TRAFFIC IMPACT STUDY

FINAL DRAFT

Lindquist Development
Canyon Lane Commercial Conversion
8661 SW Canyon Drive, Beaverton, OR
Proposed Zone Change
Map 1S1-11AD, Tax Lot 1700

Traffic Analysis Prepared By:
SABA Consulting & Engineering Services

EXHIBIT 2-1

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EXECUTIVE SUMMARY

This transportation analysis was prepared for the proposed zone change for a former Fire House located at 8661 SW Canyon Drive in Beaverton based on instructions, directions and scoping provided by City of Beaverton Traffic Engineering Department and Mr. Dale Bernards on behalf of Lindquist Development (Applicant).

Following discussions with City of Beaverton and the applicant, it has been determined that the site under review must be rezoned in order for it to be properly utilized as a commercial property.

Based on the defined and approved scope of work, four nearby intersections as well as site's primary access which is located on a short segment of Canyon Drive north of Canyon Road were analyzed for the worst case scenario based on the proposed zone change. The results of the traffic analysis for the following intersections which include peak volumes, capacity, delay, queuing and level of service analysis show that there are no significant adverse impacts to the nearby transportation system associated with the proposed zone change. Furthermore, the proposed development does not result in a significant and measurable adverse impact to the studied intersections, or adjacent highway (Canyon Road).

The intersections that were analyzed include:

- SW Canyon Lane and SW Canyon Road (Signal Controlled)
- SW Canyon Lane and SW Canyons Drive (Stop Controlled)
- SW Canyon Drive and SW Canyon Road (Stop Controlled)
- SW 87th Avenue and SW Canyon Road (Signal Controlled)
- Site Access and Canyon Drive

RESULTS

Based on the traffic analysis presented in this report, the findings.

This Traffic Impact Analysis reviews the Level of Service and queuing conditions at all nearby major intersections'

The queue length analysis shows that the projected average queue lengths at all study intersections are less than the available storage.

Based on this traffic analysis, the findings show that the proposed zone change does not create significant impacts on the adjacent transportation system.

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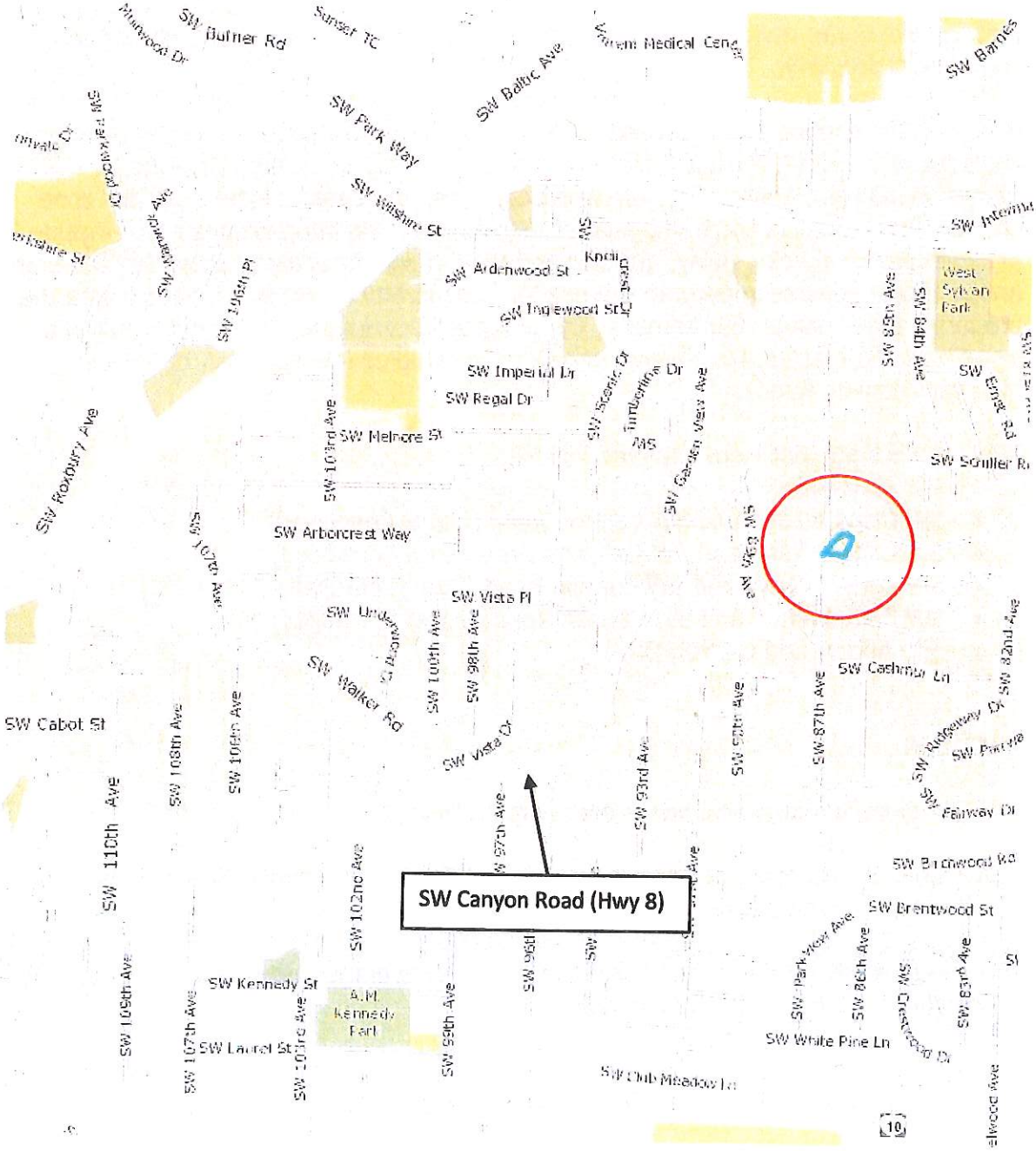
1 - INTRODUCTION

This report outlines the transportation analysis performed for the proposed zone change development on the north side of Oregon Highway 8 (SW Canyon Road), as directed and scoped by City of Beaverton Traffic Engineering Department.

Figure 1 - Vicinity Map



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City of Beaverton Traffic Engineering staff provided SABA, C.E.S. with a scope of work for the traffic analysis. This report addresses the following items:

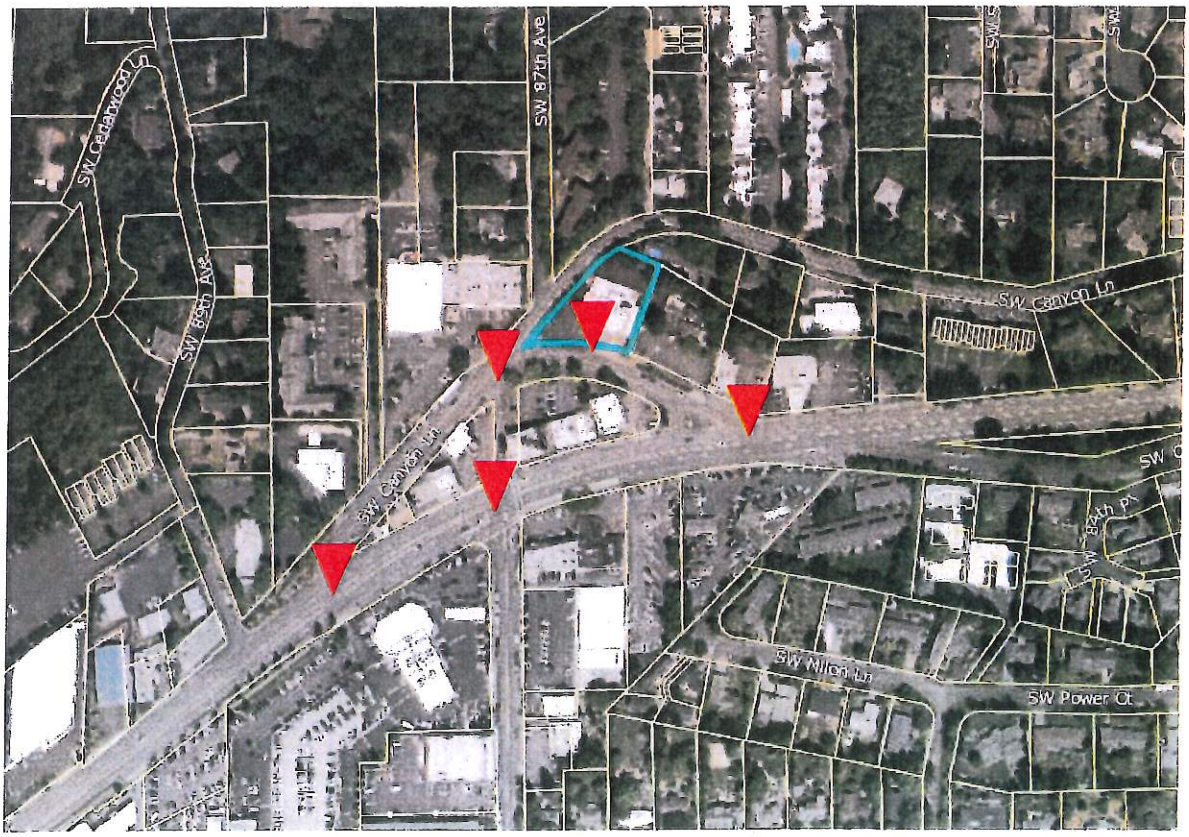
- Evaluation of traffic conditions, based on level of service (LOS) and volume-to-capacity ratio (v/c) analysis for PM peak hour at year of completion 2016
- Queue Length Analysis
- Turn Lane Analysis
- Evaluation of traffic conditions with the proposed development consistent with City of Beaverton's Transportation Planning Rule findings.

2 - LOCATION DESCRIPTION

The site under review was a former Tualatin Valley Fire and Rescue (TVF&R) fire station (Station 65) since 1968. The building is about 7,700 square-foot in area, and it accesses SW Canyon Drive just north of SW Canyon Road and east of SW Canyon Lane.

Manual turning movement counts were obtained at the nearby key intersections (Figure 2) for three consecutive days, March 8th to March 10th (Appendix A), and the average PM Peak counts are summarized in Figure 5.

Figure 2 – Project Site/Count Locations



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3 - SITE DESCRIPTION

3.1 Site Usage & Trip Generation

The existing building on site is about 7,500 Square feet in area, while it remains vacant, there are interested parties to use it for auto related uses. The trip generation for the site is based on the worst case scenario for potential uses compatible to commercial zoning (Table 1).

Table 1 - Trip Generation Values (Worst Case Alternatives)

Description/ITE Code	Units	Expected Units	Total Generated Trips		
			Daily	AM Hour	PM Hour
Clinic 630	KSF²	7.5	236	NA	39
General Office 710	KSF²	7.5	83	12	11
Medical Dental Office 720	KSF²	7.5	271	18	27
Automobile Parts Sales 843	KSF²	7.5	464	17	45
Specialty Retail Center 826 (formerly 814)	KSF2	7.5	332	51	20
Automobile Care Center 942	KSF²	7.5	178	17	23

Description/ITE Code	Total Distribution of Generated Trips					
	AM In	AM Out	Pass-By	PM In	PM Out	Pass-By
Clinic 630	NA	NA	0	NA	NA	0
General Office 710	10	1	0	2	9	0
Medical Dental Office 720	14	4	0	7	19	0
Specialty Retail Center 826 (formerly 814)	25	27	0	9	11	0
Automobile Parts Sales 843	NA	NA	7	13	13	19
Automobile Care Center 942	11	6	0	11	12	0

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3.2 Site Access

The existing access for the site is about 300 feet north of SW Canyon Road and about 120 feet south of SW Canyon Lane. The current driveway access has about a 100 foot opening.

Since the primary access is located on the extension of Canyon Drive between Canyon Road and SW Canyon Lane, and very little traffic use it, there is little or no impact by the existing access on Canyon Drive.

4 - EXISTING ROADWAY CONDITIONS

Roadways analyzed with the study area include SW Canyon Road (Highway 8), SW Canyon Lane, SW Canyon Drive and SW 87th Avenue. SW Canyon Road is an Urban Principal Secondary Highway, SW Canyon Drive, SW Canyon Lane and SW 87th Avenue are Neighborhood Urban Collectors. Lane configurations and control schemes for all approaches are shown in Figure 4.

