy (Southbound)				W Baseline Rd (Eastbound)				W Baseline Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	2	61	0	0	0	39	0	0	102	
7:05 AM	0	0	0	0	0	0	0	0	0	67	0	0	0	36	0	0	103	
7:10 AM	0	0	0	0	0	0	0	0	0	76	0	0	0	50	0	0	126	
7:15 AM	0	0	0	0	0	0	0	0	0	89	0	0	0	40	1	0	130	
7:20 AM	0	0	0	0	0	0	0	0	0	96	0	0	0	60	0	0	156	
7:25 AM	0	0	0	0	0	0	0	0	0	101	0	0	0	59	0	0	160	
7:30 AM	0	0	0	0	0	0	1	0	2	105	0	1	0	48	0	0	157	
7:35 AM	0	0	0	0	0	0	1	0	0	110	0	0	0	52	0	0	163	
7:40 AM	0	0	0	0	0	0	2	0	0	105	0	0	0	71	2	0	180	
7:45 AM	0	0	0	0	0	0	0	0	1	107	0	0	0	64	1	0	173	
7:50 AM	0	0	0	0	0	0	0	0	0	122	0	0	0	58	0	0	180	
7:55 AM	0	0	0	0	0	0	0	0	1	112	0	0	0	65	0	0	178	1808
8:00 AM	0	0	0	0	0	0	1	0	1	97	0	0	0	39	1	0	139	1845
8:05 AM	0	0	0	0	0	0	0	0	0	104	0	0	0	46	0	0	150	1892
8:10 AM	0	0	0	0	1	0	0	0	0	113	0	0	0	51	0	0	165	1931
8:15 AM	0	0	0	0	0	0	0	0	0	96	0	0	0	30	0	0	126	1927
8:20 AM	0	0	0	0	1	0	0	0	2	94	0	0	0	53	1	0	151	1922
8:25 AM	0	0	0	0	0	0	1	0	1	98	0	0	0	50	0	0	150	1912
8:30 AM	0	0	0	0	1	0	0	0	0	97	0	0	0	44	2	0	144	1899
8:35 AM	0	0	0	0	0	0	0	0	0	81	0	0	0	39	0	0	120	1856
8:40 AM	0	0	0	0	0	0	0	0	0	98	0	0	0	49	0	0	147	1823
8:45 AM	0	0	0	0	0	0	0	0	1	107	0	0	0	48	0	0	156	1806
8:50 AM	0	0	0	0	0	0	0	0	0	95	0	0	0	58	0	0	153	1779
8:55 AM	0	0	0	0	0	0	0	0	0	57	0	0	0	43	0	0	100	1701

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	8	0	4	1336	0	0	0	772	12	0	2132
Heavy Trucks	0	0	0		0	0	0		0	28	0		0	4	4		36
Buses																	
Pedestrians		4				0				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	8	0		8
Scooters																	

Comments:

Report generated on 1/18/2023 2:46 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

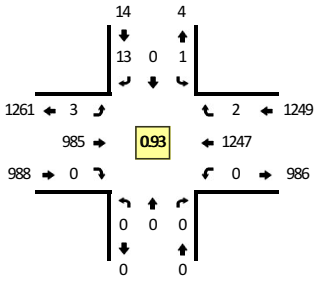
Type of peak hour being reported: User-Defined

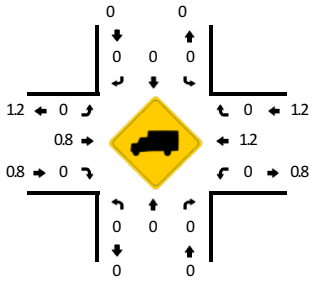
Method for determining peak hour: Total Entering Volume

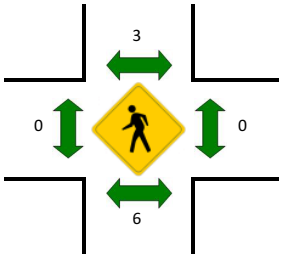
LOCATION: Nursery Dwy (west)/Auto Dwy -- W Baseline Rd
CITY/STATE: Aloha, OR

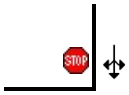
QC JOB #: 15979038
DATE: Thu, Oct 27 2022

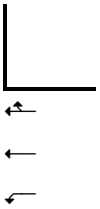
Peak-Hour: 4:35 PM -- 5:35 PM
Peak 15-Min: 4:35 PM -- 4:50 PM

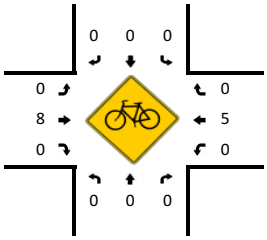


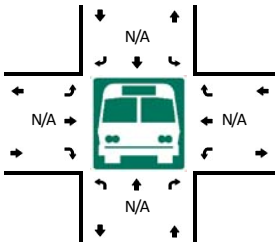


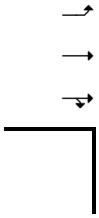


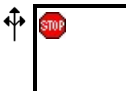


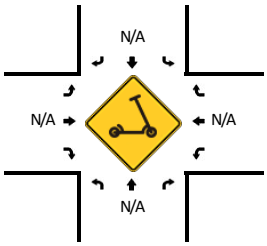












5-Min Count Period Beginning At	Nursery Dwy (west)/Auto Dwy (Northbound)				Nursery Dwy (west)/Auto Dwy (Southbound)				W Baseline Rd (Eastbound)				W Baseline Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	0	58	0	0	0	78	0	0	136	
4:05 PM	0	0	0	0	1	0	0	0	1	62	0	0	0	94	0	0	158	
4:10 PM	0	0	0	0	1	0	1	0	0	82	0	0	0	112	2	0	198	
4:15 PM	0	0	0	0	1	0	2	0	0	72	0	0	0	108	0	0	183	
4:20 PM	0	0	0	0	1	0	1	0	2	68	0	0	0	81	0	0	153	
4:25 PM	0	0	0	0	0	0	1	0	0	105	0	0	0	119	0	0	225	
4:30 PM	0	0	0	0	1	0	1	0	2	67	0	0	0	96	0	0	167	
4:35 PM	0	0	0	0	0	0	3	0	1	97	0	0	0	111	0	0	212	
4:40 PM	0	0	0	0	0	0	2	0	0	67	0	0	0	104	0	0	173	
4:45 PM	0	0	0	0	0	0	3	0	1	96	0	0	0	118	0	0	218	
4:50 PM	0	0	0	0	0	0	2	0	0	60	0	0	0	81	0	0	143	
4:55 PM	0	0	0	0	0	0	0	0	0	88	0	0	0	112	1	0	201	2167
5:00 PM	0	0	0	0	0	0	2	0	0	91	0	0	0	94	0	0	187	2218
5:05 PM	0	0	0	0	0	0	1	0	0	85	0	0	0	125	0	0	211	2271
5:10 PM	0	0	0	0	0	0	0	0	0	61	0	0	0	89	0	0	150	2223
5:15 PM	0	0	0	0	0	0	0	0	0	95	0	1	0	117	0	0	213	2253
5:20 PM	0	0	0	0	0	0	0	0	0	65	0	0	0	92	0	0	157	2257
5:25 PM	0	0	0	0	1	0	0	0	0	89	0	0	0	120	1	0	211	2243
5:30 PM	0	0	0	0	0	0	0	0	0	91	0	0	0	84	0	0	175	2251
5:35 PM	0	0	0	0	1	0	0	0	0	63	0	0	0	120	0	0	184	2223
5:40 PM	0	0	0	0	0	0	0	0	0	72	0	0	0	81	0	0	153	2203
5:45 PM	0	0	0	0	0	0	0	0	0	89	0	0	0	126	0	0	215	2200
5:50 PM	0	0	0	0	0	0	0	0	1	67	0	0	0	90	1	0	159	2216
5:55 PM	0	0	0	0	1	0	0	0	1	64	0	0	0	116	0	0	182	2197

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	32	0	8	1040	0	0	0	1332	0	0	2412
Heavy Trucks	0	0	0		0	0	0		0	16	0		0	8	0		24
Buses																	
Pedestrians		8				0				0				0			8
Bicycles	0	0	0		0	0	0		0	4	0		0	12	0		16
Scooters																	

Comments:

Report generated on 1/18/2023 2:49 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

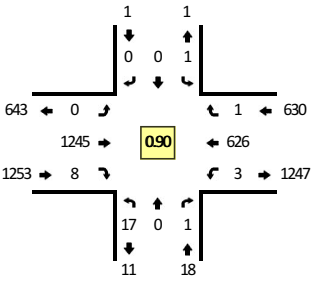
Type of peak hour being reported: User-Defined

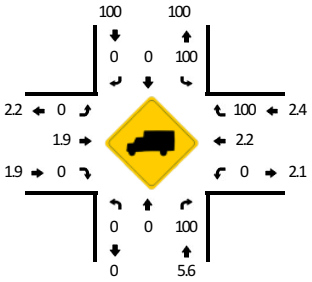
Method for determining peak hour: Total Entering Volume

LOCATION: SW 179th Ave -- W Baseline Rd
CITY/STATE: Aloha, OR

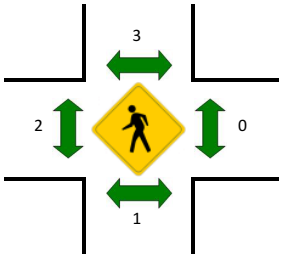
QC JOB #: 15979035
DATE: Thu, Oct 27 2022

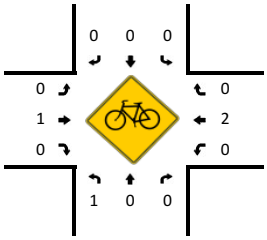
Peak-Hour: 7:20 AM -- 8:20 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

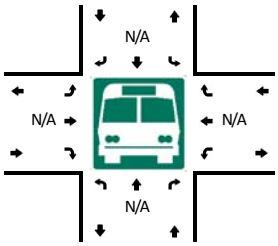


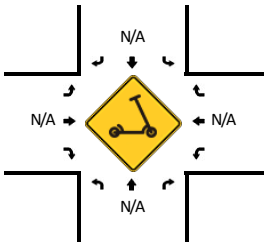


Quality Counts
DATA THAT DRIVES COMMUNITIES









5-Min Count Period Beginning At	SW 179th Ave (Northbound)				SW 179th Ave (Southbound)				W Baseline Rd (Eastbound)				W Baseline Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	56	0	0	1	39	0	0	96	
7:05 AM	0	0	0	0	0	0	0	0	0	67	0	0	1	38	0	0	106	
7:10 AM	2	0	1	0	0	0	0	0	0	77	0	0	1	48	0	0	129	
7:15 AM	0	0	1	0	0	0	0	0	0	88	0	0	1	42	0	0	132	
7:20 AM	5	0	0	0	0	0	0	0	0	85	0	0	0	57	0	0	147	
7:25 AM	2	0	0	0	0	0	0	0	0	107	1	0	0	56	0	0	166	
7:30 AM	0	0	0	0	0	0	0	0	0	105	0	0	0	48	0	0	153	
7:35 AM	0	0	0	0	0	0	0	0	0	96	3	0	0	56	1	0	156	
7:40 AM	3	0	0	0	0	0	0	0	0	108	0	0	0	72	0	0	183	
7:45 AM	4	0	0	0	0	0	0	0	0	109	1	0	0	54	0	0	168	
7:50 AM	0	0	0	0	0	0	0	0	0	121	2	0	0	57	0	0	180	
7:55 AM	1	0	0	0	0	0	0	0	0	102	0	0	1	62	0	0	166	1782
8:00 AM	0	0	0	0	1	0	0	0	0	101	0	0	1	45	0	0	148	1834
8:05 AM	1	0	0	0	0	0	0	0	0	104	1	0	0	36	0	0	142	1870
8:10 AM	0	0	0	0	0	0	0	0	0	115	0	0	0	52	0	0	167	1908
8:15 AM	1	0	1	0	0	0	0	0	0	92	0	0	1	31	0	0	126	1902
8:20 AM	1	0	0	0	0	0	0	0	0	97	0	0	1	53	0	0	152	1907
8:25 AM	2	0	0	0	0	0	0	0	0	98	1	0	0	45	0	0	146	1887
8:30 AM	2	0	1	0	0	0	0	0	0	97	0	0	0	45	0	0	145	1879
8:35 AM	0	0	1	0	0	0	0	0	0	76	2	0	0	44	0	0	123	1846
8:40 AM	1	0	0	0	0	0	0	0	0	98	0	0	0	49	0	0	148	1811
8:45 AM	0	0	2	0	0	0	0	0	0	109	0	0	0	44	0	0	155	1798
8:50 AM	1	0	1	0	0	0	0	0	0	86	1	0	0	58	0	0	147	1765
8:55 AM	1	0	0	0	0	0	0	0	0	66	0	0	1	46	0	0	114	1713

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	28	0	0	0	0	0	0	0	0	1352	12	0	0	732	0	0	2124
Heavy Trucks	0	0	0		0	0	0		0	28	0		0	12	0		40
Buses																	
Pedestrians		4				4				0				0			8
Bicycles	4	0	0		0	0	0		0	0	0		0	4	0		8
Scooters																	

Comments:

Report generated on 1/18/2023 2:47 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

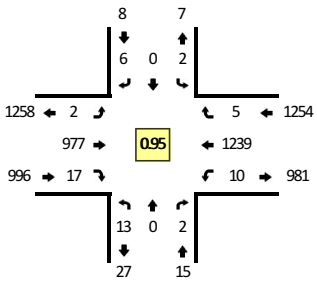
Type of peak hour being reported: User-Defined

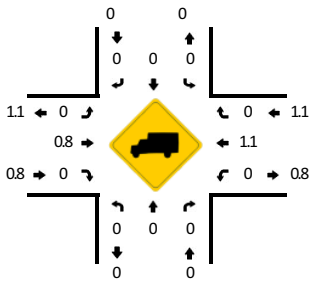
Method for determining peak hour: Total Entering Volume

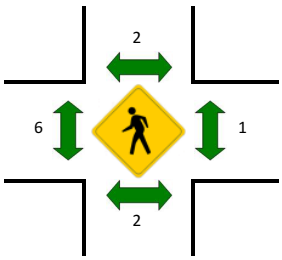
LOCATION: SW 179th Ave -- W Baseline Rd
CITY/STATE: Aloha, OR

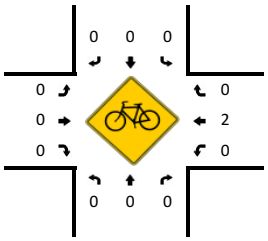
QC JOB #: 15979036
DATE: Thu, Oct 27 2022

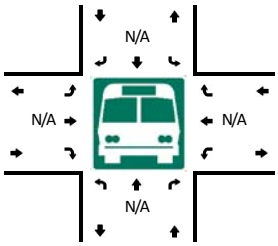
Peak-Hour: 4:35 PM -- 5:35 PM
Peak 15-Min: 4:35 PM -- 4:50 PM

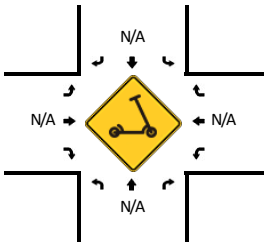












5-Min Count Period Beginning At	SW 179th Ave (Northbound)				SW 179th Ave (Southbound)				W Baseline Rd (Eastbound)				W Baseline Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	0	60	0	0	2	81	0	0	143	
4:05 PM	1	0	0	0	0	0	0	0	1	59	3	0	0	79	0	0	143	
4:10 PM	2	0	0	0	1	0	1	0	0	86	1	0	0	116	0	0	207	
4:15 PM	1	0	1	0	0	0	0	0	1	72	0	0	1	104	1	0	181	
4:20 PM	2	0	0	0	0	0	0	0	0	70	0	0	0	88	0	0	160	
4:25 PM	1	0	0	0	0	0	1	0	1	97	0	0	1	111	0	0	212	
4:30 PM	0	0	0	0	0	0	0	0	0	72	2	0	0	100	0	0	174	
4:35 PM	1	0	0	0	2	0	0	0	0	98	0	0	0	104	0	0	205	
4:40 PM	0	0	0	0	0	0	0	0	0	62	0	0	0	113	1	0	176	
4:45 PM	0	0	0	0	0	0	0	0	1	100	0	0	1	114	2	0	218	
4:50 PM	3	0	1	0	0	0	1	0	0	59	3	0	0	95	0	0	162	
4:55 PM	2	0	0	0	0	0	1	0	0	83	0	0	1	114	0	0	201	2182
5:00 PM	3	0	0	0	0	0	1	0	0	93	2	0	2	70	1	0	172	2211
5:05 PM	0	0	0	0	0	0	0	0	0	84	1	0	1	125	0	0	211	2279
5:10 PM	1	0	0	0	0	0	1	0	0	61	3	0	2	94	0	0	162	2234
5:15 PM	0	0	0	0	0	0	0	0	0	87	3	0	0	115	0	0	205	2258
5:20 PM	0	0	1	0	0	0	0	0	0	73	0	0	0	94	0	0	168	2266
5:25 PM	2	0	0	0	0	0	2	0	1	87	2	0	2	111	0	0	207	2261
5:30 PM	1	0	0	0	0	0	0	0	0	90	3	0	1	90	1	0	186	2273
5:35 PM	1	0	1	0	2	0	1	0	0	62	2	0	1	116	1	0	187	2255
5:40 PM	1	0	1	0	0	0	0	0	0	72	1	0	1	91	0	0	167	2246
5:45 PM	0	0	2	0	0	0	0	0	0	84	0	0	0	121	0	0	207	2235
5:50 PM	3	0	0	0	0	0	0	0	0	66	1	0	0	87	0	0	157	2230
5:55 PM	1	0	0	0	0	0	0	0	0	66	2	0	2	107	0	0	178	2207

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	0	0	0	8	0	0	0	4	1040	0	0	4	1324	12	0	2396
Heavy Trucks	0	0	0		0	0	0		0	16	0		0	8	0		24
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	8	0		8
Scooters																	

Comments:

Report generated on 1/18/2023 3:14 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Appendix C Existing Conditions Analysis Worksheets

Intersection Level Of Service Report
Intersection 1: SW 185th Avenue/W Baseline Road

Control Type:	Signalized	Delay (sec / veh):	32.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.638

Intersection Setup

Name	SW 185th Avenue			SW 185th Avenue			W Baseline Road			W Baseline Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	15.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	1	0	0
Entry Pocket Length [ft]	115.00	100.00	600.00	150.00	100.00	250.00	100.00	100.00	100.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SW 185th Avenue			SW 185th Avenue			W Baseline Road			W Baseline Road		
Base Volume Input [veh/h]	127	912	38	138	580	184	0	1061	130	64	471	125
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	5.00	0.00	4.00	5.00	5.00	2.00	2.00	2.00	3.00	2.00	3.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	39	0	0	0
Total Hourly Volume [veh/h]	127	912	38	138	580	184	0	1061	91	64	471	125
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	228	10	35	145	46	0	265	23	16	118	31
Total Analysis Volume [veh/h]	127	912	38	138	580	184	0	1061	91	64	471	125
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	2			0			1			0		
v_di, Inbound Pedestrian Volume crossing m	1			0			2			0		
v_co, Outbound Pedestrian Volume crossing	0			5			6			1		
v_ci, Inbound Pedestrian Volume crossing mi	1			6			5			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	1			1			1			2		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Unsigna	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	0	4	0	3	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	-	-	-	Lag	-	-
Minimum Green [s]	5	15	0	5	15	0	0	10	0	5	10	0
Maximum Green [s]	20	40	0	20	45	0	0	25	0	20	40	0
Amber [s]	4.0	4.5	0.0	4.0	4.5	0.0	0.0	4.5	0.0	4.0	4.5	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Split [s]	24	44	0	18	38	0	0	35	0	13	48	0
Vehicle Extension [s]	2.3	3.1	0.0	2.8	3.1	0.0	0.0	3.1	0.0	2.4	4.0	0.0
Walk [s]	0	10	0	0	7	0	0	9	0	0	9	0
Pedestrian Clearance [s]	0	20	0	0	20	0	0	18	0	0	16	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	3.5	0.0	3.0	3.5	0.0	0.0	3.5	0.0	3.0	3.5	0.0
Minimum Recall	No	Yes		No	Yes			No		No	No	
Maximum Recall	No	No		No	No			No		No	No	
Pedestrian Recall	No	No		No	No			No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	L	C	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	5.50	5.50	5.50	5.25	5.50	5.50	5.50	5.00	5.50	5.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	3.50	3.50	0.00	3.50	3.50	3.50	3.00	3.50	3.50
g_i, Effective Green Time [s]	51	51	51	50	49	28	28	5	38	38
g / C, Green / Cycle	0.47	0.47	0.47	0.45	0.45	0.25	0.25	0.05	0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.13	0.28	0.28	0.16	0.18	0.22	0.21	0.03	0.16	0.17
s, saturation flow rate [veh/h]	992	1681	1655	841	3200	3560	1787	1837	1870	1726
c, Capacity [veh/h]	451	785	773	278	1435	891	447	85	639	590
d1, Uniform Delay [s]	18.03	21.85	21.86	40.90	20.45	39.46	39.42	51.89	28.55	28.63
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.11	0.17	0.07	0.15	0.15
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.56	3.56	3.62	6.33	0.85	2.82	8.26	9.42	0.81	0.90
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.28	0.61	0.61	0.50	0.40	0.86	0.86	0.76	0.48	0.49
d, Delay for Lane Group [s/veh]	19.60	25.41	25.49	47.23	21.30	42.28	47.68	61.31	29.36	29.53
Lane Group LOS	B	C	C	D	C	D	D	E	C	C
Critical Lane Group	No	No	Yes	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.98	9.42	9.31	2.50	4.95	9.83	10.49	1.92	6.25	5.88
50th-Percentile Queue Length [ft/ln]	49.39	235.47	232.65	62.62	123.74	245.65	262.34	47.98	156.23	146.91
95th-Percentile Queue Length [veh/ln]	3.56	14.45	14.31	4.51	8.60	14.97	15.81	3.45	10.35	9.85
95th-Percentile Queue Length [ft/ln]	88.89	361.29	357.72	112.72	214.96	374.18	395.16	86.37	258.72	246.30

Movement, Approach, & Intersection Results

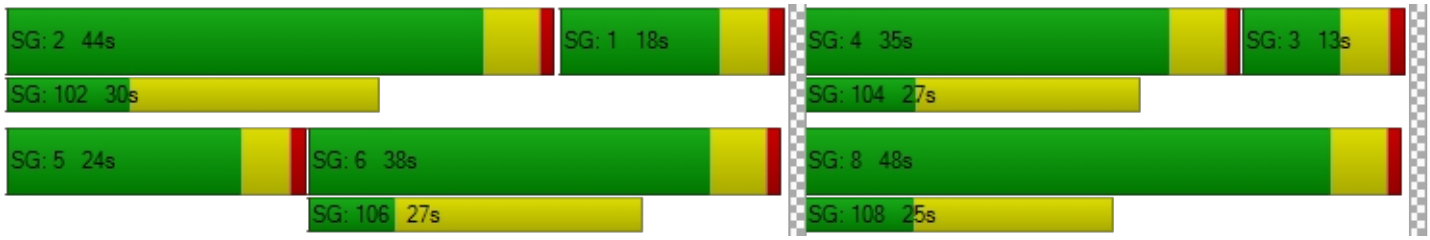
d_M, Delay for Movement [s/veh]	19.60	25.45	25.49	47.23	21.30	0.00	0.00	43.77	47.68	61.31	29.42	29.53
Movement LOS	B	C	C	D	C			D	D	E	C	C
d_A, Approach Delay [s/veh]	24.76			26.29			44.08			32.53		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	32.66											
Intersection LOS	C											
Intersection V/C	0.638											

Other Modes

g_Walk,mi, Effective Walk Time [s]	13.0	13.0	11.0	14.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	2888.91	0.00	728.40	9072.13
d_p, Pedestrian Delay [s]	42.79	42.79	44.57	41.91
l_p,int, Pedestrian LOS Score for Intersection	2.789	2.841	2.956	3.096
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	700	591	536	772
d_b, Bicycle Delay [s]	23.27	27.33	29.49	20.75
l_b,int, Bicycle LOS Score for Intersection	2.448	2.152	2.215	2.104
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 41: SW 185th Avenue/Goodwill Access

Control Type:	Two-way stop	Delay (sec / veh):	29.8
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.229

Intersection Setup

Name	SW 185th Avenue		SW 185th Avenue		Goodwill Access	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	10.00	12.00	12.00	12.00	15.00	15.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	100.00	0.00	0.00
Speed [mph]	40.00		40.00		30.00	
Grade [%]	0.00		0.00		9.00	
Crosswalk	No		No		Yes	

Volumes

Name	SW 185th Avenue		SW 185th Avenue		Goodwill Access	
Base Volume Input [veh/h]	21	1034	737	37	43	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	5.00	4.00	5.00	3.00	0.00	5.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	1034	737	37	43	38
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	259	184	9	11	10
Total Analysis Volume [veh/h]	21	1034	737	37	43	38
Pedestrian Volume [ped/h]	0		0		2	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	1

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.01	0.01	0.00	0.23	0.07
d_M, Delay for Movement [s/veh]	9.53	0.00	0.00	0.00	29.76	17.23
Movement LOS	A	A	A	A	D	C
95th-Percentile Queue Length [veh/ln]	0.08	0.00	0.00	0.00	1.26	1.26
95th-Percentile Queue Length [ft/ln]	1.98	0.00	0.00	0.00	31.49	31.49
d_A, Approach Delay [s/veh]	0.19		0.00		23.88	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.12					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 2: SW 185th Avenue/SW Stepping Stone Drive

Control Type:	Signalized	Delay (sec / veh):	3.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.386

Intersection Setup

Name	SW 185th Avenue		SW 185th Avenue		Stepping Stone Drive	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	300.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	300.00	0.00	0.00
Speed [mph]	45.00		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	SW 185th Avenue		SW 185th Avenue		Stepping Stone Drive	
Base Volume Input [veh/h]	954	156	0	0	0	101
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.00	3.00	2.00	5.00	2.00	9.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	71
Total Hourly Volume [veh/h]	954	156	0	0	0	30
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	239	39	0	0	0	8
Total Analysis Volume [veh/h]	954	156	0	0	0	30
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	1		0		2	
v_ci, Inbound Pedestrian Volume crossing mi	2		0		1	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	2		1		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	55
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	25.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	2	0	0	6	0	8
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	10	0	0	10	0	5
Maximum Green [s]	40	0	0	40	0	15
Amber [s]	4.5	0.0	0.0	4.5	0.0	4.0
All red [s]	1.0	0.0	0.0	1.0	0.0	0.5
Split [s]	38	0	0	38	0	17
Vehicle Extension [s]	3.0	0.0	0.0	3.0	0.0	2.0
Walk [s]	7	0	0	7	0	0
Pedestrian Clearance [s]	11	0	0	11	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No		No
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	0.0	2.0
I2, Clearance Lost Time [s]	3.5	0.0	0.0	3.5	0.0	2.5
Minimum Recall	Yes			No		No
Maximum Recall	No			No		No
Pedestrian Recall	No			No		No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	R
C, Cycle Length [s]	55	55	55	55
L, Total Lost Time per Cycle [s]	5.50	5.50	5.50	4.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	3.50	2.50
g_i, Effective Green Time [s]	43	43	43	2
g / C, Green / Cycle	0.78	0.78	0.78	0.03
(v / s)_i Volume / Saturation Flow Rate	0.30	0.32	0.00	0.01
s, saturation flow rate [veh/h]	1840	1741	3475	2655
c, Capacity [veh/h]	1441	1363	2721	94
d1, Uniform Delay [s]	1.86	1.90	0.00	25.91
k, delay calibration	0.50	0.50	0.50	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.78	0.91	0.00	0.72
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.39	0.41	0.00	0.32
d, Delay for Lane Group [s/veh]	2.64	2.81	0.00	26.63
Lane Group LOS	A	A	A	C
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.31	0.34	0.00	0.19
50th-Percentile Queue Length [ft/ln]	7.83	8.57	0.00	4.74
95th-Percentile Queue Length [veh/ln]	0.56	0.62	0.00	0.34
95th-Percentile Queue Length [ft/ln]	14.09	15.43	0.00	8.53

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	2.71	2.81	0.00	0.00	0.00	26.63
Movement LOS	A	A		A		C
d_A, Approach Delay [s/veh]	2.72		0.00		26.63	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	3.35					
Intersection LOS	A					
Intersection V/C	0.386					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	3474.51
d_p, Pedestrian Delay [s]	0.00	0.00	17.62
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.097
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1181	1181	454
d_b, Bicycle Delay [s]	4.62	4.62	16.44
I_b,int, Bicycle LOS Score for Intersection	2.475	1.560	1.560
Bicycle LOS	B	A	A

Sequence

Ring 1	2	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 3: Apartment Access/Nursery Access/SW Stepping Stone Drive

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	Nursery Access			Apartment Access			Stepping Stone Drive			Stepping Stone Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	14.00	14.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	Nursery Access			Apartment Access			Stepping Stone Drive			Stepping Stone Drive		
Base Volume Input [veh/h]	0	0	0	0	0	11	0	156	0	0	90	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	10.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	11	0	156	0	0	90	9
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	3	0	39	0	0	23	2
Total Analysis Volume [veh/h]	0	0	0	0	0	11	0	156	0	0	90	9
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	8.70	0.00	0.00	8.59	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			A			A		A	A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.82	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.70			8.59			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.36											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 4: SW 185th Avenue/SW Alderwood Drive/New Collector

Control Type:	Two-way stop	Delay (sec / veh):	30.4
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.047

Intersection Setup

Name	SW 185th Avenue		SW 185th Avenue		SW Alderwood	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	95.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	SW 185th Avenue		SW 185th Avenue		SW Alderwood	
Base Volume Input [veh/h]	1	1082	783	3	7	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	100.00	4.00	5.00	100.00	0.00	100.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1082	783	3	7	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	271	196	1	2	0
Total Analysis Volume [veh/h]	1	1082	783	3	7	1
Pedestrian Volume [ped/h]	0		0		1	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.05	0.00
d_M, Delay for Movement [s/veh]	13.76	0.00	0.00	0.00	30.41	15.26
Movement LOS	B	A	A	A	D	C
95th-Percentile Queue Length [veh/ln]	0.01	0.00	0.00	0.00	0.16	0.16
95th-Percentile Queue Length [ft/ln]	0.18	0.00	0.00	0.00	3.91	3.91
d_A, Approach Delay [s/veh]	0.01		0.00		28.52	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	0.13					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 5: SW 185th Avenue/SW Longacre Street

Control Type:	Two-way stop	Delay (sec / veh):	46.0
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.022

Intersection Setup

Name	SW 185th Avenue			SW 185th Avenue			SW Longacre Street			SW Longacre Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	115.00	100.00	100.00	80.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	SW 185th Avenue			SW 185th Avenue			SW Longacre Street			SW Longacre Street		
Base Volume Input [veh/h]	3	1058	2	8	766	10	2	0	3	2	0	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	33.00	4.00	50.00	12.00	5.00	0.00	0.00	0.00	33.00	0.00	0.00	9.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	1058	2	8	766	10	2	0	3	2	0	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	265	1	2	192	3	1	0	1	1	0	6
Total Analysis Volume [veh/h]	3	1058	2	8	766	10	2	0	3	2	0	23
Pedestrian Volume [ped/h]	0			0			1			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.01	0.01	0.00	0.02	0.00	0.01	0.02	0.00	0.05
d_M, Delay for Movement [s/veh]	10.48	0.00	0.00	11.12	0.00	0.00	38.48	54.52	12.23	45.96	55.15	13.34
Movement LOS	B	A	A	B	A	A	E	F	B	E	F	B
95th-Percentile Queue Length [veh/ln]	0.01	0.00	0.00	0.04	0.00	0.00	0.07	0.07	0.07	0.23	0.23	0.23
95th-Percentile Queue Length [ft/ln]	0.34	0.00	0.00	1.02	0.00	0.00	1.85	1.85	1.85	5.70	5.70	5.70
d_A, Approach Delay [s/veh]	0.03			0.11			22.73			15.95		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	0.34											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 6: W Baseline Road/SW Stepping Stone Drive

Control Type:	Two-way stop	Delay (sec / veh):	16.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.332

Intersection Setup

Name	Stepping Stone Drive			Storage			W Baseline Road			W Baseline Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Stepping Stone Drive			Storage			W Baseline Road			W Baseline Road		
Base Volume Input [veh/h]	0	0	155	0	0	2	4	1134	99	0	657	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	0.00	2.00	50.00	25.00	2.00	9.00	2.00	2.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	155	0	0	2	4	1134	99	0	657	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	39	0	0	1	1	284	25	0	164	0
Total Analysis Volume [veh/h]	0	0	155	0	0	2	4	1134	99	0	657	1
Pedestrian Volume [ped/h]	1			2			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane		No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.33	0.00	0.00	0.00	0.01	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	16.54	45.20	0.00	11.67	9.62	0.00	0.00	0.00	0.00	0.00
Movement LOS			C	E		B	A	A	A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	1.48	0.01	0.00	0.01	0.02	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	36.94	0.28	0.00	0.28	0.38	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	16.54			11.67			0.03			0.00		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	1.28											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 7: W Baseline Road/New Collector Street

Control Type:	Two-way stop	Delay (sec / veh):	31.5
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	New Collector Street			Auto Co			W Baseline Road			W Baseline Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	14.00	12.00	12.00	14.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	New Collector Street			Auto Co			W Baseline Road			W Baseline Road		
Base Volume Input [veh/h]	0	0	0	1	0	5	6	1283	0	0	653	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	100.00	0.00	40.00	0.00	2.00	0.00	0.00	2.00	25.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1	0	5	6	1283	0	0	653	4
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	1	2	321	0	0	163	1
Total Analysis Volume [veh/h]	0	0	0	1	0	5	6	1283	0	0	653	4
Pedestrian Volume [ped/h]	1			2			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	Yes	Yes		
Number of Storage Spaces in Median	1	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.01	0.01	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	30.09	26.66	13.55	31.50	26.74	11.53	8.87	0.00	0.00	11.59	0.00	0.00
Movement LOS	D	D	B	D	D	B	A	A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.05	0.05	0.05	0.02	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	1.23	1.23	1.23	0.48	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	23.43			14.86			0.04			0.00		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	0.07											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 8: SW 179th Avenue/W Baseline Road

Control Type:	Two-way stop	Delay (sec / veh):	32.4
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.114

Intersection Setup

Name	SW 179th Avenue			Fitness			W Baseline Road			W Baseline Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	14.00	12.00	12.00	14.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	SW 179th Avenue			Fitness			W Baseline Road			W Baseline Road		
Base Volume Input [veh/h]	17	0	1	1	0	0	0	1270	8	3	639	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	100.00	100.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	100.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	0	1	1	0	0	0	1270	8	3	639	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	0	0	0	0	0	318	2	1	160	0
Total Analysis Volume [veh/h]	17	0	1	1	0	0	0	1270	8	3	639	1
Pedestrian Volume [ped/h]	1			3			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	1	0	0	0
Two-Stage Gap Acceptance	Yes	Yes		
Number of Storage Spaces in Median	1	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.00	0.00	0.01	0.00	0.00	0.00	0.01	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	32.39	29.22	22.82	30.94	26.47	10.51	8.79	0.00	0.00	11.59	0.00	0.00
Movement LOS	D	D	C	D	D	B	A	A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	0.40	0.40	0.40	0.02	0.02	0.02	0.00	0.00	0.00	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	10.01	10.01	10.01	0.54	0.54	0.54	0.00	0.00	0.00	0.41	0.00	0.00
d_A, Approach Delay [s/veh]	31.86			30.94			0.00			0.05		
Approach LOS	D			D			A			A		
d_I, Intersection Delay [s/veh]	0.33											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 1: SW 185th Avenue/W Baseline Road

Control Type:	Signalized	Delay (sec / veh):	46.0
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.726

Intersection Setup

Name	SW 185th Avenue			SW 185th Avenue			W Baseline Road			W Baseline Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	15.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	1	0	0
Entry Pocket Length [ft]	115.00	100.00	600.00	150.00	100.00	250.00	100.00	100.00	100.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SW 185th Avenue			SW 185th Avenue			W Baseline Road			W Baseline Road		
Base Volume Input [veh/h]	139	805	20	177	1036	387	0	816	199	163	937	180
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	3.00	0.00	1.00	2.00	3.00	2.00	1.00	0.00	1.00	1.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	20	0	0	0
Total Hourly Volume [veh/h]	139	805	20	177	1036	387	0	816	179	163	937	180
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	201	5	44	259	97	0	204	45	41	234	45
Total Analysis Volume [veh/h]	139	805	20	177	1036	387	0	816	179	163	937	180
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	5			1			4			1		
v_di, Inbound Pedestrian Volume crossing m	4			1			5			1		
v_co, Outbound Pedestrian Volume crossing	0			7			8			1		
v_ci, Inbound Pedestrian Volume crossing mi	1			8			7			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	1			3			6			3		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	10.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Unsigna	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	0	4	0	3	8	0
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lead	-	-	-	-	-	Lag	-	-
Minimum Green [s]	5	15	0	5	15	0	0	10	0	5	10	0
Maximum Green [s]	20	40	0	20	45	0	0	25	0	20	40	0
Amber [s]	4.0	4.5	0.0	4.0	4.5	0.0	0.0	4.5	0.0	4.0	4.5	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Split [s]	20	49	0	30	59	0	0	32	0	19	51	0
Vehicle Extension [s]	2.3	3.1	0.0	2.8	3.1	0.0	0.0	3.1	0.0	2.4	4.0	0.0
Walk [s]	0	10	0	0	7	0	0	9	0	0	9	0
Pedestrian Clearance [s]	0	20	0	0	20	0	0	18	0	0	16	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	3.5	0.0	3.0	3.5	0.0	0.0	3.5	0.0	3.0	3.5	0.0
Minimum Recall	No	Yes		No	Yes			No		No	No	
Maximum Recall	No	No		No	No			No		No	No	
Pedestrian Recall	No	No		No	No			No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	L	C	C
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	5.25	5.50	5.50	5.50	5.50	5.50	5.50	5.00	5.50	5.50
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	3.50	3.50	0.00	3.50	3.50	3.50	3.00	3.50	3.50
g_i, Effective Green Time [s]	60	59	59	64	64	26	26	13	45	45
g / C, Green / Cycle	0.46	0.46	0.46	0.49	0.49	0.20	0.20	0.10	0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.17	0.24	0.24	0.20	0.32	0.18	0.20	0.09	0.30	0.31
s, saturation flow rate [veh/h]	811	1709	1693	872	3279	3589	1689	1867	1885	1771
c, Capacity [veh/h]	260	777	770	392	1621	732	344	189	648	608
d1, Uniform Delay [s]	50.11	25.51	25.52	21.45	24.29	50.55	51.27	57.52	40.24	40.44
k, delay calibration	0.50	0.50	0.50	0.45	0.50	0.11	0.38	0.07	0.27	0.28
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.85	2.64	2.67	3.43	1.96	5.23	56.71	8.44	11.02	13.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.53	0.53	0.53	0.45	0.64	0.91	0.96	0.86	0.88	0.89
d, Delay for Lane Group [s/veh]	57.95	28.15	28.19	24.87	26.25	55.78	107.98	65.96	51.26	53.49
Lane Group LOS	E	C	C	C	C	E	F	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.01	9.51	9.43	3.33	11.73	10.78	15.82	5.60	18.55	18.03
50th-Percentile Queue Length [ft/ln]	75.21	237.63	235.80	83.18	293.20	269.47	395.45	140.07	463.87	450.75
95th-Percentile Queue Length [veh/ln]	5.42	14.56	14.47	5.99	17.34	16.16	22.34	9.48	25.62	24.99
95th-Percentile Queue Length [ft/ln]	135.38	364.03	361.72	149.73	433.61	404.08	558.52	237.12	640.48	624.84

Movement, Approach, & Intersection Results

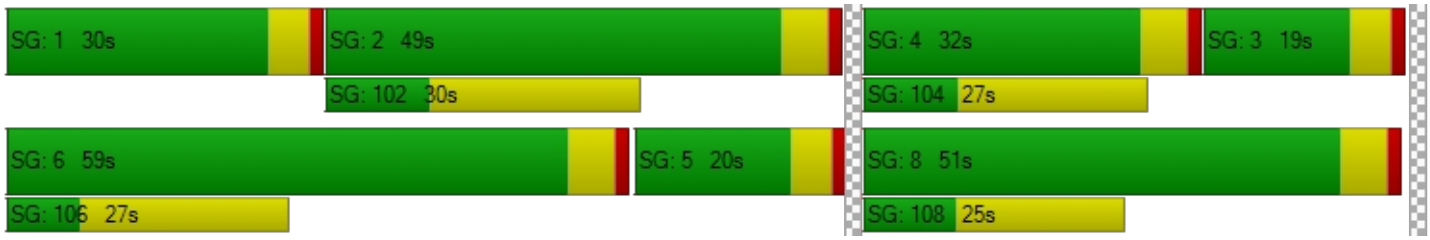
d_M, Delay for Movement [s/veh]	57.95	28.17	28.19	24.87	26.25	0.00	0.00	65.55	107.98	65.96	52.13	53.49
Movement LOS	E	C	C	C	C			E	F	E	D	D
d_A, Approach Delay [s/veh]	32.46			26.05			73.18			54.08		
Approach LOS	C			C			E			D		
d_I, Intersection Delay [s/veh]	46.03											
Intersection LOS	D											
Intersection V/C	0.726											

Other Modes

g_Walk,mi, Effective Walk Time [s]	13.0	13.0	11.0	14.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	639.81	3148.80	383.83	8277.30
d_p, Pedestrian Delay [s]	52.65	52.65	54.47	51.75
l_p,int, Pedestrian LOS Score for Intersection	2.930	2.945	3.120	3.126
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	669	823	408	700
d_b, Bicycle Delay [s]	28.79	22.54	41.33	27.50
l_b,int, Bicycle LOS Score for Intersection	2.355	2.560	2.118	2.616
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 41: SW 185th Avenue/Goodwill Access

Control Type:	Two-way stop	Delay (sec / veh):	150.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.557

Intersection Setup

Name	SW 185th Avenue		SW 185th Avenue		Goodwill Access	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	10.00	12.00	12.00	12.00	15.00	15.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	100.00	0.00	0.00
Speed [mph]	40.00		40.00		30.00	
Grade [%]	0.00		0.00		9.00	
Crosswalk	No		No		Yes	

Volumes

Name	SW 185th Avenue		SW 185th Avenue		Goodwill Access	
Base Volume Input [veh/h]	53	920	1302	96	45	100
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	1.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	53	920	1302	96	45	100
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	230	326	24	11	25
Total Analysis Volume [veh/h]	53	920	1302	96	45	100
Pedestrian Volume [ped/h]	0		0		5	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	1

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.01	0.01	0.00	0.56	0.31
d_M, Delay for Movement [s/veh]	13.22	0.00	0.00	0.00	150.06	116.72
Movement LOS	B	A	A	A	F	F
95th-Percentile Queue Length [veh/ln]	0.36	0.00	0.00	0.00	10.27	10.27
95th-Percentile Queue Length [ft/ln]	9.07	0.00	0.00	0.00	256.71	256.71
d_A, Approach Delay [s/veh]	0.72		0.00		127.07	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	7.60					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 2: SW 185th Avenue/SW Stepping Stone Drive

Control Type:	Signalized	Delay (sec / veh):	4.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.331

Intersection Setup

Name	SW 185th Avenue		SW 185th Avenue		Stepping Stone Drive	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	300.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	300.00	0.00	0.00
Speed [mph]	45.00		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	SW 185th Avenue		SW 185th Avenue		Stepping Stone Drive	
Base Volume Input [veh/h]	836	124	0	0	0	137
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	2.00	1.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	79
Total Hourly Volume [veh/h]	836	124	0	0	0	58
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	209	31	0	0	0	15
Total Analysis Volume [veh/h]	836	124	0	0	0	58
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	1		0		1	
v_ci, Inbound Pedestrian Volume crossing mi	1		0		1	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	2		2		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	65
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	54.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	2	0	0	6	0	8
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	10	0	0	10	0	5
Maximum Green [s]	40	0	0	40	0	15
Amber [s]	4.5	0.0	0.0	4.5	0.0	4.0
All red [s]	1.0	0.0	0.0	1.0	0.0	0.5
Split [s]	49	0	0	49	0	16
Vehicle Extension [s]	3.0	0.0	0.0	3.0	0.0	2.0
Walk [s]	7	0	0	7	0	0
Pedestrian Clearance [s]	11	0	0	11	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No		No
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	0.0	2.0
I2, Clearance Lost Time [s]	3.5	0.0	0.0	3.5	0.0	2.5
Minimum Recall	Yes			No		No
Maximum Recall	No			No		No
Pedestrian Recall	No			No		No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	R
C, Cycle Length [s]	65	65	65	65
L, Total Lost Time per Cycle [s]	5.50	5.50	5.50	4.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	3.50	2.50
g_i, Effective Green Time [s]	52	52	52	3
g / C, Green / Cycle	0.79	0.79	0.79	0.05
(v / s)_i Volume / Saturation Flow Rate	0.26	0.27	0.00	0.02
s, saturation flow rate [veh/h]	1870	1777	3589	2813
c, Capacity [veh/h]	1484	1410	2848	148
d1, Uniform Delay [s]	1.87	1.90	0.00	29.78
k, delay calibration	0.50	0.50	0.50	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.58	0.66	0.00	0.62
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.32	0.34	0.00	0.39
d, Delay for Lane Group [s/veh]	2.45	2.56	0.00	30.40
Lane Group LOS	A	A	A	C
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.33	0.35	0.00	0.43
50th-Percentile Queue Length [ft/ln]	8.23	8.74	0.00	10.87
95th-Percentile Queue Length [veh/ln]	0.59	0.63	0.00	0.78
95th-Percentile Queue Length [ft/ln]	14.82	15.74	0.00	19.56

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	2.49	2.56	0.00	0.00	0.00	30.40
Movement LOS	A	A		A		C
d_A, Approach Delay [s/veh]	2.50		0.00		30.40	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	4.09					
Intersection LOS	A					
Intersection V/C	0.331					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	4523.61
d_p, Pedestrian Delay [s]	0.00	0.00	22.43
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.119
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1338	1338	354
d_b, Bicycle Delay [s]	3.56	3.56	22.02
I_b,int, Bicycle LOS Score for Intersection	2.352	1.560	1.560
Bicycle LOS	B	A	A

Sequence

Ring 1	2	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 3: Apartment Access/Nursery Access/SW Stepping Stone Drive

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.009

Intersection Setup

Name	Nursery Access			Apartment Access			Stepping Stone Drive			Stepping Stone Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	14.00	14.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	Nursery Access			Apartment Access			Stepping Stone Drive			Stepping Stone Drive		
Base Volume Input [veh/h]	0	0	0	0	0	9	0	124	0	0	128	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	0.00	2.00	2.00	0.00	2.00	0.00	0.00	2.00	2.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	9	0	124	0	0	128	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	2	0	31	0	0	32	3
Total Analysis Volume [veh/h]	0	0	0	0	0	9	0	124	0	0	128	11
Pedestrian Volume [ped/h]	0			2			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	8.61	0.00	0.00	8.70	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			A			A		A	A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.69	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.61			8.70			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.29											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 4: SW 185th Avenue/SW Alderwood Drive/New Collector

Control Type:	Two-way stop	Delay (sec / veh):	63.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.061

Intersection Setup

Name	SW 185th Avenue		SW 185th Avenue		SW Alderwood	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	95.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	SW 185th Avenue		SW 185th Avenue		SW Alderwood	
Base Volume Input [veh/h]	1	958	1375	8	4	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	1.00	25.00	0.00	100.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	958	1375	8	4	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	240	344	2	1	0
Total Analysis Volume [veh/h]	1	958	1375	8	4	1
Pedestrian Volume [ped/h]	0		0		3	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.06	0.00
d_M, Delay for Movement [s/veh]	12.23	0.00	0.00	0.00	63.12	24.61
Movement LOS	B	A	A	A	F	C
95th-Percentile Queue Length [veh/ln]	0.01	0.00	0.00	0.00	0.21	0.21
95th-Percentile Queue Length [ft/ln]	0.15	0.00	0.00	0.00	5.22	5.22
d_A, Approach Delay [s/veh]	0.01		0.00		55.42	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	0.12					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 5: SW 185th Avenue/SW Longacre Street

Control Type:	Two-way stop	Delay (sec / veh):	92.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.070

Intersection Setup

Name	SW 185th Avenue			SW 185th Avenue			SW Longacre Street			SW Longacre Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	115.00	100.00	100.00	80.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	SW 185th Avenue			SW 185th Avenue			SW Longacre Street			SW Longacre Street		
Base Volume Input [veh/h]	4	939	6	16	1353	7	3	0	4	1	0	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	25.00	2.00	0.00	6.00	1.00	0.00	0.00	0.00	25.00	0.00	0.00	6.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	939	6	16	1353	7	3	0	4	1	0	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	235	2	4	338	2	1	0	1	0	0	4
Total Analysis Volume [veh/h]	4	939	6	16	1353	7	3	0	4	1	0	17
Pedestrian Volume [ped/h]	0			0			1			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.02	0.01	0.00	0.07	0.00	0.01	0.02	0.00	0.03
d_M, Delay for Movement [s/veh]	14.19	0.00	0.00	10.28	0.00	0.00	92.44	109.86	19.20	62.60	106.72	12.31
Movement LOS	B	A	A	B	A	A	F	F	C	F	F	B
95th-Percentile Queue Length [veh/ln]	0.03	0.00	0.00	0.07	0.00	0.00	0.26	0.26	0.26	0.15	0.15	0.15
95th-Percentile Queue Length [ft/ln]	0.77	0.00	0.00	1.76	0.00	0.00	6.60	6.60	6.60	3.79	3.79	3.79
d_A, Approach Delay [s/veh]	0.06			0.12			50.59			15.11		
Approach LOS	A			A			F			C		
d_I, Intersection Delay [s/veh]	0.36											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 6: W Baseline Road/SW Stepping Stone Drive

Control Type:	Two-way stop	Delay (sec / veh):	84.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.022

Intersection Setup

Name	Stepping Stone Drive			Storage			W Baseline Road			W Baseline Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Stepping Stone Drive			Storage			W Baseline Road			W Baseline Road		
Base Volume Input [veh/h]	0	0	124	1	0	7	4	872	137	0	1273	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	0.00	0.00	2.00	0.00	0.00	1.00	1.00	2.00	1.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	124	1	0	7	4	872	137	0	1273	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	31	0	0	2	1	218	34	0	318	1
Total Analysis Volume [veh/h]	0	0	124	1	0	7	4	872	137	0	1273	2
Pedestrian Volume [ped/h]	6			3			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane		No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.22	0.02	0.00	0.02	0.01	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	13.00	84.54	0.00	14.24	11.61	0.00	0.00	0.00	0.00	0.00
Movement LOS			B	F		B	B	A	A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.82	0.12	0.00	0.12	0.02	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	20.60	3.00	0.00	3.00	0.55	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.00			23.03			0.05			0.00		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	0.76											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 7: W Baseline Road/New Collector Street

Control Type:	Two-way stop	Delay (sec / veh):	31.1
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	New Collector Street			Auto Co			W Baseline Road			W Baseline Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	14.00	12.00	12.00	14.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	New Collector Street			Auto Co			W Baseline Road			W Baseline Road		
Base Volume Input [veh/h]	0	0	0	1	0	13	3	994	0	0	1264	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1	0	13	3	994	0	0	1264	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	3	1	249	0	0	316	1
Total Analysis Volume [veh/h]	0	0	0	1	0	13	3	994	0	0	1264	2
Pedestrian Volume [ped/h]	6			3			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	Yes	Yes		
Number of Storage Spaces in Median	1	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.03	0.01	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	25.65	30.34	11.97	31.05	30.54	13.87	11.55	0.00	0.00	10.17	0.00	0.00
Movement LOS	D	D	B	D	D	B	B	A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.12	0.12	0.12	0.02	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	2.94	2.94	2.94	0.41	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	22.66			15.09			0.03			0.00		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	0.11											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 8: SW 179th Avenue/W Baseline Road

Control Type:	Two-way stop	Delay (sec / veh):	32.1
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.043

Intersection Setup

Name	SW 179th Avenue			Fitness			W Baseline Road			W Baseline Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	14.00	12.00	12.00	14.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	SW 179th Avenue			Fitness			W Baseline Road			W Baseline Road		
Base Volume Input [veh/h]	13	0	2	6	0	2	2	977	17	10	1247	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	0	2	6	0	2	2	977	17	10	1247	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	2	0	1	1	244	4	3	312	1
Total Analysis Volume [veh/h]	13	0	2	6	0	2	2	977	17	10	1247	5
Pedestrian Volume [ped/h]	2			2			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	1	0	0	0
Two-Stage Gap Acceptance	Yes	Yes		
Number of Storage Spaces in Median	1	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.00	0.00	0.04	0.00	0.00	0.00	0.01	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	26.79	31.87	13.44	32.14	31.67	14.47	11.44	0.00	0.00	10.21	0.00	0.00
Movement LOS	D	D	B	D	D	B	B	A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	0.25	0.25	0.25	0.15	0.15	0.15	0.01	0.00	0.00	0.04	0.00	0.00
95th-Percentile Queue Length [ft/ln]	6.24	6.24	6.24	3.78	3.78	3.78	0.27	0.00	0.00	1.08	0.00	0.00
d_A, Approach Delay [s/veh]	25.01			27.72			0.02			0.08		
Approach LOS	D			D			A			A		
d_I, Intersection Delay [s/veh]	0.32											
Intersection LOS	D											

Appendix D ODOT Crash Data

OREGON DEPARTMENT OF TRANSPORTATION - POLICY, DATA AND ANALYSIS DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Intersectional Crashes at SW 185th Ave & W Baseline Rd in Hillsboro, OR.
January 1, 2016 through December 31, 2020

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2020														
REAR-END	0	2	0	2	0	3	0	1	1	2	0	2	0	0
TURNING MOVEMENTS	0	3	1	4	0	9	0	3	1	1	3	4	0	0
2020 TOTAL	0	5	1	6	0	12	0	4	2	3	3	6	0	0
YEAR: 2019														
ANGLE	0	1	0	1	0	8	0	0	1	1	0	1	0	0
REAR-END	0	4	1	5	0	6	0	2	3	3	2	5	0	0
SIDESWIPE - OVERTAKING	0	1	0	1	0	1	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	6	1	7	0	13	0	5	2	3	4	7	0	0
2019 TOTAL	0	12	2	14	0	28	0	8	6	8	6	14	0	0
YEAR: 2018														
REAR-END	0	1	2	3	0	1	0	3	0	2	1	3	0	0
TURNING MOVEMENTS	0	8	2	10	0	10	0	6	4	5	5	10	0	0
2018 TOTAL	0	9	4	13	0	11	0	9	4	7	6	13	0	0
YEAR: 2017														
ANGLE	0	0	1	1	0	0	0	1	0	0	1	1	0	0
REAR-END	0	4	5	9	0	4	1	6	3	8	1	9	0	0
TURNING MOVEMENTS	0	10	2	12	0	15	0	7	5	5	7	12	0	0
2017 TOTAL	0	14	8	22	0	19	1	14	8	13	9	22	0	0
YEAR: 2016														
ANGLE	0	0	2	2	0	0	0	1	1	1	1	2	0	0
REAR-END	0	11	6	17	0	13	1	11	5	8	9	17	0	0
TURNING MOVEMENTS	0	8	4	12	0	16	0	10	2	2	10	12	0	0
2016 TOTAL	0	19	12	31	0	29	1	22	8	11	20	31	0	0
FINAL TOTAL	0	59	27	86	0	99	2	57	28	42	44	86	0	0

Disclaimers: *Effective 2016,* ***collection of "Property Damage Only" (PDO) crash data elements was reduced for vehicles and participants.*** *Age, Gender, License, Error and other elements are no longer available for PDO crash reporting. Please keep this in mind when comparing 2016 PDO crash data to prior years.*

A higher number of crashes may be reported as of 2011 compared to prior years. This does not necessarily reflect an increase in annual crashes. The higher numbers may result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics. For all disclaimers, see https://www.oregon.gov/ODOT/Data/documents/Crash_Data_Disclaimers.pdf.

CITY OF HILLSBORO, WASHINGTON COUNTY

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SER# / INVEST / UNLOC?	SPED	ALC	DRUG/MJ	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	FC / DISTNC	CITY STREET / FIRST STREET / SECOND STREET / INTERSECTION SEQ #	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN EVENT	CAUSE
06542	N	N	N			09/28/2016	14	W BASELINE RD	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT										29
NONE			N			Wed 8A	0	SW 185TH AVE	N		TRF SIGNAL	N	DRY	TURN		PRVTE	S N									000	00
No						*45 30 55.97*	*-122 52 2.82*	1	05	2		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	35	F	OR-Y OR<25		042	000	29
															02	NONE 0	TURN-R										
																PRVTE	SE N									000	00
																PSNGR CAR		01	DRVR	INJC	33	M	OR-Y OR<25		000	000	00
08422	N	N	N			12/07/2016	14	W BASELINE RD	INTER	CROSS	N	N	FOG	ANGL-OTH	01	NONE 9	STRGHT										02
NONE			N			Wed 11P	0	SW 185TH AVE	N		TRF SIGNAL	N	DRY	TURN		N/A	S N									000	00
No						*45 30 55.97*	*-122 52 2.82*	1	05	2		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000	00
															02	NONE 9	TURN-R										
																N/A	SE N									000	00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000	00
00295	N	N	N			01/12/2016	14	W BASELINE RD	INTER	CROSS	N	N	RAIN	S-1STOP	01	NONE 0	STRGHT										29
NO RPT			N			Tue 6P	0	SW 185TH AVE	N		TRF SIGNAL	N	WET	REAR		PRVTE	N S									000	00
No						*45 30 55.97*	*-122 52 2.82*	1	06	2		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	32	F	OR-Y OR<25		026	000	29
															02	NONE 0	STOP										
																PRVTE	N S									011	00
																PSNGR CAR		01	DRVR	INJC	42	F	OR-Y OR<25		000	000	00
01022	N	N	N	N	N	02/14/2016	14	W BASELINE RD	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT										29
COUNTY			N			Sun 9P	0	SW 185TH AVE	N		TRF SIGNAL	N	DRY	REAR		PRVTE	N S									000	00
No						*45 30 55.97*	*-122 52 2.82*	1	06	2		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	17	M	OR-Y OR<25		026	000	29
															02	NONE 0	STOP										
																PRVTE	N S									011	00
																PSNGR CAR		01	DRVR	INJC	18	F	OR-Y OR<25		000	000	00
01173	N	N	N	N	N	02/22/2016	14	W BASELINE RD	INTER	CROSS	N	N	CLR	BIKE	01	NONE 0	STRGHT										02
CITY			N			Mon 7P	0	SW 185TH AVE	N		TRF SIGNAL	N	DRY	TURN		PRVTE	NW SE									000	00
No						*45 30 55.97*	*-122 52 2.82*	1	06	2		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	46	M	NONE OR<25		027	000	02
																	STRGHT	01	BIKE	INJB	22	M		13	000	035	00
																	S N										
01344	N	N	N	N	N	03/01/2016	14	W BASELINE RD	INTER	CROSS	N	N	CLD	S-1STOP	01	NONE 0	STRGHT										29
CITY			N			Tue 4P	0	SW 185TH AVE	N		TRF SIGNAL	N	DRY	REAR		PRVTE	N S									000	00
No						*45 30 55.97*	*-122 52 2.82*	1	06	2		N	DAY	INJ		TRUCK		01	DRVR	NONE	35	M	OR-Y OR<25		026	000	29

CITY OF HILLSBORO, WASHINGTON COUNTY

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															02	NONE 0 PRVTE	STOP N S								011		00
																PSNGR CAR		01	DRVR	INJC	61	F	OR-Y OR<25		000	000		00
01658	N	Y	N	N	N	03/13/2016	14	W BASELINE RD	INTER	CROSS	N	N	RAIN	S-1STOP	01	NONE 0	STRGHT										013	29
CITY			N			Sun 8P	0	SW 185TH AVE	N		TRF SIGNAL	N	WET	REAR		PRVTE	N S								000		00
No	*45 30 55.97*					*-122 52 2.82*		1	06	2		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	55	F	OR-Y OR<25		026	000		29
															02	NONE 0 PRVTE	STOP N S								011	013	00
																PSNGR CAR		01	DRVR	INJC	19	F	OTH-Y OR<25		000	000		00
																		02	PSNG	INJC	19	M			000	000		00
															03	NONE 0 PRVTE	STOP N S								022		00
																PSNGR CAR		01	DRVR	NONE	22	F	OR-Y OR<25		000	000		00
06152	N	N	N			09/12/2016	14	W BASELINE RD	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 9	STRGHT											29
NO RPT			N			Mon 7P	0	SW 185TH AVE	N		TRF SIGNAL	N	DRY	REAR		N/A	N S								000		00
No	*45 30 55.97*					*-122 52 2.82*		1	06	2		N	DUSK	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
															02	NONE 9 N/A	STOP N S								011		00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
00094	N	N	N			01/07/2019	14	W BASELINE RD	INTER	CROSS	N	N	SLT	S-STRGHT	01	NONE 0	STRGHT										013,005	29
CITY			N			Mon 6A	0	SW 185TH AVE	N		TRF SIGNAL	N	ICE	REAR		PRVTE	N S								000		00
No	*45 30 55.97*					*-122 52 2.82*		1	09	2		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	44	F	OR-Y OR<25		042	000		29
															02	NONE 0 PRVTE	STRGHT N S								006	013	00
																PSNGR CAR		01	DRVR	NONE	58	M	OR-Y OR<25		000	000		00
															03	NONE 0 PRVTE	STRGHT N S								022	013	00
																PSNGR CAR		01	DRVR	NONE	45	M	OR-Y OR<25		000	000		00
															04	NONE 0 PRVTE	STRGHT N S								022	013	00
																PSNGR CAR		01	DRVR	INJC	69	F	OR-Y OR<25		000	000		00

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															05	NONE 0 PRVTE	STRGHT N S									022	013	00
																PSNGR CAR		01	DRVR	NONE	29	M	OR-Y OR>25		000	000		00
															06	NONE 0 PRVTE	STRGHT N S									022	013	00
																PSNGR CAR		01	DRVR	NONE	58	M	OR-Y OR<25		000	000		00
																	STRGHT S N	01	PED	INJC	26	M		01	000	035	005	00
00768 CITY	N	N	N	N	N	02/03/2016 Wed 3P	14 0	W BASELINE RD SW 185TH AVE	INTER E	CROSS	N TRF SIGNAL	N N	RAIN WET	S-1STOP REAR	01	NONE 0 PRVTE	STRGHT SE NW											07 00
No	*45 30 55.97*			*-122 52 2.82*			1		06	2		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	22	F	OR-Y OR<25		043	000		07
															02	NONE 0 PRVTE	STOP SE NW									011		00
																PSNGR CAR		01	DRVR	INJC	75	F	OR-Y OR<25		000	000		00
07588 NONE	N	N	N			10/15/2016 Sat 5P	14 0	W BASELINE RD SW 185TH AVE	INTER E	CROSS	N TRF SIGNAL	N N	CLR DRY	S-1STOP REAR	01	NONE 0 PRVTE	STRGHT E W											29 00
No	*45 30 55.97*			*-122 52 2.82*			1		06	2		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	31	M	OR-Y OR<25		026	000		29
															02	NONE 0 PRVTE	STOP E W									011		00
																PSNGR CAR		01	DRVR	INJC	31	M	OR-Y OR<25		000	000		00
																		02	PSNG	INJC	30	F			000	000		00
05763 COUNTY	N	N	N	N	N	09/18/2017 Mon 11A	14 0	W BASELINE RD SW 185TH AVE	INTER E	CROSS	N TRF SIGNAL	N N	CLD DRY	S-1STOP REAR	01	NONE 0 PRVTE	STRGHT SE NW											29 00
No	*45 30 55.97*			*-122 52 2.82*			1		06	2		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	18	M	OR-Y OR<25		026	000		29
															02	NONE 0 PRVTE	STOP SE NW									011		00
																PSNGR CAR		01	DRVR	INJC	48	F	NONE OR<25		000	000		00
05923 CITY	N	N	N	N	N	09/01/2016 Thu 8P	14 0	W BASELINE RD SW 185TH AVE	INTER SE	CROSS	N TRF SIGNAL	N N	CLR DRY	S-STRGHT REAR	01	NONE 9 N/A	STRGHT SE NW											07 00
No	*45 30 55.97*			*-122 52 2.82*			1		06	2		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00

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															02	NONE 9 N/A	STRGHT SE NW									000	00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000	00
06141 NONE	N	N	N N			09/12/2016 Mon 12P	14 0	W BASELINE RD SW 185TH AVE	INTER SE	CROSS	N TRF SIGNAL	N N	CLR DRY	S-1STOP REAR	01	NONE 0 PRVTE	STRGHT SE NW										29 00
No	*45 30 55.97*					*-122 52 2.82*	1		06	2		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	23	M	OR-Y OR<25		026	000		29
															02	NONE 0 PRVTE	STOP SE NW									011	00
																PSNGR CAR		01	DRVR	INJC	57	F	OR-Y OR<25		000	000	00
07977 NO RPT	N	N	N N			11/19/2016 Sat 12P	14 0	W BASELINE RD SW 185TH AVE	INTER SE	CROSS	N TRF SIGNAL	N N	CLR DRY	S-1STOP REAR	01	NONE 0 PRVTE	STRGHT E W										29 00
No	*45 30 55.97*					*-122 52 2.82*	1		06	1		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	54	M	OR-Y OR>25		026	000		29
															02	NONE 0 PRVTE	STOP E W									012	00
																PSNGR CAR		01	DRVR	NONE	53	M	OR-Y OR<25		000	000	00
																		02	PSNG	INJC	56	F			000	000	00
01245 COUNTY	N	N	N N			03/06/2017 Mon 7P	14 0	W BASELINE RD SW 185TH AVE	INTER SE	CROSS	N UNKNOWN	N N	CLR DRY	S-1STOP REAR	01	NONE 9 N/A	STRGHT SE NW									000	07 00
No	*45 30 55.97*					*-122 52 2.82*	1		06	2		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000	00
															02	NONE 9 N/A	STOP SE NW									011	00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000	00
00221 NO RPT	N	N	N N			01/07/2019 Mon 5P	14 0	W BASELINE RD SW 185TH AVE	INTER SE	CROSS	N TRF SIGNAL	N N	CLR DRY	S-1STOP REAR	01	NONE 0 UNKN	STRGHT SE NW										29 00
No	*45 30 55.97*					*-122 52 2.82*	1		06	2		N	DUSK	INJ		PSNGR CAR		01	DRVR	NONE	34	M	UNK UNK		026	000		29
															02	NONE 0 PRVTE	STOP SE NW									011	00
																PSNGR CAR		01	DRVR	INJC	34	M	OR-Y OR<25		000	000	00
00277 NO RPT	N	N	N N			01/16/2019 Wed 9A	14 0	W BASELINE RD SW 185TH AVE	INTER SE	CROSS	N TRF SIGNAL	N N	CLR WET	S-1STOP REAR	01	NONE 0 PRVTE	STRGHT SE NW										29 00
No	*45 30 55.97*					*-122 52 2.82*	1		06	2		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	57	F	OR-Y OR<25		026	000		29

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															02	NONE 0 PRVTE	STOP SE NW									011	00
																PSNGR CAR		01	DRVR	NONE	37	M	OR-Y OR<25		000	000	00
00619 NONE	N	N	N N			02/02/2019 Sat 10A	14 0	W BASELINE RD SW 185TH AVE	INTER SE	CROSS	N TRF SIGNAL	N	CLR DRY	S-1STOP REAR	01	NONE 0 PRVTE	STRGHT SE NW										29 00
No	*45 30 55.97*					*-122 52 2.82*	1		06	2		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	65	F	OR-Y OR<25		026	000		29
															02	NONE 0 PRVTE	STOP SE NW									011	00
																PSNGR CAR		01	DRVR	INJC	32	F	OTH-Y OR<25		000	000	00
01184 COUNTY	N	N	N N	N	N	02/29/2020 Sat 8A	14 0	W BASELINE RD SW 185TH AVE	INTER SE	CROSS	N TRF SIGNAL	N	RAIN WET	S-1STOP REAR	01	NONE 0 PRVTE	STRGHT SE NW										07 00
No	*45 30 55.97*					*-122 52 2.82*	1		06	2		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	26	F	OR-Y OR<25		043	000		07
															02	NONE 0 UNKN	STOP SE NW									011	00
																PSNGR CAR		01	DRVR	INJC	56	F	OR-Y OR<25		000	000	00
00340 CITY	N	N	N N	N	N	01/14/2016 Thu 5P	14 0	W BASELINE RD SW 185TH AVE	INTER S	CROSS	N TRF SIGNAL	N	RAIN WET	S-1STOP REAR	01	NONE 0 PRVTE	STRGHT S N										29 00
No	*45 30 55.97*					*-122 52 2.82*	1		06	2		N	DARK	INJ		PSNGR CAR		01	DRVR	NONE	42	F	OR-Y OR<25		026	000		29
															02	NONE 0 PRVTE	STOP S N									011	00
																PSNGR CAR		01	DRVR	INJC	53	F	OR-Y OR<25		000	000	00
03142 CITY	N	N	N N	N	N	05/13/2016 Fri 10P	14 0	W BASELINE RD SW 185TH AVE	INTER S	CROSS	N TRF SIGNAL	N	RAIN WET	S-1STOP REAR	01	NONE 9 N/A	STRGHT S N										22,29 00
No	*45 30 55.97*					*-122 52 2.82*	1		06	2		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
															02	NONE 9 N/A	STOP S N									011	00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000	00
03787 NONE	N	N	N N			06/09/2016 Thu 4P	14 0	W BASELINE RD SW 185TH AVE	INTER S	CROSS	N TRF SIGNAL	N	CLR DRY	S-1STOP REAR	01	NONE 9 N/A	STRGHT S N										29 00
No	*45 30 55.97*					*-122 52 2.82*	1		06	2		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00

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															02	NONE 9 N/A	STOP S N									012	00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000	00
06779 COUNTY	Y	N	N	N	N	10/07/2016 Fri 9P	14 0	W BASELINE RD SW 185TH AVE	INTER S	CROSS	N TRF SIGNAL	N	CLD WET	ANGL-OTH TURN	01	NONE 9 N/A	TURN-R NW S											01,08 00
No	*45 30 55.97*					*-122 52 2.82*		1	06	2		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000	00
															02	NONE 9 N/A	STRGHT S N									000	00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000	00
00353 NONE	N	N	N			01/19/2017 Thu 9A	14 0	W BASELINE RD SW 185TH AVE	INTER S	CROSS	N TRF SIGNAL	N	RAIN WET	S-STRGHT REAR	01	NONE 9 N/A	STRGHT S N											29 00
No	*45 30 55.97*					*-122 52 2.82*		1	06	2		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000	00
															02	NONE 9 N/A	STRGHT S N									000	00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000	00
01260 NO RPT	N	N	N			03/06/2017 Mon 12P	14 0	W BASELINE RD SW 185TH AVE	INTER S	CROSS	N TRF SIGNAL	N	CLR WET	S-1STOP REAR	01	NONE 0 PRVTE	STRGHT S N											29 00
No	*45 30 55.97*					*-122 52 2.82*		1	06	2		N	DAY	INJ		SEMI TOW		01	DRVR	NONE	33	M	OR-Y OR<25		026	000	29
															02	NONE 0 PRVTE	STOP S N									011	00
																PSNGR CAR		01	DRVR	INJC	63	F	OR-Y OR<25		000	000	00
01459 NO RPT	N	N	N			03/15/2017 Wed 1P	14 0	W BASELINE RD SW 185TH AVE	INTER S	CROSS	N TRF SIGNAL	N	RAIN WET	S-1STOP REAR	01	NONE 0 PRVTE	STRGHT S N											29 00
No	*45 30 55.97*					*-122 52 2.82*		1	06	2		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	30	M	OR-Y OR<25		026	000	29
															02	NONE 0 PRVTE	STOP S N									011	00
																PSNGR CAR		01	DRVR	NONE	20	F	OR-Y OR<25		000	000	00
04301 NONE	N	N	N			05/14/2018 Mon 11A	14 0	W BASELINE RD SW 185TH AVE	INTER S	CROSS	N TRF SIGNAL	N	CLR DRY	S-1STOP REAR	01	NONE 0 UNKN	STRGHT S N											29 00
No	*45 30 55.97*					*-122 52 2.82*		1	06	2		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	00	M	UNK UNK		026	000	29

CITY OF HILLSBORO, WASHINGTON COUNTY

Intersectional Crashes at SW 185th Ave & W Baseline Rd in Hillsboro, OR.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPED	ALC	DRUG/MJ	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	FC / DISTNC	CITY STREET / FIRST STREET / SECOND STREET / INTERSECTION SEQ #	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
															02	NONE 0 PRVTE	STOP S N									011		00
																PSNGR CAR		01	DRVR	INJC	31	F	OR-Y OR<25		000	000		00
01128	N	N	N	N	N	03/05/2019	14	W BASELINE RD	INTER	CROSS	N		N	CLR	S-1STOP	01	NONE 0 PRVTE	STRGHT S N										013	13
CITY			N			Tue 5P	0	SW 185TH AVE	S		TRF SIGNAL		N	DRY	SS-O											000		00
No	*45*	*30*	*55.97*	*-122*	*52*	*2.82*	1	1	09	2			N	DAY	INJ		OTH BUS		01	DRVR	NONE	44	M	OR-Y OR<25		045	000		13
															02	NONE 0 PRVTE	STOP S N									011	013	00
																PSNGR CAR		01	DRVR	INJC	33	M	OR-Y OR<25		000	000		00
															03	NONE 0 PRVTE	STOP S N									022		00
																PSNGR CAR		01	DRVR	NONE	35	F	OR-Y OR<25		000	000		00
00766	N	N	N			02/10/2018	14	W BASELINE RD	INTER	3-LEG	N		N	CLR	ANGL-OTH	01	NONE 9 N/A	TURN-R N NW											02
NO RPT			N			Sat 7A	0	SW 185TH AVE	NW		TRF SIGNAL		N	DRY	TURN											000		00
No	*45*	*30*	*55.97*	*-122*	*52*	*2.82*	1	1	01	2			N	DAWN	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
															02	NONE 9 N/A	STRGHT SE NW									000		00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
03219	N	N	N	N	N	06/24/2018	14	W BASELINE RD	INTER	CROSS	N		N	CLR	BIKE	01	NONE 0 PRVTE	TURN-L S NW											02
CITY			N			Sun 6P	0	SW 185TH AVE	NW		TRF SIGNAL		N	DRY	TURN											000		00
No	*45*	*30*	*55.97*	*-122*	*52*	*2.82*	1	1	05	2			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	21	F	OR-Y OR<25		027	000		02
																	STRGHT N S	01	BIKE	INJB	28	M		01	000	035		00
03257	N	N	N			05/18/2016	14	W BASELINE RD	INTER	CROSS	N		N	UNK	S-1STOP	01	NONE 9 N/A	STRGHT NW SE											29
NO RPT			N			Wed 5P	0	SW 185TH AVE	NW		TRF SIGNAL		N	UNK	REAR											000		00
No	*45*	*30*	*55.97*	*-122*	*52*	*2.82*	1	1	06	2			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
															02	NONE 9 N/A	STOP NW SE									011		00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
05216	N	N	N	N	N	08/06/2016	14	W BASELINE RD	INTER	CROSS	N		N	CLR	S-STRGHT	01	NONE 9 N/A	STRGHT NW SE										093	29
CITY			N			Sat 7P	0	SW 185TH AVE	NW		TRF SIGNAL		N	DRY	REAR											000		00
No	*45*	*30*	*55.97*	*-122*	*52*	*2.82*	1	1	06	2			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00

CITY OF HILLSBORO, WASHINGTON COUNTY

Intersectional Crashes at SW 185th Ave & W Baseline Rd in Hillsboro, OR.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPED	ALC	DRUG/MJ	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	FC / DISTNC	CITY STREET / FIRST STREET / SECOND STREET / INTERSECTION SEQ #	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
															02	NONE 9 N/A	STRGHT NW SE									000		00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
01771	N	N	N	N	N	03/30/2017	14	W BASELINE RD	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 9	STRGHT										003	27,07
CITY			N			Thu 4P	0	SW 185TH AVE	NW		TRF SIGNAL	N	DRY	REAR		N/A	NW SE									000		00
No	*45 30 55.97*					*-122 52 2.82*		1	06	2		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
															02	NONE 9 N/A	STOP NW SE									011		00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
02526	N	N	N			05/01/2017	14	W BASELINE RD	INTER	CROSS	N	N	CLR	S-STRGHT	01	NONE 9	STRGHT											29
NONE			N			Mon 8A	0	SW 185TH AVE	NW		TRF SIGNAL	N	DRY	REAR		N/A	NW SE									000		00
No	*45 30 55.97*					*-122 52 2.82*		1	06	2		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
															02	NONE 9 N/A	STRGHT NW SE									006		00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
03126	N	N	N			05/27/2017	14	W BASELINE RD	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 9	STRGHT											29
NO RPT			N			Sat 5P	0	SW 185TH AVE	NW		TRF SIGNAL	N	DRY	REAR		N/A	NW SE									000		00
No	*45 30 55.97*					*-122 52 2.82*		1	06	2		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
															02	NONE 9 N/A	STOP NW SE									011		00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
00259	N	N	N			01/16/2018	14	W BASELINE RD	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 9	STRGHT											29
NO RPT			N			Tue 12P	0	SW 185TH AVE	NW		TRF SIGNAL	N	DRY	REAR		N/A	NW SE									000		00
No	*45 30 55.97*					*-122 52 2.82*		1	06	2		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
															02	NONE 9 N/A	STOP NW SE									011		00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
01818	N	N	N			04/11/2019	14	W BASELINE RD	INTER	CROSS	N	N	RAIN	S-1STOP	01	NONE 9	STRGHT											29
NO RPT			N			Thu 9A	0	SW 185TH AVE	NW		TRF SIGNAL	N	WET	REAR		N/A	NW SE									000		00
No	*45 30 55.97*					*-122 52 2.82*		1	06	2		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00

CITY OF HILLSBORO, WASHINGTON COUNTY

Intersectional Crashes at SW 185th Ave & W Baseline Rd in Hillsboro, OR.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPED	ALC	DRUG/MJ	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	FC / DISTNC	CITY STREET / FIRST STREET / SECOND STREET / INTERSECTION SEQ #	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN EVENT	CAUSE
															02	NONE 9 N/A	STRGHT NW SE									006	00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000	00
00828	N	N	N			02/11/2020	14	W BASELINE RD	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											07
NO RPT			N			Tue 2P	0	SW 185TH AVE	NW		TRF SIGNAL	N	DRY	REAR		PRVTE	NW SE									000	00
No	*45 30 55.97*					*-122 52 2.82*	1		06	2		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	49	F	OR-Y OR<25		043	000	07
															02	NONE 0 PRVTE	STOP NW SE									011	00
																PSNGR CAR		01	DRVR	INJC	46	F	OR-Y OR<25		000	000	00
															02	PSNG		07		INJC	07	F			000	000	00
00555	N	N	N			01/13/2016	14	W BASELINE RD	INTER	CROSS	N	N	CLR	S-STRGHT	01	NONE 0	TURN-R											29
NO RPT			N			Wed 6P	0	SW 185TH AVE	NW		TRF SIGNAL	N	DRY	REAR		PRVTE	N NW									000	00
No	*45 30 55.97*					*-122 52 2.82*	1		09	2		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	37	M	OR-Y OR<25		042	000	29
															02	NONE 0 PRVTE	TURN-R N NW									000	00
																PSNGR CAR		01	DRVR	INJC	37	M	OR-Y OR<25		000	000	00
02544	N	N	N			05/02/2017	14	W BASELINE RD	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	TURN-R											29
NONE			N			Tue 11A	0	SW 185TH AVE	NW		TRF SIGNAL	N	DRY	REAR		PRVTE	N NW									000	00
No	*45 30 55.97*					*-122 52 2.82*	1		09	2		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	68	M	OR-Y OR<25		026	000	29
															02	NONE 0 PRVTE	STOP N NW									011	00
																PSNGR CAR		01	DRVR	NONE	67	M	OR-Y OR<25		000	000	00
															02	PSNG		65		INJC	65	F			000	000	00
07037	N	N	N			12/19/2018	14	W BASELINE RD	INTER	CROSS	N	N	CLR	S-STRGHT	01	NONE 9	STRGHT											29
NONE			N			Wed 7A	0	SW 185TH AVE	NW		TRF SIGNAL	N	DRY	REAR		N/A	NW SE									000	00
No	*45 30 55.97*					*-122 52 2.82*	1		09	2		N	DAWN	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000	00
															02	NONE 9 N/A	STRGHT NW SE									006	00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000	00
01093	N	N	N	N	N	02/18/2016	14	W BASELINE RD	INTER	CROSS	N	N	CLD	O-1 L-TURN	01	NONE 0	TURN-L											04
CITY			N			Thu 5A	0	SW 185TH AVE	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	S W									000	00
No	*45 30 55.97*					*-122 52 2.82*	1		01	2		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	63	M	OR-Y OR<25		020,004	000	04

CITY OF HILLSBORO, WASHINGTON COUNTY

Intersectional Crashes at SW 185th Ave & W Baseline Rd in Hillsboro, OR.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPED	ALC	DRUG/MJ	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	FC / DISTNC	CITY STREET / FIRST STREET / SECOND STREET / INTERSECTION SEQ #	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
															02	NONE 0 PRVTE	STRGHT N S									000	00
																PSNGR CAR		01	DRVR	INJC	48	M	OR-Y OR<25		000	000	00
02430 COUNTY	N	N	N	N	N	04/14/2016 Thu 9P	14 0	W BASELINE RD SW 185TH AVE	INTER CN	CROSS	N TRF SIGNAL	N N	CLR DRY	O-1 L-TURN TURN	01	NONE PRVTE	STRGHT N S										000	02 00
No	*45 30 55.97*					*-122 52 2.82*	1		01	2		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	22	M	OR-Y OR<25		000	000	00
																		02	PSNG	INJC	20	M			000	000	00
																		03	PSNG	INJC	20	F			000	000	00
															02	NONE 0 PRVTE	TURN-L S NW									000	00
																PSNGR CAR		01	DRVR	NONE	66	M	EXP OR<25		004,028	000	02
03456 NO RPT	N	N	N			05/26/2016 Thu 5P	14 0	W BASELINE RD SW 185TH AVE	INTER CN	CROSS	N TRF SIGNAL	N N	CLR DRY	O-1 L-TURN TURN	01	NONE 9 N/A	TURN-L S NW										000	04 00
No	*45 30 55.97*					*-122 52 2.82*	1		01	2		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000	00
															02	NONE 9 N/A	STRGHT N S									000	00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000	00
04385 NO RPT	N	N	N			07/03/2016 Sun 10P	14 0	W BASELINE RD SW 185TH AVE	INTER CN	CROSS	N TRF SIGNAL	N N	CLR DRY	O-1 L-TURN TURN	01	NONE 9 N/A	TURN-L S NW										000	02 00
No	*45 30 55.97*					*-122 52 2.82*	1		01	2		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000	00
															02	NONE 9 N/A	STRGHT N S									000	00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000	00
05374 CITY	N	N	N			08/12/2016 Fri 10P	14 0	W BASELINE RD SW 185TH AVE	INTER CN	CROSS	N TRF SIGNAL	N N	CLR DRY	ANGL-OTH ANGL	01	NONE 9 N/A	STRGHT N S										000	04 00
No	*45 30 55.97*					*-122 52 2.82*	1		01	2		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000	00
															02	NONE 9 N/A	STRGHT SE NW									000	00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000	00
08249 CITY	N	N	N	N	N	12/01/2016 Thu 8P	14 0	W BASELINE RD SW 185TH AVE	INTER CN	CROSS	N TRF SIGNAL	N N	CLD DRY	O-OTHER TURN	01	NONE 0 PRVTE	TURN-L S NW										000	08 00
No	*45 30 55.97*					*-122 52 2.82*	1		01	2		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	21	M	OR-Y OR<25		001	000	08

CITY OF HILLSBORO, WASHINGTON COUNTY

Intersectional Crashes at SW 185th Ave & W Baseline Rd in Hillsboro, OR.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPED	ALC	DRUG/MJ	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	FC / DISTNC	CITY STREET / FIRST STREET / SECOND STREET / INTERSECTION SEQ #	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN EVENT	CAUSE
															02	NONE 0 PRVTE	TURN-L N SE								000	00
																PSNGR CAR		01	DRVR	NONE	46	M	OTH-Y OR<25		000	000	00
																		02	PSNG	INJC	40	F			000	000	00
																		03	PSNG	NO<5	02	M			000	000	00
09019	N	N	N	N	N	12/30/2016	14	W BASELINE RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	TURN-L										02
CITY		N				Fri 9P	0	SW 185TH AVE	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	S NW								000	00
No	*45 30 55.97*					*-122 52 2.82*	1		01	2		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	22	F	OR-Y OR<25		004,028	000	02
																		02	PSNG	INJC	20	M			000	000	00
																		03	PSNG	INJC	24	M			000	000	00
															02	NONE 0 PRVTE	STRGHT N S								000	00
																PSNGR CAR		01	DRVR	INJC	31	F	OR-Y OR<25		000	000	00
																		02	PSNG	INJC	40	F			000	000	00
																		03	PSNG	INJB	16	F			000	000	00
00982	N	N	N	N	N	02/21/2017	14	W BASELINE RD	INTER	CROSS	N	N	CLD	O-1 L-TURN	01	NONE 9	TURN-L										02
CITY		N				Tue 9A	0	SW 185TH AVE	CN		TRF SIGNAL	N	WET	TURN		N/A	S NW								000	00
No	*45 30 55.97*					*-122 52 2.82*	1		01	2		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000	00
															02	NONE 9 N/A	STRGHT N S								000	00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000	00
01233	N	N	N			03/04/2017	14	W BASELINE RD	INTER	CROSS	N	N	RAIN	O-1 L-TURN	01	NONE 0	TURN-L										02
CITY		N				Sat 7P	0	SW 185TH AVE	CN		TRF SIGNAL	N	WET	TURN		PRVTE	S NW								000	00
No	*45 30 55.97*					*-122 52 2.82*	1		01	2		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	17	F	OR-Y OR<25		004,028	000	02
															02	NONE 0 PRVTE	STRGHT N S								000	00
																PSNGR CAR		01	DRVR	INJC	47	M	OR-Y OR<25		000	000	00
05034	N	N	N	N	N	08/17/2017	14	W BASELINE RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	TURN-L										04
CITY		N				Thu 11A	0	SW 185TH AVE	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	S NW								000	00
No	*45 30 55.97*					*-122 52 2.82*	1		01	2		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	25	M	SUSP OR<25		020	000	04
															02	NONE 0 PRVTE	STRGHT N S								000	00
																PSNGR CAR		01	DRVR	INJC	49	F	OR-Y OR<25		000	000	00

CITY OF HILLSBORO, WASHINGTON COUNTY

Intersectional Crashes at SW 185th Ave & W Baseline Rd in Hillsboro, OR.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPED	ALC	DRUG/MJ	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	FC / DISTNC	CITY STREET / FIRST STREET / SECOND STREET / INTERSECTION SEQ #	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN EVENT	CAUSE
05925	N	N	N			09/24/2017	14	W BASELINE RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 9	STRGHT										04
CITY			N			Sun 11A	0	SW 185TH AVE	CN		TRF SIGNAL	N	DRY	TURN		N/A	N S									000	00
No	*45 30 55.97*					*-122 52 2.82*		1	01	2		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000	00
															02	NONE 9	TURN-L										
																N/A	S W									000	00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000	00
06435	N	N	N	N	N	10/15/2017	14	W BASELINE RD	INTER	CROSS	N	N	CLD	O-1 L-TURN	01	NONE 0	TURN-L										02
CITY			N			Sun 7P	0	SW 185TH AVE	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	S NW									000	00
No	*45 30 55.97*					*-122 52 2.82*		1	01	2		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	38	F	OR-Y OR<25		004,028	000	02
															02	NONE 0	STRGHT										
																PRVTE	N S									000	00
																PSNGR CAR		01	DRVR	NONE	26	M	OR-Y OR<25		000	000	00
																		02	PSNG	INJC	23	F			000	000	00
08128	N	N	N	N	N	12/18/2017	14	W BASELINE RD	INTER	CROSS	N	N	CLD	O-1 L-TURN	01	NONE 0	TURN-L										02
CITY			N			Mon 6A	0	SW 185TH AVE	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	S NW									000	00
No	*45 30 55.97*					*-122 52 2.82*		1	01	2		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	58	M	OR-Y OR<25		004,028	000	02
															02	NONE 0	STRGHT										
																PRVTE	N S									000	00
																PSNGR CAR		01	DRVR	INJB	40	M	OR-Y OR<25		000	000	00
00607	N	N	N	N	N	02/04/2018	14	W BASELINE RD	INTER	CROSS	N	N	CLD	O-1 L-TURN	01	NONE 0	STRGHT										02
CITY			N			Sun 4P	0	SW 185TH AVE	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	N S									000	00
No	*45 30 55.97*					*-122 52 2.82*		1	01	2		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	66	M	OR-Y OR<25		000	000	00
																		02	PSNG	INJB	65	F			000	000	00
															02	NONE 0	TURN-L										
																PRVTE	S NW									000	00
																PSNGR CAR		01	DRVR	NONE	64	M	OR-Y OR<25		028,004	000	02
05787	N	N	N			10/28/2018	14	W BASELINE RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT										02,04
NO RPT			N			Sun 3P	0	SW 185TH AVE	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	N S									000	00
No	*45 30 55.97*					*-122 52 2.82*		1	01	2		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	48	M	OR-Y OR<25		000	000	00
																		02	PSNG	NONE	13	M			000	000	00
																		03	PSNG	NONE	46	F			000	000	00
																		04	PSNG	NONE	21	M			000	000	00

CITY OF HILLSBORO, WASHINGTON COUNTY

Intersectional Crashes at SW 185th Ave & W Baseline Rd in Hillsboro, OR.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPED	ALC	DRUG/MJ	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	FC / DISTNC	CITY STREET / FIRST STREET / SECOND STREET / INTERSECTION SEQ #	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
															02	NONE 0 PRVTE	TURN-L S NW									000	00
																PSNGR CAR		01	DRVR	NONE	30	M	OR-Y OR>25		028,004,020	000		02,04
05943	N	N	N			11/03/2018	14	W BASELINE RD	INTER	CROSS	N		N	RAIN	O-1 L-TURN	01	NONE 0	TURN-L										02
NO RPT			N			Sat 8P	0	SW 185TH AVE	CN		TRF SIGNAL		N	WET	TURN		PRVTE	S NW								000		00
No	*45*	*30*	*56.00*	*-122*	*52*	*2.84*	1		01	2			N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	36	F	OTH-Y OR<25		028,004	000		02
															02	NONE 0 PRVTE	STRGHT N S									000	00
																PSNGR CAR		01	DRVR	INJC	49	F	OR-Y OR<25		000	000		00
00577	N	N	N			02/03/2019	14	W BASELINE RD	INTER	CROSS	N		N	CLD	ANGL-OTH	01	NONE 0	STRGHT										27,04
CITY			N			Sun 11A	0	SW 185TH AVE	CN		TRF SIGNAL		N	WET	ANGL		PRVTE	N S								000		00
No	*45*	*30*	*55.97*	*-122*	*52*	*2.82*	1		01	2			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	50	F	OR-Y OR<25		016,020	038		27,04
																		02	PSNG	INJA	15	F			000	000		00
															02	NONE 0 PRVTE	STRGHT SE NW									000	00
																PSNGR CAR		01	DRVR	INJC	52	M	OR-Y OR<25		000	000		00
																		02	PSNG	INJC	50	F			000	000		00
																		03	PSNG	INJC	65	F			000	000		00
																		04	PSNG	INJC	71	M			000	000		00
																		05	PSNG	INJC	17	F			000	000		00
																		06	PSNG	INJC	11	F			000	000		00
																		07	PSNG	INJC	12	M			000	000		00
01246	N	N	N	N	N	03/12/2019	14	W BASELINE RD	INTER	CROSS	N		N	RAIN	O-1 L-TURN	01	NONE 9	STRGHT										04
CITY			N			Tue 8A	0	SW 185TH AVE	CN		TRF SIGNAL		N	WET	TURN		N/A	N S								000		00
No	*45*	*30*	*55.97*	*-122*	*52*	*2.82*	1		01	2			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
															02	NONE 9 N/A	TURN-L S NW									000	00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
02056	N	N	N	N	N	04/25/2019	14	W BASELINE RD	INTER	CROSS	N		N	CLR	O-1 L-TURN	01	NONE 0	STRGHT										02
CITY			N			Thu 8A	0	SW 185TH AVE	CN		TRF SIGNAL		N	DRY	TURN		PRVTE	N S								000		00
No	*45*	*30*	*55.97*	*-122*	*52*	*2.82*	1		01	2			N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	36	F	OR-Y OR<25		000	000		00
															02	NONE 0 PRVTE	TURN-L S NW									000	00
																PSNGR CAR		01	DRVR	NONE	43	F	OR-Y OR<25		028,004	000		02

CITY OF HILLSBORO, WASHINGTON COUNTY

Intersectional Crashes at SW 185th Ave & W Baseline Rd in Hillsboro, OR.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPED	ALC	DRUG/MJ	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	FC / DISTNC	CITY STREET / FIRST STREET / SECOND STREET / INTERSECTION SEQ #	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
04845	N	N	N	N	N	09/20/2019	14	W BASELINE RD	INTER	CROSS	N	N	CLD	O-1 L-TURN	01	NONE 0	TURN-L										04
CITY		N				Fri 10A	0	SW 185TH AVE	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	S NW									000		00
No	*45 30 55.97*		*-122 52 2.82*					1	01	2		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	51	F	OR-Y OR<25		020	000		04
																		02	PSNG	INJC	20	F			000	000		00
															02	NONE 0	STRGHT											
																PRVTE	N S									000		00
																PSNGR CAR		01	DRVR	NONE	46	M	OR-Y OR<25		000	000		00
															03	NONE 0	STRGHT											
																PRVTE	N S									022		00
																PSNGR CAR		01	DRVR	NONE	38	F	OR-Y OR<25		000	000		00
05019	N	N	N	N	N	09/29/2019	14	W BASELINE RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	TURN-L										27,02
CITY		N				Sun 8P	0	SW 185TH AVE	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	S NW									000		00
No	*45 30 55.97*		*-122 52 2.82*					1	01	2		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	34	F	OR-Y OR<25		016,028,004	038		27,02
																		02	PSNG	INJC	49	F			000	000		00
															02	NONE 0	STRGHT											
																PRVTE	N S									000		00
																PSNGR CAR		01	DRVR	INJC	66	M	OR-Y OR<25		000	000		00
06007	N	N	N			11/16/2019	14	W BASELINE RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	TURN-L										02
CITY		N				Sat 11P	0	SW 185TH AVE	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	S NW									000		00
No	*45 30 55.97*		*-122 52 2.82*					1	01	2		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJB	17	M	OR-Y OR<25		028,004	000		02
																		02	PSNG	INJC	17	M			000	000		00
																		03	PSNG	INJC	18	M			000	000		00
															02	NONE 0	STRGHT											
																PRVTE	N S									000		00
																PSNGR CAR		01	DRVR	INJC	28	M	OR-Y OR<25		000	000		00
															03	NONE 0	STOP											
																PRVTE	W E									022		00
																PSNGR CAR		01	DRVR	NONE	37	M	OR-Y OR<25		000	000		00
01121	N	N	N			02/26/2020	14	W BASELINE RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	TURN-L										02
NO RPT		N				Wed 8P	0	SW 185TH AVE	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	S NW									000		00
No	*45 30 55.97*		*-122 52 2.82*					1	01	2		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJB	38	F	OR-Y OR<25		028,004	000		02

CITY OF HILLSBORO, WASHINGTON COUNTY

Intersectional Crashes at SW 185th Ave & W Baseline Rd in Hillsboro, OR.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPED	ALC	DRUG/MJ	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	FC / DISTNC	CITY STREET / FIRST STREET / SECOND STREET / INTERSECTION SEQ #	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
															02	NONE 0 PRVTE	STRGHT N S									000	00
																PSNGR CAR		01	DRVR	INJB	43	F	OR-Y OR<25		000	000	00
01769	N	N	N	N	N	04/30/2020	14	W BASELINE RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	TURN-L											02
CITY		N				Thu 11A	0	SW 185TH AVE	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	S NW									000	00
No	*45*	*30*	*55.97*	*-122*	*52*	*2.82*	1		01	2		N	DAY	INJ		PSNGR CAR		01	DRVR	INJA	41	F	OR-Y OR<25		028,004	000		02
															02	NONE 0 PRVTE	STRGHT N S									000	00
																PSNGR CAR		01	DRVR	INJC	28	M	OR-Y OR<25		000	000	00
																		02	PSNG	INJC	29	F			000	000	00
																		03	PSNG	INJB	20	F			000	000	00
																		04	PSNG	INJC	19	F			000	000	00
03767	N	Y	N	N	N	06/09/2016	14	W BASELINE RD	INTER	CROSS	N	N	CLD	O-1 L-TURN	01	NONE 0	STRGHT											02,08
CITY		N				Thu 9P	0	SW 185TH AVE	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	SE NW									000	00
No	*45*	*30*	*55.97*	*-122*	*52*	*2.82*	1		02	2		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJB	18	F	OR-Y OR<25		000	000		00
															02	NONE 0 PRVTE	TURN-L NW N									000	00
																PSNGR CAR		01	DRVR	NONE	35	M	OR-Y OR<25		004,005	000		02
02900	N	N	N	N	N	05/18/2017	14	W BASELINE RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	TURN-L											14
CITY		N				Thu 10P	0	SW 185TH AVE	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	NW N									000	00
No	*45*	*30*	*55.97*	*-122*	*52*	*2.82*	1		02	2		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJB	46	M	OR-Y OR<25		005	000		14
																		02	PSNG	INJB	47	F			000	000		00
															02	NONE 0 PRVTE	STRGHT SE NW									000	00
																PSNGR CAR		01	DRVR	NONE	80	F	OR-Y OR<25		000	000		00
00655	N	Y	N	N	N	01/31/2020	14	W BASELINE RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 9	TURN-L											02,33
CITY		N				Fri 12A	0	SW 185TH AVE	CN		TRF SIGNAL	N	DRY	TURN		N/A	NW N									000	00
No	*45*	*30*	*55.97*	*-122*	*52*	*2.82*	1		02	2		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
															02	NONE 9 N/A	STRGHT SE NW									000	00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00

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January 1, 2016 through December 31, 2020

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01666	N	N	N	N	N	03/24/2017	14	W BASELINE RD	INTER	CROSS	N	N	RAIN	O-1 L-TURN	01	NONE 0	TURN-L											04
CITY		N				Fri 6A	0	SW 185TH AVE	CN		TRF SIGNAL	N	WET	TURN		PRVTE	SE S									000		00
No	*45 30 55.97*					*-122 52 2.82*	1		03	2		N	DAWN	INJ		PSNGR CAR		01	DRVR	INJC	44	M	OR-Y OR<25		020	000		04
															02	NONE 0	STRGHT											
																PRVTE	NW SE									000		00
																PSNGR CAR		01	DRVR	NONE	54	M	OR-Y OR<25		000	000		00
01899	N	N	N	N	N	04/05/2017	14	W BASELINE RD	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 9	STRGHT											04
CITY		N				Wed 10P	0	SW 185TH AVE	CN		TRF SIGNAL	N	DRY	ANGL		N/A	W E									000		00
No	*45 30 55.97*					*-122 52 2.82*	1		03	2		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
															02	NONE 9	STRGHT											
																N/A	N S									000		00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
06369	N	N	N	N	N	11/21/2018	14	W BASELINE RD	INTER	CROSS	N	N	RAIN	O-1 L-TURN	01	NONE 0	TURN-L											02
COUNTY		N				Wed 5A	0	SW 185TH AVE	CN		TRF SIGNAL	N	WET	TURN		PRVTE	SE S									000		00
No	*45 30 55.97*					*-122 52 2.82*	1		03	2		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	18	M	OR-Y OR<25		028,004	000		02
															02	NONE 0	STRGHT											
																PRVTE	NW SE									000		00
																PSNGR CAR		01	DRVR	INJC	35	F	OR-Y OR<25		000	000		00
00292	N	N	N	N	N	01/12/2016	14	W BASELINE RD	INTER	CROSS	N	N	RAIN	O-1 L-TURN	01	NONE 0	TURN-L										079	02
CITY		N				Tue 10P	0	SW 185TH AVE	CN		L-GRN-SIG	N	WET	TURN		PRVTE	N E									000	079	00
No	*45 30 55.97*					*-122 52 2.82*	1		04	2		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	20	M	OR-Y OR<25		028	000		02
															02	NONE 0	STRGHT											
																PRVTE	S N									000		00
																PSNGR CAR		01	DRVR	NONE	18	M	OR-Y OR<25		000	000		00
																		02	PSNG	INJC	18	F			000	000		00
81735	N	N	N			02/13/2016	14	W BASELINE RD	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 9	STRGHT											04
NO RPT		N				Sat 7A	0	SW 185TH AVE	CN		TRF SIGNAL	N	WET	ANGL		N/A	W E									000		00
No	*45 30 55.97*					*-122 52 2.82*	1		04	2		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
															02	NONE 9	STRGHT											
																N/A	S N									000		00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00

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00804	N	N	N	N	N	02/11/2017	14	W BASELINE RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT										02
CITY		N				Sat 7P	0	SW 185TH AVE	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	S N								000		00
No	*45 30 55.97*		*-122 52 2.82*					1	04	2		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	23	F	OR-Y OR>25		000	000		00
															02	NONE 0	TURN-L											
																PRVTE	N SE									000		00
																PSNGR CAR		01	DRVR	NONE	46	F	OR-Y OR<25		004,028	000		02
01392	N	N	N	N	N	03/11/2017	14	W BASELINE RD	INTER	CROSS	N	N	RAIN	O-1 L-TURN	01	NONE 0	TURN-L										04
CITY		N				Sat 8A	0	SW 185TH AVE	CN		TRF SIGNAL	N	WET	TURN		PRVTE	N SE								000		00
No	*45 30 55.97*		*-122 52 2.82*					1	04	2		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	49	M	OR-Y OR<25		020,004	000		04
															02	NONE 0	STRGHT											
																PRVTE	S N									000		00
																PSNGR CAR		01	DRVR	INJC	40	M	OR-Y OR<25		000	000		00
																		02	PSNG	INJC	11	F			000	000		00
																		03	PSNG	INJC	11	F			000	000		00
01559	N	N	N	N	N	03/20/2017	14	W BASELINE RD	INTER	CROSS	N	N	SNOW	O-1 L-TURN	01	NONE 0	TURN-L										02
CITY		N				Mon 9P	0	SW 185TH AVE	CN		TRF SIGNAL	N	SNO	TURN		PRVTE	N SE								000		00
No	*45 30 55.97*		*-122 52 2.82*					1	04	2		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	18	F	OR-Y OR<25		004,028	000		02
															02	NONE 0	STRGHT											
																PRVTE	S N									000		00
																PSNGR CAR		01	DRVR	INJC	31	F	OR-Y OR<25		000	000		00
03306	N	N	N	N	N	06/05/2017	14	W BASELINE RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT										04
CITY		N				Mon 7P	0	SW 185TH AVE	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	S N								000		00
No	*45 30 55.97*		*-122 52 2.82*					1	04	2		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	18	F	NONE OR<25		020	000		04
															02	NONE 0	TURN-L											
																PRVTE	N SE									000		00
																PSNGR CAR		01	DRVR	NONE	17	F	OR-Y OR<25		000	000		00
00842	N	N	N	N	N	02/17/2018	14	W BASELINE RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT									013	02
CITY		N				Sat 10A	0	SW 185TH AVE	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	S N								000		00
No	*45 30 55.97*		*-122 52 2.82*					1	04	2		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	33	M	OR-Y OR<25		000	000		00
															02	NONE 0	TURN-L											
																PRVTE	N SE									000	013	00
																PSNGR CAR		01	DRVR	INJC	45	M	SUSP OR<25		028,004	000		02

CITY OF HILLSBORO, WASHINGTON COUNTY

Intersectional Crashes at SW 185th Ave & W Baseline Rd in Hillsboro, OR.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPED	ALC	DRUG/MJ	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	FC / DISTNC	CITY STREET / FIRST STREET / SECOND STREET / INTERSECTION SEQ #	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
															03	NONE 0 PRVTE	STOP E W									022	00
																PSNGR CAR		01	DRVR	INJC	83	M	OR-Y OR<25		000	000	00
06957	N	N	N	N	N	12/18/2018	14	W BASELINE RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT											04
CITY		N				Tue 10A	0	SW 185TH AVE	CN		L-GRN-SIG	N	WET	TURN		PRVTE	S N									000	00
No	*45 30 55.97*		*-122 52 2.82*					1	04	2		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	19	F	OR-Y OR<25		097	000	00
															02	NONE 0 PRVTE	TURN-L N SE									000	00
																PSNGR CAR		01	DRVR	INJC	45	M	OR-Y OR>25		097	000	00
															03	NONE 0 PRVTE	STRGHT E W									022	00
																PSNGR CAR		01	DRVR	NONE	80	F	OR-Y OR<25		097	000	00
07073	N	N	N	N	N	12/21/2018	14	W BASELINE RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT											02
CITY		N				Fri 7P	0	SW 185TH AVE	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	S N									000	00
No	*45 30 55.97*		*-122 52 2.82*					1	04	2		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	21	F	OR-Y OR<25		000	000	00
															02	NONE 0 PRVTE	TURN-L N SE									000	00
																PSNGR CAR		01	DRVR	INJB	26	F	OR-Y OR<25		028,004	000	02
07126	N	N	N	N	N	12/23/2018	14	W BASELINE RD	INTER	CROSS	N	N	RAIN	O-1 L-TURN	01	NONE 9	STRGHT											02
CITY		N				Sun 9P	0	SW 185TH AVE	CN		TRF SIGNAL	N	WET	TURN		N/A	S N									000	00
No	*45 30 55.97*		*-122 52 2.82*					1	04	2		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000	00
															02	NONE 9 N/A	TURN-L N SE									000	00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000	00
01712	N	N	N			04/05/2019	14	W BASELINE RD	INTER	CROSS	N	N	CLD	O-1 L-TURN	01	NONE 0	TURN-L											02
CITY		N				Fri 9P	0	SW 185TH AVE	CN		TRF SIGNAL	N	WET	TURN		PRVTE	N SE									000	00
No	*45 30 55.97*		*-122 52 2.82*					1	04	2		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	21	F	OR-Y OR<25		028,004	000	02
															02	NONE 0 PRVTE	STRGHT S N									000	00
																PSNGR CAR		01	DRVR	INJA	41	M	OR-Y OR<25		000	000	00

CITY OF HILLSBORO, WASHINGTON COUNTY

Intersectional Crashes at SW 185th Ave & W Baseline Rd in Hillsboro, OR.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPED	ALC	DRUG/MJ	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	FC / DISTNC	CITY STREET / FIRST STREET / SECOND STREET / INTERSECTION SEQ #	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02428	N	Y	N	N	N	05/14/2019	14	W BASELINE RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	TURN-L										02,33
CITY		N				Tue 2A	0	SW 185TH AVE	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	N SE									000	00
No						*45 30 55.97* *-122 52 2.82*	1		04	0		N	DARK	INJ		PSNGR CAR		01	DRVR	NONE	39	M	OR-Y OR<25		028,004	000		02
															02	NONE 0	STRGHT											
																PRVTE	S N									000	00
																MTRCYCLE		01	DRVR	INJB	33	M	SUSP OR<25		051	000		33
00922	N	N	N	N	N	02/15/2020	14	W BASELINE RD	INTER	CROSS	N	N	RAIN	O-1 L-TURN	01	NONE 0	TURN-L										04
CITY		N				Sat 6P	0	SW 185TH AVE	CN		TRF SIGNAL	N	WET	TURN		PRVTE	N SE									000	00
No						*45 30 55.97* *-122 52 2.82*	1		04	2		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJB	26	F	OR-Y OR<25		020	000		04
															02	NONE 0	STRGHT											
																PRVTE	S N									000	00
																PSNGR CAR		01	DRVR	NONE	63	M	OR-Y OR<25		000	000		00
																		02	PSNG	INJC	56	F			000	000		00
07157	N	N	N			10/20/2016	14	W BASELINE RD	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT										29
NONE		N				Thu 6P	0	SW 185TH AVE	CN		TRF SIGNAL	N	DRY	REAR		PRVTE	S N									000	00
No						*45 30 55.97* *-122 52 2.82*	1		06	2		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	17	M	OR-Y OR<25		026	000		29
															02	NONE 0	STOP											
																PRVTE	S N									012	00
																PSNGR CAR		01	DRVR	INJC	54	F	OR-Y OR<25		000	000		00

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
000	NONE	NO ACTION OR NON-WARRANTED
001	SKIDDED	SKIDDED
002	ON/OFF V	GETTING ON OR OFF STOPPED OR PARKED VEHICLE
003	LOAD OVR	OVERHANGING LOAD STRUCK ANOTHER VEHICLE, ETC.
006	SLOW DN	SLOWED DOWN
007	AVOIDING	AVOIDING MANEUVER
008	PAR PARK	PARALLEL PARKING
009	ANG PARK	ANGLE PARKING
010	INTERFERE	PASSENGER INTERFERING WITH DRIVER
011	STOPPED	STOPPED IN TRAFFIC NOT WAITING TO MAKE A LEFT TURN
012	STP/L TRN	STOPPED BECAUSE OF LEFT TURN SIGNAL OR WAITING, ETC.
013	STP TURN	STOPPED WHILE EXECUTING A TURN
014	EMR V PKD	EMERGENCY VEHICLE LEGALLY PARKED IN THE ROADWAY
015	GO A/STOP	PROCEED AFTER STOPPING FOR A STOP SIGN/FLASHING RED.
016	TRN A/RED	TURNED ON RED AFTER STOPPING
017	LOSTCTRL	LOST CONTROL OF VEHICLE
018	EXIT DWY	ENTERING STREET OR HIGHWAY FROM ALLEY OR DRIVEWAY
019	ENTR DWY	ENTERING ALLEY OR DRIVEWAY FROM STREET OR HIGHWAY
020	STR ENTR	BEFORE ENTERING ROADWAY, STRUCK PEDESTRIAN, ETC. ON SIDEWALK OR SHOULDER
021	NO DRVR	CAR RAN AWAY - NO DRIVER
022	PREV COL	STRUCK, OR WAS STRUCK BY, VEHICLE OR PEDESTRIAN IN PRIOR COLLISION BEFORE ACC. STABILIZED
023	STALLED	VEHICLE STALLED OR DISABLED
024	DRVR DEAD	DEAD BY UNASSOCIATED CAUSE
025	FATIGUE	FATIGUED, SLEEPY, ASLEEP
026	SUN	DRIVER BLINDED BY SUN
027	HDLGHTS	DRIVER BLINDED BY HEADLIGHTS
028	ILLNESS	PHYSICALLY ILL
029	THRU MED	VEHICLE CROSSED, PLUNGED OVER, OR THROUGH MEDIAN BARRIER
030	PURSUIT	PURSUING OR ATTEMPTING TO STOP A VEHICLE
031	PASSING	PASSING SITUATION
032	PRKOFFRD	VEHICLE PARKED BEYOND CURB OR SHOULDER
033	CROS MED	VEHICLE CROSSED EARTH OR GRASS MEDIAN
034	X N/SGNL	CROSSING AT INTERSECTION - NO TRAFFIC SIGNAL PRESENT
035	X W/ SGNL	CROSSING AT INTERSECTION - TRAFFIC SIGNAL PRESENT
036	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
037	BTWN INT	CROSSING BETWEEN INTERSECTIONS
038	DISTRACT	DRIVER'S ATTENTION DISTRACTED
039	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
040	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
041	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
042	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
043	PLAYINRD	PLAYING IN STREET OR ROAD
044	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
045	WORK ON	WORKING IN ROADWAY OR ALONG SHOULDER
046	W/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. WITH TRAFFIC
047	A/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. FACING TRAFFIC
050	LAY ON RD	STANDING OR LYING IN ROADWAY
051	ENT OFFRD	ENTERING / STARTING IN TRAFFIC LANE FROM OFF ROAD
052	MERGING	MERGING

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
055	SPRAY	BLINDED BY WATER SPRAY
088	OTHER	OTHER ACTION
099	UNK	UNKNOWN ACTION

CAUSE CODE TRANSLATION LIST

CAUSE CODE	SHORT DESCRIPTION	LONG DESCRIPTION
00	NO CODE	NO CAUSE ASSOCIATED AT THIS LEVEL
01	TOO-FAST	TOO FAST FOR CONDITIONS (NOT EXCEED POSTED SPEED
02	NO-YIELD	DID NOT YIELD RIGHT-OF-WAY
03	PAS-STOP	PASSED STOP SIGN OR RED FLASHER
04	DIS SIG	DISREGARDED TRAFFIC SIGNAL
05	LEFT-CTR	DROVE LEFT OF CENTER ON TWO-WAY ROAD; STRADDLING
06	IMP-OVER	IMPROPER OVERTAKING
07	TOO-CLOS	FOLLOWED TOO CLOSELY
08	IMP-TURN	MADE IMPROPER TURN
09	DRINKING	ALCOHOL OR DRUG INVOLVED
10	OTHR-IMP	OTHER IMPROPER DRIVING
11	MECH-DEF	MECHANICAL DEFECT
12	OTHER	OTHER (NOT IMPROPER DRIVING)
13	IMP LN C	IMPROPER CHANGE OF TRAFFIC LANES
14	DIS TCD	DISREGARDED OTHER TRAFFIC CONTROL DEVICE
15	WRNG WAY	WRONG WAY ON ONE-WAY ROAD; WRONG SIDE DIVIDED RO
16	FATIGUE	DRIVER DROWSY/FATIGUED/SLEEPY
17	ILLNESS	PHYSICAL ILLNESS
18	IN RDWY	NON-MOTORIST ILLEGALLY IN ROADWAY
19	NT VISBL	NON-MOTORIST NOT VISIBLE; NON-REFLECTIVE CLOTHIN
20	IMP PKNG	VEHICLE IMPROPERLY PARKED
21	DEF STER	DEFECTIVE STEERING MECHANISM
22	DEF BRKE	INADEQUATE OR NO BRAKES
24	LOADSHFT	VEHICLE LOST LOAD OR LOAD SHIFTED
25	TIREFAIL	TIRE FAILURE
26	PHANTOM	PHANTOM / NON-CONTACT VEHICLE
27	INATTENT	INATTENTION
28	NM INATT	NON-MOTORIST INATTENTION
29	F AVOID	FAILED TO AVOID VEHICLE AHEAD
30	SPEED	DRIVING IN EXCESS OF POSTED SPEED
31	RACING	SPEED RACING (PER PAR)
32	CARELESS	CARELESS DRIVING (PER PAR)
33	RECKLESS	RECKLESS DRIVING (PER PAR)
34	AGGRESV	AGGRESSIVE DRIVING (PER PAR)
35	RD RAGE	ROAD RAGE (PER PAR)
40	VIEW OBS	VIEW OBSCURED
50	USED MDN	IMPROPER USE OF MEDIAN OR SHOULDER
51	FAIL LN	FAILED TO MAINTAIN LANE
52	OFF RD	RAN OFF ROAD

COLLISION TYPE CODE TRANSLATION LIST

COLL CODE	SHORT DESCRIPTION	LONG DESCRIPTION
&	OTH	MISCELLANEOUS
-	BACK	BACKING
0	PED	PEDESTRIAN
1	ANGL	ANGLE
2	HEAD	HEAD-ON
3	REAR	REAR-END
4	SS-M	SIDESWIPE - MEETING
5	SS-O	SIDESWIPE - OVERTAKING
6	TURN	TURNING MOVEMENT
7	PARK	PARKING MANEUVER
8	NCOL	NON-COLLISION
9	FIX	FIXED OBJECT OR OTHER OBJECT

CRASH TYPE CODE TRANSLATION LIST

CRASH TYPE	SHORT DESCRIPTION	LONG DESCRIPTION
&	OVERTURN	OVERTURNED
0	NON-COLL	OTHER NON-COLLISION
1	OTH RDWY	MOTOR VEHICLE ON OTHER ROADWAY
2	PRKD MV	PARKED MOTOR VEHICLE
3	PED	PEDESTRIAN
4	TRAIN	RAILWAY TRAIN
6	BIKE	PEDALCYCLIST
7	ANIMAL	ANIMAL
8	FIX OBJ	FIXED OBJECT
9	OTH OBJ	OTHER OBJECT
A	ANGL-STP	ENTERING AT ANGLE - ONE VEHICLE STOPPED
B	ANGL-OTH	ENTERING AT ANGLE - ALL OTHERS
C	S-STRGHT	FROM SAME DIRECTION - BOTH GOING STRAIGHT
D	S-1TURN	FROM SAME DIRECTION - ONE TURN, ONE STRAIGHT
E	S-1STOP	FROM SAME DIRECTION - ONE STOPPED
F	S-OTHER	FROM SAME DIRECTION-ALL OTHERS, INCLUDING PARKING
G	O-STRGHT	FROM OPPOSITE DIRECTION - BOTH GOING STRAIGHT
H	O-1 L-TURN	FROM OPPOSITE DIRECTION-ONE LEFT TURN,ONE STRAIGHT
I	O-1STOP	FROM OPPOSITE DIRECTION - ONE STOPPED
J	O-OTHER	FROM OPPOSITE DIRECTION-ALL OTHERS INCL. PARKING

DRIVER LICENSE CODE TRANSLATION LIST

LIC CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NOT LICENSED (HAD NEVER BEEN LICENSED)
1	OR-Y	VALID OREGON LICENSE
2	OTH-Y	VALID LICENSE, OTHER STATE OR COUNTRY
3	SUSP	SUSPENDED/REVOKED
4	EXP	EXPIRED
8	N-VAL	OTHER NON-VALID LICENSE
9	UNK	UNKNOWN IF DRIVER WAS LICENSED AT TIME OF CRASH

DRIVER RESIDENCE CODE TRANSLATION LIST

RES CODE	SHORT DESC	LONG DESCRIPTION
1	OR<25	OREGON RESIDENT WITHIN 25 MILE OF HOME
2	OR>25	OREGON RESIDENT 25 OR MORE MILES FROM HOME
3	OR-?	OREGON RESIDENT - UNKNOWN DISTANCE FROM HOME
4	N-RES	NON-RESIDENT
9	UNK	UNKNOWN IF OREGON RESIDENT

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
000	NONE	NO ERROR
001	WIDE TRN	WIDE TURN
002	CUT CORN	CUT CORNER ON TURN
003	FAIL TRN	FAILED TO OBEY MANDATORY TRAFFIC TURN SIGNAL, SIGN OR LANE MARKINGS
004	L IN TRF	LEFT TURN IN FRONT OF ONCOMING TRAFFIC
005	L PROHIB	LEFT TURN WHERE PROHIBITED
006	FRM WRNG	TURNED FROM WRONG LANE
007	TO WRONG	TURNED INTO WRONG LANE
008	ILLEG U	U-TURNED ILLEGALLY
009	IMP STOP	IMPROPERLY STOPPED IN TRAFFIC LANE
010	IMP SIG	IMPROPER SIGNAL OR FAILURE TO SIGNAL
011	IMP BACK	BACKING IMPROPERLY (NOT PARKING)
012	IMP PARK	IMPROPERLY PARKED
013	UNPARK	IMPROPER START LEAVING PARKED POSITION
014	IMP STRT	IMPROPER START FROM STOPPED POSITION
015	IMP LGHT	IMPROPER OR NO LIGHTS (VEHICLE IN TRAFFIC)
016	INATTENT	INATTENTION (FAILURE TO DIM LIGHTS PRIOR TO 4/1/97)
017	UNSF VEH	DRIVING UNSAFE VEHICLE (NO OTHER ERROR APPARENT)
018	OTH PARK	ENTERING/EXITING PARKED POSITION W/ INSUFFICIENT CLEARANCE; OTHER IMPROPER PARKING MANEUVER
019	DIS DRIV	DISREGARDED OTHER DRIVER'S SIGNAL
020	DIS SGNL	DISREGARDED TRAFFIC SIGNAL
021	RAN STOP	DISREGARDED STOP SIGN OR FLASHING RED
022	DIS SIGN	DISREGARDED WARNING SIGN, FLARES OR FLASHING AMBER
023	DIS OFCR	DISREGARDED POLICE OFFICER OR FLAGMAN
024	DIS EMER	DISREGARDED SIREN OR WARNING OF EMERGENCY VEHICLE
025	DIS RR	DISREGARDED RR SIGNAL, RR SIGN, OR RR FLAGMAN
026	REAR-END	FAILED TO AVOID STOPPED OR PARKED VEHICLE AHEAD OTHER THAN SCHOOL BUS
027	BIKE ROW	DID NOT HAVE RIGHT-OF-WAY OVER PEDALCYCLIST
028	NO ROW	DID NOT HAVE RIGHT-OF-WAY
029	PED ROW	FAILED TO YIELD RIGHT-OF-WAY TO PEDESTRIAN
030	PAS CURV	PASSING ON A CURVE
031	PAS WRNG	PASSING ON THE WRONG SIDE
032	PAS TANG	PASSING ON STRAIGHT ROAD UNDER UNSAFE CONDITIONS
033	PAS X-WK	PASSED VEHICLE STOPPED AT CROSSWALK FOR PEDESTRIAN
034	PAS INTR	PASSING AT INTERSECTION
035	PAS HILL	PASSING ON CREST OF HILL
036	N/PAS ZN	PASSING IN "NO PASSING" ZONE
037	PAS TRAF	PASSING IN FRONT OF ONCOMING TRAFFIC
038	CUT-IN	CUTTING IN (TWO LANES - TWO WAY ONLY)
039	WRNGSIDE	DRIVING ON WRONG SIDE OF THE ROAD (2-WAY UNDIVIDED ROADWAYS)

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
040	THRU MED	DRIVING THROUGH SAFETY ZONE OR OVER ISLAND
041	F/ST BUS	FAILED TO STOP FOR SCHOOL BUS
042	F/SLO MV	FAILED TO DECREASE SPEED FOR SLOWER MOVING VEHICLE
043	TOO CLOSE	FOLLOWING TOO CLOSELY (MUST BE ON OFFICER'S REPORT)
044	STRDL LN	STRADDLING OR DRIVING ON WRONG LANES
045	IMP CHG	IMPROPER CHANGE OF TRAFFIC LANES
046	WRNG WAY	WRONG WAY ON ONE-WAY ROADWAY; WRONG SIDE DIVIDED ROAD
047	BASCRULE	DRIVING TOO FAST FOR CONDITIONS (NOT EXCEEDING POSTED SPEED)
048	OPN DOOR	OPENED DOOR INTO ADJACENT TRAFFIC LANE
049	IMPEDING	IMPEDING TRAFFIC
050	SPEED	DRIVING IN EXCESS OF POSTED SPEED
051	RECKLESS	RECKLESS DRIVING (PER PAR)
052	CARELESS	CARELESS DRIVING (PER PAR)
053	RACING	SPEED RACING (PER PAR)
054	X N/SGNL	CROSSING AT INTERSECTION, NO TRAFFIC SIGNAL PRESENT
055	X W/SGNL	CROSSING AT INTERSECTION, TRAFFIC SIGNAL PRESENT
056	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
057	BTWN INT	CROSSING BETWEEN INTERSECTIONS
059	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
060	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
061	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
062	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
063	PLAYINRD	PLAYING IN STREET OR ROAD
064	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
065	WORK IN RD	WORKING IN ROADWAY OR ALONG SHOULDER
070	LAY ON RD	STANDING OR LYING IN ROADWAY
071	NM IMP USE	IMPROPER USE OF TRAFFIC LANE BY NON-MOTORIST
073	ELUDING	ELUDING / ATTEMPT TO ELUDE
079	F NEG CURV	FAILED TO NEGOTIATE A CURVE
080	FAIL LN	FAILED TO MAINTAIN LANE
081	OFF RD	RAN OFF ROAD
082	NO CLEAR	DRIVER MISJUDGED CLEARANCE
083	OVRSTEER	OVER-CORRECTING
084	NOT USED	CODE NOT IN USE
085	OVRLOAD	OVERLOADING OR IMPROPER LOADING OF VEHICLE WITH CARGO OR PASSENGERS
097	UNA DIS TC	UNABLE TO DETERMINE WHICH DRIVER DISREGARDED TRAFFIC CONTROL DEVICE

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
001	FEL/JUMP	OCCUPANT FELL, JUMPED OR WAS EJECTED FROM MOVING VEHICLE
002	INTERFER	PASSENGER INTERFERED WITH DRIVER
003	BUG INTF	ANIMAL OR INSECT IN VEHICLE INTERFERED WITH DRIVER
004	INDRCT PED	PEDESTRIAN INDIRECTLY INVOLVED (NOT STRUCK)
005	SUB-PED	"SUB-PED": PEDESTRIAN INJURED SUBSEQUENT TO COLLISION, ETC.
006	INDRCT BIK	PEDALCYCLIST INDIRECTLY INVOLVED (NOT STRUCK)
007	HITCHIKR	HITCHHIKER (SOLICITING A RIDE)
008	PSNGR TOW	PASSENGER OR NON-MOTORIST BEING TOWED OR PUSHED ON CONVEYANCE
009	ON/OFF V	GETTING ON/OFF STOPPED/PARKED VEHICLE (OCCUPANTS ONLY; MUST HAVE PHYSICAL CONTACT W/ VEHIC
010	SUB OTRN	OVERTURNED AFTER FIRST HARMFUL EVENT
011	MV PUSHD	VEHICLE BEING PUSHED
012	MV TOWED	VEHICLE TOWED OR HAD BEEN TOWING ANOTHER VEHICLE
013	FORCED	VEHICLE FORCED BY IMPACT INTO ANOTHER VEHICLE, PEDALCYCLIST OR PEDESTRIAN
014	SET MOTN	VEHICLE SET IN MOTION BY NON-DRIVER (CHILD RELEASED BRAKES, ETC.)
015	RR ROW	AT OR ON RAILROAD RIGHT-OF-WAY (NOT LIGHT RAIL)
016	LT RL ROW	AT OR ON LIGHT-RAIL RIGHT-OF-WAY
017	RR HIT V	TRAIN STRUCK VEHICLE
018	V HIT RR	VEHICLE STRUCK TRAIN
019	HIT RR CAR	VEHICLE STRUCK RAILROAD CAR ON ROADWAY
020	JACKNIFE	JACKKNIFE; TRAILER OR TOWED VEHICLE STRUCK TOWING VEHICLE
021	TRL OTRN	TRAILER OR TOWED VEHICLE OVERTURNED
022	CN BROKE	TRAILER CONNECTION BROKE
023	DETACH TRL	DETACHED TRAILING OBJECT STRUCK OTHER VEHICLE, NON-MOTORIST, OR OBJECT
024	V DOOR OPN	VEHICLE DOOR OPENED INTO ADJACENT TRAFFIC LANE
025	WHEELOFF	WHEEL CAME OFF
026	HOOD UP	HOOD FLEW UP
028	LOAD SHIFT	LOST LOAD, LOAD MOVED OR SHIFTED
029	TIREFAIL	TIRE FAILURE
030	PET	PET: CAT, DOG AND SIMILAR
031	LVSTOCK	STOCK: COW, CALF, BULL, STEER, SHEEP, ETC.
032	HORSE	HORSE, MULE, OR DONKEY
033	HRSE&RID	HORSE AND RIDER
034	GAME	WILD ANIMAL, GAME (INCLUDES BIRDS; NOT DEER OR ELK)
035	DEER ELK	DEER OR ELK, WAPITI
036	ANML VEH	ANIMAL-DRAWN VEHICLE
037	CULVERT	CULVERT, OPEN LOW OR HIGH MANHOLE
038	ATENUATN	IMPACT ATTENUATOR
039	PK METER	PARKING METER
040	CURB	CURB (ALSO NARROW SIDEWALKS ON BRIDGES)
041	JIGGLE	JIGGLE BAR OR TRAFFIC SNAKE FOR CHANNELIZATION
042	GDRL END	LEADING EDGE OF GUARDRAIL
043	GARDRAIL	GUARD RAIL (NOT METAL MEDIAN BARRIER)
044	BARRIER	MEDIAN BARRIER (RAISED OR METAL)
045	WALL	RETAINING WALL OR TUNNEL WALL
046	BR RAIL	BRIDGE RAILING OR PARAPET (ON BRIDGE OR APPROACH)
047	BR ABUTMNT	BRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013)
048	BR COLMN	BRIDGE PILLAR OR COLUMN
049	BR GIRDR	BRIDGE GIRDER (HORIZONTAL BRIDGE STRUCTURE OVERHEAD)
050	ISLAND	TRAFFIC RAISED ISLAND
051	GORE	GORE
052	POLE UNK	POLE - TYPE UNKNOWN
053	POLE UTL	POLE - POWER OR TELEPHONE
054	ST LIGHT	POLE - STREET LIGHT ONLY
055	TRF SGNL	POLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY
056	SGN BRDG	POLE - SIGN BRIDGE
057	STOPSIGN	STOP OR YIELD SIGN

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
058	OTH SIGN	OTHER SIGN, INCLUDING STREET SIGNS
059	HYDRANT	HYDRANT
060	MARKER	DELINEATOR OR MARKER (REFLECTOR POSTS)
061	MAILBOX	MAILBOX
062	TREE	TREE, STUMP OR SHRUBS
063	VEG OHED	TREE BRANCH OR OTHER VEGETATION OVERHEAD, ETC.
064	WIRE/CBL	WIRE OR CABLE ACROSS OR OVER THE ROAD
065	TEMP SGN	TEMPORARY SIGN OR BARRICADE IN ROAD, ETC.
066	PERM SGN	PERMANENT SIGN OR BARRICADE IN/OFF ROAD
067	SLIDE	SLIDES, FALLEN OR FALLING ROCKS
068	FRGN OBJ	FOREIGN OBSTRUCTION/DEBRIS IN ROAD (NOT GRAVEL)
069	EQP WORK	EQUIPMENT WORKING IN/OFF ROAD
070	OTH EQP	OTHER EQUIPMENT IN OR OFF ROAD (INCLUDES PARKED TRAILER, BOAT)
071	MAIN EQP	WRECKER, STREET SWEEPER, SNOW PLOW OR SANDING EQUIPMENT
072	OTHER WALL	ROCK, BRICK OR OTHER SOLID WALL
073	IRRGL PVMT	OTHER BUMP (NOT SPEED BUMP), POTHOLE OR PAVEMENT IRREGULARITY (PER PAR)
074	OVERHD OBJ	OTHER OVERHEAD OBJECT (HIGHWAY SIGN, SIGNAL HEAD, ETC.); NOT BRIDGE
075	CAVE IN	BRIDGE OR ROAD CAVE IN
076	HI WATER	HIGH WATER
077	SNO BANK	SNOW BANK
078	LO-HI EDGE	LOW OR HIGH SHOULDER AT PAVEMENT EDGE
079	DITCH	CUT SLOPE OR DITCH EMBANKMENT
080	OBJ FRM MV	STRUCK BY ROCK OR OTHER OBJECT SET IN MOTION BY OTHER VEHICLE (INCL. LOST LOADS)
081	FLY-OBJ	STRUCK BY ROCK OR OTHER MOVING OR FLYING OBJECT (NOT SET IN MOTION BY VEHICLE)
082	VEH HID	VEHICLE OBSCURED VIEW
083	VEG HID	VEGETATION OBSCURED VIEW
084	BLDG HID	VIEW OBSCURED BY FENCE, SIGN, PHONE BOOTH, ETC.
085	WIND GUST	WIND GUST
086	IMMERSED	VEHICLE IMMERSED IN BODY OF WATER
087	FIRE/EXP	FIRE OR EXPLOSION
088	FENC/BLD	FENCE OR BUILDING, ETC.
089	OTHR CRASH	CRASH RELATED TO ANOTHER SEPARATE CRASH
090	TO 1 SIDE	TWO-WAY TRAFFIC ON DIVIDED ROADWAY ALL ROUTED TO ONE SIDE
091	BUILDING	BUILDING OR OTHER STRUCTURE
092	PHANTOM	OTHER (PHANTOM) NON-CONTACT VEHICLE
093	CELL PHONE	CELL PHONE (ON PAR OR DRIVER IN USE)
094	VIOL GDL	TEENAGE DRIVER IN VIOLATION OF GRADUATED LICENSE PGM
095	GUY WIRE	GUY WIRE
096	BERM	BERM (EARTHEN OR GRAVEL MOUND)
097	GRAVEL	GRAVEL IN ROADWAY
098	ABR EDGE	ABRUPT EDGE
099	CELL WTNSD	CELL PHONE USE WITNESSED BY OTHER PARTICIPANT
100	UNK FIXD	FIXED OBJECT, UNKNOWN TYPE.
101	OTHER OBJ	NON-FIXED OBJECT, OTHER OR UNKNOWN TYPE
102	TEXTING	TEXTING
103	WZ WORKER	WORK ZONE WORKER
104	ON VEHICLE	PASSENGER RIDING ON VEHICLE EXTERIOR
105	PEDAL PSGR	PASSENGER RIDING ON PEDALCYCLE
106	MAN WHLCHR	PEDESTRIAN IN NON-MOTORIZED WHEELCHAIR
107	MTR WHLCHR	PEDESTRIAN IN MOTORIZED WHEELCHAIR
108	OFFICER	LAW ENFORCEMENT / POLICE OFFICER
109	SUB-BIKE	"SUB-BIKE": PEDALCYCLIST INJURED SUBSEQUENT TO COLLISION, ETC.
110	N-MTR	NON-MOTORIST STRUCK VEHICLE
111	S CAR VS V	STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM) STRUCK VEHICLE
112	V VS S CAR	VEHICLE STRUCK STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM)
113	S CAR ROW	AT OR ON STREET CAR OR TROLLEY RIGHT-OF-WAY

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
114	RR EQUIP	VEHICLE STRUCK RAILROAD EQUIPMENT (NOT TRAIN) ON TRACKS
115	DSTRCT GPS	DISTRACTED BY NAVIGATION SYSTEM OR GPS DEVICE
116	DSTRCT OTH	DISTRACTED BY OTHER ELECTRONIC DEVICE
117	RR GATE	RAIL CROSSING DROP-ARM GATE
118	EXPNSN JNT	EXPANSION JOINT
119	JERSEY BAR	JERSEY BARRIER
120	WIRE BAR	WIRE OR CABLE MEDIAN BARRIER
121	FENCE	FENCE
123	OBJ IN VEH	LOOSE OBJECT IN VEHICLE STRUCK OCCUPANT
124	SLIPPERY	SLIDING OR SWERVING DUE TO WET, ICY, SLIPPERY OR LOOSE SURFACE (NOT GRAVEL)
125	SHLDR	SHOULDER GAVE WAY
126	BOULDER	ROCK(S), BOULDER (NOT GRAVEL; NOT ROCK SLIDE)
127	LAND SLIDE	ROCK SLIDE OR LAND SLIDE
128	CURVE INV	CURVE PRESENT AT CRASH LOCATION
129	HILL INV	VERTICAL GRADE / HILL PRESENT AT CRASH LOCATION
130	CURVE HID	VIEW OBSCURED BY CURVE
131	HILL HID	VIEW OBSCURED BY VERTICAL GRADE / HILL
132	WINDOW HID	VIEW OBSCURED BY VEHICLE WINDOW CONDITIONS
133	SPRAY HID	VIEW OBSCURED BY WATER SPRAY
134	TORRENTIAL	TORRENTIAL RAIN (EXCEPTIONALLY HEAVY RAIN)
135	RAIL OCC	INJURED OCCUPANT OF RAILWAY TRAIN, LIGHT RAIL, STREET CAR OR CABLE CAR

FUNCTIONAL CLASSIFICATION TRANSLATION LIST

FUNC CLASS	DESCRIPTION
01	RURAL PRINCIPAL ARTERIAL - INTERSTATE
02	RURAL PRINCIPAL ARTERIAL - OTHER
06	RURAL MINOR ARTERIAL
07	RURAL MAJOR COLLECTOR
08	RURAL MINOR COLLECTOR
09	RURAL LOCAL
11	URBAN PRINCIPAL ARTERIAL - INTERSTATE
12	URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXP
14	URBAN PRINCIPAL ARTERIAL - OTHER
16	URBAN MINOR ARTERIAL
17	URBAN MAJOR COLLECTOR
18	URBAN MINOR COLLECTOR
19	URBAN LOCAL
78	UNKNOWN RURAL SYSTEM
79	UNKNOWN RURAL NON-SYSTEM
98	UNKNOWN URBAN SYSTEM
99	UNKNOWN URBAN NON-SYSTEM

HIGHWAY COMPONENT TRANSLATION LIST

CODE	DESCRIPTION
0	MAINLINE STATE HIGHWAY
1	COUPLET
3	FRONTAGE ROAD
6	CONNECTION
8	HIGHWAY - OTHER

INJURY SEVERITY CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
1	KILL	FATAL INJURY (K)
2	INJA	SUSPECTED SERIOUS INJURY (A)
3	INJB	SUSPECTED MINOR INJURY (B)
4	INJC	POSSIBLE INJURY (C)
5	PRI	DIED PRIOR TO CRASH
7	NO<5	NO INJURY - 0 TO 4 YEARS OF AGE
9	NONE	NO APPARENT INJURY (O)

LIGHT CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	DAY	DAYLIGHT
2	DLIT	DARKNESS - WITH STREET LIGHTS
3	DARK	DARKNESS - NO STREET LIGHTS
4	DAWN	DAWN (TWILIGHT)
5	DUSK	DUSK (TWILIGHT)

MEDIAN TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NO MEDIAN
1	RSDMD	SOLID MEDIAN BARRIER
2	DIVMD	EARTH, GRASS OR PAVED MEDIAN

MILEAGE TYPE CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
0	REGULAR MILEAGE
T	TEMPORARY
Y	SPUR
Z	OVERLAPPING

MOVEMENT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	STRGHT	STRAIGHT AHEAD
2	TURN-R	TURNING RIGHT
3	TURN-L	TURNING LEFT
4	U-TURN	MAKING A U-TURN
5	BACK	BACKING
6	STOP	STOPPED IN TRAFFIC
7	PRKD-P	PARKED - PROPERLY
8	PRKD-I	PARKED - IMPROPERLY
9	PARKNG	PARKING MANEUVER

NON-MOTORIST LOCATION CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
00	AT INTERSECTION - NOT IN ROADWAY
01	AT INTERSECTION - INSIDE CROSSWALK
02	AT INTERSECTION - IN ROADWAY, OUTSIDE CROSSWALK
03	AT INTERSECTION - IN ROADWAY, XWALK AVAIL UNKNWN
04	NOT AT INTERSECTION - IN ROADWAY
05	NOT AT INTERSECTION - ON SHOULDER
06	NOT AT INTERSECTION - ON MEDIAN
07	NOT AT INTERSECTION - WITHIN TRAFFIC RIGHT-OF-WAY
08	NOT AT INTERSECTION - IN BIKE PATH OR PARKING LANE
09	NOT-AT INTERSECTION - ON SIDEWALK
10	OUTSIDE TRAFFICWAY BOUNDARIES
13	AT INTERSECTION - IN BIKE LANE
14	NOT AT INTERSECTION - IN BIKE LANE
15	NOT AT INTERSECTION - INSIDE MID-BLOCK CROSSWALK
16	NOT AT INTERSECTION - IN PARKING LANE
18	OTHER, NOT IN ROADWAY
99	UNKNOWN LOCATION

ROAD CHARACTER CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	INTER	INTERSECTION
2	ALLEY	DRIVEWAY OR ALLEY
3	STRGHT	STRAIGHT ROADWAY
4	TRANS	TRANSITION
5	CURVE	CURVE (HORIZONTAL CURVE)
6	OPENAC	OPEN ACCESS OR TURNOUT
7	GRADE	GRADE (VERTICAL CURVE)
8	BRIDGE	BRIDGE STRUCTURE
9	TUNNEL	TUNNEL

PARTICIPANT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	OCC	UNKNOWN OCCUPANT TYPE
1	DRVR	DRIVER
2	PSNG	PASSENGER
3	PED	PEDESTRIAN
4	CONV	PEDESTRIAN USING A PEDESTRIAN CONVEYA
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN OB
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING AN
8	PRKD	OCCUPANT OF A PARKED MOTOR VEHICLE
9	OTHR	OTHER TYPE OF NON-MOTORIST

TRAFFIC CONTROL DEVICE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
000	NONE	NO CONTROL
001	TRF SIGNAL	TRAFFIC SIGNALS
002	FLASHBCN-R	FLASHING BEACON - RED (STOP)
003	FLASHBCN-A	FLASHING BEACON - AMBER (SLOW)
004	STOP SIGN	STOP SIGN
005	SLOW SIGN	SLOW SIGN
006	REG-SIGN	REGULATORY SIGN
007	YIELD	YIELD SIGN
008	WARNING	WARNING SIGN
009	CURVE	CURVE SIGN
010	SCHL X-ING	SCHOOL CROSSING SIGN OR SPECIAL SIGNAL
011	OFCR/FLAG	POLICE OFFICER, FLAGMAN - SCHOOL PATROL
012	BRDG-GATE	BRIDGE GATE - BARRIER
013	TEMP-BARR	TEMPORARY BARRIER
014	NO-PASS-ZN	NO PASSING ZONE
015	ONE-WAY	ONE-WAY STREET
016	CHANNEL	CHANNELIZATION
017	MEDIAN BAR	MEDIAN BARRIER
018	PILOT CAR	PILOT CAR
019	SP PED SIG	SPECIAL PEDESTRIAN SIGNAL
020	X-BUCK	CROSSBUCK
021	THR-GN-SIG	THROUGH GREEN ARROW OR SIGNAL
022	L-GRN-SIG	LEFT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
023	R-GRN-SIG	RIGHT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
024	WIGWAG	WIGWAG OR FLASHING LIGHTS W/O DROP-ARM GATE
025	X-BUCK WRN	CROSSBUCK AND ADVANCE WARNING
026	WW W/ GATE	FLASHING LIGHTS WITH DROP-ARM GATES
027	OVRHD SGNL	SUPPLEMENTAL OVERHEAD SIGNAL (RR XING ONLY)
028	SP RR STOP	SPECIAL RR STOP SIGN
029	ILUM GRD X	ILLUMINATED GRADE CROSSING
037	RAMP METER	METERED RAMPS
038	RUMBLE STR	RUMBLE STRIP
040	AUTO. FLAG	AUTOMATED FLAGGER ASSISTANCE DEVICE
090	L-TURN REF	LEFT TURN REFUGE (WHEN REFUGE IS INVOLVED)
091	R-TURN ALL	RIGHT TURN AT ALL TIMES SIGN, ETC.
092	EMR SGN/FL	EMERGENCY SIGNS OR FLARES
093	ACCEL LANE	ACCELERATION OR DECELERATION LANES
094	R-TURN PRO	RIGHT TURN PROHIBITED ON RED AFTER STOPPING
095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS

099 UNKNOWN UNKNOWN OR NOT DEFINITE

VEHICLE TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
00	PDO	NOT COLLECTED FOR PDO CRASHES
01	PSNGR CAR	PASSENGER CAR, PICKUP, LIGHT DELIVERY, ETC.
02	BOBTAIL	TRUCK TRACTOR WITH NO TRAILERS (BOBTAIL)
03	FARM TRCTR	FARM TRACTOR OR SELF-PROPELLED FARM EQUIPMENT
04	SEMI TOW	TRUCK TRACTOR WITH TRAILER/MOBILE HOME IN TOW
05	TRUCK	TRUCK WITH NON-DETACHABLE BED, PANEL, ETC.
06	MOPED	MOPED, MINIBIKE, SEATED MOTOR SCOOTER, MOTOR BIKE
07	SCHL BUS	SCHOOL BUS (INCLUDES VAN)
08	OTH BUS	OTHER BUS
09	MTRCYCLE	MOTORCYCLE, DIRT BIKE
10	OTHER	OTHER: FORKLIFT, BACKHOE, ETC.
11	MOTRHOME	MOTORHOME
12	TROLLEY	MOTORIZED STREET CAR/TROLLEY (NO RAILS/WIRES)
13	ATV	ATV
14	MTRSCTR	MOTORIZED SCOOTER (STANDING)
15	SNOWMOBILE	SNOWMOBILE
99	UNKNOWN	UNKNOWN VEHICLE TYPE

WEATHER CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	CLR	CLEAR
2	CLD	CLOUDY
3	RAIN	RAIN
4	SLT	SLEET
5	FOG	FOG
6	SNOW	SNOW
7	DUST	DUST
8	SMOK	SMOKE
9	ASH	ASH

OREGON DEPARTMENT OF TRANSPORTATION - POLICY, DATA AND ANALYSIS DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Intersectional Crashes at SW 185th Ave & SW Stepping Stone Dr in Hillsboro, OR. Includes Crashes within 150 ft North of Intersection.
January 1, 2016 through December 31, 2020

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2020														
REAR-END	0	1	1	2	0	1	0	0	2	2	0	2	0	0
TURNING MOVEMENTS	0	1	0	1	0	1	0	0	1	0	1	0	0	0
2020 TOTAL	0	2	1	3	0	2	0	0	3	2	1	2	0	0
YEAR: 2019														
FIXED / OTHER OBJECT	0	0	1	1	0	0	0	0	1	0	1	0	0	1
REAR-END	0	1	0	1	0	4	0	1	0	0	1	1	0	0
TURNING MOVEMENTS	0	1	3	4	0	1	0	1	3	3	1	0	0	1
2019 TOTAL	0	2	4	6	0	5	0	2	4	3	3	1	0	2
YEAR: 2018														
REAR-END	0	1	0	1	0	2	0	0	1	0	1	0	1	0
2018 TOTAL	0	1	0	1	0	2	0	0	1	0	1	0	1	0
YEAR: 2017														
REAR-END	0	1	1	2	0	2	0	1	1	2	0	1	0	0
TURNING MOVEMENTS	0	1	2	3	0	1	0	3	0	3	0	0	0	0
2017 TOTAL	0	2	3	5	0	3	0	4	1	5	0	1	0	0
YEAR: 2016														
FIXED / OTHER OBJECT	0	0	1	1	0	0	0	0	0	0	1	1	0	1
TURNING MOVEMENTS	0	1	1	2	0	1	0	2	0	2	0	1	0	0
2016 TOTAL	0	1	2	3	0	1	0	2	0	2	1	2	0	1
FINAL TOTAL	0	8	10	18	0	13	0	8	9	12	6	6	1	3

Disclaimers: *Effective 2016,* ***collection of "Property Damage Only" (PDO) crash data elements was reduced for vehicles and participants.*** *Age, Gender, License, Error and other elements are no longer available for PDO crash reporting. Please keep this in mind when comparing 2016 PDO crash data to prior years.*

A higher number of crashes may be reported as of 2011 compared to prior years. This does not necessarily reflect an increase in annual crashes. The higher numbers may result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics. For all disclaimers, see https://www.oregon.gov/ODOT/Data/documents/Crash_Data_Disclaimers.pdf.

CITY OF HILLSBORO, WASHINGTON COUNTY — Intersectional Crashes at SW 185th Ave & SW Stepping Stone Dr in Hillsboro, OR. Includes Crashes within 150 ft North of Intersection.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPED	ALC	DRUG/MJ	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	FC / DISTNC	CITY STREET / FIRST STREET / SECOND STREET / INTERSECTION SEQ #	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
06768	N	N	N	N	N	10/27/2017	14	SW 185TH AVE	ALLEY		N	N	CLR	ANGL-OTH	01	NONE 0	TURN-L										129	02
CITY		N				Fri 11A	50	SW STEPPING STONE DR	N	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	W N									018		00
No						*45 30 51.86 -122 52 2.86*		1	06	(04)		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	31	F	SUSP N-RES		028	000		02
															02	NONE 0	STRGHT											
																PRVTE	N S									000		00
																PSNGR CAR		01	DRVR	NONE	49	M	OR-Y OR<25		000	000		00
02869	N	N	N			06/06/2019	14	SW 185TH AVE	ALLEY		N	N	CLR	ANGL-OTH	01	NONE 9	TURN-L											02
COUNTY		N				Thu 12P	50	SW STEPPING STONE DR	N	(NONE)	UNKNOWN	N	DRY	TURN		N/A	W N									018		00
No						*45 30 51.90 -122 52 2.86*		1	06	(04)		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
															02	NONE 9	STRGHT											
																N/A	N S									000		00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
06392	N	N	N			10/06/2017	14	SW 185TH AVE	STRGHT		N	N	CLR	S-1STOP	01	NONE 9	STRGHT											29
NONE		N				Fri 1P	150	SW STEPPING STONE DR	N	(RSDMD)	UNKNOWN	N	DRY	REAR		N/A	S N									000		00
No						*45 30 52.99 -122 52 2.85*		1	07	(04)		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
															02	NONE 9	STOP											
																N/A	S N									011		00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
06207	N	N	N	N	N	11/25/2019	14	SW 185TH AVE	STRGHT		N	Y	CLD	FIX OBJ	01	NONE 9	STRGHT										044,058	27,04
CITY		N				Mon 5P	150	SW STEPPING STONE DR	N	(RSDMD)	UNKNOWN	N	WET	FIX		N/A	S N									000		00
No						*45 30 52.92 -122 52 2.85*		1	07	(04)		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
06766	N	N	N			12/19/2019	14	SW 185TH AVE	ALLEY		N	Y	RAIN	BIKE	01	NONE 0	TURN-L										110	02
NO RPT		N				Thu 6A	51	SW STEPPING STONE DR	N	(NONE)	UNKNOWN	N	WET	TURN		PRVTE	W N									018		00
No						*45 30 51.86 -122 52 2.86*		1	08	(04)		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	62	F	OR-Y OR<25		027	000		02
																	STRGHT UN UN	01	BIKE	INJB	40	M		99	000	000		00
03615	N	N	N	N	N	06/03/2016	14	SW 185TH AVE	ALLEY		N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											02
CITY		N				Fri 7P	55	SW STEPPING STONE DR	N	(RSDMD)	NONE	N	DRY	TURN		PRVTE	N S									000		00
No						*45 30 52.03 -122 52 2.86*		1	08	(04)		N	DAY	INJ		MTRCYCLE		01	DRVR	INJB	22	M	OR-Y OR<25		000	000		00
															02	NONE 0	TURN-L											
																PRVTE	W N									018		00
																PSNGR CAR		01	DRVR	NONE	40	F	OR-Y OR<25		028	000		02

CITY OF HILLSBORO, WASHINGTON COUNTY — Intersectional Crashes at SW 185th Ave & SW Stepping Stone Dr in Hillsboro, OR. Includes Crashes within 150 ft North of Intersection.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPED	ALC	DRUG/MJ	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	FC / DISTNC	CITY STREET / FIRST STREET / SECOND STREET / INTERSECTION SEQ #	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
05297	N	N	N			08/29/2017	14	SW 185TH AVE	ALLEY		N	N	CLR	ANGL-OTH	01	NONE 9	STRGHT											02
CITY			N			Tue 7P	55	SW STEPPING STONE DR	N	(NONE)	UNKNOWN	N	DRY	TURN		N/A	N S									000		00
No						*45 30 51.96 -122 52 2.86*	1		08			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000		00
										(04)													UNK					
															02	NONE 9	TURN-L											
																N/A	W N									018		00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000		00
																							UNK					
06152	N	N	N			10/03/2017	14	SW 185TH AVE	ALLEY		N	N	CLR	ANGL-OTH	01	NONE 9	TURN-L											02
NO RPT			N			Tue 1P	55	SW STEPPING STONE DR	N	(NONE)	UNKNOWN	N	DRY	TURN		N/A	W N									018		00
No						*45 30 51.90 -122 52 2.86*	1		08			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000		00
										(04)													UNK					
															02	NONE 9	STRGHT											
																N/A	N S									000		00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000		00
																							UNK					
05897	N	N	N			11/10/2019	14	SW 185TH AVE	ALLEY		N	N	RAIN	ANGL-OTH	01	NONE 9	TURN-L											02
NO RPT			N			Sun 11A	55	SW STEPPING STONE DR	N	(NONE)	UNKNOWN	N	WET	TURN		N/A	W N									018		00
No						*45 30 51.90 -122 52 2.86*	1		08			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000		00
										(04)													UNK					
															02	NONE 9	STRGHT											
																N/A	N S									000		00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000		00
																							UNK					
00075	N	N	N			01/04/2020	14	SW 185TH AVE	ALLEY		N	N	CLR	ANGL-OTH	01	NONE 0	TURN-L										082	02,40
NONE			N			Sat 5P	55	SW STEPPING STONE DR	N	(NONE)	UNKNOWN	N	WET	TURN		PRVTE	W N									018		00
No						*45 30 51.96 -122 52 2.87*	1		08			N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	24	F	OR-Y		028	000	082	02,40
										(04)													OR<25					
															02	NONE 0	STRGHT											
																PRVTE	N S									000		00
																PSNGR CAR		01	DRVR	NONE	22	F	OR-Y		000	000		00
																							OR<25					
																		02	PSNG	INJC	19	F			000	000		00
00546	N	N	N	N	N	02/01/2019	14	SW 185TH AVE	ALLEY		N	N	RAIN	ANGL-OTH	01	NONE 9	TURN-L										082	02,40
CITY			N			Fri 2P	65	SW STEPPING STONE DR	N	(NONE)	NONE	N	WET	TURN		N/A	W N									018		00
No						*45 30 51.93 -122 52 2.86*	1		08			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000		00
										(04)													UNK					
															02	NONE 9	STRGHT											
																N/A	N S									000		00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000		00
																							UNK					

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SER# / INVEST / UNLOC?	SPED	ALC	DRUG/MJ	SCHL	SWORK	DATE / DAY/TIME / *LAT/LONG*	FC / DISTNC	CITY STREET / FIRST STREET / SECOND STREET / INTERSECTION SEQ #	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00588	N	Y	N			01/26/2016	14	SW STEPPING STONE DR	INTER	3-LEG	N	Y	UNK	FIX OBJ	01	NONE 9	TURN-R										058,001	10
CITY			N			Tue 10P	0	SW 185TH AVE	N		TRF SIGNAL	N	UNK	FIX		N/A	E N								000		00
No	*45 30 50.91*					*-122 52 2.87*	1		05	1		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
07209	N	N	N			12/28/2018	14	SW 185TH AVE	STRGHT		Y	N	CLR	S-STRGHT	01	NONE 0	STRGHT											29
NO RPT			N			Fri 7A	55	SW STEPPING STONE DR	N	(NONE)	UNKNOWN	N	WET	REAR		PRVTE	N S								000		00
No	*45 30 52.03*					*-122 52 2.86*	1		08	(04)		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	44	M	OR-Y OR<25		026	000		29
															02	NONE 0	STRGHT											
																PRVTE	N S								006		00
																PSNGR CAR		01	DRVR	INJC	22	M	OR-Y OR<25		000	000		00
00189	N	N	N			01/12/2019	14	SW STEPPING STONE DR	INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											29
NO RPT			N			Sat 8P	0	SW 185TH AVE	E		TRF SIGNAL	N	DRY	REAR		PRVTE	E W								000		00
No	*45 30 50.91*					*-122 52 2.87*	1		09	1		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	20	F	OR-Y OR<25		026	000		29
															02	NONE 0	STOP											
																PRVTE	E W								011		00
																PSNGR CAR		01	DRVR	INJC	40	F	OR-Y OR<25		000	000		00
																		02	PSNG	INJC	13	M			000	000		00
																		03	PSNG	INJC	05	F			000	000		00
																		04	PSNG	INJC	08	M			000	000		00
06535	N	N	N	N	N	10/19/2017	14	SW STEPPING STONE DR	INTER	3-LEG	N	N	RAIN	S-1STOP	01	NONE 0	STRGHT										013	07
CITY			N			Thu 11A	0	SW 185TH AVE	S		TRF SIGNAL	N	WET	REAR		PRVTE	S N								000		00
No	*45 30 50.91*					*-122 52 2.87*	1		06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	21	M	SUSP OR<25		043	000		07
															02	NONE 0	STOP											
																PRVTE	S N								011	013		00
																PSNGR CAR		01	DRVR	INJB	44	M	OR-Y OR<25		000	000		00
															03	NONE 0	STOP											
																PRVTE	S N								022		00
																PSNGR CAR		01	DRVR	INJC	77	F	OR-Y OR<25		000	000		00
02289	N	N	N			05/21/2020	14	SW STEPPING STONE DR	INTER	3-LEG	N	N	RAIN	S-1STOP	01	NONE 9	STRGHT											29
NONE			N			Thu 2P	0	SW 185TH AVE	S		STOP SIGN	N	WET	REAR		N/A	S N								000		00
No	*45 30 50.91*					*-122 52 2.87*	1		06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00

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															02	NONE 9 N/A	STOP S N									011	00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000	00
04230 NONE	N	N	N N			11/16/2020 Mon 10A	14 0	SW STEPPING STONE DR SW 185TH AVE	INTER S	3-LEG	N TRF SIGNAL	N N	RAIN WET	S-1STOP REAR	01	NONE 0 PRVTE	STRGHT S N									000	29 00
No	*45*	*30*	*50.91*			*-122 52 2.87*	1		06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	44	F	OTH-Y N-RES		026	000	29
															02	NONE 0 PRVTE	STOP S N									011	00
																PSNGR CAR		01	DRVR	NONE	31	M	OR-Y OR>25		000	000	00
08034 CITY	N	N	N N	N	N	10/30/2016 Sun 10A	14 0	SW STEPPING STONE DR SW 185TH AVE	INTER CN	3-LEG	N TRF SIGNAL	N N	CLD DRY	ANGL-OTH TURN	01	NONE 9 N/A	TURN-R E N									000	02 00
No	*45*	*30*	*50.91*			*-122 52 2.87*	1		02	1		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000	00
															02	NONE 9 N/A	STRGHT S N									000	00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000	00

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
000	NONE	NO ACTION OR NON-WARRANTED
001	SKIDDED	SKIDDED
002	ON/OFF V	GETTING ON OR OFF STOPPED OR PARKED VEHICLE
003	LOAD OVR	OVERHANGING LOAD STRUCK ANOTHER VEHICLE, ETC.
006	SLOW DN	SLOWED DOWN
007	AVOIDING	AVOIDING MANEUVER
008	PAR PARK	PARALLEL PARKING
009	ANG PARK	ANGLE PARKING
010	INTERFERE	PASSENGER INTERFERING WITH DRIVER
011	STOPPED	STOPPED IN TRAFFIC NOT WAITING TO MAKE A LEFT TURN
012	STP/L TRN	STOPPED BECAUSE OF LEFT TURN SIGNAL OR WAITING, ETC.
013	STP TURN	STOPPED WHILE EXECUTING A TURN
014	EMR V PKD	EMERGENCY VEHICLE LEGALLY PARKED IN THE ROADWAY
015	GO A/STOP	PROCEED AFTER STOPPING FOR A STOP SIGN/FLASHING RED.
016	TRN A/RED	TURNED ON RED AFTER STOPPING
017	LOSTCTRL	LOST CONTROL OF VEHICLE
018	EXIT DWY	ENTERING STREET OR HIGHWAY FROM ALLEY OR DRIVEWAY
019	ENTR DWY	ENTERING ALLEY OR DRIVEWAY FROM STREET OR HIGHWAY
020	STR ENTR	BEFORE ENTERING ROADWAY, STRUCK PEDESTRIAN, ETC. ON SIDEWALK OR SHOULDER
021	NO DRVR	CAR RAN AWAY - NO DRIVER
022	PREV COL	STRUCK, OR WAS STRUCK BY, VEHICLE OR PEDESTRIAN IN PRIOR COLLISION BEFORE ACC. STABILIZED
023	STALLED	VEHICLE STALLED OR DISABLED
024	DRVR DEAD	DEAD BY UNASSOCIATED CAUSE
025	FATIGUE	FATIGUED, SLEEPY, ASLEEP
026	SUN	DRIVER BLINDED BY SUN
027	HDLGHTS	DRIVER BLINDED BY HEADLIGHTS
028	ILLNESS	PHYSICALLY ILL
029	THRU MED	VEHICLE CROSSED, PLUNGED OVER, OR THROUGH MEDIAN BARRIER
030	PURSUIT	PURSUING OR ATTEMPTING TO STOP A VEHICLE
031	PASSING	PASSING SITUATION
032	PRKOFFRD	VEHICLE PARKED BEYOND CURB OR SHOULDER
033	CROS MED	VEHICLE CROSSED EARTH OR GRASS MEDIAN
034	X N/SGNL	CROSSING AT INTERSECTION - NO TRAFFIC SIGNAL PRESENT
035	X W/ SGNL	CROSSING AT INTERSECTION - TRAFFIC SIGNAL PRESENT
036	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
037	BTWN INT	CROSSING BETWEEN INTERSECTIONS
038	DISTRACT	DRIVER'S ATTENTION DISTRACTED
039	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
040	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
041	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
042	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
043	PLAYINRD	PLAYING IN STREET OR ROAD
044	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
045	WORK ON	WORKING IN ROADWAY OR ALONG SHOULDER
046	W/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. WITH TRAFFIC
047	A/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. FACING TRAFFIC
050	LAY ON RD	STANDING OR LYING IN ROADWAY
051	ENT OFFRD	ENTERING / STARTING IN TRAFFIC LANE FROM OFF ROAD
052	MERGING	MERGING

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
055	SPRAY	BLINDED BY WATER SPRAY
088	OTHER	OTHER ACTION
099	UNK	UNKNOWN ACTION

CAUSE CODE TRANSLATION LIST

CAUSE CODE	SHORT DESCRIPTION	LONG DESCRIPTION
00	NO CODE	NO CAUSE ASSOCIATED AT THIS LEVEL
01	TOO-FAST	TOO FAST FOR CONDITIONS (NOT EXCEED POSTED SPEED
02	NO-YIELD	DID NOT YIELD RIGHT-OF-WAY
03	PAS-STOP	PASSED STOP SIGN OR RED FLASHER
04	DIS SIG	DISREGARDED TRAFFIC SIGNAL
05	LEFT-CTR	DROVE LEFT OF CENTER ON TWO-WAY ROAD; STRADDLING
06	IMP-OVER	IMPROPER OVERTAKING
07	TOO-CLOS	FOLLOWED TOO CLOSELY
08	IMP-TURN	MADE IMPROPER TURN
09	DRINKING	ALCOHOL OR DRUG INVOLVED
10	OTHR-IMP	OTHER IMPROPER DRIVING
11	MECH-DEF	MECHANICAL DEFECT
12	OTHER	OTHER (NOT IMPROPER DRIVING)
13	IMP LN C	IMPROPER CHANGE OF TRAFFIC LANES
14	DIS TCD	DISREGARDED OTHER TRAFFIC CONTROL DEVICE
15	WRNG WAY	WRONG WAY ON ONE-WAY ROAD; WRONG SIDE DIVIDED RO
16	FATIGUE	DRIVER DROWSY/FATIGUED/SLEEPY
17	ILLNESS	PHYSICAL ILLNESS
18	IN RDWY	NON-MOTORIST ILLEGALLY IN ROADWAY
19	NT VISBL	NON-MOTORIST NOT VISIBLE; NON-REFLECTIVE CLOTHIN
20	IMP PKNG	VEHICLE IMPROPERLY PARKED
21	DEF STER	DEFECTIVE STEERING MECHANISM
22	DEF BRKE	INADEQUATE OR NO BRAKES
24	LOADSHFT	VEHICLE LOST LOAD OR LOAD SHIFTED
25	TIREFAIL	TIRE FAILURE
26	PHANTOM	PHANTOM / NON-CONTACT VEHICLE
27	INATTENT	INATTENTION
28	NM INATT	NON-MOTORIST INATTENTION
29	F AVOID	FAILED TO AVOID VEHICLE AHEAD
30	SPEED	DRIVING IN EXCESS OF POSTED SPEED
31	RACING	SPEED RACING (PER PAR)
32	CARELESS	CARELESS DRIVING (PER PAR)
33	RECKLESS	RECKLESS DRIVING (PER PAR)
34	AGGRESV	AGGRESSIVE DRIVING (PER PAR)
35	RD RAGE	ROAD RAGE (PER PAR)
40	VIEW OBS	VIEW OBSCURED
50	USED MDN	IMPROPER USE OF MEDIAN OR SHOULDER
51	FAIL LN	FAILED TO MAINTAIN LANE
52	OFF RD	RAN OFF ROAD

COLLISION TYPE CODE TRANSLATION LIST

COLL CODE	SHORT DESCRIPTION	LONG DESCRIPTION
&	OTH	MISCELLANEOUS
-	BACK	BACKING
0	PED	PEDESTRIAN
1	ANGL	ANGLE
2	HEAD	HEAD-ON
3	REAR	REAR-END
4	SS-M	SIDESWIPE - MEETING
5	SS-O	SIDESWIPE - OVERTAKING
6	TURN	TURNING MOVEMENT
7	PARK	PARKING MANEUVER
8	NCOL	NON-COLLISION
9	FIX	FIXED OBJECT OR OTHER OBJECT

CRASH TYPE CODE TRANSLATION LIST

CRASH TYPE	SHORT DESCRIPTION	LONG DESCRIPTION
&	OVERTURN	OVERTURNED
0	NON-COLL	OTHER NON-COLLISION
1	OTH RDWY	MOTOR VEHICLE ON OTHER ROADWAY
2	PRKD MV	PARKED MOTOR VEHICLE
3	PED	PEDESTRIAN
4	TRAIN	RAILWAY TRAIN
6	BIKE	PEDALCYCLIST
7	ANIMAL	ANIMAL
8	FIX OBJ	FIXED OBJECT
9	OTH OBJ	OTHER OBJECT
A	ANGL-STP	ENTERING AT ANGLE - ONE VEHICLE STOPPED
B	ANGL-OTH	ENTERING AT ANGLE - ALL OTHERS
C	S-STRGHT	FROM SAME DIRECTION - BOTH GOING STRAIGHT
D	S-1TURN	FROM SAME DIRECTION - ONE TURN, ONE STRAIGHT
E	S-1STOP	FROM SAME DIRECTION - ONE STOPPED
F	S-OTHER	FROM SAME DIRECTION-ALL OTHERS, INCLUDING PARKING
G	O-STRGHT	FROM OPPOSITE DIRECTION - BOTH GOING STRAIGHT
H	O-1 L-TURN	FROM OPPOSITE DIRECTION-ONE LEFT TURN,ONE STRAIGHT
I	O-1STOP	FROM OPPOSITE DIRECTION - ONE STOPPED
J	O-OTHER	FROM OPPOSITE DIRECTION-ALL OTHERS INCL. PARKING

DRIVER LICENSE CODE TRANSLATION LIST

LIC CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NOT LICENSED (HAD NEVER BEEN LICENSED)
1	OR-Y	VALID OREGON LICENSE
2	OTH-Y	VALID LICENSE, OTHER STATE OR COUNTRY
3	SUSP	SUSPENDED/REVOKED
4	EXP	EXPIRED
8	N-VAL	OTHER NON-VALID LICENSE
9	UNK	UNKNOWN IF DRIVER WAS LICENSED AT TIME OF CRASH

DRIVER RESIDENCE CODE TRANSLATION LIST

RES CODE	SHORT DESC	LONG DESCRIPTION
1	OR<25	OREGON RESIDENT WITHIN 25 MILE OF HOME
2	OR>25	OREGON RESIDENT 25 OR MORE MILES FROM HOME
3	OR-?	OREGON RESIDENT - UNKNOWN DISTANCE FROM HOME
4	N-RES	NON-RESIDENT
9	UNK	UNKNOWN IF OREGON RESIDENT

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
000	NONE	NO ERROR
001	WIDE TRN	WIDE TURN
002	CUT CORN	CUT CORNER ON TURN
003	FAIL TRN	FAILED TO OBEY MANDATORY TRAFFIC TURN SIGNAL, SIGN OR LANE MARKINGS
004	L IN TRF	LEFT TURN IN FRONT OF ONCOMING TRAFFIC
005	L PROHIB	LEFT TURN WHERE PROHIBITED
006	FRM WRNG	TURNED FROM WRONG LANE
007	TO WRONG	TURNED INTO WRONG LANE
008	ILLEG U	U-TURNED ILLEGALLY
009	IMP STOP	IMPROPERLY STOPPED IN TRAFFIC LANE
010	IMP SIG	IMPROPER SIGNAL OR FAILURE TO SIGNAL
011	IMP BACK	BACKING IMPROPERLY (NOT PARKING)
012	IMP PARK	IMPROPERLY PARKED
013	UNPARK	IMPROPER START LEAVING PARKED POSITION
014	IMP STRT	IMPROPER START FROM STOPPED POSITION
015	IMP LGHT	IMPROPER OR NO LIGHTS (VEHICLE IN TRAFFIC)
016	INATTENT	INATTENTION (FAILURE TO DIM LIGHTS PRIOR TO 4/1/97)
017	UNSF VEH	DRIVING UNSAFE VEHICLE (NO OTHER ERROR APPARENT)
018	OTH PARK	ENTERING/EXITING PARKED POSITION W/ INSUFFICIENT CLEARANCE; OTHER IMPROPER PARKING MANEUVER
019	DIS DRIV	DISREGARDED OTHER DRIVER'S SIGNAL
020	DIS SGNL	DISREGARDED TRAFFIC SIGNAL
021	RAN STOP	DISREGARDED STOP SIGN OR FLASHING RED
022	DIS SIGN	DISREGARDED WARNING SIGN, FLARES OR FLASHING AMBER
023	DIS OFCR	DISREGARDED POLICE OFFICER OR FLAGMAN
024	DIS EMER	DISREGARDED SIREN OR WARNING OF EMERGENCY VEHICLE
025	DIS RR	DISREGARDED RR SIGNAL, RR SIGN, OR RR FLAGMAN
026	REAR-END	FAILED TO AVOID STOPPED OR PARKED VEHICLE AHEAD OTHER THAN SCHOOL BUS
027	BIKE ROW	DID NOT HAVE RIGHT-OF-WAY OVER PEDALCYCLIST
028	NO ROW	DID NOT HAVE RIGHT-OF-WAY
029	PED ROW	FAILED TO YIELD RIGHT-OF-WAY TO PEDESTRIAN
030	PAS CURV	PASSING ON A CURVE
031	PAS WRNG	PASSING ON THE WRONG SIDE
032	PAS TANG	PASSING ON STRAIGHT ROAD UNDER UNSAFE CONDITIONS
033	PAS X-WK	PASSED VEHICLE STOPPED AT CROSSWALK FOR PEDESTRIAN
034	PAS INTR	PASSING AT INTERSECTION
035	PAS HILL	PASSING ON CREST OF HILL
036	N/PAS ZN	PASSING IN "NO PASSING" ZONE
037	PAS TRAF	PASSING IN FRONT OF ONCOMING TRAFFIC
038	CUT-IN	CUTTING IN (TWO LANES - TWO WAY ONLY)
039	WRNGSIDE	DRIVING ON WRONG SIDE OF THE ROAD (2-WAY UNDIVIDED ROADWAYS)

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
040	THRU MED	DRIVING THROUGH SAFETY ZONE OR OVER ISLAND
041	F/ST BUS	FAILED TO STOP FOR SCHOOL BUS
042	F/SLO MV	FAILED TO DECREASE SPEED FOR SLOWER MOVING VEHICLE
043	TOO CLOSE	FOLLOWING TOO CLOSELY (MUST BE ON OFFICER'S REPORT)
044	STRDL LN	STRADDLING OR DRIVING ON WRONG LANES
045	IMP CHG	IMPROPER CHANGE OF TRAFFIC LANES
046	WRNG WAY	WRONG WAY ON ONE-WAY ROADWAY; WRONG SIDE DIVIDED ROAD
047	BASCRULE	DRIVING TOO FAST FOR CONDITIONS (NOT EXCEEDING POSTED SPEED)
048	OPN DOOR	OPENED DOOR INTO ADJACENT TRAFFIC LANE
049	IMPEDING	IMPEDING TRAFFIC
050	SPEED	DRIVING IN EXCESS OF POSTED SPEED
051	RECKLESS	RECKLESS DRIVING (PER PAR)
052	CARELESS	CARELESS DRIVING (PER PAR)
053	RACING	SPEED RACING (PER PAR)
054	X N/SGNL	CROSSING AT INTERSECTION, NO TRAFFIC SIGNAL PRESENT
055	X W/SGNL	CROSSING AT INTERSECTION, TRAFFIC SIGNAL PRESENT
056	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
057	BTWN INT	CROSSING BETWEEN INTERSECTIONS
059	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
060	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
061	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
062	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
063	PLAYINRD	PLAYING IN STREET OR ROAD
064	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
065	WORK IN RD	WORKING IN ROADWAY OR ALONG SHOULDER
070	LAY ON RD	STANDING OR LYING IN ROADWAY
071	NM IMP USE	IMPROPER USE OF TRAFFIC LANE BY NON-MOTORIST
073	ELUDING	ELUDING / ATTEMPT TO ELUDE
079	F NEG CURV	FAILED TO NEGOTIATE A CURVE
080	FAIL LN	FAILED TO MAINTAIN LANE
081	OFF RD	RAN OFF ROAD
082	NO CLEAR	DRIVER MISJUDGED CLEARANCE
083	OVRSTEER	OVER-CORRECTING
084	NOT USED	CODE NOT IN USE
085	OVRLOAD	OVERLOADING OR IMPROPER LOADING OF VEHICLE WITH CARGO OR PASSENGERS
097	UNA DIS TC	UNABLE TO DETERMINE WHICH DRIVER DISREGARDED TRAFFIC CONTROL DEVICE

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
001	FEL/JUMP	OCCUPANT FELL, JUMPED OR WAS EJECTED FROM MOVING VEHICLE
002	INTERFER	PASSENGER INTERFERED WITH DRIVER
003	BUG INTF	ANIMAL OR INSECT IN VEHICLE INTERFERED WITH DRIVER
004	INDRCT PED	PEDESTRIAN INDIRECTLY INVOLVED (NOT STRUCK)
005	SUB-PED	"SUB-PED": PEDESTRIAN INJURED SUBSEQUENT TO COLLISION, ETC.
006	INDRCT BIK	PEDALCYCLIST INDIRECTLY INVOLVED (NOT STRUCK)
007	HITCHIKR	HITCHHIKER (SOLICITING A RIDE)
008	PSNGR TOW	PASSENGER OR NON-MOTORIST BEING TOWED OR PUSHED ON CONVEYANCE
009	ON/OFF V	GETTING ON/OFF STOPPED/PARKED VEHICLE (OCCUPANTS ONLY; MUST HAVE PHYSICAL CONTACT W/ VEHIC
010	SUB OTRN	OVERTURNED AFTER FIRST HARMFUL EVENT
011	MV PUSHD	VEHICLE BEING PUSHED
012	MV TOWED	VEHICLE TOWED OR HAD BEEN TOWING ANOTHER VEHICLE
013	FORCED	VEHICLE FORCED BY IMPACT INTO ANOTHER VEHICLE, PEDALCYCLIST OR PEDESTRIAN
014	SET MOTN	VEHICLE SET IN MOTION BY NON-DRIVER (CHILD RELEASED BRAKES, ETC.)
015	RR ROW	AT OR ON RAILROAD RIGHT-OF-WAY (NOT LIGHT RAIL)
016	LT RL ROW	AT OR ON LIGHT-RAIL RIGHT-OF-WAY
017	RR HIT V	TRAIN STRUCK VEHICLE
018	V HIT RR	VEHICLE STRUCK TRAIN
019	HIT RR CAR	VEHICLE STRUCK RAILROAD CAR ON ROADWAY
020	JACKNIFE	JACKKNIFE; TRAILER OR TOWED VEHICLE STRUCK TOWING VEHICLE
021	TRL OTRN	TRAILER OR TOWED VEHICLE OVERTURNED
022	CN BROKE	TRAILER CONNECTION BROKE
023	DETACH TRL	DETACHED TRAILING OBJECT STRUCK OTHER VEHICLE, NON-MOTORIST, OR OBJECT
024	V DOOR OPN	VEHICLE DOOR OPENED INTO ADJACENT TRAFFIC LANE
025	WHEELOFF	WHEEL CAME OFF
026	HOOD UP	HOOD FLEW UP
028	LOAD SHIFT	LOST LOAD, LOAD MOVED OR SHIFTED
029	TIREFAIL	TIRE FAILURE
030	PET	PET: CAT, DOG AND SIMILAR
031	LVSTOCK	STOCK: COW, CALF, BULL, STEER, SHEEP, ETC.
032	HORSE	HORSE, MULE, OR DONKEY
033	HRSE&RID	HORSE AND RIDER
034	GAME	WILD ANIMAL, GAME (INCLUDES BIRDS; NOT DEER OR ELK)
035	DEER ELK	DEER OR ELK, WAPITI
036	ANML VEH	ANIMAL-DRAWN VEHICLE
037	CULVERT	CULVERT, OPEN LOW OR HIGH MANHOLE
038	ATENUATN	IMPACT ATTENUATOR
039	PK METER	PARKING METER
040	CURB	CURB (ALSO NARROW SIDEWALKS ON BRIDGES)
041	JIGGLE	JIGGLE BAR OR TRAFFIC SNAKE FOR CHANNELIZATION
042	GDRL END	LEADING EDGE OF GUARDRAIL
043	GARDRAIL	GUARD RAIL (NOT METAL MEDIAN BARRIER)
044	BARRIER	MEDIAN BARRIER (RAISED OR METAL)
045	WALL	RETAINING WALL OR TUNNEL WALL
046	BR RAIL	BRIDGE RAILING OR PARAPET (ON BRIDGE OR APPROACH)
047	BR ABUTMNT	BRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013)
048	BR COLMN	BRIDGE PILLAR OR COLUMN
049	BR GIRDR	BRIDGE GIRDER (HORIZONTAL BRIDGE STRUCTURE OVERHEAD)
050	ISLAND	TRAFFIC RAISED ISLAND
051	GORE	GORE
052	POLE UNK	POLE - TYPE UNKNOWN
053	POLE UTL	POLE - POWER OR TELEPHONE
054	ST LIGHT	POLE - STREET LIGHT ONLY
055	TRF SGNL	POLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY
056	SGN BRDG	POLE - SIGN BRIDGE
057	STOPSIGN	STOP OR YIELD SIGN

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
058	OTH SIGN	OTHER SIGN, INCLUDING STREET SIGNS
059	HYDRANT	HYDRANT
060	MARKER	DELINEATOR OR MARKER (REFLECTOR POSTS)
061	MAILBOX	MAILBOX
062	TREE	TREE, STUMP OR SHRUBS
063	VEG OHED	TREE BRANCH OR OTHER VEGETATION OVERHEAD, ETC.
064	WIRE/CBL	WIRE OR CABLE ACROSS OR OVER THE ROAD
065	TEMP SGN	TEMPORARY SIGN OR BARRICADE IN ROAD, ETC.
066	PERM SGN	PERMANENT SIGN OR BARRICADE IN/OFF ROAD
067	SLIDE	SLIDES, FALLEN OR FALLING ROCKS
068	FRGN OBJ	FOREIGN OBSTRUCTION/DEBRIS IN ROAD (NOT GRAVEL)
069	EQP WORK	EQUIPMENT WORKING IN/OFF ROAD
070	OTH EQP	OTHER EQUIPMENT IN OR OFF ROAD (INCLUDES PARKED TRAILER, BOAT)
071	MAIN EQP	WRECKER, STREET SWEEPER, SNOW PLOW OR SANDING EQUIPMENT
072	OTHER WALL	ROCK, BRICK OR OTHER SOLID WALL
073	IRRGL PVMT	OTHER BUMP (NOT SPEED BUMP), POTHOLE OR PAVEMENT IRREGULARITY (PER PAR)
074	OVERHD OBJ	OTHER OVERHEAD OBJECT (HIGHWAY SIGN, SIGNAL HEAD, ETC.); NOT BRIDGE
075	CAVE IN	BRIDGE OR ROAD CAVE IN
076	HI WATER	HIGH WATER
077	SNO BANK	SNOW BANK
078	LO-HI EDGE	LOW OR HIGH SHOULDER AT PAVEMENT EDGE
079	DITCH	CUT SLOPE OR DITCH EMBANKMENT
080	OBJ FRM MV	STRUCK BY ROCK OR OTHER OBJECT SET IN MOTION BY OTHER VEHICLE (INCL. LOST LOADS)
081	FLY-OBJ	STRUCK BY ROCK OR OTHER MOVING OR FLYING OBJECT (NOT SET IN MOTION BY VEHICLE)
082	VEH HID	VEHICLE OBSCURED VIEW
083	VEG HID	VEGETATION OBSCURED VIEW
084	BLDG HID	VIEW OBSCURED BY FENCE, SIGN, PHONE BOOTH, ETC.
085	WIND GUST	WIND GUST
086	IMMERSED	VEHICLE IMMERSED IN BODY OF WATER
087	FIRE/EXP	FIRE OR EXPLOSION
088	FENC/BLD	FENCE OR BUILDING, ETC.
089	OTHR CRASH	CRASH RELATED TO ANOTHER SEPARATE CRASH
090	TO 1 SIDE	TWO-WAY TRAFFIC ON DIVIDED ROADWAY ALL ROUTED TO ONE SIDE
091	BUILDING	BUILDING OR OTHER STRUCTURE
092	PHANTOM	OTHER (PHANTOM) NON-CONTACT VEHICLE
093	CELL PHONE	CELL PHONE (ON PAR OR DRIVER IN USE)
094	VIOL GDL	TEENAGE DRIVER IN VIOLATION OF GRADUATED LICENSE PGM
095	GUY WIRE	GUY WIRE
096	BERM	BERM (EARTHEN OR GRAVEL MOUND)
097	GRAVEL	GRAVEL IN ROADWAY
098	ABR EDGE	ABRUPT EDGE
099	CELL WTNSD	CELL PHONE USE WITNESSED BY OTHER PARTICIPANT
100	UNK FIXD	FIXED OBJECT, UNKNOWN TYPE.
101	OTHER OBJ	NON-FIXED OBJECT, OTHER OR UNKNOWN TYPE
102	TEXTING	TEXTING
103	WZ WORKER	WORK ZONE WORKER
104	ON VEHICLE	PASSENGER RIDING ON VEHICLE EXTERIOR
105	PEDAL PSGR	PASSENGER RIDING ON PEDALCYCLE
106	MAN WHLCHR	PEDESTRIAN IN NON-MOTORIZED WHEELCHAIR
107	MTR WHLCHR	PEDESTRIAN IN MOTORIZED WHEELCHAIR
108	OFFICER	LAW ENFORCEMENT / POLICE OFFICER
109	SUB-BIKE	"SUB-BIKE": PEDALCYCLIST INJURED SUBSEQUENT TO COLLISION, ETC.
110	N-MTR	NON-MOTORIST STRUCK VEHICLE
111	S CAR VS V	STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM) STRUCK VEHICLE
112	V VS S CAR	VEHICLE STRUCK STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM)
113	S CAR ROW	AT OR ON STREET CAR OR TROLLEY RIGHT-OF-WAY

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
114	RR EQUIP	VEHICLE STRUCK RAILROAD EQUIPMENT (NOT TRAIN) ON TRACKS
115	DSTRCT GPS	DISTRACTED BY NAVIGATION SYSTEM OR GPS DEVICE
116	DSTRCT OTH	DISTRACTED BY OTHER ELECTRONIC DEVICE
117	RR GATE	RAIL CROSSING DROP-ARM GATE
118	EXPNSN JNT	EXPANSION JOINT
119	JERSEY BAR	JERSEY BARRIER
120	WIRE BAR	WIRE OR CABLE MEDIAN BARRIER
121	FENCE	FENCE
123	OBJ IN VEH	LOOSE OBJECT IN VEHICLE STRUCK OCCUPANT
124	SLIPPERY	SLIDING OR SWERVING DUE TO WET, ICY, SLIPPERY OR LOOSE SURFACE (NOT GRAVEL)
125	SHLDR	SHOULDER GAVE WAY
126	BOULDER	ROCK(S), BOULDER (NOT GRAVEL; NOT ROCK SLIDE)
127	LAND SLIDE	ROCK SLIDE OR LAND SLIDE
128	CURVE INV	CURVE PRESENT AT CRASH LOCATION
129	HILL INV	VERTICAL GRADE / HILL PRESENT AT CRASH LOCATION
130	CURVE HID	VIEW OBSCURED BY CURVE
131	HILL HID	VIEW OBSCURED BY VERTICAL GRADE / HILL
132	WINDOW HID	VIEW OBSCURED BY VEHICLE WINDOW CONDITIONS
133	SPRAY HID	VIEW OBSCURED BY WATER SPRAY
134	TORRENTIAL	TORRENTIAL RAIN (EXCEPTIONALLY HEAVY RAIN)
135	RAIL OCC	INJURED OCCUPANT OF RAILWAY TRAIN, LIGHT RAIL, STREET CAR OR CABLE CAR

FUNCTIONAL CLASSIFICATION TRANSLATION LIST

FUNC CLASS	DESCRIPTION
01	RURAL PRINCIPAL ARTERIAL - INTERSTATE
02	RURAL PRINCIPAL ARTERIAL - OTHER
06	RURAL MINOR ARTERIAL
07	RURAL MAJOR COLLECTOR
08	RURAL MINOR COLLECTOR
09	RURAL LOCAL
11	URBAN PRINCIPAL ARTERIAL - INTERSTATE
12	URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXP
14	URBAN PRINCIPAL ARTERIAL - OTHER
16	URBAN MINOR ARTERIAL
17	URBAN MAJOR COLLECTOR
18	URBAN MINOR COLLECTOR
19	URBAN LOCAL
78	UNKNOWN RURAL SYSTEM
79	UNKNOWN RURAL NON-SYSTEM
98	UNKNOWN URBAN SYSTEM
99	UNKNOWN URBAN NON-SYSTEM

HIGHWAY COMPONENT TRANSLATION LIST

CODE	DESCRIPTION
0	MAINLINE STATE HIGHWAY
1	COUPLET
3	FRONTAGE ROAD
6	CONNECTION
8	HIGHWAY - OTHER

INJURY SEVERITY CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
1	KILL	FATAL INJURY (K)
2	INJA	SUSPECTED SERIOUS INJURY (A)
3	INJB	SUSPECTED MINOR INJURY (B)
4	INJC	POSSIBLE INJURY (C)
5	PRI	DIED PRIOR TO CRASH
7	NO<5	NO INJURY - 0 TO 4 YEARS OF AGE
9	NONE	NO APPARENT INJURY (O)

LIGHT CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	DAY	DAYLIGHT
2	DLIT	DARKNESS - WITH STREET LIGHTS
3	DARK	DARKNESS - NO STREET LIGHTS
4	DAWN	DAWN (TWILIGHT)
5	DUSK	DUSK (TWILIGHT)

MEDIAN TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NO MEDIAN
1	RSDMD	SOLID MEDIAN BARRIER
2	DIVMD	EARTH, GRASS OR PAVED MEDIAN

MILEAGE TYPE CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
0	REGULAR MILEAGE
T	TEMPORARY
Y	SPUR
Z	OVERLAPPING

MOVEMENT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	STRGHT	STRAIGHT AHEAD
2	TURN-R	TURNING RIGHT
3	TURN-L	TURNING LEFT
4	U-TURN	MAKING A U-TURN
5	BACK	BACKING
6	STOP	STOPPED IN TRAFFIC
7	PRKD-P	PARKED - PROPERLY
8	PRKD-I	PARKED - IMPROPERLY
9	PARKNG	PARKING MANEUVER

NON-MOTORIST LOCATION CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
00	AT INTERSECTION - NOT IN ROADWAY
01	AT INTERSECTION - INSIDE CROSSWALK
02	AT INTERSECTION - IN ROADWAY, OUTSIDE CROSSWALK
03	AT INTERSECTION - IN ROADWAY, XWALK AVAIL UNKNWN
04	NOT AT INTERSECTION - IN ROADWAY
05	NOT AT INTERSECTION - ON SHOULDER
06	NOT AT INTERSECTION - ON MEDIAN
07	NOT AT INTERSECTION - WITHIN TRAFFIC RIGHT-OF-WAY
08	NOT AT INTERSECTION - IN BIKE PATH OR PARKING LANE
09	NOT-AT INTERSECTION - ON SIDEWALK
10	OUTSIDE TRAFFICWAY BOUNDARIES
13	AT INTERSECTION - IN BIKE LANE
14	NOT AT INTERSECTION - IN BIKE LANE
15	NOT AT INTERSECTION - INSIDE MID-BLOCK CROSSWALK
16	NOT AT INTERSECTION - IN PARKING LANE
18	OTHER, NOT IN ROADWAY
99	UNKNOWN LOCATION

ROAD CHARACTER CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	INTER	INTERSECTION
2	ALLEY	DRIVEWAY OR ALLEY
3	STRGHT	STRAIGHT ROADWAY
4	TRANS	TRANSITION
5	CURVE	CURVE (HORIZONTAL CURVE)
6	OPENAC	OPEN ACCESS OR TURNOUT
7	GRADE	GRADE (VERTICAL CURVE)
8	BRIDGE	BRIDGE STRUCTURE
9	TUNNEL	TUNNEL

PARTICIPANT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	OCC	UNKNOWN OCCUPANT TYPE
1	DRVR	DRIVER
2	PSNG	PASSENGER
3	PED	PEDESTRIAN
4	CONV	PEDESTRIAN USING A PEDESTRIAN CONVEYA
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN OB
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING AN
8	PRKD	OCCUPANT OF A PARKED MOTOR VEHICLE
9	OTHR	OTHER TYPE OF NON-MOTORIST

TRAFFIC CONTROL DEVICE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
000	NONE	NO CONTROL
001	TRF SIGNAL	TRAFFIC SIGNALS
002	FLASHBCN-R	FLASHING BEACON - RED (STOP)
003	FLASHBCN-A	FLASHING BEACON - AMBER (SLOW)
004	STOP SIGN	STOP SIGN
005	SLOW SIGN	SLOW SIGN
006	REG-SIGN	REGULATORY SIGN
007	YIELD	YIELD SIGN
008	WARNING	WARNING SIGN
009	CURVE	CURVE SIGN
010	SCHL X-ING	SCHOOL CROSSING SIGN OR SPECIAL SIGNAL
011	OFCR/FLAG	POLICE OFFICER, FLAGMAN - SCHOOL PATROL
012	BRDG-GATE	BRIDGE GATE - BARRIER
013	TEMP-BARR	TEMPORARY BARRIER
014	NO-PASS-ZN	NO PASSING ZONE
015	ONE-WAY	ONE-WAY STREET
016	CHANNEL	CHANNELIZATION
017	MEDIAN BAR	MEDIAN BARRIER
018	PILOT CAR	PILOT CAR
019	SP PED SIG	SPECIAL PEDESTRIAN SIGNAL
020	X-BUCK	CROSSBUCK
021	THR-GN-SIG	THROUGH GREEN ARROW OR SIGNAL
022	L-GRN-SIG	LEFT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
023	R-GRN-SIG	RIGHT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
024	WIGWAG	WIGWAG OR FLASHING LIGHTS W/O DROP-ARM GATE
025	X-BUCK WRN	CROSSBUCK AND ADVANCE WARNING
026	WW W/ GATE	FLASHING LIGHTS WITH DROP-ARM GATES
027	OVRHD SGNL	SUPPLEMENTAL OVERHEAD SIGNAL (RR XING ONLY)
028	SP RR STOP	SPECIAL RR STOP SIGN
029	ILUM GRD X	ILLUMINATED GRADE CROSSING
037	RAMP METER	METERED RAMPS
038	RUMBLE STR	RUMBLE STRIP
040	AUTO. FLAG	AUTOMATED FLAGGER ASSISTANCE DEVICE
090	L-TURN REF	LEFT TURN REFUGE (WHEN REFUGE IS INVOLVED)
091	R-TURN ALL	RIGHT TURN AT ALL TIMES SIGN, ETC.
092	EMR SGN/FL	EMERGENCY SIGNS OR FLARES
093	ACCEL LANE	ACCELERATION OR DECELERATION LANES
094	R-TURN PRO	RIGHT TURN PROHIBITED ON RED AFTER STOPPING
095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS

099 UNKNOWN UNKNOWN OR NOT DEFINITE

VEHICLE TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
00	PDO	NOT COLLECTED FOR PDO CRASHES
01	PSNGR CAR	PASSENGER CAR, PICKUP, LIGHT DELIVERY, ETC.
02	BOBTAIL	TRUCK TRACTOR WITH NO TRAILERS (BOBTAIL)
03	FARM TRCTR	FARM TRACTOR OR SELF-PROPELLED FARM EQUIPMENT
04	SEMI TOW	TRUCK TRACTOR WITH TRAILER/MOBILE HOME IN TOW
05	TRUCK	TRUCK WITH NON-DETACHABLE BED, PANEL, ETC.
06	MOPED	MOPED, MINIBIKE, SEATED MOTOR SCOOTER, MOTOR BIKE
07	SCHL BUS	SCHOOL BUS (INCLUDES VAN)
08	OTH BUS	OTHER BUS
09	MTRCYCLE	MOTORCYCLE, DIRT BIKE
10	OTHER	OTHER: FORKLIFT, BACKHOE, ETC.
11	MOTRHOME	MOTORHOME
12	TROLLEY	MOTORIZED STREET CAR/TROLLEY (NO RAILS/WIRES)
13	ATV	ATV
14	MTRSCTR	MOTORIZED SCOOTER (STANDING)
15	SNOWMOBILE	SNOWMOBILE
99	UNKNOWN	UNKNOWN VEHICLE TYPE

WEATHER CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	CLR	CLEAR
2	CLD	CLOUDY
3	RAIN	RAIN
4	SLT	SLEET
5	FOG	FOG
6	SNOW	SNOW
7	DUST	DUST
8	SMOK	SMOKE
9	ASH	ASH

OREGON DEPARTMENT OF TRANSPORTATION - POLICY, DATA AND ANALYSIS DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Crashes on SW Stepping Stone Dr Between SW 185th Ave & W Baseline Rd. Excludes Crashes at Terminal Intersections.
January 1, 2016 through December 31, 2020

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2019														
REAR-END	0	0	1	1	0	0	0	1	0	1	0	0	0	0
2019 TOTAL	0	0	1	1	0	0	0	1	0	1	0	0	0	0
YEAR: 2017														
FIXED / OTHER OBJECT	0	1	0	1	0	1	0	1	0	1	0	0	0	1
2017 TOTAL	0	1	0	1	0	1	0	1	0	1	0	0	0	1
FINAL TOTAL	0	1	1	2	0	1	0	2	0	2	0	0	0	1

Disclaimers: *Effective 2016,* ***collection of "Property Damage Only" (PDO) crash data elements was reduced for vehicles and participants.*** *Age, Gender, License, Error and other elements are no longer available for PDO crash reporting. Please keep this in mind when comparing 2016 PDO crash data to prior years.*

A higher number of crashes may be reported as of 2011 compared to prior years. This does not necessarily reflect an increase in annual crashes. The higher numbers may result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics. For all disclaimers, see https://www.oregon.gov/ODOT/Data/documents/Crash_Data_Disclaimers.pdf.