Figure 4 – Lane Configuration and Intersection Control

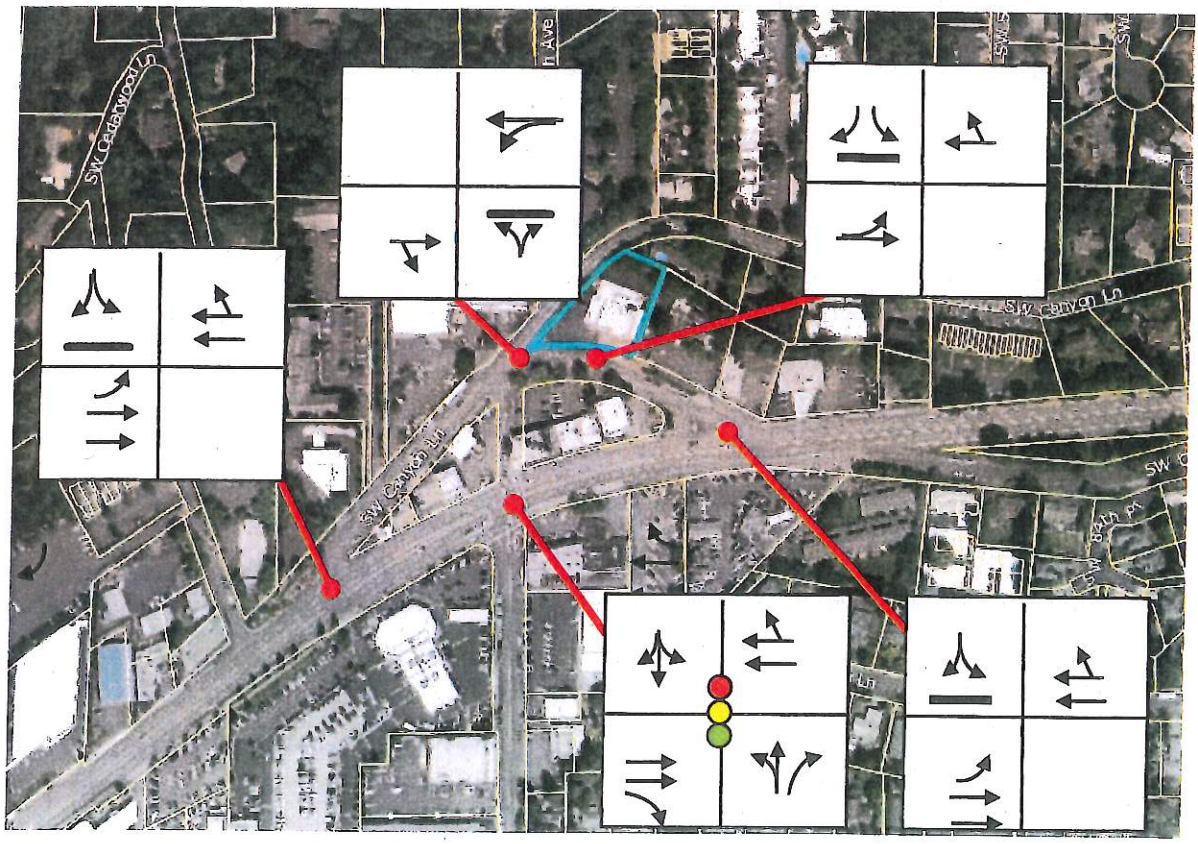

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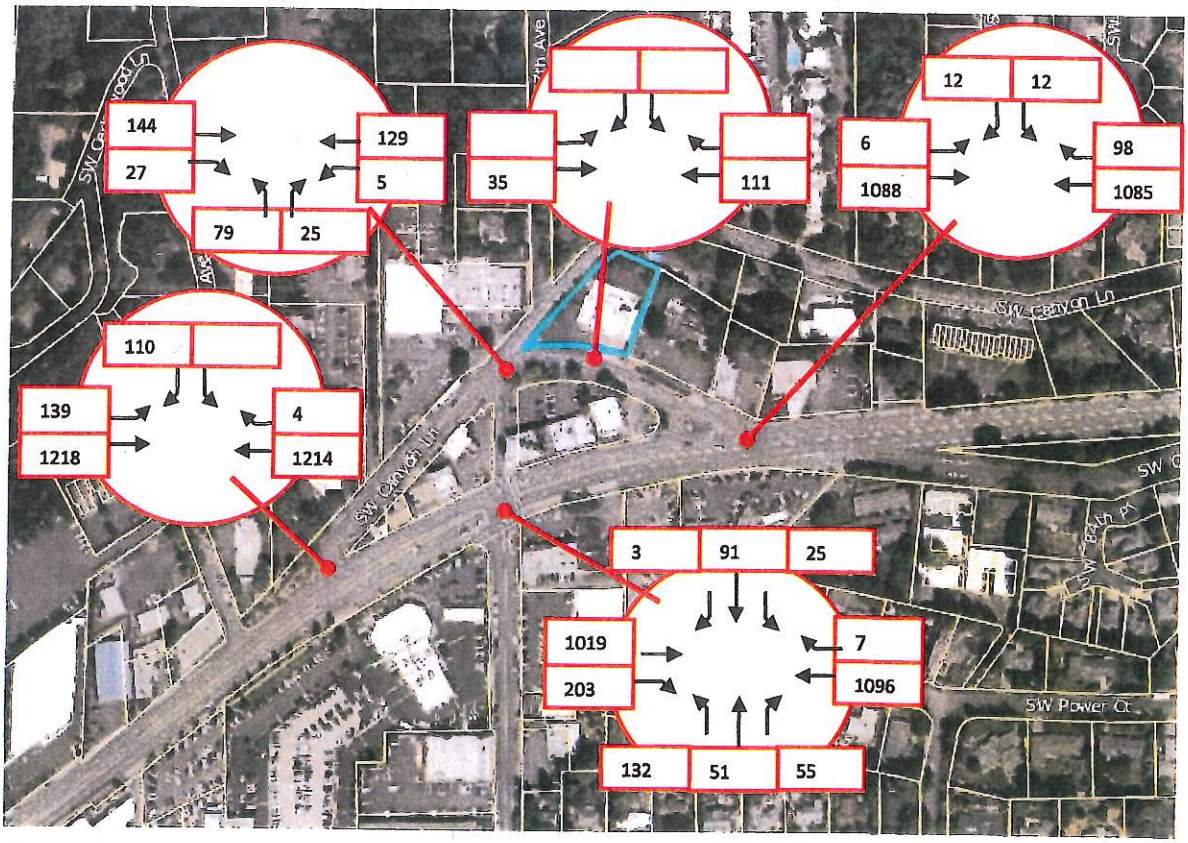
Figure 5 – Existing Traffic Volumes (March 2016)



4.1 - Transit

At present time Tri-Met bus line #58 provides daily service with 20 to 60 minute headway in either direction on Canyon Road. There is a bus stop on SW Canyon Road within walking distance of the site under review.

4.2 - Bicycle and Pedestrian Access

A short segment of SW Canyon Drive connects to SW Canyon Road with a sidewalk which also provides connection to the bus stop. There is a pedestrian path on the east side of SW Canyon Lane that has been in place for many years that serves the needs of the neighborhood to the north. There is intermittent bicycle lanes on SW Canyon Road to the west, but this development does not front SW Canyon Road. It is anticipated that as part of the City and County's Bicycle Master Plan future bike lanes to be provided on SW Canyon Road.

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4.3 - Sight Distance

The existing access has an unobstructed line of sight on both directions on SW Canyon Drive. There is no proposed sign monument, other temporary or permanent structures, or on street parking is proposed or planned for the site.

4.4 - Crash History

According to data obtained from Oregon Department of Transportation Crash Analysis and reporting Unit, none of the study intersections have high or unusual crash history. Most recent crash data for the study intersections are summarized in Table 2. The full crash history is provided in Appendix C.

Table 2 – Three Year Crash Summary 2012 to 2014

Intersection	Fatal	Non-Fatal	Property Damage
SW Canyon Rd. SW 87th Ave.	0	6	4
SW Canyon Rd. SW Canyon Ln.	0	0	1
SW Canyon Dr. SW Canyon Ln.	0	0	0
SW Canyon Rd. SW Canyon Dr.	0	2	2

4.5 - Road Characteristics

All roadway characteristics adjacent to the project site are listed and defined in Table 3.

Table 3 – Study Area Roadway Characteristics

Roadway	Classification	Jurisdiction	On-Street Parking	Posted Speed	Lanes per Direction
SW Canyon Road	Principle Hwy	ODOT	No	35	2
SW Canyon Lane	Collector	Beaverton	No	25	1
SW Canyon Drive	Collector	Beaverton	No	25	1
SW 87th Ave.	Collector	City/County	No	25	1/2

*-Existing Two-way center-turn lane

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5 - TRIP GENERATION & DISTRIBUTION

5.1 Trip Generation

When a zone change is proposed, a reasonable worst-case development from a trip generation standpoint under the current zoning is typically compared to a reasonable worst-case development under the proposed zoning. The current Transportation System Plan predicts transportation needs based on current Comprehensive Plan designations. When that designation is changed, there is a potential for additional traffic impacts if the new zoning is more traffic intensive.

The increase in trips due to the zone change was estimated for the worst case existing zoning and worst-case proposed zoning. To estimate the trip generation for each worst case scenario, trip rates from *TRIP GENERATION*, 9th Edition, published by the Institute of Transportation Engineers (ITE), were used.

As a reasonable worst case development under the proposed zoning, the total area of 7,500 square feet was used to calculate the total trips during the PM peak period. The total trip generation reflects a total of 45 PM Peak trips. This includes 26 trips in and out and a total of 19 pass by trips. This will result in a net volume increase to adjacent street SW Canyon Road (OR 8) 13 trips entering and 13 trips exiting respectively. Table 1 shows these results.

To estimate trips for the reasonable worst case scenario for the proposed zoning, the following land use category were used:

- Land Use Code Automobile Parts Sales 843

TABLE 4 – Trip Generation

Land Use Code	PM	
843	Enter	Exit
	13	13
Pass-By	10	9
Total Net 2016	3	4
Total 2016	**23**	**22**
TAZ for 2035	19	19
Pass-By 2035	14	13
Total 2035	**33**	**32**

The proposed zone change could potentially result in a net increase of 7 evening peak hour trips. The table above shows the reduction due to pass-by trips and diverted trips. These trips typically drive by the site, divert off the traveled path to access the site, and then exit the site continuing in the same direction they were traveling before entering

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the site. The numbers shown are per ITE Trip Generation Handbook. The Diverted Linked Trips are produced from the traffic volumes on the nearby roadways to this development. These trips require a diversion from the travel path to access the site This reduction is estimated to be about 40 percent of the trip generation. For the purpose of this study, and in order to comply with Appendix B of the City's Transportation System Plan for projected future trips for Retail land use per Beaverton Transportation System Plan Disaggregated Transportation Analysis Zone (TAZ) #1069006, the 2035 is also about 40 percent more. Therefore taking the trip reduction and trip increase projection, the net future (2035) trip generation from site shown in Table 1 is 38 peak hour trips (19 in and 19 out). For trip growth factor a conservative annual growth rate of 1.5% is used based on data gathered from Washington County's Transportation System Plan.

5.2 Trip Distribution

To develop a trip distribution for the site traffic, a review of the surrounding lands, attraction centers, and the transportation network was conducted. Additionally, the existing turning movement counts at nearby major intersections were reviewed to understand the patterns of traffic traveling nearby. Figure 6 shows the Trip Distribution to and from the proposed site. For the purposes of level of service and capacity analysis the total trips generated and using one access is used.

Figure 6 – Site Trip Distribution

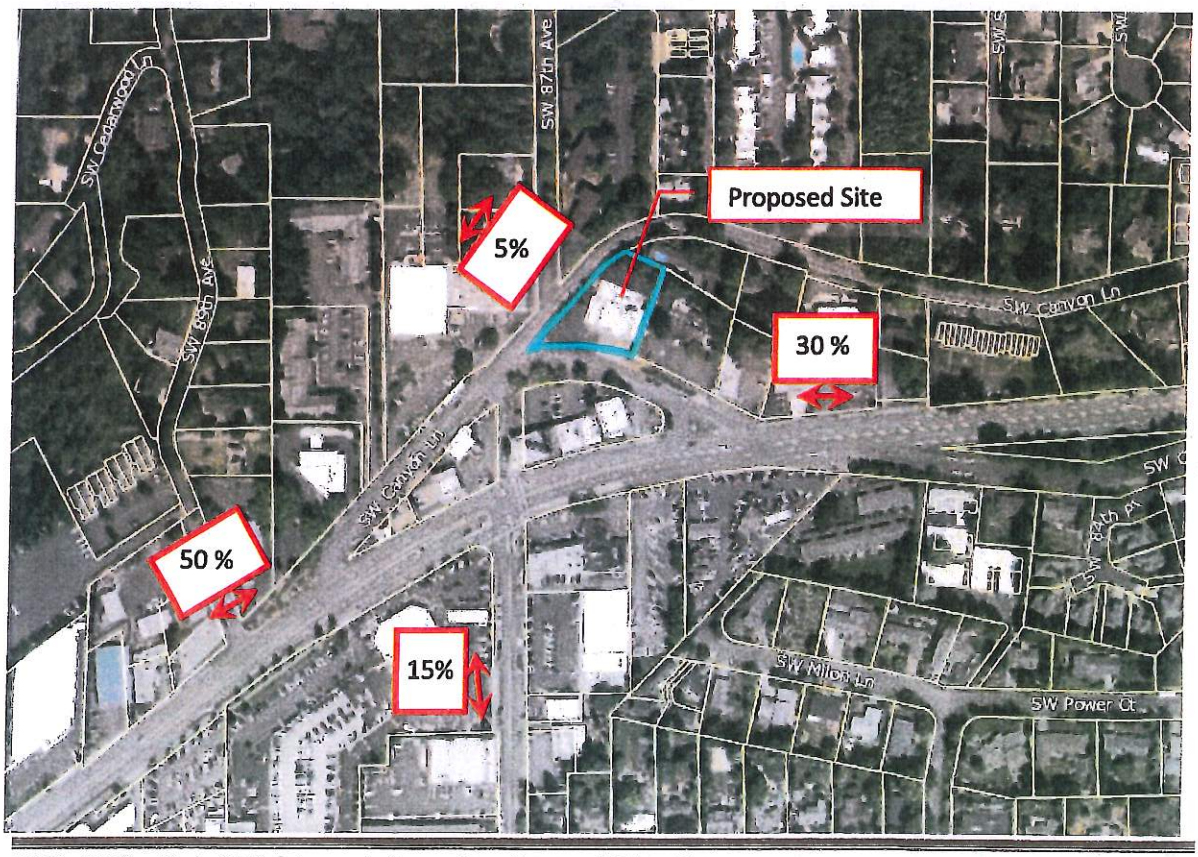

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Figure 7 - Site Trip Assignment

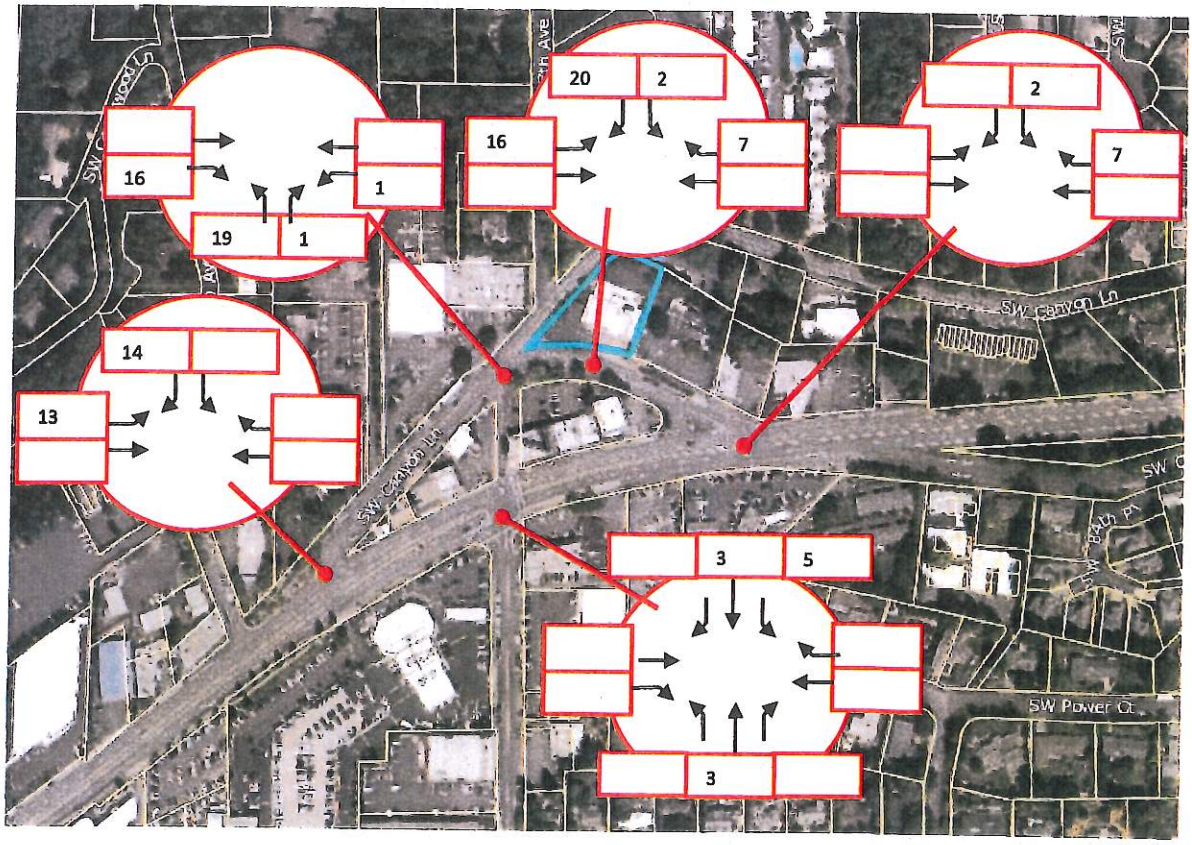

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Figure 8 - Existing plus Site