WASHINGTON COUNTY

Crashes on SW Stepping Stone Dr Between SW 185th Ave & W Baseline Rd. Excludes Crashes at Terminal Intersections.

January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPED	ALC	DRUG/MJ	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	MILEPNT / DIST FROM / INTERSECT	COUNTY ROADS FIRST STREET / SECOND STREET / INTERSECTION SEQ #	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01031	N	Y	N	N	N	2/23/2017		SW STEPPING STONE DR	GRADE		N	Y	CLD	FIX OBJ	01	NONE 0	STRGHT											044,121	10
CITY		N				Thu 12P	4	SW 185TH AVE	E	(RSDMD)	NONE	N	DRY	FIX		PRVTE	W E									000	044,121	00
No	*45 30 50.91*					*-122 51 59.31*	1		07	(03)		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	39	M	SUSP OR<25		081	000		10
01354	N	N	N			3/17/2019		SW STEPPING STONE DR	STRGHT		N	N	CLR	S-STRGHT	01	NONE 9	STRGHT												29
NONE			N			Sun 10A	1	W BASELINE RD	S	(RSDMD)	UNKNOWN	N	DRY	REAR		N/A	S N									000		00
No	*45 30 52.79*					*-122 51 56.15*	1		03	(03)		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
															02	NONE 9	STRGHT											
																N/A	S N									000		00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
000	NONE	NO ACTION OR NON-WARRANTED
001	SKIDDED	SKIDDED
002	ON/OFF V	GETTING ON OR OFF STOPPED OR PARKED VEHICLE
003	LOAD OVR	OVERHANGING LOAD STRUCK ANOTHER VEHICLE, ETC.
006	SLOW DN	SLOWED DOWN
007	AVOIDING	AVOIDING MANEUVER
008	PAR PARK	PARALLEL PARKING
009	ANG PARK	ANGLE PARKING
010	INTERFERE	PASSENGER INTERFERING WITH DRIVER
011	STOPPED	STOPPED IN TRAFFIC NOT WAITING TO MAKE A LEFT TURN
012	STP/L TRN	STOPPED BECAUSE OF LEFT TURN SIGNAL OR WAITING, ETC.
013	STP TURN	STOPPED WHILE EXECUTING A TURN
014	EMR V PKD	EMERGENCY VEHICLE LEGALLY PARKED IN THE ROADWAY
015	GO A/STOP	PROCEED AFTER STOPPING FOR A STOP SIGN/FLASHING RED.
016	TRN A/RED	TURNED ON RED AFTER STOPPING
017	LOSTCTRL	LOST CONTROL OF VEHICLE
018	EXIT DWY	ENTERING STREET OR HIGHWAY FROM ALLEY OR DRIVEWAY
019	ENTR DWY	ENTERING ALLEY OR DRIVEWAY FROM STREET OR HIGHWAY
020	STR ENTR	BEFORE ENTERING ROADWAY, STRUCK PEDESTRIAN, ETC. ON SIDEWALK OR SHOULDER
021	NO DRVR	CAR RAN AWAY - NO DRIVER
022	PREV COL	STRUCK, OR WAS STRUCK BY, VEHICLE OR PEDESTRIAN IN PRIOR COLLISION BEFORE ACC. STABILIZED
023	STALLED	VEHICLE STALLED OR DISABLED
024	DRVR DEAD	DEAD BY UNASSOCIATED CAUSE
025	FATIGUE	FATIGUED, SLEEPY, ASLEEP
026	SUN	DRIVER BLINDED BY SUN
027	HDLGHTS	DRIVER BLINDED BY HEADLIGHTS
028	ILLNESS	PHYSICALLY ILL
029	THRU MED	VEHICLE CROSSED, PLUNGED OVER, OR THROUGH MEDIAN BARRIER
030	PURSUIT	PURSUING OR ATTEMPTING TO STOP A VEHICLE
031	PASSING	PASSING SITUATION
032	PRKOFFRD	VEHICLE PARKED BEYOND CURB OR SHOULDER
033	CROS MED	VEHICLE CROSSED EARTH OR GRASS MEDIAN
034	X N/SGNL	CROSSING AT INTERSECTION - NO TRAFFIC SIGNAL PRESENT
035	X W/ SGNL	CROSSING AT INTERSECTION - TRAFFIC SIGNAL PRESENT
036	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
037	BTWN INT	CROSSING BETWEEN INTERSECTIONS
038	DISTRACT	DRIVER'S ATTENTION DISTRACTED
039	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
040	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
041	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
042	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
043	PLAYINRD	PLAYING IN STREET OR ROAD
044	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
045	WORK ON	WORKING IN ROADWAY OR ALONG SHOULDER
046	W/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. WITH TRAFFIC
047	A/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. FACING TRAFFIC
050	LAY ON RD	STANDING OR LYING IN ROADWAY
051	ENT OFFRD	ENTERING / STARTING IN TRAFFIC LANE FROM OFF ROAD
052	MERGING	MERGING

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
055	SPRAY	BLINDED BY WATER SPRAY
088	OTHER	OTHER ACTION
099	UNK	UNKNOWN ACTION

CAUSE CODE TRANSLATION LIST

CAUSE CODE	SHORT DESCRIPTION	LONG DESCRIPTION
00	NO CODE	NO CAUSE ASSOCIATED AT THIS LEVEL
01	TOO-FAST	TOO FAST FOR CONDITIONS (NOT EXCEED POSTED SPEED
02	NO-YIELD	DID NOT YIELD RIGHT-OF-WAY
03	PAS-STOP	PASSED STOP SIGN OR RED FLASHER
04	DIS SIG	DISREGARDED TRAFFIC SIGNAL
05	LEFT-CTR	DROVE LEFT OF CENTER ON TWO-WAY ROAD; STRADDLING
06	IMP-OVER	IMPROPER OVERTAKING
07	TOO-CLOS	FOLLOWED TOO CLOSELY
08	IMP-TURN	MADE IMPROPER TURN
09	DRINKING	ALCOHOL OR DRUG INVOLVED
10	OTHR-IMP	OTHER IMPROPER DRIVING
11	MECH-DEF	MECHANICAL DEFECT
12	OTHER	OTHER (NOT IMPROPER DRIVING)
13	IMP LN C	IMPROPER CHANGE OF TRAFFIC LANES
14	DIS TCD	DISREGARDED OTHER TRAFFIC CONTROL DEVICE
15	WRNG WAY	WRONG WAY ON ONE-WAY ROAD; WRONG SIDE DIVIDED RO
16	FATIGUE	DRIVER DROWSY/FATIGUED/SLEEPY
17	ILLNESS	PHYSICAL ILLNESS
18	IN RDWY	NON-MOTORIST ILLEGALLY IN ROADWAY
19	NT VISBL	NON-MOTORIST NOT VISIBLE; NON-REFLECTIVE CLOTHIN
20	IMP PKNG	VEHICLE IMPROPERLY PARKED
21	DEF STER	DEFECTIVE STEERING MECHANISM
22	DEF BRKE	INADEQUATE OR NO BRAKES
24	LOADSHFT	VEHICLE LOST LOAD OR LOAD SHIFTED
25	TIREFAIL	TIRE FAILURE
26	PHANTOM	PHANTOM / NON-CONTACT VEHICLE
27	INATTENT	INATTENTION
28	NM INATT	NON-MOTORIST INATTENTION
29	F AVOID	FAILED TO AVOID VEHICLE AHEAD
30	SPEED	DRIVING IN EXCESS OF POSTED SPEED
31	RACING	SPEED RACING (PER PAR)
32	CARELESS	CARELESS DRIVING (PER PAR)
33	RECKLESS	RECKLESS DRIVING (PER PAR)
34	AGGRESV	AGGRESSIVE DRIVING (PER PAR)
35	RD RAGE	ROAD RAGE (PER PAR)
40	VIEW OBS	VIEW OBSCURED
50	USED MDN	IMPROPER USE OF MEDIAN OR SHOULDER
51	FAIL LN	FAILED TO MAINTAIN LANE
52	OFF RD	RAN OFF ROAD

COLLISION TYPE CODE TRANSLATION LIST

COLL CODE	SHORT DESCRIPTION	LONG DESCRIPTION
&	OTH	MISCELLANEOUS
-	BACK	BACKING
0	PED	PEDESTRIAN
1	ANGL	ANGLE
2	HEAD	HEAD-ON
3	REAR	REAR-END
4	SS-M	SIDESWIPE - MEETING
5	SS-O	SIDESWIPE - OVERTAKING
6	TURN	TURNING MOVEMENT
7	PARK	PARKING MANEUVER
8	NCOL	NON-COLLISION
9	FIX	FIXED OBJECT OR OTHER OBJECT

CRASH TYPE CODE TRANSLATION LIST

CRASH TYPE	SHORT DESCRIPTION	LONG DESCRIPTION
&	OVERTURN	OVERTURNED
0	NON-COLL	OTHER NON-COLLISION
1	OTH RDWY	MOTOR VEHICLE ON OTHER ROADWAY
2	PRKD MV	PARKED MOTOR VEHICLE
3	PED	PEDESTRIAN
4	TRAIN	RAILWAY TRAIN
6	BIKE	PEDALCYCLIST
7	ANIMAL	ANIMAL
8	FIX OBJ	FIXED OBJECT
9	OTH OBJ	OTHER OBJECT
A	ANGL-STP	ENTERING AT ANGLE - ONE VEHICLE STOPPED
B	ANGL-OTH	ENTERING AT ANGLE - ALL OTHERS
C	S-STRGHT	FROM SAME DIRECTION - BOTH GOING STRAIGHT
D	S-1TURN	FROM SAME DIRECTION - ONE TURN, ONE STRAIGHT
E	S-1STOP	FROM SAME DIRECTION - ONE STOPPED
F	S-OTHER	FROM SAME DIRECTION-ALL OTHERS, INCLUDING PARKING
G	O-STRGHT	FROM OPPOSITE DIRECTION - BOTH GOING STRAIGHT
H	O-1 L-TURN	FROM OPPOSITE DIRECTION-ONE LEFT TURN,ONE STRAIGHT
I	O-1STOP	FROM OPPOSITE DIRECTION - ONE STOPPED
J	O-OTHER	FROM OPPOSITE DIRECTION-ALL OTHERS INCL. PARKING

DRIVER LICENSE CODE TRANSLATION LIST

LIC CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NOT LICENSED (HAD NEVER BEEN LICENSED)
1	OR-Y	VALID OREGON LICENSE
2	OTH-Y	VALID LICENSE, OTHER STATE OR COUNTRY
3	SUSP	SUSPENDED/REVOKED
4	EXP	EXPIRED
8	N-VAL	OTHER NON-VALID LICENSE
9	UNK	UNKNOWN IF DRIVER WAS LICENSED AT TIME OF CRASH

DRIVER RESIDENCE CODE TRANSLATION LIST

RES CODE	SHORT DESC	LONG DESCRIPTION
1	OR<25	OREGON RESIDENT WITHIN 25 MILE OF HOME
2	OR>25	OREGON RESIDENT 25 OR MORE MILES FROM HOME
3	OR-?	OREGON RESIDENT - UNKNOWN DISTANCE FROM HOME
4	N-RES	NON-RESIDENT
9	UNK	UNKNOWN IF OREGON RESIDENT

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
000	NONE	NO ERROR
001	WIDE TRN	WIDE TURN
002	CUT CORN	CUT CORNER ON TURN
003	FAIL TRN	FAILED TO OBEY MANDATORY TRAFFIC TURN SIGNAL, SIGN OR LANE MARKINGS
004	L IN TRF	LEFT TURN IN FRONT OF ONCOMING TRAFFIC
005	L PROHIB	LEFT TURN WHERE PROHIBITED
006	FRM WRNG	TURNED FROM WRONG LANE
007	TO WRONG	TURNED INTO WRONG LANE
008	ILLEG U	U-TURNED ILLEGALLY
009	IMP STOP	IMPROPERLY STOPPED IN TRAFFIC LANE
010	IMP SIG	IMPROPER SIGNAL OR FAILURE TO SIGNAL
011	IMP BACK	BACKING IMPROPERLY (NOT PARKING)
012	IMP PARK	IMPROPERLY PARKED
013	UNPARK	IMPROPER START LEAVING PARKED POSITION
014	IMP STRT	IMPROPER START FROM STOPPED POSITION
015	IMP LGHT	IMPROPER OR NO LIGHTS (VEHICLE IN TRAFFIC)
016	INATTENT	INATTENTION (FAILURE TO DIM LIGHTS PRIOR TO 4/1/97)
017	UNSF VEH	DRIVING UNSAFE VEHICLE (NO OTHER ERROR APPARENT)
018	OTH PARK	ENTERING/EXITING PARKED POSITION W/ INSUFFICIENT CLEARANCE; OTHER IMPROPER PARKING MANEUVER
019	DIS DRIV	DISREGARDED OTHER DRIVER'S SIGNAL
020	DIS SGNL	DISREGARDED TRAFFIC SIGNAL
021	RAN STOP	DISREGARDED STOP SIGN OR FLASHING RED
022	DIS SIGN	DISREGARDED WARNING SIGN, FLARES OR FLASHING AMBER
023	DIS OFCR	DISREGARDED POLICE OFFICER OR FLAGMAN
024	DIS EMER	DISREGARDED SIREN OR WARNING OF EMERGENCY VEHICLE
025	DIS RR	DISREGARDED RR SIGNAL, RR SIGN, OR RR FLAGMAN
026	REAR-END	FAILED TO AVOID STOPPED OR PARKED VEHICLE AHEAD OTHER THAN SCHOOL BUS
027	BIKE ROW	DID NOT HAVE RIGHT-OF-WAY OVER PEDALCYCLIST
028	NO ROW	DID NOT HAVE RIGHT-OF-WAY
029	PED ROW	FAILED TO YIELD RIGHT-OF-WAY TO PEDESTRIAN
030	PAS CURV	PASSING ON A CURVE
031	PAS WRNG	PASSING ON THE WRONG SIDE
032	PAS TANG	PASSING ON STRAIGHT ROAD UNDER UNSAFE CONDITIONS
033	PAS X-WK	PASSED VEHICLE STOPPED AT CROSSWALK FOR PEDESTRIAN
034	PAS INTR	PASSING AT INTERSECTION
035	PAS HILL	PASSING ON CREST OF HILL
036	N/PAS ZN	PASSING IN "NO PASSING" ZONE
037	PAS TRAF	PASSING IN FRONT OF ONCOMING TRAFFIC
038	CUT-IN	CUTTING IN (TWO LANES - TWO WAY ONLY)
039	WRNGSIDE	DRIVING ON WRONG SIDE OF THE ROAD (2-WAY UNDIVIDED ROADWAYS)

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
040	THRU MED	DRIVING THROUGH SAFETY ZONE OR OVER ISLAND
041	F/ST BUS	FAILED TO STOP FOR SCHOOL BUS
042	F/SLO MV	FAILED TO DECREASE SPEED FOR SLOWER MOVING VEHICLE
043	TOO CLOSE	FOLLOWING TOO CLOSELY (MUST BE ON OFFICER'S REPORT)
044	STRDL LN	STRADDLING OR DRIVING ON WRONG LANES
045	IMP CHG	IMPROPER CHANGE OF TRAFFIC LANES
046	WRNG WAY	WRONG WAY ON ONE-WAY ROADWAY; WRONG SIDE DIVIDED ROAD
047	BASCRULE	DRIVING TOO FAST FOR CONDITIONS (NOT EXCEEDING POSTED SPEED)
048	OPN DOOR	OPENED DOOR INTO ADJACENT TRAFFIC LANE
049	IMPEDING	IMPEDING TRAFFIC
050	SPEED	DRIVING IN EXCESS OF POSTED SPEED
051	RECKLESS	RECKLESS DRIVING (PER PAR)
052	CARELESS	CARELESS DRIVING (PER PAR)
053	RACING	SPEED RACING (PER PAR)
054	X N/SGNL	CROSSING AT INTERSECTION, NO TRAFFIC SIGNAL PRESENT
055	X W/SGNL	CROSSING AT INTERSECTION, TRAFFIC SIGNAL PRESENT
056	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
057	BTWN INT	CROSSING BETWEEN INTERSECTIONS
059	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
060	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
061	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
062	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
063	PLAYINRD	PLAYING IN STREET OR ROAD
064	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
065	WORK IN RD	WORKING IN ROADWAY OR ALONG SHOULDER
070	LAY ON RD	STANDING OR LYING IN ROADWAY
071	NM IMP USE	IMPROPER USE OF TRAFFIC LANE BY NON-MOTORIST
073	ELUDING	ELUDING / ATTEMPT TO ELUDE
079	F NEG CURV	FAILED TO NEGOTIATE A CURVE
080	FAIL LN	FAILED TO MAINTAIN LANE
081	OFF RD	RAN OFF ROAD
082	NO CLEAR	DRIVER MISJUDGED CLEARANCE
083	OVRSTEER	OVER-CORRECTING
084	NOT USED	CODE NOT IN USE
085	OVRLOAD	OVERLOADING OR IMPROPER LOADING OF VEHICLE WITH CARGO OR PASSENGERS
097	UNA DIS TC	UNABLE TO DETERMINE WHICH DRIVER DISREGARDED TRAFFIC CONTROL DEVICE

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
001	FEL/JUMP	OCCUPANT FELL, JUMPED OR WAS EJECTED FROM MOVING VEHICLE
002	INTERFER	PASSENGER INTERFERED WITH DRIVER
003	BUG INTF	ANIMAL OR INSECT IN VEHICLE INTERFERED WITH DRIVER
004	INDRCT PED	PEDESTRIAN INDIRECTLY INVOLVED (NOT STRUCK)
005	SUB-PED	"SUB-PED": PEDESTRIAN INJURED SUBSEQUENT TO COLLISION, ETC.
006	INDRCT BIK	PEDALCYCLIST INDIRECTLY INVOLVED (NOT STRUCK)
007	HITCHIKR	HITCHHIKER (SOLICITING A RIDE)
008	PSNGR TOW	PASSENGER OR NON-MOTORIST BEING TOWED OR PUSHED ON CONVEYANCE
009	ON/OFF V	GETTING ON/OFF STOPPED/PARKED VEHICLE (OCCUPANTS ONLY; MUST HAVE PHYSICAL CONTACT W/ VEHIC
010	SUB OTRN	OVERTURNED AFTER FIRST HARMFUL EVENT
011	MV PUSHD	VEHICLE BEING PUSHED
012	MV TOWED	VEHICLE TOWED OR HAD BEEN TOWING ANOTHER VEHICLE
013	FORCED	VEHICLE FORCED BY IMPACT INTO ANOTHER VEHICLE, PEDALCYCLIST OR PEDESTRIAN
014	SET MOTN	VEHICLE SET IN MOTION BY NON-DRIVER (CHILD RELEASED BRAKES, ETC.)
015	RR ROW	AT OR ON RAILROAD RIGHT-OF-WAY (NOT LIGHT RAIL)
016	LT RL ROW	AT OR ON LIGHT-RAIL RIGHT-OF-WAY
017	RR HIT V	TRAIN STRUCK VEHICLE
018	V HIT RR	VEHICLE STRUCK TRAIN
019	HIT RR CAR	VEHICLE STRUCK RAILROAD CAR ON ROADWAY
020	JACKNIFE	JACKKNIFE; TRAILER OR TOWED VEHICLE STRUCK TOWING VEHICLE
021	TRL OTRN	TRAILER OR TOWED VEHICLE OVERTURNED
022	CN BROKE	TRAILER CONNECTION BROKE
023	DETACH TRL	DETACHED TRAILING OBJECT STRUCK OTHER VEHICLE, NON-MOTORIST, OR OBJECT
024	V DOOR OPN	VEHICLE DOOR OPENED INTO ADJACENT TRAFFIC LANE
025	WHEELOFF	WHEEL CAME OFF
026	HOOD UP	HOOD FLEW UP
028	LOAD SHIFT	LOST LOAD, LOAD MOVED OR SHIFTED
029	TIREFAIL	TIRE FAILURE
030	PET	PET: CAT, DOG AND SIMILAR
031	LVSTOCK	STOCK: COW, CALF, BULL, STEER, SHEEP, ETC.
032	HORSE	HORSE, MULE, OR DONKEY
033	HRSE&RID	HORSE AND RIDER
034	GAME	WILD ANIMAL, GAME (INCLUDES BIRDS; NOT DEER OR ELK)
035	DEER ELK	DEER OR ELK, WAPITI
036	ANML VEH	ANIMAL-DRAWN VEHICLE
037	CULVERT	CULVERT, OPEN LOW OR HIGH MANHOLE
038	ATENUATN	IMPACT ATTENUATOR
039	PK METER	PARKING METER
040	CURB	CURB (ALSO NARROW SIDEWALKS ON BRIDGES)
041	JIGGLE	JIGGLE BAR OR TRAFFIC SNAKE FOR CHANNELIZATION
042	GDRL END	LEADING EDGE OF GUARDRAIL
043	GARDRAIL	GUARD RAIL (NOT METAL MEDIAN BARRIER)
044	BARRIER	MEDIAN BARRIER (RAISED OR METAL)
045	WALL	RETAINING WALL OR TUNNEL WALL
046	BR RAIL	BRIDGE RAILING OR PARAPET (ON BRIDGE OR APPROACH)
047	BR ABUTMNT	BRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013)
048	BR COLMN	BRIDGE PILLAR OR COLUMN
049	BR GIRDR	BRIDGE GIRDER (HORIZONTAL BRIDGE STRUCTURE OVERHEAD)
050	ISLAND	TRAFFIC RAISED ISLAND
051	GORE	GORE
052	POLE UNK	POLE - TYPE UNKNOWN
053	POLE UTL	POLE - POWER OR TELEPHONE
054	ST LIGHT	POLE - STREET LIGHT ONLY
055	TRF SGNL	POLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY
056	SGN BRDG	POLE - SIGN BRIDGE
057	STOPSIGN	STOP OR YIELD SIGN

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
058	OTH SIGN	OTHER SIGN, INCLUDING STREET SIGNS
059	HYDRANT	HYDRANT
060	MARKER	DELINEATOR OR MARKER (REFLECTOR POSTS)
061	MAILBOX	MAILBOX
062	TREE	TREE, STUMP OR SHRUBS
063	VEG OHED	TREE BRANCH OR OTHER VEGETATION OVERHEAD, ETC.
064	WIRE/CBL	WIRE OR CABLE ACROSS OR OVER THE ROAD
065	TEMP SGN	TEMPORARY SIGN OR BARRICADE IN ROAD, ETC.
066	PERM SGN	PERMANENT SIGN OR BARRICADE IN/OFF ROAD
067	SLIDE	SLIDES, FALLEN OR FALLING ROCKS
068	FRGN OBJ	FOREIGN OBSTRUCTION/DEBRIS IN ROAD (NOT GRAVEL)
069	EQP WORK	EQUIPMENT WORKING IN/OFF ROAD
070	OTH EQP	OTHER EQUIPMENT IN OR OFF ROAD (INCLUDES PARKED TRAILER, BOAT)
071	MAIN EQP	WRECKER, STREET SWEEPER, SNOW PLOW OR SANDING EQUIPMENT
072	OTHER WALL	ROCK, BRICK OR OTHER SOLID WALL
073	IRRGL PVMT	OTHER BUMP (NOT SPEED BUMP), POTHOLE OR PAVEMENT IRREGULARITY (PER PAR)
074	OVERHD OBJ	OTHER OVERHEAD OBJECT (HIGHWAY SIGN, SIGNAL HEAD, ETC.); NOT BRIDGE
075	CAVE IN	BRIDGE OR ROAD CAVE IN
076	HI WATER	HIGH WATER
077	SNO BANK	SNOW BANK
078	LO-HI EDGE	LOW OR HIGH SHOULDER AT PAVEMENT EDGE
079	DITCH	CUT SLOPE OR DITCH EMBANKMENT
080	OBJ FRM MV	STRUCK BY ROCK OR OTHER OBJECT SET IN MOTION BY OTHER VEHICLE (INCL. LOST LOADS)
081	FLY-OBJ	STRUCK BY ROCK OR OTHER MOVING OR FLYING OBJECT (NOT SET IN MOTION BY VEHICLE)
082	VEH HID	VEHICLE OBSCURED VIEW
083	VEG HID	VEGETATION OBSCURED VIEW
084	BLDG HID	VIEW OBSCURED BY FENCE, SIGN, PHONE BOOTH, ETC.
085	WIND GUST	WIND GUST
086	IMMERSED	VEHICLE IMMERSED IN BODY OF WATER
087	FIRE/EXP	FIRE OR EXPLOSION
088	FENC/BLD	FENCE OR BUILDING, ETC.
089	OTHR CRASH	CRASH RELATED TO ANOTHER SEPARATE CRASH
090	TO 1 SIDE	TWO-WAY TRAFFIC ON DIVIDED ROADWAY ALL ROUTED TO ONE SIDE
091	BUILDING	BUILDING OR OTHER STRUCTURE
092	PHANTOM	OTHER (PHANTOM) NON-CONTACT VEHICLE
093	CELL PHONE	CELL PHONE (ON PAR OR DRIVER IN USE)
094	VIOL GDL	TEENAGE DRIVER IN VIOLATION OF GRADUATED LICENSE PGM
095	GUY WIRE	GUY WIRE
096	BERM	BERM (EARTHEN OR GRAVEL MOUND)
097	GRAVEL	GRAVEL IN ROADWAY
098	ABR EDGE	ABRUPT EDGE
099	CELL WTNSD	CELL PHONE USE WITNESSED BY OTHER PARTICIPANT
100	UNK FIXD	FIXED OBJECT, UNKNOWN TYPE.
101	OTHER OBJ	NON-FIXED OBJECT, OTHER OR UNKNOWN TYPE
102	TEXTING	TEXTING
103	WZ WORKER	WORK ZONE WORKER
104	ON VEHICLE	PASSENGER RIDING ON VEHICLE EXTERIOR
105	PEDAL PSGR	PASSENGER RIDING ON PEDALCYCLE
106	MAN WHLCHR	PEDESTRIAN IN NON-MOTORIZED WHEELCHAIR
107	MTR WHLCHR	PEDESTRIAN IN MOTORIZED WHEELCHAIR
108	OFFICER	LAW ENFORCEMENT / POLICE OFFICER
109	SUB-BIKE	"SUB-BIKE": PEDALCYCLIST INJURED SUBSEQUENT TO COLLISION, ETC.
110	N-MTR	NON-MOTORIST STRUCK VEHICLE
111	S CAR VS V	STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM) STRUCK VEHICLE
112	V VS S CAR	VEHICLE STRUCK STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM)
113	S CAR ROW	AT OR ON STREET CAR OR TROLLEY RIGHT-OF-WAY

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
114	RR EQUIP	VEHICLE STRUCK RAILROAD EQUIPMENT (NOT TRAIN) ON TRACKS
115	DSTRCT GPS	DISTRACTED BY NAVIGATION SYSTEM OR GPS DEVICE
116	DSTRCT OTH	DISTRACTED BY OTHER ELECTRONIC DEVICE
117	RR GATE	RAIL CROSSING DROP-ARM GATE
118	EXPNSN JNT	EXPANSION JOINT
119	JERSEY BAR	JERSEY BARRIER
120	WIRE BAR	WIRE OR CABLE MEDIAN BARRIER
121	FENCE	FENCE
123	OBJ IN VEH	LOOSE OBJECT IN VEHICLE STRUCK OCCUPANT
124	SLIPPERY	SLIDING OR SWERVING DUE TO WET, ICY, SLIPPERY OR LOOSE SURFACE (NOT GRAVEL)
125	SHLDR	SHOULDER GAVE WAY
126	BOULDER	ROCK(S), BOULDER (NOT GRAVEL; NOT ROCK SLIDE)
127	LAND SLIDE	ROCK SLIDE OR LAND SLIDE
128	CURVE INV	CURVE PRESENT AT CRASH LOCATION
129	HILL INV	VERTICAL GRADE / HILL PRESENT AT CRASH LOCATION
130	CURVE HID	VIEW OBSCURED BY CURVE
131	HILL HID	VIEW OBSCURED BY VERTICAL GRADE / HILL
132	WINDOW HID	VIEW OBSCURED BY VEHICLE WINDOW CONDITIONS
133	SPRAY HID	VIEW OBSCURED BY WATER SPRAY
134	TORRENTIAL	TORRENTIAL RAIN (EXCEPTIONALLY HEAVY RAIN)
135	RAIL OCC	INJURED OCCUPANT OF RAILWAY TRAIN, LIGHT RAIL, STREET CAR OR CABLE CAR

FUNCTIONAL CLASSIFICATION TRANSLATION LIST

FUNC CLASS	DESCRIPTION
01	RURAL PRINCIPAL ARTERIAL - INTERSTATE
02	RURAL PRINCIPAL ARTERIAL - OTHER
06	RURAL MINOR ARTERIAL
07	RURAL MAJOR COLLECTOR
08	RURAL MINOR COLLECTOR
09	RURAL LOCAL
11	URBAN PRINCIPAL ARTERIAL - INTERSTATE
12	URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXP
14	URBAN PRINCIPAL ARTERIAL - OTHER
16	URBAN MINOR ARTERIAL
17	URBAN MAJOR COLLECTOR
18	URBAN MINOR COLLECTOR
19	URBAN LOCAL
78	UNKNOWN RURAL SYSTEM
79	UNKNOWN RURAL NON-SYSTEM
98	UNKNOWN URBAN SYSTEM
99	UNKNOWN URBAN NON-SYSTEM

HIGHWAY COMPONENT TRANSLATION LIST

CODE	DESCRIPTION
0	MAINLINE STATE HIGHWAY
1	COUPLET
3	FRONTAGE ROAD
6	CONNECTION
8	HIGHWAY - OTHER

INJURY SEVERITY CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
1	KILL	FATAL INJURY (K)
2	INJA	SUSPECTED SERIOUS INJURY (A)
3	INJB	SUSPECTED MINOR INJURY (B)
4	INJC	POSSIBLE INJURY (C)
5	PRI	DIED PRIOR TO CRASH
7	NO<5	NO INJURY - 0 TO 4 YEARS OF AGE
9	NONE	NO APPARENT INJURY (O)

LIGHT CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	DAY	DAYLIGHT
2	DLIT	DARKNESS - WITH STREET LIGHTS
3	DARK	DARKNESS - NO STREET LIGHTS
4	DAWN	DAWN (TWILIGHT)
5	DUSK	DUSK (TWILIGHT)

MEDIAN TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NO MEDIAN
1	RSDMD	SOLID MEDIAN BARRIER
2	DIVMD	EARTH, GRASS OR PAVED MEDIAN

MILEAGE TYPE CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
0	REGULAR MILEAGE
T	TEMPORARY
Y	SPUR
Z	OVERLAPPING

MOVEMENT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	STRGHT	STRAIGHT AHEAD
2	TURN-R	TURNING RIGHT
3	TURN-L	TURNING LEFT
4	U-TURN	MAKING A U-TURN
5	BACK	BACKING
6	STOP	STOPPED IN TRAFFIC
7	PRKD-P	PARKED - PROPERLY
8	PRKD-I	PARKED - IMPROPERLY
9	PARKNG	PARKING MANEUVER

NON-MOTORIST LOCATION CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
00	AT INTERSECTION - NOT IN ROADWAY
01	AT INTERSECTION - INSIDE CROSSWALK
02	AT INTERSECTION - IN ROADWAY, OUTSIDE CROSSWALK
03	AT INTERSECTION - IN ROADWAY, XWALK AVAIL UNKNWN
04	NOT AT INTERSECTION - IN ROADWAY
05	NOT AT INTERSECTION - ON SHOULDER
06	NOT AT INTERSECTION - ON MEDIAN
07	NOT AT INTERSECTION - WITHIN TRAFFIC RIGHT-OF-WAY
08	NOT AT INTERSECTION - IN BIKE PATH OR PARKING LANE
09	NOT-AT INTERSECTION - ON SIDEWALK
10	OUTSIDE TRAFFICWAY BOUNDARIES
13	AT INTERSECTION - IN BIKE LANE
14	NOT AT INTERSECTION - IN BIKE LANE
15	NOT AT INTERSECTION - INSIDE MID-BLOCK CROSSWALK
16	NOT AT INTERSECTION - IN PARKING LANE
18	OTHER, NOT IN ROADWAY
99	UNKNOWN LOCATION

ROAD CHARACTER CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	INTER	INTERSECTION
2	ALLEY	DRIVEWAY OR ALLEY
3	STRGHT	STRAIGHT ROADWAY
4	TRANS	TRANSITION
5	CURVE	CURVE (HORIZONTAL CURVE)
6	OPENAC	OPEN ACCESS OR TURNOUT
7	GRADE	GRADE (VERTICAL CURVE)
8	BRIDGE	BRIDGE STRUCTURE
9	TUNNEL	TUNNEL

PARTICIPANT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	OCC	UNKNOWN OCCUPANT TYPE
1	DRVR	DRIVER
2	PSNG	PASSENGER
3	PED	PEDESTRIAN
4	CONV	PEDESTRIAN USING A PEDESTRIAN CONVEYA
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN OB
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING AN
8	PRKD	OCCUPANT OF A PARKED MOTOR VEHICLE
9	OTHR	OTHER TYPE OF NON-MOTORIST

TRAFFIC CONTROL DEVICE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
000	NONE	NO CONTROL
001	TRF SIGNAL	TRAFFIC SIGNALS
002	FLASHBCN-R	FLASHING BEACON - RED (STOP)
003	FLASHBCN-A	FLASHING BEACON - AMBER (SLOW)
004	STOP SIGN	STOP SIGN
005	SLOW SIGN	SLOW SIGN
006	REG-SIGN	REGULATORY SIGN
007	YIELD	YIELD SIGN
008	WARNING	WARNING SIGN
009	CURVE	CURVE SIGN
010	SCHL X-ING	SCHOOL CROSSING SIGN OR SPECIAL SIGNAL
011	OFCR/FLAG	POLICE OFFICER, FLAGMAN - SCHOOL PATROL
012	BRDG-GATE	BRIDGE GATE - BARRIER
013	TEMP-BARR	TEMPORARY BARRIER
014	NO-PASS-ZN	NO PASSING ZONE
015	ONE-WAY	ONE-WAY STREET
016	CHANNEL	CHANNELIZATION
017	MEDIAN BAR	MEDIAN BARRIER
018	PILOT CAR	PILOT CAR
019	SP PED SIG	SPECIAL PEDESTRIAN SIGNAL
020	X-BUCK	CROSSBUCK
021	THR-GN-SIG	THROUGH GREEN ARROW OR SIGNAL
022	L-GRN-SIG	LEFT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
023	R-GRN-SIG	RIGHT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
024	WIGWAG	WIGWAG OR FLASHING LIGHTS W/O DROP-ARM GATE
025	X-BUCK WRN	CROSSBUCK AND ADVANCE WARNING
026	WW W/ GATE	FLASHING LIGHTS WITH DROP-ARM GATES
027	OVRHD SGNL	SUPPLEMENTAL OVERHEAD SIGNAL (RR XING ONLY)
028	SP RR STOP	SPECIAL RR STOP SIGN
029	ILUM GRD X	ILLUMINATED GRADE CROSSING
037	RAMP METER	METERED RAMPS
038	RUMBLE STR	RUMBLE STRIP
040	AUTO. FLAG	AUTOMATED FLAGGER ASSISTANCE DEVICE
090	L-TURN REF	LEFT TURN REFUGE (WHEN REFUGE IS INVOLVED)
091	R-TURN ALL	RIGHT TURN AT ALL TIMES SIGN, ETC.
092	EMR SGN/FL	EMERGENCY SIGNS OR FLARES
093	ACCEL LANE	ACCELERATION OR DECELERATION LANES
094	R-TURN PRO	RIGHT TURN PROHIBITED ON RED AFTER STOPPING
095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS

099 UNKNOWN UNKNOWN OR NOT DEFINITE

VEHICLE TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
00	PDO	NOT COLLECTED FOR PDO CRASHES
01	PSNGR CAR	PASSENGER CAR, PICKUP, LIGHT DELIVERY, ETC.
02	BOBTAIL	TRUCK TRACTOR WITH NO TRAILERS (BOBTAIL)
03	FARM TRCTR	FARM TRACTOR OR SELF-PROPELLED FARM EQUIPMENT
04	SEMI TOW	TRUCK TRACTOR WITH TRAILER/MOBILE HOME IN TOW
05	TRUCK	TRUCK WITH NON-DETACHABLE BED, PANEL, ETC.
06	MOPED	MOPED, MINIBIKE, SEATED MOTOR SCOOTER, MOTOR BIKE
07	SCHL BUS	SCHOOL BUS (INCLUDES VAN)
08	OTH BUS	OTHER BUS
09	MTRCYCLE	MOTORCYCLE, DIRT BIKE
10	OTHER	OTHER: FORKLIFT, BACKHOE, ETC.
11	MOTRHOME	MOTORHOME
12	TROLLEY	MOTORIZED STREET CAR/TROLLEY (NO RAILS/WIRES)
13	ATV	ATV
14	MTRSCTR	MOTORIZED SCOOTER (STANDING)
15	SNOWMOBILE	SNOWMOBILE
99	UNKNOWN	UNKNOWN VEHICLE TYPE

WEATHER CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	CLR	CLEAR
2	CLD	CLOUDY
3	RAIN	RAIN
4	SLT	SLEET
5	FOG	FOG
6	SNOW	SNOW
7	DUST	DUST
8	SMOK	SMOKE
9	ASH	ASH

Crashes on SW Stepping Stone Dr Between SW 185th Ave & W Baseline Rd. Excludes Crashes at Terminal Intersections.
January 1, 2016 through December 31, 2020

SERIAL NO	DATE	TIME	DAY	*COUNTY OR CITY NAME	CRASH LOCATION	COLL TYPE	EVENT	CAUSE	ERROR	SUR F	TOT VEH	PEOPLE					
												VEHICLE TYP/OWN #1	VEHICLE TYP/OWN #2	K ILL	INJ	ALC	SPED
01031	02/23/2017	12P	TH	*Washington	SW STEPPING STONE DR 4/100ths MI E OF SW 185TH AVE	FIX	044,121	10	081	DRY	1	011		0	1	Y	N
01354	03/17/2019	10A	SU	*Washington	SW STEPPING STONE DR 1/100ths MI S OF W BASELINE RD	REAR		29		DRY	2	010	010	0	0	N	N

VEHICLE OWNERSHIP CODES

Code	Short Description	Long Description
0	N/A	Not collected for PDO Crashes
1	PRVTE	Private
2	GOVMT	Government
3	PUBLC	Public
4	RENTL	Rental vehicle
5	STOLN	Stolen vehicle
9	UNKN	Unknown ownership

VEHICLE TYPE CODES

Code	Short Description	Long Description
00	PDO	Not collected for PDO Crashes
01	PSNGR CAR	Passenger car, pickup, light delivery, etc.
02	BOBTAIL	Truck tractor with no trailers (bobtail)
03	FARM TRCTR	Farm tractor or self-propelled farm equipment
04	SEMI TOW	Truck Tractor with trailer/mobile home in tow
05	TRUCK	Truck with non-detachable bed, panel, etc.
06	MOPED	Moped, minibike, seated motor scooter, motor bike
07	SCHL BUS	School bus (includes van)
08	OTH BUS	Other bus
09	MTRCYCLE	Motorcycle, dirt bike
10	OTHER	Other: forklift, backhoe, etc.
11	MOTRHOME	Motorhome
12	TROLLEY	Motorized Street Car/Trolley (no rails/wires)
13	ATV	ATV
14	MTRSCTR	Motorized scooter (standing)
15	SNOWMOBILE	Snowmobile
99	UNKNOWN	Unknown vehicle type

CAUSE CODES

Code	Short Description	Medium Description	Long Description	Code Termination Date
00	NO CODE	NO CODE APPLICABLE	No cause associated at this level	
01	TOO-FAST	TOO FAST FOR COND	Too fast for conditions (not exceed posted speed)	
02	NO-YIELD	FAILED YIELD ROW	Did not yield right-of-way	
03	PAS-STOP	PASSED STOP SIGN	Passed stop sign or red flasher	
04	DIS SIG	DISREGRD TRAF SIGNAL	Disregarded traffic signal	
05	LEFT-CTR	LEFT OF CTR/STRADDLE	Drove left of center on two-way road; straddling	
06	IMP-OVER	IMPROPER PASSING	Improper overtaking	
07	TOO-CLOS	FOLLOW TOO CLOSE	Followed too closely	
08	IMP-TURN	IMPROPER TURN	Made improper turn	
09	DRINKING	ALC OR DRUGS	Alcohol or Drug Involved	12/31/2002
10	OTHR-IMP	OTHER DRIVE ERR	Other improper driving	
11	MECH-DEF	MECH DEFECT	Mechanical defect	
12	OTHER	OTHER	Other (not improper driving)	
13	IMP LN C	IMP LANE CHANGE	Improper change of traffic lanes	
14	DIS TCD	DISRG OTHR TCD	Disregarded other traffic control device	
15	WRNG WAY	WRONG WAY / 1-WAY RD	Wrong way on one-way road; wrong side divided road	
16	FATIGUE	DRIVER FATIGUED	Driver drowsy/fatigued/sleepy	
17	ILLNESS	PHYSICAL ILLNESS	Physical illness	
18	IN RDWY	ILLEGALLY IN RDWY	Non-motorist illegally in roadway	
19	NT VISBL	NOT VISIBLE	Non-motorist not visible; non-reflective clothing	
20	IMP PKNG	IMPROPER PARKING	Vehicle improperly parked	
21	DEF STER	DEFECTIVE STEERING	Defective steering mechanism	
22	DEF BRKE	DEFECTIVE BRAKES	Inadequate or no brakes	
24	LOADSHFT	LOAD SHIFTED	Vehicle lost load or load shifted	
25	TIREFAIL	TIRE FAILURE	Tire Failure	
26	PHANTOM	PHANTOM VEHICLE	Phantom / Non-contact Vehicle	
27	INATTENT	INATTENTION	Inattention	
28	NM INATT	NON-MTRST INATTENT	Non-Motorist Inattention	
29	F AVOID	FAIL AVOID VEH AHEAD	Failed to avoid vehicle ahead	
30	SPEED	EXCED POSTED SPEED	Driving in excess of posted speed	
31	RACING	SPEED RACING	Speed Racing (per PAR)	
32	CARELESS	CARELESS DRIVING	Careless Driving (per PAR)	
33	RECKLESS	RECKLESS DRIVING	Reckless Driving (per PAR)	
34	AGGRESV	AGGRESSIVE DRIVING	Aggressive Driving (per PAR)	
35	RD RAGE	ROAD RAGE	Road Rage (per PAR)	
40	VIEW OBS	VIEW OBSCURED	View obscured	
50	USED MDN	IMP USE MEDIAN/SHLDR	Improper use of median or shoulder	
51	FAIL LN	F MAINT LANE	Failed to maintain lane	12/31/2015
52	OFF RD	RAN OFF RD	Ran off road	12/31/2015

ERR CODES

Code	Short Description	Medium Description	Long Description
000	NONE	NO ERROR	No error
001	WIDE TRN	WIDE TURN	Wide turn
002	CUT CORN	CUT CORNER	Cut corner on turn
003	FAIL TRN	F OBEY TRN	Failed to obey mandatory traffic turn signal, sign or lane markings
004	L IN TRF	LTRN FNT TRAF	Left turn in front of oncoming traffic
005	L PROHIB	LTRN PROHIB	Left turn where prohibited
006	FRM WRNG	T FRM WRNG LN	Turned from wrong lane
007	TO WRONG	T TO WRONG LN	Turned into wrong lane
008	ILLEG U	ILLEG U-TURN	U-turned illegally
009	IMP STOP	IMP STOP	Improperly stopped in traffic lane
010	IMP SIG	IMP/FAIL SIG	Improper signal or failure to signal
011	IMP BACK	IMP BACKING	Backing improperly (not parking)
012	IMP PARK	IMP PARKED	Improperly parked
013	UNPARK	IMP STRT PARK	Improper start leaving parked position
014	IMP STRT	IMP STRT STOP	Improper start from stopped position
015	IMP LGHT	IMP/NO LIGHTS	Improper or no lights (vehicle in traffic)
016	INATTENT	INATTENTION	Inattention (Failure to Dim Lights prior to 4/1/97)
017	UNSF VEH	DR UNSAFE VEH	Driving unsafe vehicle (no other error apparent)
018	OTH PARK	PRK MAN N/CLR	Entering/exiting parked position w/ insufficient clearance; other improper parking maneuver
019	DIS DRIV	DISRG DR SIG	Disregarded other driver's signal
020	DIS SGNL	DISRG TRF SIG	Disregarded traffic signal
021	RAN STOP	DISRG STP SGN	Disregarded stop sign or flashing red
022	DIS SIGN	DISRG WRN SGN	Disregarded warning sign, flares or flashing amber
023	DIS OFCR	DISRG POL/FLG	Disregarded police officer or flagman
024	DIS EMER	DISRG SIR/EMR	Disregarded siren or warning of emergency vehicle
025	DIS RR	DISRG RR SIG	Disregarded RR signal, RR sign, or RR flagman
026	REAR-END	F AVOID STP V	Failed to avoid stopped or parked vehicle ahead other than school bus
027	BIKE ROW	F/YLD ROW BIK	Did not have right-of-way over pedalcyclist
028	NO ROW	NO R-O-W	Did not have right-of-way
029	PED ROW	F/YLD ROW PED	Failed to yield right-of-way to pedestrian
030	PAS CURV	PASS ON CURVE	Passing on a curve
031	PAS WRNG	PASS WRNG SID	Passing on the wrong side
032	PAS TANG	PASS TANGENT	Passing on straight road under unsafe conditions
033	PAS X-WK	PASS STP4PED	Passed vehicle stopped at crosswalk for pedestrian
034	PAS INTR	PASS AT INTER	Passing at intersection
035	PAS HILL	PASS ON HILL	Passing on crest of hill
036	N/PAS ZN	PASS N/PASSNG	Passing in "No Passing" zone
037	PAS TRAF	PASS ONC TRAF	Passing in front of oncoming traffic
038	CUT-IN	CUTTING IN	Cutting in (two lanes - two way only)
039	WRNGSIDE	DR WRONG SIDE	Driving on wrong side of the road (2-way undivided roadways)
040	THRU MED	DR THRU MEDN	Driving through safety zone or over island
041	F/ST BUS	F/STP SCHLBUS	Failed to stop for school bus
042	F/SLO MV	F/SLO SLO VEH	Failed to decrease speed for slower moving vehicle
043	TOO CLOSE	FOLLW TO CLOS	Following too closely (must be on officer's report)
044	STRDL LN	STRD/DR WRNG	Straddling or driving on wrong lanes
045	IMP CHG	IMP LANE CHG	Improper change of traffic lanes

ERR CODES

Code	Short Description	Medium Description	Long Description
046	WRNG WAY	WRNG WY/1 WAY	Wrong way on one-way roadway; wrong side divided road
047	BASCRULE	V BASIC RULE	Driving too fast for conditions (not exceeding posted speed)
048	OPN DOOR	OPN DOOR TRAF	Opened door into adjacent traffic lane
049	IMPEDING	IMPEDING TRAF	Impeding Traffic
050	SPEED	SPEED	Driving in excess of posted speed
051	RECKLESS	RECKLSS DRVNG	Reckless driving (per PAR)
052	CARELESS	CARELSS DRVNG	Careless driving (per PAR)
053	RACING	RACING	Speed Racing (per PAR)
054	X N/SGNL	X-INT NO SGNL	Crossing at intersection, no traffic signal present
055	X W/SGNL	X-INT W/ SGNL	Crossing at intersection, traffic signal present
056	DIAGONAL	X-INT DIAGNL	Crossing at intersection - diagonally
057	BTWN INT	X-BTWN INTER	Crossing between intersections
059	W/TRAF-S	W SHLD W/TRAF	Walking, running, riding, etc., on shoulder WITH traffic
060	A/TRAF-S	W SHLD A/TRAF	Walking, running, riding, etc., on shoulder FACING traffic
061	W/TRAF-P	W PAVE W/TRAF	Walking, running, riding, etc., on pavement WITH traffic
062	A/TRAF-P	W PAVE A/TRAF	Walking, running, riding, etc., on pavement FACING traffic
063	PLAYINRD	PLAY IN RDWY	Playing in street or road
064	PUSH MV	PUSH MV IN RD	Pushing or working on vehicle in road or on shoulder
065	WORK IN RD	WORK IN RD	Working in roadway or along shoulder
070	LAY ON RD	LYING IN RD	Standing or lying in roadway
071	NM IMP USE	N-M IMP USE	Improper use of traffic lane by non-motorist
073	ELUDING	ELUDING	Eluding / Attempt to elude
079	F NEG CURV	FAIL NEG CURV	Failed to negotiate a curve
080	FAIL LN	F MAINT LANE	Failed to maintain lane
081	OFF RD	RAN OFF RD	Ran off road
082	NO CLEAR	MISJUDGE CLR	Driver misjudged clearance
083	OVRSTEER	OVERSTEER	Over-correcting
084	NOT USED	NOT USED	Code not in use
085	OVRLOAD	OVERLOAD	Overloading or improper loading of vehicle with cargo or passengers
097	UNA DIS TC	UNA DISRG TCD	Unable to determine which driver disregarded traffic control device

EVENT CODES

Code	Short Description	Medium Description	Long Description
001	FEL/JUMP	FELL/JUMPED MV	Occupant fell, jumped or was ejected from moving vehicle
002	INTERFER	PSNGR INTERFERED	Passenger interfered with driver
003	BUG INTF	ANML INTERFERED	Animal or insect in vehicle interfered with driver
004	INDRCT PED	PED INDRCTLY INVLV	Pedestrian indirectly involved (not struck)
005	SUB-PED	SUBSEQUENT PED	"Sub-Ped": pedestrian injured subsequent to collision, etc.
006	INDRCT BIK	BIKE INDRCTLY INVLV	Pedalcyclist indirectly involved (not struck)
007	HITCHIKR	HITCHHIKER	Hitchhiker (soliciting a ride)
008	PSNGR TOW	PSNGR TOWED	Passenger or non-motorist being towed or pushed on conveyance
009	ON/OFF V	ON/OFF STOP VEH	Getting on/off stopped/parked vehicle (occupants only; must have physical contact w/ vehicle)
010	SUB OTRN	SUBSEQ OVERTURN	Overturned after first harmful event
011	MV PUSHD	VEH BEING PUSHED	Vehicle being pushed
012	MV TOWED	VEH TOWED/TOWING	Vehicle towed or had been towing another vehicle
013	FORCED	FORCED BY IMPACT	Vehicle forced by impact into another vehicle, pedalcyclist or pedestrian
014	SET MOTN	MV SET IN MOTION	Vehicle set in motion by non-driver (child released brakes, etc.)
015	RR ROW	RAILROAD ROW	At or on railroad right-of-way (not Light Rail)
016	LT RL ROW	LIGHT RAIL ROW	At or on Light-Rail right-of-way
017	RR HIT V	TRAIN HIT VEH	Train struck vehicle
018	V HIT RR	VEH HIT TRAIN	Vehicle struck train
019	HIT RR CAR	VEH HIT RR CAR	Vehicle struck railroad car on roadway
020	JACKNIFE	JACKKNIFE	Jackknife; trailer or towed vehicle struck towing vehicle
021	TRL OTRN	TRAILER O'TURN	Trailer or towed vehicle overturned
022	CN BROKE	TRLR CONN BROKE	Trailer connection broke
023	DETACH TRL	DETCHD TRLR STRKNG	Detached trailing object struck other vehicle, non-motorist, or object
024	V DOOR OPN	V DOOR OPN IN TRAF	Vehicle door opened into adjacent traffic lane
025	WHEELOFF	WHEEL CAME OFF	Wheel came off
026	HOOD UP	HOOD FLEW UP	Hood flew up
028	LOAD SHIFT	LOAD SHIFTED	Lost load, load moved or shifted
029	TIREFAIL	TIRE FAILURE	Tire failure
030	PET	PET	Pet: cat, dog and similar
031	LVSTOCK	LIVESTOCK	Stock: cow, calf, bull, steer, sheep, etc.
032	HORSE	HORSE	Horse, mule, or donkey
033	HRSE&RID	HORSE & RIDER	Horse and rider
034	GAME	GAME NO DEER/ELK	Wild animal, game (includes birds; not deer or elk)
035	DEER ELK	DEER OR ELK	Deer or elk, wapiti
036	ANML VEH	ANIMAL-DRAWN VEH	Animal-drawn vehicle
037	CULVERT	CULVERT/MANHOLE	Culvert, open low or high manhole
038	ATENUATN	IMPACT CUSHION	Impact attenuator
039	PK METER	PARKING METER	Parking meter
040	CURB	CURB	Curb (also narrow sidewalks on bridges)
041	JIGGLE	JIGGLE BAR N/MED	Jiggle bar or traffic snake for channelization

EVENT CODES

Code	Short Description	Medium Description	Long Description
042	GDRL END	GUARDRAIL END	Leading edge of guardrail
043	GARDRAIL	GUARDRAIL	Guard rail (not metal median barrier)
044	BARRIER	MEDIAN BARRIER	Median barrier (raised or metal)
045	WALL	WALL	Retaining wall or tunnel wall
046	BR RAIL	BRIDGE RAIL	Bridge railing or parapet (on bridge or approach)
047	BR ABUTMNT	BRIDGE ABUTMENT	Bridge abutment (included "approach end" thru 2013)
048	BR COLMN	BRIDGE COLUMN	Bridge pillar or column
049	BR GIRDR	BRIDGE GIRDER	Bridge girder (horizontal bridge structure overhead)
050	ISLAND	TRAFFIC ISLAND	Traffic raised island
051	GORE	GORE	Gore
052	POLE UNK	POLE-UNKNOWN	Pole – type unknown
053	POLE UTL	POLE-UTILITY	Pole – power or telephone
054	ST LIGHT	POLE-ST LIGHT	Pole – street light only
055	TRF SGNL	POLE-TRAF SIGNAL	Pole – traffic signal and ped signal only
056	SGN BRDG	POLE-SIGN BRIDGE	Pole – sign bridge
057	STOPSIGN	STOP/YIELD SIGN	Stop or yield sign
058	OTH SIGN	OTHER SIGN	Other sign, including street signs
059	HYDRANT	HYDRANT	Hydrant
060	MARKER	DELINEATOR	Delineator or marker (reflector posts)
061	MAILBOX	MAILBOX	Mailbox
062	TREE	TREE/STUMP	Tree, stump or shrubs
063	VEG OHED	VEGTN OVER RDWY	Tree branch or other vegetation overhead, etc.
064	WIRE/CBL	CABLE ACROSS RD	Wire or cable across or over the road
065	TEMP SGN	TEMP SIGN/BARR	Temporary sign or barricade in road, etc.
066	PERM SGN	PERM SIGN/BARR	Permanent sign or barricade in/off road
067	SLIDE	SLIDE/ROCKS	Slides, fallen or falling rocks
068	FRGN OBJ	FOREIGN OBJECT	Foreign obstruction/debris in road (not gravel)
069	EQP WORK	EQUIP WORKING	Equipment working in/off road
070	OTH EQP	OTHER EQUIPMENT	Other equipment in or off road (includes parked trailer, boat)
071	MAIN EQP	MAINTNCE EQUIP	Wrecker, street sweeper, snow plow or sanding equipment
072	OTHER WALL	OTHER WALL	Rock, brick or other solid wall
073	IRRGL PVMT	IRREGULAR PAVEMENT	Other bump (not speed bump), pothole or pavement irregularity (per PAR)
074	OVERHD OBJ	OTHER OVERHEAD OBJ	Other overhead object (highway sign, signal head, etc.); not bridge
075	CAVE IN	CAVE IN	Bridge or road cave in
076	HI WATER	HIGH WATER	High Water
077	SNO BANK	SNOW BANK	Snow Bank
078	LO-HI EDGE	LOW-HIGH PVMNT EDGE	Low or high shoulder at pavement edge
079	DITCH	CUT SLOPE/DITCH	Cut slope or ditch embankment
080	OBJ FRM MV	OBJ FRM OTHR VEH	Struck by rock or other object set in motion by other vehicle (incl. lost loads)
081	FLY-OBJ	OTHER MOVING OBJ	Struck by rock or other moving or flying object (not set in motion by vehicle)
082	VEH HID	VEH OBSCURE VIEW	Vehicle obscured view
083	VEG HID	VEG OBSCURE VIEW	Vegetation obscured view
084	BLDG HID	BLD OBSCURE VIEW	View obscured by fence, sign, phone booth, etc.

EVENT CODES

Code	Short Description	Medium Description	Long Description
085	WIND GUST	WIND GUST	Wind Gust
086	IMMERSED	IMMERSION	Vehicle immersed in body of water
087	FIRE/EXP	FIRE/EXPLOSION	Fire or explosion
088	FENC/BLD	FENCE/BUILDING	Fence or building, etc.
089	OTHR CRASH	REFER OTHR CRASH	Crash related to another separate crash
090	TO 1 SIDE	TWO WAY ONE SIDE	Two-way traffic on divided roadway all routed to one side
091	BUILDING	BUILDING	Building or other structure
092	PHANTOM	PHANTOM VEH	Other (phantom) non-contact vehicle
093	CELL PHONE	CELL PHONE PER PAR	Cell phone (on PAR or driver in use)
094	VIOL GDL	VIOL GRAD DR LIC	Teenage driver in violation of graduated license pgm
095	GUY WIRE	GUY WIRE	Guy wire
096	BERM	BERM	Berm (earthen or gravel mound)
097	GRAVEL	GRAVEL IN RDWY	Gravel in roadway
098	ABR EDGE	ABRUPT EDGE	Abrupt edge
099	CELL WTNSD	CELL PHONE WITNESSED	Cell phone use witnessed by other participant
100	UNK FIXD	UNK FIX OBJ	Fixed object, unknown type.
101	OTHER OBJ	OTHER OBJ NOT FIXED	Non-fixed object, other or unknown type
102	TEXTING	TEXTING	Texting
103	WZ WORKER	WZ WORKER	Work Zone Worker
104	ON VEHICLE	RIDE ON VEH EXTERIOR	Passenger riding on vehicle exterior
105	PEDAL PSGR	PSNGR ON PEDALCYCLE	Passenger riding on pedalcycle
106	MAN WHLCHR	NONMOTOR WHEELCHAIR	Pedestrian in non-motorized wheelchair
107	MTR WHLCHR	MOTORIZED WHEELCHAIR	Pedestrian in motorized wheelchair
108	OFFICER	POLICE OFFICER	Law Enforcement / Police Officer
109	SUB-BIKE	SUBSEQUENT BICYCLIST	"Sub-Bike": pedalcyclist injured subsequent to collision, etc.
110	N-MTR	NM STR VEH	Non-motorist struck vehicle
111	S CAR VS V	ST CAR STRUCK VEH	Street Car/Trolley (on rails or overhead wire system) struck vehicle
112	V VS S CAR	VEH STRUCK ST CAR	Vehicle struck Street Car/Trolley (on rails or overhead wire system)
113	S CAR ROW	STREET CAR ROW	At or on street car or trolley right-of-way
114	RR EQUIP	VEH STRUCK RR EQUIP	Vehicle struck railroad equipment (not train) on tracks
115	DSTRCT GPS	DISTRACT GPS DEVICE	Distracted by navigation system or GPS device
116	DSTRCT OTH	DISTRACT OTHR DEVICE	Distracted by other electronic device
117	RR GATE	RR DROP-ARM GATE	Rail crossing drop-arm gate
118	EXPNSN JNT	EXPANSION JOINT	Expansion joint
119	JERSEY BAR	JERSEY BARRIER	Jersey barrier
120	WIRE BAR	WIRE BARRIER	Wire or cable median barrier
121	FENCE	FENCE	Fence
123	OBJ IN VEH	LOOSE OBJ IN VEHICLE	Loose object in vehicle struck occupant
124	SLIPPERY	SLIPPERY SURFACE	Sliding or swerving due to wet, icy, slippery or loose surface (not gravel)
125	SHLDR	SHLDR GAVE	Shoulder gave way
126	BOULDER	ROCKS / BOULDER	Rock(s), boulder (not gravel; not rock slide)
127	LAND SLIDE	ROCK OR LAND SLIDE	Rock slide or land slide
128	CURVE INV	CURVE PRESENT	Curve present at crash location

EVENT CODES

Code	Short Description	Medium Description	Long Description
129	HILL INV	HILL PRESENT	Vertical grade / hill present at crash location
130	CURVE HID	CURVE OBSCURED VIEW	View obscured by curve
131	HILL HID	HILL OBSCURED VIEW	View obscured by vertical grade / hill
132	WINDOW HID	WINDOW VIEW OBSCURED	View obscured by vehicle window conditions
133	SPRAY HID	SPRAY OBSCURED VIEW	View obscured by water spray
134	TORRENTIAL	TORRENTIAL RAIN	Torrential Rain (exceptionally heavy rain)
135	RAIL OCC	RAIL/CABLE CAR OCC	Injured occupant of railway train, light rail, street car or cable car

OREGON DEPARTMENT OF TRANSPORTATION - POLICY, DATA AND ANALYSIS DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Intersectional Crashes at SW 185th Ave & SW Alderwood Dr in Washington County, OR.
January 1, 2016 through December 31, 2020

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2019														
REAR-END	0	1	0	1	0	1	0	0	1	1	0	1	0	0
2019 TOTAL	0	1	0	1	0	1	0	0	1	1	0	1	0	0
FINAL TOTAL	0	1	0	1	0	1	0	0	1	1	0	1	0	0

Disclaimers: *Effective 2016,* ***collection of "Property Damage Only" (PDO) crash data elements was reduced for vehicles and participants.*** *Age, Gender, License, Error and other elements are no longer available for PDO crash reporting. Please keep this in mind when comparing 2016 PDO crash data to prior years.*

A higher number of crashes may be reported as of 2011 compared to prior years. This does not necessarily reflect an increase in annual crashes. The higher numbers may result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics. For all disclaimers, see https://www.oregon.gov/ODOT/Data/documents/Crash_Data_Disclaimers.pdf.

WASHINGTON COUNTY

Intersectional Crashes at SW 185th Ave & SW Alderwood Dr in Washington County, OR.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPEED	ALC	DRUG/MJ	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	MILEPNT / DIST FROM / INTERSECT	COUNTY ROADS FIRST STREET / SECOND STREET / INTERSECTION SEQ #	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00714	N	N	N	N	N	2/14/2019		SW ALDERWOOD DR	INTER	3-LEG	N	N	RAIN	S-1STOP	01	NONE 0	STRGHT											07
CITY			N			Thu 7A	0	SW 185TH AVE	S		STOP SIGN	N	WET	REAR		PRVTE	S N									000		00
No						*45 30 43.78 -122 52 2.94*		1	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	26	M	NONE OR<25		043	000		07
															02	NONE 0	STOP											
																PRVTE	S N									011		00
																PSNGR CAR		01	DRVR	INJC	45	M	SUSP OR<25		000	000		00

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
000	NONE	NO ACTION OR NON-WARRANTED
001	SKIDDED	SKIDDED
002	ON/OFF V	GETTING ON OR OFF STOPPED OR PARKED VEHICLE
003	LOAD OVR	OVERHANGING LOAD STRUCK ANOTHER VEHICLE, ETC.
006	SLOW DN	SLOWED DOWN
007	AVOIDING	AVOIDING MANEUVER
008	PAR PARK	PARALLEL PARKING
009	ANG PARK	ANGLE PARKING
010	INTERFERE	PASSENGER INTERFERING WITH DRIVER
011	STOPPED	STOPPED IN TRAFFIC NOT WAITING TO MAKE A LEFT TURN
012	STP/L TRN	STOPPED BECAUSE OF LEFT TURN SIGNAL OR WAITING, ETC.
013	STP TURN	STOPPED WHILE EXECUTING A TURN
014	EMR V PKD	EMERGENCY VEHICLE LEGALLY PARKED IN THE ROADWAY
015	GO A/STOP	PROCEED AFTER STOPPING FOR A STOP SIGN/FLASHING RED.
016	TRN A/RED	TURNED ON RED AFTER STOPPING
017	LOSTCTRL	LOST CONTROL OF VEHICLE
018	EXIT DWY	ENTERING STREET OR HIGHWAY FROM ALLEY OR DRIVEWAY
019	ENTR DWY	ENTERING ALLEY OR DRIVEWAY FROM STREET OR HIGHWAY
020	STR ENTR	BEFORE ENTERING ROADWAY, STRUCK PEDESTRIAN, ETC. ON SIDEWALK OR SHOULDER
021	NO DRVR	CAR RAN AWAY - NO DRIVER
022	PREV COL	STRUCK, OR WAS STRUCK BY, VEHICLE OR PEDESTRIAN IN PRIOR COLLISION BEFORE ACC. STABILIZED
023	STALLED	VEHICLE STALLED OR DISABLED
024	DRVR DEAD	DEAD BY UNASSOCIATED CAUSE
025	FATIGUE	FATIGUED, SLEEPY, ASLEEP
026	SUN	DRIVER BLINDED BY SUN
027	HDLGHTS	DRIVER BLINDED BY HEADLIGHTS
028	ILLNESS	PHYSICALLY ILL
029	THRU MED	VEHICLE CROSSED, PLUNGED OVER, OR THROUGH MEDIAN BARRIER
030	PURSUIT	PURSUING OR ATTEMPTING TO STOP A VEHICLE
031	PASSING	PASSING SITUATION
032	PRKOFFRD	VEHICLE PARKED BEYOND CURB OR SHOULDER
033	CROS MED	VEHICLE CROSSED EARTH OR GRASS MEDIAN
034	X N/SGNL	CROSSING AT INTERSECTION - NO TRAFFIC SIGNAL PRESENT
035	X W/ SGNL	CROSSING AT INTERSECTION - TRAFFIC SIGNAL PRESENT
036	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
037	BTWN INT	CROSSING BETWEEN INTERSECTIONS
038	DISTRACT	DRIVER'S ATTENTION DISTRACTED
039	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
040	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
041	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
042	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
043	PLAYINRD	PLAYING IN STREET OR ROAD
044	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
045	WORK ON	WORKING IN ROADWAY OR ALONG SHOULDER
046	W/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. WITH TRAFFIC
047	A/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. FACING TRAFFIC
050	LAY ON RD	STANDING OR LYING IN ROADWAY
051	ENT OFFRD	ENTERING / STARTING IN TRAFFIC LANE FROM OFF ROAD
052	MERGING	MERGING

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
055	SPRAY	BLINDED BY WATER SPRAY
088	OTHER	OTHER ACTION
099	UNK	UNKNOWN ACTION

CAUSE CODE TRANSLATION LIST

CAUSE CODE	SHORT DESCRIPTION	LONG DESCRIPTION
00	NO CODE	NO CAUSE ASSOCIATED AT THIS LEVEL
01	TOO-FAST	TOO FAST FOR CONDITIONS (NOT EXCEED POSTED SPEED
02	NO-YIELD	DID NOT YIELD RIGHT-OF-WAY
03	PAS-STOP	PASSED STOP SIGN OR RED FLASHER
04	DIS SIG	DISREGARDED TRAFFIC SIGNAL
05	LEFT-CTR	DROVE LEFT OF CENTER ON TWO-WAY ROAD; STRADDLING
06	IMP-OVER	IMPROPER OVERTAKING
07	TOO-CLOS	FOLLOWED TOO CLOSELY
08	IMP-TURN	MADE IMPROPER TURN
09	DRINKING	ALCOHOL OR DRUG INVOLVED
10	OTHR-IMP	OTHER IMPROPER DRIVING
11	MECH-DEF	MECHANICAL DEFECT
12	OTHER	OTHER (NOT IMPROPER DRIVING)
13	IMP LN C	IMPROPER CHANGE OF TRAFFIC LANES
14	DIS TCD	DISREGARDED OTHER TRAFFIC CONTROL DEVICE
15	WRNG WAY	WRONG WAY ON ONE-WAY ROAD; WRONG SIDE DIVIDED RO
16	FATIGUE	DRIVER DROWSY/FATIGUED/SLEEPY
17	ILLNESS	PHYSICAL ILLNESS
18	IN RDWY	NON-MOTORIST ILLEGALLY IN ROADWAY
19	NT VISBL	NON-MOTORIST NOT VISIBLE; NON-REFLECTIVE CLOTHIN
20	IMP PKNG	VEHICLE IMPROPERLY PARKED
21	DEF STER	DEFECTIVE STEERING MECHANISM
22	DEF BRKE	INADEQUATE OR NO BRAKES
24	LOADSHFT	VEHICLE LOST LOAD OR LOAD SHIFTED
25	TIREFAIL	TIRE FAILURE
26	PHANTOM	PHANTOM / NON-CONTACT VEHICLE
27	INATTENT	INATTENTION
28	NM INATT	NON-MOTORIST INATTENTION
29	F AVOID	FAILED TO AVOID VEHICLE AHEAD
30	SPEED	DRIVING IN EXCESS OF POSTED SPEED
31	RACING	SPEED RACING (PER PAR)
32	CARELESS	CARELESS DRIVING (PER PAR)
33	RECKLESS	RECKLESS DRIVING (PER PAR)
34	AGGRESV	AGGRESSIVE DRIVING (PER PAR)
35	RD RAGE	ROAD RAGE (PER PAR)
40	VIEW OBS	VIEW OBSCURED
50	USED MDN	IMPROPER USE OF MEDIAN OR SHOULDER
51	FAIL LN	FAILED TO MAINTAIN LANE
52	OFF RD	RAN OFF ROAD

COLLISION TYPE CODE TRANSLATION LIST

COLL CODE	SHORT DESCRIPTION	LONG DESCRIPTION
&	OTH	MISCELLANEOUS
-	BACK	BACKING
0	PED	PEDESTRIAN
1	ANGL	ANGLE
2	HEAD	HEAD-ON
3	REAR	REAR-END
4	SS-M	SIDESWIPE - MEETING
5	SS-O	SIDESWIPE - OVERTAKING
6	TURN	TURNING MOVEMENT
7	PARK	PARKING MANEUVER
8	NCOL	NON-COLLISION
9	FIX	FIXED OBJECT OR OTHER OBJECT

CRASH TYPE CODE TRANSLATION LIST

CRASH TYPE	SHORT DESCRIPTION	LONG DESCRIPTION
&	OVERTURN	OVERTURNED
0	NON-COLL	OTHER NON-COLLISION
1	OTH RDWY	MOTOR VEHICLE ON OTHER ROADWAY
2	PRKD MV	PARKED MOTOR VEHICLE
3	PED	PEDESTRIAN
4	TRAIN	RAILWAY TRAIN
6	BIKE	PEDALCYCLIST
7	ANIMAL	ANIMAL
8	FIX OBJ	FIXED OBJECT
9	OTH OBJ	OTHER OBJECT
A	ANGL-STP	ENTERING AT ANGLE - ONE VEHICLE STOPPED
B	ANGL-OTH	ENTERING AT ANGLE - ALL OTHERS
C	S-STRGHT	FROM SAME DIRECTION - BOTH GOING STRAIGHT
D	S-1TURN	FROM SAME DIRECTION - ONE TURN, ONE STRAIGHT
E	S-1STOP	FROM SAME DIRECTION - ONE STOPPED
F	S-OTHER	FROM SAME DIRECTION-ALL OTHERS, INCLUDING PARKING
G	O-STRGHT	FROM OPPOSITE DIRECTION - BOTH GOING STRAIGHT
H	O-1 L-TURN	FROM OPPOSITE DIRECTION-ONE LEFT TURN,ONE STRAIGHT
I	O-1STOP	FROM OPPOSITE DIRECTION - ONE STOPPED
J	O-OTHER	FROM OPPOSITE DIRECTION-ALL OTHERS INCL. PARKING

DRIVER LICENSE CODE TRANSLATION LIST

LIC CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NOT LICENSED (HAD NEVER BEEN LICENSED)
1	OR-Y	VALID OREGON LICENSE
2	OTH-Y	VALID LICENSE, OTHER STATE OR COUNTRY
3	SUSP	SUSPENDED/REVOKED
4	EXP	EXPIRED
8	N-VAL	OTHER NON-VALID LICENSE
9	UNK	UNKNOWN IF DRIVER WAS LICENSED AT TIME OF CRASH

DRIVER RESIDENCE CODE TRANSLATION LIST

RES CODE	SHORT DESC	LONG DESCRIPTION
1	OR<25	OREGON RESIDENT WITHIN 25 MILE OF HOME
2	OR>25	OREGON RESIDENT 25 OR MORE MILES FROM HOME
3	OR-?	OREGON RESIDENT - UNKNOWN DISTANCE FROM HOME
4	N-RES	NON-RESIDENT
9	UNK	UNKNOWN IF OREGON RESIDENT

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
000	NONE	NO ERROR
001	WIDE TRN	WIDE TURN
002	CUT CORN	CUT CORNER ON TURN
003	FAIL TRN	FAILED TO OBEY MANDATORY TRAFFIC TURN SIGNAL, SIGN OR LANE MARKINGS
004	L IN TRF	LEFT TURN IN FRONT OF ONCOMING TRAFFIC
005	L PROHIB	LEFT TURN WHERE PROHIBITED
006	FRM WRNG	TURNED FROM WRONG LANE
007	TO WRONG	TURNED INTO WRONG LANE
008	ILLEG U	U-TURNED ILLEGALLY
009	IMP STOP	IMPROPERLY STOPPED IN TRAFFIC LANE
010	IMP SIG	IMPROPER SIGNAL OR FAILURE TO SIGNAL
011	IMP BACK	BACKING IMPROPERLY (NOT PARKING)
012	IMP PARK	IMPROPERLY PARKED
013	UNPARK	IMPROPER START LEAVING PARKED POSITION
014	IMP STRT	IMPROPER START FROM STOPPED POSITION
015	IMP LGHT	IMPROPER OR NO LIGHTS (VEHICLE IN TRAFFIC)
016	INATTENT	INATTENTION (FAILURE TO DIM LIGHTS PRIOR TO 4/1/97)
017	UNSF VEH	DRIVING UNSAFE VEHICLE (NO OTHER ERROR APPARENT)
018	OTH PARK	ENTERING/EXITING PARKED POSITION W/ INSUFFICIENT CLEARANCE; OTHER IMPROPER PARKING MANEUVER
019	DIS DRIV	DISREGARDED OTHER DRIVER'S SIGNAL
020	DIS SGNL	DISREGARDED TRAFFIC SIGNAL
021	RAN STOP	DISREGARDED STOP SIGN OR FLASHING RED
022	DIS SIGN	DISREGARDED WARNING SIGN, FLARES OR FLASHING AMBER
023	DIS OFCR	DISREGARDED POLICE OFFICER OR FLAGMAN
024	DIS EMER	DISREGARDED SIREN OR WARNING OF EMERGENCY VEHICLE
025	DIS RR	DISREGARDED RR SIGNAL, RR SIGN, OR RR FLAGMAN
026	REAR-END	FAILED TO AVOID STOPPED OR PARKED VEHICLE AHEAD OTHER THAN SCHOOL BUS
027	BIKE ROW	DID NOT HAVE RIGHT-OF-WAY OVER PEDALCYCLIST
028	NO ROW	DID NOT HAVE RIGHT-OF-WAY
029	PED ROW	FAILED TO YIELD RIGHT-OF-WAY TO PEDESTRIAN
030	PAS CURV	PASSING ON A CURVE
031	PAS WRNG	PASSING ON THE WRONG SIDE
032	PAS TANG	PASSING ON STRAIGHT ROAD UNDER UNSAFE CONDITIONS
033	PAS X-WK	PASSED VEHICLE STOPPED AT CROSSWALK FOR PEDESTRIAN
034	PAS INTR	PASSING AT INTERSECTION
035	PAS HILL	PASSING ON CREST OF HILL
036	N/PAS ZN	PASSING IN "NO PASSING" ZONE
037	PAS TRAF	PASSING IN FRONT OF ONCOMING TRAFFIC
038	CUT-IN	CUTTING IN (TWO LANES - TWO WAY ONLY)
039	WRNGSIDE	DRIVING ON WRONG SIDE OF THE ROAD (2-WAY UNDIVIDED ROADWAYS)

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
040	THRU MED	DRIVING THROUGH SAFETY ZONE OR OVER ISLAND
041	F/ST BUS	FAILED TO STOP FOR SCHOOL BUS
042	F/SLO MV	FAILED TO DECREASE SPEED FOR SLOWER MOVING VEHICLE
043	TOO CLOSE	FOLLOWING TOO CLOSELY (MUST BE ON OFFICER'S REPORT)
044	STRDL LN	STRADDLING OR DRIVING ON WRONG LANES
045	IMP CHG	IMPROPER CHANGE OF TRAFFIC LANES
046	WRNG WAY	WRONG WAY ON ONE-WAY ROADWAY; WRONG SIDE DIVIDED ROAD
047	BASCRULE	DRIVING TOO FAST FOR CONDITIONS (NOT EXCEEDING POSTED SPEED)
048	OPN DOOR	OPENED DOOR INTO ADJACENT TRAFFIC LANE
049	IMPEDING	IMPEDING TRAFFIC
050	SPEED	DRIVING IN EXCESS OF POSTED SPEED
051	RECKLESS	RECKLESS DRIVING (PER PAR)
052	CARELESS	CARELESS DRIVING (PER PAR)
053	RACING	SPEED RACING (PER PAR)
054	X N/SGNL	CROSSING AT INTERSECTION, NO TRAFFIC SIGNAL PRESENT
055	X W/SGNL	CROSSING AT INTERSECTION, TRAFFIC SIGNAL PRESENT
056	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
057	BTWN INT	CROSSING BETWEEN INTERSECTIONS
059	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
060	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
061	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
062	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
063	PLAYINRD	PLAYING IN STREET OR ROAD
064	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
065	WORK IN RD	WORKING IN ROADWAY OR ALONG SHOULDER
070	LAY ON RD	STANDING OR LYING IN ROADWAY
071	NM IMP USE	IMPROPER USE OF TRAFFIC LANE BY NON-MOTORIST
073	ELUDING	ELUDING / ATTEMPT TO ELUDE
079	F NEG CURV	FAILED TO NEGOTIATE A CURVE
080	FAIL LN	FAILED TO MAINTAIN LANE
081	OFF RD	RAN OFF ROAD
082	NO CLEAR	DRIVER MISJUDGED CLEARANCE
083	OVRSTEER	OVER-CORRECTING
084	NOT USED	CODE NOT IN USE
085	OVRLOAD	OVERLOADING OR IMPROPER LOADING OF VEHICLE WITH CARGO OR PASSENGERS
097	UNA DIS TC	UNABLE TO DETERMINE WHICH DRIVER DISREGARDED TRAFFIC CONTROL DEVICE

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
001	FEL/JUMP	OCCUPANT FELL, JUMPED OR WAS EJECTED FROM MOVING VEHICLE
002	INTERFER	PASSENGER INTERFERED WITH DRIVER
003	BUG INTF	ANIMAL OR INSECT IN VEHICLE INTERFERED WITH DRIVER
004	INDRCT PED	PEDESTRIAN INDIRECTLY INVOLVED (NOT STRUCK)
005	SUB-PED	"SUB-PED": PEDESTRIAN INJURED SUBSEQUENT TO COLLISION, ETC.
006	INDRCT BIK	PEDALCYCLIST INDIRECTLY INVOLVED (NOT STRUCK)
007	HITCHIKR	HITCHHIKER (SOLICITING A RIDE)
008	PSNGR TOW	PASSENGER OR NON-MOTORIST BEING TOWED OR PUSHED ON CONVEYANCE
009	ON/OFF V	GETTING ON/OFF STOPPED/PARKED VEHICLE (OCCUPANTS ONLY; MUST HAVE PHYSICAL CONTACT W/ VEHIC
010	SUB OTRN	OVERTURNED AFTER FIRST HARMFUL EVENT
011	MV PUSHD	VEHICLE BEING PUSHED
012	MV TOWED	VEHICLE TOWED OR HAD BEEN TOWING ANOTHER VEHICLE
013	FORCED	VEHICLE FORCED BY IMPACT INTO ANOTHER VEHICLE, PEDALCYCLIST OR PEDESTRIAN
014	SET MOTN	VEHICLE SET IN MOTION BY NON-DRIVER (CHILD RELEASED BRAKES, ETC.)
015	RR ROW	AT OR ON RAILROAD RIGHT-OF-WAY (NOT LIGHT RAIL)
016	LT RL ROW	AT OR ON LIGHT-RAIL RIGHT-OF-WAY
017	RR HIT V	TRAIN STRUCK VEHICLE
018	V HIT RR	VEHICLE STRUCK TRAIN
019	HIT RR CAR	VEHICLE STRUCK RAILROAD CAR ON ROADWAY
020	JACKNIFE	JACKKNIFE; TRAILER OR TOWED VEHICLE STRUCK TOWING VEHICLE
021	TRL OTRN	TRAILER OR TOWED VEHICLE OVERTURNED
022	CN BROKE	TRAILER CONNECTION BROKE
023	DETACH TRL	DETACHED TRAILING OBJECT STRUCK OTHER VEHICLE, NON-MOTORIST, OR OBJECT
024	V DOOR OPN	VEHICLE DOOR OPENED INTO ADJACENT TRAFFIC LANE
025	WHEELOFF	WHEEL CAME OFF
026	HOOD UP	HOOD FLEW UP
028	LOAD SHIFT	LOST LOAD, LOAD MOVED OR SHIFTED
029	TIREFAIL	TIRE FAILURE
030	PET	PET: CAT, DOG AND SIMILAR
031	LVSTOCK	STOCK: COW, CALF, BULL, STEER, SHEEP, ETC.
032	HORSE	HORSE, MULE, OR DONKEY
033	HRSE&RID	HORSE AND RIDER
034	GAME	WILD ANIMAL, GAME (INCLUDES BIRDS; NOT DEER OR ELK)
035	DEER ELK	DEER OR ELK, WAPITI
036	ANML VEH	ANIMAL-DRAWN VEHICLE
037	CULVERT	CULVERT, OPEN LOW OR HIGH MANHOLE
038	ATENUATN	IMPACT ATTENUATOR
039	PK METER	PARKING METER
040	CURB	CURB (ALSO NARROW SIDEWALKS ON BRIDGES)
041	JIGGLE	JIGGLE BAR OR TRAFFIC SNAKE FOR CHANNELIZATION
042	GDRL END	LEADING EDGE OF GUARDRAIL
043	GARDRAIL	GUARD RAIL (NOT METAL MEDIAN BARRIER)
044	BARRIER	MEDIAN BARRIER (RAISED OR METAL)
045	WALL	RETAINING WALL OR TUNNEL WALL
046	BR RAIL	BRIDGE RAILING OR PARAPET (ON BRIDGE OR APPROACH)
047	BR ABUTMNT	BRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013)
048	BR COLMN	BRIDGE PILLAR OR COLUMN
049	BR GIRDR	BRIDGE GIRDER (HORIZONTAL BRIDGE STRUCTURE OVERHEAD)
050	ISLAND	TRAFFIC RAISED ISLAND
051	GORE	GORE
052	POLE UNK	POLE - TYPE UNKNOWN
053	POLE UTL	POLE - POWER OR TELEPHONE
054	ST LIGHT	POLE - STREET LIGHT ONLY
055	TRF SGNL	POLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY
056	SGN BRDG	POLE - SIGN BRIDGE
057	STOPSIGN	STOP OR YIELD SIGN

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
058	OTH SIGN	OTHER SIGN, INCLUDING STREET SIGNS
059	HYDRANT	HYDRANT
060	MARKER	DELINEATOR OR MARKER (REFLECTOR POSTS)
061	MAILBOX	MAILBOX
062	TREE	TREE, STUMP OR SHRUBS
063	VEG OHED	TREE BRANCH OR OTHER VEGETATION OVERHEAD, ETC.
064	WIRE/CBL	WIRE OR CABLE ACROSS OR OVER THE ROAD
065	TEMP SGN	TEMPORARY SIGN OR BARRICADE IN ROAD, ETC.
066	PERM SGN	PERMANENT SIGN OR BARRICADE IN/OFF ROAD
067	SLIDE	SLIDES, FALLEN OR FALLING ROCKS
068	FRGN OBJ	FOREIGN OBSTRUCTION/DEBRIS IN ROAD (NOT GRAVEL)
069	EQP WORK	EQUIPMENT WORKING IN/OFF ROAD
070	OTH EQP	OTHER EQUIPMENT IN OR OFF ROAD (INCLUDES PARKED TRAILER, BOAT)
071	MAIN EQP	WRECKER, STREET SWEEPER, SNOW PLOW OR SANDING EQUIPMENT
072	OTHER WALL	ROCK, BRICK OR OTHER SOLID WALL
073	IRRGL PVMT	OTHER BUMP (NOT SPEED BUMP), POTHOLE OR PAVEMENT IRREGULARITY (PER PAR)
074	OVERHD OBJ	OTHER OVERHEAD OBJECT (HIGHWAY SIGN, SIGNAL HEAD, ETC.); NOT BRIDGE
075	CAVE IN	BRIDGE OR ROAD CAVE IN
076	HI WATER	HIGH WATER
077	SNO BANK	SNOW BANK
078	LO-HI EDGE	LOW OR HIGH SHOULDER AT PAVEMENT EDGE
079	DITCH	CUT SLOPE OR DITCH EMBANKMENT
080	OBJ FRM MV	STRUCK BY ROCK OR OTHER OBJECT SET IN MOTION BY OTHER VEHICLE (INCL. LOST LOADS)
081	FLY-OBJ	STRUCK BY ROCK OR OTHER MOVING OR FLYING OBJECT (NOT SET IN MOTION BY VEHICLE)
082	VEH HID	VEHICLE OBSCURED VIEW
083	VEG HID	VEGETATION OBSCURED VIEW
084	BLDG HID	VIEW OBSCURED BY FENCE, SIGN, PHONE BOOTH, ETC.
085	WIND GUST	WIND GUST
086	IMMERSED	VEHICLE IMMERSED IN BODY OF WATER
087	FIRE/EXP	FIRE OR EXPLOSION
088	FENC/BLD	FENCE OR BUILDING, ETC.
089	OTHR CRASH	CRASH RELATED TO ANOTHER SEPARATE CRASH
090	TO 1 SIDE	TWO-WAY TRAFFIC ON DIVIDED ROADWAY ALL ROUTED TO ONE SIDE
091	BUILDING	BUILDING OR OTHER STRUCTURE
092	PHANTOM	OTHER (PHANTOM) NON-CONTACT VEHICLE
093	CELL PHONE	CELL PHONE (ON PAR OR DRIVER IN USE)
094	VIOL GDL	TEENAGE DRIVER IN VIOLATION OF GRADUATED LICENSE PGM
095	GUY WIRE	GUY WIRE
096	BERM	BERM (EARTHEN OR GRAVEL MOUND)
097	GRAVEL	GRAVEL IN ROADWAY
098	ABR EDGE	ABRUPT EDGE
099	CELL WTNSD	CELL PHONE USE WITNESSED BY OTHER PARTICIPANT
100	UNK FIXD	FIXED OBJECT, UNKNOWN TYPE.
101	OTHER OBJ	NON-FIXED OBJECT, OTHER OR UNKNOWN TYPE
102	TEXTING	TEXTING
103	WZ WORKER	WORK ZONE WORKER
104	ON VEHICLE	PASSENGER RIDING ON VEHICLE EXTERIOR
105	PEDAL PSGR	PASSENGER RIDING ON PEDALCYCLE
106	MAN WHLCHR	PEDESTRIAN IN NON-MOTORIZED WHEELCHAIR
107	MTR WHLCHR	PEDESTRIAN IN MOTORIZED WHEELCHAIR
108	OFFICER	LAW ENFORCEMENT / POLICE OFFICER
109	SUB-BIKE	"SUB-BIKE": PEDALCYCLIST INJURED SUBSEQUENT TO COLLISION, ETC.
110	N-MTR	NON-MOTORIST STRUCK VEHICLE
111	S CAR VS V	STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM) STRUCK VEHICLE
112	V VS S CAR	VEHICLE STRUCK STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM)
113	S CAR ROW	AT OR ON STREET CAR OR TROLLEY RIGHT-OF-WAY

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
114	RR EQUIP	VEHICLE STRUCK RAILROAD EQUIPMENT (NOT TRAIN) ON TRACKS
115	DSTRCT GPS	DISTRACTED BY NAVIGATION SYSTEM OR GPS DEVICE
116	DSTRCT OTH	DISTRACTED BY OTHER ELECTRONIC DEVICE
117	RR GATE	RAIL CROSSING DROP-ARM GATE
118	EXPNSN JNT	EXPANSION JOINT
119	JERSEY BAR	JERSEY BARRIER
120	WIRE BAR	WIRE OR CABLE MEDIAN BARRIER
121	FENCE	FENCE
123	OBJ IN VEH	LOOSE OBJECT IN VEHICLE STRUCK OCCUPANT
124	SLIPPERY	SLIDING OR SWERVING DUE TO WET, ICY, SLIPPERY OR LOOSE SURFACE (NOT GRAVEL)
125	SHLDR	SHOULDER GAVE WAY
126	BOULDER	ROCK(S), BOULDER (NOT GRAVEL; NOT ROCK SLIDE)
127	LAND SLIDE	ROCK SLIDE OR LAND SLIDE
128	CURVE INV	CURVE PRESENT AT CRASH LOCATION
129	HILL INV	VERTICAL GRADE / HILL PRESENT AT CRASH LOCATION
130	CURVE HID	VIEW OBSCURED BY CURVE
131	HILL HID	VIEW OBSCURED BY VERTICAL GRADE / HILL
132	WINDOW HID	VIEW OBSCURED BY VEHICLE WINDOW CONDITIONS
133	SPRAY HID	VIEW OBSCURED BY WATER SPRAY
134	TORRENTIAL	TORRENTIAL RAIN (EXCEPTIONALLY HEAVY RAIN)
135	RAIL OCC	INJURED OCCUPANT OF RAILWAY TRAIN, LIGHT RAIL, STREET CAR OR CABLE CAR

FUNCTIONAL CLASSIFICATION TRANSLATION LIST

FUNC CLASS	DESCRIPTION
01	RURAL PRINCIPAL ARTERIAL - INTERSTATE
02	RURAL PRINCIPAL ARTERIAL - OTHER
06	RURAL MINOR ARTERIAL
07	RURAL MAJOR COLLECTOR
08	RURAL MINOR COLLECTOR
09	RURAL LOCAL
11	URBAN PRINCIPAL ARTERIAL - INTERSTATE
12	URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXP
14	URBAN PRINCIPAL ARTERIAL - OTHER
16	URBAN MINOR ARTERIAL
17	URBAN MAJOR COLLECTOR
18	URBAN MINOR COLLECTOR
19	URBAN LOCAL
78	UNKNOWN RURAL SYSTEM
79	UNKNOWN RURAL NON-SYSTEM
98	UNKNOWN URBAN SYSTEM
99	UNKNOWN URBAN NON-SYSTEM

HIGHWAY COMPONENT TRANSLATION LIST

CODE	DESCRIPTION
0	MAINLINE STATE HIGHWAY
1	COUPLET
3	FRONTAGE ROAD
6	CONNECTION
8	HIGHWAY - OTHER

INJURY SEVERITY CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
1	KILL	FATAL INJURY (K)
2	INJA	SUSPECTED SERIOUS INJURY (A)
3	INJB	SUSPECTED MINOR INJURY (B)
4	INJC	POSSIBLE INJURY (C)
5	PRI	DIED PRIOR TO CRASH
7	NO<5	NO INJURY - 0 TO 4 YEARS OF AGE
9	NONE	NO APPARENT INJURY (O)

LIGHT CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	DAY	DAYLIGHT
2	DLIT	DARKNESS - WITH STREET LIGHTS
3	DARK	DARKNESS - NO STREET LIGHTS
4	DAWN	DAWN (TWILIGHT)
5	DUSK	DUSK (TWILIGHT)

MEDIAN TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NO MEDIAN
1	RSDMD	SOLID MEDIAN BARRIER
2	DIVMD	EARTH, GRASS OR PAVED MEDIAN

MILEAGE TYPE CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
0	REGULAR MILEAGE
T	TEMPORARY
Y	SPUR
Z	OVERLAPPING

MOVEMENT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	STRGHT	STRAIGHT AHEAD
2	TURN-R	TURNING RIGHT
3	TURN-L	TURNING LEFT
4	U-TURN	MAKING A U-TURN
5	BACK	BACKING
6	STOP	STOPPED IN TRAFFIC
7	PRKD-P	PARKED - PROPERLY
8	PRKD-I	PARKED - IMPROPERLY
9	PARKNG	PARKING MANEUVER

NON-MOTORIST LOCATION CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
00	AT INTERSECTION - NOT IN ROADWAY
01	AT INTERSECTION - INSIDE CROSSWALK
02	AT INTERSECTION - IN ROADWAY, OUTSIDE CROSSWALK
03	AT INTERSECTION - IN ROADWAY, XWALK AVAIL UNKNWN
04	NOT AT INTERSECTION - IN ROADWAY
05	NOT AT INTERSECTION - ON SHOULDER
06	NOT AT INTERSECTION - ON MEDIAN
07	NOT AT INTERSECTION - WITHIN TRAFFIC RIGHT-OF-WAY
08	NOT AT INTERSECTION - IN BIKE PATH OR PARKING LANE
09	NOT-AT INTERSECTION - ON SIDEWALK
10	OUTSIDE TRAFFICWAY BOUNDARIES
13	AT INTERSECTION - IN BIKE LANE
14	NOT AT INTERSECTION - IN BIKE LANE
15	NOT AT INTERSECTION - INSIDE MID-BLOCK CROSSWALK
16	NOT AT INTERSECTION - IN PARKING LANE
18	OTHER, NOT IN ROADWAY
99	UNKNOWN LOCATION

ROAD CHARACTER CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	INTER	INTERSECTION
2	ALLEY	DRIVEWAY OR ALLEY
3	STRGHT	STRAIGHT ROADWAY
4	TRANS	TRANSITION
5	CURVE	CURVE (HORIZONTAL CURVE)
6	OPENAC	OPEN ACCESS OR TURNOUT
7	GRADE	GRADE (VERTICAL CURVE)
8	BRIDGE	BRIDGE STRUCTURE
9	TUNNEL	TUNNEL

PARTICIPANT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	OCC	UNKNOWN OCCUPANT TYPE
1	DRVR	DRIVER
2	PSNG	PASSENGER
3	PED	PEDESTRIAN
4	CONV	PEDESTRIAN USING A PEDESTRIAN CONVEYA
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN OB
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING AN
8	PRKD	OCCUPANT OF A PARKED MOTOR VEHICLE
9	OTHR	OTHER TYPE OF NON-MOTORIST

TRAFFIC CONTROL DEVICE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
000	NONE	NO CONTROL
001	TRF SIGNAL	TRAFFIC SIGNALS
002	FLASHBCN-R	FLASHING BEACON - RED (STOP)
003	FLASHBCN-A	FLASHING BEACON - AMBER (SLOW)
004	STOP SIGN	STOP SIGN
005	SLOW SIGN	SLOW SIGN
006	REG-SIGN	REGULATORY SIGN
007	YIELD	YIELD SIGN
008	WARNING	WARNING SIGN
009	CURVE	CURVE SIGN
010	SCHL X-ING	SCHOOL CROSSING SIGN OR SPECIAL SIGNAL
011	OFCR/FLAG	POLICE OFFICER, FLAGMAN - SCHOOL PATROL
012	BRDG-GATE	BRIDGE GATE - BARRIER
013	TEMP-BARR	TEMPORARY BARRIER
014	NO-PASS-ZN	NO PASSING ZONE
015	ONE-WAY	ONE-WAY STREET
016	CHANNEL	CHANNELIZATION
017	MEDIAN BAR	MEDIAN BARRIER
018	PILOT CAR	PILOT CAR
019	SP PED SIG	SPECIAL PEDESTRIAN SIGNAL
020	X-BUCK	CROSSBUCK
021	THR-GN-SIG	THROUGH GREEN ARROW OR SIGNAL
022	L-GRN-SIG	LEFT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
023	R-GRN-SIG	RIGHT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
024	WIGWAG	WIGWAG OR FLASHING LIGHTS W/O DROP-ARM GATE
025	X-BUCK WRN	CROSSBUCK AND ADVANCE WARNING
026	WW W/ GATE	FLASHING LIGHTS WITH DROP-ARM GATES
027	OVRHD SGNL	SUPPLEMENTAL OVERHEAD SIGNAL (RR XING ONLY)
028	SP RR STOP	SPECIAL RR STOP SIGN
029	ILUM GRD X	ILLUMINATED GRADE CROSSING
037	RAMP METER	METERED RAMPS
038	RUMBLE STR	RUMBLE STRIP
040	AUTO. FLAG	AUTOMATED FLAGGER ASSISTANCE DEVICE
090	L-TURN REF	LEFT TURN REFUGE (WHEN REFUGE IS INVOLVED)
091	R-TURN ALL	RIGHT TURN AT ALL TIMES SIGN, ETC.
092	EMR SGN/FL	EMERGENCY SIGNS OR FLARES
093	ACCEL LANE	ACCELERATION OR DECELERATION LANES
094	R-TURN PRO	RIGHT TURN PROHIBITED ON RED AFTER STOPPING
095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS

099 UNKNOWN UNKNOWN OR NOT DEFINITE

VEHICLE TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
00	PDO	NOT COLLECTED FOR PDO CRASHES
01	PSNGR CAR	PASSENGER CAR, PICKUP, LIGHT DELIVERY, ETC.
02	BOBTAIL	TRUCK TRACTOR WITH NO TRAILERS (BOBTAIL)
03	FARM TRCTR	FARM TRACTOR OR SELF-PROPELLED FARM EQUIPMENT
04	SEMI TOW	TRUCK TRACTOR WITH TRAILER/MOBILE HOME IN TOW
05	TRUCK	TRUCK WITH NON-DETACHABLE BED, PANEL, ETC.
06	MOPED	MOPED, MINIBIKE, SEATED MOTOR SCOOTER, MOTOR BIKE
07	SCHL BUS	SCHOOL BUS (INCLUDES VAN)
08	OTH BUS	OTHER BUS
09	MTRCYCLE	MOTORCYCLE, DIRT BIKE
10	OTHER	OTHER: FORKLIFT, BACKHOE, ETC.
11	MOTRHOME	MOTORHOME
12	TROLLEY	MOTORIZED STREET CAR/TROLLEY (NO RAILS/WIRES)
13	ATV	ATV
14	MTRSCTR	MOTORIZED SCOOTER (STANDING)
15	SNOWMOBILE	SNOWMOBILE
99	UNKNOWN	UNKNOWN VEHICLE TYPE

WEATHER CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	CLR	CLEAR
2	CLD	CLOUDY
3	RAIN	RAIN
4	SLT	SLEET
5	FOG	FOG
6	SNOW	SNOW
7	DUST	DUST
8	SMOK	SMOKE
9	ASH	ASH

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Intersectional Crashes at SW 185th Ave & SW Longacre St in Washington County, OR.
January 1, 2016 through December 31, 2020

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2018														
TURNING MOVEMENTS	0	1	0	1	0	2	0	1	0	0	1	1	0	0
2018 TOTAL	0	1	0	1	0	2	0	1	0	0	1	1	0	0
YEAR: 2016														
TURNING MOVEMENTS	0	2	0	2	0	4	0	1	1	2	0	2	0	0
2016 TOTAL	0	2	0	2	0	4	0	1	1	2	0	2	0	0
FINAL TOTAL	0	3	0	3	0	6	0	2	1	2	1	3	0	0

Disclaimers: *Effective 2016,* ***collection of "Property Damage Only" (PDO) crash data elements was reduced for vehicles and participants.*** *Age, Gender, License, Error and other elements are no longer available for PDO crash reporting. Please keep this in mind when comparing 2016 PDO crash data to prior years.*

A higher number of crashes may be reported as of 2011 compared to prior years. This does not necessarily reflect an increase in annual crashes. The higher numbers may result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics. For all disclaimers, see https://www.oregon.gov/ODOT/Data/documents/Crash_Data_Disclaimers.pdf.

WASHINGTON COUNTY

Intersectional Crashes at SW 185th Ave & SW Longacre St in Washington County, OR.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPEED	ALC	DRUG/MJ	SCHL	SWORK	DATE / DAY/TIME / *LAT/LONG*	MILEPNT / DIST FROM / INTERSECT	COUNTY ROADS FIRST STREET / SECOND STREET / INTERSECTION SEQ #	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
06840	N	N	N	N	N	10/9/2016		SW LONGACRE ST	INTER	CROSS	N	N	RAIN	O-1 L-TURN	01	NONE 0	STRGHT											02
COUNTY		N				Sun 9A	0	185TH AVE	CN		NONE	N	WET	TURN		PRVTE	S N										000		00
No	*45*	*30*	*40.75*	*-122*	*52*	*2.98*	1		04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	38	M	SUSP OR<25		000	000		00
															02	NONE 0	TURN-L											
																PRVTE	N E									000		00
																PSNGR CAR		01	DRVR	INJB	37	F	OR-Y OR<25		004,028	000		02
07500	N	N	N	N	N	11/2/2016		SW LONGACRE ST	INTER	CROSS	N	N	CLD	ANGL-OTH	01	NONE 0	TURN-R											03,08
COUNTY		N				Wed 10A	0	SW 185TH AVE	CN		STOP SIGN	N	DRY	TURN		PRVTE	E N									000		00
No	*45*	*30*	*40.75*	*-122*	*52*	*2.98*	1		02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	78	F	OR-Y OR<25		021,007	000		03,08
															02	NONE 0	STRGHT											
																PRVTE	S N									000		00
																PSNGR CAR		01	DRVR	INJC	50	F	OR-Y OR<25		000	000		00
05000	N	N	N	N	N	9/22/2018		SW LONGACRE ST	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT											02
COUNTY		N				Sat 9P	0	SW 185TH AVE	CN		STOP SIGN	N	DRY	TURN		PRVTE	S N									000		00
No	*45*	*30*	*40.75*	*-122*	*52*	*2.98*	1		04	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJB	30	F	OR-Y OR<25		000	000		00
															02	NONE 0	TURN-L											
																PRVTE	N E									000		00
																PSNGR CAR		01	DRVR	INJA	25	F	OR-Y OR<25		028,004	000		02

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
000	NONE	NO ACTION OR NON-WARRANTED
001	SKIDDED	SKIDDED
002	ON/OFF V	GETTING ON OR OFF STOPPED OR PARKED VEHICLE
003	LOAD OVR	OVERHANGING LOAD STRUCK ANOTHER VEHICLE, ETC.
006	SLOW DN	SLOWED DOWN
007	AVOIDING	AVOIDING MANEUVER
008	PAR PARK	PARALLEL PARKING
009	ANG PARK	ANGLE PARKING
010	INTERFERE	PASSENGER INTERFERING WITH DRIVER
011	STOPPED	STOPPED IN TRAFFIC NOT WAITING TO MAKE A LEFT TURN
012	STP/L TRN	STOPPED BECAUSE OF LEFT TURN SIGNAL OR WAITING, ETC.
013	STP TURN	STOPPED WHILE EXECUTING A TURN
014	EMR V PKD	EMERGENCY VEHICLE LEGALLY PARKED IN THE ROADWAY
015	GO A/STOP	PROCEED AFTER STOPPING FOR A STOP SIGN/FLASHING RED.
016	TRN A/RED	TURNED ON RED AFTER STOPPING
017	LOSTCTRL	LOST CONTROL OF VEHICLE
018	EXIT DWY	ENTERING STREET OR HIGHWAY FROM ALLEY OR DRIVEWAY
019	ENTR DWY	ENTERING ALLEY OR DRIVEWAY FROM STREET OR HIGHWAY
020	STR ENTR	BEFORE ENTERING ROADWAY, STRUCK PEDESTRIAN, ETC. ON SIDEWALK OR SHOULDER
021	NO DRVR	CAR RAN AWAY - NO DRIVER
022	PREV COL	STRUCK, OR WAS STRUCK BY, VEHICLE OR PEDESTRIAN IN PRIOR COLLISION BEFORE ACC. STABILIZED
023	STALLED	VEHICLE STALLED OR DISABLED
024	DRVR DEAD	DEAD BY UNASSOCIATED CAUSE
025	FATIGUE	FATIGUED, SLEEPY, ASLEEP
026	SUN	DRIVER BLINDED BY SUN
027	HDLGHTS	DRIVER BLINDED BY HEADLIGHTS
028	ILLNESS	PHYSICALLY ILL
029	THRU MED	VEHICLE CROSSED, PLUNGED OVER, OR THROUGH MEDIAN BARRIER
030	PURSUIT	PURSUING OR ATTEMPTING TO STOP A VEHICLE
031	PASSING	PASSING SITUATION
032	PRKOFFRD	VEHICLE PARKED BEYOND CURB OR SHOULDER
033	CROS MED	VEHICLE CROSSED EARTH OR GRASS MEDIAN
034	X N/SGNL	CROSSING AT INTERSECTION - NO TRAFFIC SIGNAL PRESENT
035	X W/ SGNL	CROSSING AT INTERSECTION - TRAFFIC SIGNAL PRESENT
036	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
037	BTWN INT	CROSSING BETWEEN INTERSECTIONS
038	DISTRACT	DRIVER'S ATTENTION DISTRACTED
039	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
040	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
041	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
042	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
043	PLAYINRD	PLAYING IN STREET OR ROAD
044	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
045	WORK ON	WORKING IN ROADWAY OR ALONG SHOULDER
046	W/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. WITH TRAFFIC
047	A/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. FACING TRAFFIC
050	LAY ON RD	STANDING OR LYING IN ROADWAY
051	ENT OFFRD	ENTERING / STARTING IN TRAFFIC LANE FROM OFF ROAD
052	MERGING	MERGING

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
055	SPRAY	BLINDED BY WATER SPRAY
088	OTHER	OTHER ACTION
099	UNK	UNKNOWN ACTION

CAUSE CODE TRANSLATION LIST

CAUSE CODE	SHORT DESCRIPTION	LONG DESCRIPTION
00	NO CODE	NO CAUSE ASSOCIATED AT THIS LEVEL
01	TOO-FAST	TOO FAST FOR CONDITIONS (NOT EXCEED POSTED SPEED
02	NO-YIELD	DID NOT YIELD RIGHT-OF-WAY
03	PAS-STOP	PASSED STOP SIGN OR RED FLASHER
04	DIS SIG	DISREGARDED TRAFFIC SIGNAL
05	LEFT-CTR	DROVE LEFT OF CENTER ON TWO-WAY ROAD; STRADDLING
06	IMP-OVER	IMPROPER OVERTAKING
07	TOO-CLOS	FOLLOWED TOO CLOSELY
08	IMP-TURN	MADE IMPROPER TURN
09	DRINKING	ALCOHOL OR DRUG INVOLVED
10	OTHR-IMP	OTHER IMPROPER DRIVING
11	MECH-DEF	MECHANICAL DEFECT
12	OTHER	OTHER (NOT IMPROPER DRIVING)
13	IMP LN C	IMPROPER CHANGE OF TRAFFIC LANES
14	DIS TCD	DISREGARDED OTHER TRAFFIC CONTROL DEVICE
15	WRNG WAY	WRONG WAY ON ONE-WAY ROAD; WRONG SIDE DIVIDED RO
16	FATIGUE	DRIVER DROWSY/FATIGUED/SLEEPY
17	ILLNESS	PHYSICAL ILLNESS
18	IN RDWY	NON-MOTORIST ILLEGALLY IN ROADWAY
19	NT VISBL	NON-MOTORIST NOT VISIBLE; NON-REFLECTIVE CLOTHIN
20	IMP PKNG	VEHICLE IMPROPERLY PARKED
21	DEF STER	DEFECTIVE STEERING MECHANISM
22	DEF BRKE	INADEQUATE OR NO BRAKES
24	LOADSHFT	VEHICLE LOST LOAD OR LOAD SHIFTED
25	TIREFAIL	TIRE FAILURE
26	PHANTOM	PHANTOM / NON-CONTACT VEHICLE
27	INATTENT	INATTENTION
28	NM INATT	NON-MOTORIST INATTENTION
29	F AVOID	FAILED TO AVOID VEHICLE AHEAD
30	SPEED	DRIVING IN EXCESS OF POSTED SPEED
31	RACING	SPEED RACING (PER PAR)
32	CARELESS	CARELESS DRIVING (PER PAR)
33	RECKLESS	RECKLESS DRIVING (PER PAR)
34	AGGRESV	AGGRESSIVE DRIVING (PER PAR)
35	RD RAGE	ROAD RAGE (PER PAR)
40	VIEW OBS	VIEW OBSCURED
50	USED MDN	IMPROPER USE OF MEDIAN OR SHOULDER
51	FAIL LN	FAILED TO MAINTAIN LANE
52	OFF RD	RAN OFF ROAD

COLLISION TYPE CODE TRANSLATION LIST

COLL CODE	SHORT DESCRIPTION	LONG DESCRIPTION
&	OTH	MISCELLANEOUS
-	BACK	BACKING
0	PED	PEDESTRIAN
1	ANGL	ANGLE
2	HEAD	HEAD-ON
3	REAR	REAR-END
4	SS-M	SIDESWIPE - MEETING
5	SS-O	SIDESWIPE - OVERTAKING
6	TURN	TURNING MOVEMENT
7	PARK	PARKING MANEUVER
8	NCOL	NON-COLLISION
9	FIX	FIXED OBJECT OR OTHER OBJECT

CRASH TYPE CODE TRANSLATION LIST

CRASH TYPE	SHORT DESCRIPTION	LONG DESCRIPTION
&	OVERTURN	OVERTURNED
0	NON-COLL	OTHER NON-COLLISION
1	OTH RDWY	MOTOR VEHICLE ON OTHER ROADWAY
2	PRKD MV	PARKED MOTOR VEHICLE
3	PED	PEDESTRIAN
4	TRAIN	RAILWAY TRAIN
6	BIKE	PEDALCYCLIST
7	ANIMAL	ANIMAL
8	FIX OBJ	FIXED OBJECT
9	OTH OBJ	OTHER OBJECT
A	ANGL-STP	ENTERING AT ANGLE - ONE VEHICLE STOPPED
B	ANGL-OTH	ENTERING AT ANGLE - ALL OTHERS
C	S-STRGHT	FROM SAME DIRECTION - BOTH GOING STRAIGHT
D	S-1TURN	FROM SAME DIRECTION - ONE TURN, ONE STRAIGHT
E	S-1STOP	FROM SAME DIRECTION - ONE STOPPED
F	S-OTHER	FROM SAME DIRECTION-ALL OTHERS, INCLUDING PARKING
G	O-STRGHT	FROM OPPOSITE DIRECTION - BOTH GOING STRAIGHT
H	O-1 L-TURN	FROM OPPOSITE DIRECTION-ONE LEFT TURN,ONE STRAIGHT
I	O-1STOP	FROM OPPOSITE DIRECTION - ONE STOPPED
J	O-OTHER	FROM OPPOSITE DIRECTION-ALL OTHERS INCL. PARKING

DRIVER LICENSE CODE TRANSLATION LIST

LIC CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NOT LICENSED (HAD NEVER BEEN LICENSED)
1	OR-Y	VALID OREGON LICENSE
2	OTH-Y	VALID LICENSE, OTHER STATE OR COUNTRY
3	SUSP	SUSPENDED/REVOKED
4	EXP	EXPIRED
8	N-VAL	OTHER NON-VALID LICENSE
9	UNK	UNKNOWN IF DRIVER WAS LICENSED AT TIME OF CRASH

DRIVER RESIDENCE CODE TRANSLATION LIST

RES CODE	SHORT DESC	LONG DESCRIPTION
1	OR<25	OREGON RESIDENT WITHIN 25 MILE OF HOME
2	OR>25	OREGON RESIDENT 25 OR MORE MILES FROM HOME
3	OR-?	OREGON RESIDENT - UNKNOWN DISTANCE FROM HOME
4	N-RES	NON-RESIDENT
9	UNK	UNKNOWN IF OREGON RESIDENT

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
000	NONE	NO ERROR
001	WIDE TRN	WIDE TURN
002	CUT CORN	CUT CORNER ON TURN
003	FAIL TRN	FAILED TO OBEY MANDATORY TRAFFIC TURN SIGNAL, SIGN OR LANE MARKINGS
004	L IN TRF	LEFT TURN IN FRONT OF ONCOMING TRAFFIC
005	L PROHIB	LEFT TURN WHERE PROHIBITED
006	FRM WRNG	TURNED FROM WRONG LANE
007	TO WRONG	TURNED INTO WRONG LANE
008	ILLEG U	U-TURNED ILLEGALLY
009	IMP STOP	IMPROPERLY STOPPED IN TRAFFIC LANE
010	IMP SIG	IMPROPER SIGNAL OR FAILURE TO SIGNAL
011	IMP BACK	BACKING IMPROPERLY (NOT PARKING)
012	IMP PARK	IMPROPERLY PARKED
013	UNPARK	IMPROPER START LEAVING PARKED POSITION
014	IMP STRT	IMPROPER START FROM STOPPED POSITION
015	IMP LGHT	IMPROPER OR NO LIGHTS (VEHICLE IN TRAFFIC)
016	INATTENT	INATTENTION (FAILURE TO DIM LIGHTS PRIOR TO 4/1/97)
017	UNSF VEH	DRIVING UNSAFE VEHICLE (NO OTHER ERROR APPARENT)
018	OTH PARK	ENTERING/EXITING PARKED POSITION W/ INSUFFICIENT CLEARANCE; OTHER IMPROPER PARKING MANEUVER
019	DIS DRIV	DISREGARDED OTHER DRIVER'S SIGNAL
020	DIS SGNL	DISREGARDED TRAFFIC SIGNAL
021	RAN STOP	DISREGARDED STOP SIGN OR FLASHING RED
022	DIS SIGN	DISREGARDED WARNING SIGN, FLARES OR FLASHING AMBER
023	DIS OFCR	DISREGARDED POLICE OFFICER OR FLAGMAN
024	DIS EMER	DISREGARDED SIREN OR WARNING OF EMERGENCY VEHICLE
025	DIS RR	DISREGARDED RR SIGNAL, RR SIGN, OR RR FLAGMAN
026	REAR-END	FAILED TO AVOID STOPPED OR PARKED VEHICLE AHEAD OTHER THAN SCHOOL BUS
027	BIKE ROW	DID NOT HAVE RIGHT-OF-WAY OVER PEDALCYCLIST
028	NO ROW	DID NOT HAVE RIGHT-OF-WAY
029	PED ROW	FAILED TO YIELD RIGHT-OF-WAY TO PEDESTRIAN
030	PAS CURV	PASSING ON A CURVE
031	PAS WRNG	PASSING ON THE WRONG SIDE
032	PAS TANG	PASSING ON STRAIGHT ROAD UNDER UNSAFE CONDITIONS
033	PAS X-WK	PASSED VEHICLE STOPPED AT CROSSWALK FOR PEDESTRIAN
034	PAS INTR	PASSING AT INTERSECTION
035	PAS HILL	PASSING ON CREST OF HILL
036	N/PAS ZN	PASSING IN "NO PASSING" ZONE
037	PAS TRAF	PASSING IN FRONT OF ONCOMING TRAFFIC
038	CUT-IN	CUTTING IN (TWO LANES - TWO WAY ONLY)
039	WRNGSIDE	DRIVING ON WRONG SIDE OF THE ROAD (2-WAY UNDIVIDED ROADWAYS)

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
040	THRU MED	DRIVING THROUGH SAFETY ZONE OR OVER ISLAND
041	F/ST BUS	FAILED TO STOP FOR SCHOOL BUS
042	F/SLO MV	FAILED TO DECREASE SPEED FOR SLOWER MOVING VEHICLE
043	TOO CLOSE	FOLLOWING TOO CLOSELY (MUST BE ON OFFICER'S REPORT)
044	STRDL LN	STRADDLING OR DRIVING ON WRONG LANES
045	IMP CHG	IMPROPER CHANGE OF TRAFFIC LANES
046	WRNG WAY	WRONG WAY ON ONE-WAY ROADWAY; WRONG SIDE DIVIDED ROAD
047	BASCRULE	DRIVING TOO FAST FOR CONDITIONS (NOT EXCEEDING POSTED SPEED)
048	OPN DOOR	OPENED DOOR INTO ADJACENT TRAFFIC LANE
049	IMPEDING	IMPEDING TRAFFIC
050	SPEED	DRIVING IN EXCESS OF POSTED SPEED
051	RECKLESS	RECKLESS DRIVING (PER PAR)
052	CARELESS	CARELESS DRIVING (PER PAR)
053	RACING	SPEED RACING (PER PAR)
054	X N/SGNL	CROSSING AT INTERSECTION, NO TRAFFIC SIGNAL PRESENT
055	X W/SGNL	CROSSING AT INTERSECTION, TRAFFIC SIGNAL PRESENT
056	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
057	BTWN INT	CROSSING BETWEEN INTERSECTIONS
059	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
060	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
061	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
062	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
063	PLAYINRD	PLAYING IN STREET OR ROAD
064	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
065	WORK IN RD	WORKING IN ROADWAY OR ALONG SHOULDER
070	LAY ON RD	STANDING OR LYING IN ROADWAY
071	NM IMP USE	IMPROPER USE OF TRAFFIC LANE BY NON-MOTORIST
073	ELUDING	ELUDING / ATTEMPT TO ELUDE
079	F NEG CURV	FAILED TO NEGOTIATE A CURVE
080	FAIL LN	FAILED TO MAINTAIN LANE
081	OFF RD	RAN OFF ROAD
082	NO CLEAR	DRIVER MISJUDGED CLEARANCE
083	OVRSTEER	OVER-CORRECTING
084	NOT USED	CODE NOT IN USE
085	OVRLOAD	OVERLOADING OR IMPROPER LOADING OF VEHICLE WITH CARGO OR PASSENGERS
097	UNA DIS TC	UNABLE TO DETERMINE WHICH DRIVER DISREGARDED TRAFFIC CONTROL DEVICE

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
001	FEL/JUMP	OCCUPANT FELL, JUMPED OR WAS EJECTED FROM MOVING VEHICLE
002	INTERFER	PASSENGER INTERFERED WITH DRIVER
003	BUG INTF	ANIMAL OR INSECT IN VEHICLE INTERFERED WITH DRIVER
004	INDRCT PED	PEDESTRIAN INDIRECTLY INVOLVED (NOT STRUCK)
005	SUB-PED	"SUB-PED": PEDESTRIAN INJURED SUBSEQUENT TO COLLISION, ETC.
006	INDRCT BIK	PEDALCYCLIST INDIRECTLY INVOLVED (NOT STRUCK)
007	HITCHIKR	HITCHHIKER (SOLICITING A RIDE)
008	PSNGR TOW	PASSENGER OR NON-MOTORIST BEING TOWED OR PUSHED ON CONVEYANCE
009	ON/OFF V	GETTING ON/OFF STOPPED/PARKED VEHICLE (OCCUPANTS ONLY; MUST HAVE PHYSICAL CONTACT W/ VEHIC
010	SUB OTRN	OVERTURNED AFTER FIRST HARMFUL EVENT
011	MV PUSHD	VEHICLE BEING PUSHED
012	MV TOWED	VEHICLE TOWED OR HAD BEEN TOWING ANOTHER VEHICLE
013	FORCED	VEHICLE FORCED BY IMPACT INTO ANOTHER VEHICLE, PEDALCYCLIST OR PEDESTRIAN
014	SET MOTN	VEHICLE SET IN MOTION BY NON-DRIVER (CHILD RELEASED BRAKES, ETC.)
015	RR ROW	AT OR ON RAILROAD RIGHT-OF-WAY (NOT LIGHT RAIL)
016	LT RL ROW	AT OR ON LIGHT-RAIL RIGHT-OF-WAY
017	RR HIT V	TRAIN STRUCK VEHICLE
018	V HIT RR	VEHICLE STRUCK TRAIN
019	HIT RR CAR	VEHICLE STRUCK RAILROAD CAR ON ROADWAY
020	JACKNIFE	JACKKNIFE; TRAILER OR TOWED VEHICLE STRUCK TOWING VEHICLE
021	TRL OTRN	TRAILER OR TOWED VEHICLE OVERTURNED
022	CN BROKE	TRAILER CONNECTION BROKE
023	DETACH TRL	DETACHED TRAILING OBJECT STRUCK OTHER VEHICLE, NON-MOTORIST, OR OBJECT
024	V DOOR OPN	VEHICLE DOOR OPENED INTO ADJACENT TRAFFIC LANE
025	WHEELOFF	WHEEL CAME OFF
026	HOOD UP	HOOD FLEW UP
028	LOAD SHIFT	LOST LOAD, LOAD MOVED OR SHIFTED
029	TIREFAIL	TIRE FAILURE
030	PET	PET: CAT, DOG AND SIMILAR
031	LVSTOCK	STOCK: COW, CALF, BULL, STEER, SHEEP, ETC.
032	HORSE	HORSE, MULE, OR DONKEY
033	HRSE&RID	HORSE AND RIDER
034	GAME	WILD ANIMAL, GAME (INCLUDES BIRDS; NOT DEER OR ELK)
035	DEER ELK	DEER OR ELK, WAPITI
036	ANML VEH	ANIMAL-DRAWN VEHICLE
037	CULVERT	CULVERT, OPEN LOW OR HIGH MANHOLE
038	ATENUATN	IMPACT ATTENUATOR
039	PK METER	PARKING METER
040	CURB	CURB (ALSO NARROW SIDEWALKS ON BRIDGES)
041	JIGGLE	JIGGLE BAR OR TRAFFIC SNAKE FOR CHANNELIZATION
042	GDRL END	LEADING EDGE OF GUARDRAIL
043	GARDRAIL	GUARD RAIL (NOT METAL MEDIAN BARRIER)
044	BARRIER	MEDIAN BARRIER (RAISED OR METAL)
045	WALL	RETAINING WALL OR TUNNEL WALL
046	BR RAIL	BRIDGE RAILING OR PARAPET (ON BRIDGE OR APPROACH)
047	BR ABUTMNT	BRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013)
048	BR COLMN	BRIDGE PILLAR OR COLUMN
049	BR GIRDR	BRIDGE GIRDER (HORIZONTAL BRIDGE STRUCTURE OVERHEAD)
050	ISLAND	TRAFFIC RAISED ISLAND
051	GORE	GORE
052	POLE UNK	POLE - TYPE UNKNOWN
053	POLE UTL	POLE - POWER OR TELEPHONE
054	ST LIGHT	POLE - STREET LIGHT ONLY
055	TRF SGNL	POLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY
056	SGN BRDG	POLE - SIGN BRIDGE
057	STOPSIGN	STOP OR YIELD SIGN

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
058	OTH SIGN	OTHER SIGN, INCLUDING STREET SIGNS
059	HYDRANT	HYDRANT
060	MARKER	DELINEATOR OR MARKER (REFLECTOR POSTS)
061	MAILBOX	MAILBOX
062	TREE	TREE, STUMP OR SHRUBS
063	VEG OHED	TREE BRANCH OR OTHER VEGETATION OVERHEAD, ETC.
064	WIRE/CBL	WIRE OR CABLE ACROSS OR OVER THE ROAD
065	TEMP SGN	TEMPORARY SIGN OR BARRICADE IN ROAD, ETC.
066	PERM SGN	PERMANENT SIGN OR BARRICADE IN/OFF ROAD
067	SLIDE	SLIDES, FALLEN OR FALLING ROCKS
068	FRGN OBJ	FOREIGN OBSTRUCTION/DEBRIS IN ROAD (NOT GRAVEL)
069	EQP WORK	EQUIPMENT WORKING IN/OFF ROAD
070	OTH EQP	OTHER EQUIPMENT IN OR OFF ROAD (INCLUDES PARKED TRAILER, BOAT)
071	MAIN EQP	WRECKER, STREET SWEEPER, SNOW PLOW OR SANDING EQUIPMENT
072	OTHER WALL	ROCK, BRICK OR OTHER SOLID WALL
073	IRRGL PVMT	OTHER BUMP (NOT SPEED BUMP), POTHOLE OR PAVEMENT IRREGULARITY (PER PAR)
074	OVERHD OBJ	OTHER OVERHEAD OBJECT (HIGHWAY SIGN, SIGNAL HEAD, ETC.); NOT BRIDGE
075	CAVE IN	BRIDGE OR ROAD CAVE IN
076	HI WATER	HIGH WATER
077	SNO BANK	SNOW BANK
078	LO-HI EDGE	LOW OR HIGH SHOULDER AT PAVEMENT EDGE
079	DITCH	CUT SLOPE OR DITCH EMBANKMENT
080	OBJ FRM MV	STRUCK BY ROCK OR OTHER OBJECT SET IN MOTION BY OTHER VEHICLE (INCL. LOST LOADS)
081	FLY-OBJ	STRUCK BY ROCK OR OTHER MOVING OR FLYING OBJECT (NOT SET IN MOTION BY VEHICLE)
082	VEH HID	VEHICLE OBSCURED VIEW
083	VEG HID	VEGETATION OBSCURED VIEW
084	BLDG HID	VIEW OBSCURED BY FENCE, SIGN, PHONE BOOTH, ETC.
085	WIND GUST	WIND GUST
086	IMMERSED	VEHICLE IMMERSED IN BODY OF WATER
087	FIRE/EXP	FIRE OR EXPLOSION
088	FENC/BLD	FENCE OR BUILDING, ETC.
089	OTHR CRASH	CRASH RELATED TO ANOTHER SEPARATE CRASH
090	TO 1 SIDE	TWO-WAY TRAFFIC ON DIVIDED ROADWAY ALL ROUTED TO ONE SIDE
091	BUILDING	BUILDING OR OTHER STRUCTURE
092	PHANTOM	OTHER (PHANTOM) NON-CONTACT VEHICLE
093	CELL PHONE	CELL PHONE (ON PAR OR DRIVER IN USE)
094	VIOL GDL	TEENAGE DRIVER IN VIOLATION OF GRADUATED LICENSE PGM
095	GUY WIRE	GUY WIRE
096	BERM	BERM (EARTHEN OR GRAVEL MOUND)
097	GRAVEL	GRAVEL IN ROADWAY
098	ABR EDGE	ABRUPT EDGE
099	CELL WTNSD	CELL PHONE USE WITNESSED BY OTHER PARTICIPANT
100	UNK FIXD	FIXED OBJECT, UNKNOWN TYPE.
101	OTHER OBJ	NON-FIXED OBJECT, OTHER OR UNKNOWN TYPE
102	TEXTING	TEXTING
103	WZ WORKER	WORK ZONE WORKER
104	ON VEHICLE	PASSENGER RIDING ON VEHICLE EXTERIOR
105	PEDAL PSGR	PASSENGER RIDING ON PEDALCYCLE
106	MAN WHLCHR	PEDESTRIAN IN NON-MOTORIZED WHEELCHAIR
107	MTR WHLCHR	PEDESTRIAN IN MOTORIZED WHEELCHAIR
108	OFFICER	LAW ENFORCEMENT / POLICE OFFICER
109	SUB-BIKE	"SUB-BIKE": PEDALCYCLIST INJURED SUBSEQUENT TO COLLISION, ETC.
110	N-MTR	NON-MOTORIST STRUCK VEHICLE
111	S CAR VS V	STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM) STRUCK VEHICLE
112	V VS S CAR	VEHICLE STRUCK STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM)
113	S CAR ROW	AT OR ON STREET CAR OR TROLLEY RIGHT-OF-WAY

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
114	RR EQUIP	VEHICLE STRUCK RAILROAD EQUIPMENT (NOT TRAIN) ON TRACKS
115	DSTRCT GPS	DISTRACTED BY NAVIGATION SYSTEM OR GPS DEVICE
116	DSTRCT OTH	DISTRACTED BY OTHER ELECTRONIC DEVICE
117	RR GATE	RAIL CROSSING DROP-ARM GATE
118	EXPNSN JNT	EXPANSION JOINT
119	JERSEY BAR	JERSEY BARRIER
120	WIRE BAR	WIRE OR CABLE MEDIAN BARRIER
121	FENCE	FENCE
123	OBJ IN VEH	LOOSE OBJECT IN VEHICLE STRUCK OCCUPANT
124	SLIPPERY	SLIDING OR SWERVING DUE TO WET, ICY, SLIPPERY OR LOOSE SURFACE (NOT GRAVEL)
125	SHLDR	SHOULDER GAVE WAY
126	BOULDER	ROCK(S), BOULDER (NOT GRAVEL; NOT ROCK SLIDE)
127	LAND SLIDE	ROCK SLIDE OR LAND SLIDE
128	CURVE INV	CURVE PRESENT AT CRASH LOCATION
129	HILL INV	VERTICAL GRADE / HILL PRESENT AT CRASH LOCATION
130	CURVE HID	VIEW OBSCURED BY CURVE
131	HILL HID	VIEW OBSCURED BY VERTICAL GRADE / HILL
132	WINDOW HID	VIEW OBSCURED BY VEHICLE WINDOW CONDITIONS
133	SPRAY HID	VIEW OBSCURED BY WATER SPRAY
134	TORRENTIAL	TORRENTIAL RAIN (EXCEPTIONALLY HEAVY RAIN)
135	RAIL OCC	INJURED OCCUPANT OF RAILWAY TRAIN, LIGHT RAIL, STREET CAR OR CABLE CAR

FUNCTIONAL CLASSIFICATION TRANSLATION LIST

FUNC CLASS	DESCRIPTION
01	RURAL PRINCIPAL ARTERIAL - INTERSTATE
02	RURAL PRINCIPAL ARTERIAL - OTHER
06	RURAL MINOR ARTERIAL
07	RURAL MAJOR COLLECTOR
08	RURAL MINOR COLLECTOR
09	RURAL LOCAL
11	URBAN PRINCIPAL ARTERIAL - INTERSTATE
12	URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXP
14	URBAN PRINCIPAL ARTERIAL - OTHER
16	URBAN MINOR ARTERIAL
17	URBAN MAJOR COLLECTOR
18	URBAN MINOR COLLECTOR
19	URBAN LOCAL
78	UNKNOWN RURAL SYSTEM
79	UNKNOWN RURAL NON-SYSTEM
98	UNKNOWN URBAN SYSTEM
99	UNKNOWN URBAN NON-SYSTEM

HIGHWAY COMPONENT TRANSLATION LIST

CODE	DESCRIPTION
0	MAINLINE STATE HIGHWAY
1	COUPLET
3	FRONTAGE ROAD
6	CONNECTION
8	HIGHWAY - OTHER

INJURY SEVERITY CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
1	KILL	FATAL INJURY (K)
2	INJA	SUSPECTED SERIOUS INJURY (A)
3	INJB	SUSPECTED MINOR INJURY (B)
4	INJC	POSSIBLE INJURY (C)
5	PRI	DIED PRIOR TO CRASH
7	NO<5	NO INJURY - 0 TO 4 YEARS OF AGE
9	NONE	NO APPARENT INJURY (O)

LIGHT CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	DAY	DAYLIGHT
2	DLIT	DARKNESS - WITH STREET LIGHTS
3	DARK	DARKNESS - NO STREET LIGHTS
4	DAWN	DAWN (TWILIGHT)
5	DUSK	DUSK (TWILIGHT)

MEDIAN TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NO MEDIAN
1	RSDMD	SOLID MEDIAN BARRIER
2	DIVMD	EARTH, GRASS OR PAVED MEDIAN

MILEAGE TYPE CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
0	REGULAR MILEAGE
T	TEMPORARY
Y	SPUR
Z	OVERLAPPING

MOVEMENT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	STRGHT	STRAIGHT AHEAD
2	TURN-R	TURNING RIGHT
3	TURN-L	TURNING LEFT
4	U-TURN	MAKING A U-TURN
5	BACK	BACKING
6	STOP	STOPPED IN TRAFFIC
7	PRKD-P	PARKED - PROPERLY
8	PRKD-I	PARKED - IMPROPERLY
9	PARKNG	PARKING MANEUVER

NON-MOTORIST LOCATION CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
00	AT INTERSECTION - NOT IN ROADWAY
01	AT INTERSECTION - INSIDE CROSSWALK
02	AT INTERSECTION - IN ROADWAY, OUTSIDE CROSSWALK
03	AT INTERSECTION - IN ROADWAY, XWALK AVAIL UNKNWN
04	NOT AT INTERSECTION - IN ROADWAY
05	NOT AT INTERSECTION - ON SHOULDER
06	NOT AT INTERSECTION - ON MEDIAN
07	NOT AT INTERSECTION - WITHIN TRAFFIC RIGHT-OF-WAY
08	NOT AT INTERSECTION - IN BIKE PATH OR PARKING LANE
09	NOT-AT INTERSECTION - ON SIDEWALK
10	OUTSIDE TRAFFICWAY BOUNDARIES
13	AT INTERSECTION - IN BIKE LANE
14	NOT AT INTERSECTION - IN BIKE LANE
15	NOT AT INTERSECTION - INSIDE MID-BLOCK CROSSWALK
16	NOT AT INTERSECTION - IN PARKING LANE
18	OTHER, NOT IN ROADWAY
99	UNKNOWN LOCATION

ROAD CHARACTER CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	INTER	INTERSECTION
2	ALLEY	DRIVEWAY OR ALLEY
3	STRGHT	STRAIGHT ROADWAY
4	TRANS	TRANSITION
5	CURVE	CURVE (HORIZONTAL CURVE)
6	OPENAC	OPEN ACCESS OR TURNOUT
7	GRADE	GRADE (VERTICAL CURVE)
8	BRIDGE	BRIDGE STRUCTURE
9	TUNNEL	TUNNEL

PARTICIPANT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	OCC	UNKNOWN OCCUPANT TYPE
1	DRVR	DRIVER
2	PSNG	PASSENGER
3	PED	PEDESTRIAN
4	CONV	PEDESTRIAN USING A PEDESTRIAN CONVEYA
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN OB
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING AN
8	PRKD	OCCUPANT OF A PARKED MOTOR VEHICLE
9	OTHR	OTHER TYPE OF NON-MOTORIST

TRAFFIC CONTROL DEVICE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
000	NONE	NO CONTROL
001	TRF SIGNAL	TRAFFIC SIGNALS
002	FLASHBCN-R	FLASHING BEACON - RED (STOP)
003	FLASHBCN-A	FLASHING BEACON - AMBER (SLOW)
004	STOP SIGN	STOP SIGN
005	SLOW SIGN	SLOW SIGN
006	REG-SIGN	REGULATORY SIGN
007	YIELD	YIELD SIGN
008	WARNING	WARNING SIGN
009	CURVE	CURVE SIGN
010	SCHL X-ING	SCHOOL CROSSING SIGN OR SPECIAL SIGNAL
011	OFCR/FLAG	POLICE OFFICER, FLAGMAN - SCHOOL PATROL
012	BRDG-GATE	BRIDGE GATE - BARRIER
013	TEMP-BARR	TEMPORARY BARRIER
014	NO-PASS-ZN	NO PASSING ZONE
015	ONE-WAY	ONE-WAY STREET
016	CHANNEL	CHANNELIZATION
017	MEDIAN BAR	MEDIAN BARRIER
018	PILOT CAR	PILOT CAR
019	SP PED SIG	SPECIAL PEDESTRIAN SIGNAL
020	X-BUCK	CROSSBUCK
021	THR-GN-SIG	THROUGH GREEN ARROW OR SIGNAL
022	L-GRN-SIG	LEFT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
023	R-GRN-SIG	RIGHT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
024	WIGWAG	WIGWAG OR FLASHING LIGHTS W/O DROP-ARM GATE
025	X-BUCK WRN	CROSSBUCK AND ADVANCE WARNING
026	WW W/ GATE	FLASHING LIGHTS WITH DROP-ARM GATES
027	OVRHD SGNL	SUPPLEMENTAL OVERHEAD SIGNAL (RR XING ONLY)
028	SP RR STOP	SPECIAL RR STOP SIGN
029	ILUM GRD X	ILLUMINATED GRADE CROSSING
037	RAMP METER	METERED RAMPS
038	RUMBLE STR	RUMBLE STRIP
040	AUTO. FLAG	AUTOMATED FLAGGER ASSISTANCE DEVICE
090	L-TURN REF	LEFT TURN REFUGE (WHEN REFUGE IS INVOLVED)
091	R-TURN ALL	RIGHT TURN AT ALL TIMES SIGN, ETC.
092	EMR SGN/FL	EMERGENCY SIGNS OR FLARES
093	ACCEL LANE	ACCELERATION OR DECELERATION LANES
094	R-TURN PRO	RIGHT TURN PROHIBITED ON RED AFTER STOPPING
095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS

099 UNKNOWN UNKNOWN OR NOT DEFINITE

VEHICLE TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
00	PDO	NOT COLLECTED FOR PDO CRASHES
01	PSNGR CAR	PASSENGER CAR, PICKUP, LIGHT DELIVERY, ETC.
02	BOBTAIL	TRUCK TRACTOR WITH NO TRAILERS (BOBTAIL)
03	FARM TRCTR	FARM TRACTOR OR SELF-PROPELLED FARM EQUIPMENT
04	SEMI TOW	TRUCK TRACTOR WITH TRAILER/MOBILE HOME IN TOW
05	TRUCK	TRUCK WITH NON-DETACHABLE BED, PANEL, ETC.
06	MOPED	MOPED, MINIBIKE, SEATED MOTOR SCOOTER, MOTOR BIKE
07	SCHL BUS	SCHOOL BUS (INCLUDES VAN)
08	OTH BUS	OTHER BUS
09	MTRCYCLE	MOTORCYCLE, DIRT BIKE
10	OTHER	OTHER: FORKLIFT, BACKHOE, ETC.
11	MOTRHOME	MOTORHOME
12	TROLLEY	MOTORIZED STREET CAR/TROLLEY (NO RAILS/WIRES)
13	ATV	ATV
14	MTRSCTR	MOTORIZED SCOOTER (STANDING)
15	SNOWMOBILE	SNOWMOBILE
99	UNKNOWN	UNKNOWN VEHICLE TYPE

WEATHER CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	CLR	CLEAR
2	CLD	CLOUDY
3	RAIN	RAIN
4	SLT	SLEET
5	FOG	FOG
6	SNOW	SNOW
7	DUST	DUST
8	SMOK	SMOKE
9	ASH	ASH

OREGON DEPARTMENT OF TRANSPORTATION - POLICY, DATA AND ANALYSIS DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Intersectional Crashes at W Baseline Rd & SW Stepping Stone Dr in Washington County, OR.
January 1, 2016 through December 31, 2020

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2019														
FIXED / OTHER OBJECT	0	0	1	1	0	0	0	1	0	0	1	1	0	1
TURNING MOVEMENTS	0	1	0	1	0	2	0	1	0	1	0	1	0	0
2019 TOTAL	0	1	1	2	0	2	0	2	0	1	1	2	0	1
YEAR: 2016														
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2016 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
FINAL TOTAL	0	1	2	3	0	2	0	3	0	2	1	3	0	1

Disclaimers: *Effective 2016,* ***collection of "Property Damage Only" (PDO) crash data elements was reduced for vehicles and participants.*** *Age, Gender, License, Error and other elements are no longer available for PDO crash reporting. Please keep this in mind when comparing 2016 PDO crash data to prior years.*

A higher number of crashes may be reported as of 2011 compared to prior years. This does not necessarily reflect an increase in annual crashes. The higher numbers may result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics. For all disclaimers, see https://www.oregon.gov/ODOT/Data/documents/Crash_Data_Disclaimers.pdf.

WASHINGTON COUNTY

Intersectional Crashes at W Baseline Rd & SW Stepping Stone Dr in Washington County, OR.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPEED	ALC	DRUG/MJ	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	MILEPNT / DIST FROM / INTERSECT	COUNTY ROADS FIRST STREET / SECOND STREET / INTERSECTION SEQ #	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02053	N	N	N			4/25/2019		BASELINE RD	INTER	3-LEG	N	N	CLR	S-OTHER	01	NONE 0	TURN-R											32,27
COUNTY			N			Thu 7A	0	SW STEPPING STONE DR	S		YIELD	N	DRY	TURN		PRVTE	S E									000		00
No	*45 30 53.65*					*-122 51 55.67*		1	09	2		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	58	F	OR-Y OR<25		052,016,026	038		32,27
															02	NONE 0	TURN-R											
																PRVTE	S E									013		00
																PSNGR CAR		01	DRVR	INJC	42	F	OR-Y OR<25		000	000		00
08837	N	N	N	N	N	12/21/2016		W BASELINE RD	INTER	3-LEG	N	N	CLD	ANGL-OTH	01	NONE 9	TURN-R											02
CITY			N			Wed 4P	0	SW STEPPING STONE DR	E		UNKNOWN	N	DRY	TURN		N/A	S E									000		00
No	*45 30 53.65*					*-122 51 55.67*		1	05	1		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
															02	NONE 9	STRGHT											
																N/A	W E									000		00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
05591	Y	Y	N	N	N	10/27/2019		W BASELINE RD	INTER	3-LEG	N	Y	CLR	FIX OBJ	01	NONE 9	TURN-R										040,053	01
COUNTY			N			Sun 11P	0	SW STEPPING STONE DR	S		UNKNOWN	N	DRY	FIX		N/A	W S									000		00
No	*45 30 53.65*					*-122 51 55.67*		1	00	1		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
000	NONE	NO ACTION OR NON-WARRANTED
001	SKIDDED	SKIDDED
002	ON/OFF V	GETTING ON OR OFF STOPPED OR PARKED VEHICLE
003	LOAD OVR	OVERHANGING LOAD STRUCK ANOTHER VEHICLE, ETC.
006	SLOW DN	SLOWED DOWN
007	AVOIDING	AVOIDING MANEUVER
008	PAR PARK	PARALLEL PARKING
009	ANG PARK	ANGLE PARKING
010	INTERFERE	PASSENGER INTERFERING WITH DRIVER
011	STOPPED	STOPPED IN TRAFFIC NOT WAITING TO MAKE A LEFT TURN
012	STP/L TRN	STOPPED BECAUSE OF LEFT TURN SIGNAL OR WAITING, ETC.
013	STP TURN	STOPPED WHILE EXECUTING A TURN
014	EMR V PKD	EMERGENCY VEHICLE LEGALLY PARKED IN THE ROADWAY
015	GO A/STOP	PROCEED AFTER STOPPING FOR A STOP SIGN/FLASHING RED.
016	TRN A/RED	TURNED ON RED AFTER STOPPING
017	LOSTCTRL	LOST CONTROL OF VEHICLE
018	EXIT DWY	ENTERING STREET OR HIGHWAY FROM ALLEY OR DRIVEWAY
019	ENTR DWY	ENTERING ALLEY OR DRIVEWAY FROM STREET OR HIGHWAY
020	STR ENTR	BEFORE ENTERING ROADWAY, STRUCK PEDESTRIAN, ETC. ON SIDEWALK OR SHOULDER
021	NO DRVR	CAR RAN AWAY - NO DRIVER
022	PREV COL	STRUCK, OR WAS STRUCK BY, VEHICLE OR PEDESTRIAN IN PRIOR COLLISION BEFORE ACC. STABILIZED
023	STALLED	VEHICLE STALLED OR DISABLED
024	DRVR DEAD	DEAD BY UNASSOCIATED CAUSE
025	FATIGUE	FATIGUED, SLEEPY, ASLEEP
026	SUN	DRIVER BLINDED BY SUN
027	HDLGHTS	DRIVER BLINDED BY HEADLIGHTS
028	ILLNESS	PHYSICALLY ILL
029	THRU MED	VEHICLE CROSSED, PLUNGED OVER, OR THROUGH MEDIAN BARRIER
030	PURSUIT	PURSUING OR ATTEMPTING TO STOP A VEHICLE
031	PASSING	PASSING SITUATION
032	PRKOFFRD	VEHICLE PARKED BEYOND CURB OR SHOULDER
033	CROS MED	VEHICLE CROSSED EARTH OR GRASS MEDIAN
034	X N/SGNL	CROSSING AT INTERSECTION - NO TRAFFIC SIGNAL PRESENT
035	X W/ SGNL	CROSSING AT INTERSECTION - TRAFFIC SIGNAL PRESENT
036	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
037	BTWN INT	CROSSING BETWEEN INTERSECTIONS
038	DISTRACT	DRIVER'S ATTENTION DISTRACTED
039	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
040	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
041	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
042	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
043	PLAYINRD	PLAYING IN STREET OR ROAD
044	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
045	WORK ON	WORKING IN ROADWAY OR ALONG SHOULDER
046	W/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. WITH TRAFFIC
047	A/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. FACING TRAFFIC
050	LAY ON RD	STANDING OR LYING IN ROADWAY
051	ENT OFFRD	ENTERING / STARTING IN TRAFFIC LANE FROM OFF ROAD
052	MERGING	MERGING

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
055	SPRAY	BLINDED BY WATER SPRAY
088	OTHER	OTHER ACTION
099	UNK	UNKNOWN ACTION

CAUSE CODE TRANSLATION LIST

CAUSE CODE	SHORT DESCRIPTION	LONG DESCRIPTION
00	NO CODE	NO CAUSE ASSOCIATED AT THIS LEVEL
01	TOO-FAST	TOO FAST FOR CONDITIONS (NOT EXCEED POSTED SPEED
02	NO-YIELD	DID NOT YIELD RIGHT-OF-WAY
03	PAS-STOP	PASSED STOP SIGN OR RED FLASHER
04	DIS SIG	DISREGARDED TRAFFIC SIGNAL
05	LEFT-CTR	DROVE LEFT OF CENTER ON TWO-WAY ROAD; STRADDLING
06	IMP-OVER	IMPROPER OVERTAKING
07	TOO-CLOS	FOLLOWED TOO CLOSELY
08	IMP-TURN	MADE IMPROPER TURN
09	DRINKING	ALCOHOL OR DRUG INVOLVED
10	OTHR-IMP	OTHER IMPROPER DRIVING
11	MECH-DEF	MECHANICAL DEFECT
12	OTHER	OTHER (NOT IMPROPER DRIVING)
13	IMP LN C	IMPROPER CHANGE OF TRAFFIC LANES
14	DIS TCD	DISREGARDED OTHER TRAFFIC CONTROL DEVICE
15	WRNG WAY	WRONG WAY ON ONE-WAY ROAD; WRONG SIDE DIVIDED RO
16	FATIGUE	DRIVER DROWSY/FATIGUED/SLEEPY
17	ILLNESS	PHYSICAL ILLNESS
18	IN RDWY	NON-MOTORIST ILLEGALLY IN ROADWAY
19	NT VISBL	NON-MOTORIST NOT VISIBLE; NON-REFLECTIVE CLOTHIN
20	IMP PKNG	VEHICLE IMPROPERLY PARKED
21	DEF STER	DEFECTIVE STEERING MECHANISM
22	DEF BRKE	INADEQUATE OR NO BRAKES
24	LOADSHFT	VEHICLE LOST LOAD OR LOAD SHIFTED
25	TIREFAIL	TIRE FAILURE
26	PHANTOM	PHANTOM / NON-CONTACT VEHICLE
27	INATTENT	INATTENTION
28	NM INATT	NON-MOTORIST INATTENTION
29	F AVOID	FAILED TO AVOID VEHICLE AHEAD
30	SPEED	DRIVING IN EXCESS OF POSTED SPEED
31	RACING	SPEED RACING (PER PAR)
32	CARELESS	CARELESS DRIVING (PER PAR)
33	RECKLESS	RECKLESS DRIVING (PER PAR)
34	AGGRESV	AGGRESSIVE DRIVING (PER PAR)
35	RD RAGE	ROAD RAGE (PER PAR)
40	VIEW OBS	VIEW OBSCURED
50	USED MDN	IMPROPER USE OF MEDIAN OR SHOULDER
51	FAIL LN	FAILED TO MAINTAIN LANE
52	OFF RD	RAN OFF ROAD

COLLISION TYPE CODE TRANSLATION LIST

COLL CODE	SHORT DESCRIPTION	LONG DESCRIPTION
&	OTH	MISCELLANEOUS
-	BACK	BACKING
0	PED	PEDESTRIAN
1	ANGL	ANGLE
2	HEAD	HEAD-ON
3	REAR	REAR-END
4	SS-M	SIDESWIPE - MEETING
5	SS-O	SIDESWIPE - OVERTAKING
6	TURN	TURNING MOVEMENT
7	PARK	PARKING MANEUVER
8	NCOL	NON-COLLISION
9	FIX	FIXED OBJECT OR OTHER OBJECT

CRASH TYPE CODE TRANSLATION LIST

CRASH TYPE	SHORT DESCRIPTION	LONG DESCRIPTION
&	OVERTURN	OVERTURNED
0	NON-COLL	OTHER NON-COLLISION
1	OTH RDWY	MOTOR VEHICLE ON OTHER ROADWAY
2	PRKD MV	PARKED MOTOR VEHICLE
3	PED	PEDESTRIAN
4	TRAIN	RAILWAY TRAIN
6	BIKE	PEDALCYCLIST
7	ANIMAL	ANIMAL
8	FIX OBJ	FIXED OBJECT
9	OTH OBJ	OTHER OBJECT
A	ANGL-STP	ENTERING AT ANGLE - ONE VEHICLE STOPPED
B	ANGL-OTH	ENTERING AT ANGLE - ALL OTHERS
C	S-STRGHT	FROM SAME DIRECTION - BOTH GOING STRAIGHT
D	S-1TURN	FROM SAME DIRECTION - ONE TURN, ONE STRAIGHT
E	S-1STOP	FROM SAME DIRECTION - ONE STOPPED
F	S-OTHER	FROM SAME DIRECTION-ALL OTHERS, INCLUDING PARKING
G	O-STRGHT	FROM OPPOSITE DIRECTION - BOTH GOING STRAIGHT
H	O-1 L-TURN	FROM OPPOSITE DIRECTION-ONE LEFT TURN,ONE STRAIGHT
I	O-1STOP	FROM OPPOSITE DIRECTION - ONE STOPPED
J	O-OTHER	FROM OPPOSITE DIRECTION-ALL OTHERS INCL. PARKING

DRIVER LICENSE CODE TRANSLATION LIST

LIC CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NOT LICENSED (HAD NEVER BEEN LICENSED)
1	OR-Y	VALID OREGON LICENSE
2	OTH-Y	VALID LICENSE, OTHER STATE OR COUNTRY
3	SUSP	SUSPENDED/REVOKED
4	EXP	EXPIRED
8	N-VAL	OTHER NON-VALID LICENSE
9	UNK	UNKNOWN IF DRIVER WAS LICENSED AT TIME OF CRASH

DRIVER RESIDENCE CODE TRANSLATION LIST

RES CODE	SHORT DESC	LONG DESCRIPTION
1	OR<25	OREGON RESIDENT WITHIN 25 MILE OF HOME
2	OR>25	OREGON RESIDENT 25 OR MORE MILES FROM HOME
3	OR-?	OREGON RESIDENT - UNKNOWN DISTANCE FROM HOME
4	N-RES	NON-RESIDENT
9	UNK	UNKNOWN IF OREGON RESIDENT

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
000	NONE	NO ERROR
001	WIDE TRN	WIDE TURN
002	CUT CORN	CUT CORNER ON TURN
003	FAIL TRN	FAILED TO OBEY MANDATORY TRAFFIC TURN SIGNAL, SIGN OR LANE MARKINGS
004	L IN TRF	LEFT TURN IN FRONT OF ONCOMING TRAFFIC
005	L PROHIB	LEFT TURN WHERE PROHIBITED
006	FRM WRNG	TURNED FROM WRONG LANE
007	TO WRONG	TURNED INTO WRONG LANE
008	ILLEG U	U-TURNED ILLEGALLY
009	IMP STOP	IMPROPERLY STOPPED IN TRAFFIC LANE
010	IMP SIG	IMPROPER SIGNAL OR FAILURE TO SIGNAL
011	IMP BACK	BACKING IMPROPERLY (NOT PARKING)
012	IMP PARK	IMPROPERLY PARKED
013	UNPARK	IMPROPER START LEAVING PARKED POSITION
014	IMP STRT	IMPROPER START FROM STOPPED POSITION
015	IMP LGHT	IMPROPER OR NO LIGHTS (VEHICLE IN TRAFFIC)
016	INATTENT	INATTENTION (FAILURE TO DIM LIGHTS PRIOR TO 4/1/97)
017	UNSF VEH	DRIVING UNSAFE VEHICLE (NO OTHER ERROR APPARENT)
018	OTH PARK	ENTERING/EXITING PARKED POSITION W/ INSUFFICIENT CLEARANCE; OTHER IMPROPER PARKING MANEUVER
019	DIS DRIV	DISREGARDED OTHER DRIVER'S SIGNAL
020	DIS SGNL	DISREGARDED TRAFFIC SIGNAL
021	RAN STOP	DISREGARDED STOP SIGN OR FLASHING RED
022	DIS SIGN	DISREGARDED WARNING SIGN, FLARES OR FLASHING AMBER
023	DIS OFCR	DISREGARDED POLICE OFFICER OR FLAGMAN
024	DIS EMER	DISREGARDED SIREN OR WARNING OF EMERGENCY VEHICLE
025	DIS RR	DISREGARDED RR SIGNAL, RR SIGN, OR RR FLAGMAN
026	REAR-END	FAILED TO AVOID STOPPED OR PARKED VEHICLE AHEAD OTHER THAN SCHOOL BUS
027	BIKE ROW	DID NOT HAVE RIGHT-OF-WAY OVER PEDALCYCLIST
028	NO ROW	DID NOT HAVE RIGHT-OF-WAY
029	PED ROW	FAILED TO YIELD RIGHT-OF-WAY TO PEDESTRIAN
030	PAS CURV	PASSING ON A CURVE
031	PAS WRNG	PASSING ON THE WRONG SIDE
032	PAS TANG	PASSING ON STRAIGHT ROAD UNDER UNSAFE CONDITIONS
033	PAS X-WK	PASSED VEHICLE STOPPED AT CROSSWALK FOR PEDESTRIAN
034	PAS INTR	PASSING AT INTERSECTION
035	PAS HILL	PASSING ON CREST OF HILL
036	N/PAS ZN	PASSING IN "NO PASSING" ZONE
037	PAS TRAF	PASSING IN FRONT OF ONCOMING TRAFFIC
038	CUT-IN	CUTTING IN (TWO LANES - TWO WAY ONLY)
039	WRNGSIDE	DRIVING ON WRONG SIDE OF THE ROAD (2-WAY UNDIVIDED ROADWAYS)

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
040	THRU MED	DRIVING THROUGH SAFETY ZONE OR OVER ISLAND
041	F/ST BUS	FAILED TO STOP FOR SCHOOL BUS
042	F/SLO MV	FAILED TO DECREASE SPEED FOR SLOWER MOVING VEHICLE
043	TOO CLOSE	FOLLOWING TOO CLOSELY (MUST BE ON OFFICER'S REPORT)
044	STRDL LN	STRADDLING OR DRIVING ON WRONG LANES
045	IMP CHG	IMPROPER CHANGE OF TRAFFIC LANES
046	WRNG WAY	WRONG WAY ON ONE-WAY ROADWAY; WRONG SIDE DIVIDED ROAD
047	BASCRULE	DRIVING TOO FAST FOR CONDITIONS (NOT EXCEEDING POSTED SPEED)
048	OPN DOOR	OPENED DOOR INTO ADJACENT TRAFFIC LANE
049	IMPEDING	IMPEDING TRAFFIC
050	SPEED	DRIVING IN EXCESS OF POSTED SPEED
051	RECKLESS	RECKLESS DRIVING (PER PAR)
052	CARELESS	CARELESS DRIVING (PER PAR)
053	RACING	SPEED RACING (PER PAR)
054	X N/SGNL	CROSSING AT INTERSECTION, NO TRAFFIC SIGNAL PRESENT
055	X W/SGNL	CROSSING AT INTERSECTION, TRAFFIC SIGNAL PRESENT
056	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
057	BTWN INT	CROSSING BETWEEN INTERSECTIONS
059	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
060	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
061	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
062	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
063	PLAYINRD	PLAYING IN STREET OR ROAD
064	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
065	WORK IN RD	WORKING IN ROADWAY OR ALONG SHOULDER
070	LAY ON RD	STANDING OR LYING IN ROADWAY
071	NM IMP USE	IMPROPER USE OF TRAFFIC LANE BY NON-MOTORIST
073	ELUDING	ELUDING / ATTEMPT TO ELUDE
079	F NEG CURV	FAILED TO NEGOTIATE A CURVE
080	FAIL LN	FAILED TO MAINTAIN LANE
081	OFF RD	RAN OFF ROAD
082	NO CLEAR	DRIVER MISJUDGED CLEARANCE
083	OVRSTEER	OVER-CORRECTING
084	NOT USED	CODE NOT IN USE
085	OVRLOAD	OVERLOADING OR IMPROPER LOADING OF VEHICLE WITH CARGO OR PASSENGERS
097	UNA DIS TC	UNABLE TO DETERMINE WHICH DRIVER DISREGARDED TRAFFIC CONTROL DEVICE

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
001	FEL/JUMP	OCCUPANT FELL, JUMPED OR WAS EJECTED FROM MOVING VEHICLE
002	INTERFER	PASSENGER INTERFERED WITH DRIVER
003	BUG INTF	ANIMAL OR INSECT IN VEHICLE INTERFERED WITH DRIVER
004	INDRCT PED	PEDESTRIAN INDIRECTLY INVOLVED (NOT STRUCK)
005	SUB-PED	"SUB-PED": PEDESTRIAN INJURED SUBSEQUENT TO COLLISION, ETC.
006	INDRCT BIK	PEDALCYCLIST INDIRECTLY INVOLVED (NOT STRUCK)
007	HITCHIKR	HITCHHIKER (SOLICITING A RIDE)
008	PSNGR TOW	PASSENGER OR NON-MOTORIST BEING TOWED OR PUSHED ON CONVEYANCE
009	ON/OFF V	GETTING ON/OFF STOPPED/PARKED VEHICLE (OCCUPANTS ONLY; MUST HAVE PHYSICAL CONTACT W/ VEHIC
010	SUB OTRN	OVERTURNED AFTER FIRST HARMFUL EVENT
011	MV PUSHD	VEHICLE BEING PUSHED
012	MV TOWED	VEHICLE TOWED OR HAD BEEN TOWING ANOTHER VEHICLE
013	FORCED	VEHICLE FORCED BY IMPACT INTO ANOTHER VEHICLE, PEDALCYCLIST OR PEDESTRIAN
014	SET MOTN	VEHICLE SET IN MOTION BY NON-DRIVER (CHILD RELEASED BRAKES, ETC.)
015	RR ROW	AT OR ON RAILROAD RIGHT-OF-WAY (NOT LIGHT RAIL)
016	LT RL ROW	AT OR ON LIGHT-RAIL RIGHT-OF-WAY
017	RR HIT V	TRAIN STRUCK VEHICLE
018	V HIT RR	VEHICLE STRUCK TRAIN
019	HIT RR CAR	VEHICLE STRUCK RAILROAD CAR ON ROADWAY
020	JACKNIFE	JACKKNIFE; TRAILER OR TOWED VEHICLE STRUCK TOWING VEHICLE
021	TRL OTRN	TRAILER OR TOWED VEHICLE OVERTURNED
022	CN BROKE	TRAILER CONNECTION BROKE
023	DETACH TRL	DETACHED TRAILING OBJECT STRUCK OTHER VEHICLE, NON-MOTORIST, OR OBJECT
024	V DOOR OPN	VEHICLE DOOR OPENED INTO ADJACENT TRAFFIC LANE
025	WHEELOFF	WHEEL CAME OFF
026	HOOD UP	HOOD FLEW UP
028	LOAD SHIFT	LOST LOAD, LOAD MOVED OR SHIFTED
029	TIREFAIL	TIRE FAILURE
030	PET	PET: CAT, DOG AND SIMILAR
031	LVSTOCK	STOCK: COW, CALF, BULL, STEER, SHEEP, ETC.
032	HORSE	HORSE, MULE, OR DONKEY
033	HRSE&RID	HORSE AND RIDER
034	GAME	WILD ANIMAL, GAME (INCLUDES BIRDS; NOT DEER OR ELK)
035	DEER ELK	DEER OR ELK, WAPITI
036	ANML VEH	ANIMAL-DRAWN VEHICLE
037	CULVERT	CULVERT, OPEN LOW OR HIGH MANHOLE
038	ATENUATN	IMPACT ATTENUATOR
039	PK METER	PARKING METER
040	CURB	CURB (ALSO NARROW SIDEWALKS ON BRIDGES)
041	JIGGLE	JIGGLE BAR OR TRAFFIC SNAKE FOR CHANNELIZATION
042	GDRL END	LEADING EDGE OF GUARDRAIL
043	GARDRAIL	GUARD RAIL (NOT METAL MEDIAN BARRIER)
044	BARRIER	MEDIAN BARRIER (RAISED OR METAL)
045	WALL	RETAINING WALL OR TUNNEL WALL
046	BR RAIL	BRIDGE RAILING OR PARAPET (ON BRIDGE OR APPROACH)
047	BR ABUTMNT	BRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013)
048	BR COLMN	BRIDGE PILLAR OR COLUMN
049	BR GIRDR	BRIDGE GIRDER (HORIZONTAL BRIDGE STRUCTURE OVERHEAD)
050	ISLAND	TRAFFIC RAISED ISLAND
051	GORE	GORE
052	POLE UNK	POLE - TYPE UNKNOWN
053	POLE UTL	POLE - POWER OR TELEPHONE
054	ST LIGHT	POLE - STREET LIGHT ONLY
055	TRF SGNL	POLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY
056	SGN BRDG	POLE - SIGN BRIDGE
057	STOPSIGN	STOP OR YIELD SIGN

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
058	OTH SIGN	OTHER SIGN, INCLUDING STREET SIGNS
059	HYDRANT	HYDRANT
060	MARKER	DELINEATOR OR MARKER (REFLECTOR POSTS)
061	MAILBOX	MAILBOX
062	TREE	TREE, STUMP OR SHRUBS
063	VEG OHED	TREE BRANCH OR OTHER VEGETATION OVERHEAD, ETC.
064	WIRE/CBL	WIRE OR CABLE ACROSS OR OVER THE ROAD
065	TEMP SGN	TEMPORARY SIGN OR BARRICADE IN ROAD, ETC.
066	PERM SGN	PERMANENT SIGN OR BARRICADE IN/OFF ROAD
067	SLIDE	SLIDES, FALLEN OR FALLING ROCKS
068	FRGN OBJ	FOREIGN OBSTRUCTION/DEBRIS IN ROAD (NOT GRAVEL)
069	EQP WORK	EQUIPMENT WORKING IN/OFF ROAD
070	OTH EQP	OTHER EQUIPMENT IN OR OFF ROAD (INCLUDES PARKED TRAILER, BOAT)
071	MAIN EQP	WRECKER, STREET SWEEPER, SNOW PLOW OR SANDING EQUIPMENT
072	OTHER WALL	ROCK, BRICK OR OTHER SOLID WALL
073	IRRGL PVMT	OTHER BUMP (NOT SPEED BUMP), POTHOLE OR PAVEMENT IRREGULARITY (PER PAR)
074	OVERHD OBJ	OTHER OVERHEAD OBJECT (HIGHWAY SIGN, SIGNAL HEAD, ETC.); NOT BRIDGE
075	CAVE IN	BRIDGE OR ROAD CAVE IN
076	HI WATER	HIGH WATER
077	SNO BANK	SNOW BANK
078	LO-HI EDGE	LOW OR HIGH SHOULDER AT PAVEMENT EDGE
079	DITCH	CUT SLOPE OR DITCH EMBANKMENT
080	OBJ FRM MV	STRUCK BY ROCK OR OTHER OBJECT SET IN MOTION BY OTHER VEHICLE (INCL. LOST LOADS)
081	FLY-OBJ	STRUCK BY ROCK OR OTHER MOVING OR FLYING OBJECT (NOT SET IN MOTION BY VEHICLE)
082	VEH HID	VEHICLE OBSCURED VIEW
083	VEG HID	VEGETATION OBSCURED VIEW
084	BLDG HID	VIEW OBSCURED BY FENCE, SIGN, PHONE BOOTH, ETC.
085	WIND GUST	WIND GUST
086	IMMERSED	VEHICLE IMMERSED IN BODY OF WATER
087	FIRE/EXP	FIRE OR EXPLOSION
088	FENC/BLD	FENCE OR BUILDING, ETC.
089	OTHR CRASH	CRASH RELATED TO ANOTHER SEPARATE CRASH
090	TO 1 SIDE	TWO-WAY TRAFFIC ON DIVIDED ROADWAY ALL ROUTED TO ONE SIDE
091	BUILDING	BUILDING OR OTHER STRUCTURE
092	PHANTOM	OTHER (PHANTOM) NON-CONTACT VEHICLE
093	CELL PHONE	CELL PHONE (ON PAR OR DRIVER IN USE)
094	VIOL GDL	TEENAGE DRIVER IN VIOLATION OF GRADUATED LICENSE PGM
095	GUY WIRE	GUY WIRE
096	BERM	BERM (EARTHEN OR GRAVEL MOUND)
097	GRAVEL	GRAVEL IN ROADWAY
098	ABR EDGE	ABRUPT EDGE
099	CELL WTNSD	CELL PHONE USE WITNESSED BY OTHER PARTICIPANT
100	UNK FIXD	FIXED OBJECT, UNKNOWN TYPE.
101	OTHER OBJ	NON-FIXED OBJECT, OTHER OR UNKNOWN TYPE
102	TEXTING	TEXTING
103	WZ WORKER	WORK ZONE WORKER
104	ON VEHICLE	PASSENGER RIDING ON VEHICLE EXTERIOR
105	PEDAL PSGR	PASSENGER RIDING ON PEDALCYCLE
106	MAN WHLCHR	PEDESTRIAN IN NON-MOTORIZED WHEELCHAIR
107	MTR WHLCHR	PEDESTRIAN IN MOTORIZED WHEELCHAIR
108	OFFICER	LAW ENFORCEMENT / POLICE OFFICER
109	SUB-BIKE	"SUB-BIKE": PEDALCYCLIST INJURED SUBSEQUENT TO COLLISION, ETC.
110	N-MTR	NON-MOTORIST STRUCK VEHICLE
111	S CAR VS V	STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM) STRUCK VEHICLE
112	V VS S CAR	VEHICLE STRUCK STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM)
113	S CAR ROW	AT OR ON STREET CAR OR TROLLEY RIGHT-OF-WAY

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
114	RR EQUIP	VEHICLE STRUCK RAILROAD EQUIPMENT (NOT TRAIN) ON TRACKS
115	DSTRCT GPS	DISTRACTED BY NAVIGATION SYSTEM OR GPS DEVICE
116	DSTRCT OTH	DISTRACTED BY OTHER ELECTRONIC DEVICE
117	RR GATE	RAIL CROSSING DROP-ARM GATE
118	EXPNSN JNT	EXPANSION JOINT
119	JERSEY BAR	JERSEY BARRIER
120	WIRE BAR	WIRE OR CABLE MEDIAN BARRIER
121	FENCE	FENCE
123	OBJ IN VEH	LOOSE OBJECT IN VEHICLE STRUCK OCCUPANT
124	SLIPPERY	SLIDING OR SWERVING DUE TO WET, ICY, SLIPPERY OR LOOSE SURFACE (NOT GRAVEL)
125	SHLDR	SHOULDER GAVE WAY
126	BOULDER	ROCK(S), BOULDER (NOT GRAVEL; NOT ROCK SLIDE)
127	LAND SLIDE	ROCK SLIDE OR LAND SLIDE
128	CURVE INV	CURVE PRESENT AT CRASH LOCATION
129	HILL INV	VERTICAL GRADE / HILL PRESENT AT CRASH LOCATION
130	CURVE HID	VIEW OBSCURED BY CURVE
131	HILL HID	VIEW OBSCURED BY VERTICAL GRADE / HILL
132	WINDOW HID	VIEW OBSCURED BY VEHICLE WINDOW CONDITIONS
133	SPRAY HID	VIEW OBSCURED BY WATER SPRAY
134	TORRENTIAL	TORRENTIAL RAIN (EXCEPTIONALLY HEAVY RAIN)
135	RAIL OCC	INJURED OCCUPANT OF RAILWAY TRAIN, LIGHT RAIL, STREET CAR OR CABLE CAR

FUNCTIONAL CLASSIFICATION TRANSLATION LIST

FUNC CLASS	DESCRIPTION
01	RURAL PRINCIPAL ARTERIAL - INTERSTATE
02	RURAL PRINCIPAL ARTERIAL - OTHER
06	RURAL MINOR ARTERIAL
07	RURAL MAJOR COLLECTOR
08	RURAL MINOR COLLECTOR
09	RURAL LOCAL
11	URBAN PRINCIPAL ARTERIAL - INTERSTATE
12	URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXP
14	URBAN PRINCIPAL ARTERIAL - OTHER
16	URBAN MINOR ARTERIAL
17	URBAN MAJOR COLLECTOR
18	URBAN MINOR COLLECTOR
19	URBAN LOCAL
78	UNKNOWN RURAL SYSTEM
79	UNKNOWN RURAL NON-SYSTEM
98	UNKNOWN URBAN SYSTEM
99	UNKNOWN URBAN NON-SYSTEM

HIGHWAY COMPONENT TRANSLATION LIST

CODE	DESCRIPTION
0	MAINLINE STATE HIGHWAY
1	COUPLET
3	FRONTAGE ROAD
6	CONNECTION
8	HIGHWAY - OTHER

INJURY SEVERITY CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
1	KILL	FATAL INJURY (K)
2	INJA	SUSPECTED SERIOUS INJURY (A)
3	INJB	SUSPECTED MINOR INJURY (B)
4	INJC	POSSIBLE INJURY (C)
5	PRI	DIED PRIOR TO CRASH
7	NO<5	NO INJURY - 0 TO 4 YEARS OF AGE
9	NONE	NO APPARENT INJURY (O)

LIGHT CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	DAY	DAYLIGHT
2	DLIT	DARKNESS - WITH STREET LIGHTS
3	DARK	DARKNESS - NO STREET LIGHTS
4	DAWN	DAWN (TWILIGHT)
5	DUSK	DUSK (TWILIGHT)

MEDIAN TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NO MEDIAN
1	RSDMD	SOLID MEDIAN BARRIER
2	DIVMD	EARTH, GRASS OR PAVED MEDIAN

MILEAGE TYPE CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
0	REGULAR MILEAGE
T	TEMPORARY
Y	SPUR
Z	OVERLAPPING

MOVEMENT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	STRGHT	STRAIGHT AHEAD
2	TURN-R	TURNING RIGHT
3	TURN-L	TURNING LEFT
4	U-TURN	MAKING A U-TURN
5	BACK	BACKING
6	STOP	STOPPED IN TRAFFIC
7	PRKD-P	PARKED - PROPERLY
8	PRKD-I	PARKED - IMPROPERLY
9	PARKNG	PARKING MANEUVER

NON-MOTORIST LOCATION CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
00	AT INTERSECTION - NOT IN ROADWAY
01	AT INTERSECTION - INSIDE CROSSWALK
02	AT INTERSECTION - IN ROADWAY, OUTSIDE CROSSWALK
03	AT INTERSECTION - IN ROADWAY, XWALK AVAIL UNKNWN
04	NOT AT INTERSECTION - IN ROADWAY
05	NOT AT INTERSECTION - ON SHOULDER
06	NOT AT INTERSECTION - ON MEDIAN
07	NOT AT INTERSECTION - WITHIN TRAFFIC RIGHT-OF-WAY
08	NOT AT INTERSECTION - IN BIKE PATH OR PARKING LANE
09	NOT-AT INTERSECTION - ON SIDEWALK
10	OUTSIDE TRAFFICWAY BOUNDARIES
13	AT INTERSECTION - IN BIKE LANE
14	NOT AT INTERSECTION - IN BIKE LANE
15	NOT AT INTERSECTION - INSIDE MID-BLOCK CROSSWALK
16	NOT AT INTERSECTION - IN PARKING LANE
18	OTHER, NOT IN ROADWAY
99	UNKNOWN LOCATION

ROAD CHARACTER CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	INTER	INTERSECTION
2	ALLEY	DRIVEWAY OR ALLEY
3	STRGHT	STRAIGHT ROADWAY
4	TRANS	TRANSITION
5	CURVE	CURVE (HORIZONTAL CURVE)
6	OPENAC	OPEN ACCESS OR TURNOUT
7	GRADE	GRADE (VERTICAL CURVE)
8	BRIDGE	BRIDGE STRUCTURE
9	TUNNEL	TUNNEL

PARTICIPANT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	OCC	UNKNOWN OCCUPANT TYPE
1	DRVR	DRIVER
2	PSNG	PASSENGER
3	PED	PEDESTRIAN
4	CONV	PEDESTRIAN USING A PEDESTRIAN CONVEYA
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN OB
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING AN
8	PRKD	OCCUPANT OF A PARKED MOTOR VEHICLE
9	OTHR	OTHER TYPE OF NON-MOTORIST

TRAFFIC CONTROL DEVICE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
000	NONE	NO CONTROL
001	TRF SIGNAL	TRAFFIC SIGNALS
002	FLASHBCN-R	FLASHING BEACON - RED (STOP)
003	FLASHBCN-A	FLASHING BEACON - AMBER (SLOW)
004	STOP SIGN	STOP SIGN
005	SLOW SIGN	SLOW SIGN
006	REG-SIGN	REGULATORY SIGN
007	YIELD	YIELD SIGN
008	WARNING	WARNING SIGN
009	CURVE	CURVE SIGN
010	SCHL X-ING	SCHOOL CROSSING SIGN OR SPECIAL SIGNAL
011	OFCR/FLAG	POLICE OFFICER, FLAGMAN - SCHOOL PATROL
012	BRDG-GATE	BRIDGE GATE - BARRIER
013	TEMP-BARR	TEMPORARY BARRIER
014	NO-PASS-ZN	NO PASSING ZONE
015	ONE-WAY	ONE-WAY STREET
016	CHANNEL	CHANNELIZATION
017	MEDIAN BAR	MEDIAN BARRIER
018	PILOT CAR	PILOT CAR
019	SP PED SIG	SPECIAL PEDESTRIAN SIGNAL
020	X-BUCK	CROSSBUCK
021	THR-GN-SIG	THROUGH GREEN ARROW OR SIGNAL
022	L-GRN-SIG	LEFT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
023	R-GRN-SIG	RIGHT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
024	WIGWAG	WIGWAG OR FLASHING LIGHTS W/O DROP-ARM GATE
025	X-BUCK WRN	CROSSBUCK AND ADVANCE WARNING
026	WW W/ GATE	FLASHING LIGHTS WITH DROP-ARM GATES
027	OVRHD SGNL	SUPPLEMENTAL OVERHEAD SIGNAL (RR XING ONLY)
028	SP RR STOP	SPECIAL RR STOP SIGN
029	ILUM GRD X	ILLUMINATED GRADE CROSSING
037	RAMP METER	METERED RAMPS
038	RUMBLE STR	RUMBLE STRIP
040	AUTO. FLAG	AUTOMATED FLAGGER ASSISTANCE DEVICE
090	L-TURN REF	LEFT TURN REFUGE (WHEN REFUGE IS INVOLVED)
091	R-TURN ALL	RIGHT TURN AT ALL TIMES SIGN, ETC.
092	EMR SGN/FL	EMERGENCY SIGNS OR FLARES
093	ACCEL LANE	ACCELERATION OR DECELERATION LANES
094	R-TURN PRO	RIGHT TURN PROHIBITED ON RED AFTER STOPPING
095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS

099 UNKNOWN UNKNOWN OR NOT DEFINITE

VEHICLE TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
00	PDO	NOT COLLECTED FOR PDO CRASHES
01	PSNGR CAR	PASSENGER CAR, PICKUP, LIGHT DELIVERY, ETC.
02	BOBTAIL	TRUCK TRACTOR WITH NO TRAILERS (BOBTAIL)
03	FARM TRCTR	FARM TRACTOR OR SELF-PROPELLED FARM EQUIPMENT
04	SEMI TOW	TRUCK TRACTOR WITH TRAILER/MOBILE HOME IN TOW
05	TRUCK	TRUCK WITH NON-DETACHABLE BED, PANEL, ETC.
06	MOPED	MOPED, MINIBIKE, SEATED MOTOR SCOOTER, MOTOR BIKE
07	SCHL BUS	SCHOOL BUS (INCLUDES VAN)
08	OTH BUS	OTHER BUS
09	MTRCYCLE	MOTORCYCLE, DIRT BIKE
10	OTHER	OTHER: FORKLIFT, BACKHOE, ETC.
11	MOTRHOME	MOTORHOME
12	TROLLEY	MOTORIZED STREET CAR/TROLLEY (NO RAILS/WIRES)
13	ATV	ATV
14	MTRSCTR	MOTORIZED SCOOTER (STANDING)
15	SNOWMOBILE	SNOWMOBILE
99	UNKNOWN	UNKNOWN VEHICLE TYPE

WEATHER CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	CLR	CLEAR
2	CLD	CLOUDY
3	RAIN	RAIN
4	SLT	SLEET
5	FOG	FOG
6	SNOW	SNOW
7	DUST	DUST
8	SMOK	SMOKE
9	ASH	ASH

OREGON DEPARTMENT OF TRANSPORTATION - POLICY, DATA AND ANALYSIS DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Crashes on W Baseline Rd within 250 ft West of SW 179th Ave in Washington County, OR.
January 1, 2016 through December 31, 2020

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2020														
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	0	0	0
2020 TOTAL	0	0	1	1	0	0	0	1	0	1	0	0	0	0
YEAR: 2016														
HEAD-ON	0	2	0	2	0	6	0	0	2	0	2	0	0	0
2016 TOTAL	0	2	0	2	0	6	0	0	2	0	2	0	0	0
FINAL TOTAL	0	2	1	3	0	6	0	1	2	1	2	0	0	0

Disclaimers: *Effective 2016,* ***collection of "Property Damage Only" (PDO) crash data elements was reduced for vehicles and participants.*** *Age, Gender, License, Error and other elements are no longer available for PDO crash reporting. Please keep this in mind when comparing 2016 PDO crash data to prior years.*

A higher number of crashes may be reported as of 2011 compared to prior years. This does not necessarily reflect an increase in annual crashes. The higher numbers may result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics. For all disclaimers, see https://www.oregon.gov/ODOT/Data/documents/Crash_Data_Disclaimers.pdf.