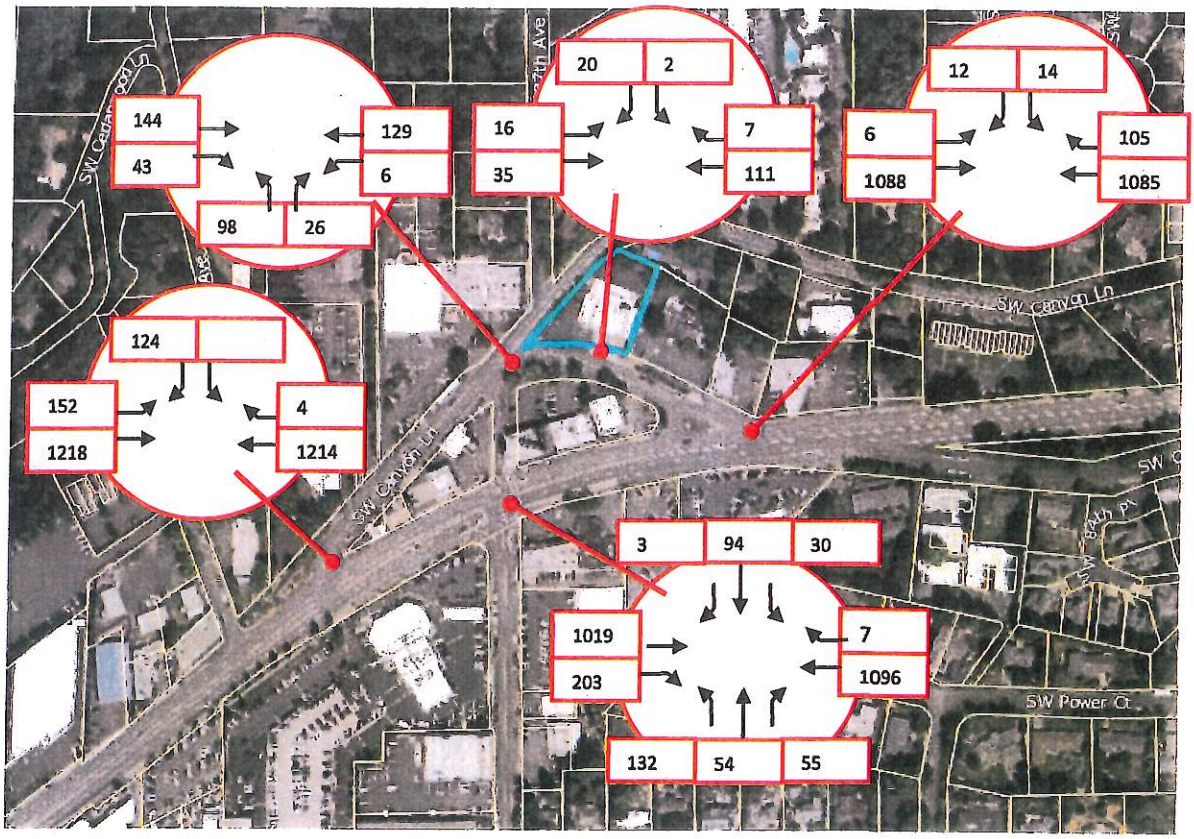

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Figure 9 - Site Generated-2035

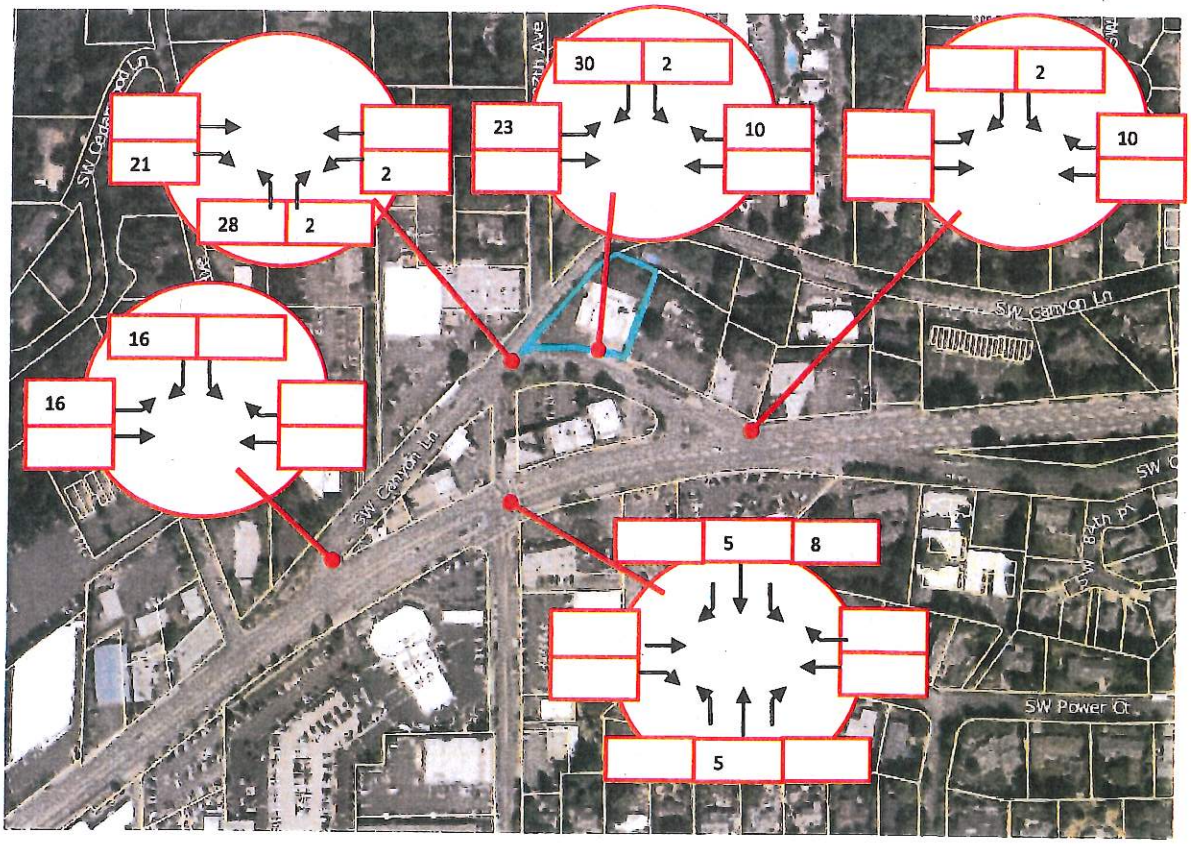

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Figure 10 - Future-2035

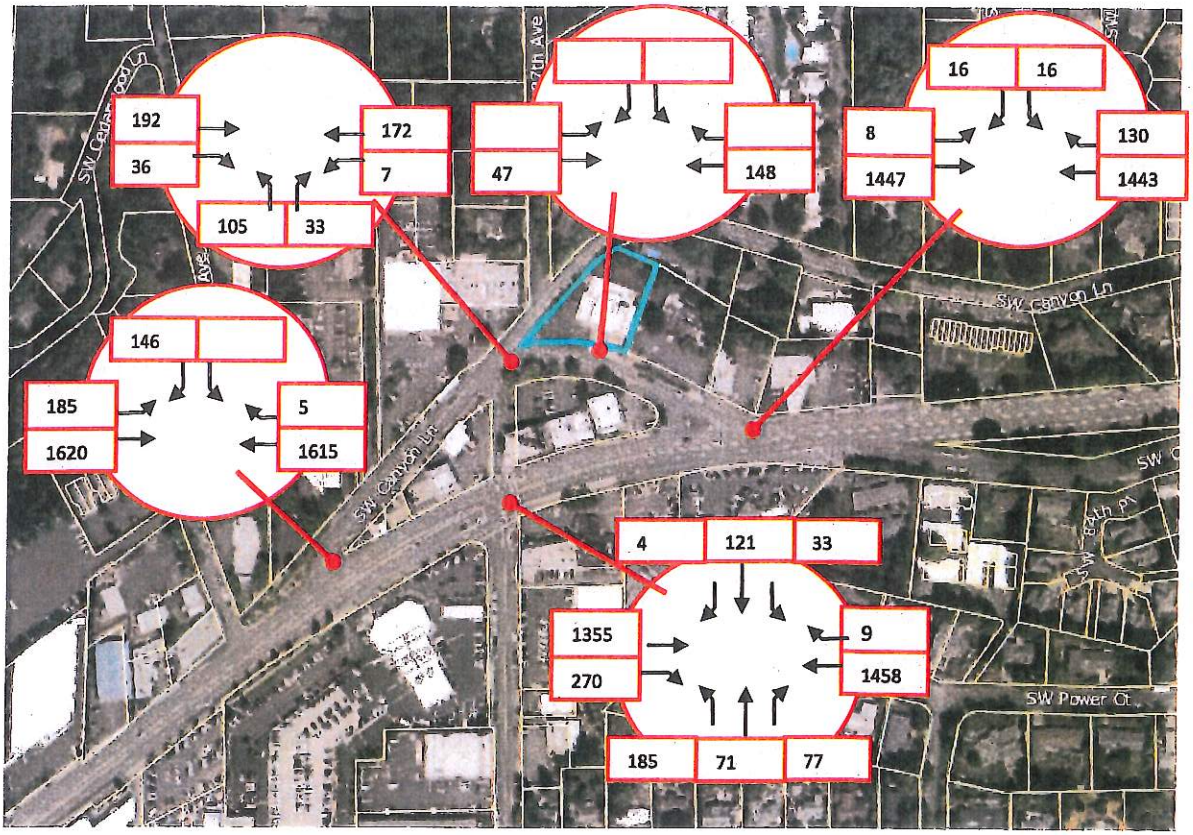

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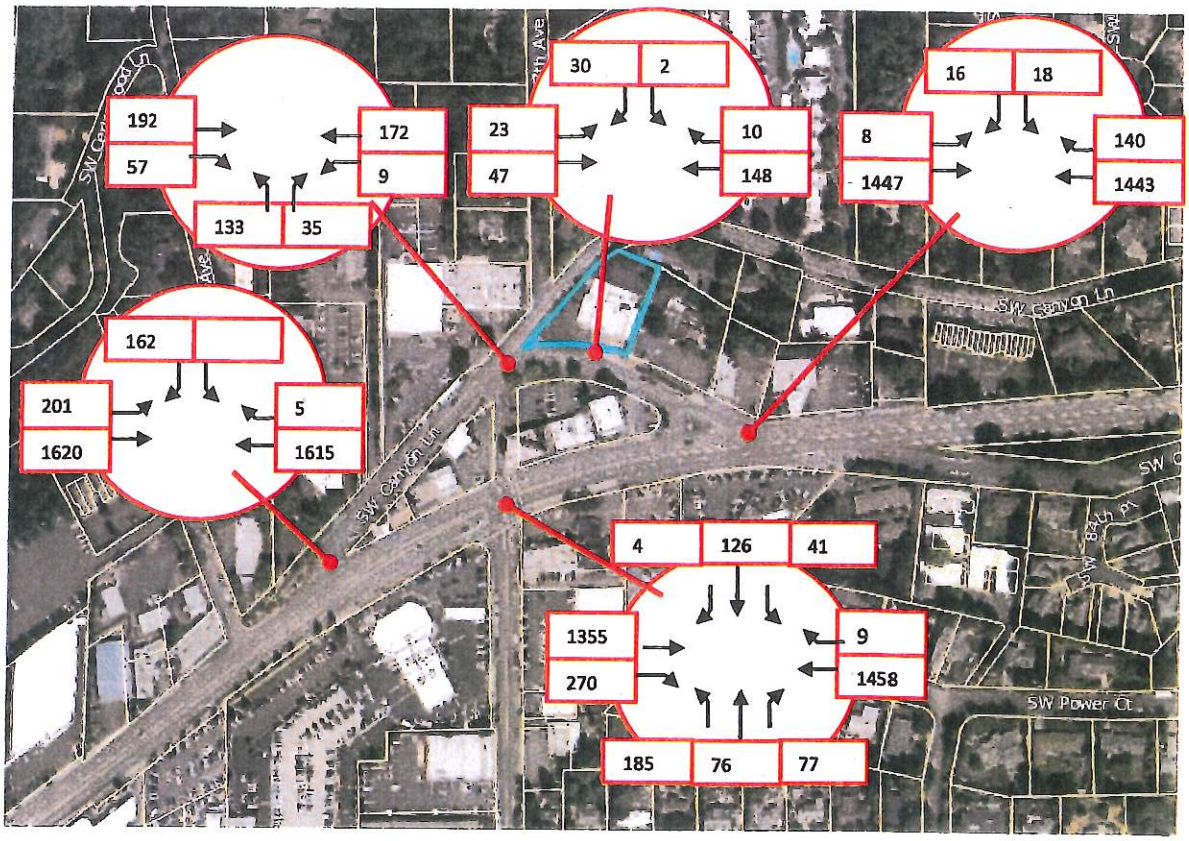
Figure 11 - Future Plus Site-2035



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6 - OPERATIONAL ANALYSIS

Based on the analysis performed at the key intersections as directed by City of Beaverton Traffic Engineering staff, the following is a comparative analysis of before and after the proposed zone change.