WASHINGTON COUNTY

Crashes on W Baseline Rd within 250 ft West of SW 179th Ave in Washington County, OR.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPEED	ALC	DRUG/MJ	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	MILEPNT / DIST FROM / INTERSECT	COUNTY ROADS FIRST STREET / SECOND STREET / INTERSECTION SEQ #	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01340	N	N	N			3/8/2020		W BASELINE RD	ALLEY		N	N	CLR	O-1 L-TURN	01	NONE 9	STRGHT											02
NO RPT			N			Sun 2P	1	SW 179TH AVE	W	(NONE)	UNKNOWN	N	DRY	TURN		N/A	E W									000		00
No						*45 30 49.27 -122 51 41.05*	1		03	(04)		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK / UNK		000	000		00
															02	NONE 9	TURN-L											
																N/A	W N									019		00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK / UNK		000	000		00
00522	N	N	N	N	N	1/22/2016		W BASELINE RD	STRGHT		N	N	CLD	O-STRGHT	01	NONE 0	STRGHT											013	05,17
COUNTY			N			Fri 9P	2	SW 179TH AVE	W	(NONE)	UNKNOWN	N	WET	HEAD		PRVTE	E W									000		00
No						*45 30 49.63 -122 51 42.36*	1		05	(04)		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJB	38	M	OR-Y / OR<25	044	028			05,17
															02	NONE 0	STRGHT											
																PRVTE	W E									000	013	00
																PSNGR CAR		01	DRVR	INJB	27	F	OR-Y / OR<25	000	000		00
																		02	PSNG	INJB	22	F		000	000		00
																		03	PSNG	INJB	23	M		000	000		00
															03	NONE 0	STRGHT											
																PRVTE	W E									022		00
																PSNGR CAR		01	DRVR	INJC	37	M	OR-Y / OR<25	000	000		00
08376	Y	N	N	N	N	12/8/2016		W BASELINE RD	STRGHT		N	N	SNOW	O-STRGHT	01	NONE 0	STRGHT											124	01
COUNTY			N			Thu 4P	1	SW 179TH AVE	W	(NONE)	NONE	N	SNO	HEAD		PRVTE	W E									000		00
No						*45 30 49.36 -122 51 41.37*	1		06	(04)		N	DUSK	INJ		PSNGR CAR		01	DRVR	NONE	51	M	OR-Y / OR<25	047	017			01
															02	NONE 0	STRGHT											
																PRVTE	E W									000	124	00
																PSNGR CAR		01	DRVR	INJB	28	M	OR-Y / OR<25	000	000		00

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
000	NONE	NO ACTION OR NON-WARRANTED
001	SKIDDED	SKIDDED
002	ON/OFF V	GETTING ON OR OFF STOPPED OR PARKED VEHICLE
003	LOAD OVR	OVERHANGING LOAD STRUCK ANOTHER VEHICLE, ETC.
006	SLOW DN	SLOWED DOWN
007	AVOIDING	AVOIDING MANEUVER
008	PAR PARK	PARALLEL PARKING
009	ANG PARK	ANGLE PARKING
010	INTERFERE	PASSENGER INTERFERING WITH DRIVER
011	STOPPED	STOPPED IN TRAFFIC NOT WAITING TO MAKE A LEFT TURN
012	STP/L TRN	STOPPED BECAUSE OF LEFT TURN SIGNAL OR WAITING, ETC.
013	STP TURN	STOPPED WHILE EXECUTING A TURN
014	EMR V PKD	EMERGENCY VEHICLE LEGALLY PARKED IN THE ROADWAY
015	GO A/STOP	PROCEED AFTER STOPPING FOR A STOP SIGN/FLASHING RED.
016	TRN A/RED	TURNED ON RED AFTER STOPPING
017	LOSTCTRL	LOST CONTROL OF VEHICLE
018	EXIT DWY	ENTERING STREET OR HIGHWAY FROM ALLEY OR DRIVEWAY
019	ENTR DWY	ENTERING ALLEY OR DRIVEWAY FROM STREET OR HIGHWAY
020	STR ENTR	BEFORE ENTERING ROADWAY, STRUCK PEDESTRIAN, ETC. ON SIDEWALK OR SHOULDER
021	NO DRVR	CAR RAN AWAY - NO DRIVER
022	PREV COL	STRUCK, OR WAS STRUCK BY, VEHICLE OR PEDESTRIAN IN PRIOR COLLISION BEFORE ACC. STABILIZED
023	STALLED	VEHICLE STALLED OR DISABLED
024	DRVR DEAD	DEAD BY UNASSOCIATED CAUSE
025	FATIGUE	FATIGUED, SLEEPY, ASLEEP
026	SUN	DRIVER BLINDED BY SUN
027	HDLGHTS	DRIVER BLINDED BY HEADLIGHTS
028	ILLNESS	PHYSICALLY ILL
029	THRU MED	VEHICLE CROSSED, PLUNGED OVER, OR THROUGH MEDIAN BARRIER
030	PURSUIT	PURSUING OR ATTEMPTING TO STOP A VEHICLE
031	PASSING	PASSING SITUATION
032	PRKOFFRD	VEHICLE PARKED BEYOND CURB OR SHOULDER
033	CROS MED	VEHICLE CROSSED EARTH OR GRASS MEDIAN
034	X N/SGNL	CROSSING AT INTERSECTION - NO TRAFFIC SIGNAL PRESENT
035	X W/ SGNL	CROSSING AT INTERSECTION - TRAFFIC SIGNAL PRESENT
036	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
037	BTWN INT	CROSSING BETWEEN INTERSECTIONS
038	DISTRACT	DRIVER'S ATTENTION DISTRACTED
039	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
040	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
041	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
042	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
043	PLAYINRD	PLAYING IN STREET OR ROAD
044	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
045	WORK ON	WORKING IN ROADWAY OR ALONG SHOULDER
046	W/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. WITH TRAFFIC
047	A/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. FACING TRAFFIC
050	LAY ON RD	STANDING OR LYING IN ROADWAY
051	ENT OFFRD	ENTERING / STARTING IN TRAFFIC LANE FROM OFF ROAD
052	MERGING	MERGING

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
055	SPRAY	BLINDED BY WATER SPRAY
088	OTHER	OTHER ACTION
099	UNK	UNKNOWN ACTION

CAUSE CODE TRANSLATION LIST

CAUSE CODE	SHORT DESCRIPTION	LONG DESCRIPTION
00	NO CODE	NO CAUSE ASSOCIATED AT THIS LEVEL
01	TOO-FAST	TOO FAST FOR CONDITIONS (NOT EXCEED POSTED SPEED
02	NO-YIELD	DID NOT YIELD RIGHT-OF-WAY
03	PAS-STOP	PASSED STOP SIGN OR RED FLASHER
04	DIS SIG	DISREGARDED TRAFFIC SIGNAL
05	LEFT-CTR	DROVE LEFT OF CENTER ON TWO-WAY ROAD; STRADDLING
06	IMP-OVER	IMPROPER OVERTAKING
07	TOO-CLOS	FOLLOWED TOO CLOSELY
08	IMP-TURN	MADE IMPROPER TURN
09	DRINKING	ALCOHOL OR DRUG INVOLVED
10	OTHR-IMP	OTHER IMPROPER DRIVING
11	MECH-DEF	MECHANICAL DEFECT
12	OTHER	OTHER (NOT IMPROPER DRIVING)
13	IMP LN C	IMPROPER CHANGE OF TRAFFIC LANES
14	DIS TCD	DISREGARDED OTHER TRAFFIC CONTROL DEVICE
15	WRNG WAY	WRONG WAY ON ONE-WAY ROAD; WRONG SIDE DIVIDED RO
16	FATIGUE	DRIVER DROWSY/FATIGUED/SLEEPY
17	ILLNESS	PHYSICAL ILLNESS
18	IN RDWY	NON-MOTORIST ILLEGALLY IN ROADWAY
19	NT VISBL	NON-MOTORIST NOT VISIBLE; NON-REFLECTIVE CLOTHIN
20	IMP PKNG	VEHICLE IMPROPERLY PARKED
21	DEF STER	DEFECTIVE STEERING MECHANISM
22	DEF BRKE	INADEQUATE OR NO BRAKES
24	LOADSHFT	VEHICLE LOST LOAD OR LOAD SHIFTED
25	TIREFAIL	TIRE FAILURE
26	PHANTOM	PHANTOM / NON-CONTACT VEHICLE
27	INATTENT	INATTENTION
28	NM INATT	NON-MOTORIST INATTENTION
29	F AVOID	FAILED TO AVOID VEHICLE AHEAD
30	SPEED	DRIVING IN EXCESS OF POSTED SPEED
31	RACING	SPEED RACING (PER PAR)
32	CARELESS	CARELESS DRIVING (PER PAR)
33	RECKLESS	RECKLESS DRIVING (PER PAR)
34	AGGRESV	AGGRESSIVE DRIVING (PER PAR)
35	RD RAGE	ROAD RAGE (PER PAR)
40	VIEW OBS	VIEW OBSCURED
50	USED MDN	IMPROPER USE OF MEDIAN OR SHOULDER
51	FAIL LN	FAILED TO MAINTAIN LANE
52	OFF RD	RAN OFF ROAD

COLLISION TYPE CODE TRANSLATION LIST

COLL CODE	SHORT DESCRIPTION	LONG DESCRIPTION
&	OTH	MISCELLANEOUS
-	BACK	BACKING
0	PED	PEDESTRIAN
1	ANGL	ANGLE
2	HEAD	HEAD-ON
3	REAR	REAR-END
4	SS-M	SIDESWIPE - MEETING
5	SS-O	SIDESWIPE - OVERTAKING
6	TURN	TURNING MOVEMENT
7	PARK	PARKING MANEUVER
8	NCOL	NON-COLLISION
9	FIX	FIXED OBJECT OR OTHER OBJECT

CRASH TYPE CODE TRANSLATION LIST

CRASH TYPE	SHORT DESCRIPTION	LONG DESCRIPTION
&	OVERTURN	OVERTURNED
0	NON-COLL	OTHER NON-COLLISION
1	OTH RDWY	MOTOR VEHICLE ON OTHER ROADWAY
2	PRKD MV	PARKED MOTOR VEHICLE
3	PED	PEDESTRIAN
4	TRAIN	RAILWAY TRAIN
6	BIKE	PEDALCYCLIST
7	ANIMAL	ANIMAL
8	FIX OBJ	FIXED OBJECT
9	OTH OBJ	OTHER OBJECT
A	ANGL-STP	ENTERING AT ANGLE - ONE VEHICLE STOPPED
B	ANGL-OTH	ENTERING AT ANGLE - ALL OTHERS
C	S-STRGHT	FROM SAME DIRECTION - BOTH GOING STRAIGHT
D	S-1TURN	FROM SAME DIRECTION - ONE TURN, ONE STRAIGHT
E	S-1STOP	FROM SAME DIRECTION - ONE STOPPED
F	S-OTHER	FROM SAME DIRECTION-ALL OTHERS, INCLUDING PARKING
G	O-STRGHT	FROM OPPOSITE DIRECTION - BOTH GOING STRAIGHT
H	O-1 L-TURN	FROM OPPOSITE DIRECTION-ONE LEFT TURN,ONE STRAIGHT
I	O-1STOP	FROM OPPOSITE DIRECTION - ONE STOPPED
J	O-OTHER	FROM OPPOSITE DIRECTION-ALL OTHERS INCL. PARKING

DRIVER LICENSE CODE TRANSLATION LIST

LIC CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NOT LICENSED (HAD NEVER BEEN LICENSED)
1	OR-Y	VALID OREGON LICENSE
2	OTH-Y	VALID LICENSE, OTHER STATE OR COUNTRY
3	SUSP	SUSPENDED/REVOKED
4	EXP	EXPIRED
8	N-VAL	OTHER NON-VALID LICENSE
9	UNK	UNKNOWN IF DRIVER WAS LICENSED AT TIME OF CRASH

DRIVER RESIDENCE CODE TRANSLATION LIST

RES CODE	SHORT DESC	LONG DESCRIPTION
1	OR<25	OREGON RESIDENT WITHIN 25 MILE OF HOME
2	OR>25	OREGON RESIDENT 25 OR MORE MILES FROM HOME
3	OR-?	OREGON RESIDENT - UNKNOWN DISTANCE FROM HOME
4	N-RES	NON-RESIDENT
9	UNK	UNKNOWN IF OREGON RESIDENT

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
000	NONE	NO ERROR
001	WIDE TRN	WIDE TURN
002	CUT CORN	CUT CORNER ON TURN
003	FAIL TRN	FAILED TO OBEY MANDATORY TRAFFIC TURN SIGNAL, SIGN OR LANE MARKINGS
004	L IN TRF	LEFT TURN IN FRONT OF ONCOMING TRAFFIC
005	L PROHIB	LEFT TURN WHERE PROHIBITED
006	FRM WRNG	TURNED FROM WRONG LANE
007	TO WRONG	TURNED INTO WRONG LANE
008	ILLEG U	U-TURNED ILLEGALLY
009	IMP STOP	IMPROPERLY STOPPED IN TRAFFIC LANE
010	IMP SIG	IMPROPER SIGNAL OR FAILURE TO SIGNAL
011	IMP BACK	BACKING IMPROPERLY (NOT PARKING)
012	IMP PARK	IMPROPERLY PARKED
013	UNPARK	IMPROPER START LEAVING PARKED POSITION
014	IMP STRT	IMPROPER START FROM STOPPED POSITION
015	IMP LGHT	IMPROPER OR NO LIGHTS (VEHICLE IN TRAFFIC)
016	INATTENT	INATTENTION (FAILURE TO DIM LIGHTS PRIOR TO 4/1/97)
017	UNSF VEH	DRIVING UNSAFE VEHICLE (NO OTHER ERROR APPARENT)
018	OTH PARK	ENTERING/EXITING PARKED POSITION W/ INSUFFICIENT CLEARANCE; OTHER IMPROPER PARKING MANEUVER
019	DIS DRIV	DISREGARDED OTHER DRIVER'S SIGNAL
020	DIS SGNL	DISREGARDED TRAFFIC SIGNAL
021	RAN STOP	DISREGARDED STOP SIGN OR FLASHING RED
022	DIS SIGN	DISREGARDED WARNING SIGN, FLARES OR FLASHING AMBER
023	DIS OFCR	DISREGARDED POLICE OFFICER OR FLAGMAN
024	DIS EMER	DISREGARDED SIREN OR WARNING OF EMERGENCY VEHICLE
025	DIS RR	DISREGARDED RR SIGNAL, RR SIGN, OR RR FLAGMAN
026	REAR-END	FAILED TO AVOID STOPPED OR PARKED VEHICLE AHEAD OTHER THAN SCHOOL BUS
027	BIKE ROW	DID NOT HAVE RIGHT-OF-WAY OVER PEDALCYCLIST
028	NO ROW	DID NOT HAVE RIGHT-OF-WAY
029	PED ROW	FAILED TO YIELD RIGHT-OF-WAY TO PEDESTRIAN
030	PAS CURV	PASSING ON A CURVE
031	PAS WRNG	PASSING ON THE WRONG SIDE
032	PAS TANG	PASSING ON STRAIGHT ROAD UNDER UNSAFE CONDITIONS
033	PAS X-WK	PASSED VEHICLE STOPPED AT CROSSWALK FOR PEDESTRIAN
034	PAS INTR	PASSING AT INTERSECTION
035	PAS HILL	PASSING ON CREST OF HILL
036	N/PAS ZN	PASSING IN "NO PASSING" ZONE
037	PAS TRAF	PASSING IN FRONT OF ONCOMING TRAFFIC
038	CUT-IN	CUTTING IN (TWO LANES - TWO WAY ONLY)
039	WRNGSIDE	DRIVING ON WRONG SIDE OF THE ROAD (2-WAY UNDIVIDED ROADWAYS)

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
040	THRU MED	DRIVING THROUGH SAFETY ZONE OR OVER ISLAND
041	F/ST BUS	FAILED TO STOP FOR SCHOOL BUS
042	F/SLO MV	FAILED TO DECREASE SPEED FOR SLOWER MOVING VEHICLE
043	TOO CLOSE	FOLLOWING TOO CLOSELY (MUST BE ON OFFICER'S REPORT)
044	STRDL LN	STRADDLING OR DRIVING ON WRONG LANES
045	IMP CHG	IMPROPER CHANGE OF TRAFFIC LANES
046	WRNG WAY	WRONG WAY ON ONE-WAY ROADWAY; WRONG SIDE DIVIDED ROAD
047	BASCRULE	DRIVING TOO FAST FOR CONDITIONS (NOT EXCEEDING POSTED SPEED)
048	OPN DOOR	OPENED DOOR INTO ADJACENT TRAFFIC LANE
049	IMPEDING	IMPEDING TRAFFIC
050	SPEED	DRIVING IN EXCESS OF POSTED SPEED
051	RECKLESS	RECKLESS DRIVING (PER PAR)
052	CARELESS	CARELESS DRIVING (PER PAR)
053	RACING	SPEED RACING (PER PAR)
054	X N/SGNL	CROSSING AT INTERSECTION, NO TRAFFIC SIGNAL PRESENT
055	X W/SGNL	CROSSING AT INTERSECTION, TRAFFIC SIGNAL PRESENT
056	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
057	BTWN INT	CROSSING BETWEEN INTERSECTIONS
059	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
060	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
061	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
062	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
063	PLAYINRD	PLAYING IN STREET OR ROAD
064	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
065	WORK IN RD	WORKING IN ROADWAY OR ALONG SHOULDER
070	LAY ON RD	STANDING OR LYING IN ROADWAY
071	NM IMP USE	IMPROPER USE OF TRAFFIC LANE BY NON-MOTORIST
073	ELUDING	ELUDING / ATTEMPT TO ELUDE
079	F NEG CURV	FAILED TO NEGOTIATE A CURVE
080	FAIL LN	FAILED TO MAINTAIN LANE
081	OFF RD	RAN OFF ROAD
082	NO CLEAR	DRIVER MISJUDGED CLEARANCE
083	OVRSTEER	OVER-CORRECTING
084	NOT USED	CODE NOT IN USE
085	OVRLOAD	OVERLOADING OR IMPROPER LOADING OF VEHICLE WITH CARGO OR PASSENGERS
097	UNA DIS TC	UNABLE TO DETERMINE WHICH DRIVER DISREGARDED TRAFFIC CONTROL DEVICE

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
001	FEL/JUMP	OCCUPANT FELL, JUMPED OR WAS EJECTED FROM MOVING VEHICLE
002	INTERFER	PASSENGER INTERFERED WITH DRIVER
003	BUG INTF	ANIMAL OR INSECT IN VEHICLE INTERFERED WITH DRIVER
004	INDRCT PED	PEDESTRIAN INDIRECTLY INVOLVED (NOT STRUCK)
005	SUB-PED	"SUB-PED": PEDESTRIAN INJURED SUBSEQUENT TO COLLISION, ETC.
006	INDRCT BIK	PEDALCYCLIST INDIRECTLY INVOLVED (NOT STRUCK)
007	HITCHIKR	HITCHHIKER (SOLICITING A RIDE)
008	PSNGR TOW	PASSENGER OR NON-MOTORIST BEING TOWED OR PUSHED ON CONVEYANCE
009	ON/OFF V	GETTING ON/OFF STOPPED/PARKED VEHICLE (OCCUPANTS ONLY; MUST HAVE PHYSICAL CONTACT W/ VEHIC
010	SUB OTRN	OVERTURNED AFTER FIRST HARMFUL EVENT
011	MV PUSHD	VEHICLE BEING PUSHED
012	MV TOWED	VEHICLE TOWED OR HAD BEEN TOWING ANOTHER VEHICLE
013	FORCED	VEHICLE FORCED BY IMPACT INTO ANOTHER VEHICLE, PEDALCYCLIST OR PEDESTRIAN
014	SET MOTN	VEHICLE SET IN MOTION BY NON-DRIVER (CHILD RELEASED BRAKES, ETC.)
015	RR ROW	AT OR ON RAILROAD RIGHT-OF-WAY (NOT LIGHT RAIL)
016	LT RL ROW	AT OR ON LIGHT-RAIL RIGHT-OF-WAY
017	RR HIT V	TRAIN STRUCK VEHICLE
018	V HIT RR	VEHICLE STRUCK TRAIN
019	HIT RR CAR	VEHICLE STRUCK RAILROAD CAR ON ROADWAY
020	JACKNIFE	JACKKNIFE; TRAILER OR TOWED VEHICLE STRUCK TOWING VEHICLE
021	TRL OTRN	TRAILER OR TOWED VEHICLE OVERTURNED
022	CN BROKE	TRAILER CONNECTION BROKE
023	DETACH TRL	DETACHED TRAILING OBJECT STRUCK OTHER VEHICLE, NON-MOTORIST, OR OBJECT
024	V DOOR OPN	VEHICLE DOOR OPENED INTO ADJACENT TRAFFIC LANE
025	WHEELOFF	WHEEL CAME OFF
026	HOOD UP	HOOD FLEW UP
028	LOAD SHIFT	LOST LOAD, LOAD MOVED OR SHIFTED
029	TIREFAIL	TIRE FAILURE
030	PET	PET: CAT, DOG AND SIMILAR
031	LVSTOCK	STOCK: COW, CALF, BULL, STEER, SHEEP, ETC.
032	HORSE	HORSE, MULE, OR DONKEY
033	HRSE&RID	HORSE AND RIDER
034	GAME	WILD ANIMAL, GAME (INCLUDES BIRDS; NOT DEER OR ELK)
035	DEER ELK	DEER OR ELK, WAPITI
036	ANML VEH	ANIMAL-DRAWN VEHICLE
037	CULVERT	CULVERT, OPEN LOW OR HIGH MANHOLE
038	ATENUATN	IMPACT ATTENUATOR
039	PK METER	PARKING METER
040	CURB	CURB (ALSO NARROW SIDEWALKS ON BRIDGES)
041	JIGGLE	JIGGLE BAR OR TRAFFIC SNAKE FOR CHANNELIZATION
042	GDRL END	LEADING EDGE OF GUARDRAIL
043	GARDRAIL	GUARD RAIL (NOT METAL MEDIAN BARRIER)
044	BARRIER	MEDIAN BARRIER (RAISED OR METAL)
045	WALL	RETAINING WALL OR TUNNEL WALL
046	BR RAIL	BRIDGE RAILING OR PARAPET (ON BRIDGE OR APPROACH)
047	BR ABUTMNT	BRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013)
048	BR COLMN	BRIDGE PILLAR OR COLUMN
049	BR GIRDR	BRIDGE GIRDER (HORIZONTAL BRIDGE STRUCTURE OVERHEAD)
050	ISLAND	TRAFFIC RAISED ISLAND
051	GORE	GORE
052	POLE UNK	POLE - TYPE UNKNOWN
053	POLE UTL	POLE - POWER OR TELEPHONE
054	ST LIGHT	POLE - STREET LIGHT ONLY
055	TRF SGNL	POLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY
056	SGN BRDG	POLE - SIGN BRIDGE
057	STOPSIGN	STOP OR YIELD SIGN

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
058	OTH SIGN	OTHER SIGN, INCLUDING STREET SIGNS
059	HYDRANT	HYDRANT
060	MARKER	DELINEATOR OR MARKER (REFLECTOR POSTS)
061	MAILBOX	MAILBOX
062	TREE	TREE, STUMP OR SHRUBS
063	VEG OHED	TREE BRANCH OR OTHER VEGETATION OVERHEAD, ETC.
064	WIRE/CBL	WIRE OR CABLE ACROSS OR OVER THE ROAD
065	TEMP SGN	TEMPORARY SIGN OR BARRICADE IN ROAD, ETC.
066	PERM SGN	PERMANENT SIGN OR BARRICADE IN/OFF ROAD
067	SLIDE	SLIDES, FALLEN OR FALLING ROCKS
068	FRGN OBJ	FOREIGN OBSTRUCTION/DEBRIS IN ROAD (NOT GRAVEL)
069	EQP WORK	EQUIPMENT WORKING IN/OFF ROAD
070	OTH EQP	OTHER EQUIPMENT IN OR OFF ROAD (INCLUDES PARKED TRAILER, BOAT)
071	MAIN EQP	WRECKER, STREET SWEEPER, SNOW PLOW OR SANDING EQUIPMENT
072	OTHER WALL	ROCK, BRICK OR OTHER SOLID WALL
073	IRRGL PVMT	OTHER BUMP (NOT SPEED BUMP), POTHOLE OR PAVEMENT IRREGULARITY (PER PAR)
074	OVERHD OBJ	OTHER OVERHEAD OBJECT (HIGHWAY SIGN, SIGNAL HEAD, ETC.); NOT BRIDGE
075	CAVE IN	BRIDGE OR ROAD CAVE IN
076	HI WATER	HIGH WATER
077	SNO BANK	SNOW BANK
078	LO-HI EDGE	LOW OR HIGH SHOULDER AT PAVEMENT EDGE
079	DITCH	CUT SLOPE OR DITCH EMBANKMENT
080	OBJ FRM MV	STRUCK BY ROCK OR OTHER OBJECT SET IN MOTION BY OTHER VEHICLE (INCL. LOST LOADS)
081	FLY-OBJ	STRUCK BY ROCK OR OTHER MOVING OR FLYING OBJECT (NOT SET IN MOTION BY VEHICLE)
082	VEH HID	VEHICLE OBSCURED VIEW
083	VEG HID	VEGETATION OBSCURED VIEW
084	BLDG HID	VIEW OBSCURED BY FENCE, SIGN, PHONE BOOTH, ETC.
085	WIND GUST	WIND GUST
086	IMMERSED	VEHICLE IMMERSED IN BODY OF WATER
087	FIRE/EXP	FIRE OR EXPLOSION
088	FENC/BLD	FENCE OR BUILDING, ETC.
089	OTHR CRASH	CRASH RELATED TO ANOTHER SEPARATE CRASH
090	TO 1 SIDE	TWO-WAY TRAFFIC ON DIVIDED ROADWAY ALL ROUTED TO ONE SIDE
091	BUILDING	BUILDING OR OTHER STRUCTURE
092	PHANTOM	OTHER (PHANTOM) NON-CONTACT VEHICLE
093	CELL PHONE	CELL PHONE (ON PAR OR DRIVER IN USE)
094	VIOL GDL	TEENAGE DRIVER IN VIOLATION OF GRADUATED LICENSE PGM
095	GUY WIRE	GUY WIRE
096	BERM	BERM (EARTHEN OR GRAVEL MOUND)
097	GRAVEL	GRAVEL IN ROADWAY
098	ABR EDGE	ABRUPT EDGE
099	CELL WTNSD	CELL PHONE USE WITNESSED BY OTHER PARTICIPANT
100	UNK FIXD	FIXED OBJECT, UNKNOWN TYPE.
101	OTHER OBJ	NON-FIXED OBJECT, OTHER OR UNKNOWN TYPE
102	TEXTING	TEXTING
103	WZ WORKER	WORK ZONE WORKER
104	ON VEHICLE	PASSENGER RIDING ON VEHICLE EXTERIOR
105	PEDAL PSGR	PASSENGER RIDING ON PEDALCYCLE
106	MAN WHLCHR	PEDESTRIAN IN NON-MOTORIZED WHEELCHAIR
107	MTR WHLCHR	PEDESTRIAN IN MOTORIZED WHEELCHAIR
108	OFFICER	LAW ENFORCEMENT / POLICE OFFICER
109	SUB-BIKE	"SUB-BIKE": PEDALCYCLIST INJURED SUBSEQUENT TO COLLISION, ETC.
110	N-MTR	NON-MOTORIST STRUCK VEHICLE
111	S CAR VS V	STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM) STRUCK VEHICLE
112	V VS S CAR	VEHICLE STRUCK STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM)
113	S CAR ROW	AT OR ON STREET CAR OR TROLLEY RIGHT-OF-WAY

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
114	RR EQUIP	VEHICLE STRUCK RAILROAD EQUIPMENT (NOT TRAIN) ON TRACKS
115	DSTRCT GPS	DISTRACTED BY NAVIGATION SYSTEM OR GPS DEVICE
116	DSTRCT OTH	DISTRACTED BY OTHER ELECTRONIC DEVICE
117	RR GATE	RAIL CROSSING DROP-ARM GATE
118	EXPNSN JNT	EXPANSION JOINT
119	JERSEY BAR	JERSEY BARRIER
120	WIRE BAR	WIRE OR CABLE MEDIAN BARRIER
121	FENCE	FENCE
123	OBJ IN VEH	LOOSE OBJECT IN VEHICLE STRUCK OCCUPANT
124	SLIPPERY	SLIDING OR SWERVING DUE TO WET, ICY, SLIPPERY OR LOOSE SURFACE (NOT GRAVEL)
125	SHLDR	SHOULDER GAVE WAY
126	BOULDER	ROCK(S), BOULDER (NOT GRAVEL; NOT ROCK SLIDE)
127	LAND SLIDE	ROCK SLIDE OR LAND SLIDE
128	CURVE INV	CURVE PRESENT AT CRASH LOCATION
129	HILL INV	VERTICAL GRADE / HILL PRESENT AT CRASH LOCATION
130	CURVE HID	VIEW OBSCURED BY CURVE
131	HILL HID	VIEW OBSCURED BY VERTICAL GRADE / HILL
132	WINDOW HID	VIEW OBSCURED BY VEHICLE WINDOW CONDITIONS
133	SPRAY HID	VIEW OBSCURED BY WATER SPRAY
134	TORRENTIAL	TORRENTIAL RAIN (EXCEPTIONALLY HEAVY RAIN)
135	RAIL OCC	INJURED OCCUPANT OF RAILWAY TRAIN, LIGHT RAIL, STREET CAR OR CABLE CAR

FUNCTIONAL CLASSIFICATION TRANSLATION LIST

FUNC CLASS	DESCRIPTION
01	RURAL PRINCIPAL ARTERIAL - INTERSTATE
02	RURAL PRINCIPAL ARTERIAL - OTHER
06	RURAL MINOR ARTERIAL
07	RURAL MAJOR COLLECTOR
08	RURAL MINOR COLLECTOR
09	RURAL LOCAL
11	URBAN PRINCIPAL ARTERIAL - INTERSTATE
12	URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXP
14	URBAN PRINCIPAL ARTERIAL - OTHER
16	URBAN MINOR ARTERIAL
17	URBAN MAJOR COLLECTOR
18	URBAN MINOR COLLECTOR
19	URBAN LOCAL
78	UNKNOWN RURAL SYSTEM
79	UNKNOWN RURAL NON-SYSTEM
98	UNKNOWN URBAN SYSTEM
99	UNKNOWN URBAN NON-SYSTEM

HIGHWAY COMPONENT TRANSLATION LIST

CODE	DESCRIPTION
0	MAINLINE STATE HIGHWAY
1	COUPLET
3	FRONTAGE ROAD
6	CONNECTION
8	HIGHWAY - OTHER

INJURY SEVERITY CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
1	KILL	FATAL INJURY (K)
2	INJA	SUSPECTED SERIOUS INJURY (A)
3	INJB	SUSPECTED MINOR INJURY (B)
4	INJC	POSSIBLE INJURY (C)
5	PRI	DIED PRIOR TO CRASH
7	NO<5	NO INJURY - 0 TO 4 YEARS OF AGE
9	NONE	NO APPARENT INJURY (O)

LIGHT CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	DAY	DAYLIGHT
2	DLIT	DARKNESS - WITH STREET LIGHTS
3	DARK	DARKNESS - NO STREET LIGHTS
4	DAWN	DAWN (TWILIGHT)
5	DUSK	DUSK (TWILIGHT)

MEDIAN TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NO MEDIAN
1	RSDMD	SOLID MEDIAN BARRIER
2	DIVMD	EARTH, GRASS OR PAVED MEDIAN

MILEAGE TYPE CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
0	REGULAR MILEAGE
T	TEMPORARY
Y	SPUR
Z	OVERLAPPING

MOVEMENT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	STRGHT	STRAIGHT AHEAD
2	TURN-R	TURNING RIGHT
3	TURN-L	TURNING LEFT
4	U-TURN	MAKING A U-TURN
5	BACK	BACKING
6	STOP	STOPPED IN TRAFFIC
7	PRKD-P	PARKED - PROPERLY
8	PRKD-I	PARKED - IMPROPERLY
9	PARKNG	PARKING MANEUVER

NON-MOTORIST LOCATION CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
00	AT INTERSECTION - NOT IN ROADWAY
01	AT INTERSECTION - INSIDE CROSSWALK
02	AT INTERSECTION - IN ROADWAY, OUTSIDE CROSSWALK
03	AT INTERSECTION - IN ROADWAY, XWALK AVAIL UNKNWN
04	NOT AT INTERSECTION - IN ROADWAY
05	NOT AT INTERSECTION - ON SHOULDER
06	NOT AT INTERSECTION - ON MEDIAN
07	NOT AT INTERSECTION - WITHIN TRAFFIC RIGHT-OF-WAY
08	NOT AT INTERSECTION - IN BIKE PATH OR PARKING LANE
09	NOT-AT INTERSECTION - ON SIDEWALK
10	OUTSIDE TRAFFICWAY BOUNDARIES
13	AT INTERSECTION - IN BIKE LANE
14	NOT AT INTERSECTION - IN BIKE LANE
15	NOT AT INTERSECTION - INSIDE MID-BLOCK CROSSWALK
16	NOT AT INTERSECTION - IN PARKING LANE
18	OTHER, NOT IN ROADWAY
99	UNKNOWN LOCATION

ROAD CHARACTER CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	INTER	INTERSECTION
2	ALLEY	DRIVEWAY OR ALLEY
3	STRGHT	STRAIGHT ROADWAY
4	TRANS	TRANSITION
5	CURVE	CURVE (HORIZONTAL CURVE)
6	OPENAC	OPEN ACCESS OR TURNOUT
7	GRADE	GRADE (VERTICAL CURVE)
8	BRIDGE	BRIDGE STRUCTURE
9	TUNNEL	TUNNEL

PARTICIPANT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	OCC	UNKNOWN OCCUPANT TYPE
1	DRVR	DRIVER
2	PSNG	PASSENGER
3	PED	PEDESTRIAN
4	CONV	PEDESTRIAN USING A PEDESTRIAN CONVEYA
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN OB
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING AN
8	PRKD	OCCUPANT OF A PARKED MOTOR VEHICLE
9	OTHR	OTHER TYPE OF NON-MOTORIST

TRAFFIC CONTROL DEVICE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
000	NONE	NO CONTROL
001	TRF SIGNAL	TRAFFIC SIGNALS
002	FLASHBCN-R	FLASHING BEACON - RED (STOP)
003	FLASHBCN-A	FLASHING BEACON - AMBER (SLOW)
004	STOP SIGN	STOP SIGN
005	SLOW SIGN	SLOW SIGN
006	REG-SIGN	REGULATORY SIGN
007	YIELD	YIELD SIGN
008	WARNING	WARNING SIGN
009	CURVE	CURVE SIGN
010	SCHL X-ING	SCHOOL CROSSING SIGN OR SPECIAL SIGNAL
011	OFCR/FLAG	POLICE OFFICER, FLAGMAN - SCHOOL PATROL
012	BRDG-GATE	BRIDGE GATE - BARRIER
013	TEMP-BARR	TEMPORARY BARRIER
014	NO-PASS-ZN	NO PASSING ZONE
015	ONE-WAY	ONE-WAY STREET
016	CHANNEL	CHANNELIZATION
017	MEDIAN BAR	MEDIAN BARRIER
018	PILOT CAR	PILOT CAR
019	SP PED SIG	SPECIAL PEDESTRIAN SIGNAL
020	X-BUCK	CROSSBUCK
021	THR-GN-SIG	THROUGH GREEN ARROW OR SIGNAL
022	L-GRN-SIG	LEFT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
023	R-GRN-SIG	RIGHT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
024	WIGWAG	WIGWAG OR FLASHING LIGHTS W/O DROP-ARM GATE
025	X-BUCK WRN	CROSSBUCK AND ADVANCE WARNING
026	WW W/ GATE	FLASHING LIGHTS WITH DROP-ARM GATES
027	OVRHD SGNL	SUPPLEMENTAL OVERHEAD SIGNAL (RR XING ONLY)
028	SP RR STOP	SPECIAL RR STOP SIGN
029	ILUM GRD X	ILLUMINATED GRADE CROSSING
037	RAMP METER	METERED RAMPS
038	RUMBLE STR	RUMBLE STRIP
040	AUTO. FLAG	AUTOMATED FLAGGER ASSISTANCE DEVICE
090	L-TURN REF	LEFT TURN REFUGE (WHEN REFUGE IS INVOLVED)
091	R-TURN ALL	RIGHT TURN AT ALL TIMES SIGN, ETC.
092	EMR SGN/FL	EMERGENCY SIGNS OR FLARES
093	ACCEL LANE	ACCELERATION OR DECELERATION LANES
094	R-TURN PRO	RIGHT TURN PROHIBITED ON RED AFTER STOPPING
095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS

099 UNKNOWN UNKNOWN OR NOT DEFINITE

VEHICLE TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
00	PDO	NOT COLLECTED FOR PDO CRASHES
01	PSNGR CAR	PASSENGER CAR, PICKUP, LIGHT DELIVERY, ETC.
02	BOBTAIL	TRUCK TRACTOR WITH NO TRAILERS (BOBTAIL)
03	FARM TRCTR	FARM TRACTOR OR SELF-PROPELLED FARM EQUIPMENT
04	SEMI TOW	TRUCK TRACTOR WITH TRAILER/MOBILE HOME IN TOW
05	TRUCK	TRUCK WITH NON-DETACHABLE BED, PANEL, ETC.
06	MOPED	MOPED, MINIBIKE, SEATED MOTOR SCOOTER, MOTOR BIKE
07	SCHL BUS	SCHOOL BUS (INCLUDES VAN)
08	OTH BUS	OTHER BUS
09	MTRCYCLE	MOTORCYCLE, DIRT BIKE
10	OTHER	OTHER: FORKLIFT, BACKHOE, ETC.
11	MOTRHOME	MOTORHOME
12	TROLLEY	MOTORIZED STREET CAR/TROLLEY (NO RAILS/WIRES)
13	ATV	ATV
14	MTRSCTR	MOTORIZED SCOOTER (STANDING)
15	SNOWMOBILE	SNOWMOBILE
99	UNKNOWN	UNKNOWN VEHICLE TYPE

WEATHER CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	CLR	CLEAR
2	CLD	CLOUDY
3	RAIN	RAIN
4	SLT	SLEET
5	FOG	FOG
6	SNOW	SNOW
7	DUST	DUST
8	SMOK	SMOKE
9	ASH	ASH

Crashes on W Baseline Rd within 250 ft West of SW 179th Ave in Washington County, OR.
January 1, 2016 through December 31, 2020

SERIAL NO	DATE	TIME	DAY	*COUNTY OR CITY NAME	CRASH LOCATION	COLL TYPE	EVENT	CAUSE	ERROR	SUR F	TOT VEH	PEOPLE					SPED
												VEHICLE TYP/OWN #1	VEHICLE TYP/OWN #2	KILL	INJ	ANL	SPED
08376	12/08/2016	4P	TH	*Washington	W BASELINE RD 1/100ths MI W OF SW 179TH AVE	HEAD	124	01	047	SNO	2	011	011	0	1	N	Y
01340	03/08/2020	2P	SU	*Washington	W BASELINE RD 1/100ths MI W OF SW 179TH AVE	TURN		02		DRY	2	010	010	0	0	N	N
00522	01/22/2016	9P	FR	*Washington	W BASELINE RD 2/100ths MI W OF SW 179TH AVE	HEAD	013	05,17	044	WET	3	011	011	0	5	N	N

VEHICLE OWNERSHIP CODES

Code	Short Description	Long Description
0	N/A	Not collected for PDO Crashes
1	PRVTE	Private
2	GOVMT	Government
3	PUBLC	Public
4	RENTL	Rental vehicle
5	STOLN	Stolen vehicle
9	UNKN	Unknown ownership

VEHICLE TYPE CODES

Code	Short Description	Long Description
00	PDO	Not collected for PDO Crashes
01	PSNGR CAR	Passenger car, pickup, light delivery, etc.
02	BOBTAIL	Truck tractor with no trailers (bobtail)
03	FARM TRCTR	Farm tractor or self-propelled farm equipment
04	SEMI TOW	Truck Tractor with trailer/mobile home in tow
05	TRUCK	Truck with non-detachable bed, panel, etc.
06	MOPED	Moped, minibike, seated motor scooter, motor bike
07	SCHL BUS	School bus (includes van)
08	OTH BUS	Other bus
09	MTRCYCLE	Motorcycle, dirt bike
10	OTHER	Other: forklift, backhoe, etc.
11	MOTRHOME	Motorhome
12	TROLLEY	Motorized Street Car/Trolley (no rails/wires)
13	ATV	ATV
14	MTRSCTR	Motorized scooter (standing)
15	SNOWMOBILE	Snowmobile
99	UNKNOWN	Unknown vehicle type

CAUSE CODES

Code	Short Description	Medium Description	Long Description	Code Termination Date
00	NO CODE	NO CODE APPLICABLE	No cause associated at this level	
01	TOO-FAST	TOO FAST FOR COND	Too fast for conditions (not exceed posted speed)	
02	NO-YIELD	FAILED YIELD ROW	Did not yield right-of-way	
03	PAS-STOP	PASSED STOP SIGN	Passed stop sign or red flasher	
04	DIS SIG	DISREGRD TRAF SIGNAL	Disregarded traffic signal	
05	LEFT-CTR	LEFT OF CTR/STRADDLE	Drove left of center on two-way road; straddling	
06	IMP-OVER	IMPROPER PASSING	Improper overtaking	
07	TOO-CLOS	FOLLOW TOO CLOSE	Followed too closely	
08	IMP-TURN	IMPROPER TURN	Made improper turn	
09	DRINKING	ALC OR DRUGS	Alcohol or Drug Involved	12/31/2002
10	OTHR-IMP	OTHER DRIVE ERR	Other improper driving	
11	MECH-DEF	MECH DEFECT	Mechanical defect	
12	OTHER	OTHER	Other (not improper driving)	
13	IMP LN C	IMP LANE CHANGE	Improper change of traffic lanes	
14	DIS TCD	DISRG OTHR TCD	Disregarded other traffic control device	
15	WRNG WAY	WRONG WAY / 1-WAY RD	Wrong way on one-way road; wrong side divided road	
16	FATIGUE	DRIVER FATIGUED	Driver drowsy/fatigued/sleepy	
17	ILLNESS	PHYSICAL ILLNESS	Physical illness	
18	IN RDWY	ILLEGALLY IN RDWY	Non-motorist illegally in roadway	
19	NT VISBL	NOT VISIBLE	Non-motorist not visible; non-reflective clothing	
20	IMP PKNG	IMPROPER PARKING	Vehicle improperly parked	
21	DEF STER	DEFECTIVE STEERING	Defective steering mechanism	
22	DEF BRKE	DEFECTIVE BRAKES	Inadequate or no brakes	
24	LOADSHFT	LOAD SHIFTED	Vehicle lost load or load shifted	
25	TIREFAIL	TIRE FAILURE	Tire Failure	
26	PHANTOM	PHANTOM VEHICLE	Phantom / Non-contact Vehicle	
27	INATTENT	INATTENTION	Inattention	
28	NM INATT	NON-MTRST INATTENT	Non-Motorist Inattention	
29	F AVOID	FAIL AVOID VEH AHEAD	Failed to avoid vehicle ahead	
30	SPEED	EXCED POSTED SPEED	Driving in excess of posted speed	
31	RACING	SPEED RACING	Speed Racing (per PAR)	
32	CARELESS	CARELESS DRIVING	Careless Driving (per PAR)	
33	RECKLESS	RECKLESS DRIVING	Reckless Driving (per PAR)	
34	AGGRESV	AGGRESSIVE DRIVING	Aggressive Driving (per PAR)	
35	RD RAGE	ROAD RAGE	Road Rage (per PAR)	
40	VIEW OBS	VIEW OBSCURED	View obscured	
50	USED MDN	IMP USE MEDIAN/SHLDR	Improper use of median or shoulder	
51	FAIL LN	F MAINT LANE	Failed to maintain lane	12/31/2015
52	OFF RD	RAN OFF RD	Ran off road	12/31/2015

ERR CODES

Code	Short Description	Medium Description	Long Description
000	NONE	NO ERROR	No error
001	WIDE TRN	WIDE TURN	Wide turn
002	CUT CORN	CUT CORNER	Cut corner on turn
003	FAIL TRN	F OBEY TRN	Failed to obey mandatory traffic turn signal, sign or lane markings
004	L IN TRF	LTRN FNT TRAF	Left turn in front of oncoming traffic
005	L PROHIB	LTRN PROHIB	Left turn where prohibited
006	FRM WRNG	T FRM WRNG LN	Turned from wrong lane
007	TO WRONG	T TO WRONG LN	Turned into wrong lane
008	ILLEG U	ILLEG U-TURN	U-turned illegally
009	IMP STOP	IMP STOP	Improperly stopped in traffic lane
010	IMP SIG	IMP/FAIL SIG	Improper signal or failure to signal
011	IMP BACK	IMP BACKING	Backing improperly (not parking)
012	IMP PARK	IMP PARKED	Improperly parked
013	UNPARK	IMP STRT PARK	Improper start leaving parked position
014	IMP STRT	IMP STRT STOP	Improper start from stopped position
015	IMP LGHT	IMP/NO LIGHTS	Improper or no lights (vehicle in traffic)
016	INATTENT	INATTENTION	Inattention (Failure to Dim Lights prior to 4/1/97)
017	UNSF VEH	DR UNSAFE VEH	Driving unsafe vehicle (no other error apparent)
018	OTH PARK	PRK MAN N/CLR	Entering/exiting parked position w/ insufficient clearance; other improper parking maneuver
019	DIS DRIV	DISRG DR SIG	Disregarded other driver's signal
020	DIS SGNL	DISRG TRF SIG	Disregarded traffic signal
021	RAN STOP	DISRG STP SGN	Disregarded stop sign or flashing red
022	DIS SIGN	DISRG WRN SGN	Disregarded warning sign, flares or flashing amber
023	DIS OFCR	DISRG POL/FLG	Disregarded police officer or flagman
024	DIS EMER	DISRG SIR/EMR	Disregarded siren or warning of emergency vehicle
025	DIS RR	DISRG RR SIG	Disregarded RR signal, RR sign, or RR flagman
026	REAR-END	F AVOID STP V	Failed to avoid stopped or parked vehicle ahead other than school bus
027	BIKE ROW	F/YLD ROW BIK	Did not have right-of-way over pedalcyclist
028	NO ROW	NO R-O-W	Did not have right-of-way
029	PED ROW	F/YLD ROW PED	Failed to yield right-of-way to pedestrian
030	PAS CURV	PASS ON CURVE	Passing on a curve
031	PAS WRNG	PASS WRNG SID	Passing on the wrong side
032	PAS TANG	PASS TANGENT	Passing on straight road under unsafe conditions
033	PAS X-WK	PASS STP4PED	Passed vehicle stopped at crosswalk for pedestrian
034	PAS INTR	PASS AT INTER	Passing at intersection
035	PAS HILL	PASS ON HILL	Passing on crest of hill
036	N/PAS ZN	PASS N/PASSNG	Passing in "No Passing" zone
037	PAS TRAF	PASS ONC TRAF	Passing in front of oncoming traffic
038	CUT-IN	CUTTING IN	Cutting in (two lanes - two way only)
039	WRNGSIDE	DR WRONG SIDE	Driving on wrong side of the road (2-way undivided roadways)
040	THRU MED	DR THRU MEDN	Driving through safety zone or over island
041	F/ST BUS	F/STP SCHLBUS	Failed to stop for school bus
042	F/SLO MV	F/SLO SLO VEH	Failed to decrease speed for slower moving vehicle
043	TOO CLOSE	FOLLW TO CLOS	Following too closely (must be on officer's report)
044	STRDL LN	STRD/DR WRNG	Straddling or driving on wrong lanes
045	IMP CHG	IMP LANE CHG	Improper change of traffic lanes

ERR CODES

Code	Short Description	Medium Description	Long Description
046	WRNG WAY	WRNG WY/1 WAY	Wrong way on one-way roadway; wrong side divided road
047	BASCRULE	V BASIC RULE	Driving too fast for conditions (not exceeding posted speed)
048	OPN DOOR	OPN DOOR TRAF	Opened door into adjacent traffic lane
049	IMPEDING	IMPEDING TRAF	Impeding Traffic
050	SPEED	SPEED	Driving in excess of posted speed
051	RECKLESS	RECKLSS DRVNG	Reckless driving (per PAR)
052	CARELESS	CARELSS DRVNG	Careless driving (per PAR)
053	RACING	RACING	Speed Racing (per PAR)
054	X N/SGNL	X-INT NO SGNL	Crossing at intersection, no traffic signal present
055	X W/SGNL	X-INT W/ SGNL	Crossing at intersection, traffic signal present
056	DIAGONAL	X-INT DIAGNL	Crossing at intersection - diagonally
057	BTWN INT	X-BTWN INTER	Crossing between intersections
059	W/TRAF-S	W SHLD W/TRAF	Walking, running, riding, etc., on shoulder WITH traffic
060	A/TRAF-S	W SHLD A/TRAF	Walking, running, riding, etc., on shoulder FACING traffic
061	W/TRAF-P	W PAVE W/TRAF	Walking, running, riding, etc., on pavement WITH traffic
062	A/TRAF-P	W PAVE A/TRAF	Walking, running, riding, etc., on pavement FACING traffic
063	PLAYINRD	PLAY IN RDWY	Playing in street or road
064	PUSH MV	PUSH MV IN RD	Pushing or working on vehicle in road or on shoulder
065	WORK IN RD	WORK IN RD	Working in roadway or along shoulder
070	LAY ON RD	LYING IN RD	Standing or lying in roadway
071	NM IMP USE	N-M IMP USE	Improper use of traffic lane by non-motorist
073	ELUDING	ELUDING	Eluding / Attempt to elude
079	F NEG CURV	FAIL NEG CURV	Failed to negotiate a curve
080	FAIL LN	F MAINT LANE	Failed to maintain lane
081	OFF RD	RAN OFF RD	Ran off road
082	NO CLEAR	MISJUDGE CLR	Driver misjudged clearance
083	OVRSTEER	OVERSTEER	Over-correcting
084	NOT USED	NOT USED	Code not in use
085	OVRLOAD	OVERLOAD	Overloading or improper loading of vehicle with cargo or passengers
097	UNA DIS TC	UNA DISRG TCD	Unable to determine which driver disregarded traffic control device

EVENT CODES

Code	Short Description	Medium Description	Long Description
001	FEL/JUMP	FELL/JUMPED MV	Occupant fell, jumped or was ejected from moving vehicle
002	INTERFER	PSNGR INTERFERED	Passenger interfered with driver
003	BUG INTF	ANML INTERFERED	Animal or insect in vehicle interfered with driver
004	INDRCT PED	PED INDRCTLY INVLV	Pedestrian indirectly involved (not struck)
005	SUB-PED	SUBSEQUENT PED	"Sub-Ped": pedestrian injured subsequent to collision, etc.
006	INDRCT BIK	BIKE INDRCTLY INVLV	Pedalcyclist indirectly involved (not struck)
007	HITCHIKR	HITCHHIKER	Hitchhiker (soliciting a ride)
008	PSNGR TOW	PSNGR TOWED	Passenger or non-motorist being towed or pushed on conveyance
009	ON/OFF V	ON/OFF STOP VEH	Getting on/off stopped/parked vehicle (occupants only; must have physical contact w/ vehicle)
010	SUB OTRN	SUBSEQ OVERTURN	Overturned after first harmful event
011	MV PUSHD	VEH BEING PUSHED	Vehicle being pushed
012	MV TOWED	VEH TOWED/TOWING	Vehicle towed or had been towing another vehicle
013	FORCED	FORCED BY IMPACT	Vehicle forced by impact into another vehicle, pedalcyclist or pedestrian
014	SET MOTN	MV SET IN MOTION	Vehicle set in motion by non-driver (child released brakes, etc.)
015	RR ROW	RAILROAD ROW	At or on railroad right-of-way (not Light Rail)
016	LT RL ROW	LIGHT RAIL ROW	At or on Light-Rail right-of-way
017	RR HIT V	TRAIN HIT VEH	Train struck vehicle
018	V HIT RR	VEH HIT TRAIN	Vehicle struck train
019	HIT RR CAR	VEH HIT RR CAR	Vehicle struck railroad car on roadway
020	JACKNIFE	JACKKNIFE	Jackknife; trailer or towed vehicle struck towing vehicle
021	TRL OTRN	TRAILER O'TURN	Trailer or towed vehicle overturned
022	CN BROKE	TRLR CONN BROKE	Trailer connection broke
023	DETACH TRL	DETCHD TRLR STRKNG	Detached trailing object struck other vehicle, non-motorist, or object
024	V DOOR OPN	V DOOR OPN IN TRAF	Vehicle door opened into adjacent traffic lane
025	WHEELOFF	WHEEL CAME OFF	Wheel came off
026	HOOD UP	HOOD FLEW UP	Hood flew up
028	LOAD SHIFT	LOAD SHIFTED	Lost load, load moved or shifted
029	TIREFAIL	TIRE FAILURE	Tire failure
030	PET	PET	Pet: cat, dog and similar
031	LVSTOCK	LIVESTOCK	Stock: cow, calf, bull, steer, sheep, etc.
032	HORSE	HORSE	Horse, mule, or donkey
033	HRSE&RID	HORSE & RIDER	Horse and rider
034	GAME	GAME NO DEER/ELK	Wild animal, game (includes birds; not deer or elk)
035	DEER ELK	DEER OR ELK	Deer or elk, wapiti
036	ANML VEH	ANIMAL-DRAWN VEH	Animal-drawn vehicle
037	CULVERT	CULVERT/MANHOLE	Culvert, open low or high manhole
038	ATENUATN	IMPACT CUSHION	Impact attenuator
039	PK METER	PARKING METER	Parking meter
040	CURB	CURB	Curb (also narrow sidewalks on bridges)
041	JIGGLE	JIGGLE BAR N/MED	Jiggle bar or traffic snake for channelization

EVENT CODES

Code	Short Description	Medium Description	Long Description
042	GDRL END	GUARDRAIL END	Leading edge of guardrail
043	GARDRAIL	GUARDRAIL	Guard rail (not metal median barrier)
044	BARRIER	MEDIAN BARRIER	Median barrier (raised or metal)
045	WALL	WALL	Retaining wall or tunnel wall
046	BR RAIL	BRIDGE RAIL	Bridge railing or parapet (on bridge or approach)
047	BR ABUTMNT	BRIDGE ABUTMENT	Bridge abutment (included "approach end" thru 2013)
048	BR COLMN	BRIDGE COLUMN	Bridge pillar or column
049	BR GIRDR	BRIDGE GIRDER	Bridge girder (horizontal bridge structure overhead)
050	ISLAND	TRAFFIC ISLAND	Traffic raised island
051	GORE	GORE	Gore
052	POLE UNK	POLE-UNKNOWN	Pole – type unknown
053	POLE UTL	POLE-UTILITY	Pole – power or telephone
054	ST LIGHT	POLE-ST LIGHT	Pole – street light only
055	TRF SGNL	POLE-TRAF SIGNAL	Pole – traffic signal and ped signal only
056	SGN BRDG	POLE-SIGN BRIDGE	Pole – sign bridge
057	STOPSIGN	STOP/YIELD SIGN	Stop or yield sign
058	OTH SIGN	OTHER SIGN	Other sign, including street signs
059	HYDRANT	HYDRANT	Hydrant
060	MARKER	DELINEATOR	Delineator or marker (reflector posts)
061	MAILBOX	MAILBOX	Mailbox
062	TREE	TREE/STUMP	Tree, stump or shrubs
063	VEG OHED	VEGTN OVER RDWY	Tree branch or other vegetation overhead, etc.
064	WIRE/CBL	CABLE ACROSS RD	Wire or cable across or over the road
065	TEMP SGN	TEMP SIGN/BARR	Temporary sign or barricade in road, etc.
066	PERM SGN	PERM SIGN/BARR	Permanent sign or barricade in/off road
067	SLIDE	SLIDE/ROCKS	Slides, fallen or falling rocks
068	FRGN OBJ	FOREIGN OBJECT	Foreign obstruction/debris in road (not gravel)
069	EQP WORK	EQUIP WORKING	Equipment working in/off road
070	OTH EQP	OTHER EQUIPMENT	Other equipment in or off road (includes parked trailer, boat)
071	MAIN EQP	MAINTNCE EQUIP	Wrecker, street sweeper, snow plow or sanding equipment
072	OTHER WALL	OTHER WALL	Rock, brick or other solid wall
073	IRRGL PVMT	IRREGULAR PAVEMENT	Other bump (not speed bump), pothole or pavement irregularity (per PAR)
074	OVERHD OBJ	OTHER OVERHEAD OBJ	Other overhead object (highway sign, signal head, etc.); not bridge
075	CAVE IN	CAVE IN	Bridge or road cave in
076	HI WATER	HIGH WATER	High Water
077	SNO BANK	SNOW BANK	Snow Bank
078	LO-HI EDGE	LOW-HIGH PVMNT EDGE	Low or high shoulder at pavement edge
079	DITCH	CUT SLOPE/DITCH	Cut slope or ditch embankment
080	OBJ FRM MV	OBJ FRM OTHR VEH	Struck by rock or other object set in motion by other vehicle (incl. lost loads)
081	FLY-OBJ	OTHER MOVING OBJ	Struck by rock or other moving or flying object (not set in motion by vehicle)
082	VEH HID	VEH OBSCURE VIEW	Vehicle obscured view
083	VEG HID	VEG OBSCURE VIEW	Vegetation obscured view
084	BLDG HID	BLD OBSCURE VIEW	View obscured by fence, sign, phone booth, etc.

EVENT CODES

Code	Short Description	Medium Description	Long Description
085	WIND GUST	WIND GUST	Wind Gust
086	IMMERSED	IMMERSION	Vehicle immersed in body of water
087	FIRE/EXP	FIRE/EXPLOSION	Fire or explosion
088	FENC/BLD	FENCE/BUILDING	Fence or building, etc.
089	OTHR CRASH	REFER OTHR CRASH	Crash related to another separate crash
090	TO 1 SIDE	TWO WAY ONE SIDE	Two-way traffic on divided roadway all routed to one side
091	BUILDING	BUILDING	Building or other structure
092	PHANTOM	PHANTOM VEH	Other (phantom) non-contact vehicle
093	CELL PHONE	CELL PHONE PER PAR	Cell phone (on PAR or driver in use)
094	VIOL GDL	VIOL GRAD DR LIC	Teenage driver in violation of graduated license pgm
095	GUY WIRE	GUY WIRE	Guy wire
096	BERM	BERM	Berm (earthen or gravel mound)
097	GRAVEL	GRAVEL IN RDWY	Gravel in roadway
098	ABR EDGE	ABRUPT EDGE	Abrupt edge
099	CELL WTNSD	CELL PHONE WITNESSED	Cell phone use witnessed by other participant
100	UNK FIXD	UNK FIX OBJ	Fixed object, unknown type.
101	OTHER OBJ	OTHER OBJ NOT FIXED	Non-fixed object, other or unknown type
102	TEXTING	TEXTING	Texting
103	WZ WORKER	WZ WORKER	Work Zone Worker
104	ON VEHICLE	RIDE ON VEH EXTERIOR	Passenger riding on vehicle exterior
105	PEDAL PSGR	PSNGR ON PEDALCYCLE	Passenger riding on pedalcycle
106	MAN WHLCHR	NONMOTOR WHEELCHAIR	Pedestrian in non-motorized wheelchair
107	MTR WHLCHR	MOTORIZED WHEELCHAIR	Pedestrian in motorized wheelchair
108	OFFICER	POLICE OFFICER	Law Enforcement / Police Officer
109	SUB-BIKE	SUBSEQUENT BICYCLIST	"Sub-Bike": pedalcyclist injured subsequent to collision, etc.
110	N-MTR	NM STR VEH	Non-motorist struck vehicle
111	S CAR VS V	ST CAR STRUCK VEH	Street Car/Trolley (on rails or overhead wire system) struck vehicle
112	V VS S CAR	VEH STRUCK ST CAR	Vehicle struck Street Car/Trolley (on rails or overhead wire system)
113	S CAR ROW	STREET CAR ROW	At or on street car or trolley right-of-way
114	RR EQUIP	VEH STRUCK RR EQUIP	Vehicle struck railroad equipment (not train) on tracks
115	DSTRCT GPS	DISTRACT GPS DEVICE	Distracted by navigation system or GPS device
116	DSTRCT OTH	DISTRACT OTHR DEVICE	Distracted by other electronic device
117	RR GATE	RR DROP-ARM GATE	Rail crossing drop-arm gate
118	EXPNSN JNT	EXPANSION JOINT	Expansion joint
119	JERSEY BAR	JERSEY BARRIER	Jersey barrier
120	WIRE BAR	WIRE BARRIER	Wire or cable median barrier
121	FENCE	FENCE	Fence
123	OBJ IN VEH	LOOSE OBJ IN VEHICLE	Loose object in vehicle struck occupant
124	SLIPPERY	SLIPPERY SURFACE	Sliding or swerving due to wet, icy, slippery or loose surface (not gravel)
125	SHLDR	SHLDR GAVE	Shoulder gave way
126	BOULDER	ROCKS / BOULDER	Rock(s), boulder (not gravel; not rock slide)
127	LAND SLIDE	ROCK OR LAND SLIDE	Rock slide or land slide
128	CURVE INV	CURVE PRESENT	Curve present at crash location

EVENT CODES

Code	Short Description	Medium Description	Long Description
129	HILL INV	HILL PRESENT	Vertical grade / hill present at crash location
130	CURVE HID	CURVE OBSCURED VIEW	View obscured by curve
131	HILL HID	HILL OBSCURED VIEW	View obscured by vertical grade / hill
132	WINDOW HID	WINDOW VIEW OBSCURED	View obscured by vehicle window conditions
133	SPRAY HID	SPRAY OBSCURED VIEW	View obscured by water spray
134	TORRENTIAL	TORRENTIAL RAIN	Torrential Rain (exceptionally heavy rain)
135	RAIL OCC	RAIL/CABLE CAR OCC	Injured occupant of railway train, light rail, street car or cable car

OREGON DEPARTMENT OF TRANSPORTATION - POLICY, DATA AND ANALYSIS DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Intersectional Crashes at W Baseline Rd & SW 179th Ave in Washington County, OR.
January 1, 2016 through December 31, 2020

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2020														
TURNING MOVEMENTS	0	0	1	1	0	0	0	0	1	1	0	1	0	0
2020 TOTAL	0	0	1	1	0	0	0	0	1	1	0	1	0	0
YEAR: 2019														
ANGLE	0	1	0	1	0	1	0	1	0	0	1	1	0	0
2019 TOTAL	0	1	0	1	0	1	0	1	0	0	1	1	0	0
FINAL TOTAL	0	1	1	2	0	1	0	1	1	1	1	2	0	0

Disclaimers: *Effective 2016,* ***collection of "Property Damage Only" (PDO) crash data elements was reduced for vehicles and participants.*** *Age, Gender, License, Error and other elements are no longer available for PDO crash reporting. Please keep this in mind when comparing 2016 PDO crash data to prior years.*

A higher number of crashes may be reported as of 2011 compared to prior years. This does not necessarily reflect an increase in annual crashes. The higher numbers may result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics. For all disclaimers, see https://www.oregon.gov/ODOT/Data/documents/Crash_Data_Disclaimers.pdf.

WASHINGTON COUNTY

Intersectional Crashes at W Baseline Rd & SW 179th Ave in Washington County, OR.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPEED	ALC	DRUG/MJ	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	MILEPNT / DIST FROM / INTERSECT	COUNTY ROADS FIRST STREET / SECOND STREET / INTERSECTION SEQ #	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00446	N	N	N	N	N	1/22/2020		W BASELINE RD	INTER	3-LEG	N	N	RAIN	S-OTHER	01	NONE 9	TURN-L											08
COUNTY			N			Wed 3P	0	SW 179TH AVE	CN		STOP SIGN	N	WET	TURN		N/A	E S									000		00
No						*45 30 49.14 -122 51 40.55*		1	02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
															02	NONE 9	TURN-L											
																N/A	E S									000		00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
00256	N	N	N	N	N	1/15/2019		W BASELINE RD	INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											02,32
COUNTY			N			Tue 5P	0	SW 179TH AVE	CN		STOP SIGN	N	DRY	ANGL		PRVTE	W E									000		00
No						*45 30 49.14 -122 51 40.55*		1	03	0		Y	DUSK	INJ		PSNGR CAR		01	DRVR	INJB	26	M	OR-Y OR<25		000	000		00
															02	NONE 0	STRGHT											
																PRVTE	N S									018		00
																PSNGR CAR		01	DRVR	NONE	39	M	NONE OR<25		028,052	000		02,32
															03	NONE 0	STOP											
																PRVTE	S N									022		00
																PSNGR CAR		01	DRVR	NONE	60	M	OR-Y OR<25		000	000		00

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
000	NONE	NO ACTION OR NON-WARRANTED
001	SKIDDED	SKIDDED
002	ON/OFF V	GETTING ON OR OFF STOPPED OR PARKED VEHICLE
003	LOAD OVR	OVERHANGING LOAD STRUCK ANOTHER VEHICLE, ETC.
006	SLOW DN	SLOWED DOWN
007	AVOIDING	AVOIDING MANEUVER
008	PAR PARK	PARALLEL PARKING
009	ANG PARK	ANGLE PARKING
010	INTERFERE	PASSENGER INTERFERING WITH DRIVER
011	STOPPED	STOPPED IN TRAFFIC NOT WAITING TO MAKE A LEFT TURN
012	STP/L TRN	STOPPED BECAUSE OF LEFT TURN SIGNAL OR WAITING, ETC.
013	STP TURN	STOPPED WHILE EXECUTING A TURN
014	EMR V PKD	EMERGENCY VEHICLE LEGALLY PARKED IN THE ROADWAY
015	GO A/STOP	PROCEED AFTER STOPPING FOR A STOP SIGN/FLASHING RED.
016	TRN A/RED	TURNED ON RED AFTER STOPPING
017	LOSTCTRL	LOST CONTROL OF VEHICLE
018	EXIT DWY	ENTERING STREET OR HIGHWAY FROM ALLEY OR DRIVEWAY
019	ENTR DWY	ENTERING ALLEY OR DRIVEWAY FROM STREET OR HIGHWAY
020	STR ENTR	BEFORE ENTERING ROADWAY, STRUCK PEDESTRIAN, ETC. ON SIDEWALK OR SHOULDER
021	NO DRVR	CAR RAN AWAY - NO DRIVER
022	PREV COL	STRUCK, OR WAS STRUCK BY, VEHICLE OR PEDESTRIAN IN PRIOR COLLISION BEFORE ACC. STABILIZED
023	STALLED	VEHICLE STALLED OR DISABLED
024	DRVR DEAD	DEAD BY UNASSOCIATED CAUSE
025	FATIGUE	FATIGUED, SLEEPY, ASLEEP
026	SUN	DRIVER BLINDED BY SUN
027	HDLGHTS	DRIVER BLINDED BY HEADLIGHTS
028	ILLNESS	PHYSICALLY ILL
029	THRU MED	VEHICLE CROSSED, PLUNGED OVER, OR THROUGH MEDIAN BARRIER
030	PURSUIT	PURSUING OR ATTEMPTING TO STOP A VEHICLE
031	PASSING	PASSING SITUATION
032	PRKOFFRD	VEHICLE PARKED BEYOND CURB OR SHOULDER
033	CROS MED	VEHICLE CROSSED EARTH OR GRASS MEDIAN
034	X N/SGNL	CROSSING AT INTERSECTION - NO TRAFFIC SIGNAL PRESENT
035	X W/ SGNL	CROSSING AT INTERSECTION - TRAFFIC SIGNAL PRESENT
036	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
037	BTWN INT	CROSSING BETWEEN INTERSECTIONS
038	DISTRACT	DRIVER'S ATTENTION DISTRACTED
039	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
040	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
041	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
042	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
043	PLAYINRD	PLAYING IN STREET OR ROAD
044	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
045	WORK ON	WORKING IN ROADWAY OR ALONG SHOULDER
046	W/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. WITH TRAFFIC
047	A/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. FACING TRAFFIC
050	LAY ON RD	STANDING OR LYING IN ROADWAY
051	ENT OFFRD	ENTERING / STARTING IN TRAFFIC LANE FROM OFF ROAD
052	MERGING	MERGING

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
055	SPRAY	BLINDED BY WATER SPRAY
088	OTHER	OTHER ACTION
099	UNK	UNKNOWN ACTION

CAUSE CODE TRANSLATION LIST

CAUSE CODE	SHORT DESCRIPTION	LONG DESCRIPTION
00	NO CODE	NO CAUSE ASSOCIATED AT THIS LEVEL
01	TOO-FAST	TOO FAST FOR CONDITIONS (NOT EXCEED POSTED SPEED
02	NO-YIELD	DID NOT YIELD RIGHT-OF-WAY
03	PAS-STOP	PASSED STOP SIGN OR RED FLASHER
04	DIS SIG	DISREGARDED TRAFFIC SIGNAL
05	LEFT-CTR	DROVE LEFT OF CENTER ON TWO-WAY ROAD; STRADDLING
06	IMP-OVER	IMPROPER OVERTAKING
07	TOO-CLOS	FOLLOWED TOO CLOSELY
08	IMP-TURN	MADE IMPROPER TURN
09	DRINKING	ALCOHOL OR DRUG INVOLVED
10	OTHR-IMP	OTHER IMPROPER DRIVING
11	MECH-DEF	MECHANICAL DEFECT
12	OTHER	OTHER (NOT IMPROPER DRIVING)
13	IMP LN C	IMPROPER CHANGE OF TRAFFIC LANES
14	DIS TCD	DISREGARDED OTHER TRAFFIC CONTROL DEVICE
15	WRNG WAY	WRONG WAY ON ONE-WAY ROAD; WRONG SIDE DIVIDED RO
16	FATIGUE	DRIVER DROWSY/FATIGUED/SLEEPY
17	ILLNESS	PHYSICAL ILLNESS
18	IN RDWY	NON-MOTORIST ILLEGALLY IN ROADWAY
19	NT VISBL	NON-MOTORIST NOT VISIBLE; NON-REFLECTIVE CLOTHIN
20	IMP PKNG	VEHICLE IMPROPERLY PARKED
21	DEF STER	DEFECTIVE STEERING MECHANISM
22	DEF BRKE	INADEQUATE OR NO BRAKES
24	LOADSHFT	VEHICLE LOST LOAD OR LOAD SHIFTED
25	TIREFAIL	TIRE FAILURE
26	PHANTOM	PHANTOM / NON-CONTACT VEHICLE
27	INATTENT	INATTENTION
28	NM INATT	NON-MOTORIST INATTENTION
29	F AVOID	FAILED TO AVOID VEHICLE AHEAD
30	SPEED	DRIVING IN EXCESS OF POSTED SPEED
31	RACING	SPEED RACING (PER PAR)
32	CARELESS	CARELESS DRIVING (PER PAR)
33	RECKLESS	RECKLESS DRIVING (PER PAR)
34	AGGRESV	AGGRESSIVE DRIVING (PER PAR)
35	RD RAGE	ROAD RAGE (PER PAR)
40	VIEW OBS	VIEW OBSCURED
50	USED MDN	IMPROPER USE OF MEDIAN OR SHOULDER
51	FAIL LN	FAILED TO MAINTAIN LANE
52	OFF RD	RAN OFF ROAD

COLLISION TYPE CODE TRANSLATION LIST

COLL CODE	SHORT DESCRIPTION	LONG DESCRIPTION
&	OTH	MISCELLANEOUS
-	BACK	BACKING
0	PED	PEDESTRIAN
1	ANGL	ANGLE
2	HEAD	HEAD-ON
3	REAR	REAR-END
4	SS-M	SIDESWIPE - MEETING
5	SS-O	SIDESWIPE - OVERTAKING
6	TURN	TURNING MOVEMENT
7	PARK	PARKING MANEUVER
8	NCOL	NON-COLLISION
9	FIX	FIXED OBJECT OR OTHER OBJECT

CRASH TYPE CODE TRANSLATION LIST

CRASH TYPE	SHORT DESCRIPTION	LONG DESCRIPTION
&	OVERTURN	OVERTURNED
0	NON-COLL	OTHER NON-COLLISION
1	OTH RDWY	MOTOR VEHICLE ON OTHER ROADWAY
2	PRKD MV	PARKED MOTOR VEHICLE
3	PED	PEDESTRIAN
4	TRAIN	RAILWAY TRAIN
6	BIKE	PEDALCYCLIST
7	ANIMAL	ANIMAL
8	FIX OBJ	FIXED OBJECT
9	OTH OBJ	OTHER OBJECT
A	ANGL-STP	ENTERING AT ANGLE - ONE VEHICLE STOPPED
B	ANGL-OTH	ENTERING AT ANGLE - ALL OTHERS
C	S-STRGHT	FROM SAME DIRECTION - BOTH GOING STRAIGHT
D	S-1TURN	FROM SAME DIRECTION - ONE TURN, ONE STRAIGHT
E	S-1STOP	FROM SAME DIRECTION - ONE STOPPED
F	S-OTHER	FROM SAME DIRECTION-ALL OTHERS, INCLUDING PARKING
G	O-STRGHT	FROM OPPOSITE DIRECTION - BOTH GOING STRAIGHT
H	O-1 L-TURN	FROM OPPOSITE DIRECTION-ONE LEFT TURN,ONE STRAIGHT
I	O-1STOP	FROM OPPOSITE DIRECTION - ONE STOPPED
J	O-OTHER	FROM OPPOSITE DIRECTION-ALL OTHERS INCL. PARKING

DRIVER LICENSE CODE TRANSLATION LIST

LIC CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NOT LICENSED (HAD NEVER BEEN LICENSED)
1	OR-Y	VALID OREGON LICENSE
2	OTH-Y	VALID LICENSE, OTHER STATE OR COUNTRY
3	SUSP	SUSPENDED/REVOKED
4	EXP	EXPIRED
8	N-VAL	OTHER NON-VALID LICENSE
9	UNK	UNKNOWN IF DRIVER WAS LICENSED AT TIME OF CRASH

DRIVER RESIDENCE CODE TRANSLATION LIST

RES CODE	SHORT DESC	LONG DESCRIPTION
1	OR<25	OREGON RESIDENT WITHIN 25 MILE OF HOME
2	OR>25	OREGON RESIDENT 25 OR MORE MILES FROM HOME
3	OR-?	OREGON RESIDENT - UNKNOWN DISTANCE FROM HOME
4	N-RES	NON-RESIDENT
9	UNK	UNKNOWN IF OREGON RESIDENT

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
000	NONE	NO ERROR
001	WIDE TRN	WIDE TURN
002	CUT CORN	CUT CORNER ON TURN
003	FAIL TRN	FAILED TO OBEY MANDATORY TRAFFIC TURN SIGNAL, SIGN OR LANE MARKINGS
004	L IN TRF	LEFT TURN IN FRONT OF ONCOMING TRAFFIC
005	L PROHIB	LEFT TURN WHERE PROHIBITED
006	FRM WRNG	TURNED FROM WRONG LANE
007	TO WRONG	TURNED INTO WRONG LANE
008	ILLEG U	U-TURNED ILLEGALLY
009	IMP STOP	IMPROPERLY STOPPED IN TRAFFIC LANE
010	IMP SIG	IMPROPER SIGNAL OR FAILURE TO SIGNAL
011	IMP BACK	BACKING IMPROPERLY (NOT PARKING)
012	IMP PARK	IMPROPERLY PARKED
013	UNPARK	IMPROPER START LEAVING PARKED POSITION
014	IMP STRT	IMPROPER START FROM STOPPED POSITION
015	IMP LGHT	IMPROPER OR NO LIGHTS (VEHICLE IN TRAFFIC)
016	INATTENT	INATTENTION (FAILURE TO DIM LIGHTS PRIOR TO 4/1/97)
017	UNSF VEH	DRIVING UNSAFE VEHICLE (NO OTHER ERROR APPARENT)
018	OTH PARK	ENTERING/EXITING PARKED POSITION W/ INSUFFICIENT CLEARANCE; OTHER IMPROPER PARKING MANEUVER
019	DIS DRIV	DISREGARDED OTHER DRIVER'S SIGNAL
020	DIS SGNL	DISREGARDED TRAFFIC SIGNAL
021	RAN STOP	DISREGARDED STOP SIGN OR FLASHING RED
022	DIS SIGN	DISREGARDED WARNING SIGN, FLARES OR FLASHING AMBER
023	DIS OFCR	DISREGARDED POLICE OFFICER OR FLAGMAN
024	DIS EMER	DISREGARDED SIREN OR WARNING OF EMERGENCY VEHICLE
025	DIS RR	DISREGARDED RR SIGNAL, RR SIGN, OR RR FLAGMAN
026	REAR-END	FAILED TO AVOID STOPPED OR PARKED VEHICLE AHEAD OTHER THAN SCHOOL BUS
027	BIKE ROW	DID NOT HAVE RIGHT-OF-WAY OVER PEDALCYCLIST
028	NO ROW	DID NOT HAVE RIGHT-OF-WAY
029	PED ROW	FAILED TO YIELD RIGHT-OF-WAY TO PEDESTRIAN
030	PAS CURV	PASSING ON A CURVE
031	PAS WRNG	PASSING ON THE WRONG SIDE
032	PAS TANG	PASSING ON STRAIGHT ROAD UNDER UNSAFE CONDITIONS
033	PAS X-WK	PASSED VEHICLE STOPPED AT CROSSWALK FOR PEDESTRIAN
034	PAS INTR	PASSING AT INTERSECTION
035	PAS HILL	PASSING ON CREST OF HILL
036	N/PAS ZN	PASSING IN "NO PASSING" ZONE
037	PAS TRAF	PASSING IN FRONT OF ONCOMING TRAFFIC
038	CUT-IN	CUTTING IN (TWO LANES - TWO WAY ONLY)
039	WRNGSIDE	DRIVING ON WRONG SIDE OF THE ROAD (2-WAY UNDIVIDED ROADWAYS)

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
040	THRU MED	DRIVING THROUGH SAFETY ZONE OR OVER ISLAND
041	F/ST BUS	FAILED TO STOP FOR SCHOOL BUS
042	F/SLO MV	FAILED TO DECREASE SPEED FOR SLOWER MOVING VEHICLE
043	TOO CLOSE	FOLLOWING TOO CLOSELY (MUST BE ON OFFICER'S REPORT)
044	STRDL LN	STRADDLING OR DRIVING ON WRONG LANES
045	IMP CHG	IMPROPER CHANGE OF TRAFFIC LANES
046	WRNG WAY	WRONG WAY ON ONE-WAY ROADWAY; WRONG SIDE DIVIDED ROAD
047	BASCRULE	DRIVING TOO FAST FOR CONDITIONS (NOT EXCEEDING POSTED SPEED)
048	OPN DOOR	OPENED DOOR INTO ADJACENT TRAFFIC LANE
049	IMPEDING	IMPEDING TRAFFIC
050	SPEED	DRIVING IN EXCESS OF POSTED SPEED
051	RECKLESS	RECKLESS DRIVING (PER PAR)
052	CARELESS	CARELESS DRIVING (PER PAR)
053	RACING	SPEED RACING (PER PAR)
054	X N/SGNL	CROSSING AT INTERSECTION, NO TRAFFIC SIGNAL PRESENT
055	X W/SGNL	CROSSING AT INTERSECTION, TRAFFIC SIGNAL PRESENT
056	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
057	BTWN INT	CROSSING BETWEEN INTERSECTIONS
059	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
060	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
061	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
062	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
063	PLAYINRD	PLAYING IN STREET OR ROAD
064	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
065	WORK IN RD	WORKING IN ROADWAY OR ALONG SHOULDER
070	LAY ON RD	STANDING OR LYING IN ROADWAY
071	NM IMP USE	IMPROPER USE OF TRAFFIC LANE BY NON-MOTORIST
073	ELUDING	ELUDING / ATTEMPT TO ELUDE
079	F NEG CURV	FAILED TO NEGOTIATE A CURVE
080	FAIL LN	FAILED TO MAINTAIN LANE
081	OFF RD	RAN OFF ROAD
082	NO CLEAR	DRIVER MISJUDGED CLEARANCE
083	OVRSTEER	OVER-CORRECTING
084	NOT USED	CODE NOT IN USE
085	OVRLOAD	OVERLOADING OR IMPROPER LOADING OF VEHICLE WITH CARGO OR PASSENGERS
097	UNA DIS TC	UNABLE TO DETERMINE WHICH DRIVER DISREGARDED TRAFFIC CONTROL DEVICE

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
001	FEL/JUMP	OCCUPANT FELL, JUMPED OR WAS EJECTED FROM MOVING VEHICLE
002	INTERFER	PASSENGER INTERFERED WITH DRIVER
003	BUG INTF	ANIMAL OR INSECT IN VEHICLE INTERFERED WITH DRIVER
004	INDRCT PED	PEDESTRIAN INDIRECTLY INVOLVED (NOT STRUCK)
005	SUB-PED	"SUB-PED": PEDESTRIAN INJURED SUBSEQUENT TO COLLISION, ETC.
006	INDRCT BIK	PEDALCYCLIST INDIRECTLY INVOLVED (NOT STRUCK)
007	HITCHIKR	HITCHHIKER (SOLICITING A RIDE)
008	PSNGR TOW	PASSENGER OR NON-MOTORIST BEING TOWED OR PUSHED ON CONVEYANCE
009	ON/OFF V	GETTING ON/OFF STOPPED/PARKED VEHICLE (OCCUPANTS ONLY; MUST HAVE PHYSICAL CONTACT W/ VEHIC
010	SUB OTRN	OVERTURNED AFTER FIRST HARMFUL EVENT
011	MV PUSHD	VEHICLE BEING PUSHED
012	MV TOWED	VEHICLE TOWED OR HAD BEEN TOWING ANOTHER VEHICLE
013	FORCED	VEHICLE FORCED BY IMPACT INTO ANOTHER VEHICLE, PEDALCYCLIST OR PEDESTRIAN
014	SET MOTN	VEHICLE SET IN MOTION BY NON-DRIVER (CHILD RELEASED BRAKES, ETC.)
015	RR ROW	AT OR ON RAILROAD RIGHT-OF-WAY (NOT LIGHT RAIL)
016	LT RL ROW	AT OR ON LIGHT-RAIL RIGHT-OF-WAY
017	RR HIT V	TRAIN STRUCK VEHICLE
018	V HIT RR	VEHICLE STRUCK TRAIN
019	HIT RR CAR	VEHICLE STRUCK RAILROAD CAR ON ROADWAY
020	JACKNIFE	JACKKNIFE; TRAILER OR TOWED VEHICLE STRUCK TOWING VEHICLE
021	TRL OTRN	TRAILER OR TOWED VEHICLE OVERTURNED
022	CN BROKE	TRAILER CONNECTION BROKE
023	DETACH TRL	DETACHED TRAILING OBJECT STRUCK OTHER VEHICLE, NON-MOTORIST, OR OBJECT
024	V DOOR OPN	VEHICLE DOOR OPENED INTO ADJACENT TRAFFIC LANE
025	WHEELOFF	WHEEL CAME OFF
026	HOOD UP	HOOD FLEW UP
028	LOAD SHIFT	LOST LOAD, LOAD MOVED OR SHIFTED
029	TIREFAIL	TIRE FAILURE
030	PET	PET: CAT, DOG AND SIMILAR
031	LVSTOCK	STOCK: COW, CALF, BULL, STEER, SHEEP, ETC.
032	HORSE	HORSE, MULE, OR DONKEY
033	HRSE&RID	HORSE AND RIDER
034	GAME	WILD ANIMAL, GAME (INCLUDES BIRDS; NOT DEER OR ELK)
035	DEER ELK	DEER OR ELK, WAPITI
036	ANML VEH	ANIMAL-DRAWN VEHICLE
037	CULVERT	CULVERT, OPEN LOW OR HIGH MANHOLE
038	ATENUATN	IMPACT ATTENUATOR
039	PK METER	PARKING METER
040	CURB	CURB (ALSO NARROW SIDEWALKS ON BRIDGES)
041	JIGGLE	JIGGLE BAR OR TRAFFIC SNAKE FOR CHANNELIZATION
042	GDRL END	LEADING EDGE OF GUARDRAIL
043	GARDRAIL	GUARD RAIL (NOT METAL MEDIAN BARRIER)
044	BARRIER	MEDIAN BARRIER (RAISED OR METAL)
045	WALL	RETAINING WALL OR TUNNEL WALL
046	BR RAIL	BRIDGE RAILING OR PARAPET (ON BRIDGE OR APPROACH)
047	BR ABUTMNT	BRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013)
048	BR COLMN	BRIDGE PILLAR OR COLUMN
049	BR GIRDR	BRIDGE GIRDER (HORIZONTAL BRIDGE STRUCTURE OVERHEAD)
050	ISLAND	TRAFFIC RAISED ISLAND
051	GORE	GORE
052	POLE UNK	POLE - TYPE UNKNOWN
053	POLE UTL	POLE - POWER OR TELEPHONE
054	ST LIGHT	POLE - STREET LIGHT ONLY
055	TRF SGNL	POLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY
056	SGN BRDG	POLE - SIGN BRIDGE
057	STOPSIGN	STOP OR YIELD SIGN

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
058	OTH SIGN	OTHER SIGN, INCLUDING STREET SIGNS
059	HYDRANT	HYDRANT
060	MARKER	DELINEATOR OR MARKER (REFLECTOR POSTS)
061	MAILBOX	MAILBOX
062	TREE	TREE, STUMP OR SHRUBS
063	VEG OHED	TREE BRANCH OR OTHER VEGETATION OVERHEAD, ETC.
064	WIRE/CBL	WIRE OR CABLE ACROSS OR OVER THE ROAD
065	TEMP SGN	TEMPORARY SIGN OR BARRICADE IN ROAD, ETC.
066	PERM SGN	PERMANENT SIGN OR BARRICADE IN/OFF ROAD
067	SLIDE	SLIDES, FALLEN OR FALLING ROCKS
068	FRGN OBJ	FOREIGN OBSTRUCTION/DEBRIS IN ROAD (NOT GRAVEL)
069	EQP WORK	EQUIPMENT WORKING IN/OFF ROAD
070	OTH EQP	OTHER EQUIPMENT IN OR OFF ROAD (INCLUDES PARKED TRAILER, BOAT)
071	MAIN EQP	WRECKER, STREET SWEEPER, SNOW PLOW OR SANDING EQUIPMENT
072	OTHER WALL	ROCK, BRICK OR OTHER SOLID WALL
073	IRRGL PVMT	OTHER BUMP (NOT SPEED BUMP), POTHOLE OR PAVEMENT IRREGULARITY (PER PAR)
074	OVERHD OBJ	OTHER OVERHEAD OBJECT (HIGHWAY SIGN, SIGNAL HEAD, ETC.); NOT BRIDGE
075	CAVE IN	BRIDGE OR ROAD CAVE IN
076	HI WATER	HIGH WATER
077	SNO BANK	SNOW BANK
078	LO-HI EDGE	LOW OR HIGH SHOULDER AT PAVEMENT EDGE
079	DITCH	CUT SLOPE OR DITCH EMBANKMENT
080	OBJ FRM MV	STRUCK BY ROCK OR OTHER OBJECT SET IN MOTION BY OTHER VEHICLE (INCL. LOST LOADS)
081	FLY-OBJ	STRUCK BY ROCK OR OTHER MOVING OR FLYING OBJECT (NOT SET IN MOTION BY VEHICLE)
082	VEH HID	VEHICLE OBSCURED VIEW
083	VEG HID	VEGETATION OBSCURED VIEW
084	BLDG HID	VIEW OBSCURED BY FENCE, SIGN, PHONE BOOTH, ETC.
085	WIND GUST	WIND GUST
086	IMMERSED	VEHICLE IMMERSED IN BODY OF WATER
087	FIRE/EXP	FIRE OR EXPLOSION
088	FENC/BLD	FENCE OR BUILDING, ETC.
089	OTHR CRASH	CRASH RELATED TO ANOTHER SEPARATE CRASH
090	TO 1 SIDE	TWO-WAY TRAFFIC ON DIVIDED ROADWAY ALL ROUTED TO ONE SIDE
091	BUILDING	BUILDING OR OTHER STRUCTURE
092	PHANTOM	OTHER (PHANTOM) NON-CONTACT VEHICLE
093	CELL PHONE	CELL PHONE (ON PAR OR DRIVER IN USE)
094	VIOL GDL	TEENAGE DRIVER IN VIOLATION OF GRADUATED LICENSE PGM
095	GUY WIRE	GUY WIRE
096	BERM	BERM (EARTHEN OR GRAVEL MOUND)
097	GRAVEL	GRAVEL IN ROADWAY
098	ABR EDGE	ABRUPT EDGE
099	CELL WTNSD	CELL PHONE USE WITNESSED BY OTHER PARTICIPANT
100	UNK FIXD	FIXED OBJECT, UNKNOWN TYPE.
101	OTHER OBJ	NON-FIXED OBJECT, OTHER OR UNKNOWN TYPE
102	TEXTING	TEXTING
103	WZ WORKER	WORK ZONE WORKER
104	ON VEHICLE	PASSENGER RIDING ON VEHICLE EXTERIOR
105	PEDAL PSGR	PASSENGER RIDING ON PEDALCYCLE
106	MAN WHLCHR	PEDESTRIAN IN NON-MOTORIZED WHEELCHAIR
107	MTR WHLCHR	PEDESTRIAN IN MOTORIZED WHEELCHAIR
108	OFFICER	LAW ENFORCEMENT / POLICE OFFICER
109	SUB-BIKE	"SUB-BIKE": PEDALCYCLIST INJURED SUBSEQUENT TO COLLISION, ETC.
110	N-MTR	NON-MOTORIST STRUCK VEHICLE
111	S CAR VS V	STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM) STRUCK VEHICLE
112	V VS S CAR	VEHICLE STRUCK STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM)
113	S CAR ROW	AT OR ON STREET CAR OR TROLLEY RIGHT-OF-WAY

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
114	RR EQUIP	VEHICLE STRUCK RAILROAD EQUIPMENT (NOT TRAIN) ON TRACKS
115	DSTRCT GPS	DISTRACTED BY NAVIGATION SYSTEM OR GPS DEVICE
116	DSTRCT OTH	DISTRACTED BY OTHER ELECTRONIC DEVICE
117	RR GATE	RAIL CROSSING DROP-ARM GATE
118	EXPNSN JNT	EXPANSION JOINT
119	JERSEY BAR	JERSEY BARRIER
120	WIRE BAR	WIRE OR CABLE MEDIAN BARRIER
121	FENCE	FENCE
123	OBJ IN VEH	LOOSE OBJECT IN VEHICLE STRUCK OCCUPANT
124	SLIPPERY	SLIDING OR SWERVING DUE TO WET, ICY, SLIPPERY OR LOOSE SURFACE (NOT GRAVEL)
125	SHLDR	SHOULDER GAVE WAY
126	BOULDER	ROCK(S), BOULDER (NOT GRAVEL; NOT ROCK SLIDE)
127	LAND SLIDE	ROCK SLIDE OR LAND SLIDE
128	CURVE INV	CURVE PRESENT AT CRASH LOCATION
129	HILL INV	VERTICAL GRADE / HILL PRESENT AT CRASH LOCATION
130	CURVE HID	VIEW OBSCURED BY CURVE
131	HILL HID	VIEW OBSCURED BY VERTICAL GRADE / HILL
132	WINDOW HID	VIEW OBSCURED BY VEHICLE WINDOW CONDITIONS
133	SPRAY HID	VIEW OBSCURED BY WATER SPRAY
134	TORRENTIAL	TORRENTIAL RAIN (EXCEPTIONALLY HEAVY RAIN)
135	RAIL OCC	INJURED OCCUPANT OF RAILWAY TRAIN, LIGHT RAIL, STREET CAR OR CABLE CAR

FUNCTIONAL CLASSIFICATION TRANSLATION LIST

FUNC CLASS	DESCRIPTION
01	RURAL PRINCIPAL ARTERIAL - INTERSTATE
02	RURAL PRINCIPAL ARTERIAL - OTHER
06	RURAL MINOR ARTERIAL
07	RURAL MAJOR COLLECTOR
08	RURAL MINOR COLLECTOR
09	RURAL LOCAL
11	URBAN PRINCIPAL ARTERIAL - INTERSTATE
12	URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXP
14	URBAN PRINCIPAL ARTERIAL - OTHER
16	URBAN MINOR ARTERIAL
17	URBAN MAJOR COLLECTOR
18	URBAN MINOR COLLECTOR
19	URBAN LOCAL
78	UNKNOWN RURAL SYSTEM
79	UNKNOWN RURAL NON-SYSTEM
98	UNKNOWN URBAN SYSTEM
99	UNKNOWN URBAN NON-SYSTEM

HIGHWAY COMPONENT TRANSLATION LIST

CODE	DESCRIPTION
0	MAINLINE STATE HIGHWAY
1	COUPLET
3	FRONTAGE ROAD
6	CONNECTION
8	HIGHWAY - OTHER

INJURY SEVERITY CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
1	KILL	FATAL INJURY (K)
2	INJA	SUSPECTED SERIOUS INJURY (A)
3	INJB	SUSPECTED MINOR INJURY (B)
4	INJC	POSSIBLE INJURY (C)
5	PRI	DIED PRIOR TO CRASH
7	NO<5	NO INJURY - 0 TO 4 YEARS OF AGE
9	NONE	NO APPARENT INJURY (O)

LIGHT CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	DAY	DAYLIGHT
2	DLIT	DARKNESS - WITH STREET LIGHTS
3	DARK	DARKNESS - NO STREET LIGHTS
4	DAWN	DAWN (TWILIGHT)
5	DUSK	DUSK (TWILIGHT)

MEDIAN TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NO MEDIAN
1	RSDMD	SOLID MEDIAN BARRIER
2	DIVMD	EARTH, GRASS OR PAVED MEDIAN

MILEAGE TYPE CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
0	REGULAR MILEAGE
T	TEMPORARY
Y	SPUR
Z	OVERLAPPING

MOVEMENT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	STRGHT	STRAIGHT AHEAD
2	TURN-R	TURNING RIGHT
3	TURN-L	TURNING LEFT
4	U-TURN	MAKING A U-TURN
5	BACK	BACKING
6	STOP	STOPPED IN TRAFFIC
7	PRKD-P	PARKED - PROPERLY
8	PRKD-I	PARKED - IMPROPERLY
9	PARKNG	PARKING MANEUVER

NON-MOTORIST LOCATION CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
00	AT INTERSECTION - NOT IN ROADWAY
01	AT INTERSECTION - INSIDE CROSSWALK
02	AT INTERSECTION - IN ROADWAY, OUTSIDE CROSSWALK
03	AT INTERSECTION - IN ROADWAY, XWALK AVAIL UNKNWN
04	NOT AT INTERSECTION - IN ROADWAY
05	NOT AT INTERSECTION - ON SHOULDER
06	NOT AT INTERSECTION - ON MEDIAN
07	NOT AT INTERSECTION - WITHIN TRAFFIC RIGHT-OF-WAY
08	NOT AT INTERSECTION - IN BIKE PATH OR PARKING LANE
09	NOT-AT INTERSECTION - ON SIDEWALK
10	OUTSIDE TRAFFICWAY BOUNDARIES
13	AT INTERSECTION - IN BIKE LANE
14	NOT AT INTERSECTION - IN BIKE LANE
15	NOT AT INTERSECTION - INSIDE MID-BLOCK CROSSWALK
16	NOT AT INTERSECTION - IN PARKING LANE
18	OTHER, NOT IN ROADWAY
99	UNKNOWN LOCATION

ROAD CHARACTER CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	INTER	INTERSECTION
2	ALLEY	DRIVEWAY OR ALLEY
3	STRGHT	STRAIGHT ROADWAY
4	TRANS	TRANSITION
5	CURVE	CURVE (HORIZONTAL CURVE)
6	OPENAC	OPEN ACCESS OR TURNOUT
7	GRADE	GRADE (VERTICAL CURVE)
8	BRIDGE	BRIDGE STRUCTURE
9	TUNNEL	TUNNEL

PARTICIPANT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	OCC	UNKNOWN OCCUPANT TYPE
1	DRVR	DRIVER
2	PSNG	PASSENGER
3	PED	PEDESTRIAN
4	CONV	PEDESTRIAN USING A PEDESTRIAN CONVEYA
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN OB
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING AN
8	PRKD	OCCUPANT OF A PARKED MOTOR VEHICLE
9	OTHR	OTHER TYPE OF NON-MOTORIST

TRAFFIC CONTROL DEVICE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
000	NONE	NO CONTROL
001	TRF SIGNAL	TRAFFIC SIGNALS
002	FLASHBCN-R	FLASHING BEACON - RED (STOP)
003	FLASHBCN-A	FLASHING BEACON - AMBER (SLOW)
004	STOP SIGN	STOP SIGN
005	SLOW SIGN	SLOW SIGN
006	REG-SIGN	REGULATORY SIGN
007	YIELD	YIELD SIGN
008	WARNING	WARNING SIGN
009	CURVE	CURVE SIGN
010	SCHL X-ING	SCHOOL CROSSING SIGN OR SPECIAL SIGNAL
011	OFCR/FLAG	POLICE OFFICER, FLAGMAN - SCHOOL PATROL
012	BRDG-GATE	BRIDGE GATE - BARRIER
013	TEMP-BARR	TEMPORARY BARRIER
014	NO-PASS-ZN	NO PASSING ZONE
015	ONE-WAY	ONE-WAY STREET
016	CHANNEL	CHANNELIZATION
017	MEDIAN BAR	MEDIAN BARRIER
018	PILOT CAR	PILOT CAR
019	SP PED SIG	SPECIAL PEDESTRIAN SIGNAL
020	X-BUCK	CROSSBUCK
021	THR-GN-SIG	THROUGH GREEN ARROW OR SIGNAL
022	L-GRN-SIG	LEFT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
023	R-GRN-SIG	RIGHT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
024	WIGWAG	WIGWAG OR FLASHING LIGHTS W/O DROP-ARM GATE
025	X-BUCK WRN	CROSSBUCK AND ADVANCE WARNING
026	WW W/ GATE	FLASHING LIGHTS WITH DROP-ARM GATES
027	OVRHD SGNL	SUPPLEMENTAL OVERHEAD SIGNAL (RR XING ONLY)
028	SP RR STOP	SPECIAL RR STOP SIGN
029	ILUM GRD X	ILLUMINATED GRADE CROSSING
037	RAMP METER	METERED RAMPS
038	RUMBLE STR	RUMBLE STRIP
040	AUTO. FLAG	AUTOMATED FLAGGER ASSISTANCE DEVICE
090	L-TURN REF	LEFT TURN REFUGE (WHEN REFUGE IS INVOLVED)
091	R-TURN ALL	RIGHT TURN AT ALL TIMES SIGN, ETC.
092	EMR SGN/FL	EMERGENCY SIGNS OR FLARES
093	ACCEL LANE	ACCELERATION OR DECELERATION LANES
094	R-TURN PRO	RIGHT TURN PROHIBITED ON RED AFTER STOPPING
095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS

099 UNKNOWN UNKNOWN OR NOT DEFINITE

VEHICLE TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
00	PDO	NOT COLLECTED FOR PDO CRASHES
01	PSNGR CAR	PASSENGER CAR, PICKUP, LIGHT DELIVERY, ETC.
02	BOBTAIL	TRUCK TRACTOR WITH NO TRAILERS (BOBTAIL)
03	FARM TRCTR	FARM TRACTOR OR SELF-PROPELLED FARM EQUIPMENT
04	SEMI TOW	TRUCK TRACTOR WITH TRAILER/MOBILE HOME IN TOW
05	TRUCK	TRUCK WITH NON-DETACHABLE BED, PANEL, ETC.
06	MOPED	MOPED, MINIBIKE, SEATED MOTOR SCOOTER, MOTOR BIKE
07	SCHL BUS	SCHOOL BUS (INCLUDES VAN)
08	OTH BUS	OTHER BUS
09	MTRCYCLE	MOTORCYCLE, DIRT BIKE
10	OTHER	OTHER: FORKLIFT, BACKHOE, ETC.
11	MOTRHOME	MOTORHOME
12	TROLLEY	MOTORIZED STREET CAR/TROLLEY (NO RAILS/WIRES)
13	ATV	ATV
14	MTRSCTR	MOTORIZED SCOOTER (STANDING)
15	SNOWMOBILE	SNOWMOBILE
99	UNKNOWN	UNKNOWN VEHICLE TYPE

WEATHER CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	CLR	CLEAR
2	CLD	CLOUDY
3	RAIN	RAIN
4	SLT	SLEET
5	FOG	FOG
6	SNOW	SNOW
7	DUST	DUST
8	SMOK	SMOKE
9	ASH	ASH

Appendix E Year 2025 Background Traffic Conditions Analysis Worksheets

Intersection Level Of Service Report
Intersection 1: SW 185th Avenue/W Baseline Road

Control Type:	Signalized	Delay (sec / veh):	33.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.707

Intersection Setup

Name	SW 185th Avenue			SW 185th Avenue			W Baseline Road			W Baseline Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	15.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	1	0	0
Entry Pocket Length [ft]	115.00	100.00	600.00	150.00	100.00	250.00	100.00	100.00	100.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SW 185th Avenue			SW 185th Avenue			W Baseline Road			W Baseline Road		
Base Volume Input [veh/h]	135	976	40	147	616	195	0	1131	138	69	511	136
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	5.00	0.00	4.00	5.00	5.00	2.00	2.00	2.00	3.00	2.00	3.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	41	0	0	0
Total Hourly Volume [veh/h]	135	976	40	147	616	195	0	1131	97	69	511	136
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	244	10	37	154	49	0	283	24	17	128	34
Total Analysis Volume [veh/h]	135	976	40	147	616	195	0	1131	97	69	511	136
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	2			0			1			0		
v_di, Inbound Pedestrian Volume crossing m	1			0			2			0		
v_co, Outbound Pedestrian Volume crossing	0			5			6			1		
v_ci, Inbound Pedestrian Volume crossing mi	1			6			5			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	1			1			1			2		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Unsigna	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	0	4	0	3	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	-	-	-	Lag	-	-
Minimum Green [s]	5	15	0	5	15	0	0	10	0	5	10	0
Maximum Green [s]	20	40	0	20	45	0	0	25	0	20	40	0
Amber [s]	4.0	4.5	0.0	4.0	4.5	0.0	0.0	4.5	0.0	4.0	4.5	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Split [s]	24	44	0	18	38	0	0	35	0	13	48	0
Vehicle Extension [s]	2.3	3.1	0.0	2.8	3.1	0.0	0.0	3.1	0.0	2.4	4.0	0.0
Walk [s]	0	10	0	0	7	0	0	9	0	0	9	0
Pedestrian Clearance [s]	0	20	0	0	20	0	0	18	0	0	16	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	3.5	0.0	3.0	3.5	0.0	0.0	3.5	0.0	3.0	3.5	0.0
Minimum Recall	No	Yes		No	Yes			No		No	No	
Maximum Recall	No	No		No	No			No		No	No	
Pedestrian Recall	No	No		No	No			No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	L	C	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	5.50	5.50	5.50	5.25	5.50	5.50	5.50	5.00	5.50	5.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	3.50	3.50	0.00	3.50	3.50	3.50	3.00	3.50	3.50
g_i, Effective Green Time [s]	50	50	50	48	47	29	29	5	39	39
g / C, Green / Cycle	0.45	0.45	0.45	0.43	0.43	0.26	0.26	0.05	0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.14	0.30	0.30	0.18	0.19	0.23	0.23	0.04	0.18	0.18
s, saturation flow rate [veh/h]	984	1681	1656	829	3200	3560	1787	1837	1870	1726
c, Capacity [veh/h]	426	756	745	250	1367	941	472	90	671	619
d1, Uniform Delay [s]	19.42	23.94	23.96	42.85	22.34	38.66	38.62	51.69	27.56	27.62
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.11	0.20	0.07	0.15	0.15
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.96	4.94	5.04	10.08	1.08	2.86	9.73	9.46	0.82	0.91
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.32	0.68	0.68	0.59	0.45	0.87	0.87	0.77	0.50	0.50
d, Delay for Lane Group [s/veh]	21.38	28.88	29.00	52.92	23.42	41.52	48.35	61.15	28.38	28.54
Lane Group LOS	C	C	C	D	C	D	D	E	C	C
Critical Lane Group	No	No	Yes	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.21	10.93	10.81	2.97	5.61	10.43	11.32	2.06	6.69	6.27
50th-Percentile Queue Length [ft/ln]	55.30	273.31	270.31	74.22	140.14	260.66	282.95	51.60	167.17	156.74
95th-Percentile Queue Length [veh/ln]	3.98	16.36	16.21	5.34	9.49	15.72	16.84	3.72	10.93	10.38
95th-Percentile Queue Length [ft/ln]	99.54	408.88	405.13	133.59	237.22	393.05	420.88	92.89	273.19	259.40

Movement, Approach, & Intersection Results

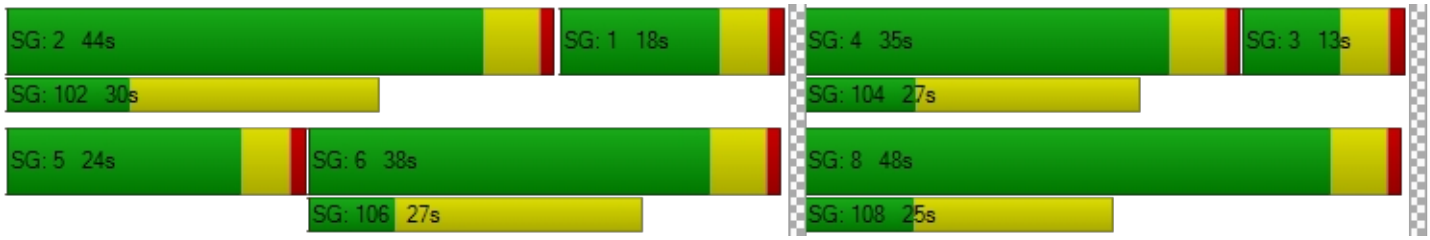
d_M, Delay for Movement [s/veh]	21.38	28.94	29.00	52.92	23.42	0.00	0.00	43.41	48.35	61.15	28.43	28.54
Movement LOS	C	C	C	D	C			D	D	E	C	C
d_A, Approach Delay [s/veh]	28.05			29.10			43.80			31.60		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	33.93											
Intersection LOS	C											
Intersection V/C	0.707											

Other Modes

g_Walk,mi, Effective Walk Time [s]	13.0	13.0	11.0	14.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	2859.29	0.00	728.65	9402.93
d_p, Pedestrian Delay [s]	42.77	42.77	44.55	41.89
l_p,int, Pedestrian LOS Score for Intersection	2.821	2.867	2.996	3.091
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	700	591	536	773
d_b, Bicycle Delay [s]	23.25	27.32	29.47	20.73
l_b,int, Bicycle LOS Score for Intersection	2.509	2.189	2.258	2.150
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 41: SW 185th Avenue/Goodwill Access

Control Type:	Two-way stop	Delay (sec / veh):	32.7
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.250

Intersection Setup

Name	SW 185th Avenue		SW 185th Avenue		Goodwill Access	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	10.00	12.00	12.00	12.00	15.00	15.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	100.00	0.00	0.00
Speed [mph]	40.00		40.00		30.00	
Grade [%]	0.00		0.00		9.00	
Crosswalk	No		No		Yes	

Volumes

Name	SW 185th Avenue		SW 185th Avenue		Goodwill Access	
Base Volume Input [veh/h]	21	1105	784	37	43	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	5.00	4.00	5.00	3.00	0.00	5.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	1105	784	37	43	38
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	276	196	9	11	10
Total Analysis Volume [veh/h]	21	1105	784	37	43	38
Pedestrian Volume [ped/h]	0		0		2	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	1

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.01	0.01	0.00	0.25	0.07
d_M, Delay for Movement [s/veh]	9.73	0.00	0.00	0.00	32.69	18.68
Movement LOS	A	A	A	A	D	C
95th-Percentile Queue Length [veh/ln]	0.08	0.00	0.00	0.00	1.40	1.40
95th-Percentile Queue Length [ft/ln]	2.07	0.00	0.00	0.00	35.12	35.12
d_A, Approach Delay [s/veh]	0.18		0.00		26.12	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	1.14					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 2: SW 185th Avenue/SW Stepping Stone Drive