Overall, with less than 2.5 percent traffic impact on the nearby main arterial highway and no significant impact on anticipated delay, level of service and V/C ratios, the additional PM peak traffic generated by the proposed zone change of the site can be absorbed by the existing reserve capacity at each of the intersections analyzed. Table 5 shows the before and after results.

Table 5a - Traffic Analysis Results 2016 Without SiteIntersection	LOS	Delay (Sec) Max	ICU (%)	Max V/C	
SW Canyon Rd & SW Canyon Ln.	B	12.7	58.2	0.52	
SW Canyon Rd & SW Canyon Dr.	A	36.6	43.1	0.46	
SW Canyon Rd & SW 87th Ave.	B	14.8	55.1	0.61	
SW Canyon Ln. & SW Canyon Dr.	A	0.0	23.4	0.02	
Site Access	NA	-	-	-	

Table 5b - Traffic Analysis Results 2016 Plus Site

Intersection	LOS	Delay (Sec)	ICU (%)	Max V/C	
SW Canyon Rd & SW Canyon Ln.	B	12.9	59.8	0.52	
SW Canyon Rd & SW Canyon Dr.	A	39.3	43.3	0.46	
SW Canyon Rd & SW 87th Ave.	B	15.4	55.3	0.62	
SW Canyon Ln. & SW Canyon Dr.	A	0.0	25.3	0.02	
Site Access	A	9.1	19.4	0.08	

Table 5c - Traffic Analysis Results 2016 Plus Site

Intersection	LOS	Delay (Sec)	ICU (%)	Max V/C	
SW Canyon Rd & SW Canyon Ln.	D	21.4	76.0	0.69	
SW Canyon Rd & SW Canyon Dr.	A	216.0	54.3	0.81	
SW Canyon Rd & SW 87th Ave.	C	21.2	75.6	0.85	
SW Canyon Ln. & SW Canyon Dr.	A	0.0	32.6	0.02	
Site Access	A	9.3	25.5	0.10	

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Table 5d – V/C per Lane Group

2016	E/B		W/B		S/B		N/B	
	T	L/R	T	R	L/T	R	L/T	R
SW Canyon Rd & SW Canyon Ln.	0.39	0.24	0.52	0.26	0.14	0.14	-	-
SW Canyon Rd & SW Canyon Dr.	0.35	0.01	0.46	0.29	0.19	0.19	-	-
SW Canyon Rd & SW 87th Ave.	0.56	0.23	0.61	0.61	0.22	0.22	0.44	0.10
SW Canyon Ln. & SW Canyon Dr.	-	-	-	-	-	-	-	-
Site Access	-	-	-	-	-	-	-	-

2016 + Site	E/B		W/B		S/B		N/B	
	T	L/R	T	R	L/T	R	L/T	R
SW Canyon Rd & SW Canyon Ln.	0.39	0.27	0.52	0.26	0.16	0.16	-	-
SW Canyon Rd & SW Canyon Dr.	0.35	0.01	0.46	0.30	0.21	0.21	-	-
SW Canyon Rd & SW 87th Ave.	0.58	0.23	0.62	0.62	0.24	0.24	0.44	0.10
SW Canyon Ln. & SW Canyon Dr.	-	-	-	-	-	-	-	-
Site Access	0.01	0.01	0.08	0.08	0.03	0.03	-	-

2035 + Site	E/B		W/B		S/B		N/B	
	T	L/R	T	R	L/T	R	L/T	R
SW Canyon Rd & SW Canyon Ln.	0.52	0.50	0.85	0.85	0.27	0.27	-	-
SW Canyon Rd & SW Canyon Dr.	0.46	0.02	0.62	0.40	0.81	0.81	-	-
SW Canyon Rd & SW 87th Ave.	0.78	0.31	0.85	0.85	0.32	0.32	0.65	0.14
SW Canyon Ln. & SW Canyon Dr.	-	-	-	-	-	-	-	-
Site Access	0.02	0.02	0.10	0.10	0.04	0.04	-	-

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7. CAPACITY ANALYSIS

7.1 Level of Service

To determine the level of service at the study intersections, a capacity analysis was conducted. The analysis was conducted using the program Highway Capacity Software which automates the analysis procedures outlined in the Highway Capacity Manual (HCM) for signalized and unsignalized intersections.

Level of service can range from A, which indicates little or no delay, to F, which indicates a significant amount of congestion and delay. Operational standards require intersections to operate with a v/c ratio of 0.99 or better. The Level of Service (LOS) is a concept developed to quantify the degree of comfort afforded to the driver. Under this analysis, elements such as travel times, delay, impediments are measured. Detailed level of service descriptions is included in the appendix to this report.

LOS is based on average delay defined as the average total elapsed time from when a vehicle stops and the end of queue until departs from the stop line. It is measures in seconds per vehicle per hour and then converted into a grade or "level of service" for each intersection.

Table 6. Level of Service Standards

Table 6a-LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (Sec.)
A	<10
B	10-20
C	20-35
D	35-55
E	55-80
F	>80

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6b - LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (Sec.)
A	<10
B	10-15
C	15-25
D	25-35
E	35-50
F	>50

In summary, for all analysis years, the traffic generated by the proposed development does not create a significant effect on any studied intersection.

8. CONCLUSIONS

Based on various analysis presented in this report the proposed rezone of the existing building will have no significant impact to the adjacent and nearby transportation system as defined by the Transportation Planning Rule.

The queue lengths analysis shows that the available storage lengths at all study intersections exceed the projected average queue lengths. The proposed rezone is compatible with nearby commercial land use and because of the exiting natural barrier and how the parcels are separated, it will not impact the character of the nearby residential neighborhood.

Based on the findings contained in this Traffic Impact Analysis, the addition of the proposed rezone of the site does not have a measurable impact to the adjacent network of roadways and intersections, nor will have any adverse impact on the level of service, intersection or approach delay or queuing at none of the key turn movements of the intersections under review. For both present and future (Year 2035) no significant impacts on the adjacent transportation system are identified.

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Appendix –A

Traffic Counts

- SW Canyon Lane/ SW Canyon Road
- SW Canyon Drive/ SW Canyon Lane
- SW Canyon Drive/ Site Access
- SW 87th/SW / Canyon Road
- SW Canyon Drive/ SW Canyon Road

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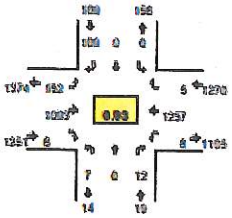
Type of peak hour being reported: Intersection Peak

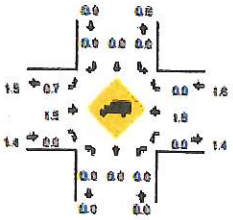
Method for determining peak hour: Total Entering Volume

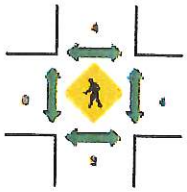
LOCATION: SW Canyon Ln – SW Canyon Rd
CITY/STATE: Portland, OR

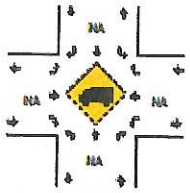
QC JOB #: 13742707
DATE: Thu, Mar 10 2016

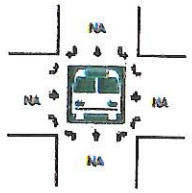
Peak-Hour: 4:45 PM – 5:45 PM
Peak 15-Min: 5:15 PM – 5:30 PM











5-Min Count Period Beginning At	SW Canyon Ln (Northbound)				SW Canyon Ln (Southbound)				SW Canyon Rd (Eastbound)				SW Canyon Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	0	0	0	0	0	19	0	10	65	1	0	0	67	0	0	164	
4:05 PM	2	0	0	0	0	0	10	0	10	71	0	0	2	79	1	0	175	
4:10 PM	0	0	0	0	0	0	13	0	20	63	1	0	1	73	0	0	171	
4:15 PM	1	0	1	0	0	0	5	0	8	82	4	0	1	89	0	0	191	
4:20 PM	2	0	1	0	0	0	9	0	11	92	2	0	0	102	0	0	219	
4:25 PM	1	0	0	0	0	0	6	0	13	85	0	0	0	81	2	0	188	
4:30 PM	2	0	0	0	0	0	5	0	7	68	0	0	0	84	1	0	167	
4:35 PM	0	0	1	0	0	0	11	0	6	73	0	0	0	89	1	0	181	
4:40 PM	1	0	0	0	0	0	14	0	11	80	0	0	0	106	0	0	212	
4:45 PM	3	0	2	0	0	0	12	0	13	96	0	0	0	111	0	0	237	
4:50 PM	0	0	0	0	0	0	6	0	13	96	2	0	1	92	0	0	210	
4:55 PM	0	0	2	0	0	0	6	0	8	77	0	0	0	98	0	0	191	2306
5:00 PM	0	0	1	0	0	0	7	0	10	87	0	0	2	94	0	0	201	2343
5:05 PM	0	0	0	0	0	0	6	0	11	103	3	1	1	105	1	0	230	2398
5:10 PM	1	0	1	0	0	0	5	0	8	82	0	0	0	88	0	0	185	2422
5:15 PM	2	0	0	0	0	0	7	0	11	110	0	0	0	99	0	0	229	2460
5:20 PM	0	0	1	0	0	0	18	0	20	112	0	0	1	93	0	0	245	2486
5:25 PM	0	0	2	0	0	0	11	0	13	98	0	0	0	120	1	0	245	2533
5:30 PM	1	0	3	0	0	0	11	0	12	76	1	0	2	123	0	0	229	2595
5:35 PM	0	0	0	0	0	0	13	0	16	76	0	0	0	121	2	0	228	2642
5:40 PM	0	0	0	0	0	0	7	0	16	81	0	0	1	113	1	0	219	2649
5:45 PM	2	0	0	0	0	0	11	0	7	89	0	0	0	117	1	0	227	2639
5:50 PM	0	0	1	0	0	0	8	0	6	72	0	0	0	113	0	0	200	2629
5:55 PM	1	0	1	0	0	0	8	0	15	77	0	0	0	97	1	0	200	2638

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	0	12	0	0	0	144	0	176	1240	0	0	4	1248	4	0	2836
Heavy Trucks	0	0	0		0	0	0		4	16	0		0	8	0		28
Pedestrians		8				0				0				4			12
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 4/29/2016 4:24 PM

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

EXHIBIT 2.1

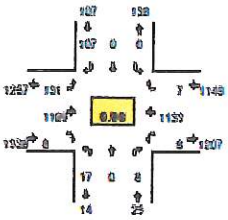
Type of peak hour being reported: Intersection Peak

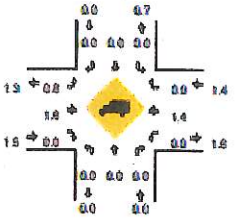
Method for determining peak hour: Total Entering Volume

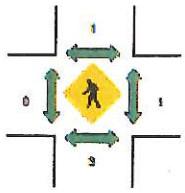
LOCATION: SW Canyon Ln – SW Canyon Rd
CITY/STATE: Portland, OR

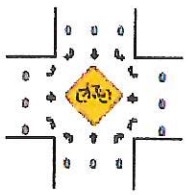
QC JOB #: 13742708
DATE: Tue, Mar 08 2016

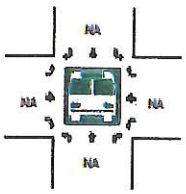
Peak-Hour: 4:50 PM – 5:50 PM
Peak 15-Min: 5:05 PM – 5:20 PM











5-Min Count Period Beginning At	SW Canyon Ln (Northbound)				SW Canyon Ln (Southbound)				SW Canyon Rd (Eastbound)				SW Canyon 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	1	0	0	0	12	0	10	73	1	0	0	78	0	0	180	
4:05 PM	1	0	0	0	0	0	12	0	10	82	3	0	1	89	1	0	199	
4:10 PM	2	0	0	0	0	0	19	0	12	81	1	0	0	89	0	0	204	
4:15 PM	0	0	3	0	0	0	11	0	8	89	0	0	0	89	0	0	200	
4:20 PM	0	0	2	0	0	0	12	0	7	78	1	0	1	90	0	0	199	
4:25 PM	1	0	1	0	0	0	10	0	14	82	0	0	1	89	0	0	198	
4:30 PM	0	0	2	0	0	0	12	0	7	88	0	0	1	91	1	0	202	
4:35 PM	1	0	0	0	0	0	15	0	12	90	2	0	1	100	0	0	222	
4:40 PM	1	0	0	0	0	0	12	0	12	97	0	0	0	98	0	0	220	
4:45 PM	0	0	0	0	0	0	12	0	16	81	1	0	2	92	1	0	205	
4:50 PM	1	0	1	0	0	0	9	0	10	94	0	0	0	91	2	0	216	
4:55 PM	0	0	0	0	0	0	11	0	9	96	3	0	0	101	1	0	223	2468
5:00 PM	0	0	0	0	0	0	8	0	14	89	1	0	1	83	0	0	196	2484
5:05 PM	0	0	1	0	0	0	6	0	11	99	1	0	0	87	0	0	205	2490
5:10 PM	0	0	0	0	0	0	14	0	12	101	1	0	2	97	1	0	228	2514
5:15 PM	0	0	1	0	0	0	8	0	8	121	0	0	1	101	1	0	241	2561
5:20 PM	1	0	0	0	0	0	7	0	9	86	1	0	0	97	0	0	201	2563
5:25 PM	1	0	0	0	0	0	10	0	16	115	0	0	0	85	0	0	227	2552
5:30 PM	1	0	1	0	0	0	7	0	7	82	0	0	0	117	0	0	215	2505
5:35 PM	1	0	0	0	0	0	10	0	9	100	1	0	1	97	0	0	219	2502
5:40 PM	2	0	0	0	0	0	9	0	13	90	0	0	0	96	1	0	210	2500
5:45 PM	0	0	0	0	0	0	9	0	13	116	0	0	1	81	1	0	221	2516
5:50 PM	1	0	1	0	0	0	5	0	9	92	0	0	1	101	1	0	211	2511
5:55 PM	1	0	0	0	0	0	4	0	8	93	0	0	0	85	1	0	193	2561

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	0	8	0	0	0	112	0	124	1284	8	0	12	1140	8	0	2720
Heavy Trucks	0	0	0		0	0	0		4	20	0		0	12	0		36
Pedestrians		4				4				0				4			12
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 4/29/2016 4:24 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-550-2212

EXHIBIT 2.1

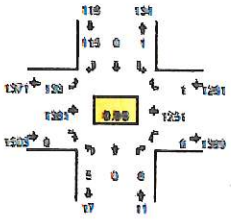
Type of peak hour being reported: Intersection Peak

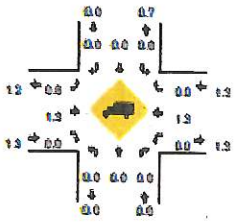
Method for determining peak hour: Total Entering Volume

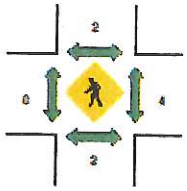
LOCATION: SW Canyon Ln – SW Canyon Rd
CITY/STATE: Portland, OR

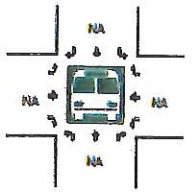
QC JOB #: 13742709
DATE: Wed, Mar 09 2016

Peak-Hour: 4:40 PM – 5:40 PM
Peak 15-Min: 5:05 PM – 5:20 PM









5-Min Count Period Beginning At	SW Canyon Ln (Northbound)				SW Canyon Ln (Southbound)				SW Canyon Rd (Eastbound)				SW Canyon Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	0	0	0	0	0	6	0	13	66	0	0	0	85	0	0	176	
4:05 PM	1	0	0	0	0	0	13	0	5	85	1	0	0	80	0	0	186	
4:10 PM	2	0	0	0	0	0	6	0	11	94	2	0	1	89	0	0	205	
4:15 PM	0	0	2	0	0	0	8	0	10	73	0	0	0	94	1	0	188	
4:20 PM	0	0	0	0	0	0	10	0	9	88	2	0	2	85	0	0	197	
4:25 PM	1	0	3	0	0	0	8	0	6	82	0	0	0	87	3	0	190	
4:30 PM	2	0	0	0	1	0	5	0	10	98	1	0	3	87	1	0	208	
4:35 PM	0	0	0	0	0	0	6	0	10	80	4	0	2	87	0	0	189	
4:40 PM	0	0	1	0	0	0	13	0	9	104	2	0	3	104	0	1	237	
4:45 PM	1	0	0	0	0	0	10	0	6	111	0	0	0	115	0	0	243	
4:50 PM	1	0	1	0	0	0	5	0	8	114	0	0	0	101	1	0	231	
4:55 PM	0	0	1	0	0	0	8	0	13	90	0	0	0	107	0	0	219	2472
5:00 PM	0	0	1	0	1	0	7	0	15	107	3	0	0	102	0	0	236	2513
5:05 PM	1	0	0	0	0	0	9	0	9	125	0	0	0	98	0	0	242	2588
5:10 PM	1	0	0	0	0	0	9	0	15	107	1	0	0	113	0	0	246	2629
5:15 PM	0	0	1	0	0	0	10	0	9	142	0	0	1	105	0	0	268	2709
5:20 PM	0	0	0	0	0	0	8	0	11	101	1	0	1	100	0	0	222	2734
5:25 PM	0	0	1	0	0	0	14	0	13	138	0	0	0	93	0	0	259	2803
5:30 PM	1	0	0	0	0	0	12	0	12	94	1	0	3	104	0	0	227	2822
5:35 PM	0	0	0	0	0	0	10	0	11	125	1	0	0	103	0	0	250	2891
5:40 PM	0	0	1	0	0	0	8	0	13	108	3	0	0	85	0	0	218	2872
5:45 PM	0	0	0	0	0	0	5	0	11	81	0	0	1	108	0	0	206	2833
5:50 PM	0	0	0	0	0	0	3	0	15	115	3	0	0	78	0	0	214	2815
5:55 PM	0	0	0	0	0	0	8	0	13	95	0	0	0	88	0	0	204	2800

Peak 15-Min Volumes	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	4	0	0	0	112	0	132	1496	4	0	4	1254	0	0	3024
Heavy Trucks	0	0	0		0	0	0		0	16	0		0	20	0		36
Pedestrians		0				4				0				4			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 4/29/2016 4:24 PM

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

EXHIBIT 2.1

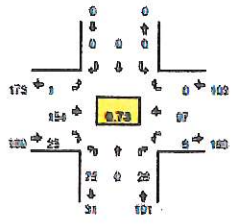
Type of peak hour being reported: User-Defined

Method for determining peak hour: Total Entering Volume

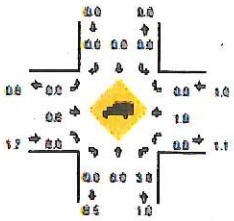
LOCATION: SW Canyon Dr – SW Canyon Ln
CITY/STATE: Portland, OR

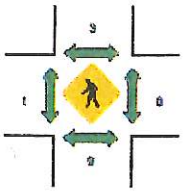
QC JOB #: 13742710
DATE: Thu, Mar 10 2016

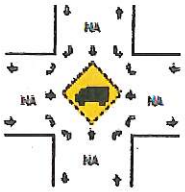
Peak Hour: 4:45 PM – 5:45 PM
Peak 15-Min: 5:15 PM – 5:30 PM

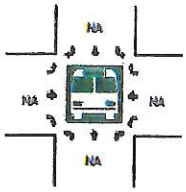


Quality Counts









15-Min Count Period Beginning At	SW Canyon Dr (Northbound)				SW Canyon Dr (Southbound)				SW Canyon Ln (Eastbound)				SW Canyon Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	5	0	5	0	0	0	0	0	0	7	1	0	1	14	0	0	34	
4:05 PM	7	0	3	0	0	0	0	0	0	11	3	0	1	14	0	0	39	
4:10 PM	5	0	4	0	0	0	0	0	0	13	5	0	0	9	0	0	36	
4:15 PM	3	0	1	0	0	0	0	0	0	15	1	0	0	14	0	0	35	
4:20 PM	7	0	4	0	0	0	0	0	0	10	1	0	0	10	0	0	32	
4:25 PM	5	0	1	0	0	0	0	0	0	8	5	0	2	7	0	0	28	
4:30 PM	5	0	2	0	0	0	0	0	0	7	3	0	1	5	0	0	23	
4:35 PM	11	0	3	0	0	0	0	0	0	8	2	0	1	10	0	0	35	
4:40 PM	14	0	1	0	0	0	0	0	0	3	1	0	0	8	0	0	32	
4:45 PM	7	0	0	0	0	0	0	0	0	13	0	0	0	10	0	0	30	
4:50 PM	8	0	3	0	0	0	0	0	0	12	1	0	0	8	0	0	32	
4:55 PM	5	0	4	0	0	0	0	0	0	10	3	1	1	5	0	0	29	386
5:00 PM	9	0	1	0	0	0	0	0	0	11	0	0	1	7	0	0	29	379
5:05 PM	8	0	1	0	0	0	0	0	0	14	1	0	0	9	0	0	33	373
5:10 PM	5	0	1	0	0	0	0	0	0	9	2	0	1	5	0	0	24	351
5:15 PM	10	0	4	0	0	0	0	0	0	16	4	0	1	9	0	0	44	370
5:20 PM	7	0	3	0	0	0	0	0	0	19	3	0	1	15	0	0	48	386
5:25 PM	9	0	2	0	0	0	0	0	0	18	2	0	0	8	0	0	39	397
5:30 PM	4	0	3	0	0	0	0	0	0	13	6	0	1	11	0	0	38	412
5:35 PM	3	0	4	0	0	0	0	0	0	19	3	0	0	10	0	0	39	416
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	354
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	354
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	322
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	293

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	0	36	0	0	0	0	0	0	212	36	0	8	128	0	0	524
Heavy Trucks	0	0	4		0	0	0		0	0	8		0	0	0		12
Pedestrians		20				8				4				0			32
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 4/29/2016 4:34 PM

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

EXHIBIT 2.1

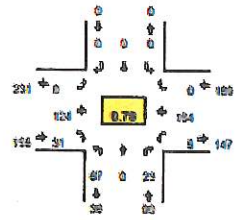
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

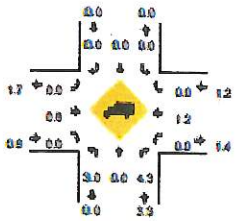
LOCATION: SW Canyon Dr – SW Canyon Ln
CITY/STATE: Portland, OR

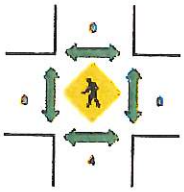
QC JOB #: 13742711
DATE: Tue, Mar 08 2016

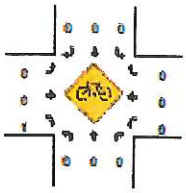
Peak-Hour: 4:00 PM – 5:00 PM
Peak 15-Min: 4:00 PM – 4:15 PM

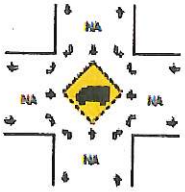


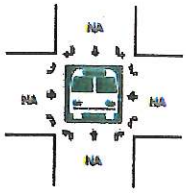
Quality Counts











5-Min Count Period Beginning At	SW Canyon Dr (Northbound)				SW Canyon Dr (Southbound)				SW Canyon Ln (Eastbound)				SW Canyon Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	5	0	3	0	0	0	0	0	0	12	2	0	0	15	0	0	37	
4:05 PM	6	0	4	0	0	0	0	0	0	6	1	0	0	18	0	0	35	
4:10 PM	8	0	4	0	0	0	0	0	0	11	4	0	1	31	0	0	59	
4:15 PM	5	0	0	0	0	0	0	0	0	6	2	0	0	24	0	0	37	
4:20 PM	1	0	0	0	0	0	0	0	0	10	5	0	0	11	0	0	27	
4:25 PM	3	0	2	0	0	0	0	0	0	12	1	0	0	12	0	0	30	
4:30 PM	5	0	0	0	0	0	0	0	0	6	2	0	0	6	0	0	19	
4:35 PM	9	0	3	0	0	0	0	0	0	9	4	0	2	14	0	0	41	
4:40 PM	5	0	1	0	0	0	0	0	0	15	3	0	1	5	0	0	30	
4:45 PM	9	0	1	0	0	0	0	0	0	15	3	0	0	12	0	0	40	
4:50 PM	8	0	3	0	0	0	0	0	0	14	2	0	1	5	0	0	33	
4:55 PM	2	0	2	0	0	0	0	0	0	8	3	0	0	11	0	0	26	414
5:00 PM	8	0	3	0	0	0	0	0	0	8	2	0	0	3	0	0	24	401
5:05 PM	8	0	2	0	0	0	0	0	0	13	2	0	0	5	0	0	30	396
5:10 PM	7	0	2	0	0	0	0	0	0	9	1	0	2	11	0	0	32	389
5:15 PM	6	0	0	0	0	0	0	0	0	8	4	0	2	4	0	0	24	386
5:20 PM	5	0	4	0	0	0	0	0	0	13	1	0	0	7	0	0	30	359
5:25 PM	12	0	1	0	0	0	0	0	0	16	1	0	1	10	0	0	41	370
5:30 PM	6	0	1	0	0	0	0	0	0	15	0	0	0	11	0	0	33	384
5:35 PM	6	0	3	0	0	0	0	0	0	11	1	0	0	7	0	0	28	371
5:40 PM	11	0	1	0	0	0	0	0	0	13	3	0	0	8	0	0	36	377
5:45 PM	7	0	0	0	0	0	0	0	0	9	3	0	0	4	0	0	23	360
5:50 PM	5	0	0	0	0	0	0	0	0	7	3	1	2	4	0	0	22	349
5:55 PM	5	0	2	0	0	0	0	0	0	12	4	0	0	6	0	0	29	352

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	76	0	44	0	0	0	0	0	0	116	38	0	4	256	0	0	534
Heavy Trucks	4	0	4		0	0	0		0	4	0		0	4	0		16
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	1		0	0	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 4/29/2016 4:24 PM

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

EXHIBIT 2-1

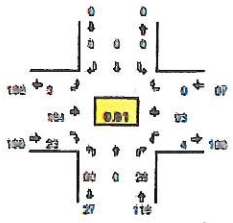
Type of peak hour being reported: Intersection Peak

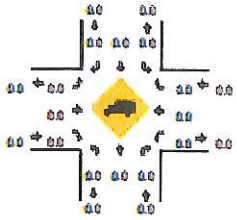
Method for determining peak hour: Total Entering Volume

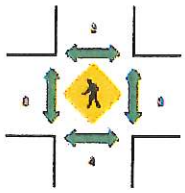
LOCATION: SW Canyon Dr – SW Canyon Ln
CITY/STATE: Portland, OR

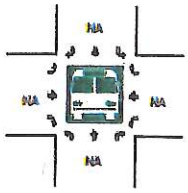
QC JOB #: 13742712
DATE: Wed, Mar 09 2016

Peak-Hour: 5:00 PM – 6:00 PM
Peak 15-Min: 5:20 PM – 5:35 PM









6-Min Count Period Beginning At	SW Canyon Dr (Northbound)				SW Canyon Dr (Southbound)				SW Canyon Ln (Eastbound)				SW Canyon Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	5	0	3	0	0	0	0	0	0	8	3	0	0	9	0	0	28	
4:05 PM	7	0	2	0	0	0	0	0	0	5	3	0	1	13	0	0	31	
4:10 PM	7	0	1	0	0	0	0	0	0	16	2	0	1	8	0	0	35	
4:15 PM	8	0	1	0	0	0	0	0	0	10	2	0	0	7	0	0	28	
4:20 PM	3	0	2	0	0	0	0	0	0	9	2	0	0	8	0	0	24	
4:25 PM	11	0	0	0	0	0	0	0	0	6	6	0	0	7	0	0	30	
4:30 PM	7	0	1	0	0	0	0	0	0	4	4	0	1	5	0	0	22	
4:35 PM	8	0	1	0	0	0	0	0	0	12	3	0	0	7	0	0	31	
4:40 PM	6	0	2	0	0	0	0	0	0	7	3	1	0	11	0	0	30	
4:45 PM	6	0	1	0	0	0	0	0	0	9	1	0	1	5	0	0	23	
4:50 PM	5	0	3	0	0	0	0	0	0	6	0	0	0	5	0	0	19	
4:55 PM	5	0	4	0	0	0	0	0	0	11	4	0	2	7	0	0	34	335
5:00 PM	4	0	1	0	0	0	0	0	0	18	0	0	0	6	0	0	29	335
5:05 PM	6	0	1	0	0	0	0	0	0	15	2	0	0	7	0	0	31	335
5:10 PM	11	0	2	0	0	0	0	0	0	13	4	0	1	5	0	0	36	336
5:15 PM	5	0	2	0	0	0	0	0	0	8	2	0	0	11	0	0	28	336
5:20 PM	7	0	6	0	0	0	0	0	0	14	1	1	0	11	0	0	40	352
5:25 PM	6	0	3	0	0	0	0	0	0	13	2	2	0	9	0	0	35	357
5:30 PM	7	0	3	0	0	0	0	0	0	14	1	0	1	10	0	0	36	371
5:35 PM	8	0	0	0	0	0	0	0	0	13	3	0	0	8	0	0	32	372
5:40 PM	10	0	3	0	0	0	0	0	0	8	3	0	0	10	0	0	34	376
5:45 PM	8	0	1	0	0	0	0	0	0	14	1	0	0	7	0	0	31	384
5:50 PM	8	0	2	0	0	0	0	0	0	20	1	0	0	2	0	0	33	396
5:55 PM	10	0	2	0	0	0	0	0	0	14	3	0	2	8	0	0	39	403