Control Type:	Signalized	Delay (sec / veh):	3.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.410

Intersection Setup

Name	SW 185th Avenue		SW 185th Avenue		Stepping Stone Drive	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	300.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	300.00	0.00	0.00
Speed [mph]	45.00		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	SW 185th Avenue		SW 185th Avenue		Stepping Stone Drive	
Base Volume Input [veh/h]	1012	166	0	0	0	107
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.00	3.00	2.00	5.00	2.00	9.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	75
Total Hourly Volume [veh/h]	1012	166	0	0	0	32
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	253	42	0	0	0	8
Total Analysis Volume [veh/h]	1012	166	0	0	0	32
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street [	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor stree	1		0		2	
v_ci, Inbound Pedestrian Volume crossing minor street [	2		0		1	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	2		1		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	55
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	25.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	2	0	0	6	0	8
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	10	0	0	10	0	5
Maximum Green [s]	40	0	0	40	0	15
Amber [s]	4.5	0.0	0.0	4.5	0.0	4.0
All red [s]	1.0	0.0	0.0	1.0	0.0	0.5
Split [s]	38	0	0	38	0	17
Vehicle Extension [s]	3.0	0.0	0.0	3.0	0.0	2.0
Walk [s]	7	0	0	7	0	0
Pedestrian Clearance [s]	11	0	0	11	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No		No
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	0.0	2.0
I2, Clearance Lost Time [s]	3.5	0.0	0.0	3.5	0.0	2.5
Minimum Recall	Yes			No		No
Maximum Recall	No			No		No
Pedestrian Recall	No			No		No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	R
C, Cycle Length [s]	55	55	55	55
L, Total Lost Time per Cycle [s]	5.50	5.50	5.50	4.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	3.50	2.50
g_i, Effective Green Time [s]	43	43	43	2
g / C, Green / Cycle	0.78	0.78	0.78	0.04
(v / s)_i Volume / Saturation Flow Rate	0.32	0.34	0.00	0.01
s, saturation flow rate [veh/h]	1840	1741	3475	2655
c, Capacity [veh/h]	1437	1360	2715	99
d1, Uniform Delay [s]	1.94	1.99	0.00	25.84
k, delay calibration	0.50	0.50	0.50	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.87	1.01	0.00	0.70
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.41	0.43	0.00	0.32
d, Delay for Lane Group [s/veh]	2.81	3.00	0.00	26.54
Lane Group LOS	A	A	A	C
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.35	0.38	0.00	0.20
50th-Percentile Queue Length [ft/ln]	8.67	9.54	0.00	5.04
95th-Percentile Queue Length [veh/ln]	0.62	0.69	0.00	0.36
95th-Percentile Queue Length [ft/ln]	15.61	17.17	0.00	9.07

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	2.89	3.00	0.00	0.00	0.00	26.54
Movement LOS	A	A		A		C
d_A, Approach Delay [s/veh]	2.90		0.00		26.54	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	3.53					
Intersection LOS	A					
Intersection V/C	0.410					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	3383.94
d_p, Pedestrian Delay [s]	0.00	0.00	17.62
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.108
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1181	1181	454
d_b, Bicycle Delay [s]	4.62	4.62	16.44
I_b,int, Bicycle LOS Score for Intersection	2.531	1.560	1.560
Bicycle LOS	B	A	A

Sequence

Ring 1	2	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 3: Apartment Access/Nursery Access/SW Stepping Stone Drive

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.012

Intersection Setup

Name	Nursery Access			Apartment Access			Stepping Stone Drive			Stepping Stone Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	14.00	14.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	Nursery Access			Apartment Access			Stepping Stone Drive			Stepping Stone Drive		
Base Volume Input [veh/h]	0	0	0	0	0	12	0	166	0	0	96	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	10.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	12	0	166	0	0	96	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	3	0	42	0	0	24	3
Total Analysis Volume [veh/h]	0	0	0	0	0	12	0	166	0	0	96	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	8.73	0.00	0.00	8.61	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			A			A		A	A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.90	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.73			8.61			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.36											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 4: SW 185th Avenue/SW Alderwood Drive/New Collector

Control Type:	Two-way stop	Delay (sec / veh):	33.9
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.053

Intersection Setup

Name	SW 185th Avenue		SW 185th Avenue		SW Alderwood	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	95.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	SW 185th Avenue		SW 185th Avenue		SW Alderwood	
Base Volume Input [veh/h]	1	1148	832	3	7	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	100.00	4.00	5.00	100.00	0.00	100.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1148	832	3	7	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	287	208	1	2	0
Total Analysis Volume [veh/h]	1	1148	832	3	7	1
Pedestrian Volume [ped/h]	0		0		1	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.05	0.00
d_M, Delay for Movement [s/veh]	14.34	0.00	0.00	0.00	33.94	16.03
Movement LOS	B	A	A	A	D	C
95th-Percentile Queue Length [veh/ln]	0.01	0.00	0.00	0.00	0.18	0.18
95th-Percentile Queue Length [ft/ln]	0.19	0.00	0.00	0.00	4.44	4.44
d_A, Approach Delay [s/veh]	0.01		0.00		31.70	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	0.13					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 5: SW 185th Avenue/SW Longacre Street

Control Type:	Two-way stop	Delay (sec / veh):	52.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.026

Intersection Setup

Name	SW 185th Avenue			SW 185th Avenue			SW Longacre Street			SW Longacre Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	115.00	100.00	100.00	80.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	SW 185th Avenue			SW 185th Avenue			SW Longacre Street			SW Longacre Street		
Base Volume Input [veh/h]	3	1123	2	8	814	11	2	0	3	2	0	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	33.00	4.00	50.00	12.00	5.00	0.00	0.00	0.00	33.00	0.00	0.00	9.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	1123	2	8	814	11	2	0	3	2	0	24
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	281	1	2	204	3	1	0	1	1	0	6
Total Analysis Volume [veh/h]	3	1123	2	8	814	11	2	0	3	2	0	24
Pedestrian Volume [ped/h]	0			0			1			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.01	0.01	0.00	0.02	0.00	0.01	0.03	0.00	0.05
d_M, Delay for Movement [s/veh]	10.75	0.00	0.00	11.50	0.00	0.00	43.70	63.37	12.62	52.79	64.14	13.90
Movement LOS	B	A	A	B	A	A	E	F	B	F	F	B
95th-Percentile Queue Length [veh/ln]	0.01	0.00	0.00	0.04	0.00	0.00	0.08	0.08	0.08	0.26	0.26	0.26
95th-Percentile Queue Length [ft/ln]	0.36	0.00	0.00	1.08	0.00	0.00	2.09	2.09	2.09	6.43	6.43	6.43
d_A, Approach Delay [s/veh]	0.03			0.11			25.05			16.89		
Approach LOS	A			A			D			C		
d_I, Intersection Delay [s/veh]	0.35											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 6: W Baseline Road/SW Stepping Stone Drive

Control Type:	Two-way stop	Delay (sec / veh):	18.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.372

Intersection Setup

Name	Stepping Stone Drive			Storage			W Baseline Road			W Baseline Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Stepping Stone Drive			Storage			W Baseline Road			W Baseline Road		
Base Volume Input [veh/h]	0	0	164	0	0	2	4	1208	105	0	713	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	0.00	2.00	50.00	25.00	2.00	9.00	2.00	2.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	164	0	0	2	4	1208	105	0	713	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	41	0	0	1	1	302	26	0	178	0
Total Analysis Volume [veh/h]	0	0	164	0	0	2	4	1208	105	0	713	1
Pedestrian Volume [ped/h]	1			2			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane		No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.37	0.00	0.00	0.00	0.01	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	17.96	55.03	0.00	11.99	9.88	0.00	0.00	0.00	0.00	0.00
Movement LOS			C	F		B	A	A	A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	1.75	0.01	0.00	0.01	0.02	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	43.79	0.29	0.00	0.29	0.41	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	17.96			11.99			0.03			0.00		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	1.37											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 7: W Baseline Road/New Collector Street

Control Type:	Two-way stop	Delay (sec / veh):	34.5
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.008

Intersection Setup

Name	New Collector Street			Auto Co			W Baseline Road			W Baseline Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	14.00	12.00	12.00	14.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	New Collector Street			Auto Co			W Baseline Road			W Baseline Road		
Base Volume Input [veh/h]	0	0	0	1	0	5	6	1367	0	0	708	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	100.00	0.00	40.00	0.00	2.00	0.00	0.00	2.00	25.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1	0	5	6	1367	0	0	708	4
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	1	2	342	0	0	177	1
Total Analysis Volume [veh/h]	0	0	0	1	0	5	6	1367	0	0	708	4
Pedestrian Volume [ped/h]	1			2			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	Yes	Yes		
Number of Storage Spaces in Median	1	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.01	0.01	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	33.28	28.94	14.11	34.55	29.03	11.86	9.06	0.00	0.00	12.09	0.00	0.00
Movement LOS	D	D	B	D	D	B	A	A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.05	0.05	0.05	0.02	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	1.33	1.33	1.33	0.51	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	25.45			15.64			0.04			0.00		
Approach LOS	D			C			A			A		
d_I, Intersection Delay [s/veh]	0.07											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 8: SW 179th Avenue/W Baseline Road

Control Type:	Two-way stop	Delay (sec / veh):	36.6
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.136

Intersection Setup

Name	SW 179th Avenue			Fitness			W Baseline Road			W Baseline Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	14.00	12.00	12.00	14.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	SW 179th Avenue			Fitness			W Baseline Road			W Baseline Road		
Base Volume Input [veh/h]	18	0	1	1	0	0	0	1353	8	3	694	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	100.00	100.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	100.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	0	1	1	0	0	0	1353	8	3	694	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	0	0	0	0	0	0	338	2	1	174	0
Total Analysis Volume [veh/h]	18	0	1	1	0	0	0	1353	8	3	694	1
Pedestrian Volume [ped/h]	1			3			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	1	0	0	0
Two-Stage Gap Acceptance	Yes	Yes		
Number of Storage Spaces in Median	1	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.00	0.00	0.01	0.00	0.00	0.00	0.01	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	36.60	32.59	25.23	33.96	28.75	10.77	8.98	0.00	0.00	12.09	0.00	0.00
Movement LOS	E	D	D	D	D	B	A	A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	0.49	0.49	0.49	0.02	0.02	0.02	0.00	0.00	0.00	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	12.17	12.17	12.17	0.60	0.60	0.60	0.00	0.00	0.00	0.44	0.00	0.00
d_A, Approach Delay [s/veh]	36.00			33.96			0.00			0.05		
Approach LOS	E			D			A			A		
d_I, Intersection Delay [s/veh]	0.36											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 1: SW 185th Avenue/W Baseline Road

Control Type:	Signalized	Delay (sec / veh):	56.0
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.813

Intersection Setup

Name	SW 185th Avenue			SW 185th Avenue			W Baseline Road			W Baseline Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	15.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	1	0	0
Entry Pocket Length [ft]	115.00	100.00	600.00	150.00	100.00	250.00	100.00	100.00	100.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SW 185th Avenue			SW 185th Avenue			W Baseline Road			W Baseline Road		
Base Volume Input [veh/h]	148	854	22	189	1099	411	0	877	211	174	1001	193
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	3.00	0.00	1.00	2.00	3.00	2.00	1.00	0.00	1.00	1.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	21	0	0	0
Total Hourly Volume [veh/h]	148	854	22	189	1099	411	0	877	190	174	1001	193
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	214	6	47	275	103	0	219	48	44	250	48
Total Analysis Volume [veh/h]	148	854	22	189	1099	411	0	877	190	174	1001	193
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	5			1			4			1		
v_di, Inbound Pedestrian Volume crossing major street [	4			1			5			1		
v_co, Outbound Pedestrian Volume crossing minor stree	0			7			8			1		
v_ci, Inbound Pedestrian Volume crossing minor street [	1			8			7			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	1			3			6			3		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	10.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	ProtPer	Permis	Permis	ProtPer	Permis	Unsign	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	5	2	0	1	6	0	0	4	0	3	8	0
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lead	-	-	-	-	-	Lag	-	-
Minimum Green [s]	5	15	0	5	15	0	0	10	0	5	10	0
Maximum Green [s]	20	40	0	20	45	0	0	25	0	20	40	0
Amber [s]	4.0	4.5	0.0	4.0	4.5	0.0	0.0	4.5	0.0	4.0	4.5	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Split [s]	20	49	0	30	59	0	0	32	0	19	51	0
Vehicle Extension [s]	2.3	3.1	0.0	2.8	3.1	0.0	0.0	3.1	0.0	2.4	4.0	0.0
Walk [s]	0	10	0	0	7	0	0	9	0	0	9	0
Pedestrian Clearance [s]	0	20	0	0	20	0	0	18	0	0	16	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	3.5	0.0	3.0	3.5	0.0	0.0	3.5	0.0	3.0	3.5	0.0
Minimum Recall	No	Yes		No	Yes			No		No	No	
Maximum Recall	No	No		No	No			No		No	No	
Pedestrian Recall	No	No		No	No			No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	L	C	C
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	5.25	5.50	5.50	5.50	5.50	5.50	5.50	5.00	5.50	5.50
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	3.50	3.50	0.00	3.50	3.50	3.50	3.00	3.50	3.50
g_i, Effective Green Time [s]	56	56	56	59	59	26	26	15	47	47
g / C, Green / Cycle	0.43	0.43	0.43	0.46	0.46	0.20	0.20	0.12	0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.18	0.26	0.26	0.21	0.34	0.20	0.21	0.09	0.32	0.33
s, saturation flow rate [veh/h]	826	1709	1692	885	3279	3589	1691	1867	1885	1771
c, Capacity [veh/h]	236	732	725	357	1498	732	345	221	680	638
d1, Uniform Delay [s]	51.67	28.59	28.60	25.36	28.85	51.39	51.75	55.74	39.34	39.62
k, delay calibration	0.50	0.50	0.50	0.49	0.50	0.11	0.43	0.10	0.33	0.34
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.54	3.68	3.73	5.55	3.29	14.99	124.45	5.76	14.39	17.82
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.63	0.60	0.60	0.53	0.73	0.97	1.03	0.79	0.90	0.91
d, Delay for Lane Group [s/veh]	64.21	32.27	32.32	30.90	32.14	66.38	176.20	61.49	53.72	57.44
Lane Group LOS	E	C	C	C	C	E	F	E	D	E
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.61	11.00	10.91	4.02	14.12	12.70	22.82	5.78	20.37	20.12
50th-Percentile Queue Length [ft/ln]	90.31	274.99	272.84	100.52	353.11	317.38	570.51	144.44	509.32	502.95
95th-Percentile Queue Length [veh/ln]	6.50	16.44	16.33	7.24	20.29	18.54	31.22	9.72	27.78	27.47
95th-Percentile Queue Length [ft/ln]	162.57	410.97	408.28	180.93	507.19	463.46	780.41	242.99	694.38	686.84

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	64.21	32.30	32.32	30.90	32.14	0.00	0.00	87.12	176.20	61.49	55.17	57.44
Movement LOS	E	C	C	C	C			F	F	E	E	E
d_A, Approach Delay [s/veh]	36.91			31.96			102.99			56.30		
Approach LOS	D			C			F			E		
d_I, Intersection Delay [s/veh]	56.01											
Intersection LOS	E											
Intersection V/C	0.813											

Other Modes

g_Walk,mi, Effective Walk Time [s]	13.0	13.0	11.0	14.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	621.02	3061.35	426.76	8305.45
d_p, Pedestrian Delay [s]	52.65	52.65	54.47	51.75
I_p,int, Pedestrian LOS Score for Intersection	2.968	2.975	3.098	3.160
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	669	823	408	700
d_b, Bicycle Delay [s]	28.79	22.54	41.33	27.50
I_b,int, Bicycle LOS Score for Intersection	2.404	2.622	2.158	2.688
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 41: SW 185th Avenue/Goodwill Access

Control Type:	Two-way stop	Delay (sec / veh):	238.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.637

Intersection Setup

Name	SW 185th Avenue		SW 185th Avenue		Goodwill Access	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	10.00	12.00	12.00	12.00	15.00	15.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	100.00	0.00	0.00
Speed [mph]	40.00		40.00		30.00	
Grade [%]	0.00		0.00		9.00	
Crosswalk	No		No		Yes	

Volumes

Name	SW 185th Avenue		SW 185th Avenue		Goodwill Access	
Base Volume Input [veh/h]	53	981	1383	96	45	100
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	1.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	53	981	1383	96	45	100
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	245	346	24	11	25
Total Analysis Volume [veh/h]	53	981	1383	96	45	100
Pedestrian Volume [ped/h]	0		0		5	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	1

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.01	0.01	0.00	0.64	0.33
d_M, Delay for Movement [s/veh]	13.91	0.00	0.00	0.00	237.98	199.07
Movement LOS	B	A	A	A	F	F
95th-Percentile Queue Length [veh/ln]	0.39	0.00	0.00	0.00	13.75	13.75
95th-Percentile Queue Length [ft/ln]	9.82	0.00	0.00	0.00	343.68	343.68
d_A, Approach Delay [s/veh]	0.71		0.00		211.14	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	11.80					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 2: SW 185th Avenue/SW Stepping Stone Drive

Control Type:	Signalized	Delay (sec / veh):	4.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.352

Intersection Setup

Name	SW 185th Avenue		SW 185th Avenue		Stepping Stone Drive	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	300.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	300.00	0.00	0.00
Speed [mph]	45.00		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	SW 185th Avenue		SW 185th Avenue		Stepping Stone Drive	
Base Volume Input [veh/h]	887	132	0	0	0	145
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	2.00	1.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	84
Total Hourly Volume [veh/h]	887	132	0	0	0	61
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	222	33	0	0	0	15
Total Analysis Volume [veh/h]	887	132	0	0	0	61
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street [	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor stree	1		0		1	
v_ci, Inbound Pedestrian Volume crossing minor street [	1		0		1	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	2		2		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	65
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	54.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	2	0	0	6	0	8
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	10	0	0	10	0	5
Maximum Green [s]	40	0	0	40	0	15
Amber [s]	4.5	0.0	0.0	4.5	0.0	4.0
All red [s]	1.0	0.0	0.0	1.0	0.0	0.5
Split [s]	49	0	0	49	0	16
Vehicle Extension [s]	3.0	0.0	0.0	3.0	0.0	2.0
Walk [s]	7	0	0	7	0	0
Pedestrian Clearance [s]	11	0	0	11	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No		No
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	0.0	2.0
I2, Clearance Lost Time [s]	3.5	0.0	0.0	3.5	0.0	2.5
Minimum Recall	Yes			No		No
Maximum Recall	No			No		No
Pedestrian Recall	No			No		No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	R
C, Cycle Length [s]	65	65	65	65
L, Total Lost Time per Cycle [s]	5.50	5.50	5.50	4.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	3.50	2.50
g_i, Effective Green Time [s]	52	52	52	3
g / C, Green / Cycle	0.79	0.79	0.79	0.05
(v / s)_i Volume / Saturation Flow Rate	0.27	0.29	0.00	0.02
s, saturation flow rate [veh/h]	1870	1777	3589	2813
c, Capacity [veh/h]	1481	1407	2842	152
d1, Uniform Delay [s]	1.93	1.97	0.00	29.72
k, delay calibration	0.50	0.50	0.50	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.64	0.73	0.00	0.63
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.34	0.36	0.00	0.40
d, Delay for Lane Group [s/veh]	2.57	2.70	0.00	30.35
Lane Group LOS	A	A	A	C
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.38	0.40	0.00	0.46
50th-Percentile Queue Length [ft/ln]	9.44	10.04	0.00	11.42
95th-Percentile Queue Length [veh/ln]	0.68	0.72	0.00	0.82
95th-Percentile Queue Length [ft/ln]	17.00	18.07	0.00	20.55

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	2.62	2.70	0.00	0.00	0.00	30.35
Movement LOS	A	A		A		C
d_A, Approach Delay [s/veh]	2.63		0.00		30.35	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	4.20					
Intersection LOS	A					
Intersection V/C	0.352					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	4414.91
d_p, Pedestrian Delay [s]	0.00	0.00	22.43
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.132
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1338	1338	354
d_b, Bicycle Delay [s]	3.56	3.56	22.02
l_b,int, Bicycle LOS Score for Intersection	2.400	1.560	1.560
Bicycle LOS	B	A	A

Sequence

Ring 1	2	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 3: Apartment Access/Nursery Access/SW Stepping Stone Drive

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	Nursery Access			Apartment Access			Stepping Stone Drive			Stepping Stone Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	14.00	14.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	Nursery Access			Apartment Access			Stepping Stone Drive			Stepping Stone Drive		
Base Volume Input [veh/h]	0	0	0	0	0	10	0	132	0	0	136	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	0.00	2.00	2.00	0.00	2.00	0.00	0.00	2.00	2.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	10	0	132	0	0	136	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	3	0	33	0	0	34	3
Total Analysis Volume [veh/h]	0	0	0	0	0	10	0	132	0	0	136	12
Pedestrian Volume [ped/h]	0			2			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	8.63	0.00	0.00	8.73	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			A			A		A	A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.78	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.63			8.73			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.30											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 4: SW 185th Avenue/SW Alderwood Drive/New Collector

Control Type:	Two-way stop	Delay (sec / veh):	75.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.073

Intersection Setup

Name	SW 185th Avenue		SW 185th Avenue		SW Alderwood	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	95.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	SW 185th Avenue		SW 185th Avenue		SW Alderwood	
Base Volume Input [veh/h]	1	1017	1460	8	4	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	1.00	25.00	0.00	100.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1017	1460	8	4	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	254	365	2	1	0
Total Analysis Volume [veh/h]	1	1017	1460	8	4	1
Pedestrian Volume [ped/h]	0		0		3	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.07	0.00
d_M, Delay for Movement [s/veh]	12.79	0.00	0.00	0.00	75.14	27.43
Movement LOS	B	A	A	A	F	D
95th-Percentile Queue Length [veh/ln]	0.01	0.00	0.00	0.00	0.25	0.25
95th-Percentile Queue Length [ft/ln]	0.16	0.00	0.00	0.00	6.26	6.26
d_A, Approach Delay [s/veh]	0.01		0.00		65.60	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	0.14					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 5: SW 185th Avenue/SW Longacre Street

Control Type:	Two-way stop	Delay (sec / veh):	113.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.086

Intersection Setup

Name	SW 185th Avenue			SW 185th Avenue			SW Longacre Street			SW Longacre Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	115.00	100.00	100.00	80.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	SW 185th Avenue			SW 185th Avenue			SW Longacre Street			SW Longacre Street		
Base Volume Input [veh/h]	4	996	6	17	1437	7	3	0	4	1	0	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	25.00	2.00	0.00	6.00	1.00	0.00	0.00	0.00	25.00	0.00	0.00	6.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	996	6	17	1437	7	3	0	4	1	0	18
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	249	2	4	359	2	1	0	1	0	0	5
Total Analysis Volume [veh/h]	4	996	6	17	1437	7	3	0	4	1	0	18
Pedestrian Volume [ped/h]	0			0			1			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.03	0.01	0.00	0.09	0.00	0.01	0.02	0.00	0.04
d_M, Delay for Movement [s/veh]	15.00	0.00	0.00	10.57	0.00	0.00	113.33	135.81	21.71	73.83	131.02	12.73
Movement LOS	C	A	A	B	A	A	F	F	C	F	F	B
95th-Percentile Queue Length [veh/ln]	0.03	0.00	0.00	0.08	0.00	0.00	0.32	0.32	0.32	0.17	0.17	0.17
95th-Percentile Queue Length [ft/ln]	0.83	0.00	0.00	1.97	0.00	0.00	8.08	8.08	8.08	4.33	4.33	4.33
d_A, Approach Delay [s/veh]	0.06			0.12			60.97			15.94		
Approach LOS	A			A			F			C		
d_I, Intersection Delay [s/veh]	0.39											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 6: W Baseline Road/SW Stepping Stone Drive

Control Type:	Two-way stop	Delay (sec / veh):	106.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.028

Intersection Setup

Name	Stepping Stone Drive			Storage			W Baseline Road			W Baseline Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Stepping Stone Drive			Storage			W Baseline Road			W Baseline Road		
Base Volume Input [veh/h]	0	0	132	1	0	7	4	938	145	0	1360	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	0.00	0.00	2.00	0.00	0.00	1.00	1.00	2.00	1.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	132	1	0	7	4	938	145	0	1360	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	33	0	0	2	1	235	36	0	340	1
Total Analysis Volume [veh/h]	0	0	132	1	0	7	4	938	145	0	1360	2
Pedestrian Volume [ped/h]	6			3			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane		No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.24	0.03	0.00	0.02	0.01	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	13.69	106.35	0.00	15.10	12.14	0.00	0.00	0.00	0.00	0.00
Movement LOS			B	F		C	B	A	A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.95	0.14	0.00	0.14	0.02	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	23.79	3.58	0.00	3.58	0.59	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.69			26.51			0.04			0.00		
Approach LOS	B			D			A			A		
d_I, Intersection Delay [s/veh]	0.80											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 7: W Baseline Road/New Collector Street

Control Type:	Two-way stop	Delay (sec / veh):	34.5
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.008

Intersection Setup

Name	New Collector Street			Auto Co			W Baseline Road			W Baseline Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	14.00	12.00	12.00	14.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	New Collector Street			Auto Co			W Baseline Road			W Baseline Road		
Base Volume Input [veh/h]	0	0	0	1	0	14	3	1068	0	0	1351	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1	0	14	3	1068	0	0	1351	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	4	1	267	0	0	338	1
Total Analysis Volume [veh/h]	0	0	0	1	0	14	3	1068	0	0	1351	2
Pedestrian Volume [ped/h]	6			3			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	Yes	Yes		
Number of Storage Spaces in Median	1	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.04	0.01	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	28.02	33.22	12.37	34.49	33.46	14.53	12.07	0.00	0.00	10.51	0.00	0.00
Movement LOS	D	D	B	D	D	B	B	A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.14	0.14	0.14	0.02	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	3.39	3.39	3.39	0.44	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	24.54			15.86			0.03			0.00		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	0.11											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 8: SW 179th Avenue/W Baseline Road

Control Type:	Two-way stop	Delay (sec / veh):	35.2
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.016

Intersection Setup

Name	SW 179th Avenue			Fitness			W Baseline Road			W Baseline Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	14.00	12.00	12.00	14.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	SW 179th Avenue			Fitness			W Baseline Road			W Baseline Road		
Base Volume Input [veh/h]	14	0	2	2	0	6	2	1042	18	11	1338	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	0	2	2	0	6	2	1042	18	11	1338	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	1	1	0	2	1	261	5	3	335	1
Total Analysis Volume [veh/h]	14	0	2	2	0	6	2	1042	18	11	1338	5
Pedestrian Volume [ped/h]	4			2			0			0		

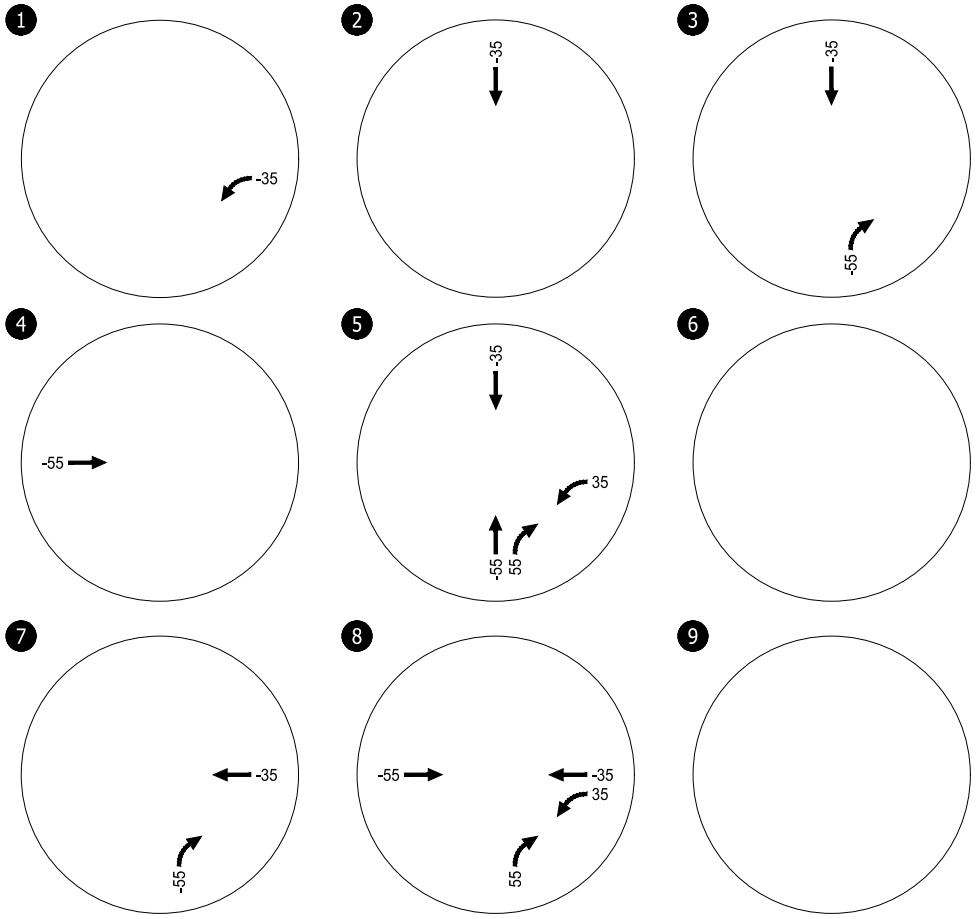
Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	1	0	0	0
Two-Stage Gap Acceptance	Yes	Yes		
Number of Storage Spaces in Median	1	1	0	0

Movement, Approach, & Intersection Results

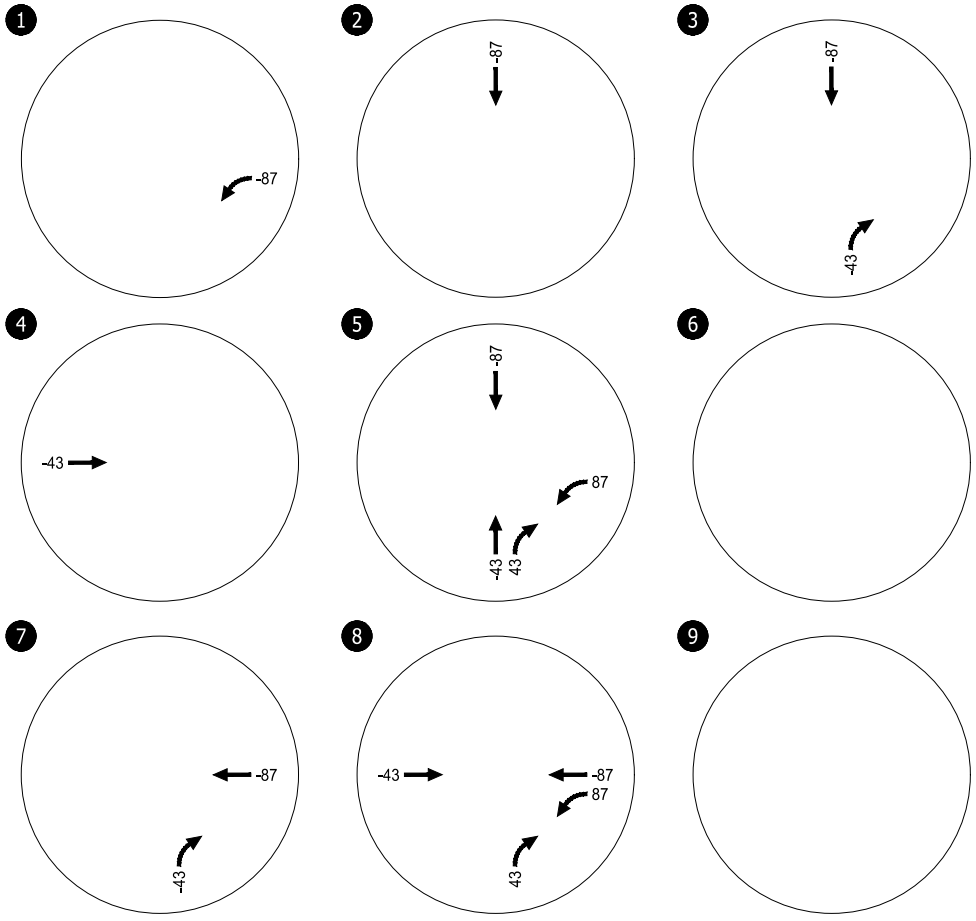
V/C, Movement V/C Ratio	0.09	0.00	0.00	0.02	0.00	0.01	0.00	0.01	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	29.67	35.40	14.38	35.15	34.09	14.43	11.98	0.00	0.00	10.55	0.00	0.00
Movement LOS	D	E	B	E	D	B	B	A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	0.30	0.30	0.30	0.10	0.10	0.10	0.01	0.00	0.00	0.05	0.00	0.00
95th-Percentile Queue Length [ft/ln]	7.56	7.56	7.56	2.43	2.43	2.43	0.29	0.00	0.00	1.27	0.00	0.00
d_A, Approach Delay [s/veh]	27.76			19.61			0.02			0.09		
Approach LOS	D			C			A			A		
d_I, Intersection Delay [s/veh]	0.30											
Intersection LOS	E											

Appendix F Year 2025 Total Traffic Conditions Analysis Worksheets



"Re-routed" Traffic Volume Estimation
Weekday AM Peak Hour
City of Beaverton

Figure
F1



"Re-routed" Traffic Volume Estimation
Weekday PM Peak Hour
City of Beaverton

Figure
F2

Intersection Level Of Service Report
Intersection 1: SW 185th Avenue/W Baseline Road

Control Type:	Signalized	Delay (sec / veh):	34.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.719

Intersection Setup

Name	SW 185th Avenue			SW 185th Avenue			W Baseline Road			W Baseline Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	15.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	1	0	0
Entry Pocket Length [ft]	115.00	100.00	600.00	150.00	100.00	250.00	100.00	100.00	100.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SW 185th Avenue			SW 185th Avenue			W Baseline Road			W Baseline Road		
Base Volume Input [veh/h]	157	1020	40	161	620	195	0	1138	140	35	511	136
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	5.00	0.00	4.00	5.00	5.00	2.00	2.00	2.00	3.00	2.00	3.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	42	0	0	0
Total Hourly Volume [veh/h]	157	1020	40	161	620	195	0	1138	98	35	511	136
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	255	10	40	155	49	0	285	25	9	128	34
Total Analysis Volume [veh/h]	157	1020	40	161	620	195	0	1138	98	35	511	136
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	2			0			1			0		
v_di, Inbound Pedestrian Volume crossing m	1			0			2			0		
v_co, Outbound Pedestrian Volume crossing	0			5			6			1		
v_ci, Inbound Pedestrian Volume crossing mi	1			6			5			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	1			1			1			2		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Unsigna	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	0	4	0	3	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	-	-	-	Lag	-	-
Minimum Green [s]	5	15	0	5	15	0	0	10	0	5	10	0
Maximum Green [s]	20	40	0	20	45	0	0	25	0	20	40	0
Amber [s]	4.0	4.5	0.0	4.0	4.5	0.0	0.0	4.5	0.0	4.0	4.5	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Split [s]	24	44	0	18	38	0	0	35	0	13	48	0
Vehicle Extension [s]	2.3	3.1	0.0	2.8	3.1	0.0	0.0	3.1	0.0	2.4	4.0	0.0
Walk [s]	0	10	0	0	7	0	0	9	0	0	9	0
Pedestrian Clearance [s]	0	20	0	0	20	0	0	18	0	0	16	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	3.5	0.0	3.0	3.5	0.0	0.0	3.5	0.0	3.0	3.5	0.0
Minimum Recall	No	Yes		No	Yes			No		No	No	
Maximum Recall	No	No		No	No			No		No	No	
Pedestrian Recall	No	No		No	No			No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	L	C	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	5.50	5.50	5.50	5.25	5.50	5.50	5.50	5.00	5.50	5.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	3.50	3.50	0.00	3.50	3.50	3.50	3.00	3.50	3.50
g_i, Effective Green Time [s]	50	50	50	49	48	29	29	3	37	37
g / C, Green / Cycle	0.46	0.46	0.46	0.44	0.44	0.26	0.26	0.03	0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.16	0.32	0.32	0.19	0.19	0.23	0.23	0.02	0.18	0.18
s, saturation flow rate [veh/h]	996	1681	1657	835	3200	3560	1787	1837	1870	1726
c, Capacity [veh/h]	440	767	756	261	1399	942	473	55	636	587
d1, Uniform Delay [s]	19.25	23.80	23.82	42.36	21.62	38.70	38.66	52.77	29.18	29.26
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.11	0.22	0.07	0.15	0.15
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.27	5.29	5.40	10.86	1.02	2.96	10.97	8.35	0.97	1.08
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.36	0.69	0.70	0.62	0.44	0.87	0.87	0.64	0.53	0.53
d, Delay for Lane Group [s/veh]	21.51	29.09	29.22	53.22	22.64	41.66	49.62	61.12	30.15	30.34
Lane Group LOS	C	C	C	D	C	D	D	E	C	C
Critical Lane Group	No	No	Yes	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.58	11.48	11.36	3.24	5.53	10.52	11.56	1.06	6.93	6.51
50th-Percentile Queue Length [ft/ln]	64.42	286.89	284.09	81.08	138.22	262.99	289.03	26.45	173.27	162.79
95th-Percentile Queue Length [veh/ln]	4.64	17.03	16.89	5.84	9.38	15.84	17.14	1.90	11.25	10.70
95th-Percentile Queue Length [ft/ln]	115.95	425.78	422.30	145.94	234.62	395.97	428.44	47.60	281.21	267.41

Movement, Approach, & Intersection Results

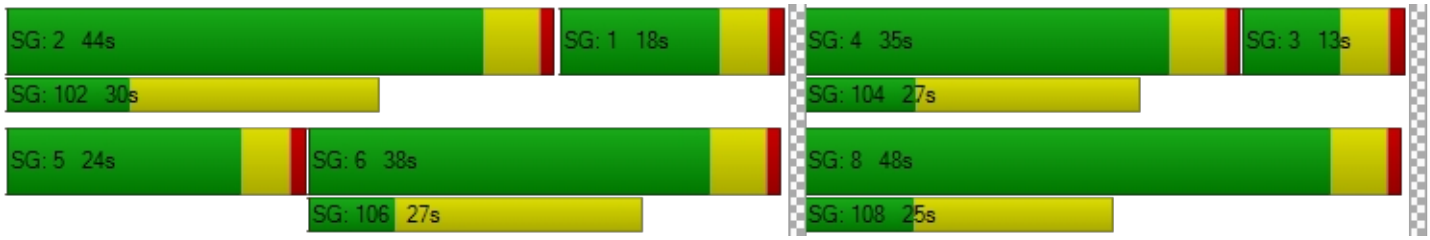
d_M, Delay for Movement [s/veh]	21.51	29.15	29.22	53.22	22.64	0.00	0.00	43.86	49.62	61.12	30.21	30.34
Movement LOS	C	C	C	D	C			D	D	E	C	C
d_A, Approach Delay [s/veh]	28.17			28.95			44.31			31.82		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	34.06											
Intersection LOS	C											
Intersection V/C	0.719											

Other Modes

g_Walk,mi, Effective Walk Time [s]	13.0	13.0	11.0	14.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	2854.20	0.00	719.27	9508.08
d_p, Pedestrian Delay [s]	42.77	42.77	44.55	41.89
l_p,int, Pedestrian LOS Score for Intersection	2.831	2.880	3.017	3.076
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	700	591	536	773
d_b, Bicycle Delay [s]	23.25	27.32	29.47	20.73
l_b,int, Bicycle LOS Score for Intersection	2.564	2.204	2.263	2.122
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 41: SW 185th Avenue/Goodwill Access

Control Type:	Two-way stop	Delay (sec / veh):	32.4
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.248

Intersection Setup

Name	SW 185th Avenue		SW 185th Avenue		Goodwill Access	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	10.00	12.00	12.00	12.00	15.00	15.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	100.00	0.00	0.00
Speed [mph]	40.00		40.00		30.00	
Grade [%]	0.00		0.00		9.00	
Crosswalk	No		No		Yes	

Volumes

Name	SW 185th Avenue		SW 185th Avenue		Goodwill Access	
Base Volume Input [veh/h]	21	1171	755	37	43	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	5.00	4.00	5.00	3.00	0.00	5.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	1171	755	37	43	38
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	293	189	9	11	10
Total Analysis Volume [veh/h]	21	1171	755	37	43	38
Pedestrian Volume [ped/h]	0		0		2	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	1

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.01	0.01	0.00	0.25	0.07
d_M, Delay for Movement [s/veh]	9.61	0.00	0.00	0.00	32.42	18.34
Movement LOS	A	A	A	A	D	C
95th-Percentile Queue Length [veh/ln]	0.08	0.00	0.00	0.00	1.39	1.39
95th-Percentile Queue Length [ft/ln]	2.02	0.00	0.00	0.00	34.63	34.63
d_A, Approach Delay [s/veh]	0.17		0.00		25.82	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	1.11					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 2: SW 185th Avenue/SW Stepping Stone Drive

Control Type:	Signalized	Delay (sec / veh):	3.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.409

Intersection Setup

Name	SW 185th Avenue		SW 185th Avenue		Stepping Stone Drive	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	300.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	300.00	0.00	0.00
Speed [mph]	45.00		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	SW 185th Avenue		SW 185th Avenue		Stepping Stone Drive	
Base Volume Input [veh/h]	1086	111	0	0	0	107
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.00	3.00	2.00	5.00	2.00	9.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	75
Total Hourly Volume [veh/h]	1086	111	0	0	0	32
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	272	28	0	0	0	8
Total Analysis Volume [veh/h]	1086	111	0	0	0	32
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	1		0		2	
v_ci, Inbound Pedestrian Volume crossing mi	2		0		1	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	2		1		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	55
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	25.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	2	0	0	6	0	8
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	10	0	0	10	0	5
Maximum Green [s]	40	0	0	40	0	15
Amber [s]	4.5	0.0	0.0	4.5	0.0	4.0
All red [s]	1.0	0.0	0.0	1.0	0.0	0.5
Split [s]	38	0	0	38	0	17
Vehicle Extension [s]	3.0	0.0	0.0	3.0	0.0	2.0
Walk [s]	7	0	0	7	0	0
Pedestrian Clearance [s]	11	0	0	11	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No		No
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	0.0	2.0
I2, Clearance Lost Time [s]	3.5	0.0	0.0	3.5	0.0	2.5
Minimum Recall	Yes			No		No
Maximum Recall	No			No		No
Pedestrian Recall	No			No		No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	R
C, Cycle Length [s]	55	55	55	55
L, Total Lost Time per Cycle [s]	5.50	5.50	5.50	4.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	3.50	2.50
g_i, Effective Green Time [s]	43	43	43	2
g / C, Green / Cycle	0.78	0.78	0.78	0.04
(v / s)_i Volume / Saturation Flow Rate	0.33	0.34	0.00	0.01
s, saturation flow rate [veh/h]	1840	1774	3475	2655
c, Capacity [veh/h]	1437	1386	2715	99
d1, Uniform Delay [s]	1.95	1.99	0.00	25.84
k, delay calibration	0.50	0.50	0.50	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.89	0.99	0.00	0.70
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.42	0.43	0.00	0.32
d, Delay for Lane Group [s/veh]	2.85	2.98	0.00	26.54
Lane Group LOS	A	A	A	C
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.36	0.38	0.00	0.20
50th-Percentile Queue Length [ft/ln]	8.91	9.50	0.00	5.04
95th-Percentile Queue Length [veh/ln]	0.64	0.68	0.00	0.36
95th-Percentile Queue Length [ft/ln]	16.04	17.09	0.00	9.07

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	2.90	2.98	0.00	0.00	0.00	26.54
Movement LOS	A	A		A		C
d_A, Approach Delay [s/veh]	2.91		0.00		26.54	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	3.53					
Intersection LOS	A					
Intersection V/C	0.409					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	3882.09
d_p, Pedestrian Delay [s]	0.00	0.00	17.62
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.090
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1181	1181	454
d_b, Bicycle Delay [s]	4.62	4.62	16.44
I_b,int, Bicycle LOS Score for Intersection	2.547	1.560	1.560
Bicycle LOS	B	A	A

Sequence

Ring 1	2	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 3: Apartment Access/Nursery Access/SW Stepping Stone Drive

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.012

Intersection Setup

Name	Nursery Access			Apartment Access			Stepping Stone Drive			Stepping Stone Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	14.00	14.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	Nursery Access			Apartment Access			Stepping Stone Drive			Stepping Stone Drive		
Base Volume Input [veh/h]	0	0	0	0	0	12	0	111	0	0	96	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	10.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	12	0	111	0	0	96	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	3	0	28	0	0	24	3
Total Analysis Volume [veh/h]	0	0	0	0	0	12	0	111	0	0	96	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	8.58	0.00	0.00	8.61	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			A			A		A	A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.90	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.58			8.61			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.45											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 4: SW 185th Avenue/SW Alderwood Drive/New Collector

Control Type:	Signalized	Delay (sec / veh):	5.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.400

Intersection Setup

Name	SW 185th Avenue			SW 185th Avenue			SW Alderwood			SW Alderwood		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	95.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SW 185th Avenue			SW 185th Avenue			SW Alderwood			SW Alderwood		
Base Volume Input [veh/h]	1	1099	71	7	797	3	7	0	1	69	0	66
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	100.00	4.00	0.00	0.00	5.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1099	71	7	797	3	7	0	1	69	0	66
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	275	18	2	199	1	2	0	0	17	0	17
Total Analysis Volume [veh/h]	1	1099	71	7	797	3	7	0	1	69	0	66
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	7			5			6			8		
v_ci, Inbound Pedestrian Volume crossing mi	8			6			5			7		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	1			1			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	5	0	0	5	0
Maximum Green [s]	0	70	0	0	70	0	0	30	0	0	30	0
Amber [s]	0.0	4.5	0.0	0.0	4.5	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0
Split [s]	0	76	0	0	76	0	0	34	0	0	34	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Walk [s]	0	7	0	0	7	0	0	9	0	0	9	0
Pedestrian Clearance [s]	0	20	0	0	20	0	0	18	0	0	18	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.5	0.0	0.0	3.5	0.0	0.0	2.5	0.0	0.0	2.5	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	L	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	5.50	5.50	5.50	5.50	5.50	5.50	4.50	4.50	4.50
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	3.50	3.50	3.50	3.50	2.50	2.50	2.50
g_i, Effective Green Time [s]	92	92	92	92	92	92	8	8	8
g / C, Green / Cycle	0.84	0.84	0.84	0.84	0.84	0.84	0.07	0.07	0.07
(v / s)_i Volume / Saturation Flow Rate	0.01	0.32	0.32	0.01	0.22	0.22	0.02	0.05	0.04
s, saturation flow rate [veh/h]	145	1840	1793	487	1825	1822	474	1439	1615
c, Capacity [veh/h]	176	1547	1507	421	1534	1532	94	100	111
d1, Uniform Delay [s]	3.19	2.06	2.07	4.08	1.79	1.79	49.73	50.31	49.75
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.04	0.04	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.06	0.72	0.74	0.07	0.41	0.41	0.14	3.15	1.92
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.01	0.38	0.38	0.02	0.26	0.26	0.09	0.69	0.60
d, Delay for Lane Group [s/veh]	3.25	2.78	2.81	4.15	2.21	2.21	49.87	53.45	51.67
Lane Group LOS	A	A	A	A	A	A	D	D	D
Critical Lane Group	No	No	Yes	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.01	1.44	1.43	0.04	0.84	0.84	0.22	1.95	1.82
50th-Percentile Queue Length [ft/ln]	0.17	36.10	35.66	1.04	21.12	21.10	5.56	48.71	45.48
95th-Percentile Queue Length [veh/ln]	0.01	2.60	2.57	0.08	1.52	1.52	0.40	3.51	3.27
95th-Percentile Queue Length [ft/ln]	0.30	64.98	64.18	1.88	38.02	37.99	10.01	87.68	81.87

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	3.25	2.79	2.81	4.15	2.21	2.21	49.87	49.87	49.87	53.45	51.67	51.67
Movement LOS	A	A	A	A	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	2.79			2.22			49.87			52.58		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	5.92											
Intersection LOS	A											
Intersection V/C	0.400											

Other Modes

g_Walk,mi, Effective Walk Time [s]	13.0	13.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	655.08	452.41
d_p, Pedestrian Delay [s]	42.77	42.77	44.55	44.55
l_p,int, Pedestrian LOS Score for Intersection	3.002	2.897	1.731	2.029
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1282	1282	536	536
d_b, Bicycle Delay [s]	7.10	7.10	29.46	29.46
l_b,int, Bicycle LOS Score for Intersection	2.526	2.225	1.573	1.782
Bicycle LOS	B	B	A	A

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 5: SW 185th Avenue/SW Longacre Street

Control Type:	Two-way stop	Delay (sec / veh):	56.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.028

Intersection Setup

Name	SW 185th Avenue			SW 185th Avenue			SW Longacre Street			SW Longacre Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	115.00	100.00	100.00	80.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	SW 185th Avenue			SW 185th Avenue			SW Longacre Street			SW Longacre Street		
Base Volume Input [veh/h]	3	1145	2	8	847	11	2	0	3	2	0	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	33.00	4.00	50.00	12.00	5.00	0.00	0.00	0.00	33.00	0.00	0.00	9.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	1145	2	8	847	11	2	0	3	2	0	24
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	286	1	2	212	3	1	0	1	1	0	6
Total Analysis Volume [veh/h]	3	1145	2	8	847	11	2	0	3	2	0	24
Pedestrian Volume [ped/h]	0			0			1			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.01	0.01	0.00	0.02	0.00	0.01	0.03	0.00	0.05
d_M, Delay for Movement [s/veh]	10.95	0.00	0.00	11.63	0.00	0.00	46.81	68.25	12.89	56.08	69.04	14.10
Movement LOS	B	A	A	B	A	A	E	F	B	F	F	B
95th-Percentile Queue Length [veh/ln]	0.01	0.00	0.00	0.04	0.00	0.00	0.09	0.09	0.09	0.27	0.27	0.27
95th-Percentile Queue Length [ft/ln]	0.37	0.00	0.00	1.11	0.00	0.00	2.23	2.23	2.23	6.67	6.67	6.67
d_A, Approach Delay [s/veh]	0.03			0.11			26.46			17.33		
Approach LOS	A			A			D			C		
d_I, Intersection Delay [s/veh]	0.35											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 6: W Baseline Road/SW Stepping Stone Drive

Control Type:	Two-way stop	Delay (sec / veh):	16.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.255

Intersection Setup

Name	Stepping Stone Drive			Storage			W Baseline Road			W Baseline Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Stepping Stone Drive			Storage			W Baseline Road			W Baseline Road		
Base Volume Input [veh/h]	0	0	111	0	0	2	4	1229	105	0	679	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	0.00	2.00	50.00	25.00	2.00	9.00	2.00	2.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	111	0	0	2	4	1229	105	0	679	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	28	0	0	1	1	307	26	0	170	0
Total Analysis Volume [veh/h]	0	0	111	0	0	2	4	1229	105	0	679	1
Pedestrian Volume [ped/h]	1			2			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane		No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.26	0.00	0.00	0.00	0.01	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	16.12	45.58	0.00	11.79	9.72	0.00	0.00	0.00	0.00	0.00
Movement LOS			C	E		B	A	A	A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	1.02	0.01	0.00	0.01	0.02	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	25.58	0.28	0.00	0.28	0.39	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	16.12			11.79			0.03			0.00		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	0.87											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 7: W Baseline Road/New Collector Street

Control Type:	Two-way stop	Delay (sec / veh):	234.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.063

Intersection Setup

Name	New Collector Street			Auto Co			W Baseline Road			W Baseline Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	14.00	12.00	12.00	14.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	New Collector Street			Auto Co			W Baseline Road			W Baseline Road		
Base Volume Input [veh/h]	3	0	176	1	0	5	6	1310	23	89	669	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	100.00	0.00	40.00	0.00	2.00	0.00	0.00	2.00	25.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	0	176	1	0	5	6	1310	23	89	669	4
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	44	0	0	1	2	328	6	22	167	1
Total Analysis Volume [veh/h]	3	0	176	1	0	5	6	1310	23	89	669	4
Pedestrian Volume [ped/h]	1			2			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	1	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.00	0.43	0.06	0.00	0.01	0.01	0.01	0.00	0.17	0.01	0.00
d_M, Delay for Movement [s/veh]	101.09	106.55	20.65	234.92	104.43	14.79	8.92	0.00	0.00	13.29	0.00	0.00
Movement LOS	F	F	C	F	F	B	A	A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	0.24	2.26	2.26	0.23	0.23	0.23	0.02	0.00	0.00	0.61	0.00	0.00
95th-Percentile Queue Length [ft/ln]	5.93	56.44	56.44	5.78	5.78	5.78	0.49	0.00	0.00	15.33	0.00	0.00
d_A, Approach Delay [s/veh]	22.00			51.48			0.04			1.55		
Approach LOS	C			F			A			A		
d_I, Intersection Delay [s/veh]	2.40											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 8: SW 179th Avenue/W Baseline Road

Control Type:	Two-way stop	Delay (sec / veh):	43.4
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.161

Intersection Setup

Name	SW 179th Avenue			Fitness			W Baseline Road			W Baseline Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	14.00	12.00	12.00	14.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	SW 179th Avenue			Fitness			W Baseline Road			W Baseline Road		
Base Volume Input [veh/h]	18	0	1	1	0	0	0	1473	8	3	743	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	100.00	100.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	100.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	0	1	1	0	0	0	1473	8	3	743	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	0	0	0	0	0	0	368	2	1	186	0
Total Analysis Volume [veh/h]	18	0	1	1	0	0	0	1473	8	3	743	1
Pedestrian Volume [ped/h]	1			3			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	1	0	0	0
Two-Stage Gap Acceptance	Yes	Yes		
Number of Storage Spaces in Median	1	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.00	0.00	0.01	0.00	0.00	0.00	0.01	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	43.40	37.66	29.08	37.74	32.10	11.04	9.15	0.00	0.00	12.88	0.00	0.00
Movement LOS	E	E	D	E	D	B	A	A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	0.59	0.59	0.59	0.03	0.03	0.03	0.00	0.00	0.00	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	14.73	14.73	14.73	0.68	0.68	0.68	0.00	0.00	0.00	0.49	0.00	0.00
d_A, Approach Delay [s/veh]	42.64			37.74			0.00			0.05		
Approach LOS	E			E			A			A		
d_I, Intersection Delay [s/veh]	0.39											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 1: SW 185th Avenue/W Baseline Road

Control Type:	Signalized	Delay (sec / veh):	61.9
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.836

Intersection Setup

Name	SW 185th Avenue			SW 185th Avenue			W Baseline Road			W Baseline Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	15.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	1	0	0
Entry Pocket Length [ft]	115.00	100.00	600.00	150.00	100.00	250.00	100.00	100.00	100.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SW 185th Avenue			SW 185th Avenue			W Baseline Road			W Baseline Road		
Base Volume Input [veh/h]	165	892	22	227	1109	411	0	896	216	87	1001	194
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	3.00	0.00	1.00	2.00	3.00	2.00	1.00	0.00	1.00	1.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	22	0	0	0
Total Hourly Volume [veh/h]	165	892	22	227	1109	411	0	896	194	87	1001	194
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	223	6	57	277	103	0	224	49	22	250	49
Total Analysis Volume [veh/h]	165	892	22	227	1109	411	0	896	194	87	1001	194
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	5			1			4			1		
v_di, Inbound Pedestrian Volume crossing m	4			1			5			1		
v_co, Outbound Pedestrian Volume crossing	0			7			8			1		
v_ci, Inbound Pedestrian Volume crossing mi	1			8			7			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	1			3			6			3		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	10.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Unsigna	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	0	4	0	3	8	0
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lead	-	-	-	-	-	Lag	-	-
Minimum Green [s]	5	15	0	5	15	0	0	10	0	5	10	0
Maximum Green [s]	20	40	0	20	45	0	0	25	0	20	40	0
Amber [s]	4.0	4.5	0.0	4.0	4.5	0.0	0.0	4.5	0.0	4.0	4.5	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Split [s]	20	49	0	30	59	0	0	32	0	19	51	0
Vehicle Extension [s]	2.3	3.1	0.0	2.8	3.1	0.0	0.0	3.1	0.0	2.4	4.0	0.0
Walk [s]	0	10	0	0	7	0	0	9	0	0	9	0
Pedestrian Clearance [s]	0	20	0	0	20	0	0	18	0	0	16	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	3.5	0.0	3.0	3.5	0.0	0.0	3.5	0.0	3.0	3.5	0.0
Minimum Recall	No	Yes		No	Yes			No		No	No	
Maximum Recall	No	No		No	No			No		No	No	
Pedestrian Recall	No	No		No	No			No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	L	C	C
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	5.25	5.50	5.50	5.50	5.50	5.50	5.50	5.00	5.50	5.50
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	3.50	3.50	0.00	3.50	3.50	3.50	3.00	3.50	3.50
g_i, Effective Green Time [s]	54	54	54	58	58	26	26	15	46	46
g / C, Green / Cycle	0.42	0.41	0.41	0.44	0.44	0.20	0.20	0.12	0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.31	0.27	0.27	0.25	0.34	0.20	0.21	0.05	0.33	0.33
s, saturation flow rate [veh/h]	529	1709	1693	919	3279	3589	1691	1867	1885	1770
c, Capacity [veh/h]	250	706	699	355	1457	731	345	215	673	632
d1, Uniform Delay [s]	50.86	30.63	30.64	28.08	30.34	51.68	51.76	53.41	39.81	40.03
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.11	0.45	0.07	0.35	0.35
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.59	4.71	4.77	8.91	3.91	26.38	155.09	0.84	17.14	20.58
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.66	0.65	0.65	0.64	0.76	0.99	1.05	0.41	0.91	0.92
d, Delay for Lane Group [s/veh]	64.45	35.34	35.41	36.99	34.25	78.05	206.85	54.25	56.96	60.61
Lane Group LOS	E	D	D	D	C	E	F	D	E	E
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.19	12.13	12.04	5.28	14.81	14.15	25.74	2.64	21.05	20.65
50th-Percentile Queue Length [ft/ln]	104.83	303.24	301.04	132.01	370.26	353.84	643.61	66.02	526.16	516.30
95th-Percentile Queue Length [veh/ln]	7.55	17.84	17.73	9.05	21.12	20.32	35.13	4.75	28.57	28.10
95th-Percentile Queue Length [ft/ln]	188.70	446.04	443.31	226.23	528.04	508.09	878.19	118.84	714.26	702.62

Movement, Approach, & Intersection Results

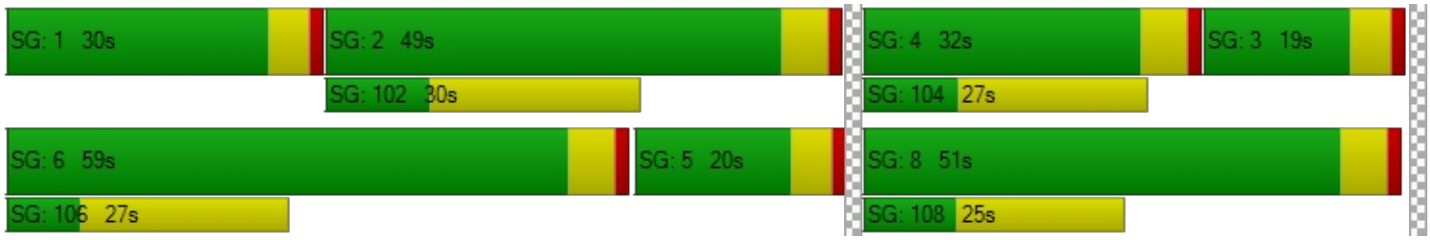
d_M, Delay for Movement [s/veh]	64.45	35.37	35.41	36.99	34.25	0.00	0.00	102.40	206.85	54.25	58.37	60.61
Movement LOS	E	D	D	D	C			F	F	D	E	E
d_A, Approach Delay [s/veh]	39.82			34.71			120.99			58.43		
Approach LOS	D			C			F			E		
d_I, Intersection Delay [s/veh]	61.86											
Intersection LOS	E											
Intersection V/C	0.836											

Other Modes

g_Walk,mi, Effective Walk Time [s]	13.0	13.0	11.0	14.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	614.16	3054.51	437.98	8228.37
d_p, Pedestrian Delay [s]	52.65	52.65	54.47	51.76
l_p,int, Pedestrian LOS Score for Intersection	2.964	2.994	3.094	3.162
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	669	823	408	700
d_b, Bicycle Delay [s]	28.79	22.54	41.33	27.51
l_b,int, Bicycle LOS Score for Intersection	2.450	2.662	2.171	2.617
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 41: SW 185th Avenue/Goodwill Access

Control Type:	Two-way stop	Delay (sec / veh):	166.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.579

Intersection Setup

Name	SW 185th Avenue		SW 185th Avenue		Goodwill Access	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	10.00	12.00	12.00	12.00	15.00	15.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	100.00	0.00	0.00
Speed [mph]	40.00		40.00		30.00	
Grade [%]	0.00		0.00		9.00	
Crosswalk	No		No		Yes	

Volumes

Name	SW 185th Avenue		SW 185th Avenue		Goodwill Access	
Base Volume Input [veh/h]	53	1031	1311	96	45	100
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	1.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	53	1031	1311	96	45	100
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	258	328	24	11	25
Total Analysis Volume [veh/h]	53	1031	1311	96	45	100
Pedestrian Volume [ped/h]	0		0		5	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	1

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.01	0.01	0.00	0.58	0.31
d_M, Delay for Movement [s/veh]	13.30	0.00	0.00	0.00	166.87	131.91
Movement LOS	B	A	A	A	F	F
95th-Percentile Queue Length [veh/ln]	0.37	0.00	0.00	0.00	11.03	11.03
95th-Percentile Queue Length [ft/ln]	9.15	0.00	0.00	0.00	275.73	275.73
d_A, Approach Delay [s/veh]	0.65		0.00		142.76	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	8.12					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 2: SW 185th Avenue/SW Stepping Stone Drive

Control Type:	Signalized	Delay (sec / veh):	4.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.350

Intersection Setup

Name	SW 185th Avenue		SW 185th Avenue		Stepping Stone Drive	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	300.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	300.00	0.00	0.00
Speed [mph]	45.00		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	SW 185th Avenue		SW 185th Avenue		Stepping Stone Drive	
Base Volume Input [veh/h]	942	89	0	0	0	145
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	2.00	1.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	84
Total Hourly Volume [veh/h]	942	89	0	0	0	61
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	236	22	0	0	0	15
Total Analysis Volume [veh/h]	942	89	0	0	0	61
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	1		0		1	
v_ci, Inbound Pedestrian Volume crossing mi	1		0		1	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	2		2		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	65
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	54.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	2	0	0	6	0	8
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	10	0	0	10	0	5
Maximum Green [s]	40	0	0	40	0	15
Amber [s]	4.5	0.0	0.0	4.5	0.0	4.0
All red [s]	1.0	0.0	0.0	1.0	0.0	0.5
Split [s]	49	0	0	49	0	16
Vehicle Extension [s]	3.0	0.0	0.0	3.0	0.0	2.0
Walk [s]	7	0	0	7	0	0
Pedestrian Clearance [s]	11	0	0	11	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No		No
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	0.0	2.0
I2, Clearance Lost Time [s]	3.5	0.0	0.0	3.5	0.0	2.5
Minimum Recall	Yes			No		No
Maximum Recall	No			No		No
Pedestrian Recall	No			No		No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	R
C, Cycle Length [s]	65	65	65	65
L, Total Lost Time per Cycle [s]	5.50	5.50	5.50	4.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	3.50	2.50
g_i, Effective Green Time [s]	52	52	52	3
g / C, Green / Cycle	0.79	0.79	0.79	0.05
(v / s)_i Volume / Saturation Flow Rate	0.28	0.29	0.00	0.02
s, saturation flow rate [veh/h]	1870	1807	3589	2813
c, Capacity [veh/h]	1481	1431	2842	152
d1, Uniform Delay [s]	1.94	1.97	0.00	29.72
k, delay calibration	0.50	0.50	0.50	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.65	0.71	0.00	0.63
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.35	0.36	0.00	0.40
d, Delay for Lane Group [s/veh]	2.59	2.67	0.00	30.35
Lane Group LOS	A	A	A	C
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.38	0.40	0.00	0.46
50th-Percentile Queue Length [ft/ln]	9.61	10.01	0.00	11.42
95th-Percentile Queue Length [veh/ln]	0.69	0.72	0.00	0.82
95th-Percentile Queue Length [ft/ln]	17.30	18.02	0.00	20.55

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	2.63	2.67	0.00	0.00	0.00	30.35
Movement LOS	A	A		A		C
d_A, Approach Delay [s/veh]	2.63		0.00		30.35	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	4.18					
Intersection LOS	A					
Intersection V/C	0.350					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	4999.18
d_p, Pedestrian Delay [s]	0.00	0.00	22.43
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.118
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1338	1338	354
d_b, Bicycle Delay [s]	3.56	3.56	22.02
l_b,int, Bicycle LOS Score for Intersection	2.410	1.560	1.560
Bicycle LOS	B	A	A

Sequence

Ring 1	2	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 3: Apartment Access/Nursery Access/SW Stepping Stone Drive

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	Nursery Access			Apartment Access			Stepping Stone Drive			Stepping Stone Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	14.00	14.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	Nursery Access			Apartment Access			Stepping Stone Drive			Stepping Stone Drive		
Base Volume Input [veh/h]	0	0	0	0	0	10	0	89	0	0	136	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	0.00	2.00	2.00	0.00	2.00	0.00	0.00	2.00	2.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	10	0	89	0	0	136	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	3	0	22	0	0	34	3
Total Analysis Volume [veh/h]	0	0	0	0	0	10	0	89	0	0	136	12
Pedestrian Volume [ped/h]	0			2			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	8.52	0.00	0.00	8.73	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			A			A		A	A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.78	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.52			8.73			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.35											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 4: SW 185th Avenue/SW Alderwood Drive/New Collector

Control Type:	Signalized	Delay (sec / veh):	7.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.475

Intersection Setup

Name	SW 185th Avenue			SW 185th Avenue			SW Alderwood			SW Alderwood		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	95.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SW 185th Avenue			SW 185th Avenue			SW Alderwood			SW Alderwood		
Base Volume Input [veh/h]	1	976	82	17	1371	8	4	0	1	114	0	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	0.00	0.00	1.00	25.00	0.00	0.00	100.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	976	82	17	1371	8	4	0	1	114	0	53
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	244	21	4	343	2	1	0	0	29	0	13
Total Analysis Volume [veh/h]	1	976	82	17	1371	8	4	0	1	114	0	53
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	11			11			12			11		
v_ci, Inbound Pedestrian Volume crossing mi	11			12			11			11		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	1			1			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	10.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	5	0	0	5	0
Maximum Green [s]	0	92	0	0	92	0	0	27	0	0	27	0
Amber [s]	0.0	4.5	0.0	0.0	4.5	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0
Split [s]	0	98	0	0	98	0	0	32	0	0	32	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Walk [s]	0	10	0	0	10	0	0	9	0	0	9	0
Pedestrian Clearance [s]	0	20	0	0	20	0	0	18	0	0	18	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.5	0.0	0.0	3.5	0.0	0.0	2.5	0.0	0.0	2.5	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	L	C
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	5.50	5.50	5.50	5.50	5.50	5.50	4.50	4.50	4.50
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	3.50	3.50	3.50	3.50	2.50	2.50	2.50
g_i, Effective Green Time [s]	107	107	107	107	107	107	13	13	13
g / C, Green / Cycle	0.83	0.83	0.83	0.83	0.83	0.83	0.10	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.00	0.29	0.29	0.03	0.37	0.37	0.01	0.08	0.03
s, saturation flow rate [veh/h]	399	1870	1808	541	1885	1880	942	1439	1615
c, Capacity [veh/h]	332	1545	1494	448	1557	1553	141	149	157
d1, Uniform Delay [s]	6.16	2.76	2.76	5.05	3.10	3.10	53.21	57.73	54.79
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.04	0.04	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.02	0.62	0.65	0.16	0.92	0.92	0.04	3.14	0.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.35	0.35	0.04	0.44	0.44	0.04	0.77	0.34
d, Delay for Lane Group [s/veh]	6.17	3.37	3.41	5.21	4.02	4.02	53.25	60.87	55.26
Lane Group LOS	A	A	A	A	A	A	D	E	E
Critical Lane Group	No	No	No	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.01	2.29	2.24	0.13	3.33	3.32	0.15	3.82	1.65
50th-Percentile Queue Length [ft/ln]	0.23	57.20	56.04	3.27	83.16	83.09	3.79	95.51	41.26
95th-Percentile Queue Length [veh/ln]	0.02	4.12	4.03	0.24	5.99	5.98	0.27	6.88	2.97
95th-Percentile Queue Length [ft/ln]	0.41	102.96	100.87	5.88	149.68	149.56	6.83	171.91	74.27

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	6.17	3.39	3.41	5.21	4.02	4.02	53.25	53.25	53.25	60.87	55.26	55.26
Movement LOS	A	A	A	A	A	A	D	D	D	E	E	E
d_A, Approach Delay [s/veh]	3.39			4.04			53.25			59.09		
Approach LOS	A			A			D			E		
d_I, Intersection Delay [s/veh]	7.37											
Intersection LOS	A											
Intersection V/C	0.475											

Other Modes

g_Walk,mi, Effective Walk Time [s]	13.0	13.0	14.0	14.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	330.26	319.08
d_p, Pedestrian Delay [s]	52.64	52.64	51.75	51.75
l_p,int, Pedestrian LOS Score for Intersection	3.223	3.032	1.738	2.066
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1423	1423	423	423
d_b, Bicycle Delay [s]	5.41	5.41	40.40	40.40
l_b,int, Bicycle LOS Score for Intersection	2.433	2.711	1.568	1.835
Bicycle LOS	B	B	A	A

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 5: SW 185th Avenue/SW Longacre Street

Control Type:	Two-way stop	Delay (sec / veh):	123.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.093

Intersection Setup

Name	SW 185th Avenue			SW 185th Avenue			SW Longacre Street			SW Longacre Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	115.00	100.00	100.00	80.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	SW 185th Avenue			SW 185th Avenue			SW Longacre Street			SW Longacre Street		
Base Volume Input [veh/h]	4	1037	6	17	1462	7	3	0	4	1	0	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	25.00	2.00	0.00	6.00	1.00	0.00	0.00	0.00	25.00	0.00	0.00	6.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	1037	6	17	1462	7	3	0	4	1	0	18
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	259	2	4	366	2	1	0	1	0	0	5
Total Analysis Volume [veh/h]	4	1037	6	17	1462	7	3	0	4	1	0	18
Pedestrian Volume [ped/h]	0			0			1			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.03	0.01	0.00	0.09	0.00	0.01	0.02	0.00	0.04
d_M, Delay for Movement [s/veh]	15.26	0.00	0.00	10.79	0.00	0.00	122.99	149.78	22.86	80.61	144.14	13.02
Movement LOS	C	A	A	B	A	A	F	F	C	F	F	B
95th-Percentile Queue Length [veh/ln]	0.03	0.00	0.00	0.08	0.00	0.00	0.35	0.35	0.35	0.18	0.18	0.18
95th-Percentile Queue Length [ft/ln]	0.85	0.00	0.00	2.05	0.00	0.00	8.76	8.76	8.76	4.58	4.58	4.58
d_A, Approach Delay [s/veh]	0.06			0.12			65.78			16.58		
Approach LOS	A			A			F			C		
d_I, Intersection Delay [s/veh]	0.40											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 6: W Baseline Road/SW Stepping Stone Drive

Control Type:	Two-way stop	Delay (sec / veh):	88.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.023

Intersection Setup

Name	Stepping Stone Drive			Storage			W Baseline Road			W Baseline Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Stepping Stone Drive			Storage			W Baseline Road			W Baseline Road		
Base Volume Input [veh/h]	0	0	89	1	0	7	4	995	145	0	1274	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	0.00	0.00	2.00	0.00	0.00	1.00	1.00	2.00	1.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	89	1	0	7	4	995	145	0	1274	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	22	0	0	2	1	249	36	0	319	1
Total Analysis Volume [veh/h]	0	0	89	1	0	7	4	995	145	0	1274	2
Pedestrian Volume [ped/h]	6			3			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane		No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.17	0.02	0.00	0.02	0.01	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	13.28	88.71	0.00	14.29	11.62	0.00	0.00	0.00	0.00	0.00
Movement LOS			B	F		B	B	A	A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.61	0.12	0.00	0.12	0.02	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	15.32	3.09	0.00	3.09	0.55	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.28			23.59			0.04			0.00		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	0.56											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 7: W Baseline Road/New Collector Street

Control Type:	Two-way stop	Delay (sec / veh):	384.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.567

Intersection Setup

Name	New Collector Street			Auto Co			W Baseline Road			W Baseline Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	14.00	12.00	12.00	14.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	New Collector Street			Auto Co			W Baseline Road			W Baseline Road		
Base Volume Input [veh/h]	11	0	141	1	0	14	3	1019	63	229	1253	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	0	141	1	0	14	3	1019	63	229	1253	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	35	0	0	4	1	255	16	57	313	1
Total Analysis Volume [veh/h]	11	0	141	1	0	14	3	1019	63	229	1253	2
Pedestrian Volume [ped/h]	6			3			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	1	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.57	0.00	0.29	0.08	0.00	0.03	0.01	0.01	0.00	0.35	0.01	0.00
d_M, Delay for Movement [s/veh]	384.80	301.51	15.51	301.04	315.70	16.93	11.49	0.00	0.00	13.64	0.00	0.00
Movement LOS	F	F	C	F	F	C	B	A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	2.47	1.23	1.23	0.38	0.38	0.38	0.02	0.00	0.00	1.64	0.00	0.00
95th-Percentile Queue Length [ft/ln]	61.80	30.66	30.66	9.59	9.59	9.59	0.41	0.00	0.00	40.95	0.00	0.00
d_A, Approach Delay [s/veh]	42.23			35.87			0.03			2.11		
Approach LOS	E			E			A			A		
d_I, Intersection Delay [s/veh]	3.70											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 8: SW 179th Avenue/W Baseline Road

Control Type:	Two-way stop	Delay (sec / veh):	41.1
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.020

Intersection Setup

Name	SW 179th Avenue			Fitness			W Baseline Road			W Baseline Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	14.00	12.00	12.00	14.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	SW 179th Avenue			Fitness			W Baseline Road			W Baseline Road		
Base Volume Input [veh/h]	14	0	2	2	0	6	2	1143	18	11	1464	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	0	2	2	0	6	2	1143	18	11	1464	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	1	1	0	2	1	286	5	3	366	1
Total Analysis Volume [veh/h]	14	0	2	2	0	6	2	1143	18	11	1464	5
Pedestrian Volume [ped/h]	2			2			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	1	0	0	0
Two-Stage Gap Acceptance	Yes	Yes		
Number of Storage Spaces in Median	1	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.00	0.00	0.02	0.00	0.02	0.00	0.01	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	33.85	40.67	15.63	41.07	38.86	15.47	12.80	0.00	0.00	11.04	0.00	0.00
Movement LOS	D	E	C	E	E	C	B	A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	0.35	0.35	0.35	0.11	0.11	0.11	0.01	0.00	0.00	0.06	0.00	0.00
95th-Percentile Queue Length [ft/ln]	8.81	8.81	8.81	2.81	2.81	2.81	0.32	0.00	0.00	1.38	0.00	0.00
d_A, Approach Delay [s/veh]	31.57			21.87			0.02			0.08		
Approach LOS	D			C			A			A		
d_I, Intersection Delay [s/veh]	0.31											
Intersection LOS	E											

Appendix G Traffic Signal Warrant Analysis Worksheet

KITTELSON & ASSOCIATES

Project #: 28161
Project Name: Panzer Nursey Redevelopment
Analyst: CSK
Analysis Date: 1/18/2023
File: H:\28\28161 - Panzer Nursery Redevelopment\excel\[28161 Panzer Signal warrant update.xlsm]Warrant Summary(70%)
Intersection: 185th/Alderwood
Scenario: Total
Data Date: 10/27/2022

Warrant Summary

Warrant	Name	Analyzed?	Met?
#1	Eight-Hour Vehicular Volume	Yes	Yes
#2	Four-Hour Vehicular volume	Yes	Yes
#3	Peak Hour	Yes	Yes
#4	Pedestrian Volume	No	-
#5	School Crossing	No	-
#6	Coordinated Signal System	No	-
#7	Crash Experience	No	-
#8	Roadway Network	No	-
#9	Intersection Near a Grade Crossing	No	-

Analysis Traffic Volumes

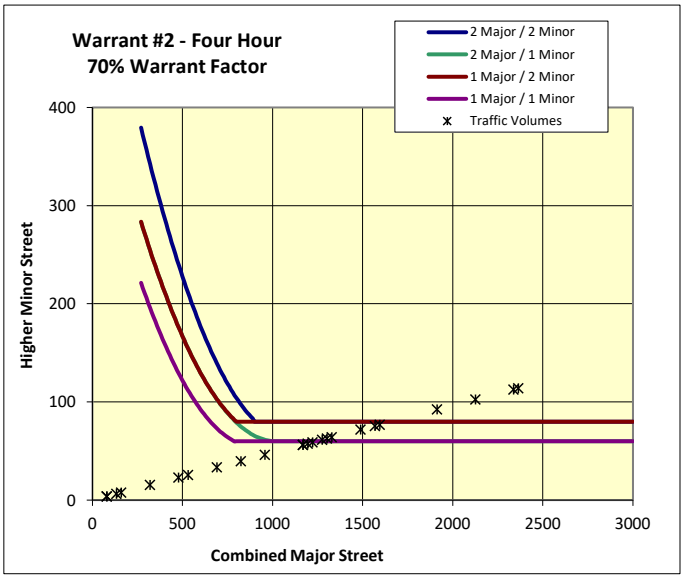
Hour		Major Street		Minor Street	
Begin	End	NB	SB	EB	WB
4:35 PM	5:35 PM	977	1388	4	114
2nd Highest Hour		966	1372	4	113
3rd Highest Hour		878	1248	4	102
4th Highest Hour		790	1123	3	92
5th Highest Hour		659	936	3	77
6th Highest Hour		648	920	3	76
7th Highest Hour		615	873	3	72
8th Highest Hour		549	780	2	64
9th Highest Hour		538	764	2	63
10th Highest Hour		527	749	2	61
11th Highest Hour		505	717	2	59
12th Highest Hour		494	702	2	58
13th Highest Hour		483	686	2	56
14th Highest Hour		483	686	2	56
15th Highest Hour		395	561	2	46
16th Highest Hour		340	483	1	40
17th Highest Hour		285	405	1	33
18th Highest Hour		220	312	1	26
19th Highest Hour		198	281	1	23
20th Highest Hour		132	187	1	15
21st Highest Hour		66	94	0	8
22nd Highest Hour		55	78	0	6
23rd Highest Hour		33	47	0	4
24th Highest Hour		33	47	0	4

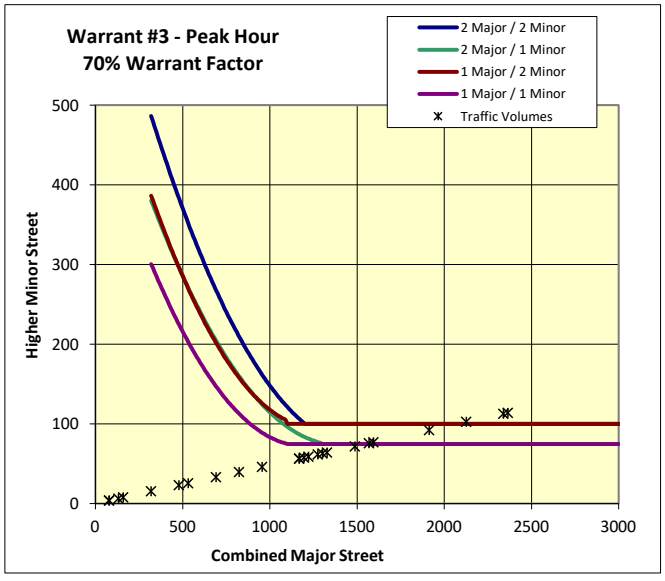
Input Parameters

Volume Adjustment Factor =	1.0
North-South Approach =	Major
East-West Approach =	Minor
Major Street Thru Lanes =	2
Minor Street Thru Lanes =	1
Speed > 40 mph?	Yes
Population < 10,000?	No
Warrant Factor	70%
Peak Hour or Daily Count?	Peak Hour
Major Street: 4th-Highest Hour / Peak Hour	81%
Major Street: 8th-Highest Hour / Peak Hour	56%
Minor Street: 4th-Highest Hour / Peak Hour	81%
Minor Street: 8th-Highest Hour / Peak Hour	56%

Warrant #1 - Eight Hour

Warrant Factor	Condition	Major Street Requirement	Minor Street Requirement	Hours That Condition Is Met	Condition for Warrant Factor Met?	Signal Warrant Met?
100%	A	600	150	0	No	**No**
	B	900	75	6	No	
80%	A	480	120	0	No	**Yes**
	B	720	60	10	Yes	
70%	A	420	105	2	No	**Yes**
	B	630	53	14	Yes	
56%	A	336	84	4	No	**Yes**
	B	504	42	15	Yes	





KITTELSON & ASSOCIATES

Project #: 28161
Project Name: Panzer Nursey Redevelopment
Analyst: CSK
Analysis Date: 1/18/2023
File: H:\28\28161 - Panzer Nursery Redevelopment\excel\[28161 Panzer Signal warrant Baseline_Collector.xlsm]War #3 - Peak HR
Intersection: Baseline/Collector
Scenario: Total
Data Date: 10/27/2022

Warrant Summary

Warrant	Name	Analyzed?	Met?
#1	Eight-Hour Vehicular Volume	Yes	No
#2	Four-Hour Vehicular volume	Yes	No
#3	Peak Hour	Yes	No
#4	Pedestrian Volume	No	-
#5	School Crossing	No	-
#6	Coordinated Signal System	No	-
#7	Crash Experience	No	-
#8	Roadway Network	No	-
#9	Intersection Near a Grade Crossing	No	-

Analysis Traffic Volumes

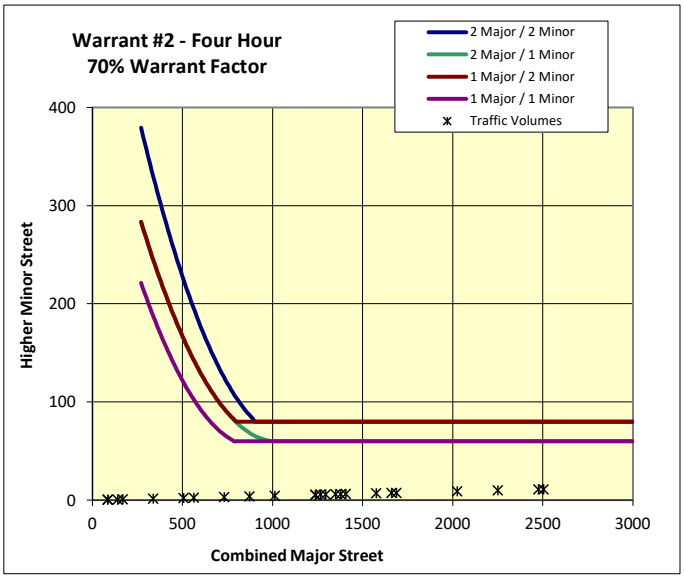
Hour		Major Street		Minor Street	
Begin	End	EB	WB	NB	SB
4:35 PM	5:35 PM	1022	1482	11	1
2nd Highest Hour		1011	1465	11	1
3rd Highest Hour		919	1332	10	1
4th Highest Hour		827	1199	9	1
5th Highest Hour		689	999	7	1
6th Highest Hour		678	982	7	1
7th Highest Hour		643	932	7	1
8th Highest Hour		574	833	6	1
9th Highest Hour		563	816	6	1
10th Highest Hour		551	799	6	1
11th Highest Hour		528	766	6	1
12th Highest Hour		517	749	6	1
13th Highest Hour		505	733	5	0
14th Highest Hour		505	733	5	0
15th Highest Hour		413	599	4	0
16th Highest Hour		356	516	4	0
17th Highest Hour		299	433	3	0
18th Highest Hour		230	333	2	0
19th Highest Hour		207	300	2	0
20th Highest Hour		138	200	1	0
21st Highest Hour		69	100	1	0
22nd Highest Hour		57	83	1	0
23rd Highest Hour		34	50	0	0
24th Highest Hour		34	50	0	0

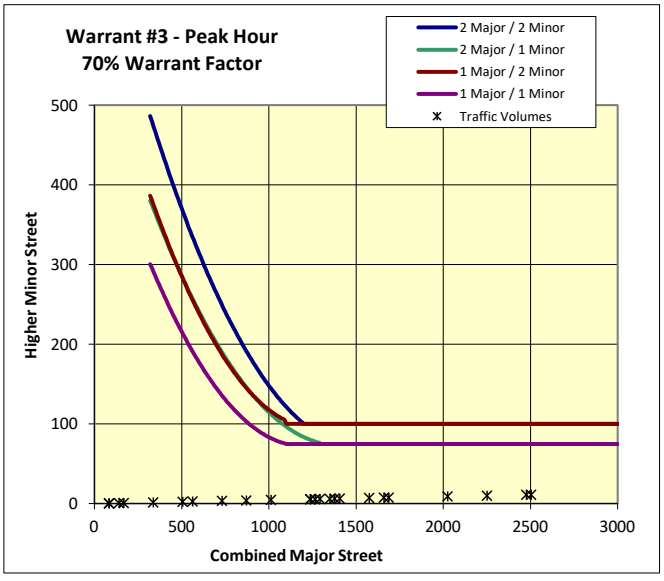
Input Parameters

Volume Adjustment Factor =	1.0
North-South Approach =	Minor
East-West Approach =	Major
Major Street Thru Lanes =	2
Minor Street Thru Lanes =	1
Speed > 40 mph?	Yes
Population < 10,000?	No
Warrant Factor	70%
Peak Hour or Daily Count?	Peak Hour
Major Street: 4th-Highest Hour / Peak Hour	81%
Major Street: 8th-Highest Hour / Peak Hour	56%
Minor Street: 4th-Highest Hour / Peak Hour	81%
Minor Street: 8th-Highest Hour / Peak Hour	56%

Warrant #1 - Eight Hour

Warrant Factor	Condition	Major Street Requirement	Minor Street Requirement	Hours That Condition Is Met	Condition for Warrant Factor Met?	Signal Warrant Met?
100%	A	600	150	0	No	**No**
	B	900	75	0	No	
80%	A	480	120	0	No	**No**
	B	720	60	0	No	
70%	A	420	105	0	No	**No**
	B	630	53	0	No	
56%	A	336	84	0	No	**No**
	B	504	42	0	No	





KITTELSON & ASSOCIATES
851 SW 6th AVENUE, SUITE 600
PORTLAND, OR 97204
P 503.228.5230 F 503.273.8169

MEMORANDUM

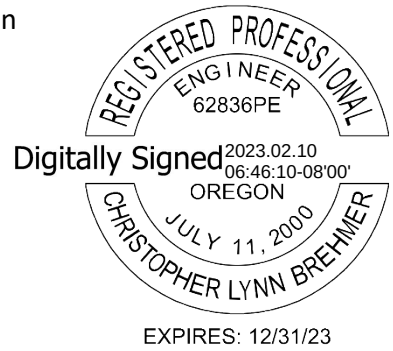
Date: February 10, 2023 Project #: 28161

To: Jabra Khasho, PE, & Kate McQuillan, AICP City of Beaverton
Jinde Zhu, PE, John Fasano, PE, Stacy Shetler, PE &
Naomi Vogel, Washington County
Pam Verdadero, TNHC Oregon, LLC
Laura Standridge, PE, Standridge, Inc.
Joseph Auth, PE City of Hillsboro

From: Julia Kuhn, PE & Chris Brehmer, PE

Project: Panzer Nursery Redevelopment

Subject: Trip Generation Update



In January 2023, we finalized the Traffic Impact Analysis (TIA) for the redevelopment of the Panzer Nursery located to the southeast of the SW 185th Avenue/W Baseline Road intersection. At the time our TIA was completed, the site plan identified a new neighborhood with 141 single family homes, 414 multi-family homes (including triplex, quadplex, 5-plex and 4-story apartments), and 16,800 square feet of ground floor retail. Subsequent to our TIA and just prior to land use submittal, updates were made to the site plan that would result in a decrease in the number of homes and a slight increase in retail uses. As such, this memo provides a comparison between the TIA trips and the updated site plan and demonstrates that the new site plan would decrease vehicular trip-making for all time periods considered and therefore a new TIA is not merited by the change.

Site Plan Updates

A revised site plan is enclosed in Attachment A. As shown, the new site plan reflects 123 single family homes, 204 apartments in four-story buildings (i.e., mid-rise apartments), 206 townhomes and low-rise apartments (modeled as "single family attached housing"), and 17,856 square feet of commercial space.

Updated Trip Generation for the Revised Site Plan

The trip generation associated with the revisions to the site plan is shown in Table 1. The trip generation estimates were prepared based on rates included in the *Trip Generation Manual*, 11th Edition (Institute of Transportation Engineers, ITE, 2021). All of the residential trip generation is based on the fitted curve equations.

Table 1. Updated Trip Generation

Land Use	ITE Code	Size	Total Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total Trips	In	Out	Total Trips	In	Out
Single Family Detached	210	123 homes	1,221	90	23	67	121	76	45
Single Family Attached	215	206 units	1,519	101	31	70	120	68	52
Mid-Rise Apartments	221	204 units	926	78	18	60	80	49	31
Retail	822	17,856 sq ft	972	42	25	17	118	59	59
Less retail pass-by (40%)			*389*	*17*	*10*	*7*	*47*	*24*	*24*
Net New Retail Trips			583	25	15	10	71	35	35
Total Proposed Site Trips			**4,638**	**311**	**97**	**214**	**439**	**252**	**187**
Total Net New Trips			**4,249**	**294**	**87**	**207**	**392**	**228**	**163**

Table 2 shows a comparison of the trips used in the TIA versus the updated site plan.

Table 2. Trip Generation Comparison

Scenario	Total Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
		Total Trips	In	Out	Total Trips	In	Out
Original TIA							
Total Proposed Site Trips	4,775	324	100	224	450	261	189
Total Net New Trips	4,409	308	90	218	406	239	167
Revised Site Plan							
Total Proposed Site Trips	4,638	311	97	214	439	252	187
Total Net New Trips	4,249	294	87	207	392	228	163
Difference between Revised Site Plan and Original TIA							
Total Proposed Site Trips	-137	-13	-3	-10	-11	-9	-2
Total Net New Trips	-160	-14	-3	-11	-14	-11	-4

As shown, the revised site plan for the new neighborhood results in a decrease in vehicular trip-making for all time periods for both total trips as well as net new trips. For this reason, we conclude that the revised site plan would not change any of the findings from our TIA and would result in a slight, but negligible, improvement in intersection operations.

Conclusions

Based on the above, we conclude that no changes in the TIA are warranted and no new mitigation measures would result from the revisions to the site plan. All of our previous conclusions and recommendations remain unchanged. Please let us know if you need any additional information.

Appendix A Updated Site Plan

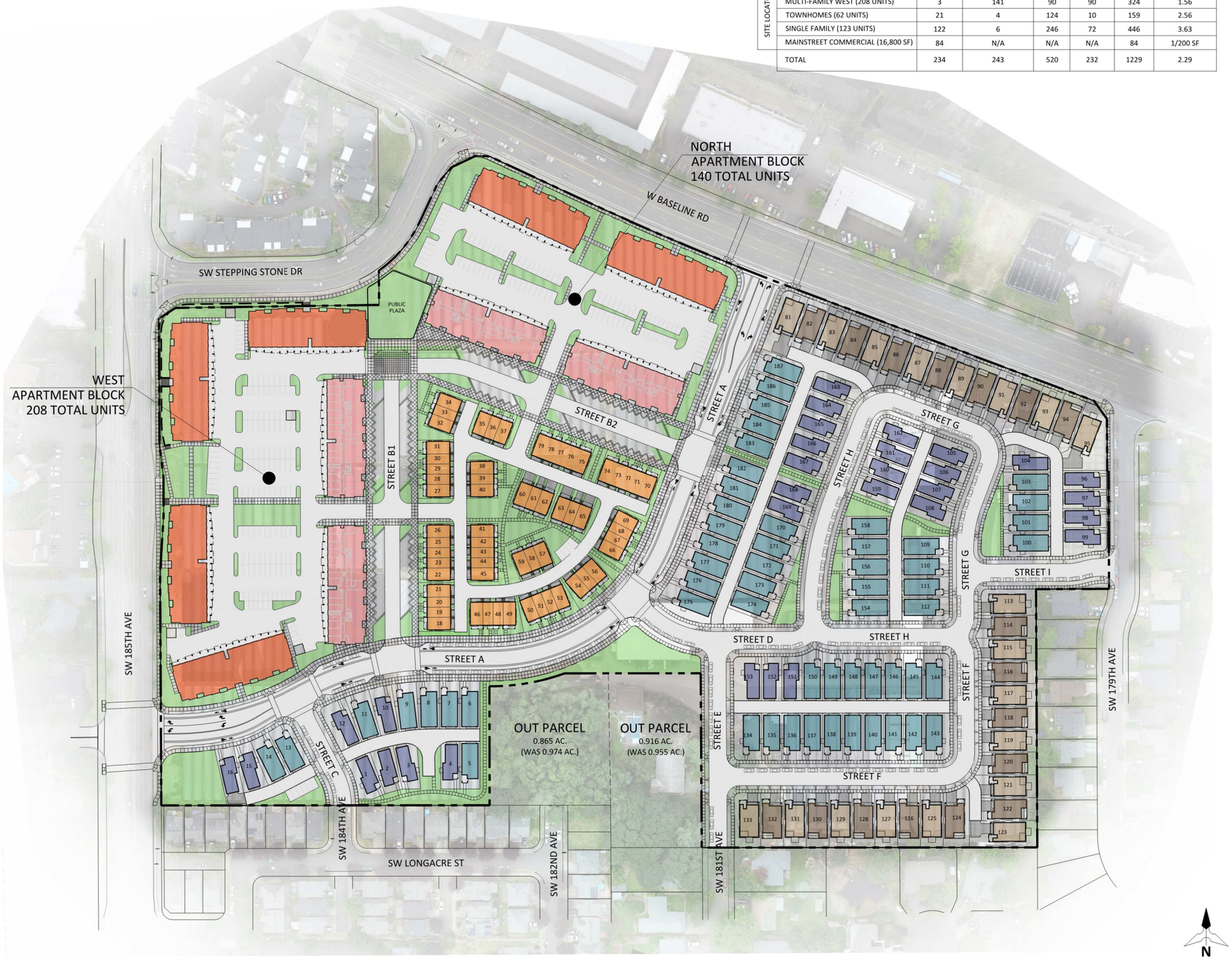
PARKING

SITE LOCATOIN	PARKING TYPE	ON-STREET	STANDARD GUEST	GARAGE	DRIVEWAY	TOTAL	RATIO PER UNIT
	MULTI-FAMILY NORTH (140 UNITS)	4	92	60	60	216	1.54
	MULTI-FAMILY WEST (208 UNITS)	3	141	90	90	324	1.56
	TOWNHOMES (62 UNITS)	21	4	124	10	159	2.56
	SINGLE FAMILY (123 UNITS)	122	6	246	72	446	3.63
	MAINSTREET COMMERCIAL (16,800 SF)	84	N/A	N/A	N/A	84	1/200 SF
	TOTAL	234	243	520	232	1229	2.29

UNIT COUNT

DESCRIPTION	# OF UNITS PER BUILDING	# OF BUILDINGS	TOTAL UNITS
FRONT LOADED SINGLE FAMILY (PLAN 3004)	1	19	19
FRONT LOADED SINGLE FAMILY (PLAN 3014)	1	17	17
ALLEY LOADED SINGLE FAMILY (PLAN 2410)	1	28	28
ALLEY LOADED SINGLE FAMILY (PLAN 2650)	1	59	59
MIXED USE MAIN STREET*	36	4	144
4 STORY APARTMENTS	34	6	204
5-PLEX ALLEY TOWNHOME (F22&E16)	5	5	25
4-PLEX ALLEY TOWNHOME (F22&E16)	4	4	16
3- PLEX ALLEY TOWNHOME (F22&E16)	3	7	21
TOTAL			533

*TOTAL COMMERCIAL RETAIL ALONG MAIN STREET IS 17,856 SF.