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	80	0	48	0	0	0	0	0	0	164	16	12	4	120	0	0	444
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Pedestrians		8				4				0				0			12
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 4/29/2016 4:24 PM

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

EXHIBIT 2.1

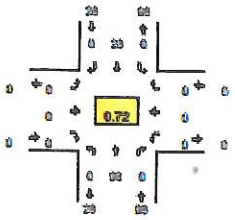
Type of peak hour being reported: User-Defined

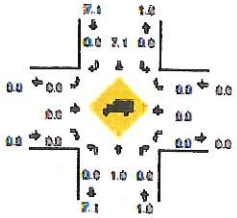
Method for determining peak hour: Total Entering Volume

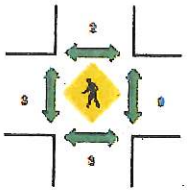
LOCATION: SW Canyon Dr – Parking Lot Dwy
CITY/STATE: Portland, OR

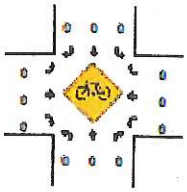
QC JOB #: 13742713
DATE: Thu, Mar 10 2016

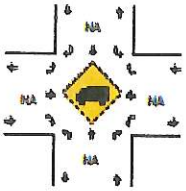
Peak Hour: 4:45 PM – 5:45 PM
Peak 15-Min: 5:15 PM – 5:30 PM

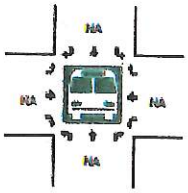












15-Min Count Period Beginning At	SW Canyon Dr (Northbound)				SW Canyon Dr (Southbound)				Parking Lot Dwy (Eastbound)				Parking Lot Dwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	11	0	0	0	1	0	0	0	0	0	0	0	0	0	0	12	
4:05 PM	0	9	0	0	0	4	0	0	0	0	0	0	0	0	0	0	13	
4:10 PM	0	9	0	0	0	4	0	0	0	0	0	0	0	0	0	0	13	
4:15 PM	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5	
4:20 PM	0	10	0	0	0	1	0	0	0	0	0	0	0	0	1	0	12	
4:25 PM	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	12	
4:30 PM	0	8	0	0	0	4	0	0	0	0	0	0	0	0	0	0	12	
4:35 PM	0	12	0	0	0	4	0	0	0	0	0	0	0	0	0	0	16	
4:40 PM	0	15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	16	
4:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
4:50 PM	0	10	0	0	0	1	0	0	0	0	0	0	0	0	0	0	11	
4:55 PM	0	9	0	0	0	3	0	0	0	0	0	0	0	0	0	0	12	141
5:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	137
5:05 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	134
5:10 PM	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0	0	9	130
5:15 PM	0	14	0	0	0	4	0	0	0	0	0	0	0	0	0	0	18	143
5:20 PM	0	10	0	0	0	4	0	0	0	0	0	0	0	0	0	0	14	145
5:25 PM	0	10	0	0	0	2	0	0	0	0	0	0	0	0	0	0	12	145
5:30 PM	0	8	0	0	0	7	0	0	0	0	0	0	0	0	0	0	15	149
5:35 PM	0	7	0	0	0	3	0	0	0	0	0	0	0	0	0	0	10	142
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	126
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	119
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	109
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	95

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	135	0	0	0	40	0	0	0	0	0	0	0	0	0	0	175
Heavy Trucks	0	4	0		0	8	0		0	0	0		0	0	0		12
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 4/29/2016 4:34 PM

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

EXHIBIT 2-1

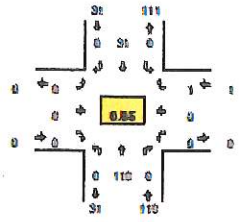
Type of peak hour being reported: Intersection Peak

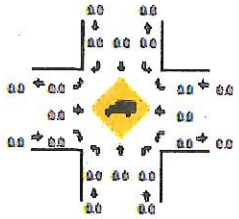
Method for determining peak hour: Total Entering Volume

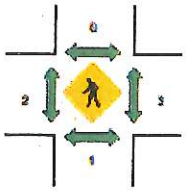
LOCATION: SW Canyon Dr – Parking Lot Dwy
CITY/STATE: Portland, OR

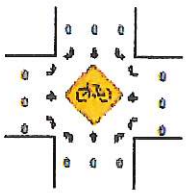
QC JOB #: 13742714
DATE: Tue, Mar 08 2016

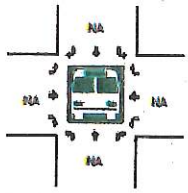
Peak-Hour: 4:35 PM – 5:35 PM
Peak 15-Min: 4:35 PM – 4:50 PM











5-Min Count Period Beginning At	SW Canyon Dr (Northbound)				SW Canyon Dr (Southbound)				Parking Lot Dwy (Eastbound)				Parking Lot Dwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	8	0	0	0	1	0	0	0	0	0	0	0	0	0	0	9	
4:05 PM	0	11	1	0	0	1	0	0	0	0	0	0	0	0	0	0	13	
4:10 PM	0	13	0	0	0	5	0	0	0	0	0	0	0	0	0	0	18	
4:15 PM	0	6	0	0	0	2	0	0	0	0	0	0	0	0	0	0	8	
4:20 PM	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	12	
4:25 PM	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6	
4:30 PM	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6	
4:35 PM	0	15	0	0	0	6	0	0	0	0	0	0	0	0	0	0	21	
4:40 PM	0	8	0	0	0	3	0	0	0	0	0	0	0	0	0	0	11	
4:45 PM	0	8	0	0	0	2	0	0	0	0	0	0	0	0	0	0	10	
4:50 PM	0	10	0	0	0	3	0	0	0	0	0	0	0	0	0	0	13	
4:55 PM	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0	0	7	134
5:00 PM	0	10	0	0	0	1	0	0	0	0	0	0	0	0	0	0	11	136
5:05 PM	0	11	0	0	0	2	0	0	0	0	0	0	0	0	1	0	14	137
5:10 PM	0	7	0	0	0	3	0	0	0	0	0	0	0	0	0	0	10	129
5:15 PM	0	8	0	0	0	6	0	0	0	0	0	0	0	0	0	0	14	135
5:20 PM	0	7	0	0	0	1	0	0	0	0	0	0	0	0	0	0	8	131
5:25 PM	0	12	0	0	0	2	0	0	0	0	0	0	0	0	0	0	14	136
5:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	142
5:35 PM	0	11	0	0	0	2	0	0	0	0	0	0	0	0	0	0	13	134
5:40 PM	0	10	0	0	0	1	0	0	0	0	0	0	0	0	0	0	11	134
5:45 PM	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0	0	9	133
5:50 PM	0	6	0	0	0	5	0	0	0	0	0	0	0	0	0	0	11	131
5:55 PM	0	8	1	0	0	3	0	0	0	0	0	0	1	0	0	0	13	137

Peak 15-Min Fluxuation	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	124	0	0	0	44	0	0	0	0	0	0	0	0	0	0	168
Heavy Trucks	0	0	0		0	6	0		0	0	0		0	0	0		0
Pedestrians		4				0				0				4			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 4/29/2016 4:24 PM

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

EXHIBIT 2.1

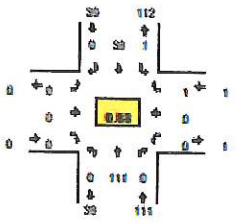
Type of peak hour being reported: Intersection Peak

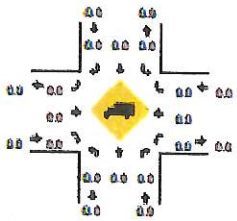
Method for determining peak hour: Total Entering Volume

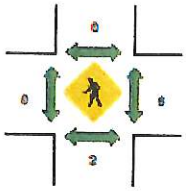
LOCATION: SW Canyon Dr – Parking Lot Dwy
CITY/STATE: Portland, OR

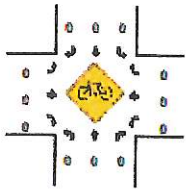
QC JOB #: 13742715
DATE: Wed, Mar 09 2016

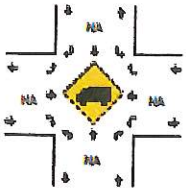
Peak Hour: 4:00 PM – 5:00 PM
Peak 15-Min: 4:25 PM – 4:40 PM

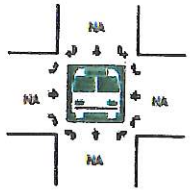












6-Min Count Period Beginning At	SW Canyon Dr (Northbound)				SW Canyon Dr (Southbound)				Parking Lot Dwy (Eastbound)				Parking Lot Dwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	9	0	0	0	2	0	0	0	0	0	0	0	0	0	0	11	
4:05 PM	0	10	0	0	0	4	0	0	0	0	0	0	0	0	0	0	14	
4:10 PM	0	8	0	0	0	3	0	0	0	0	0	0	0	0	0	0	11	
4:15 PM	0	10	0	0	0	2	0	0	0	0	0	0	0	0	0	0	12	
4:20 PM	0	6	0	0	0	2	0	0	0	0	0	0	0	0	0	0	8	
4:25 PM	0	13	0	0	0	7	0	0	0	0	0	0	0	0	0	0	20	
4:30 PM	0	9	0	0	0	4	0	0	0	0	0	0	0	0	0	0	13	
4:35 PM	0	7	0	0	0	3	0	0	0	0	0	0	0	0	0	0	10	
4:40 PM	0	10	0	0	0	4	0	0	0	0	0	0	0	0	0	0	14	
4:45 PM	0	9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	10	
4:50 PM	0	9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	10	
4:55 PM	0	11	0	0	1	5	0	0	0	0	0	0	0	0	1	0	18	151
5:00 PM	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6	146
5:05 PM	0	7	0	0	0	2	0	0	0	0	0	0	0	0	0	0	9	141
5:10 PM	0	13	0	0	0	5	0	0	0	0	0	0	0	0	0	0	18	149
5:15 PM	0	7	0	0	0	3	0	0	0	0	0	0	0	0	0	0	10	146
5:20 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	150
5:25 PM	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0	0	7	137
5:30 PM	0	8	0	0	0	2	0	0	0	0	0	0	0	0	0	0	10	134
5:35 PM	0	8	0	0	0	3	0	0	0	0	0	0	0	0	0	0	11	135
5:40 PM	0	12	0	0	0	2	0	0	0	0	0	0	0	0	0	0	14	135
5:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	133
5:50 PM	0	11	0	0	0	2	0	0	0	0	0	0	0	0	0	0	13	136
5:55 PM	0	11	0	0	0	4	0	0	0	0	0	0	0	0	0	0	15	133

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	116	0	0	0	56	0	0	0	0	0	0	0	0	0	0	172
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 4/25/2016 4:24 PM

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

EXHIBIT 2.1

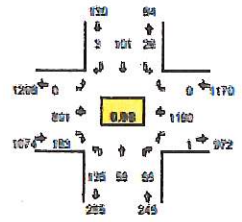
Type of peak hour being reported: Intersection Peak

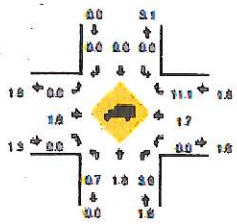
Method for determining peak hour: Total Entering Volume

LOCATION: SW 87th Ave – SW Canyon Rd
CITY/STATE: Portland, OR

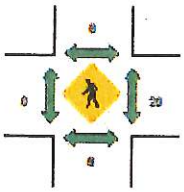
QC JOB #: 13742701
DATE: Thu, Mar 10 2016

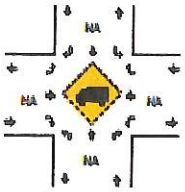
Peak Hour: 5:00 PM – 6:00 PM
Peak 15-Min: 5:15 PM – 5:30 PM

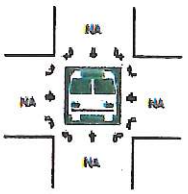




Quality Counts







15-Min Count Period Beginning At	SW 87th Ave (Northbound)				SW 87th Ave (Southbound)				SW Canyon Rd (Eastbound)				SW Canyon Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	15	2	2	0	1	9	0	0	0	43	16	0	0	50	0	0	141	
4:05 PM	16	4	4	0	3	12	1	0	0	56	16	0	0	66	2	0	180	
4:10 PM	10	2	8	0	3	6	0	0	0	57	9	0	0	57	2	0	154	
4:15 PM	9	6	9	0	3	9	0	0	0	70	13	0	0	86	0	0	205	
4:20 PM	13	3	5	0	0	12	0	0	0	71	22	0	0	83	0	0	209	
4:25 PM	10	0	1	0	1	7	0	0	0	66	17	0	0	78	1	0	181	
4:30 PM	7	4	5	0	3	5	0	0	0	53	18	0	0	80	0	0	175	
4:35 PM	8	2	5	0	2	11	1	0	0	51	21	0	0	81	1	0	183	
4:40 PM	18	1	4	0	2	15	0	0	0	65	16	0	0	87	0	0	210	
4:45 PM	19	3	4	0	2	9	0	0	0	81	16	0	0	90	0	0	224	
4:50 PM	10	1	1	0	2	11	0	0	0	74	19	0	0	90	0	0	208	
4:55 PM	14	5	5	0	0	9	0	0	0	63	17	0	0	90	0	0	203	2373
5:00 PM	8	5	9	0	3	8	1	0	0	65	21	0	1	77	0	0	198	2330
5:05 PM	15	7	9	0	2	6	0	0	0	89	14	0	0	90	0	0	233	2383
5:10 PM	7	2	4	0	1	10	0	0	0	84	10	0	0	86	0	0	204	2433
5:15 PM	12	5	1	0	1	12	0	0	0	90	21	0	0	84	2	0	229	2457
5:20 PM	9	4	8	0	1	9	1	0	0	98	17	0	0	87	2	0	236	2484
5:25 PM	20	6	3	0	0	7	0	0	0	75	13	0	0	93	1	0	218	2521
5:30 PM	9	4	2	0	3	5	0	0	0	60	18	0	0	120	1	0	222	2568
5:35 PM	13	5	5	0	3	5	0	0	0	66	11	0	0	111	0	0	220	2605
5:40 PM	11	6	3	0	2	9	0	0	0	68	15	0	0	107	0	0	221	2616
5:45 PM	9	6	3	0	2	5	1	0	0	74	16	0	0	106	2	0	224	2616
5:50 PM	9	2	4	0	3	12	0	0	0	58	13	0	0	105	1	0	207	2615
5:55 PM	12	3	4	0	5	11	0	0	0	64	14	0	0	94	0	0	207	2619

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	168	60	48	0	8	112	4	0	0	1052	204	0	0	1056	20	0	2752
Heavy Trucks	4	0	0		0	0	0		0	16	0		0	8	4		32
Pedestrians		8				0				0				20			28
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 4/29/2016 4:24 PM

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

EXHIBIT 2.1

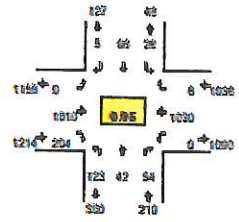
Type of peak hour being reported: Intersection Peak

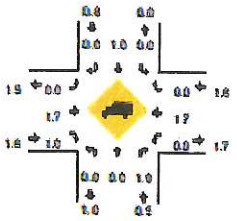
Method for determining peak hour: Total Entering Volume

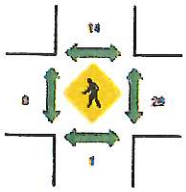
LOCATION: SW 87th Ave – SW Canyon Rd
CITY/STATE: Portland, OR

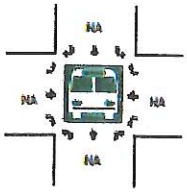
QC JOB #: 13742702
DATE: Tue, Mar 08 2016

Peak-Hour: 4:55 PM – 5:55 PM
Peak 15-Min: 5:05 PM – 5:20 PM









6-Min Count Period Beginning At	SW 87th Ave (Northbound)				SW 87th Ave (Southbound)				SW Canyon Rd (Eastbound)				SW Canyon Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	13	6	5	0	2	15	0	0	0	61	19	0	0	63	0	0	185	
4:05 PM	15	1	4	0	3	13	0	0	0	68	18	0	0	79	0	0	202	
4:10 PM	11	4	6	0	4	20	0	0	0	61	14	0	0	73	2	0	195	
4:15 PM	15	2	6	0	1	18	0	0	0	67	23	0	0	73	0	0	205	
4:20 PM	17	6	8	0	5	12	0	0	0	58	22	0	0	78	1	0	207	
4:25 PM	12	5	4	0	1	7	1	0	0	69	14	0	0	78	0	0	191	
4:30 PM	5	7	2	0	2	4	1	0	0	64	25	0	0	83	0	0	193	
4:35 PM	14	5	5	0	2	15	0	0	0	79	9	0	0	89	1	0	219	
4:40 PM	15	7	6	0	0	9	0	0	0	79	16	0	0	81	0	0	213	
4:45 PM	9	5	6	0	2	13	0	0	0	69	14	0	0	88	0	0	206	
4:50 PM	14	5	6	0	1	11	0	0	0	75	23	0	0	79	0	0	214	
4:55 PM	9	5	1	0	2	6	0	0	0	83	19	0	0	90	0	0	214	2444
5:00 PM	7	3	6	0	4	8	1	0	0	73	11	0	0	78	0	0	191	2450
5:05 PM	13	2	4	0	4	12	0	0	0	90	13	0	0	77	1	0	216	2484
5:10 PM	14	2	6	0	1	8	1	0	0	91	13	0	0	81	1	0	219	2488
5:15 PM	12	6	3	0	1	5	0	0	0	104	20	0	0	94	0	0	245	2536
5:20 PM	9	4	4	0	3	8	1	0	0	75	10	0	0	85	1	0	200	2532
5:25 PM	14	3	4	0	2	11	0	0	0	90	27	0	0	79	1	0	231	2562
5:30 PM	9	5	6	0	2	7	0	0	0	66	16	0	0	104	0	0	215	2564
5:35 PM	9	4	5	0	0	9	0	0	0	74	23	0	0	89	0	0	213	2576
5:40 PM	9	4	6	0	1	10	0	0	0	87	14	0	0	85	1	0	217	2582
5:45 PM	11	3	4	0	4	3	0	0	0	100	22	0	0	71	1	0	219	2594
5:50 PM	7	3	5	0	2	5	2	0	0	77	16	0	0	96	0	0	216	2596
5:55 PM	10	7	4	0	3	5	0	0	0	84	16	0	0	78	0	0	208	2590

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	160	40	52	0	24	104	4	0	0	1140	184	0	0	1008	8	0	2724
Heavy Trucks	0	0	4		0	0	0		0	20	0		0	12	0		36
Pedestrians		4				24				0				40			68
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 4/29/2016 4:24 PM

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

EXHIBIT 2.1

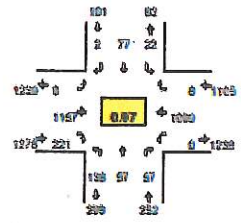
Type of peak hour being reported: Intersection Peak

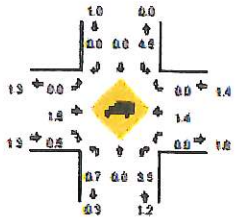
Method for determining peak hour: Total Entering Volume

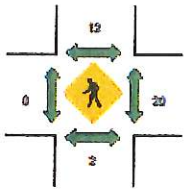
LOCATION: SW 87th Ave – SW Canyon Rd
CITY/STATE: Portland, OR

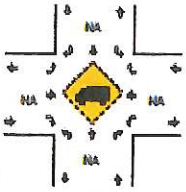
QC JOB #: 13742703
DATE: Wed, Mar 09 2016

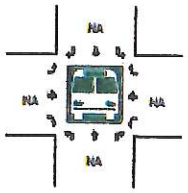
Peak Hour: 4:40 PM – 5:40 PM
Peak 15-Min: 5:05 PM – 5:20 PM











6-Min Count Period Beginning At	SW 87th Ave (Northbound)				SW 87th Ave (Southbound)				SW Canyon Rd (Eastbound)				SW Canyon Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	13	1	6	0	3	9	1	0	0	56	12	0	0	73	0	0	174	
4:05 PM	9	3	3	0	4	9	0	0	0	53	19	0	0	74	0	0	184	
4:10 PM	15	9	6	0	6	8	0	0	0	75	18	0	0	71	2	0	210	
4:15 PM	11	3	7	0	2	7	0	0	0	65	17	0	0	83	1	0	196	
4:20 PM	11	2	8	0	1	8	0	0	0	58	18	0	0	81	2	0	189	
4:25 PM	9	4	4	0	4	10	0	0	0	69	18	0	0	81	0	0	199	
4:30 PM	11	0	7	0	1	9	1	0	0	75	17	0	0	80	0	0	201	
4:35 PM	7	4	0	0	0	9	1	0	0	75	11	0	0	82	1	0	190	
4:40 PM	14	3	7	0	1	9	0	0	0	83	21	0	0	87	0	0	225	
4:45 PM	15	6	5	0	2	5	0	0	0	96	17	0	0	102	0	0	248	
4:50 PM	10	4	6	0	0	8	0	0	0	89	16	0	0	88	0	0	221	
4:55 PM	11	5	5	0	2	4	1	0	0	80	24	0	0	95	1	0	228	2476
5:00 PM	17	4	4	0	3	9	0	0	0	94	15	0	0	85	0	0	231	2533
5:05 PM	14	6	6	0	0	6	0	0	0	105	18	0	0	93	1	0	240	2589
5:10 PM	16	5	4	0	4	7	0	0	0	89	20	0	0	97	1	0	243	2622
5:15 PM	10	3	9	0	2	2	1	0	0	119	25	0	0	85	0	0	251	2677
5:20 PM	10	6	7	0	3	9	0	0	0	90	11	0	0	91	0	0	226	2704
5:25 PM	7	3	5	0	2	5	0	0	0	127	15	0	0	82	3	0	250	2756
5:30 PM	5	6	1	0	2	5	0	0	0	78	17	0	0	103	0	0	216	2772
5:35 PM	5	6	4	0	1	5	0	0	0	105	22	0	0	100	0	0	254	2816
5:40 PM	5	1	5	0	3	12	0	0	0	83	21	0	0	79	1	0	211	2822
5:45 PM	7	3	4	0	2	12	1	0	0	70	17	0	0	103	0	0	219	2792
5:50 PM	5	9	8	0	0	9	0	0	0	94	16	0	0	75	1	0	217	2788
5:55 PM	6	3	6	0	1	12	0	0	0	79	14	0	0	77	1	0	199	2759

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	160	56	52	0	24	60	4	0	0	1256	252	0	0	1064	8	0	2936
Heavy Trucks	0	0	0		0	0	0		0	16	0		0	20	0		36
Pedestrians		0				4				0				8			12
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 4/29/2016 4:24 PM

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

EXHIBIT 2.1

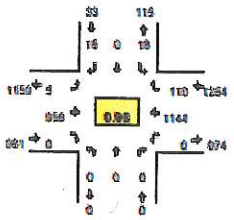
Type of peak hour being reported: Intersection Peak

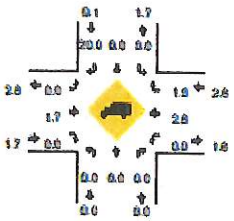
Method for determining peak hour: Total Entering Volume

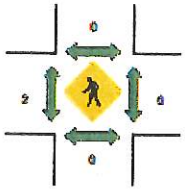
LOCATION: SW Canyon Dr – SW Canyon Rd
CITY/STATE: Portland, OR

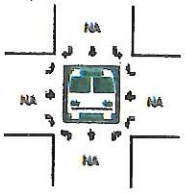
QC JOB #: 13742704
DATE: Thu, Mar 10 2016

Peak-Hour: 5:00 PM – 6:00 PM
Peak 15-Min: 5:20 PM – 5:35 PM









15-Min Count Period Beginning At	SW Canyon Dr (Northbound)				SW Canyon Dr (Southbound)				SW Canyon Rd (Eastbound)				SW Canyon 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	45	0	0	0	50	7	0	103	
4:05 PM	0	0	0	0	1	0	1	0	0	62	0	0	0	66	8	0	137	
4:10 PM	0	0	0	0	1	0	4	0	0	66	0	0	0	60	7	0	138	
4:15 PM	0	0	0	0	2	0	0	0	0	78	0	0	0	76	4	0	160	
4:20 PM	0	0	0	0	0	0	1	0	1	73	0	0	0	91	10	0	176	
4:25 PM	0	0	0	0	1	0	1	0	1	69	0	0	0	76	6	0	154	
4:30 PM	0	0	0	0	2	0	1	0	0	60	0	0	0	81	7	0	151	
4:35 PM	0	0	0	0	2	0	2	0	0	56	0	0	0	82	11	0	155	
4:40 PM	0	0	0	0	0	0	2	0	2	69	0	0	0	90	12	0	175	
4:45 PM	0	0	0	0	3	0	0	0	0	81	0	0	0	80	6	0	170	
4:50 PM	0	0	0	0	0	0	1	0	0	80	0	0	0	82	7	0	170	
4:55 PM	0	0	0	0	1	0	1	0	0	69	0	0	0	93	8	0	172	1951
5:00 PM	0	0	0	0	1	0	0	0	0	75	0	0	0	71	9	0	156	1914
5:05 PM	0	0	0	0	1	0	1	0	0	103	0	0	0	85	9	0	199	1979
5:10 PM	0	0	0	0	1	0	1	0	0	83	0	0	0	91	6	0	182	2033
5:15 PM	0	0	0	0	2	0	1	0	0	91	0	0	0	78	15	0	187	2050
5:20 PM	0	0	0	0	0	0	3	0	1	102	0	0	0	91	12	0	209	2083
5:25 PM	0	0	0	0	2	0	2	0	0	82	0	0	0	88	11	0	185	2114
5:30 PM	0	0	0	0	3	0	0	0	0	85	0	0	0	110	6	0	192	2155
5:35 PM	0	0	0	0	4	0	1	0	0	97	0	0	0	114	9	0	195	2195
5:40 PM	0	0	0	0	1	0	0	0	1	71	0	0	0	105	6	0	184	2204
5:45 PM	0	0	0	0	0	0	3	0	2	81	0	0	0	99	7	0	192	2226
5:50 PM	0	0	0	0	1	0	1	0	0	65	0	0	0	106	17	0	190	2246
5:55 PM	0	0	0	0	2	0	2	0	1	71	0	0	0	95	3	0	174	2248

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	20	0	20	0	4	356	0	0	0	1188	116	0	2344
Heavy Trucks	0	0	0		0	0	12		0	16	0		0	24	0		52
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 4/29/2016 4:24 PM

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

EXHIBIT 2.1

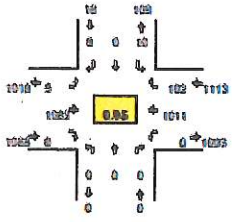
Type of peak hour being reported: Intersection Peak

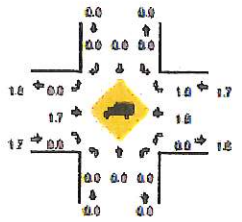
Method for determining peak hour: Total Entering Volume

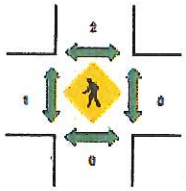
LOCATION: SW Canyon Dr -- SW Canyon Rd
CITY/STATE: Portland, OR

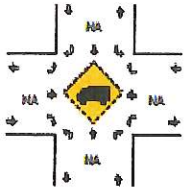
QC JOB #: 13742705
DATE: Tue, Mar 09 2016

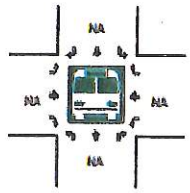
Peak-Hour: 4:55 PM -- 5:55 PM
Peak 15-Min: 5:05 PM -- 5:20 PM