ZONING & DENSITY

ZONING — STATION COMMUNITY-MIXED USE

GROSS AREA——26.76 AC
LESS PUBLIC ROW——5.49 AC
LESS PRIVATE STREETS——1.67 AC
LESS ALLEYWAYS——1.40 AC
LESS PARKING DRIVE ISLES——1.23 AC
NET AREA——16.97 AC

MINIMUM DENSITY——16.97 AC @ 24 UNITS/AC——407 UNITS

MAXIMUM DENSITY——NONE

PREPARED FOR:
STANTON STREET BUILDING COMPANY, LLC.
PHONE: 503.314.0807

PREPARED BY:
STANDRIDGE
PLANNING | ENGINEERING | SURVEYING
M 703 Broadway St. Suite 610
Vancouver, WA 98660
O 360.597.9240 F 888.750.6981
WWW.STANDRIDGEINC.COM

SITE PLAN

PANZER NURSERY
WASHINGTON COUNTY, OREGON

PROJECT NO.: SSB005
DESIGN BY: CDB
REVIEWED BY: LKS
DATE: 01/03/2023

SHEET

1

SCALE: 1" = 80'
SHEET SIZE: 22x34

0 80 160

P:\SSB005-Panzer\5 Planning\Drawings\Exhibits\2022-11-18-Panzer Masterplan.dwg Jan 03, 2023 - 2:28pm

Laura Standridge

From: Julia Kuhn <jkuhn@kittelson.com>
Sent: Tuesday, August 29, 2023 1:21 PM
To: Laura Standridge
Cc: Chris Brehmer
Subject: FW: [EXTERNAL] AMP for Panzer Collector?
Attachments: Ped Recall AM.pdf; Ped Recall PM.pdf; 20 peds AM.pdf; 20 peds PM.pdf; 185th Total AM.pdf; 185th Total PM.pdf

Hi Laura
As promised, here's what Chris sent in.
Can you send us the long email/letter you got from the City yesterday?

Julia Kuhn
Senior Principal Engineer

Kittelson & Associates, Inc.
Transportation Engineering / Planning
851 SW 6th Avenue, Suite 600
Portland OR 97204
503.535.7409 (direct)
503.701.4346 (cell)

From: Chris Brehmer <CBREHMER@kittelson.com>
Sent: Tuesday, August 29, 2023 12:12 PM
To: Naomi Vogel <Naomi_Vogel@washingtoncountyor.gov>; John Fasana <John_Fasana@washingtoncountyor.gov>; Stacy A Shetler PE (stacy_shetler@co.washington.or.us) <stacy_shetler@co.washington.or.us>; Stephen Roberts <Stephen_Roberts@washingtoncountyor.gov>; Jinde Zhu <Jinde_Zhu@washingtoncountyor.gov>
Cc: Julia Kuhn <jkuhn@kittelson.com>; Fred Gast <fredwgast@gmail.com>; Pam Verdadero <pamv@stanton-street.com>; Kate McQuillan <kmcquillan@beavertonoregon.gov>; Jabra Khasho <jkhasho@beavertonoregon.gov>; Joseph.Auth <Joseph.Auth@hillsboro-oregon.gov>; Elena Sasin <esasin@beavertonoregon.gov>
Subject: RE: [EXTERNAL] AMP for Panzer Collector?

Hi Naomi/all,

Thank you for your review comments regarding the green time assumptions for the signalized intersection analysis on SW 185th Avenue.

In response, we re-visited the analysis and explored a range of pedestrian crossing timing and volume assumptions as described in the three scenarios below.

- Revision 1: Reduced the east-west "Walk" time from 9 seconds to 7 seconds and increased the Pedestrian Clearance ("Flashing Don't Walk") from 18 seconds to 26 seconds (assumes a 90-foot crossing of 185th Avenue at 3.5 feet/second walk speed).
    - The resultant change in projected queues was negligible as shown in the PM peak hour results below.
        - July 2023 Report (as submitted)

Lane Group Results

X, volume / capacity	0.00	0.35	0.35	0.04	0.44	0.44	0.04
d, Delay for Lane Group [s/veh]	6.17	3.38	3.41	5.21	4.02	4.03	53.25
Lane Group LOS	A	A	A	A	A	A	D
Critical Lane Group	No	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.01	2.29	2.24	0.13	3.33	3.32	0.15
50th-Percentile Queue Length [ft/ln]	0.23	57.22	56.05	3.27	83.18	83.11	3.79
95th-Percentile Queue Length [veh/ln]	0.02	4.12	4.04	0.24	5.99	5.98	0.27
95th-Percentile Queue Length [ft/ln]	0.41	102.99	100.90	5.88	149.72	149.60	6.83

- Revised Analysis (with updated Walk & Pedestrian Clearance)

Lane Group Results

X, volume / capacity	0.00	0.35	0.35	0.04	0.44	0.44	0.04
d, Delay for Lane Group [s/veh]	6.19	3.38	3.41	5.22	4.02	4.03	53.24
Lane Group LOS	A	A	A	A	A	A	D
Critical Lane Group	No	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.01	2.29	2.24	0.13	3.33	3.32	0.15
50th-Percentile Queue Length [ft/ln]	0.23	57.22	56.06	3.27	83.18	83.11	3.79
95th-Percentile Queue Length [veh/ln]	0.02	4.12	4.04	0.24	5.99	5.98	0.27
95th-Percentile Queue Length [ft/ln]	0.41	102.99	100.90	5.89	149.73	149.60	6.83

- Revision 2: Revision 1 *Plus* Increased East-West Crosswalk Pedestrian Volumes to 20 persons in the south crosswalk and 20 in the north crosswalk per hour (We believe this represents a conservatively high pedestrian rate considering 185th/Baseline had a total of 11 pedestrians crossing east-west today during the PM peak hour, 2 in the north crosswalk and 9 in the south crosswalk. By comparison, there were a total of 3 AM pedestrians at 185th/Baseline, all in the south crosswalk)
  - The resultant change in projected queues was about three car lengths northbound and 3-4 car lengths southbound as shown in the PM peak hour results below.
    - Revision 1 Analysis (with updated Walk & Pedestrian Clearance)

Lane Group Results

X, volume / capacity	0.00	0.35	0.35	0.04	0.44	0.44	0.04
d, Delay for Lane Group [s/veh]	6.19	3.38	3.41	5.22	4.02	4.03	53.24
Lane Group LOS	A	A	A	A	A	A	D
Critical Lane Group	No	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.01	2.29	2.24	0.13	3.33	3.32	0.15
50th-Percentile Queue Length [ft/ln]	0.23	57.22	56.06	3.27	83.18	83.11	3.79
95th-Percentile Queue Length [veh/ln]	0.02	4.12	4.04	0.24	5.99	5.98	0.27
95th-Percentile Queue Length [ft/ln]	0.41	102.99	100.90	5.89	149.73	149.60	6.83

    - Revision 1B Analysis (with updated Walk & Pedestrian Clearance plus 20 pedestrians per east-west crosswalk)

Lane Group Results

X, volume / capacity	0.00	0.37	0.37	0.04	0.47	0.47	0.03
d, Delay for Lane Group [s/veh]	9.05	5.42	5.47	7.64	6.39	6.40	47.23
Lane Group LOS	A	A	A	A	A	A	D
Critical Lane Group	No	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.01	3.79	3.71	0.17	5.51	5.50	0.14
50th-Percentile Queue Length [ft/ln]	0.29	94.72	92.69	4.26	137.74	137.61	3.54
95th-Percentile Queue Length [veh/ln]	0.02	6.82	6.67	0.31	9.36	9.35	0.25
95th-Percentile Queue Length [ft/ln]	0.52	170.50	166.84	7.66	233.97	233.80	6.37

If realized, the projected 175 foot 95th percentile northbound queue (170 rounded up) would be closer to, but not block SW Longacre Street

If realized, the projected 250 foot 95th percentile southbound queue (233 feet rounded up) would temporarily block the Willow Creek Access

- Revision 3: Revision 1 Plus Assumed East-West Crosswalk Pedestrian Recall (assume pedestrian movement served *every* cycle)
    - The resultant change in projected queues in the PM peak hour results is shown below and results in an increase in southbound queues to about 325 feet and northbound to about 250 feet. This scenario is offered for illustrative purposes but is an extreme example given County practice does not provide pedestrian recall every signal cycle.
        - Revision 1 Analysis (with updated Walk & Pedestrian Clearance)

Lane Group Results

X, volume / capacity	0.00	0.35	0.35	0.04	0.44	0.44	0.04	
d, Delay for Lane Group [s/veh]	6.19	3.38	3.41	5.22	4.02	4.03	53.24	
Lane Group LOS	A	A	A	A	A	A	D	
Critical Lane Group	No	No	No	No	No	Yes	No	
50th-Percentile Queue Length [veh/ln]	0.01	2.29	2.24	0.13	3.33	3.32	0.15	
50th-Percentile Queue Length [ft/ln]	0.23	57.22	56.06	3.27	83.18	83.11	3.79	
95th-Percentile Queue Length [veh/ln]	0.02	4.12	4.04	0.24	5.99	5.98	0.27	
95th-Percentile Queue Length [ft/ln]	0.41	102.99	100.90	5.89	149.73	149.60	6.83	

        - Revision 1C Analysis (with updated Walk & Pedestrian Clearance plus pedestrians recall on east-west crosswalk)

Lane Group Results

X, volume / capacity	0.00	0.40	0.41	0.05	0.51	0.51	0.02	
d, Delay for Lane Group [s/veh]	14.50	8.46	8.52	12.04	9.91	9.92	40.60	
Lane Group LOS	B	A	A	B	A	A	D	
Critical Lane Group	No	No	No	No	No	Yes	No	
50th-Percentile Queue Length [veh/ln]	0.02	5.47	5.35	0.23	7.97	7.96	0.13	
50th-Percentile Queue Length [ft/ln]	0.38	136.86	133.86	5.69	199.20	199.02	3.25	
95th-Percentile Queue Length [veh/ln]	0.03	9.31	9.15	0.41	12.60	12.59	0.23	
95th-Percentile Queue Length [ft/ln]	0.69	232.79	228.73	10.23	314.94	314.70	5.85	

If realized, the projected 250 foot 95th percentile northbound queue would reach but not block SW Longacre Street
If realized, the projected 325 foot 95th percentile southbound queue would temporarily block the Willow Creek Access but would not reach the Aloha Park Access

We're happy to prepare a formal memorandum documenting some or all of the results above along with an updated depiction of the projected queues but would appreciate you all first taking a review of the material above and providing some direction on what you would like to see in an additional memorandum. I don't think the pedestrian recall example above is representative of how the County would actually operate the signal but offer it for informational value to "bookend" the analysis.

The analysis worksheets are also attached so that you may review in more detail if desired.

We look forward to your feedback.

Thank you,
Chris

Chris Brehmer, PE
Senior Principal Engineer*
*OR, WA, MO and NV

Kittelson & Associates, Inc.
Transportation Engineering / Planning
503.535.7433 (direct)

From: Naomi Vogel <Naomi_Vogel@washingtoncountyor.gov>
Sent: Friday, August 25, 2023 11:29 AM
To: Julia Kuhn <jkuhn@kittelson.com>
Cc: Fred Gast <fredwgast@gmail.com>; Pam Verdadero <pamv@stanton-street.com>; Chris Brehmer <CBREHMER@kittelson.com>; Kate McQuillan <kmcquillan@beavertonoregon.gov>; Jabra Khasho <jkhasho@beavertonoregon.gov>; Joseph.Auth <Joseph.Auth@hillsboro-oregon.gov>; Jinde Zhu <Jinde_Zhu@washingtoncountyor.gov>; Stacy Shetler <Stacy_Shetler@washingtoncountyor.gov>; Stephen Roberts <Stephen_Roberts@washingtoncountyor.gov>; Elena Sasin <esasin@beavertonoregon.gov>; John Fasana <John_Fasana@washingtoncountyor.gov>
Subject: RE: [EXTERNAL] AMP for Panzer Collector?

[External Sender]

Hi Julia,

County staff reviewed the revised TIA and has the following comment:

- The study did not assume enough time (effective green time 8 seconds AM peak hour/13 seconds PM peak hour) for pedestrian crossing at the new signalized intersection for the side street (page 56 and 71 of the report).
- This will impact the queuing length on 185th.

Let us know if you want to meet to discuss.

Thank you,

Naomi Vogel | Associate Planner
Washington County Department of Land Use & Transportation
Operations and Maintenance | Urban Services
1400 SW Walnut St., MS 51 | Hillsboro, OR 97123-5625
503.846.7639 direct | 971.294.8568 cell
Naomi_Vogel@washingtoncountyor.gov | www.washingtoncountyor.gov/lut

From: Julia Kuhn <jkuhn@kittelson.com>
Sent: Monday, August 21, 2023 4:48 PM
To: Naomi Vogel <Naomi_Vogel@washingtoncountyor.gov>; Jinde Zhu <Jinde_Zhu@washingtoncountyor.gov>; Stacy Shetler <Stacy_Shetler@washingtoncountyor.gov>; Stephen Roberts <Stephen_Roberts@washingtoncountyor.gov>
Cc: Fred Gast <fredwgast@gmail.com>; Pam Verdadero <pamv@stanton-street.com>; Chris Brehmer <CBREHMER@kittelson.com>; Kate McQuillan <kmcquillan@beavertonoregon.gov>; Jabra Khasho <jkhasho@beavertonoregon.gov>; Joseph.Auth <Joseph.Auth@hillsboro-oregon.gov>
Subject: RE: [EXTERNAL] AMP for Panzer Collector?

Hi Naomi-

Intersection Level Of Service Report
Intersection 3: SW 185th Avenue/SW Alderwood Drive/New Collector

Control Type:	Signalized	Delay (sec / veh):	7.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.401

Intersection Setup

Name	SW 185th Avenue			SW 185th Avenue			SW Alderwood			SW Alderwood		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	95.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SW 185th Avenue			SW 185th Avenue			SW Alderwood			SW Alderwood		
Base Volume Input [veh/h]	1	1099	71	7	796	3	7	0	1	69	0	66
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	100.0	4.00	2.00	2.00	5.00	100.0	0.00	2.00	100.0	0.00	0.00	0.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1099	71	7	796	3	7	0	1	69	0	66
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	0	275	18	2	199	1	2	0	0	17	0	17
Total Analysis Volume [veh/h]	1	1099	71	7	796	3	7	0	1	69	0	66
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			20			20		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	20			20			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	7			5			6			8		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	8			6			5			7		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			1			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	5	0	0	5	0
Maximum Green [s]	0	70	0	0	70	0	0	30	0	0	30	0
Amber [s]	0.0	4.5	0.0	0.0	4.5	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0
Split [s]	0	76	0	0	76	0	0	34	0	0	34	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	20	0	0	20	0	0	26	0	0	26	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.5	0.0	0.0	3.5	0.0	0.0	2.5	0.0	0.0	2.5	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	L	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	5.50	5.50	5.50	5.50	5.50	5.50	4.50	4.50	4.50
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	3.50	3.50	3.50	3.50	2.50	2.50	2.50
g_i, Effective Green Time [s]	86	86	86	86	86	86	14	14	14
g / C, Green / Cycle	0.78	0.78	0.78	0.78	0.78	0.78	0.13	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.01	0.32	0.32	0.01	0.22	0.22	0.01	0.05	0.04
s, saturation flow rate [veh/h]	145	1840	1799	479	1825	1822	842	1383	1541
c, Capacity [veh/h]	165	1432	1400	374	1420	1418	171	175	202
d1, Uniform Delay [s]	5.50	3.99	3.99	7.08	3.46	3.46	43.36	44.06	43.41
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.04	0.04	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.07	0.88	0.91	0.09	0.50	0.50	0.04	0.54	0.35
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.01	0.41	0.41	0.02	0.28	0.28	0.05	0.39	0.33
d, Delay for Lane Group [s/veh]	5.57	4.87	4.90	7.18	3.96	3.96	43.41	44.60	43.75
Lane Group LOS	A	A	A	A	A	A	D	D	D
Critical Lane Group	No	No	Yes	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.01	3.16	3.11	0.06	1.85	1.85	0.21	1.77	1.67
50th-Percentile Queue Length [ft/ln]	0.23	79.10	77.78	1.54	46.24	46.19	5.14	44.34	41.65
95th-Percentile Queue Length [veh/ln]	0.02	5.70	5.60	0.11	3.33	3.33	0.37	3.19	3.00
95th-Percentile Queue Length [ft/ln]	0.41	142.39	140.01	2.78	83.23	83.15	9.26	79.81	74.97

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	5.57	4.88	4.90	7.18	3.96	3.96	43.41	43.41	43.41	44.60	43.75	43.75
Movement LOS	A	A	A	A	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	4.88			3.99			43.41			44.19		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	7.19											
Intersection LOS	A											
Intersection V/C	0.401											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	366.98	364.64	655.08	452.41
d_p, Pedestrian Delay [s]	44.55	44.55	44.55	44.55
l_p,int, Pedestrian LOS Score for Intersection	3.003	2.898	1.731	2.017
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1282	1282	536	536
d_b, Bicycle Delay [s]	7.09	7.10	29.46	29.46
l_b,int, Bicycle LOS Score for Intersection	2.526	2.225	1.573	1.782
Bicycle LOS	B	B	A	A

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 3: SW 185th Avenue/SW Alderwood Drive/New Collector

Control Type:	Signalized	Delay (sec / veh):	9.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.478

Intersection Setup

Name	SW 185th Avenue			SW 185th Avenue			SW Alderwood			SW Alderwood		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	95.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SW 185th Avenue			SW 185th Avenue			SW Alderwood			SW Alderwood		
Base Volume Input [veh/h]	1	976	82	17	1371	8	4	0	1	114	0	53
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	2.00	0.00	0.00	1.00	25.00	0.00	0.00	100.0	0.00	0.00	0.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	976	82	17	1371	8	4	0	1	114	0	53
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	0	244	21	4	343	2	1	0	0	29	0	13
Total Analysis Volume [veh/h]	1	976	82	17	1371	8	4	0	1	114	0	53
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			20			20		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	20			20			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	11			11			12			11		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	11			12			11			11		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	1			4			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	10.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	5	0	0	5	0
Maximum Green [s]	0	92	0	0	92	0	0	27	0	0	27	0
Amber [s]	0.0	4.5	0.0	0.0	4.5	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0
Split [s]	0	98	0	0	98	0	0	32	0	0	32	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Walk [s]	0	10	0	0	10	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	20	0	0	20	0	0	26	0	0	26	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.5	0.0	0.0	3.5	0.0	0.0	2.5	0.0	0.0	2.5	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	L	C
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	5.50	5.50	5.50	5.50	5.50	5.50	4.50	4.50	4.50
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	3.50	3.50	3.50	3.50	2.50	2.50	2.50
g_i, Effective Green Time [s]	100	100	100	100	100	100	20	20	20
g / C, Green / Cycle	0.77	0.77	0.77	0.77	0.77	0.77	0.15	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.00	0.29	0.29	0.03	0.37	0.37	0.01	0.08	0.03
s, saturation flow rate [veh/h]	399	1870	1808	541	1885	1880	994	1392	1550
c, Capacity [veh/h]	306	1446	1398	416	1457	1454	199	180	233
d1, Uniform Delay [s]	9.03	4.69	4.70	7.45	5.28	5.28	47.21	52.17	48.63
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.04	0.04	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.02	0.73	0.77	0.18	1.11	1.11	0.02	1.38	0.18
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.37	0.37	0.04	0.47	0.47	0.03	0.63	0.23
d, Delay for Lane Group [s/veh]	9.05	5.42	5.47	7.64	6.39	6.40	47.23	53.55	48.81
Lane Group LOS	A	A	A	A	A	A	D	D	D
Critical Lane Group	No	No	No	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.01	3.79	3.71	0.17	5.51	5.50	0.14	3.60	1.55
50th-Percentile Queue Length [ft/ln]	0.29	94.72	92.69	4.26	137.74	137.61	3.54	90.07	38.73
95th-Percentile Queue Length [veh/ln]	0.02	6.82	6.67	0.31	9.36	9.35	0.25	6.48	2.79
95th-Percentile Queue Length [ft/ln]	0.52	170.50	166.84	7.66	233.97	233.80	6.37	162.12	69.72

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	9.05	5.45	5.47	7.64	6.39	6.40	47.23	47.23	47.23	53.55	48.81	48.81
Movement LOS	A	A	A	A	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	5.45			6.41			47.23			52.05		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	9.00											
Intersection LOS	A											
Intersection V/C	0.478											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	14.0	14.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	266.59	311.81	330.22	319.03
d_p, Pedestrian Delay [s]	54.46	54.46	51.75	51.75
l_p,int, Pedestrian LOS Score for Intersection	3.224	3.034	1.738	2.052
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1423	1423	423	423
d_b, Bicycle Delay [s]	5.41	5.42	40.41	40.41
l_b,int, Bicycle LOS Score for Intersection	2.433	2.711	1.568	1.835
Bicycle LOS	B	B	A	A

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 3: SW 185th Avenue/SW Alderwood Drive/New Collector

Control Type:	Signalized	Delay (sec / veh):	12.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.400

Intersection Setup

Name	SW 185th Avenue			SW 185th Avenue			SW Alderwood			SW Alderwood		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	95.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SW 185th Avenue			SW 185th Avenue			SW Alderwood			SW Alderwood		
Base Volume Input [veh/h]	1	1099	71	7	796	3	7	0	1	69	0	66
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	100.0	4.00	2.00	2.00	5.00	100.0	0.00	2.00	100.0	0.00	0.00	0.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1099	71	7	796	3	7	0	1	69	0	66
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	0	275	18	2	199	1	2	0	0	17	0	17
Total Analysis Volume [veh/h]	1	1099	71	7	796	3	7	0	1	69	0	66
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			20			20		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	20			20			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	7			5			6			8		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	8			6			5			7		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			1			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	5	0	0	5	0
Maximum Green [s]	0	70	0	0	70	0	0	30	0	0	30	0
Amber [s]	0.0	4.5	0.0	0.0	4.5	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0
Split [s]	0	76	0	0	76	0	0	34	0	0	34	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	20	0	0	20	0	0	26	0	0	26	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.5	0.0	0.0	3.5	0.0	0.0	2.5	0.0	0.0	2.5	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	L	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	5.50	5.50	5.50	5.50	5.50	5.50	4.50	4.50	4.50
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	3.50	3.50	3.50	3.50	2.50	2.50	2.50
g_i, Effective Green Time [s]	70	70	70	70	70	70	30	30	30
g / C, Green / Cycle	0.64	0.64	0.64	0.64	0.64	0.64	0.27	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.01	0.32	0.32	0.01	0.22	0.22	0.01	0.05	0.04
s, saturation flow rate [veh/h]	145	1840	1798	479	1825	1822	1111	1410	1579
c, Capacity [veh/h]	132	1177	1150	283	1168	1166	361	366	425
d1, Uniform Delay [s]	16.43	10.51	10.53	16.71	9.14	9.14	30.34	31.09	30.65
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.04	0.04	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.10	1.54	1.58	0.16	0.80	0.80	0.01	0.09	0.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.01	0.50	0.50	0.02	0.34	0.34	0.02	0.19	0.16
d, Delay for Lane Group [s/veh]	16.54	12.05	12.11	16.87	9.94	9.94	30.35	31.18	30.71
Lane Group LOS	B	B	B	B	A	A	C	C	C
Critical Lane Group	No	No	Yes	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.02	6.97	6.85	0.11	4.06	4.06	0.17	1.45	1.36
50th-Percentile Queue Length [ft/ln]	0.42	174.19	171.16	2.65	101.52	101.41	4.26	36.19	34.08
95th-Percentile Queue Length [veh/ln]	0.03	11.30	11.14	0.19	7.31	7.30	0.31	2.61	2.45
95th-Percentile Queue Length [ft/ln]	0.76	282.41	278.44	4.77	182.73	182.53	7.67	65.14	61.35

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	16.54	12.08	12.11	16.87	9.94	9.94	30.35	30.35	30.35	31.18	30.71	30.71
Movement LOS	B	B	B	B	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	12.09			10.00			30.35			30.95		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	12.56											
Intersection LOS	B											
Intersection V/C	0.400											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	366.98	364.64	655.08	452.41
d_p, Pedestrian Delay [s]	44.55	44.55	44.55	44.55
l_p,int, Pedestrian LOS Score for Intersection	3.003	2.898	1.731	2.017
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1282	1282	536	536
d_b, Bicycle Delay [s]	7.09	7.10	29.46	29.46
l_b,int, Bicycle LOS Score for Intersection	2.526	2.225	1.573	1.782
Bicycle LOS	B	B	A	A

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 3: SW 185th Avenue/SW Alderwood Drive/New Collector

Control Type:	Signalized	Delay (sec / veh):	11.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.477

Intersection Setup

Name	SW 185th Avenue			SW 185th Avenue			SW Alderwood			SW Alderwood		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	95.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SW 185th Avenue			SW 185th Avenue			SW Alderwood			SW Alderwood		
Base Volume Input [veh/h]	1	976	82	17	1371	8	4	0	1	114	0	53
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	2.00	0.00	0.00	1.00	25.00	0.00	0.00	100.0	0.00	0.00	0.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	976	82	17	1371	8	4	0	1	114	0	53
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	0	244	21	4	343	2	1	0	0	29	0	13
Total Analysis Volume [veh/h]	1	976	82	17	1371	8	4	0	1	114	0	53
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			20			20		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	20			20			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	11			11			12			11		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	11			12			11			11		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	1			4			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	10.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	5	0	0	5	0
Maximum Green [s]	0	92	0	0	92	0	0	27	0	0	27	0
Amber [s]	0.0	4.5	0.0	0.0	4.5	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0
Split [s]	0	98	0	0	98	0	0	32	0	0	32	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Walk [s]	0	10	0	0	10	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	20	0	0	20	0	0	26	0	0	26	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.5	0.0	0.0	3.5	0.0	0.0	2.5	0.0	0.0	2.5	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	L	C
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	5.50	5.50	5.50	5.50	5.50	5.50	4.50	4.50	4.50
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	3.50	3.50	3.50	3.50	2.50	2.50	2.50
g_i, Effective Green Time [s]	92	92	92	92	92	92	27	27	27
g / C, Green / Cycle	0.71	0.71	0.71	0.71	0.71	0.71	0.21	0.21	0.21
(v / s)_i Volume / Saturation Flow Rate	0.00	0.29	0.29	0.03	0.37	0.37	0.00	0.08	0.03
s, saturation flow rate [veh/h]	399	1870	1808	541	1885	1880	1137	1401	1569
c, Capacity [veh/h]	266	1331	1287	369	1342	1339	290	286	331
d1, Uniform Delay [s]	14.48	7.55	7.57	11.81	8.49	8.50	40.59	44.58	41.80
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.04	0.04	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.03	0.91	0.95	0.24	1.42	1.42	0.01	0.33	0.08
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.40	0.41	0.05	0.51	0.51	0.02	0.40	0.16
d, Delay for Lane Group [s/veh]	14.50	8.46	8.52	12.04	9.91	9.92	40.60	44.92	41.88
Lane Group LOS	B	A	A	B	A	A	D	D	D
Critical Lane Group	No	No	No	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.02	5.47	5.35	0.23	7.97	7.96	0.13	3.26	1.42
50th-Percentile Queue Length [ft/ln]	0.38	136.86	133.86	5.69	199.20	199.02	3.25	81.55	35.57
95th-Percentile Queue Length [veh/ln]	0.03	9.31	9.15	0.41	12.60	12.59	0.23	5.87	2.56
95th-Percentile Queue Length [ft/ln]	0.69	232.79	228.73	10.23	314.94	314.70	5.85	146.79	64.02

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	14.50	8.49	8.52	12.04	9.91	9.92	40.60	40.60	40.60	44.92	41.88	41.88
Movement LOS	B	A	A	B	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	8.49			9.94			40.60			43.95		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	11.58											
Intersection LOS	B											
Intersection V/C	0.477											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	14.0	14.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	266.93	312.16	330.55	319.42
d_p, Pedestrian Delay [s]	54.40	54.40	51.69	51.69
l_p,int, Pedestrian LOS Score for Intersection	3.224	3.034	1.737	2.052
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1424	1424	423	423
d_b, Bicycle Delay [s]	5.38	5.39	40.35	40.35
l_b,int, Bicycle LOS Score for Intersection	2.433	2.711	1.568	1.835
Bicycle LOS	B	B	A	A

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 1: SW 185th Avenue/Aloha Park Access

Control Type:	Two-way stop	Delay (sec / veh):	33.3
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.046

Intersection Setup

Name	SW 185th Avenue		SW 185th Avenue			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	SW 185th Avenue		SW 185th Avenue			
Base Volume Input [veh/h]	4	1172	794	6	6	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	4.00	5.00	0.00	0.00	10.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	1172	794	6	6	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	293	199	2	2	3
Total Analysis Volume [veh/h]	4	1172	794	6	6	10
Pedestrian Volume [ped/h]	0		0		10	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.05	0.02
d_M, Delay for Movement [s/veh]	9.43	0.00	0.00	0.00	33.31	12.35
Movement LOS	A	A	A	A	D	B
95th-Percentile Queue Length [veh/ln]	0.01	0.00	0.00	0.00	0.20	0.20
95th-Percentile Queue Length [ft/ln]	0.37	0.00	0.00	0.00	5.06	5.06
d_A, Approach Delay [s/veh]	0.03		0.00		20.21	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.18					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 2: SW 185th Avenue/Willow Creek Apt Access

Control Type:	Two-way stop	Delay (sec / veh):	32.9
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.045

Intersection Setup

Name	SW 185th Avenue		SW 185th Avenue			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	SW 185th Avenue		SW 185th Avenue			
Base Volume Input [veh/h]	2	1170	800	3	6	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	4.00	5.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	1170	800	3	6	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	293	200	1	2	2
Total Analysis Volume [veh/h]	2	1170	800	3	6	6
Pedestrian Volume [ped/h]	0		0		5	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.04	0.01
d_M, Delay for Movement [s/veh]	9.39	0.00	0.00	0.00	32.88	11.99
Movement LOS	A	A	A	A	D	B
95th-Percentile Queue Length [veh/ln]	0.01	0.00	0.00	0.00	0.17	0.17
95th-Percentile Queue Length [ft/ln]	0.18	0.00	0.00	0.00	4.35	4.35
d_A, Approach Delay [s/veh]	0.02		0.00		22.44	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.14					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 3: SW 185th Avenue/SW Alderwood Drive/New Collector

Control Type:	Signalized	Delay (sec / veh):	5.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.399

Intersection Setup

Name	SW 185th Avenue			SW 185th Avenue			SW Alderwood			SW Alderwood		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	95.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SW 185th Avenue			SW 185th Avenue			SW Alderwood			SW Alderwood		
Base Volume Input [veh/h]	1	1099	71	7	796	3	7	0	1	69	0	66
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	100.00	4.00	2.00	2.00	5.00	100.00	0.00	2.00	100.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1099	71	7	796	3	7	0	1	69	0	66
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	275	18	2	199	1	2	0	0	17	0	17
Total Analysis Volume [veh/h]	1	1099	71	7	796	3	7	0	1	69	0	66
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	7			5			6			8		
v_ci, Inbound Pedestrian Volume crossing mi	8			6			5			7		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			1			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	5	0	0	5	0
Maximum Green [s]	0	70	0	0	70	0	0	30	0	0	30	0
Amber [s]	0.0	4.5	0.0	0.0	4.5	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0
Split [s]	0	76	0	0	76	0	0	34	0	0	34	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	20	0	0	20	0	0	26	0	0	26	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.5	0.0	0.0	3.5	0.0	0.0	2.5	0.0	0.0	2.5	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	L	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	5.50	5.50	5.50	5.50	5.50	5.50	4.50	4.50	4.50
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	3.50	3.50	3.50	3.50	2.50	2.50	2.50
g_i, Effective Green Time [s]	92	92	92	92	92	92	8	8	8
g / C, Green / Cycle	0.84	0.84	0.84	0.84	0.84	0.84	0.07	0.07	0.07
(v / s)_i Volume / Saturation Flow Rate	0.01	0.32	0.32	0.01	0.22	0.22	0.02	0.05	0.04
s, saturation flow rate [veh/h]	145	1840	1799	479	1825	1822	467	1439	1615
c, Capacity [veh/h]	176	1547	1512	415	1534	1531	93	100	111
d1, Uniform Delay [s]	3.19	2.06	2.06	4.07	1.79	1.79	49.78	50.31	49.75
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.04	0.04	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.06	0.72	0.74	0.07	0.41	0.41	0.14	3.16	1.92
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.01	0.38	0.38	0.02	0.26	0.26	0.09	0.69	0.60
d, Delay for Lane Group [s/veh]	3.25	2.78	2.80	4.15	2.20	2.21	49.93	53.46	51.67
Lane Group LOS	A	A	A	A	A	A	D	D	D
Critical Lane Group	No	No	Yes	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.01	1.44	1.42	0.04	0.84	0.84	0.22	1.97	1.83
50th-Percentile Queue Length [ft/ln]	0.17	36.12	35.60	1.05	21.10	21.08	5.56	49.13	45.87
95th-Percentile Queue Length [veh/ln]	0.01	2.60	2.56	0.08	1.52	1.52	0.40	3.54	3.30
95th-Percentile Queue Length [ft/ln]	0.30	65.02	64.08	1.88	37.98	37.95	10.01	88.43	82.56

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	3.25	2.79	2.80	4.15	2.21	2.21	49.93	49.93	49.93	53.46	51.67	51.67
Movement LOS	A	A	A	A	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	2.79			2.22			49.93			52.58		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	5.92											
Intersection LOS	A											
Intersection V/C	0.399											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	655.08	452.41
d_p, Pedestrian Delay [s]	44.55	44.55	44.55	44.55
l_p,int, Pedestrian LOS Score for Intersection	3.003	2.898	1.731	2.017
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1282	1282	536	536
d_b, Bicycle Delay [s]	7.09	7.10	29.46	29.46
l_b,int, Bicycle LOS Score for Intersection	2.526	2.225	1.573	1.782
Bicycle LOS	B	B	A	A

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 4: SW 185th Avenue/SW Longacre Street

Control Type:	Two-way stop	Delay (sec / veh):	56.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.028

Intersection Setup

Name	SW 185th Avenue			SW 185th Avenue			SW Longacre Street			SW Longacre Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	115.00	100.00	100.00	80.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	SW 185th Avenue			SW 185th Avenue			SW Longacre Street			SW Longacre Street		
Base Volume Input [veh/h]	3	1145	2	8	847	11	2	0	3	2	0	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	33.00	4.00	50.00	12.00	5.00	0.00	0.00	0.00	33.00	0.00	0.00	9.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	1145	2	8	847	11	2	0	3	2	0	24
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	286	1	2	212	3	1	0	1	1	0	6
Total Analysis Volume [veh/h]	3	1145	2	8	847	11	2	0	3	2	0	24
Pedestrian Volume [ped/h]	0			0			1			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.01	0.01	0.00	0.02	0.00	0.01	0.03	0.00	0.05
d_M, Delay for Movement [s/veh]	10.95	0.00	0.00	11.63	0.00	0.00	46.81	68.25	12.89	56.08	69.04	14.10
Movement LOS	B	A	A	B	A	A	E	F	B	F	F	B
95th-Percentile Queue Length [veh/ln]	0.01	0.00	0.00	0.04	0.00	0.00	0.09	0.09	0.09	0.27	0.27	0.27
95th-Percentile Queue Length [ft/ln]	0.37	0.00	0.00	1.11	0.00	0.00	2.23	2.23	2.23	6.67	6.67	6.67
d_A, Approach Delay [s/veh]	0.03			0.11			26.46			17.33		
Approach LOS	A			A			D			C		
d_I, Intersection Delay [s/veh]	0.35											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 5: SW 185th Avenue/SW Selvarosa Court

Control Type:	Two-way stop	Delay (sec / veh):	33.4
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.016

Intersection Setup

Name	SW 185th Avenue		SW 185th Avenue			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	SW 185th Avenue		SW 185th Avenue			
Base Volume Input [veh/h]	0	1148	852	0	2	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	4.00	5.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1148	852	0	2	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	287	213	0	1	0
Total Analysis Volume [veh/h]	0	1148	852	0	2	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	9.53	0.00	0.00	0.00	33.36	11.55
Movement LOS	A	A	A	A	D	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.05	0.05
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	1.32	1.32
d_A, Approach Delay [s/veh]	0.00		0.00		26.09	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	0.04					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 6: SW 185th Ave/SW Honeywood Drive

Control Type:	Two-way stop	Delay (sec / veh):	45.5
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.094

Intersection Setup

Name	SW 185th Avenue		SW 185th Avenue			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	SW 185th Avenue		SW 185th Avenue			
Base Volume Input [veh/h]	0	1139	852	1	9	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	4.00	5.00	0.00	33.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1139	852	1	9	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	285	213	0	2	2
Total Analysis Volume [veh/h]	0	1139	852	1	9	8
Pedestrian Volume [ped/h]	0		0		1	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.09	0.01
d_M, Delay for Movement [s/veh]	9.54	0.00	0.00	0.00	45.45	13.97
Movement LOS	A	A	A	A	E	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.36	0.36
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	9.03	9.03
d_A, Approach Delay [s/veh]	0.00		0.00		30.64	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	0.26					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 1: SW 185th Avenue/Aloha Park Access

Control Type:	Two-way stop	Delay (sec / veh):	70.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.102

Intersection Setup

Name	SW 185th Avenue		SW 185th Avenue			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	SW 185th Avenue		SW 185th Avenue			
Base Volume Input [veh/h]	6	1027	1396	14	6	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	2.00	7.00	0.00	8.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	1027	1396	14	6	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	257	349	4	2	3
Total Analysis Volume [veh/h]	6	1027	1396	14	6	12
Pedestrian Volume [ped/h]	0		0		2	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.01	0.00	0.10	0.03
d_M, Delay for Movement [s/veh]	12.47	0.00	0.00	0.00	70.65	19.13
Movement LOS	B	A	A	A	F	C
95th-Percentile Queue Length [veh/ln]	0.04	0.00	0.00	0.00	0.47	0.47
95th-Percentile Queue Length [ft/ln]	0.93	0.00	0.00	0.00	11.65	11.65
d_A, Approach Delay [s/veh]	0.07		0.00		36.30	
Approach LOS	A		A		E	
d_I, Intersection Delay [s/veh]	0.30					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 2: SW 185th Avenue/Willow Creek Apt Access

Control Type:	Two-way stop	Delay (sec / veh):	74.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.138

Intersection Setup

Name	SW 185th Avenue		SW 185th Avenue			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	SW 185th Avenue		SW 185th Avenue			
Base Volume Input [veh/h]	8	1025	1390	18	8	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	2.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	1025	1390	18	8	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	256	348	5	2	2
Total Analysis Volume [veh/h]	8	1025	1390	18	8	6
Pedestrian Volume [ped/h]	0		0		4	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.01	0.00	0.14	0.02
d_M, Delay for Movement [s/veh]	12.51	0.00	0.00	0.00	74.00	21.57
Movement LOS	B	A	A	A	F	C
95th-Percentile Queue Length [veh/ln]	0.05	0.00	0.00	0.00	0.54	0.54
95th-Percentile Queue Length [ft/ln]	1.25	0.00	0.00	0.00	13.40	13.40
d_A, Approach Delay [s/veh]	0.10		0.00		51.53	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	0.33					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 3: SW 185th Avenue/SW Alderwood Drive/New Collector

Control Type:	Signalized	Delay (sec / veh):	7.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.475

Intersection Setup

Name	SW 185th Avenue			SW 185th Avenue			SW Alderwood			SW Alderwood		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	95.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SW 185th Avenue			SW 185th Avenue			SW Alderwood			SW Alderwood		
Base Volume Input [veh/h]	1	976	82	17	1371	8	4	0	1	114	0	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	0.00	0.00	1.00	25.00	0.00	0.00	100.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	976	82	17	1371	8	4	0	1	114	0	53
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	244	21	4	343	2	1	0	0	29	0	13
Total Analysis Volume [veh/h]	1	976	82	17	1371	8	4	0	1	114	0	53
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	11			11			12			11		
v_ci, Inbound Pedestrian Volume crossing mi	11			12			11			11		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	1			4			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	10.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	5	0	0	5	0
Maximum Green [s]	0	92	0	0	92	0	0	27	0	0	27	0
Amber [s]	0.0	4.5	0.0	0.0	4.5	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0
Split [s]	0	98	0	0	98	0	0	32	0	0	32	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Walk [s]	0	10	0	0	10	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	20	0	0	20	0	0	26	0	0	26	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.5	0.0	0.0	3.5	0.0	0.0	2.5	0.0	0.0	2.5	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	L	C
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	5.50	5.50	5.50	5.50	5.50	5.50	4.50	4.50	4.50
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	3.50	3.50	3.50	3.50	2.50	2.50	2.50
g_i, Effective Green Time [s]	107	107	107	107	107	107	13	13	13
g / C, Green / Cycle	0.83	0.83	0.83	0.83	0.83	0.83	0.10	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.00	0.29	0.29	0.03	0.37	0.37	0.01	0.08	0.03
s, saturation flow rate [veh/h]	399	1870	1808	541	1885	1880	943	1439	1615
c, Capacity [veh/h]	332	1545	1494	448	1557	1553	141	149	157
d1, Uniform Delay [s]	6.17	2.76	2.76	5.06	3.10	3.10	53.21	57.72	54.79
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.04	0.04	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.02	0.62	0.65	0.16	0.92	0.92	0.04	3.14	0.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.35	0.35	0.04	0.44	0.44	0.04	0.77	0.34
d, Delay for Lane Group [s/veh]	6.19	3.38	3.41	5.22	4.02	4.03	53.24	60.86	55.26
Lane Group LOS	A	A	A	A	A	A	D	E	E
Critical Lane Group	No	No	No	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.01	2.29	2.24	0.13	3.33	3.32	0.15	3.85	1.66
50th-Percentile Queue Length [ft/ln]	0.23	57.22	56.06	3.27	83.18	83.11	3.79	96.20	41.57
95th-Percentile Queue Length [veh/ln]	0.02	4.12	4.04	0.24	5.99	5.98	0.27	6.93	2.99
95th-Percentile Queue Length [ft/ln]	0.41	102.99	100.90	5.89	149.73	149.60	6.83	173.15	74.83

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	6.19	3.39	3.41	5.22	4.02	4.03	53.24	53.24	53.24	60.86	55.26	55.26
Movement LOS	A	A	A	A	A	A	D	D	D	E	E	E
d_A, Approach Delay [s/veh]	3.40			4.04			53.24			59.08		
Approach LOS	A			A			D			E		
d_I, Intersection Delay [s/veh]	7.37											
Intersection LOS	A											
Intersection V/C	0.475											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	14.0	14.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	330.26	319.08
d_p, Pedestrian Delay [s]	54.46	54.46	51.75	51.75
l_p,int, Pedestrian LOS Score for Intersection	3.224	3.034	1.738	2.052
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1423	1423	423	423
d_b, Bicycle Delay [s]	5.41	5.42	40.40	40.40
l_b,int, Bicycle LOS Score for Intersection	2.433	2.711	1.568	1.835
Bicycle LOS	B	B	A	A

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 4: SW 185th Avenue/SW Longacre Street

Control Type:	Two-way stop	Delay (sec / veh):	123.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.093

Intersection Setup

Name	SW 185th Avenue			SW 185th Avenue			SW Longacre Street			SW Longacre Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	115.00	100.00	100.00	80.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	SW 185th Avenue			SW 185th Avenue			SW Longacre Street			SW Longacre Street		
Base Volume Input [veh/h]	4	1038	6	17	1462	7	3	0	4	1	0	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	25.00	2.00	0.00	6.00	1.00	0.00	0.00	0.00	25.00	0.00	0.00	6.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	1038	6	17	1462	7	3	0	4	1	0	18
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	260	2	4	366	2	1	0	1	0	0	5
Total Analysis Volume [veh/h]	4	1038	6	17	1462	7	3	0	4	1	0	18
Pedestrian Volume [ped/h]	0			0			1			1		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.03	0.01	0.00	0.09	0.00	0.01	0.02	0.00	0.04
d_M, Delay for Movement [s/veh]	15.26	0.00	0.00	10.80	0.00	0.00	123.12	150.34	22.88	80.95	144.70	13.05
Movement LOS	C	A	A	B	A	A	F	F	C	F	F	B
95th-Percentile Queue Length [veh/ln]	0.03	0.00	0.00	0.08	0.00	0.00	0.35	0.35	0.35	0.18	0.18	0.18
95th-Percentile Queue Length [ft/ln]	0.85	0.00	0.00	2.05	0.00	0.00	8.77	8.77	8.77	4.60	4.60	4.60
d_A, Approach Delay [s/veh]	0.06			0.12			65.84			16.62		
Approach LOS	A			A			F			C		
d_I, Intersection Delay [s/veh]	0.40											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 5: SW 185th Avenue/SW Selvarosa Court

Control Type:	Two-way stop	Delay (sec / veh):	72.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.018

Intersection Setup

Name	SW 185th Avenue		SW 185th Avenue			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	SW 185th Avenue		SW 185th Avenue			
Base Volume Input [veh/h]	0	1047	1464	3	1	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	2.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1047	1464	3	1	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	262	366	1	0	0
Total Analysis Volume [veh/h]	0	1047	1464	3	1	0
Pedestrian Volume [ped/h]	0		0		1	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	12.74	0.00	0.00	0.00	72.71	16.07
Movement LOS	B	A	A	A	F	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.06	0.06
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	1.41	1.41
d_A, Approach Delay [s/veh]	0.00		0.00		72.71	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	0.03					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 6: SW 185th Ave/SW Honeywood Drive

Control Type:	Two-way stop	Delay (sec / veh):	78.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.111

Intersection Setup

Name	SW 185th Avenue		SW 185th Avenue			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	SW 185th Avenue		SW 185th Avenue			
Base Volume Input [veh/h]	3	1041	1458	6	6	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	2.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	1041	1458	6	6	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	260	365	2	2	1
Total Analysis Volume [veh/h]	3	1041	1458	6	6	2
Pedestrian Volume [ped/h]	0		0		1	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.01	0.00	0.11	0.01
d_M, Delay for Movement [s/veh]	12.77	0.00	0.00	0.00	78.64	21.71
Movement LOS	B	A	A	A	F	C
95th-Percentile Queue Length [veh/ln]	0.02	0.00	0.00	0.00	0.39	0.39
95th-Percentile Queue Length [ft/ln]	0.49	0.00	0.00	0.00	9.78	9.78
d_A, Approach Delay [s/veh]	0.04		0.00		64.41	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	0.22					
Intersection LOS	F					

KITTELSON & ASSOCIATES
851 SW 6th Avenue, Suite 600
Portland, OR 97204
P 503.228.5230

Memorandum

June 28, 2023 Project# 28161

To: Jabra Khasho, PE & Kate McQuillan, AICP, City of Beaverton
Pam Verdadero & Fred Gast, TNHC Oregon, LLC
Laura Standridge, PE Standridge, Inc.

From: Chris Brehmer, PE & Julia Kuhn, PE

RE: Panzer Collector Street Assessment

Per the City's May 2023 Incompleteness Letter associated with the Panzer Mixed Use development (City LU32023-00192), this memorandum addresses the weekday AM and PM peak hour intersection operations at the four local streets proposed along the collector street (i.e., Street A) within the new neighborhood. TNHC Oregon, LLC desires to construct Street A with one travel lane in each direction and only provide a left-turn lane at the W Baseline Road and SW 185th Avenue intersections. The operations of the intersections of Street A/W Baseline Road and Street A/SW 185th Avenue intersections were included in the *January 2023 Panzer Nursery Redevelopment Transportation Impact Analysis and Access Management Report* (herein referred to as the January 2023 TIA) submitted to the review agencies.

As summarized herein, the local street intersections along Street A all functional acceptably with the two-lane cross-sections that are proposed. The remainder of this memorandum provides the details supporting these conclusions.

COLLECTOR STREET INTERSECTION VOLUME DEVELOPMENT

For the purposes of this analysis, we assumed all of the homes would enter/exit the neighborhood via Street A (not via SW 179th Avenue to the east) and that all of the vehicular trips generated by the homes are based on the average trip generation rates, not the fitted curve. This combination of assumptions results in estimated volumes that would be slightly higher than otherwise predicted and then shown in the January TIA. In addition, this analysis uses the same distribution shown in the January TIA – 45 percent generally to the west and 55 percent to the east.

Tables 1 – 4 summarize the trip generation for the homes and retail that are located along each local street. These trip estimates are based on information contained in the *Trip Generation Manual* (11th Edition, as published by the Institute of Transportation Engineers).

Table 1. Trip Generation for Homes Along Street C

Land Use	ITE Code	Number of Homes	Total Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total Trips	In	Out	Total Trips	In	Out
Single Family Detached	210	16	151	11	3	8	15	9	6

Table 2. Trip Generation for Homes and Retail Along Street B1

Land Use	ITE Code	Size	Total Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total Trips	In	Out	Total Trips	In	Out
Single Family Attached	215	68 homes	490	33	8	25	39	23	16
Apartments	220	102 units	687	41	10	31	52	33	19
Retail	822	8,928 sq ft	486	21	13	8	59	30	29
Total			1,663	95	31	64	150	86	64

Table 3. Trip Generation for Homes Along Street D

Land Use	ITE Code	Number of Homes	Total Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total Trips	In	Out	Total Trips	In	Out
Single Family Detached	210	107	1,009	75	19	56	101	64	37

Table 4. Trip Generation for Homes and Retail Along Street B2

Land Use	ITE Code	Size	Total Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total Trips	In	Out	Total Trips	In	Out
Single Family Attached	215	138 homes	994	66	17	49	79	47	32
Apartments	220	102 units	687	41	10	31	52	33	19
Retail	822	8,928 sq ft	486	21	13	8	59	30	29
Total			2,167	128	40	88	190	110	80

For the purposes of the analyses, we assumed the following:

- All homes along Street C would ingress/egress the neighborhood via the Street C/Street A intersection; 45 percent of the trips would be oriented to/from the west and 55 percent would be oriented to/from the east.
- The homes and retail along Street B1 would ingress/egress the neighborhood via both the intersection of Street B1 and Street B2 along Street A. Given the proximity of the buildings to each street, we assumed that one-half of the apartments, one-third of the attached homes and one-half of the retail would use the Street B1/Street A intersection whereas the remainder would use the Street B2/Street A intersection for ingress/egress. All trips associated with uses along B1 were assumed to follow the 45 percent west/55 percent east distribution pattern.
- All homes along Street D would ingress/egress the neighborhood via Street A and a small percentage of trips headed north/west would use W Baseline Road given this would be a more direct route than using SW 185th Avenue; all trips to/from the east are assumed to use W Baseline Road.

- All homes along Street B2 would ingress/egress the neighborhood via the Street A intersection and a small percentage of trips headed north/west would use W Baseline Road given this would be a more direct route than using SW 185th Avenue; all trips to/from the east are assumed to use W Baseline Road.
- Per the January TIA, the construction of Street A would result in the re-routing of non-neighborhood-oriented "through traffic." As discussed in the January TIA and per the information provided by the County's travel demand modeling, the through traffic on Street A equates to 55 eastbound and 35 westbound vehicles during the AM peak hour and 43 eastbound and 87 westbound vehicles during the PM peak hour.

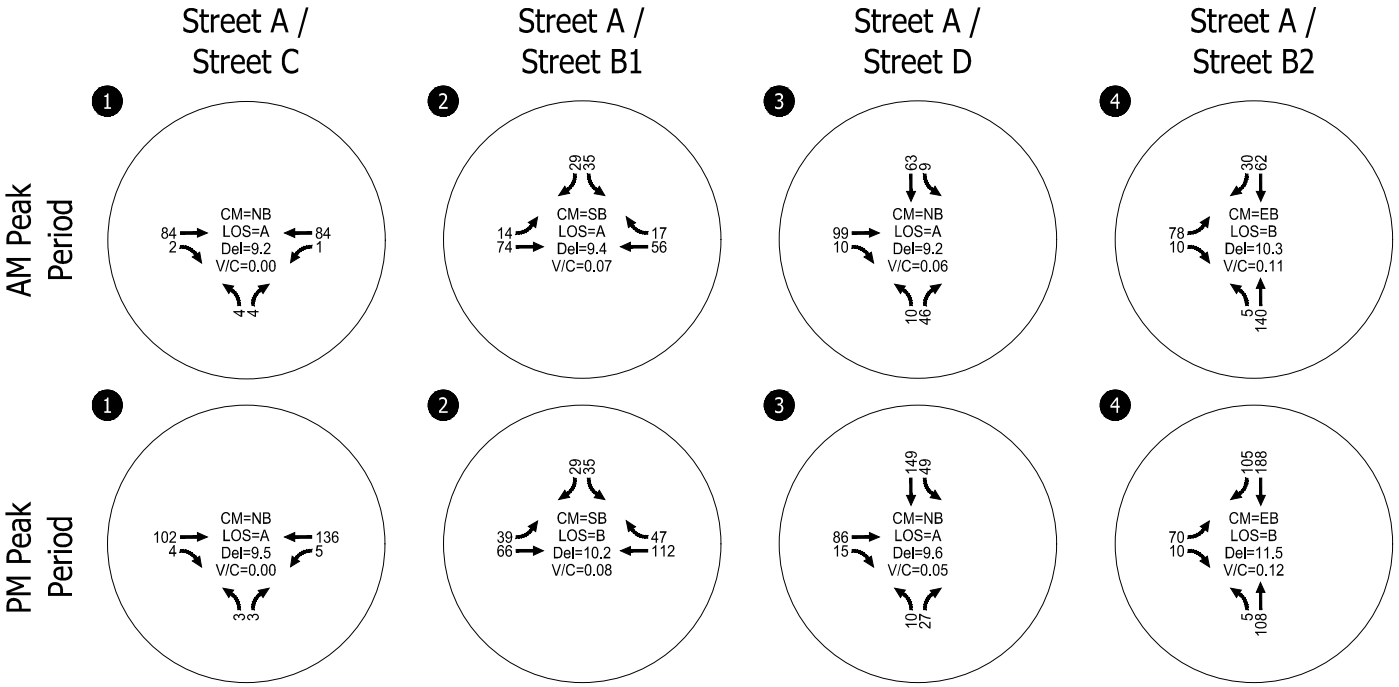
Based on the above, Figures 1 illustrates the resultant intersection volumes during the year 2025 weekday AM and PM peak hours assuming full buildout of the neighborhood and the rerouting of through traffic. As shown, both the through volumes and the turning movement volumes at each of the intersections along Street A are relatively low and in general, Street A carries less than or equal to 5,000 vehicles per day. Further, we note the stop controlled Street C intersection approach to Street A operates with little delay, meaning that the intersection could readily accommodate existing residential trips from homes located along SW Longacre Street or other existing local streets to the south that could choose to travel to Street A.

INTERSECTION OPERATIONAL ANALYSES

Figure 1 also shows the resultant intersection operational analyses at each local street intersection along Street A assuming none of the approaches have turn lanes. As shown, all intersections are forecast to operate acceptably per the City's unsignalized intersection level-of-service standards. Further, none of the intersections have volumes that would warrant left-turn or right-turn lanes nor any signalized control.

Appendix A provides the intersection analysis worksheets.

Please let us know if you need any additional information as part of your review.



CM = INTERSECTION MOVEMENT (UNSIGNALIZED)
LOS = CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)
Del = CRITICAL MOVEMENT DELAY (UNSIGNALIZED)
V/C = CRITICAL MOVEMENT VOLUME-TO-CAPACITY RATIO (UNSIGNALIZED)

Total Traffic Volumes
Weekday AM & PM Peak Hour
City of Beaverton

Figure
1

KITTELSON & ASSOCIATES

Appendix A
Intersection Analysis Worksheets

Intersection Level Of Service Report
Intersection 101: Street A/Street C

Control Type:	Two-way stop	Delay (sec / veh):	9.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Street C		Street A		Street A	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	10.00	10.00	11.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Street C		Street A		Street A	
Base Volume Input [veh/h]	4	4	84	2	1	84
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	2.00	0.00	0.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	4	84	2	1	84
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	21	1	0	21
Total Analysis Volume [veh/h]	4	4	84	2	1	84
Pedestrian Volume [ped/h]	10		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.51	8.80	0.00	0.00	7.41	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.69	0.69	0.00	0.00	0.05	0.05
d_A, Approach Delay [s/veh]	9.15		0.00		0.09	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.45					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 102: Street A/Street B1

Control Type:	Two-way stop	Delay (sec / veh):	9.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.044

Intersection Setup

Name	Street B1		Street A		Street A	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	11.00	11.00	11.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Street B1		Street A		Street A	
Base Volume Input [veh/h]	35	29	14	74	56	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	2.00	2.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	29	14	74	56	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	7	4	19	14	4
Total Analysis Volume [veh/h]	35	29	14	74	56	17
Pedestrian Volume [ped/h]	10		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.03	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.81	8.99	7.40	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.24	0.24	0.03	0.03	0.00	0.00
95th-Percentile Queue Length [ft/ln]	5.91	5.91	0.70	0.70	0.00	0.00
d_A, Approach Delay [s/veh]	9.44		1.18		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.15					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 103: Street A/Street D

Control Type:	Two-way stop	Delay (sec / veh):	9.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.013

Intersection Setup

Name	Street D		Street A		Street A	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	10.00	10.00	11.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Street D		Street A		Street A	
Base Volume Input [veh/h]	10	46	9	63	99	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	2.00	2.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	46	9	63	99	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	12	2	16	25	3
Total Analysis Volume [veh/h]	10	46	9	63	99	10
Pedestrian Volume [ped/h]	10		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.05	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.84	9.11	7.47	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.20	0.20	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.95	4.95	0.46	0.46	0.00	0.00
d_A, Approach Delay [s/veh]	9.24		0.93		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.47					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 104: Street A/Street B2

Control Type:	Two-way stop	Delay (sec / veh):	10.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.105

Intersection Setup

Name	Street A		Street A		Street B2	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	11.00	11.00	11.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Street A		Street A		Street B2	
Base Volume Input [veh/h]	5	140	62	30	78	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	2.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	140	62	30	78	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	35	16	8	20	3
Total Analysis Volume [veh/h]	5	140	62	30	78	10
Pedestrian Volume [ped/h]	0		0		10	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.10	0.01
d_M, Delay for Movement [s/veh]	7.43	0.00	0.00	0.00	10.44	9.33
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.39	0.39
95th-Percentile Queue Length [ft/ln]	0.25	0.25	0.00	0.00	9.73	9.73
d_A, Approach Delay [s/veh]	0.26		0.00		10.31	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.91					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 101: Street A/Street C

Control Type:	Two-way stop	Delay (sec / veh):	10.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	Street C		Street A		Street A	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	10.00	10.00	11.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Street C		Street A		Street A	
Base Volume Input [veh/h]	3	3	102	4	5	136
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	2.00	0.00	0.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	3	102	4	5	136
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	26	1	1	34
Total Analysis Volume [veh/h]	3	3	102	4	5	136
Pedestrian Volume [ped/h]	15		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.07	8.93	0.00	0.00	7.48	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.56	0.56	0.00	0.00	0.26	0.26
d_A, Approach Delay [s/veh]	9.50		0.00		0.27	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.37					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 102: Street A/Street B1

Control Type:	Two-way stop	Delay (sec / veh):	10.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.052

Intersection Setup

Name	Street B1		Street A		Street A	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	11.00	11.00	11.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Street B1		Street A		Street A	
Base Volume Input [veh/h]	35	29	39	66	112	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	2.00	2.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	29	39	66	112	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	7	10	17	28	12
Total Analysis Volume [veh/h]	35	29	39	66	112	47
Pedestrian Volume [ped/h]	15		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.03	0.03	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.81	9.49	7.66	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.28	0.28	0.09	0.09	0.00	0.00
95th-Percentile Queue Length [ft/ln]	6.95	6.95	2.16	2.16	0.00	0.00
d_A, Approach Delay [s/veh]	10.21		2.84		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	2.90					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 103: Street A/Street D

Control Type:	Two-way stop	Delay (sec / veh):	11.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.016

Intersection Setup

Name	Street D		Street A		Street A	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	10.00	10.00	11.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Street D		Street A		Street A	
Base Volume Input [veh/h]	10	27	49	149	86	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	2.00	2.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	27	49	149	86	15
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	7	12	37	22	4
Total Analysis Volume [veh/h]	10	27	49	149	86	15
Pedestrian Volume [ped/h]	15		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.03	0.03	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.07	9.05	7.54	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.14	0.14	0.10	0.10	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.54	3.54	2.60	2.60	0.00	0.00
d_A, Approach Delay [s/veh]	9.59		1.87		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.16					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 104: Street A/Street B2

Control Type:	Two-way stop	Delay (sec / veh):	11.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.113

Intersection Setup

Name	Street A		Street A		Street B2	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	11.00	11.00	11.00	11.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Street A		Street A		Street B2	
Base Volume Input [veh/h]	5	108	188	105	70	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	2.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	108	188	105	70	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	27	47	26	18	3
Total Analysis Volume [veh/h]	5	108	188	105	70	10
Pedestrian Volume [ped/h]	0		0		15	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.11	0.01
d_M, Delay for Movement [s/veh]	7.90	0.00	0.00	0.00	11.62	10.45
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.43	0.43
95th-Percentile Queue Length [ft/ln]	0.30	0.30	0.00	0.00	10.78	10.78
d_A, Approach Delay [s/veh]	0.35		0.00		11.48	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.97					
Intersection LOS	B					

KITTELSON & ASSOCIATES
851 SW 6th Avenue, Suite 600
Portland, OR 97204
P 503.228.5230

Memorandum

June 29, 2023

Project# 28161

To: Jabra Khasho, PE & Kate McQuillan, AICP, City of Beaverton
Jinde Zhu & Naomi Vogel, Washington County
Joseph Auth, City of Hillsboro
Pam Verdadero & Fred Gast, TNHC Oregon, LLC
Laura Standridge, PE Standridge, Inc.

From: Chris Brehmer, PE & Julia Kuhn, PE

RE: Panzer SW 185th Avenue Signal Assessment

Per the City's May 2023 Incompleteness Letter associated with the Panzer Mixed Use development (City LU32023-00192) and subsequent correspondence from Washington County staff, this memorandum provides a review of the queuing associated with the proposed Street A/SW Alderwood Drive/SW 185th Avenue intersection on the streets and accesses within 600 feet of the new signal. The information contained herein relies upon and supplements the *January 2023 Panzer Nursery Redevelopment Transportation Impact Analysis and Access Management Report* (herein referred to as the January 2023 TIA) submitted to the review agencies.

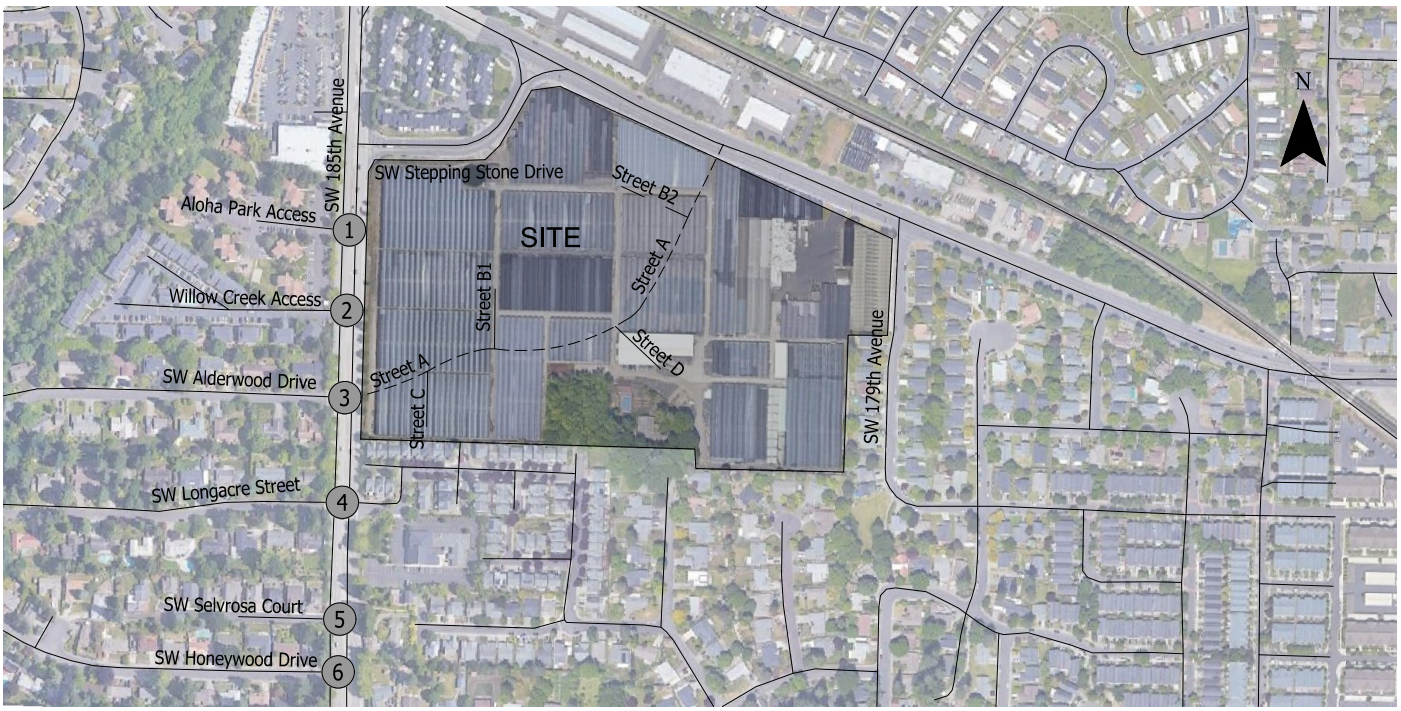
In response to the County's request, this memorandum addresses the following:

- Existing weekday AM and PM peak hour volumes at the proposed signal as well as at the four accesses/intersections within 600 feet to the north and south along SW 185th Avenue, including Aloha Park Apartment Access, Willow Creek Apartment Access, SW Longacre Street, and SW Selvarosa Court;
- Year 2025 weekday AM and PM peak hour volumes at the proposed signal and four accesses/intersections;
- Year 2025 weekday AM and PM peak hour queuing estimates at the proposed signal and the proximity/effects on the four accesses/intersections associated with the forecast 95th percentile queuing at the signal; and,
- Future design considerations associated with the proposed signal.

The locations of the study intersections/accesses and the study corridor are shown in Exhibit 1. The remainder of this memo provides the analysis methodology and details.

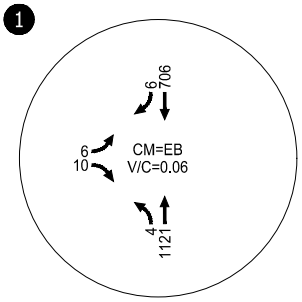
EXISTING WEEKDAY AM AND PM INTERSECTION VOLUMES

For the purposes of this analysis, we collected weekday AM and PM intersection turning movement volumes at the four intersections/accesses as well as at the SW Alderwood Drive intersection with SW 185th Avenue in May 2023 while school was still in-session. Appendix A includes the May 2023 turning movement volumes. Figures 1A and 1B show the weekday AM and PM peak hour volumes and operations representing existing conditions. Note that the existing operations documented in the January 2023 TIA at the SW Alderwood Drive/SW 185th Avenue intersection and SW Longacre Street/SW 185th Avenue intersection were retained for consistency.



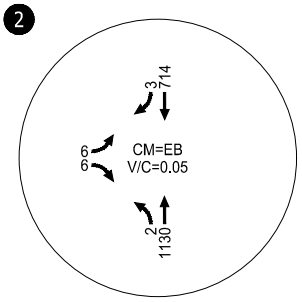
SW 185th Avenue / Aloha Park Access

1



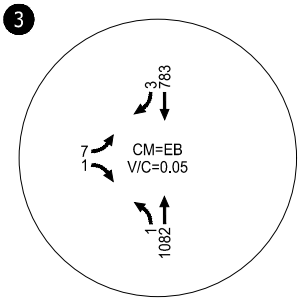
SW 185th Avenue / Willow Creek Access

2



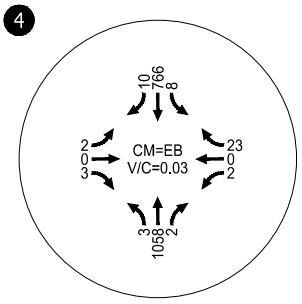
SW 185th Avenue / SW Alderwood Drive

3



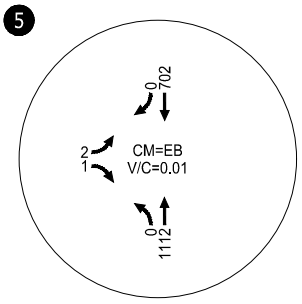
SW 185th Avenue / SW Honeywood Drive

4



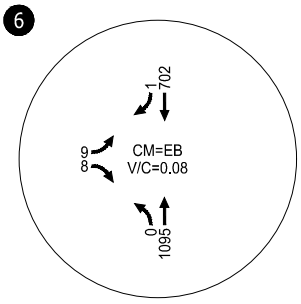
SW 185th Avenue / SW Selvrosa Court

5



SW 185th Avenue / SW Longacre Street

6



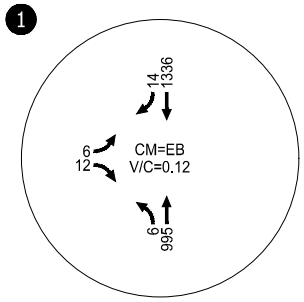
CM = INTERSECTION MOVEMENT (UNSIGNALIZED)
V/C = INTERSECTION VOLUME-TO-CAPACITY RATIO (SIGNALIZED)/
CRITICAL MOVEMENT VOLUME-TO-CAPACITY RATIO (UNSIGNALIZED)

Existing Traffic Conditions
Weekday AM Peak Hour
City of Beaverton

Figure
1A

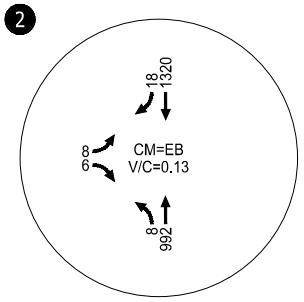
SW 185th Avenue / Aloha Park Access

1



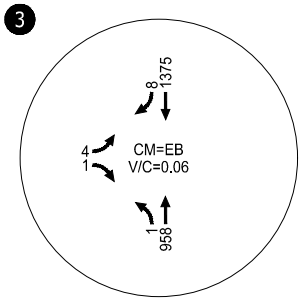
SW 185th Avenue / Willow Creek Access

2



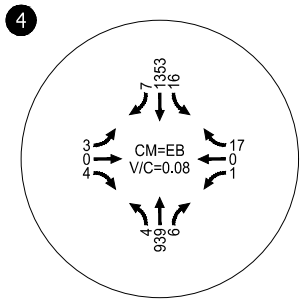
SW 185th Avenue / SW Alderwood Drive

3



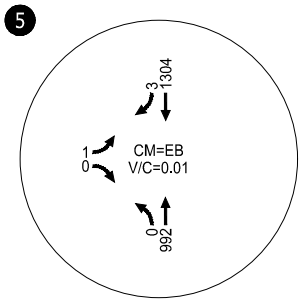
SW 185th Avenue / SW Honeywood Drive

4



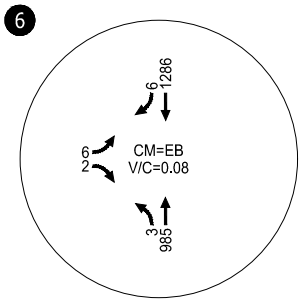
SW 185th Avenue / SW Selvrosa Court

5



SW 185th Avenue / SW Longacre Street

6

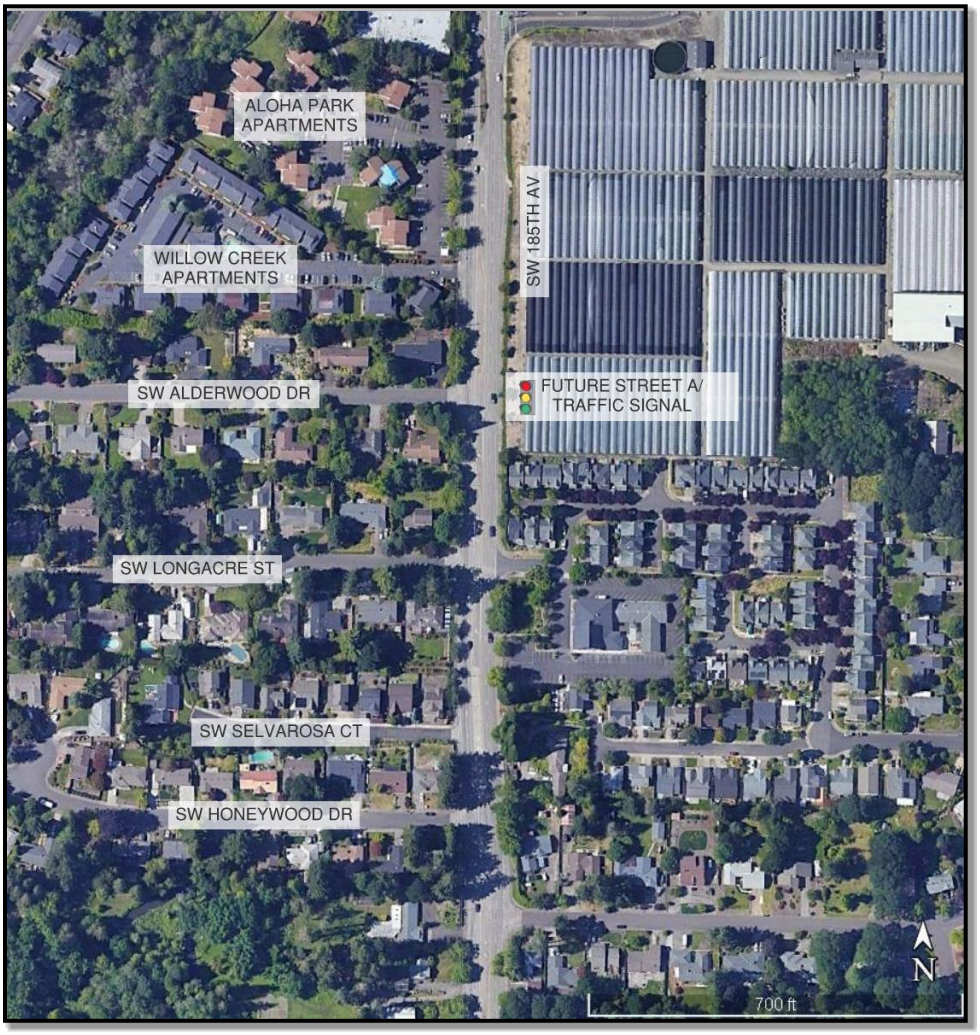


CM = INTERSECTION MOVEMENT (UNSIGNALIZED)
V/C = INTERSECTION VOLUME-TO-CAPACITY RATIO (SIGNALIZED)/
CRITICAL MOVEMENT VOLUME-TO-CAPACITY RATIO (UNSIGNALIZED)

Existing Traffic Conditions
Weekday PM Peak Hour
City of Beaverton

Figure
1B

Exhibit 1. Intersections and Access Points within Approximately 600 feet of Proposed Signal

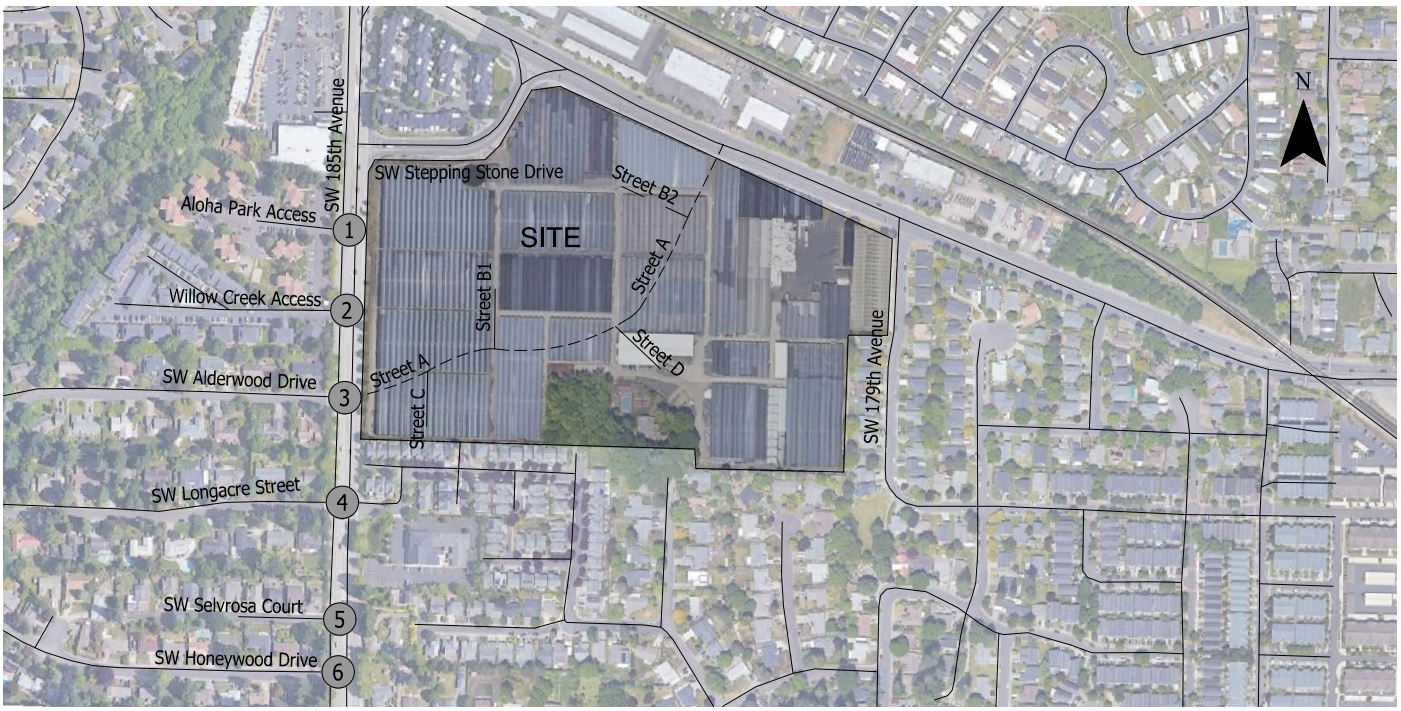


Aerial Image Source: Google Earth

YEAR 2025 WEEKDAY AM AND PM INTERSECTION VOLUMES

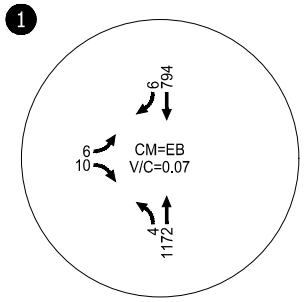
A combination of the existing volumes shown in Figure 1 and the January 2023 TIA total traffic weekday AM and PM peak hour volumes were used to forecast year 2025 weekday AM and PM peak hour volumes along the study corridor. Total traffic volumes at the SW Alderwood Drive/Street A/SW 185th Avenue and SW Longacre Street/SW 185th Avenue intersections documented in the January 2023 TIA were used as a baseline to "balance" all the intersection volumes north-south along the 185th Avenue corridor. Figures 2A and 2B illustrate the resultant intersection volumes during the year 2025 weekday AM and PM peak hours assuming full buildout of the neighborhood and the rerouting of through traffic.

As noted in the January 2023 TIA, the construction of Street A would result in the re-routing of non-neighborhood-oriented "through traffic" associated with drivers desiring to bypass the signal at the SW 185th Avenue/SW Baseline Road intersection. As discussed in the January 2023 TIA and per the information provided by the County's travel demand modeling, the through traffic on Street A equates to 55 eastbound and 35 westbound vehicles during the AM peak hour and 43 eastbound and 87 westbound vehicles during the PM peak hour. This results in a corresponding reduction of the northbound and southbound traffic along SW 185th Avenue at the Aloha Park and Willow Creek Apartment accesses located to the north of the proposed signal.



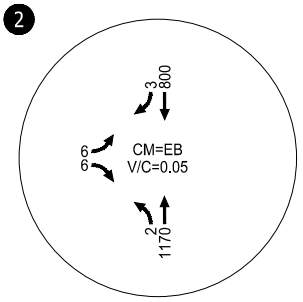
SW 185th Avenue / Aloha Park Access

1



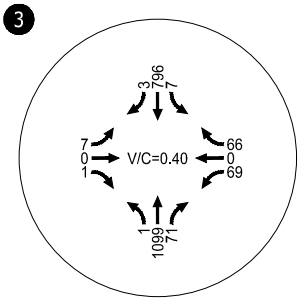
SW 185th Avenue / Willow Creek Access

2



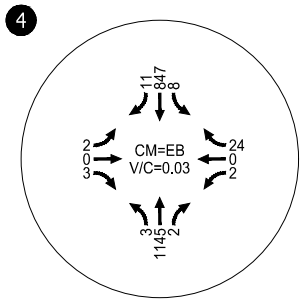
SW 185th Avenue / SW Alderwood Drive

3



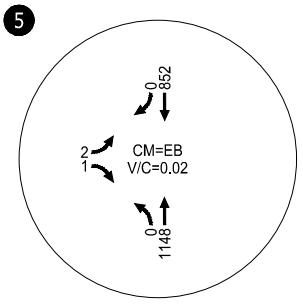
SW 185th Avenue / SW Honeywood Drive

4



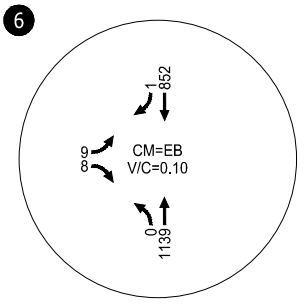
SW 185th Avenue / SW Selvrosa Court

5



SW 185th Avenue / SW Longacre Street

6



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V/C = INTERSECTION VOLUME-TO-CAPACITY RATIO (SIGNALIZED)/
CRITICAL MOVEMENT VOLUME-TO-CAPACITY RATIO (UNSIGNALIZED)

2025 Total Traffic Conditions
Weekday AM Peak Hour
City of Beaverton

Figure
2A

C:\Users\agaigalas\appdata\local\temp\AcPublish_24488\Panzer Figure June 2023 - SW 185th.dwg Jun 29, 2023 - 2:37pm - agaigalas Layout Tab: 2025 AM

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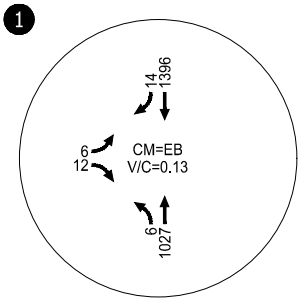
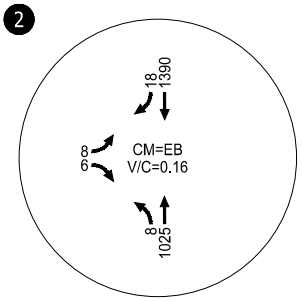
SW 185th Avenue / Aloha Park Access

1



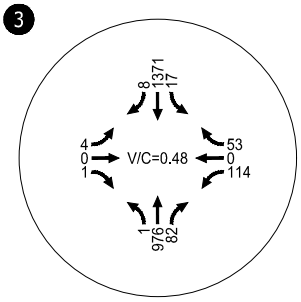
SW 185th Avenue / Willow Creek Access

2



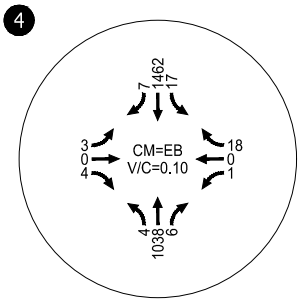
SW 185th Avenue / SW Alderwood Drive

3



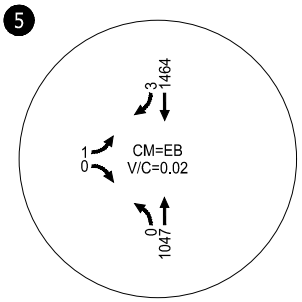
SW 185th Avenue / SW Honeywood Drive

4



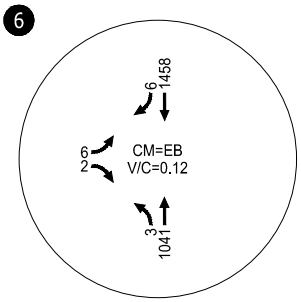
SW 185th Avenue / SW Selvrosa Court

5



SW 185th Avenue / SW Longacre Street

6



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V/C = INTERSECTION VOLUME-TO-CAPACITY RATIO (SIGNALIZED)/
CRITICAL MOVEMENT VOLUME-TO-CAPACITY RATIO (UNSIGNALIZED)

2025 Total Traffic Conditions
Weekday PM Peak Hour
City of Beaverton

Figure
2B

C:\Users\agaigalas\appdata\local\temp\AcPublish_24488\Panzer Figure June 2023 - SW 185th.dwg Jun 29, 2023 - 2:37pm - agaigalas Layout Tab: 2025 PM

KITTELSON & ASSOCIATES

95TH PERCENTILE QUEUING ANALYSES

Figures 3A and 3B depict projected 95th percentile queuing on all four approaches at the SW Alderwood Drive/Street A/SW 185th Avenue intersection assuming signalization as well as turning in and out of the nearby unsignalized study intersections. Vehicles were assumed to occupy 25 feet each on average. In reviewing this figure, we note the following:

- 95th percentile westbound queues on Street A at SW 185th Avenue are projected to be longest during the weekday PM peak hour (175 feet) but are not forecast to extend to Street C (the first intersection east of SE 185th Avenue).
- 95th percentile eastbound queues on SW Alderwood Drive A at SW 185th Avenue are projected to be one vehicle during both the weekday AM and PM peak hours.
    - The nearest access to SW 185th Avenue on the north side of SW Alderwood Drive is located approximately 25 feet west from the anticipated future crosswalk at the signalized intersection and could be impacted by eastbound queues waiting for the traffic signal. The nearest access serves a single-family home that has a second access (loop driveway configuration) approximately 85 feet west from the anticipated future crosswalk at the signalized intersection (refer to the existing condition in Exhibit 2 below).

Exhibit 2. Existing Accesses on SW Alderwood Drive West of SW 185th Avenue

Aerial Image Source: Google Earth

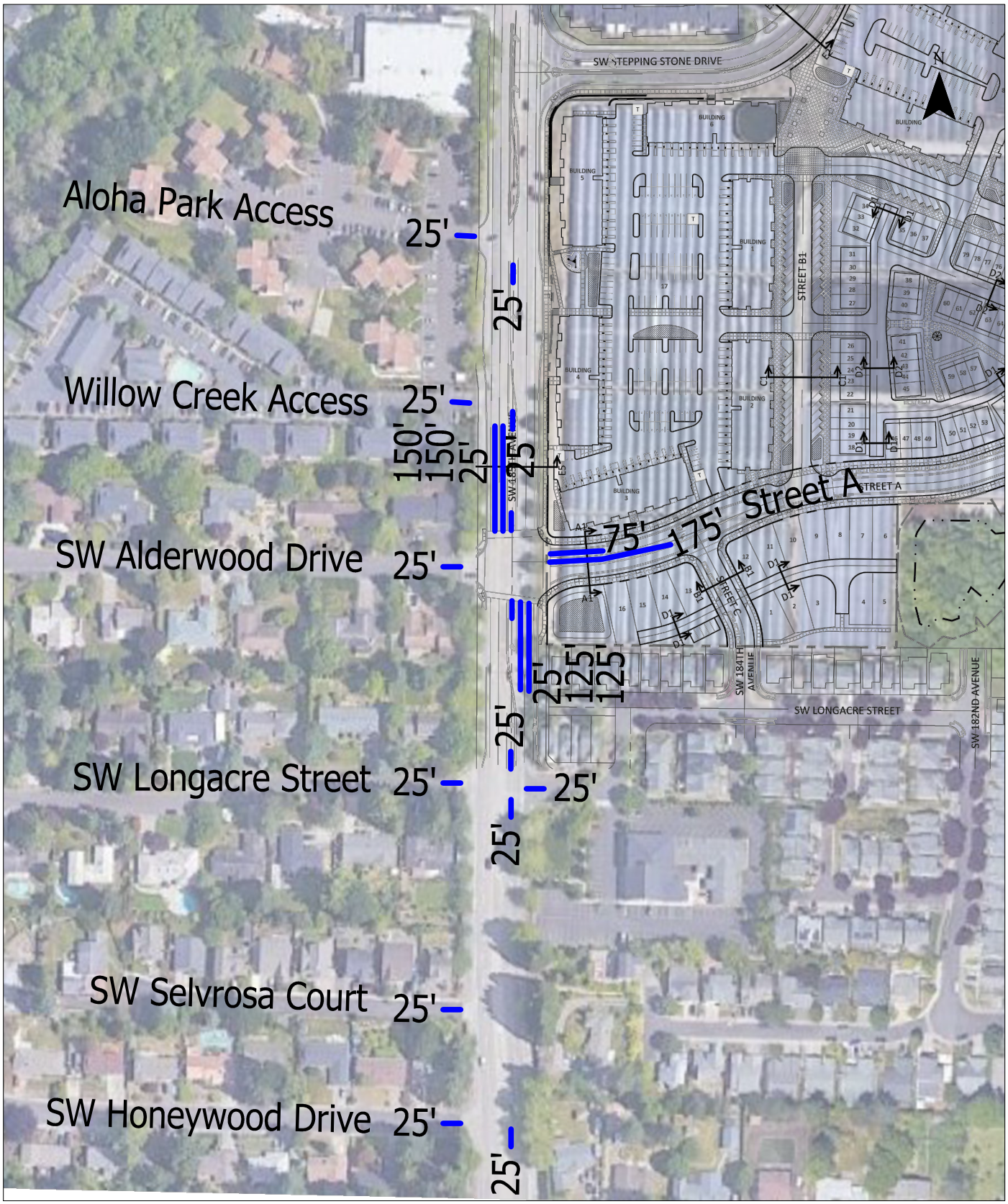
    - Also shown in Exhibit 2, the nearest access to SW 185th Avenue on the south side of SW Alderwood Drive is located approximately 65 feet west from the anticipated future crosswalk at the signalized intersection and should not be impacted by eastbound queues waiting for the traffic signal.
- The Willow Creek Apartment access on SW 185th Avenue is approximately 195 feet north of the proposed SW Alderwood Drive/Street A/SW 185th Avenue signalized intersection.
    - 95th percentile southbound left-turn queues on SW 185th Avenue at SW Alderwood Drive/Street A are projected to extend one vehicle length and thus do not overlap with northbound left-turn queues on SE 185th Avenue turning into the Willow Creek Apartments site (95th percentile northbound left-turn queue at Willow Creek Apartments are also projected at one vehicle during the weekday PM peak hour when residents are returning home).

Projected 2025 Total Traffic 95th Percentile Queues
Weekday AM Peak Hour
City of Beaverton

Figure
3A

C:\Users\agaigalas\appdata\local\temp\AcPublish_24488\Panzer Figure June 2023 - SW 185th.dwg Jun 29, 2023 - 10:56am - agaigalas Layout Tab: Queues AM

KITTELSON & ASSOCIATES



Projected 2025 Total Traffic 95th Percentile Queues
Weekday PM Peak Hour
City of Beaverton

Figure
3B

C:\Users\agaigalas\appdata\local\temp\AcPublish_24488\Panzer Figure June 2023 - SW 185th.dwg Jun 29, 2023 - 10:56am - agaigalas Layout Tab: Queues PM

KITTELSON & ASSOCIATES

- 95th percentile southbound through queues on SW 185th Avenue at SW Alderwood Drive/Street A are projected to be approximately 150 feet long and thus not extend to the Willowcreek Apartments access.

- The SW Longacre Street intersection on SW 185th Avenue is approximately 160 feet south of the proposed SW Alderwood Drive/Street A/SW 185th Avenue signalized intersection.
    - 95th percentile northbound through queues on SW 185th Avenue at SW Alderwood Drive/Street A are projected to extend to 75 feet during the weekday AM peak hour and to 125 feet during the weekday PM peak hour. The projected queues do not extend to SW Longacre Street.
    - The existing northbound left-turn lane on SW 185th Avenue at SW Alderwood Drive/Street A is striped with approximately 65 feet of queue storage. This storage length will be reduced incrementally when the intersection is restriped for signalization (crosswalks added, etc.)
        - 95th percentile northbound left-turn queues are projected to extend to 25 feet during both the weekday AM and PM peak hours.
    - The existing southbound left-turn lane on SW 185th Avenue at SW Longacre Street is striped with approximately 80 feet of queue storage and is configured back-to-back with the northbound left-turn lane on SW 185th Avenue at SW Alderwood Drive/Street A.
        - 95th percentile southbound left-turn queues are projected to extend to 25 feet during both the weekday AM and PM peak hours.
    - The back-to-back northbound and southbound left-turn storage on SE 185th Avenue between the proposed SW Alderwood Drive/Street A signalized intersection and SW Longacre Street can accommodate the projected weekday AM and PM peak hour 95th percentile queues.
- 95th percentile queues on SW 185th Avenue at the signalized SW Alderwood Drive/Street A intersection are not projected to reach Willow Creek Apartments or Aloha Park Apartments to the north nor SW Longacre Street or SW Selvarosa Court to the south.

The intersection operations and queuing worksheets are provided in Appendix B.

FUTURE TRAFFIC SIGNAL DESIGN CONSIDERATIONS

We recommend that the City of Hillsboro, Washington County and THNC collaborate to identify a preferred striping plan for SW 185th Avenue at the study intersections during the anticipated future roadway signing and striping and traffic signal design development phase. Based on the forecast 95th percentile queuing analyses, we recommend that Washington County consider striping turn lanes at the proposed traffic signal to provide the following minimum turn lane lengths:

- Northbound left-turn lane: 75 feet (maintain existing back-to-back turn lane configuration, shortened as necessary to provide an east-west crosswalk on the south approach of the new signalized intersection)
- Southbound left-turn lane: 100 feet, transitioning to the existing two-way left-turn lane north serving Willow Creek Apartments.
- Westbound left-turn: 175 feet

Please let us know if you need any additional information as part of your review.

Appendix A
Peak Hour Turning Movement Volumes

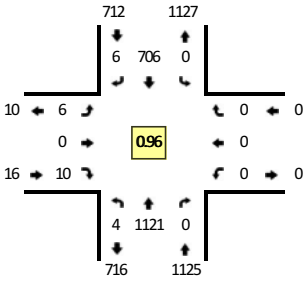
Type of peak hour being reported: Intersection Peak

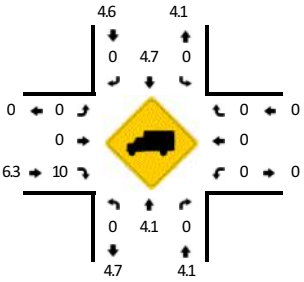
Method for determining peak hour: Total Entering Volume

LOCATION: SW 185th Ave -- Aloha Park Access/SW Stepping Stone Dr
CITY/STATE: Hillsboro, OR

QC JOB #: 16237201
DATE: Wed, May 31 2023

Peak-Hour: 7:20 AM -- 8:20 AM
Peak 15-Min: 8:00 AM -- 8:15 AM





Quality Counts
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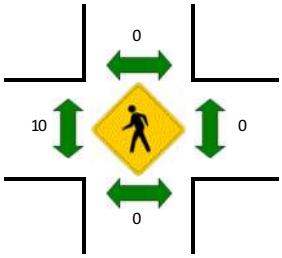
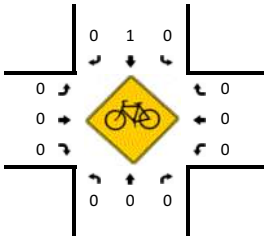
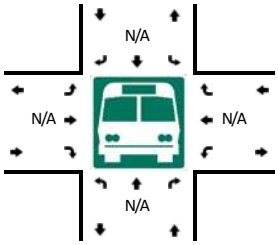
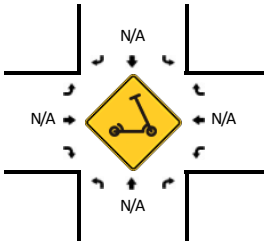








5-Min Count Period Beginning At	SW 185th Ave (Northbound)				SW 185th Ave (Southbound)				Aloha Park Access/SW Stepping Stone Dr (Eastbound)				Aloha Park Access/SW Stepping Stone Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:20 AM	0	102	0	0	0	78	0	0	0	0	0	0	0	0	0	0	180	
7:25 AM	0	86	0	0	0	58	0	0	0	0	2	0	0	0	0	0	146	
7:30 AM	0	74	0	0	0	46	1	0	0	0	1	0	0	0	0	0	122	
7:35 AM	0	100	0	0	0	50	1	0	0	0	1	0	0	0	0	0	152	
7:40 AM	1	94	0	0	0	63	0	0	2	0	0	0	0	0	0	0	160	
7:45 AM	0	94	0	0	0	54	1	0	1	0	2	0	0	0	0	0	152	
7:50 AM	0	108	0	0	0	48	0	0	0	0	1	0	0	0	0	0	157	
7:55 AM	0	85	0	0	0	72	0	0	0	0	0	0	0	0	0	0	157	
8:00 AM	1	100	0	0	0	65	1	0	0	0	2	0	0	0	0	0	169	
8:05 AM	1	106	0	0	0	48	1	0	1	0	0	0	0	0	0	0	157	
8:10 AM	0	84	0	0	0	72	1	0	1	0	0	0	0	0	0	0	158	
8:15 AM	1	88	0	0	0	52	0	0	1	0	1	0	0	0	0	0	143	1853

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	1160	0	0	0	740	12	0	8	0	8	0	0	0	0	0	1936
Heavy Trucks	0	56	0		0	16	0		0	0	0		0	0	0		72
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

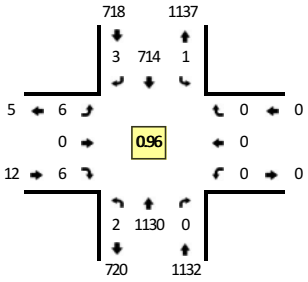
Report generated on 6/8/2023 4:01 PM

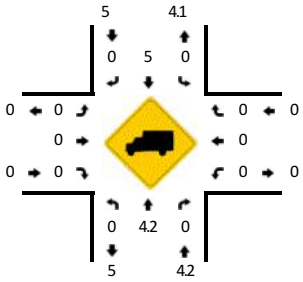
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

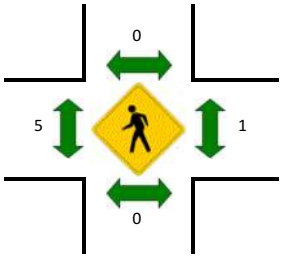
LOCATION: SW 185th Ave -- Willow Creek Apt Access | **QC JOB #:** 16237203
CITY/STATE: Hillsboro, OR | **DATE:** Wed, May 31 2023

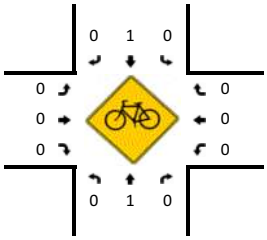
Peak-Hour: 7:20 AM -- 8:20 AM
Peak 15-Min: 7:50 AM -- 8:05 AM

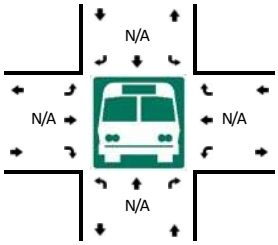


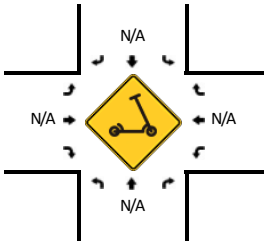


Quality Counts
DATA THAT DRIVES COMMUNITIES









5-Min Count Period Beginning At	SW 185th Ave (Northbound)				SW 185th Ave (Southbound)				Willow Creek Apt Access (Eastbound)				Willow Creek Apt Access (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:20 AM	0	95	0	0	0	76	0	0	1	0	0	0	0	0	0	0	172	
7:25 AM	0	87	0	0	0	60	0	0	0	0	1	0	0	0	0	0	148	
7:30 AM	0	77	0	0	0	47	0	0	0	0	0	0	0	0	0	0	124	
7:35 AM	1	100	0	0	0	50	0	0	0	0	0	0	0	0	0	0	151	
7:40 AM	0	96	0	0	0	63	2	1	0	0	1	0	0	0	0	0	163	
7:45 AM	0	92	0	0	0	58	0	0	1	0	0	0	0	0	0	0	151	
7:50 AM	0	106	0	0	0	50	0	0	2	0	0	0	0	0	0	0	158	
7:55 AM	0	82	0	0	0	73	1	0	0	0	1	0	0	0	0	0	157	
8:00 AM	1	101	0	0	0	65	0	0	0	0	3	0	0	0	0	0	170	
8:05 AM	0	108	0	0	0	44	0	0	1	0	0	0	0	0	0	0	153	
8:10 AM	0	83	0	0	0	74	0	0	0	0	0	0	0	0	0	0	157	
8:15 AM	0	103	0	0	0	54	0	0	1	0	0	0	0	0	0	0	158	1862

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	1156	0	0	0	752	4	0	8	0	16	0	0	0	0	0	1940
Heavy Trucks	0	44	0		0	36	0		0	0	0		0	0	0		80
Buses																	
Pedestrians		0				0				12				0			12
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/8/2023 4:01 PM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

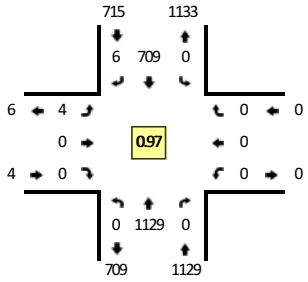
Type of peak hour being reported: Intersection Peak

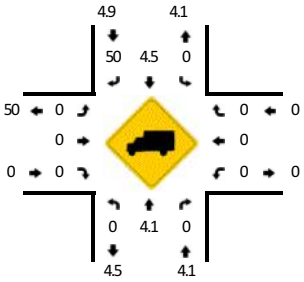
Method for determining peak hour: Total Entering Volume

LOCATION: SW 185th Ave -- SW Alderwood Dr
CITY/STATE: Aloha, OR

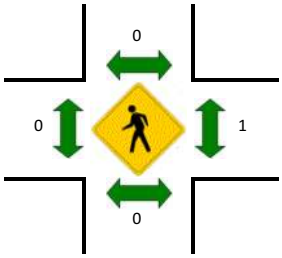
QC JOB #: 16237205
DATE: Wed, May 31 2023

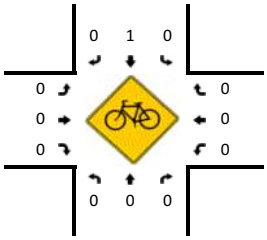
Peak-Hour: 7:20 AM -- 8:20 AM
Peak 15-Min: 7:50 AM -- 8:05 AM

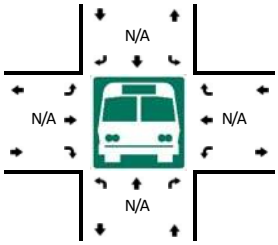


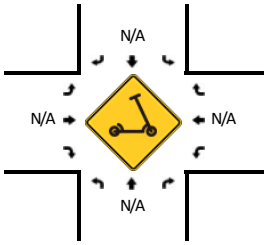


Quality Counts
DATA THAT DRIVES COMMUNITIES









5-Min Count Period Beginning At	SW 185th Ave (Northbound)				SW 185th Ave (Southbound)				SW Alderwood Dr (Eastbound)				SW Alderwood Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:20 AM	0	97	0	0	0	76	1	0	0	0	0	0	0	0	0	0	174	
7:25 AM	0	87	0	0	0	61	0	0	0	0	0	0	0	0	0	0	148	
7:30 AM	0	75	0	0	0	46	1	0	0	0	0	0	0	0	0	0	122	
7:35 AM	0	101	0	0	0	48	0	0	0	0	0	0	0	0	0	0	149	
7:40 AM	0	96	0	0	0	62	0	0	0	0	0	0	0	0	0	0	158	
7:45 AM	0	91	0	0	0	57	1	0	0	0	0	0	0	0	0	0	149	
7:50 AM	0	104	0	0	0	49	0	0	0	0	0	0	0	0	0	0	153	
7:55 AM	0	78	0	0	0	71	1	0	2	0	0	0	0	0	0	0	152	
8:00 AM	0	104	0	0	0	67	1	0	0	0	0	0	0	0	0	0	172	
8:05 AM	0	105	0	0	0	43	0	0	0	0	0	0	0	0	0	0	148	
8:10 AM	0	78	0	0	0	75	1	0	2	0	0	0	0	0	0	0	156	
8:15 AM	0	113	0	0	0	54	0	0	0	0	0	0	0	0	0	0	167	1848

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	1144	0	0	0	748	8	0	8	0	0	0	0	0	0	0	1908
Heavy Trucks	0	40	0		0	32	4		0	0	0		0	0	0		76
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/8/2023 4:01 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: SW 185th Ave -- SW Longacre St
CITY/STATE: Aloha, OR

QC JOB #: 16237207
DATE: Wed, May 31 2023

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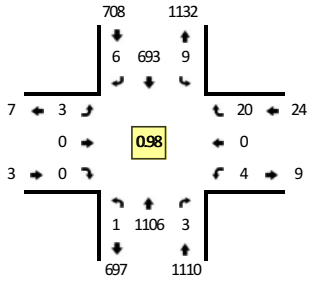
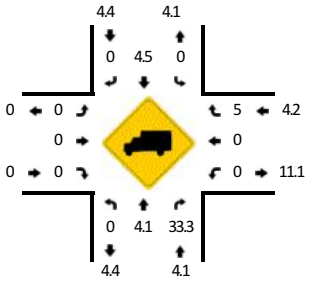
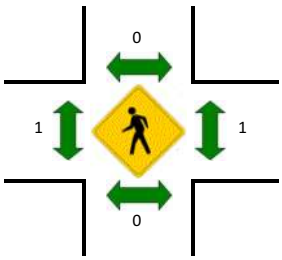
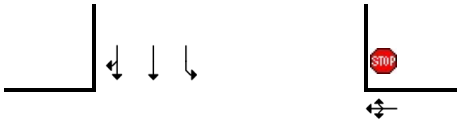
Peak 15-Min: 7:50 AM -- 8:05 AM

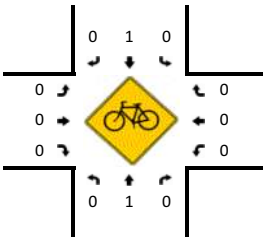


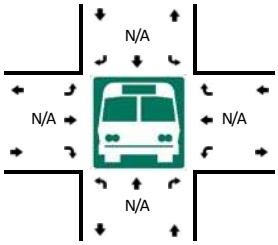


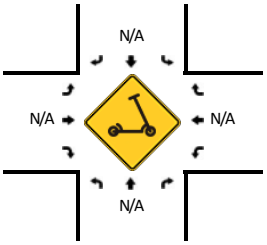
Quality Counts
DATA THAT DRIVES COMMUNITIES











5-Min Count Period Beginning At	SW 185th Ave (Northbound)				SW 185th Ave (Southbound)				SW Longacre St (Eastbound)				SW Longacre St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:20 AM	0	94	0	0	1	75	1	0	0	0	0	0	0	0	2	0	173	
7:25 AM	0	85	0	0	0	61	0	0	1	0	0	0	0	0	2	0	149	
7:30 AM	0	72	0	0	1	44	0	0	0	0	0	0	1	0	2	0	120	
7:35 AM	1	99	1	0	1	49	0	0	0	0	0	0	1	0	3	0	155	
7:40 AM	0	97	0	0	2	60	0	0	0	0	0	0	1	0	1	0	161	
7:45 AM	0	90	0	0	0	56	1	0	0	0	0	0	0	0	1	0	148	
7:50 AM	0	103	0	0	0	48	1	1	0	0	0	0	0	0	1	0	154	
7:55 AM	0	73	1	0	0	71	0	0	1	0	0	0	0	0	1	0	147	
8:00 AM	0	99	1	0	0	63	1	1	1	0	0	0	0	0	4	0	170	
8:05 AM	0	103	0	0	0	40	1	0	0	0	0	0	0	0	1	0	145	
8:10 AM	0	79	0	0	0	73	1	0	0	0	0	0	1	0	0	0	154	
8:15 AM	0	112	0	0	1	53	0	1	0	0	0	0	0	0	2	0	169	1845

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	1100	8	0	0	728	8	8	8	0	0	0	0	0	24	0	1884
Heavy Trucks	0	40	0		0	32	0		0	0	0		0	0	0		72
Buses																	
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/8/2023 4:01 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

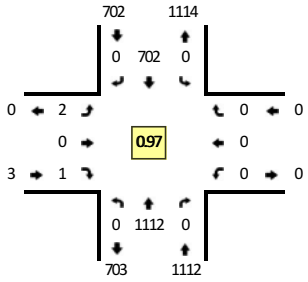
Type of peak hour being reported: Intersection Peak

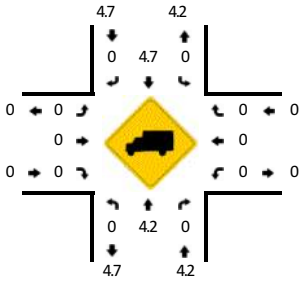
Method for determining peak hour: Total Entering Volume

LOCATION: SW 185th Ave -- SW Selvarosa Ct
CITY/STATE: Aloha, OR

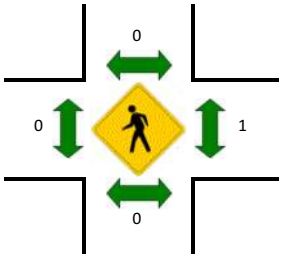
QC JOB #: 16237209
DATE: Wed, May 31 2023

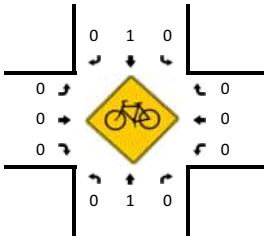
Peak-Hour: 7:20 AM -- 8:20 AM
Peak 15-Min: 8:05 AM -- 8:20 AM

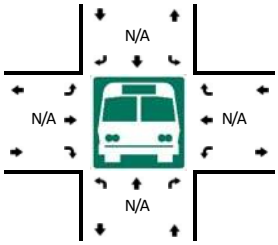


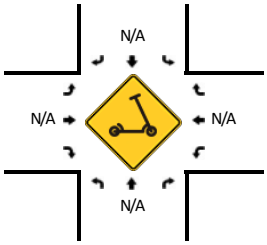


Quality Counts
DATA THAT DRIVES COMMUNITIES









5-Min Count Period Beginning At	SW 185th Ave (Northbound)				SW 185th Ave (Southbound)				SW Selvarosa Ct (Eastbound)				SW Selvarosa Ct (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:20 AM	0	95	0	0	0	76	0	0	0	0	0	0	0	0	0	0	171	
7:25 AM	0	84	0	0	0	60	0	0	1	0	0	0	0	0	0	0	145	
7:30 AM	0	73	0	0	0	47	0	0	0	0	0	0	0	0	0	0	120	
7:35 AM	0	100	0	0	0	50	0	0	0	0	0	0	0	0	0	0	150	
7:40 AM	0	101	0	0	0	59	0	0	0	0	0	0	0	0	0	0	160	
7:45 AM	0	90	0	0	0	57	0	0	0	0	0	0	0	0	0	0	147	
7:50 AM	0	101	0	0	0	48	0	0	0	0	0	0	0	0	0	0	149	
7:55 AM	0	74	0	0	0	71	0	0	0	0	0	0	0	0	0	0	145	
8:00 AM	0	98	0	0	0	65	0	0	0	0	0	0	0	0	0	0	163	
8:05 AM	0	104	0	0	0	38	0	0	0	0	0	0	0	0	0	0	142	
8:10 AM	0	78	0	0	0	78	0	0	1	0	1	0	0	0	0	0	158	
8:15 AM	0	114	0	0	0	53	0	0	0	0	0	0	0	0	0	0	167	1817

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	1184	0	0	0	676	0	0	4	0	4	0	0	0	0	0	1868
Heavy Trucks	0	48	0		0	24	0		0	0	0		0	0	0		72
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/8/2023 4:01 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

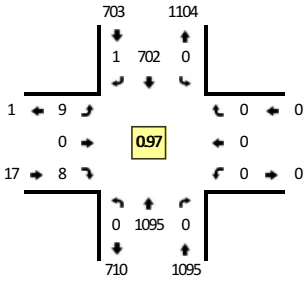
Type of peak hour being reported: Intersection Peak

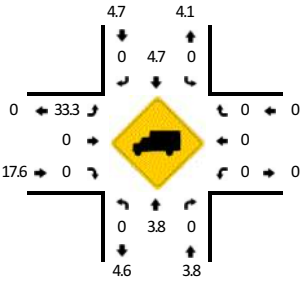
Method for determining peak hour: Total Entering Volume

LOCATION: SW 185th Ave -- SW Honeywood Dr
CITY/STATE: Aloha, OR

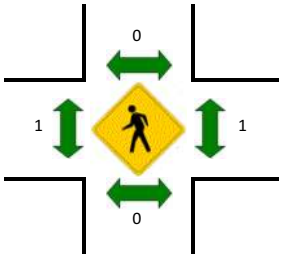
QC JOB #: 16237211
DATE: Wed, May 31 2023

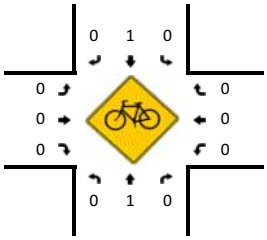
Peak-Hour: 7:20 AM -- 8:20 AM
Peak 15-Min: 8:05 AM -- 8:20 AM

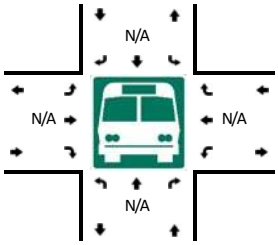


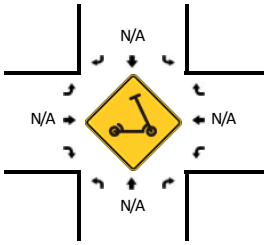


Quality Counts
DATA THAT DRIVES COMMUNITIES









5-Min Count Period Beginning At	SW 185th Ave (Northbound)				SW 185th Ave (Southbound)				SW Honeywood Dr (Eastbound)				SW Honeywood Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:20 AM	0	93	0	0	0	76	0	0	1	0	0	0	0	0	0	0	170	
7:25 AM	0	85	0	0	0	60	0	0	0	0	0	0	0	0	0	0	145	
7:30 AM	0	72	0	0	0	47	0	0	1	0	0	0	0	0	0	0	120	
7:35 AM	0	98	0	0	0	50	0	0	1	0	0	0	0	0	0	0	149	
7:40 AM	0	102	0	0	0	59	0	0	0	0	0	0	0	0	0	0	161	
7:45 AM	0	89	0	0	0	57	0	0	0	0	0	0	0	0	0	0	146	
7:50 AM	0	100	0	0	0	48	0	0	1	0	0	0	0	0	0	0	149	
7:55 AM	0	72	0	0	0	72	0	0	0	0	2	0	0	0	0	0	146	
8:00 AM	0	94	0	0	0	65	0	0	1	0	1	0	0	0	0	0	161	
8:05 AM	0	103	0	0	0	37	0	0	1	0	2	0	0	0	0	0	143	
8:10 AM	0	77	0	0	0	78	1	0	0	0	1	0	0	0	0	0	157	
8:15 AM	0	110	0	0	0	53	0	0	3	0	2	0	0	0	0	0	168	1815

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	1160	0	0	0	672	4	0	16	0	20	0	0	0	0	0	1872
Heavy Trucks	0	48	0		0	24	0		0	0	0		0	0	0		72
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

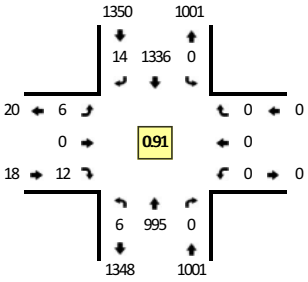
Report generated on 6/8/2023 4:01 PM

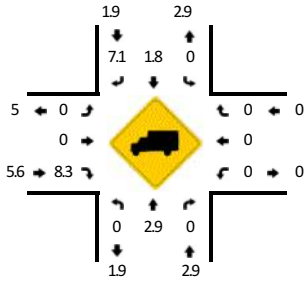
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

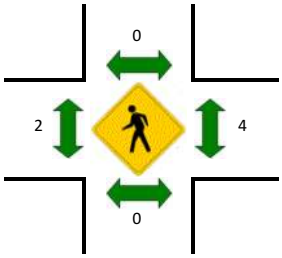
LOCATION: SW 185th Ave -- Aloha Park Access/SW Stepping Stone Dr | **QC JOB #:** 16237202
CITY/STATE: Hillsboro, OR | **DATE:** Wed, May 31 2023

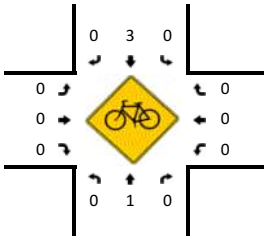
Peak-Hour: 4:35 PM -- 5:35 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

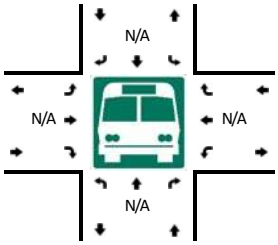


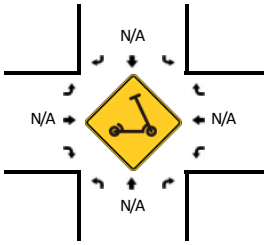


Quality Counts
DATA THAT DRIVES COMMUNITIES









5-Min Count Period Beginning At	SW 185th Ave (Northbound)				SW 185th Ave (Southbound)				Aloha Park Access/SW Stepping Stone Dr (Eastbound)				Aloha Park Access/SW Stepping Stone Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:35 PM	0	68	0	0	0	103	3	0	0	0	0	0	0	0	0	0	174	
4:40 PM	1	77	0	0	0	111	1	0	1	0	2	0	0	0	0	0	193	
4:45 PM	1	94	0	0	0	116	2	0	0	0	0	0	0	0	0	0	213	
4:50 PM	0	87	0	0	0	122	2	0	0	0	1	0	0	0	0	0	212	
4:55 PM	1	70	0	0	0	116	0	0	1	0	1	0	0	0	0	0	189	
5:00 PM	0	81	0	0	0	112	1	0	1	0	2	0	0	0	0	0	197	
5:05 PM	1	75	0	0	0	105	2	0	1	0	1	0	0	0	0	0	185	
5:10 PM	0	100	0	0	0	116	1	0	0	0	1	0	0	0	0	0	218	
5:15 PM	2	85	0	0	0	122	0	0	0	0	2	0	0	0	0	0	211	
5:20 PM	0	96	0	0	0	122	0	0	1	0	0	0	0	0	0	0	219	
5:25 PM	0	85	0	0	0	92	1	0	0	0	1	0	0	0	0	0	179	
5:30 PM	0	77	0	0	0	99	1	0	1	0	1	0	0	0	0	0	179	2369

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	1124	0	0	0	1440	4	0	4	0	12	0	0	0	0	0	2592
Heavy Trucks	0	32	0		0	16	0		0	0	4		0	0	0		52
Buses																	
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	8	0		0	0	0		0	0	0		8
Scooters																	

Comments:

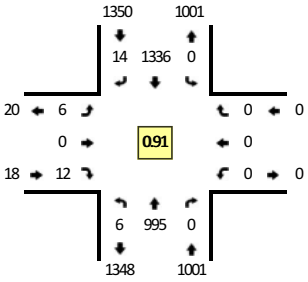
Report generated on 6/8/2023 4:01 PM

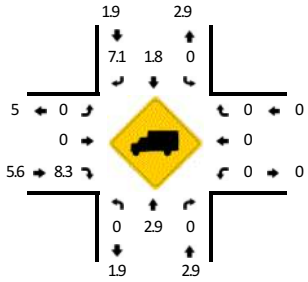
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

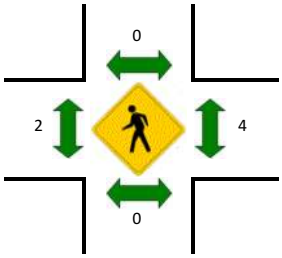
LOCATION: SW 185th Ave -- Aloha Park Access/SW Stepping Stone Dr | **QC JOB #:** 16237202
CITY/STATE: Hillsboro, OR | **DATE:** Wed, May 31 2023

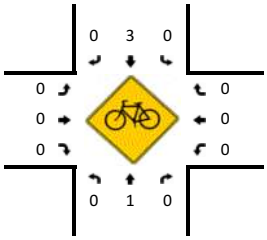
Peak-Hour: 4:35 PM -- 5:35 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

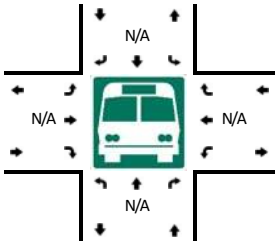


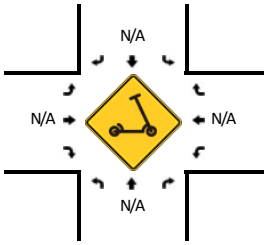


Quality Counts
DATA THAT DRIVES COMMUNITIES









5-Min Count Period Beginning At	SW 185th Ave (Northbound)				SW 185th Ave (Southbound)				Aloha Park Access/SW Stepping Stone Dr (Eastbound)				Aloha Park Access/SW Stepping Stone Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:35 PM	0	68	0	0	0	103	3	0	0	0	0	0	0	0	0	0	174	
4:40 PM	1	77	0	0	0	111	1	0	1	0	2	0	0	0	0	0	193	
4:45 PM	1	94	0	0	0	116	2	0	0	0	0	0	0	0	0	0	213	
4:50 PM	0	87	0	0	0	122	2	0	0	0	1	0	0	0	0	0	212	
4:55 PM	1	70	0	0	0	116	0	0	1	0	1	0	0	0	0	0	189	
5:00 PM	0	81	0	0	0	112	1	0	1	0	2	0	0	0	0	0	197	
5:05 PM	1	75	0	0	0	105	2	0	1	0	1	0	0	0	0	0	185	
5:10 PM	0	100	0	0	0	116	1	0	0	0	1	0	0	0	0	0	218	
5:15 PM	2	85	0	0	0	122	0	0	0	0	2	0	0	0	0	0	211	
5:20 PM	0	96	0	0	0	122	0	0	1	0	0	0	0	0	0	0	219	
5:25 PM	0	85	0	0	0	92	1	0	0	0	1	0	0	0	0	0	179	
5:30 PM	0	77	0	0	0	99	1	0	1	0	1	0	0	0	0	0	179	2369

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	1124	0	0	0	1440	4	0	4	0	12	0	0	0	0	0	2592
Heavy Trucks	0	32	0		0	16	0		0	0	4		0	0	0		52
Buses																	
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	8	0		0	0	0		0	0	0		8
Scooters																	

Comments:

Report generated on 6/8/2023 4:01 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

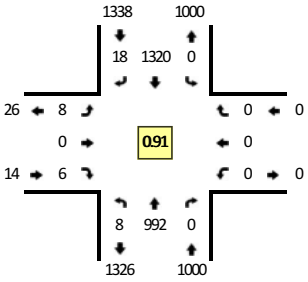
Type of peak hour being reported: Intersection Peak

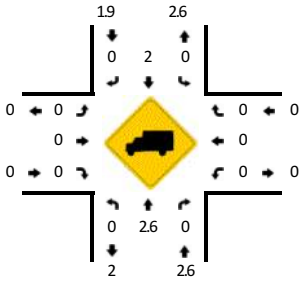
Method for determining peak hour: Total Entering Volume

LOCATION: SW 185th Ave -- Willow Creek Apt Access
CITY/STATE: Hillsboro, OR

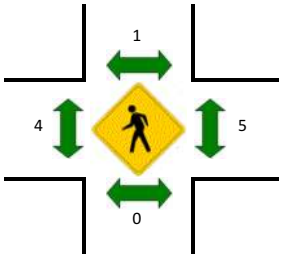
QC JOB #: 16237204
DATE: Wed, May 31 2023

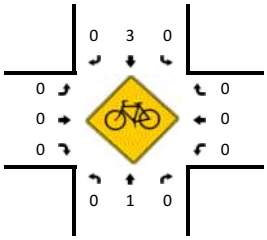
Peak-Hour: 4:35 PM -- 5:35 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

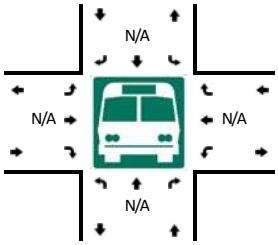


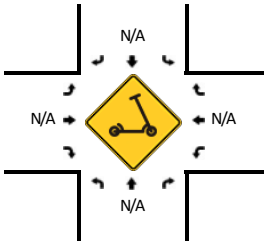


Quality Counts
DATA THAT DRIVES COMMUNITIES









5-Min Count Period Beginning At	SW 185th Ave (Northbound)				SW 185th Ave (Southbound)				Willow Creek Apt Access (Eastbound)				Willow Creek Apt Access (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:35 PM	0	65	0	0	0	99	1	0	0	0	0	0	0	0	0	0	165	
4:40 PM	1	80	0	0	0	111	1	0	1	0	0	0	0	0	0	0	194	
4:45 PM	0	91	0	0	0	112	1	0	2	0	1	0	0	0	0	0	207	
4:50 PM	1	85	0	0	0	126	1	0	1	0	0	0	0	0	0	0	214	
4:55 PM	2	70	0	0	0	115	2	0	0	0	1	0	0	0	0	0	190	
5:00 PM	0	81	0	0	0	111	1	0	0	0	0	0	0	0	0	0	193	
5:05 PM	1	78	0	0	0	107	1	0	0	0	1	0	0	0	0	0	188	
5:10 PM	2	99	0	0	0	116	1	0	1	0	0	0	0	0	0	0	219	
5:15 PM	0	87	0	0	0	123	2	0	0	0	0	0	0	0	0	0	212	
5:20 PM	0	95	0	0	0	116	2	0	1	0	3	0	0	0	0	0	217	
5:25 PM	1	83	0	0	0	93	1	0	1	0	0	0	0	0	0	0	179	
5:30 PM	0	78	0	0	0	91	4	0	1	0	0	0	0	0	0	0	174	2352

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	1124	0	0	0	1420	20	0	8	0	12	0	0	0	0	0	2592
Heavy Trucks	0	24	0		0	24	0		0	0	0		0	0	0		48
Buses																	
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	8	0		0	0	0		0	0	0		8
Scooters																	

Comments:

Report generated on 6/8/2023 4:01 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

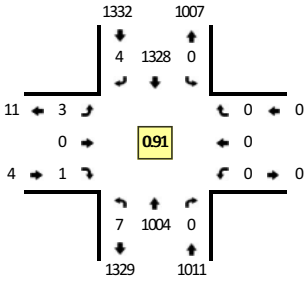
Type of peak hour being reported: Intersection Peak

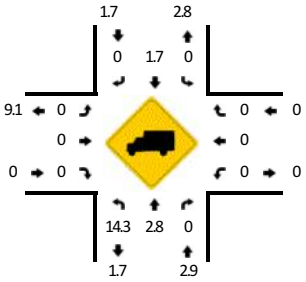
Method for determining peak hour: Total Entering Volume

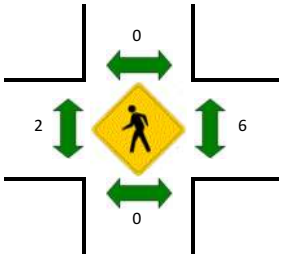
LOCATION: SW 185th Ave -- SW Alderwood Dr
CITY/STATE: Aloha, OR

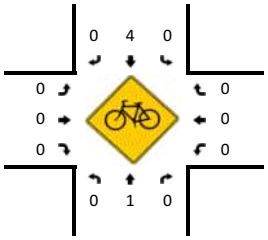
QC JOB #: 16237206
DATE: Wed, May 31 2023

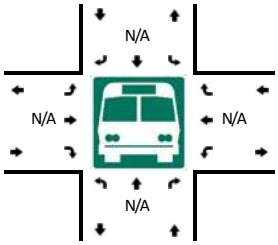
Peak-Hour: 4:35 PM -- 5:35 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

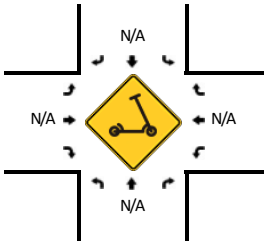












5-Min Count Period Beginning At	SW 185th Ave (Northbound)				SW 185th Ave (Southbound)				SW Alderwood Dr (Eastbound)				SW Alderwood Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:35 PM	1	67	0	0	0	99	0	0	0	0	0	0	0	0	0	0	167	
4:40 PM	2	84	0	0	0	112	0	0	0	0	0	0	0	0	0	0	198	
4:45 PM	0	91	0	0	0	113	0	0	0	0	1	0	0	0	0	0	205	
4:50 PM	0	84	0	0	0	128	0	0	0	0	0	0	0	0	0	0	212	
4:55 PM	0	76	0	0	0	114	2	0	0	0	0	0	0	0	0	0	192	
5:00 PM	1	81	0	0	0	110	0	0	1	0	0	0	0	0	0	0	193	
5:05 PM	0	78	0	0	0	108	0	0	0	0	0	0	0	0	0	0	186	
5:10 PM	2	99	0	0	0	118	1	0	1	0	0	0	0	0	0	0	221	
5:15 PM	0	86	0	0	0	120	1	0	0	0	0	0	0	0	0	0	207	
5:20 PM	0	97	0	0	0	120	0	0	1	0	0	0	0	0	0	0	218	
5:25 PM	1	83	0	0	0	95	0	0	0	0	0	0	0	0	0	0	179	
5:30 PM	0	78	0	0	0	91	0	0	0	0	0	0	0	0	0	0	169	2347

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	1128	0	0	0	1432	8	0	8	0	0	0	0	0	0	0	2584
Heavy Trucks	0	24	0		0	24	0		0	0	0		0	0	0		48
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	8	0		0	0	0		0	0	0		8
Scooters																	

Comments:

Report generated on 6/8/2023 4:01 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

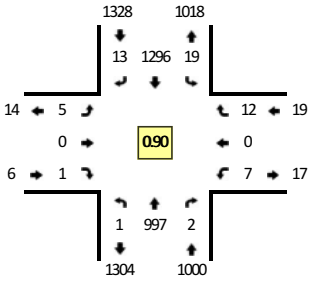
Type of peak hour being reported: Intersection Peak

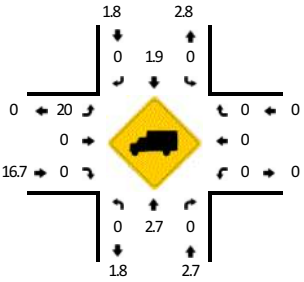
Method for determining peak hour: Total Entering Volume

LOCATION: SW 185th Ave -- SW Longacre St
CITY/STATE: Aloha, OR

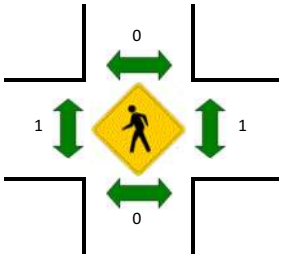
QC JOB #: 16237208
DATE: Wed, May 31 2023

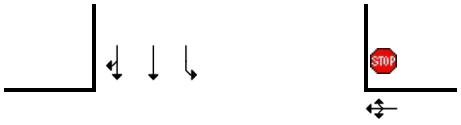
Peak-Hour: 4:35 PM -- 5:35 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

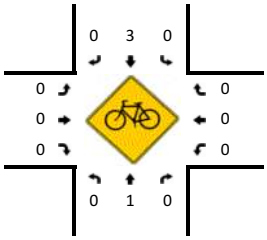


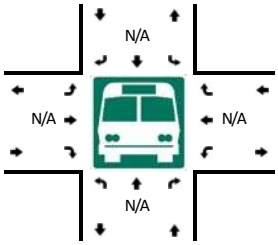


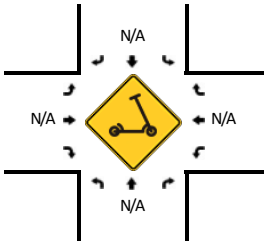
Quality Counts
DATA THAT DRIVES COMMUNITIES











5-Min Count Period Beginning At	SW 185th Ave (Northbound)				SW 185th Ave (Southbound)				SW Longacre St (Eastbound)				SW Longacre St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:35 PM	0	68	0	0	2	97	1	0	0	0	0	0	0	0	2	0	170	
4:40 PM	0	78	0	0	0	108	1	0	0	0	0	0	1	0	1	0	189	
4:45 PM	0	89	0	0	0	108	1	0	0	0	0	0	0	0	2	0	200	
4:50 PM	0	82	1	0	4	123	0	1	0	0	1	0	1	0	2	0	215	
4:55 PM	0	76	0	0	0	113	3	0	0	0	0	0	1	0	0	0	193	
5:00 PM	0	77	0	0	1	101	0	0	0	0	0	0	1	0	2	0	182	
5:05 PM	0	76	0	0	1	111	1	0	2	0	0	0	0	0	1	0	192	
5:10 PM	0	99	0	0	3	108	3	0	1	0	0	0	0	0	0	0	214	
5:15 PM	0	82	0	0	1	116	2	1	1	0	0	0	0	0	1	0	204	
5:20 PM	0	110	0	0	0	121	0	0	0	0	0	0	1	0	1	0	233	
5:25 PM	0	82	1	0	3	99	0	2	0	0	0	0	2	0	0	0	189	
5:30 PM	1	78	0	0	0	91	1	0	1	0	0	0	0	0	0	0	172	2353

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	1164	0	0	16	1380	20	4	8	0	0	0	4	0	8	0	2604
Heavy Trucks	0	28	0		0	24	0		0	0	0		0	0	0		52
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	4	0		0	0	0		0	0	0		4
Scooters																	

Comments:

Report generated on 6/8/2023 4:01 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

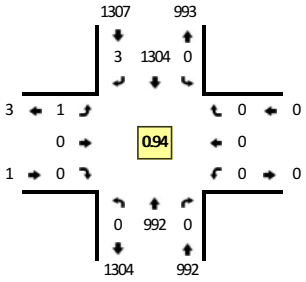
Type of peak hour being reported: Intersection Peak

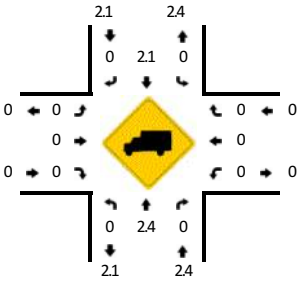
Method for determining peak hour: Total Entering Volume

LOCATION: SW 185th Ave -- SW Selvarosa Ct
CITY/STATE: Aloha, OR

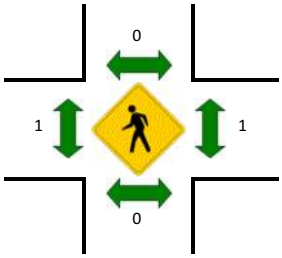
QC JOB #: 16237210
DATE: Wed, May 31 2023

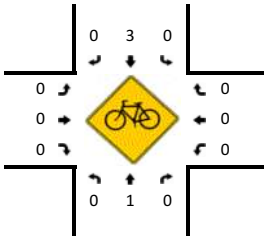
Peak-Hour: 4:35 PM -- 5:35 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

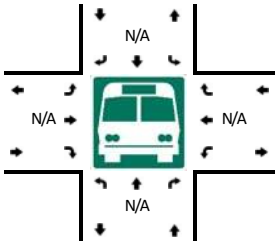


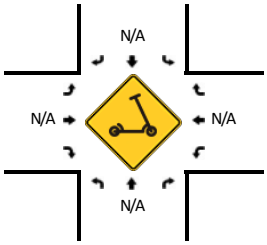


Quality Counts
DATA THAT DRIVES COMMUNITIES









5-Min Count Period Beginning At	SW 185th Ave (Northbound)				SW 185th Ave (Southbound)				SW Selvarosa Ct (Eastbound)				SW Selvarosa Ct (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:35 PM	0	69	0	0	0	96	1	0	0	0	0	0	0	0	0	0	166	
4:40 PM	0	80	0	0	0	109	0	0	0	0	0	0	0	0	0	0	189	
4:45 PM	0	89	0	0	0	111	0	0	0	0	0	0	0	0	0	0	200	
4:50 PM	0	82	0	0	0	129	0	0	1	0	0	0	0	0	0	0	212	
4:55 PM	0	75	0	0	0	115	0	0	0	0	0	0	0	0	0	0	190	
5:00 PM	0	78	0	0	0	99	1	0	0	0	0	0	0	0	0	0	178	
5:05 PM	0	79	0	0	0	113	0	0	0	0	0	0	0	0	0	0	192	
5:10 PM	0	93	0	0	0	109	0	0	0	0	0	0	0	0	0	0	202	
5:15 PM	0	83	0	0	0	116	1	0	0	0	0	0	0	0	0	0	200	
5:20 PM	0	99	0	0	0	113	0	0	0	0	0	0	0	0	0	0	212	
5:25 PM	0	84	0	0	0	102	0	0	0	0	0	0	0	0	0	0	186	
5:30 PM	0	81	0	0	0	92	0	0	0	0	0	0	0	0	0	0	173	2300

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	1100	0	0	0	1352	4	0	0	0	0	0	0	0	0	0	2456
Heavy Trucks	0	20	0		0	28	0		0	0	0		0	0	0		48
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	4	0		0	0	0		0	0	0		4
Scooters																	

Comments:

Report generated on 6/8/2023 4:01 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

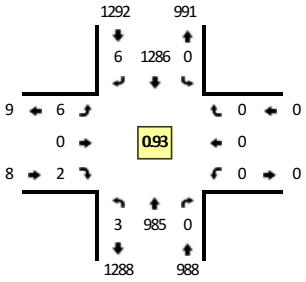
Type of peak hour being reported: Intersection Peak

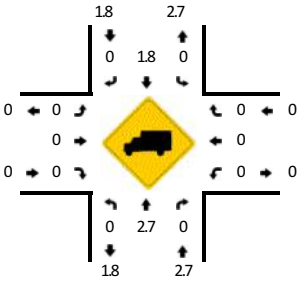
Method for determining peak hour: Total Entering Volume

LOCATION: SW 185th Ave -- SW Honeywood Dr
CITY/STATE: Aloha, OR

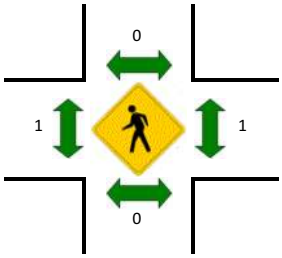
QC JOB #: 16237212
DATE: Wed, May 31 2023

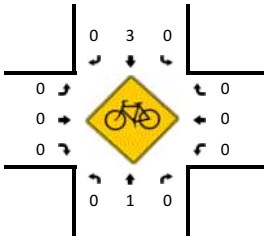
Peak-Hour: 4:35 PM -- 5:35 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

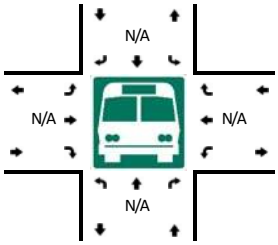


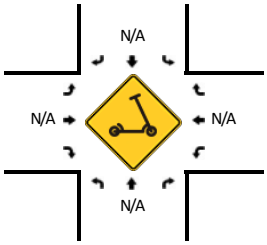


Quality Counts
DATA THAT DRIVES COMMUNITIES









5-Min Count Period Beginning At	SW 185th Ave (Northbound)				SW 185th Ave (Southbound)				SW Honeywood Dr (Eastbound)				SW Honeywood Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:35 PM	1	71	0	0	0	97	0	0	0	0	0	0	0	0	0	0	169	
4:40 PM	0	81	0	0	0	108	2	0	2	0	0	0	0	0	0	0	193	
4:45 PM	0	90	0	0	0	105	1	0	0	0	0	0	0	0	0	0	196	
4:50 PM	0	75	0	0	0	124	0	0	0	0	0	0	0	0	0	0	199	
4:55 PM	0	77	0	0	0	114	0	0	0	0	0	0	0	0	0	0	191	
5:00 PM	0	79	0	0	0	99	0	0	0	0	0	0	0	0	0	0	178	
5:05 PM	0	77	0	0	0	110	1	0	1	0	0	0	0	0	0	0	189	
5:10 PM	2	91	0	0	0	107	0	0	1	0	0	0	0	0	0	0	201	
5:15 PM	0	80	0	0	0	115	0	0	1	0	0	0	0	0	0	0	196	
5:20 PM	0	101	0	0	0	113	1	0	0	0	1	0	0	0	0	0	216	
5:25 PM	0	82	0	0	0	102	1	0	0	0	0	0	0	0	0	0	185	
5:30 PM	0	81	0	0	0	92	0	0	1	0	1	0	0	0	0	0	175	2288

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	1088	0	0	0	1340	4	0	8	0	4	0	0	0	0	0	2452
Heavy Trucks	0	24	0		0	24	0		0	0	0		0	0	0		48
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	4	0		0	0	0		0	0	0		4
Scooters																	

Comments:

Report generated on 6/8/2023 4:01 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Appendix B
Intersection Operations Analysis

Intersection Level Of Service Report
Intersection 1: SW 185th Avenue/Aloha Park Access

Control Type:	Two-way stop	Delay (sec / veh):	28.8
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.038

Intersection Setup

Name	SW 185th Avenue		SW 185th Avenue			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	SW 185th Avenue		SW 185th Avenue			
Base Volume Input [veh/h]	4	1121	706	6	6	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	4.00	5.00	0.00	0.00	10.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	1121	706	6	6	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	280	177	2	2	3
Total Analysis Volume [veh/h]	4	1121	706	6	6	10
Pedestrian Volume [ped/h]	0		0		10	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.04	0.02
d_M, Delay for Movement [s/veh]	9.11	0.00	0.00	0.00	28.76	11.69
Movement LOS	A	A	A	A	D	B
95th-Percentile Queue Length [veh/ln]	0.01	0.00	0.00	0.00	0.17	0.17
95th-Percentile Queue Length [ft/ln]	0.34	0.00	0.00	0.00	4.36	4.36
d_A, Approach Delay [s/veh]	0.03		0.00		18.09	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.18					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 2: SW 185th Avenue/Willow Creek Apt Access

Control Type:	Two-way stop	Delay (sec / veh):	28.7
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.038

Intersection Setup

Name	SW 185th Avenue		SW 185th Avenue			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	SW 185th Avenue		SW 185th Avenue			
Base Volume Input [veh/h]	2	1130	714	3	6	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	4.00	5.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	1130	714	3	6	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	283	179	1	2	2
Total Analysis Volume [veh/h]	2	1130	714	3	6	6
Pedestrian Volume [ped/h]	0		0		5	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.04	0.01
d_M, Delay for Movement [s/veh]	9.08	0.00	0.00	0.00	28.67	11.38
Movement LOS	A	A	A	A	D	B
95th-Percentile Queue Length [veh/ln]	0.01	0.00	0.00	0.00	0.15	0.15
95th-Percentile Queue Length [ft/ln]	0.17	0.00	0.00	0.00	3.75	3.75
d_A, Approach Delay [s/veh]	0.02		0.00		20.02	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.14					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 3: SW 185th Avenue/SW Alderwood Drive/New Collector

Control Type:	Two-way stop	Delay (sec / veh):	31.1
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.048

Intersection Setup

Name	SW 185th Avenue		SW 185th Avenue		SW Alderwood	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0
Entry Pocket Length [ft]	95.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	SW 185th Avenue		SW 185th Avenue		SW Alderwood	
Base Volume Input [veh/h]	1	1082	783	3	7	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	100.00	4.00	5.00	100.00	0.00	100.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1082	783	3	7	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	271	196	1	2	0
Total Analysis Volume [veh/h]	1	1082	783	3	7	1
Pedestrian Volume [ped/h]	0		0		11	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.05	0.00
d_M, Delay for Movement [s/veh]	13.96	0.00	0.00	0.00	31.08	15.59
Movement LOS	B	A	A	A	D	C
95th-Percentile Queue Length [veh/ln]	0.01	0.00	0.00	0.00	0.16	0.16
95th-Percentile Queue Length [ft/ln]	0.19	0.00	0.00	0.00	4.02	4.02
d_A, Approach Delay [s/veh]	0.01		0.00		29.15	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	0.13					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 4: SW 185th Avenue/SW Longacre Street

Control Type:	Two-way stop	Delay (sec / veh):	46.1
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.022

Intersection Setup

Name	SW 185th Avenue			SW 185th Avenue			SW Longacre Street			SW Longacre Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	115.00	100.00	100.00	80.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	SW 185th Avenue			SW 185th Avenue			SW Longacre Street			SW Longacre Street		
Base Volume Input [veh/h]	3	1058	2	8	766	10	2	0	3	2	0	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	33.00	4.00	50.00	12.00	5.00	0.00	0.00	0.00	33.00	0.00	0.00	9.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	1058	2	8	766	10	2	0	3	2	0	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	265	1	2	192	3	1	0	1	1	0	6
Total Analysis Volume [veh/h]	3	1058	2	8	766	10	2	0	3	2	0	23
Pedestrian Volume [ped/h]	0			0			1			1		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.01	0.01	0.00	0.02	0.00	0.01	0.02	0.00	0.05
d_M, Delay for Movement [s/veh]	10.48	0.00	0.00	11.13	0.00	0.00	38.49	54.64	12.23	46.07	55.27	13.37
Movement LOS	B	A	A	B	A	A	E	F	B	E	F	B
95th-Percentile Queue Length [veh/ln]	0.01	0.00	0.00	0.04	0.00	0.00	0.07	0.07	0.07	0.23	0.23	0.23
95th-Percentile Queue Length [ft/ln]	0.34	0.00	0.00	1.02	0.00	0.00	1.85	1.85	1.85	5.71	5.71	5.71
d_A, Approach Delay [s/veh]	0.03			0.11			22.73			15.98		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	0.34											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 5: SW 185th Avenue/SW Selvarosa Court

Control Type:	Two-way stop	Delay (sec / veh):	27.0
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.012

Intersection Setup

Name	SW 185th Avenue		SW 185th Avenue			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	SW 185th Avenue		SW 185th Avenue			
Base Volume Input [veh/h]	0	1112	702	0	2	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	4.00	5.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1112	702	0	2	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	278	176	0	1	0
Total Analysis Volume [veh/h]	0	1112	702	0	2	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	8.98	0.00	0.00	0.00	26.96	10.75
Movement LOS	A	A	A	A	D	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.04	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	1.03	1.03
d_A, Approach Delay [s/veh]	0.00		0.00		21.56	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.04					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 6: SW 185th Ave/SW Honeywood Drive

Control Type:	Two-way stop	Delay (sec / veh):	34.9
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.071

Intersection Setup

Name	SW 185th Avenue		SW 185th Avenue			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	SW 185th Avenue		SW 185th Avenue			
Base Volume Input [veh/h]	0	1095	702	1	9	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	4.00	5.00	0.00	33.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1095	702	1	9	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	274	176	0	2	2
Total Analysis Volume [veh/h]	0	1095	702	1	9	8
Pedestrian Volume [ped/h]	0		0		1	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.07	0.01
d_M, Delay for Movement [s/veh]	8.99	0.00	0.00	0.00	34.91	12.14
Movement LOS	A	A	A	A	D	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.27	0.27
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	6.78	6.78
d_A, Approach Delay [s/veh]	0.00		0.00		24.20	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.23					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 1: SW 185th Avenue/Aloha Park Access

Control Type:	Two-way stop	Delay (sec / veh):	63.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.091

Intersection Setup

Name	SW 185th Avenue		SW 185th Avenue			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	SW 185th Avenue		SW 185th Avenue			
Base Volume Input [veh/h]	6	995	1336	14	6	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	2.00	7.00	0.00	8.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	995	1336	14	6	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	249	334	4	2	3
Total Analysis Volume [veh/h]	6	995	1336	14	6	12
Pedestrian Volume [ped/h]	0		0		2	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.01	0.00	0.09	0.03
d_M, Delay for Movement [s/veh]	12.08	0.00	0.00	0.00	63.00	17.87
Movement LOS	B	A	A	A	F	C
95th-Percentile Queue Length [veh/ln]	0.04	0.00	0.00	0.00	0.42	0.42
95th-Percentile Queue Length [ft/ln]	0.88	0.00	0.00	0.00	10.40	10.40
d_A, Approach Delay [s/veh]	0.07		0.00		32.91	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	0.28					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 2: SW 185th Avenue/Willow Creek Apt Access

Control Type:	Two-way stop	Delay (sec / veh):	64.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.120

Intersection Setup

Name	SW 185th Avenue		SW 185th Avenue			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	SW 185th Avenue		SW 185th Avenue			
Base Volume Input [veh/h]	8	992	1320	18	8	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	2.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	992	1320	18	8	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	248	330	5	2	2
Total Analysis Volume [veh/h]	8	992	1320	18	8	6
Pedestrian Volume [ped/h]	0		0		4	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.01	0.00	0.12	0.01
d_M, Delay for Movement [s/veh]	12.06	0.00	0.00	0.00	64.52	19.40
Movement LOS	B	A	A	A	F	C
95th-Percentile Queue Length [veh/ln]	0.05	0.00	0.00	0.00	0.46	0.46
95th-Percentile Queue Length [ft/ln]	1.18	0.00	0.00	0.00	11.60	11.60
d_A, Approach Delay [s/veh]	0.10		0.00		45.18	
Approach LOS	A		A		E	
d_I, Intersection Delay [s/veh]	0.31					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 3: SW 185th Avenue/SW Alderwood Drive/New Collector

Control Type:	Two-way stop	Delay (sec / veh):	63.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.061

Intersection Setup

Name	SW 185th Avenue		SW 185th Avenue		SW Alderwood	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0
Entry Pocket Length [ft]	95.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	SW 185th Avenue		SW 185th Avenue		SW Alderwood	
Base Volume Input [veh/h]	1	958	1375	8	4	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	1.00	25.00	0.00	100.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	958	1375	8	4	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	240	344	2	1	0
Total Analysis Volume [veh/h]	1	958	1375	8	4	1
Pedestrian Volume [ped/h]	0		0		2	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.06	0.00
d_M, Delay for Movement [s/veh]	12.22	0.00	0.00	0.00	62.96	24.55
Movement LOS	B	A	A	A	F	C
95th-Percentile Queue Length [veh/ln]	0.01	0.00	0.00	0.00	0.21	0.21
95th-Percentile Queue Length [ft/ln]	0.15	0.00	0.00	0.00	5.21	5.21
d_A, Approach Delay [s/veh]	0.01		0.00		55.28	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	0.12					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 4: SW 185th Avenue/SW Longacre Street

Control Type:	Two-way stop	Delay (sec / veh):	92.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.070

Intersection Setup

Name	SW 185th Avenue			SW 185th Avenue			SW Longacre Street			SW Longacre Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	115.00	100.00	100.00	80.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	SW 185th Avenue			SW 185th Avenue			SW Longacre Street			SW Longacre Street		
Base Volume Input [veh/h]	4	939	6	16	1353	7	3	0	4	1	0	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	25.00	2.00	0.00	6.00	1.00	0.00	0.00	0.00	25.00	0.00	0.00	6.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	939	6	16	1353	7	3	0	4	1	0	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	235	2	4	338	2	1	0	1	0	0	4
Total Analysis Volume [veh/h]	4	939	6	16	1353	7	3	0	4	1	0	17
Pedestrian Volume [ped/h]	0			0			1			1		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.02	0.01	0.00	0.07	0.00	0.01	0.02	0.00	0.03
d_M, Delay for Movement [s/veh]	14.19	0.00	0.00	10.29	0.00	0.00	92.45	110.11	19.20	62.75	106.97	12.33
Movement LOS	B	A	A	B	A	A	F	F	C	F	F	B
95th-Percentile Queue Length [veh/ln]	0.03	0.00	0.00	0.07	0.00	0.00	0.26	0.26	0.26	0.15	0.15	0.15
95th-Percentile Queue Length [ft/ln]	0.77	0.00	0.00	1.76	0.00	0.00	6.61	6.61	6.61	3.80	3.80	3.80
d_A, Approach Delay [s/veh]	0.06			0.12			50.59			15.13		
Approach LOS	A			A			F			C		
d_I, Intersection Delay [s/veh]	0.36											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 5: SW 185th Avenue/SW Selvarosa Court

Control Type:	Two-way stop	Delay (sec / veh):	55.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.014

Intersection Setup

Name	SW 185th Avenue		SW 185th Avenue			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	SW 185th Avenue		SW 185th Avenue			
Base Volume Input [veh/h]	0	992	1304	3	1	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	2.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	992	1304	3	1	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	248	326	1	0	0
Total Analysis Volume [veh/h]	0	992	1304	3	1	0
Pedestrian Volume [ped/h]	0		0		1	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	11.73	0.00	0.00	0.00	55.45	14.41
Movement LOS	B	A	A	A	F	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.04	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	1.05	1.05
d_A, Approach Delay [s/veh]	0.00		0.00		55.45	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	0.02					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 6: SW 185th Ave/SW Honeywood Drive

Control Type:	Two-way stop	Delay (sec / veh):	57.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.082

Intersection Setup

Name	SW 185th Avenue		SW 185th Avenue			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	SW 185th Avenue		SW 185th Avenue			
Base Volume Input [veh/h]	3	985	1286	6	6	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	2.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	985	1286	6	6	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	246	322	2	2	1
Total Analysis Volume [veh/h]	3	985	1286	6	6	2
Pedestrian Volume [ped/h]	0		0		1	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.01	0.00	0.08	0.00
d_M, Delay for Movement [s/veh]	11.67	0.00	0.00	0.00	57.63	17.28
Movement LOS	B	A	A	A	F	C
95th-Percentile Queue Length [veh/ln]	0.02	0.00	0.00	0.00	0.28	0.28
95th-Percentile Queue Length [ft/ln]	0.42	0.00	0.00	0.00	7.04	7.04
d_A, Approach Delay [s/veh]	0.04		0.00		47.54	
Approach LOS	A		A		E	
d_I, Intersection Delay [s/veh]	0.18					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1: SW 185th Avenue/Aloha Park Access

Control Type:	Two-way stop	Delay (sec / veh):	33.3
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.046

Intersection Setup

Name	SW 185th Avenue		SW 185th Avenue			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	SW 185th Avenue		SW 185th Avenue			
Base Volume Input [veh/h]	4	1172	794	6	6	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	4.00	5.00	0.00	0.00	10.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	1172	794	6	6	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	293	199	2	2	3
Total Analysis Volume [veh/h]	4	1172	794	6	6	10
Pedestrian Volume [ped/h]	0		0		10	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.05	0.02
d_M, Delay for Movement [s/veh]	9.43	0.00	0.00	0.00	33.31	12.35
Movement LOS	A	A	A	A	D	B
95th-Percentile Queue Length [veh/ln]	0.01	0.00	0.00	0.00	0.20	0.20
95th-Percentile Queue Length [ft/ln]	0.37	0.00	0.00	0.00	5.06	5.06
d_A, Approach Delay [s/veh]	0.03		0.00		20.21	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.18					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 2: SW 185th Avenue/Willow Creek Apt Access

Control Type:	Two-way stop	Delay (sec / veh):	32.9
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.045

Intersection Setup

Name	SW 185th Avenue		SW 185th Avenue			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	SW 185th Avenue		SW 185th Avenue			
Base Volume Input [veh/h]	2	1170	800	3	6	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	4.00	5.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	1170	800	3	6	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	293	200	1	2	2
Total Analysis Volume [veh/h]	2	1170	800	3	6	6
Pedestrian Volume [ped/h]	0		0		5	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.04	0.01
d_M, Delay for Movement [s/veh]	9.39	0.00	0.00	0.00	32.88	11.99
Movement LOS	A	A	A	A	D	B
95th-Percentile Queue Length [veh/ln]	0.01	0.00	0.00	0.00	0.17	0.17
95th-Percentile Queue Length [ft/ln]	0.18	0.00	0.00	0.00	4.35	4.35
d_A, Approach Delay [s/veh]	0.02		0.00		22.44	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.14					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 3: SW 185th Avenue/SW Alderwood Drive/New Collector

Control Type:	Signalized	Delay (sec / veh):	5.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.399

Intersection Setup

Name	SW 185th Avenue			SW 185th Avenue			SW Alderwood			SW Alderwood		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	95.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SW 185th Avenue			SW 185th Avenue			SW Alderwood			SW Alderwood		
Base Volume Input [veh/h]	1	1099	71	7	796	3	7	0	1	69	0	66
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	100.00	4.00	2.00	2.00	5.00	100.00	0.00	2.00	100.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1099	71	7	796	3	7	0	1	69	0	66
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	275	18	2	199	1	2	0	0	17	0	17
Total Analysis Volume [veh/h]	1	1099	71	7	796	3	7	0	1	69	0	66
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	7			5			6			8		
v_ci, Inbound Pedestrian Volume crossing mi	8			6			5			7		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			1			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	5	0	0	5	0
Maximum Green [s]	0	70	0	0	70	0	0	30	0	0	30	0
Amber [s]	0.0	4.5	0.0	0.0	4.5	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0
Split [s]	0	76	0	0	76	0	0	34	0	0	34	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Walk [s]	0	7	0	0	7	0	0	9	0	0	9	0
Pedestrian Clearance [s]	0	20	0	0	20	0	0	18	0	0	18	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.5	0.0	0.0	3.5	0.0	0.0	2.5	0.0	0.0	2.5	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	L	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	5.50	5.50	5.50	5.50	5.50	5.50	4.50	4.50	4.50
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	3.50	3.50	3.50	3.50	2.50	2.50	2.50
g_i, Effective Green Time [s]	92	92	92	92	92	92	8	8	8
g / C, Green / Cycle	0.84	0.84	0.84	0.84	0.84	0.84	0.07	0.07	0.07
(v / s)_i Volume / Saturation Flow Rate	0.01	0.32	0.32	0.01	0.22	0.22	0.02	0.05	0.04
s, saturation flow rate [veh/h]	145	1840	1799	479	1825	1822	467	1439	1615
c, Capacity [veh/h]	176	1547	1512	415	1534	1531	93	100	111
d1, Uniform Delay [s]	3.19	2.06	2.06	4.07	1.79	1.79	49.78	50.31	49.75
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.04	0.04	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.06	0.72	0.74	0.07	0.41	0.41	0.14	3.16	1.92
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.01	0.38	0.38	0.02	0.26	0.26	0.09	0.69	0.60
d, Delay for Lane Group [s/veh]	3.25	2.78	2.80	4.15	2.20	2.21	49.93	53.46	51.67
Lane Group LOS	A	A	A	A	A	A	D	D	D
Critical Lane Group	No	No	Yes	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.01	1.44	1.42	0.04	0.84	0.84	0.22	1.97	1.83
50th-Percentile Queue Length [ft/ln]	0.17	36.12	35.60	1.05	21.10	21.08	5.56	49.13	45.87
95th-Percentile Queue Length [veh/ln]	0.01	2.60	2.56	0.08	1.52	1.52	0.40	3.54	3.30
95th-Percentile Queue Length [ft/ln]	0.30	65.02	64.08	1.88	37.98	37.95	10.01	88.43	82.56

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	3.25	2.79	2.80	4.15	2.21	2.21	49.93	49.93	49.93	53.46	51.67	51.67
Movement LOS	A	A	A	A	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	2.79			2.22			49.93			52.58		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	5.92											
Intersection LOS	A											
Intersection V/C	0.399											

Other Modes

g_Walk,mi, Effective Walk Time [s]	13.0	13.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	655.08	452.41
d_p, Pedestrian Delay [s]	42.77	42.77	44.55	44.55
l_p,int, Pedestrian LOS Score for Intersection	3.002	2.896	1.731	2.017
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1282	1282	536	536
d_b, Bicycle Delay [s]	7.09	7.10	29.46	29.46
l_b,int, Bicycle LOS Score for Intersection	2.526	2.225	1.573	1.782
Bicycle LOS	B	B	A	A

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 4: SW 185th Avenue/SW Longacre Street

Control Type:	Two-way stop	Delay (sec / veh):	56.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.028

Intersection Setup

Name	SW 185th Avenue			SW 185th Avenue			SW Longacre Street			SW Longacre Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	115.00	100.00	100.00	80.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	SW 185th Avenue			SW 185th Avenue			SW Longacre Street			SW Longacre Street		
Base Volume Input [veh/h]	3	1145	2	8	847	11	2	0	3	2	0	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	33.00	4.00	50.00	12.00	5.00	0.00	0.00	0.00	33.00	0.00	0.00	9.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	1145	2	8	847	11	2	0	3	2	0	24
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	286	1	2	212	3	1	0	1	1	0	6
Total Analysis Volume [veh/h]	3	1145	2	8	847	11	2	0	3	2	0	24
Pedestrian Volume [ped/h]	0			0			1			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.01	0.01	0.00	0.02	0.00	0.01	0.03	0.00	0.05
d_M, Delay for Movement [s/veh]	10.95	0.00	0.00	11.63	0.00	0.00	46.81	68.25	12.89	56.08	69.04	14.10
Movement LOS	B	A	A	B	A	A	E	F	B	F	F	B
95th-Percentile Queue Length [veh/ln]	0.01	0.00	0.00	0.04	0.00	0.00	0.09	0.09	0.09	0.27	0.27	0.27
95th-Percentile Queue Length [ft/ln]	0.37	0.00	0.00	1.11	0.00	0.00	2.23	2.23	2.23	6.67	6.67	6.67
d_A, Approach Delay [s/veh]	0.03			0.11			26.46			17.33		
Approach LOS	A			A			D			C		
d_I, Intersection Delay [s/veh]	0.35											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 5: SW 185th Avenue/SW Selvarosa Court

Control Type:	Two-way stop	Delay (sec / veh):	33.4
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.016

Intersection Setup

Name	SW 185th Avenue		SW 185th Avenue			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	SW 185th Avenue		SW 185th Avenue			
Base Volume Input [veh/h]	0	1148	852	0	2	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	4.00	5.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1148	852	0	2	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	287	213	0	1	0
Total Analysis Volume [veh/h]	0	1148	852	0	2	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	9.53	0.00	0.00	0.00	33.36	11.55
Movement LOS	A	A	A	A	D	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.05	0.05
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	1.32	1.32
d_A, Approach Delay [s/veh]	0.00		0.00		26.09	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	0.04					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 6: SW 185th Ave/SW Honeywood Drive

Control Type:	Two-way stop	Delay (sec / veh):	45.5
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.094

Intersection Setup

Name	SW 185th Avenue		SW 185th Avenue			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	SW 185th Avenue		SW 185th Avenue			
Base Volume Input [veh/h]	0	1139	852	1	9	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	4.00	5.00	0.00	33.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1139	852	1	9	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	285	213	0	2	2
Total Analysis Volume [veh/h]	0	1139	852	1	9	8
Pedestrian Volume [ped/h]	0		0		1	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.09	0.01
d_M, Delay for Movement [s/veh]	9.54	0.00	0.00	0.00	45.45	13.97
Movement LOS	A	A	A	A	E	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.36	0.36
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	9.03	9.03
d_A, Approach Delay [s/veh]	0.00		0.00		30.64	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	0.26					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 1: SW 185th Avenue/Aloha Park Access

Control Type:	Two-way stop	Delay (sec / veh):	70.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.102

Intersection Setup

Name	SW 185th Avenue		SW 185th Avenue			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	SW 185th Avenue		SW 185th Avenue			
Base Volume Input [veh/h]	6	1027	1396	14	6	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	2.00	7.00	0.00	8.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	1027	1396	14	6	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	257	349	4	2	3
Total Analysis Volume [veh/h]	6	1027	1396	14	6	12
Pedestrian Volume [ped/h]	0		0		2	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.01	0.00	0.10	0.03
d_M, Delay for Movement [s/veh]	12.47	0.00	0.00	0.00	70.65	19.13
Movement LOS	B	A	A	A	F	C
95th-Percentile Queue Length [veh/ln]	0.04	0.00	0.00	0.00	0.47	0.47
95th-Percentile Queue Length [ft/ln]	0.93	0.00	0.00	0.00	11.65	11.65
d_A, Approach Delay [s/veh]	0.07		0.00		36.30	
Approach LOS	A		A		E	
d_I, Intersection Delay [s/veh]	0.30					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 2: SW 185th Avenue/Willow Creek Apt Access

Control Type:	Two-way stop	Delay (sec / veh):	74.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.138

Intersection Setup

Name	SW 185th Avenue		SW 185th Avenue			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	SW 185th Avenue		SW 185th Avenue			
Base Volume Input [veh/h]	8	1025	1390	18	8	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	2.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	1025	1390	18	8	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	256	348	5	2	2
Total Analysis Volume [veh/h]	8	1025	1390	18	8	6
Pedestrian Volume [ped/h]	0		0		4	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.01	0.00	0.14	0.02
d_M, Delay for Movement [s/veh]	12.51	0.00	0.00	0.00	74.00	21.57
Movement LOS	B	A	A	A	F	C
95th-Percentile Queue Length [veh/ln]	0.05	0.00	0.00	0.00	0.54	0.54
95th-Percentile Queue Length [ft/ln]	1.25	0.00	0.00	0.00	13.40	13.40
d_A, Approach Delay [s/veh]	0.10		0.00		51.53	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	0.33					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 3: SW 185th Avenue/SW Alderwood Drive/New Collector

Control Type:	Signalized	Delay (sec / veh):	7.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.475

Intersection Setup

Name	SW 185th Avenue			SW 185th Avenue			SW Alderwood			SW Alderwood		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	95.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SW 185th Avenue			SW 185th Avenue			SW Alderwood			SW Alderwood		
Base Volume Input [veh/h]	1	976	82	17	1371	8	4	0	1	114	0	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	0.00	0.00	1.00	25.00	0.00	0.00	100.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	976	82	17	1371	8	4	0	1	114	0	53
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	244	21	4	343	2	1	0	0	29	0	13
Total Analysis Volume [veh/h]	1	976	82	17	1371	8	4	0	1	114	0	53
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	11			11			12			11		
v_ci, Inbound Pedestrian Volume crossing mi	11			12			11			11		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	1			4			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	10.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	5	0	0	5	0
Maximum Green [s]	0	92	0	0	92	0	0	27	0	0	27	0
Amber [s]	0.0	4.5	0.0	0.0	4.5	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0
Split [s]	0	98	0	0	98	0	0	32	0	0	32	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Walk [s]	0	10	0	0	10	0	0	9	0	0	9	0
Pedestrian Clearance [s]	0	20	0	0	20	0	0	18	0	0	18	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.5	0.0	0.0	3.5	0.0	0.0	2.5	0.0	0.0	2.5	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	L	C
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	5.50	5.50	5.50	5.50	5.50	5.50	4.50	4.50	4.50
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	3.50	3.50	3.50	3.50	2.50	2.50	2.50
g_i, Effective Green Time [s]	107	107	107	107	107	107	13	13	13
g / C, Green / Cycle	0.83	0.83	0.83	0.83	0.83	0.83	0.10	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.00	0.29	0.29	0.03	0.37	0.37	0.01	0.08	0.03
s, saturation flow rate [veh/h]	399	1870	1808	541	1885	1880	942	1439	1615
c, Capacity [veh/h]	332	1545	1494	448	1557	1553	141	149	157
d1, Uniform Delay [s]	6.16	2.76	2.76	5.05	3.10	3.10	53.21	57.72	54.79
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.04	0.04	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.02	0.62	0.65	0.16	0.92	0.92	0.04	3.14	0.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.35	0.35	0.04	0.44	0.44	0.04	0.77	0.34
d, Delay for Lane Group [s/veh]	6.17	3.38	3.41	5.21	4.02	4.03	53.25	60.87	55.26
Lane Group LOS	A	A	A	A	A	A	D	E	E
Critical Lane Group	No	No	No	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.01	2.29	2.24	0.13	3.33	3.32	0.15	3.85	1.66
50th-Percentile Queue Length [ft/ln]	0.23	57.22	56.05	3.27	83.18	83.11	3.79	96.20	41.57
95th-Percentile Queue Length [veh/ln]	0.02	4.12	4.04	0.24	5.99	5.98	0.27	6.93	2.99
95th-Percentile Queue Length [ft/ln]	0.41	102.99	100.90	5.88	149.72	149.60	6.83	173.16	74.83

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	6.17	3.39	3.41	5.21	4.02	4.03	53.25	53.25	53.25	60.87	55.26	55.26
Movement LOS	A	A	A	A	A	A	D	D	D	E	E	E
d_A, Approach Delay [s/veh]	3.39			4.04			53.25			59.09		
Approach LOS	A			A			D			E		
d_I, Intersection Delay [s/veh]	7.37											
Intersection LOS	A											
Intersection V/C	0.475											

Other Modes

g_Walk,mi, Effective Walk Time [s]	13.0	13.0	14.0	14.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	330.26	319.08
d_p, Pedestrian Delay [s]	52.64	52.64	51.75	51.75
l_p,int, Pedestrian LOS Score for Intersection	3.223	3.032	1.738	2.052
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1423	1423	423	423
d_b, Bicycle Delay [s]	5.41	5.42	40.40	40.40
l_b,int, Bicycle LOS Score for Intersection	2.433	2.711	1.568	1.835
Bicycle LOS	B	B	A	A

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 4: SW 185th Avenue/SW Longacre Street

Control Type:	Two-way stop	Delay (sec / veh):	123.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.093

Intersection Setup

Name	SW 185th Avenue			SW 185th Avenue			SW Longacre Street			SW Longacre Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	115.00	100.00	100.00	80.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	SW 185th Avenue			SW 185th Avenue			SW Longacre Street			SW Longacre Street		
Base Volume Input [veh/h]	4	1038	6	17	1462	7	3	0	4	1	0	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	25.00	2.00	0.00	6.00	1.00	0.00	0.00	0.00	25.00	0.00	0.00	6.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	1038	6	17	1462	7	3	0	4	1	0	18
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	260	2	4	366	2	1	0	1	0	0	5
Total Analysis Volume [veh/h]	4	1038	6	17	1462	7	3	0	4	1	0	18
Pedestrian Volume [ped/h]	0			0			1			1		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.03	0.01	0.00	0.09	0.00	0.01	0.02	0.00	0.04
d_M, Delay for Movement [s/veh]	15.26	0.00	0.00	10.80	0.00	0.00	123.12	150.34	22.88	80.95	144.70	13.05
Movement LOS	C	A	A	B	A	A	F	F	C	F	F	B
95th-Percentile Queue Length [veh/ln]	0.03	0.00	0.00	0.08	0.00	0.00	0.35	0.35	0.35	0.18	0.18	0.18
95th-Percentile Queue Length [ft/ln]	0.85	0.00	0.00	2.05	0.00	0.00	8.77	8.77	8.77	4.60	4.60	4.60
d_A, Approach Delay [s/veh]	0.06			0.12			65.84			16.62		
Approach LOS	A			A			F			C		
d_I, Intersection Delay [s/veh]	0.40											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 5: SW 185th Avenue/SW Selvarosa Court

Control Type:	Two-way stop	Delay (sec / veh):	72.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.018

Intersection Setup

Name	SW 185th Avenue		SW 185th Avenue			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	SW 185th Avenue		SW 185th Avenue			
Base Volume Input [veh/h]	0	1047	1464	3	1	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	2.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1047	1464	3	1	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	262	366	1	0	0
Total Analysis Volume [veh/h]	0	1047	1464	3	1	0
Pedestrian Volume [ped/h]	0		0		1	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	12.74	0.00	0.00	0.00	72.71	16.07
Movement LOS	B	A	A	A	F	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.06	0.06
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	1.41	1.41
d_A, Approach Delay [s/veh]	0.00		0.00		72.71	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	0.03					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 6: SW 185th Ave/SW Honeywood Drive

Control Type:	Two-way stop	Delay (sec / veh):	78.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.111

Intersection Setup

Name	SW 185th Avenue		SW 185th Avenue			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	SW 185th Avenue		SW 185th Avenue			
Base Volume Input [veh/h]	3	1041	1458	6	6	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	2.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	1041	1458	6	6	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	260	365	2	2	1
Total Analysis Volume [veh/h]	3	1041	1458	6	6	2
Pedestrian Volume [ped/h]	0		0		1	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.01	0.00	0.11	0.01
d_M, Delay for Movement [s/veh]	12.77	0.00	0.00	0.00	78.64	21.71
Movement LOS	B	A	A	A	F	C
95th-Percentile Queue Length [veh/ln]	0.02	0.00	0.00	0.00	0.39	0.39
95th-Percentile Queue Length [ft/ln]	0.49	0.00	0.00	0.00	9.78	9.78
d_A, Approach Delay [s/veh]	0.04		0.00		64.41	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	0.22					
Intersection LOS	F					

KITTELSON & ASSOCIATES
851 SW 6th Avenue, Suite 600
Portland, OR 97204
P 503.228.5230

Memorandum

July 21, 2023 Project# 28161

To: Jabra Khasho, PE & Kate McQuillan, AICP, City of Beaverton
Pam Verdadero & Fred Gast, TNHC Oregon, LLC
Laura Standridge, PE Standridge, Inc.

From: Chris Brehmer, PE & Julia Kuhn, PE

RE: Panzer Rezone Transportation Planning Rule (TPR) Assessment

Per the City's May 2023 Incompleteness Letter associated with the Panzer Mixed Use development (City LU32023-00192), this memorandum addresses the transportation effects of changing the property boundaries within the 26.6-acre development to "rebalance" the two zoning designations on the property. When the property was recently annexed in to the City from Washington County, 14 acres were zoned for Station Community High Density Residential (SC-HDR) whereas 12.6 were zoned for Station Community Mixed Use (SC-MU). TNHC Oregon, LLC desires to rebalance the zoning designations to increase the overall acreage on site zoned for SC-HDR properties and to decrease the acreage zoned SC-MU. The change in zoning designations requires the preparation of Transportation Planning Rule (TPR) analyses per Oregon Administrative Rule (OAR) 066-012-060. This memo addresses the TPR requirements.

As summarized herein, the proposed change in zoning does not constitute a significant effect, as defined by the TPR, if the properties were developed to the maximum reasonable levels under the zoning designations. Further, the rebalancing would result in a decrease in daily trips and as such does not require the preparation of an additional Traffic Impact Analysis (TIA) to address TPR per the City's Development Code (a TIA to address the impacts of the Panzer Mixed Use development was previously submitted for City and County review). The remainder of this memorandum provides the details supporting these conclusions.

Transportation Planning Rule (TPR) Evaluation

Two sections of the TPR apply to amendments to acknowledged land use designations. Per OAR 660-012-0060(1) and (2), the first step in assessing an amendment's potential transportation impact is to compare the vehicular trip generation of the property assuming a "reasonable worst-case" development scenario under the existing and proposed zoning. If the trip generation potential increases by more than 400 daily trips under the proposed zoning, additional analysis is required to assess whether the rezone will "significantly affect" the transportation system. Conversely, if the trip generation under the proposed zoning is less than the thresholds defining a "significant effect," no additional quantitative analysis is necessary to support the change in zoning.

As proposed, the rebalancing in zoning designations would result in the following:

- Existing Zoning = 14 acres SC-HDR and 12.6 acres SC-MU
- Proposed Zoning = 18.6 acres SC-HDR and 8.0 acres SC-MU

Trip Generation Comparison

To test for a significant effect, we reviewed the trip generation potential of the permitted land uses associated with the SC-HDR designation and SC-MU designation. Beaverton's Development Code (BDC), Chapter 20.20.20 provides details about the permitted uses under both the existing and proposed zoning designations.

In reviewing BDC Table 20.20.20.A, we note that the only material difference in the permitted uses between the two zones is hospitals. Per this table, hospitals are permitted outright in the SC-MU zone whereas they are conditional uses in the SC-HDR. For this reason, the following represents how the worse case scenarios in trip making were developed.

- Neither zoning designation provides a maximum allowable density for multi-family units. However, based on discussions with City staff and in reviewing the County's maximum density for multi-family units based in the Transit Overlay (TO) area, this reasonable maximum density for SC-HDR is 43.5 units per acre. This would translate to:
    - Existing Zoning = 14 acres * 43.5 units per acre = 609 multi-family units
    - Proposed Zoning = 18.6 acres * 43.5 units per acre = 809 multi-family units
- For the SC-MU, we assumed a reasonable worse-case could be a hospital developed at a floor area ratio (FAR) of 1.0, given the station community context and feedback from City staff. This would translate into:
    - Existing Zoning = 12.6 acres * 43,560 square feet per acre = 548,856 square feet
    - Proposed Zoning = 8.0 acres * 43,560 square feet per acre = 348,480 square feet

Table 1 presents trip generation estimates for the existing and proposed zoning designations. These trip estimates are based on information contained in the *Trip Generation Manual* (11th Edition, as published by the Institute of Transportation Engineers).

Table 1. Trip Generation Comparison

Land Use	ITE Code	Size	Total Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total Trips	In	Out	Total Trips	In	Out
Existing Zoning									
Mid-Rise Apartments	221	609 units	2,765	225	52	173	238	145	93
Hospital	610	548,856 sq ft	5,911	450	302	148	472	165	307
Total			8,676	675	354	321	710	310	400
Proposed Zoning									
Mid-Rise Apartments	221	809 units	3,673	299	69	230	316	193	123
Hospital	610	348,480 sq ft	3,753	286	192	94	300	105	195
Total			7,426	585	261	324	616	298	318
Proposed Zoning - Existing Zoning									
Difference in Total Trips			-1,250	-90	-93	3	-94	-12	-82

In reviewing Table 1, Policy 1F.5 of the Oregon Highway Plan establishes the following thresholds for determining significance:

- Any proposed amendment that does not increase the average daily trips by more than 400 is not considered significant.
- Any proposed amendment that increases the average daily trips by more than 400 but less than 1,000 for state facilities is not considered significant where:
    - The annual average daily traffic is less than 5,000 for a two-lane highway
    - The annual average daily traffic is less than 15,000 for a three-lane highway
    - The annual average daily traffic is less than 10,000 for a four-lane highway
    - The annual average daily traffic is less than 25,000 for a five-lane highway
- If the increase in traffic between the existing plan and the proposed amendment is more than 1,000 average daily trips, then it is not considered a small increase in traffic and the amendment causes further degradation of the facility and would be subject to existing processes for resolution.

As shown, the rezone would not result in a significant impact per OHP Policy 1F.5 as it would constitute a decrease in daily trips with the rebalancing of the zoning designations. We further note a decrease in daily trips also does not trigger the City's 300 daily trip threshold for requiring a Traffic Impact Analysis. For these reasons, no quantitative analyses are needed to address the TPR nor the City's requirements.[1]

Summary of Applicable Oregon Administrative Rule Criteria

OAR Section 660-12-0060 of the TPR sets forth the relative criteria for evaluating plan and land use regulation amendments. Table 2 summarizes the criteria in Section 660-012-0060 and the applicability to the proposed redesignation from SC-HDR to SC-MU.

Table 2. Summary of Criteria in OAR 660-012-0060

Section	Criteria	Applicable?
1	Describes how to determine if a proposed land use action results in a significant effect.	Yes
2	Describes measures for complying with Criteria #1 where a significant effect is determined.	No
3	Describes measures for complying with Criteria #1 and #2 without assuring that the allowed land uses are consistent with the function, capacity and performance standards of the facility.	No
4	Determinations under Criteria #1, #2, and #3 are coordinated with other local agencies.	Yes
5	Indicates that the presence of a transportation facility shall not be the basis for an exception to allow development on rural lands.	No
6	Indicates that local agencies should credit developments that provide a reduction in trips.	No
7	Outlines requirements for a local street plan, access management plan, or future street plan.	No
8	Defines a mixed-use, pedestrian-friendly neighborhood.	No
9	A significant effect may not occur if the rezone is identified on the City's Comprehensive Plan and assumed in the adopted Transportation System Plan.	No
10	Agencies may consider measures other than vehicular capacity if within an identified multimodal mixed-use area (MMA).	No
11	Allows agencies to override the finding of a significant effect if the application meets the balancing test.	No

[1] Regardless of the proposed rezone, a Traffic Impact Analysis is required to support a site development application that increases the site trip generation by more than 300 daily trips per City requirements.

As shown in Table 2, there are eleven criteria that apply to Plan and Land Use Regulation Amendments. Of these, two are applicable to the proposed land use action. These criteria are provided below in italics with our response shown in standard font.

> *OAR 660-12-0060(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:*
>
> > *(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);*
> >
> > *(b) Change standards implementing a functional classification system; or*
> >
> > *(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.*
> >
> > > *(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;*
> > >
> > > *(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or*
> > >
> > > *(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.*

Response: The proposed change in zoning designations is expected to result in a decrease in daily trip making and therefore is not considered to be a significant effect per OHP Policy 1F.5. Further, no changes to the City's functional street classification designations or standards are warranted by the change in designation and the adjacent facilities are appropriate for the SC-HDR and the SC-MU designations.

> *(4) Determinations under sections (1)–(3) of this rule shall be coordinated with affected transportation facility and service providers and other affected local governments.*

Response: The Applicant is coordinating the proposed rebalancing of the zoning designations with the City of Beaverton.

Conclusions

As discussed herein, our review concluded that the rebalancing of the zoning designations does not constitute a significant effect as defined by the TPR and OHP Policy 1F.5. Further, the decrease in anticipated trips that could result from the changes in zoning boundaries does not require a Traffic Impact Analysis per the City's requirements.

Please let us know if you need any additional information as part of your review.

NORTHWEST AREA

NORTHEAST AREA

SOUTHWEST AREA

SOUTHEAST AREA

Received
Planning Division
11/03/2023

NOTE:
ALL TRACTS ARE PUBLIC

LEGEND

- STREET A (COLLECTOR) ROW DEDICATION
- PERIMETER ROW DEDICATION (BASELINE RD., 185TH AVE. & 179TH AVE.)

SITE AREAS

DESCRIPTION	AREA (SF)	AREA (ACRES)
EXISTING GROSS SITE	1,158,836	26.60
LESS COLLECTOR ROW DEDICATION	92,645	2.13
LESS PERIMETER ROW DEDICATION	11,809	0.27
NET SITE AREA	1,054,382	24.20

SC-MU
LOT 80
140,288 SF

SC-MU
LOT 17
207,604 SF

SC-HDR
REMAINING LOTS AND TRACTS
810,944 SF

W BASELINE ROAD

SW STEPPING STONE DRIVE

SW 185TH AVENUE

SW 184TH AVENUE

SW 182ND AVENUE

SW 181ST AVENUE

SW 179TH AVENUE

SW LONGACRE STREET

STREET A

STREET B1

STREET B2

STREET C

STREET D

STREET E

STREET F

STREET G

STREET H

STREET I

TRACT A

TRACT B

TRACT C

TRACT D

TRACT E

TRACT F

TRACT G

TRACT H

TRACT I

TRACT K

TRACT L

TRACT M

TRACT N

TRACT O

TRACT P

TRACT Q

TRACT R

TRACT S

TRACT U

TRACT V

TRACT W

TRACT X

TRACT Y

TRACT Z

TRACT AA

TRACT BB

TRACT CC

TRACT DD

TRACT EE

TRACT FF

TRACT GG

TRACT HH

TRACT II

TRACT JJ

N84° 20' 40"W 21.48'

S42° 58' 33"W 33.51'

42.97'

S66° 52' 20"W

147.41'

N62° 57' 00"W

64.82'

S26° 57' 32"W

Δ=29°28'46"
R=201.91'
L=103.89'

54.13'

S01° 44' 24"W

Δ=4°27'15"
R=5038.22'
L=391.67'

16.00' ELECTRIC POWER LINE EASEMENT TO BE RELEASED AT FINAL PLAT

N67° 24' 07"W 490.60'

N33° 35' 30"E

N01° 46' 59"E 82.28'

N01° 46' 59"E 185.70'

S88° 13' 01"E 115.20'

N01° 46' 59"E 407.68'

S87° 57' 49"E 513.87'

S87° 57' 56"E 504.81'

S01° 46' 48"W 199.62'

S59° 26' 14"W 31.27'

N88° 46' 01"W 321.94'

S05° 03' 43"W 50.36'

S01° 46' 49"W 63.39'

S05° 35' 38"W 90.20'

S01° 46' 48"W 368.42'

N89° 27' 39"E 54.70'

Δ=11°50'26"
R=366.58'
L=75.76'

S29° 34' 30"E 36.84'

N01° 59' 26"E 206.76'

S88° 00' 34"E 216.24'

S01° 43' 27"W 262.12'

25.00' PUBLIC UTILITY EASEMENT

15.00' PUBLIC WATER EASEMENT

EXISTING 15.00' PUBLIC SANITARY SEWER EASEMENT TO BE RELEASED WITH FINAL PLAT

25.00' ACCESS EASEMENT FOR THE BENEFIT OF LOTS 118-120

PUBLIC UTILITY EASEMENT

P:\SSB005-Panzer\5 Planning\Drawings\SSB005-Plat.dwg Jul 11, 2023 - 2:40pm

PREPARED BY:
STANDRIDGE
PLANNING | ENGINEERING | SURVEYING
WWW.STANDRIDGEINC.COM

PREPARED FOR:
NEW HOME CO.
move forward

REGISTERED PROFESSIONAL ENGINEER
76,742
OREGON
PRELIMINARY
MARCH 3, 2005
LAURA KENDALL STANDRIDGE
EXPIRES 6-30-24

PRELIMINARY PLAT - OVERALL

PANZER MIXED USE
BEAVERTON, OREGON

PROJECT NO.: SSB005
DESIGN BY: CDB
REVIEWED BY: LKS
DATE: 07/10/2023

SHEET

C020

SCALE: 1" = 60'
SHEET SIZE: 22x34

0 60 120

N

KITTELSON & ASSOCIATES
851 SW 6th Avenue, Suite 600
Portland, OR 97204
P 503.228.5230

Memorandum

June 27, 2023 Project# 28161

To: Jabra Khasho, PE & Kate McQuillan, AICP, City of Beaverton
Pam Verdadero & Fred Gast, TNHC Oregon, LLC
Laura Standridge, PE Standridge, Inc.

From: Chris Brehmer, PE & Julia Kuhn, PE

RE: Panzer Local Street Cross-Section Assessment

Per the City's May 2023 Incompleteness Letter associated with the Panzer Mixed Use development (City LU32023-00192), this memorandum addresses daily traffic volumes anticipated on Streets D, E, F, G, H and I proposed as part of the new neighborhood. TNHC Oregon, LLC desires to construct Streets D – I with a reduced right-of-way from that specified by the City for an L1 standard. Per the City's Engineering Design Manual (2019), Standard Drawing 200-4, local streets anticipated to carry an average daily traffic (ADT) volume of 500 vehicles or more must be designed to include 58 feet of right-of-way (L1 standard) whereas those less carrying less than 500 ADT can be designed to include a reduced right-of-way. This memorandum addresses the applicability of the City requirements for the reduced right-of-way and street designs.

As summarized herein, Streets E – I are all estimated to carry less than 500 ADT so meet the volume threshold for the reduced right-of-way. The remainder of this memorandum provides the details supporting these conclusions.

AREA OF THE PANZER NEIGHBORHOOD PROPOSED FOR MODIFIED LOCAL STREET STANDARD

Exhibit 1 illustrates the location of Streets D – I within the proposed Panzer neighborhood. As shown, all of the streets are located to the southeast of Street A and are all proposed to serve single family detached housing. In total, there are 107 single family homes within the section of the proposed neighborhood.

For the purposes of this analysis, we assumed all of the homes would enter/exit the neighborhood via Street D's intersection with Street A (not via SW 179th Avenue to the east) and that all of the vehicular trips generated by the homes are based on the average trip generation rates, not the fitted curve. This combination of assumptions results in estimated volumes that would be slightly higher than otherwise predicted and then shown in the Traffic Impact Analysis prepared and submitted for Panzer.

Exhibit 1. Local Street Locations for Analyses (Source: Standridge)

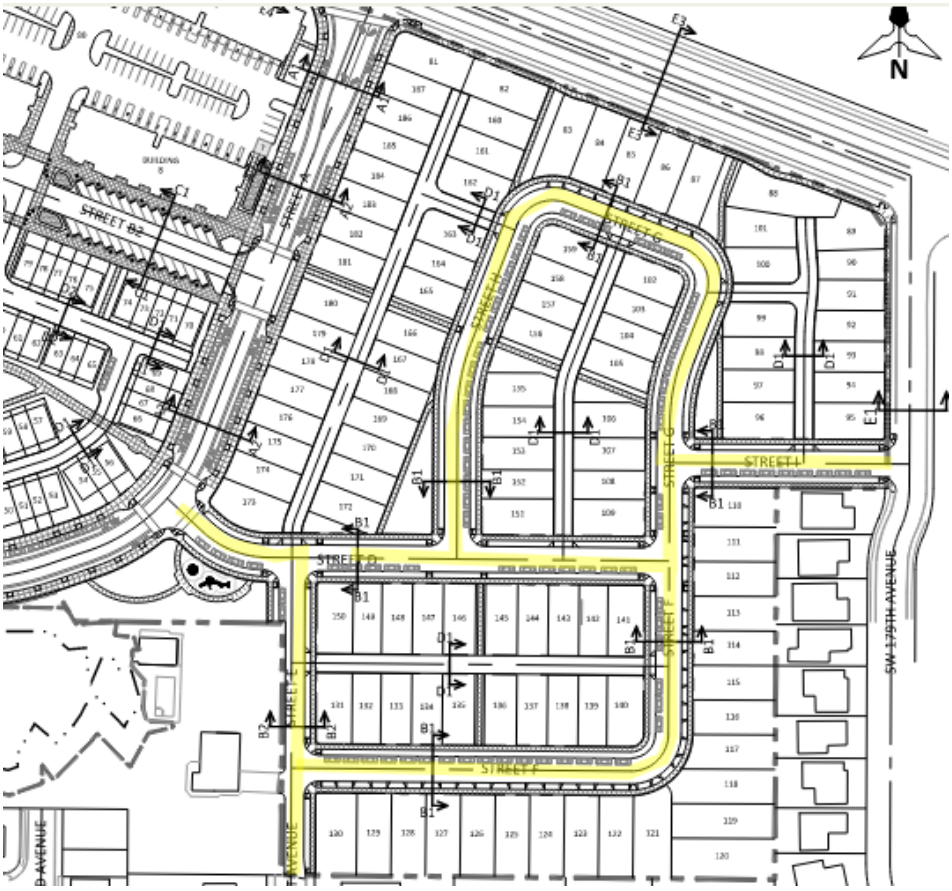


Table 1 presents the trip generation estimates for the single family homes associated with the local street analysis. These trip estimates are based on information contained in the *Trip Generation Manual* (11th Edition, as published by the Institute of Transportation Engineers).

Table 1. Trip Generation for Homes Along Streets D – I

Land Use	ITE Code	Number of Homes	Total Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total Trips	In	Out	Total Trips	In	Out
Single Family Detached	210	107	1,009	75	19	56	101	64	37

Table 2 shows the number of homes estimated to use each of the streets within this section of the neighborhood as well as the corresponding daily vehicular trips. As noted above, this analyses assumes all people accessing these homes will enter/exit this section of the neighborhood via the intersection of Street D/Street A.

Table 2. Estimated Local Street ADTs

Street	Location	Number of Homes Served	Total Daily Trips
Street D	From Street A to Street E	107	1,009
Street D	From Street E to Street H	74	698
Street D	From Street H to Street F	51	481
Street E	Between Street D and Street F	18	170
Street F	East of Street E	10	94
Street F	South of Street D	23	217
Street G	North of Street D & South of Street I	25	236
Street H	North of Street D	23	217
Street I	East of Street G	6	57

As shown, all of the streets analyzed (with the exception of Street D between Street A and Street H) are estimated to have a daily traffic volume of less than 500 vehicles.

Please let us know if you need any additional information as part of your review.

From: Naomi Vogel <Naomi_Vogel@washingtoncountyor.gov>
Date: June 6, 2023 at 6:41:54 PM PDT
To: Laura Standridge <laura@standridgeinc.com>
Subject: to buffer or not to buffer bike lane

Hi Laura,

I discussed with Stacy and he confirmed that we are good with not moving the curb to include a buffer adjacent to the existing bike lane. As discussed, any changes to the existing curb will be warranted with traffic mitigation.

Thank you,

Naomi Vogel | **Associate Planner**
Washington County Department of Land Use & Transportation
Operations and Maintenance | Urban Services
1400 SW Walnut St., MS 51 | Hillsboro, OR 97123-5625
503.846.7639 direct | 971.294.8568 cell
Naomi_Vogel@washingtoncountyor.gov | www.washingtoncountyor.gov/lut