5-Min Count Period Beginning At	SW Canyon Dr (Northbound)				SW Canyon Dr (Southbound)				SW Canyon Rd (Eastbound)				SW Canyon 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	1	0	1	0	1	72	0	0	0	65	5	0	145	
4:05 PM	0	0	0	0	0	0	0	0	0	65	0	0	0	81	12	0	158	
4:10 PM	0	0	0	0	1	0	3	0	0	75	0	0	0	68	15	0	162	
4:15 PM	0	0	0	0	1	0	2	0	0	80	0	0	0	67	5	0	155	
4:20 PM	0	0	0	0	3	0	2	0	2	68	0	0	0	75	5	0	156	
4:25 PM	0	0	0	0	1	0	2	0	1	75	0	0	0	75	4	0	158	
4:30 PM	0	0	0	0	3	0	0	0	0	85	0	0	0	79	4	0	171	
4:35 PM	0	0	0	0	2	0	1	0	1	82	0	0	0	92	16	0	194	
4:40 PM	0	0	0	0	0	0	1	0	1	87	0	0	0	80	7	0	176	
4:45 PM	0	0	0	0	0	0	2	0	2	75	0	0	0	83	7	0	170	
4:50 PM	0	0	0	0	4	0	1	0	1	78	0	0	0	82	9	0	175	
4:55 PM	0	0	0	0	0	0	0	0	0	84	0	0	0	84	6	0	174	1974
5:00 PM	0	0	0	0	3	0	0	0	0	83	0	0	0	76	9	0	171	2000
5:05 PM	0	0	0	0	1	0	0	0	0	100	0	0	0	77	12	0	190	2032
5:10 PM	0	0	0	0	2	0	1	0	0	95	0	0	0	82	7	0	187	2057
5:15 PM	0	0	0	0	2	0	0	0	0	104	0	0	0	91	7	0	204	2106
5:20 PM	0	0	0	0	0	0	1	0	0	87	0	0	0	81	8	0	177	2127
5:25 PM	0	0	0	0	1	0	0	0	0	93	0	0	0	84	12	0	189	2158
5:30 PM	0	0	0	0	0	0	0	0	1	74	0	1	0	88	7	0	161	2186
5:35 PM	0	0	0	0	0	0	1	0	0	79	0	0	0	86	13	0	179	2173
5:40 PM	0	0	0	0	0	0	0	0	0	95	0	0	0	87	8	0	190	2187
5:45 PM	0	0	0	0	0	0	1	0	2	104	0	0	0	69	5	0	181	2196
5:50 PM	0	0	0	0	1	0	2	0	1	85	0	0	0	95	8	0	194	2217
5:55 PM	0	0	0	0	1	0	1	0	0	89	0	0	0	77	4	0	172	2215

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	20	0	4	0	0	1196	0	0	0	1000	104	0	2324
Heavy Trucks	0	0	0		0	0	0		0	28	0		0	12	0		40
Pedestrians		0				8				0				0			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 4/29/2015 4:24 PM

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

EXHIBIT 2.1

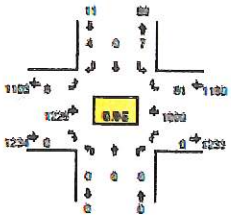
Type of peak hour being reported: Intersection Peak

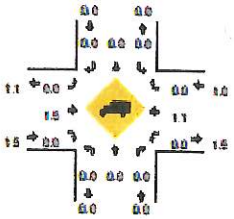
Method for determining peak hour: Total Entering Volume

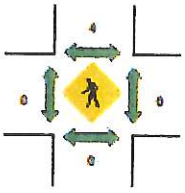
LOCATION: SW Canyon Dr – SW Canyon Rd
CITY/STATE: Portland, OR

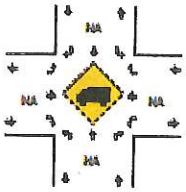
QC JOB #: 13742706
DATE: Wed, Mar 09 2016

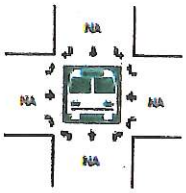
Peak-Hour: 4:45 PM – 5:45 PM
Peak 15-Min: 5:15 PM – 5:30 PM











5-Min Count Period Beginning At	SW Canyon Dr (Northbound)				SW Canyon Dr (Southbound)				SW Canyon Rd (Eastbound)				SW Canyon 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	2	0	0	0	0	66	0	0	0	71	8	0	147	
4:05 PM	0	0	0	0	2	0	1	0	1	65	0	0	0	72	9	0	151	
4:10 PM	0	0	0	0	0	0	3	0	0	65	0	0	0	76	5	0	172	
4:15 PM	0	0	0	0	1	0	0	0	0	73	0	0	0	79	9	0	162	
4:20 PM	0	0	0	0	0	0	0	0	0	77	0	0	0	81	5	0	163	
4:25 PM	0	0	0	0	0	0	0	0	1	74	0	0	0	84	11	0	170	
4:30 PM	0	0	0	0	3	0	1	0	0	80	0	0	0	73	7	0	164	
4:35 PM	0	0	0	0	0	0	1	0	0	71	0	0	0	81	7	0	160	
4:40 PM	0	0	0	0	1	0	0	0	4	87	0	0	0	81	6	0	179	
4:45 PM	0	0	0	0	1	0	0	0	1	104	0	0	0	104	8	0	218	
4:50 PM	0	0	0	0	0	0	0	0	0	91	0	0	0	90	8	0	189	
4:55 PM	0	0	0	0	0	0	1	0	0	89	0	0	0	94	5	0	189	2064
5:00 PM	0	0	0	0	2	0	0	0	0	96	0	0	0	86	5	0	191	2108
5:05 PM	0	0	0	0	1	0	0	0	2	112	0	0	0	79	7	0	201	2150
5:10 PM	0	0	0	0	1	0	1	0	3	96	0	0	0	102	6	0	209	2195
5:15 PM	0	0	0	0	1	0	0	0	0	128	0	0	0	83	3	0	215	2248
5:20 PM	0	0	0	0	0	0	0	0	1	99	0	0	0	97	10	0	207	2292
5:25 PM	0	0	0	0	0	0	0	0	0	122	0	0	0	80	6	0	208	2340
5:30 PM	0	0	0	0	0	0	2	0	0	84	0	0	0	107	6	0	199	2375
5:35 PM	0	0	0	0	0	0	0	0	0	104	0	0	0	94	8	0	206	2421
5:40 PM	0	0	0	0	1	0	0	0	1	89	0	0	0	81	9	0	181	2426
5:45 PM	0	0	0	0	0	0	0	0	1	83	0	0	0	95	6	0	186	2395
5:50 PM	0	0	0	0	0	0	1	0	1	100	0	0	0	77	16	0	195	2401
5:55 PM	0	0	0	0	2	0	2	0	0	78	0	0	0	75	11	0	168	2380

Peak 15-Min Volumes	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	4	0	0	0	4	1436	0	0	0	1040	76	0	2560
Heavy Trucks	0	0	0		0	0	0		0	20	0		0	8	0		28
Pedestrians		0				6				0				0			6
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 4/29/2016 4:24 PM

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

EXHIBIT 2-1

APPENDIX B

Traffic Analysis Results

Signalized Intersection

SW 87th and SW Canyon Road

- Present
- Present + Site
- Future + Site

Unsignalized Intersections

- Present
- Present + Site
- Future + Site

EXHIBIT 2-1

Lanes, Volumes, Timings
3: SW 87th Ave & SW Canyon Road

6/22/2016

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1019	203	0	1096	7	132	51	55	25	91	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	1000		150	0		1000	500		150	200		0
Storage Lanes	0		1	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.999				0.850		0.997	
Flt Protected								0.965			0.990	
Satd. Flow (prot)	0	3539	1583	0	3536	0	0	1798	1583	0	1839	0
Flt Permitted								0.708			0.919	
Satd. Flow (perm)	0	3539	1583	0	3536	0	0	1319	1583	0	1707	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			221		1				60		1	
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		396			423			497			293	
Travel Time (s)		7.7			8.2			13.6			8.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1108	221	0	1191	8	143	55	60	27	99	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1108	221	0	1199	0	0	198	60	0	129	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA	Perm		NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases			4				2		2	6		
Minimum Split (s)		23.0	23.0		23.0		22.5	22.5	22.5	22.5	22.5	
Total Split (s)		55.0	55.0		55.0		35.0	35.0	35.0	35.0	35.0	
Total Split (%)		61.1%	61.1%		61.1%		38.9%	38.9%	38.9%	38.9%	38.9%	
Maximum Green (s)		50.0	50.0		50.0		30.5	30.5	30.5	30.5	30.5	
Yellow Time (s)		4.0	4.0		4.0		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)		1.0	1.0		1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0			0.0	0.0		0.0	
Total Lost Time (s)		5.0	5.0		5.0			4.5	4.5		4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)		7.0	7.0		7.0		7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		11.0	11.0		11.0		11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)		0	0		0		0	0	0	0	0	
Act Effct Green (s)		50.0	50.0		50.0			30.5	30.5		30.5	
Actuated g/C Ratio		0.56	0.56		0.56			0.34	0.34		0.34	
v/c Ratio		0.56	0.23		0.61			0.44	0.10		0.22	
Control Delay		14.4	2.0		15.1			27.1	6.3		22.4	

EXHIBIT 2.1

Lanes, Volumes, Timings
3: SW 87th Ave & SW Canyon Road 6/22/2016

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0		0.0			0.0	0.0		0.0	
Total Delay		14.4	2.0		15.1			27.1	6.3		22.4	
LOS		B	A		B			C	A		C	
Approach Delay		12.3			15.1			22.2			22.4	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)		200	0		225			87	0		51	
Queue Length 95th (ft)		257	30		288			151	26		94	
Internal Link Dist (ft)		316			343			417			213	
Turn Bay Length (ft)			150						150			
Base Capacity (vph)		1966	977		1964			446	576		579	
Starvation Cap Reductn		0	0		0			0	0		0	
Spillback Cap Reductn		0	0		0			0	0		0	
Storage Cap Reductn		0	0		0			0	0		0	
Reduced v/c Ratio		0.56	0.23		0.61			0.44	0.10		0.22	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 14.8 Intersection LOS: B
Intersection Capacity Utilization 55.1% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 3: SW 87th Ave & SW Canyon Road

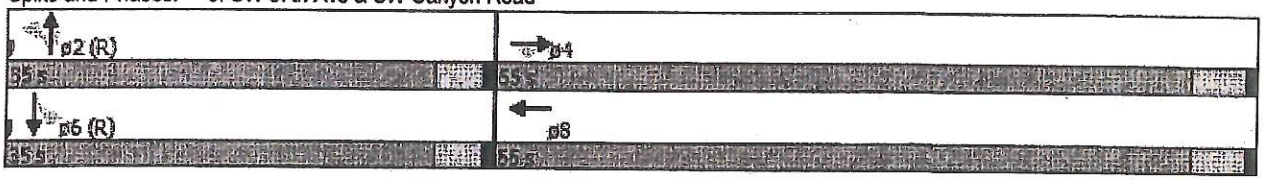


EXHIBIT 2.1

Lanes, Volumes, Timings
3: SW 87th Ave

6/22/2016

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱		↑↑			↑	↱		↕	
Volume (vph)	0	1019	203	0	1096	7	132	54	55	30	94	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	1000		150	0		1000	500		150	200		0
Storage Lanes	0		1	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.999				0.850		0.997	
Flt Protected								0.966			0.988	
Satd. Flow (prot)	0	3539	1583	0	3536	0	0	1799	1583	0	1835	0
Flt Permitted								0.707			0.903	
Satd. Flow (perm)	0	3539	1583	0	3536	0	0	1317	1583	0	1677	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			221		1				60		1	
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		396			423			497			293	
Travel Time (s)		7.7			8.2			13.6			8.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	1108	221	0	1191	8	143	59	60	33	102	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1108	221	0	1199	0	0	202	60	0	138	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA	Perm		NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases			4				2		2	6		
Minimum Split (s)		23.0	23.0		23.0		22.5	22.5	22.5	22.5	22.5	
Total Split (s)		54.0	54.0		54.0		36.0	36.0	36.0	36.0	36.0	
Total Split (%)		60.0%	60.0%		60.0%		40.0%	40.0%	40.0%	40.0%	40.0%	
Maximum Green (s)		49.0	49.0		49.0		31.5	31.5	31.5	31.5	31.5	
Yellow Time (s)		4.0	4.0		4.0		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)		1.0	1.0		1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0			0.0	0.0		0.0	
Total Lost Time (s)		5.0	5.0		5.0			4.5	4.5		4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)		7.0	7.0		7.0		7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		11.0	11.0		11.0		11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)		0	0		0		0	0	0	0	0	
Act Effct Green (s)		49.0	49.0		49.0			31.5	31.5		31.5	
Actuated g/C Ratio		0.54	0.54		0.54			0.35	0.35		0.35	
v/c Ratio		0.58	0.23		0.62			0.44	0.10		0.24	

EXHIBIT 2.1

Lanes, Volumes, Timings
3: SW 87th Ave

6/22/2016

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		15.1	2.1		15.9			26.2	6.1		21.9	
Queue Delay		0.0	0.0		0.0			0.0	0.0		0.0	
Total Delay		15.1	2.1		15.9			26.2	6.1		21.9	
LOS		B	A		B			C	A		C	
Approach Delay		12.9			15.9			21.6			21.9	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)		206	0		232			87	0		55	
Queue Length 95th (ft)		265	31		297			151	25		99	
Internal Link Dist (ft)		316			343			417			213	
Turn Bay Length (ft)			150						150			
Base Capacity (vph)		1926	962		1925			460	593		587	
Starvation Cap Reductn		0	0		0			0	0		0	
Spillback Cap Reductn		0	0		0			0	0		0	
Storage Cap Reductn		0	0		0			0	0		0	
Reduced v/c Ratio		0.58	0.23		0.62			0.44	0.10		0.24	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 15.4 Intersection LOS: B
Intersection Capacity Utilization 55.3% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 3: SW 87th Ave

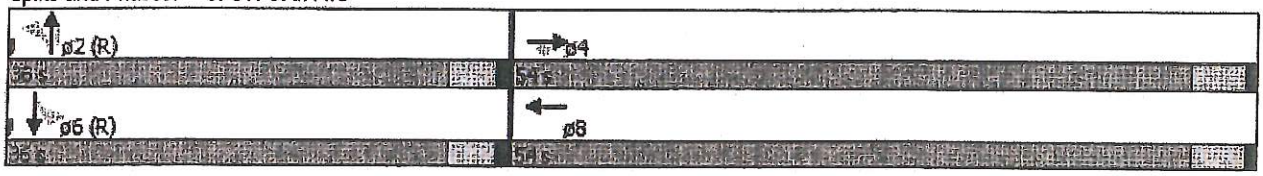


EXHIBIT 2.1

Lanes, Volumes, Timings
3: SW 87th Ave

6/22/2016

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1355	270	0	1458	9	185	76	77	41	126	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	1000		150	0		1000	500		150	200		0
Storage Lanes	0		1	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.999				0.850		0.997	
Flt Protected								0.966			0.988	
Satd. Flow (prot)	0	3539	1583	0	3536	0	0	1799	1583	0	1835	0
Flt Permitted								0.655			0.873	
Satd. Flow (perm)	0	3539	1583	0	3536	0	0	1220	1583	0	1621	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			227		1				26		1	
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		396			423			497			293	
Travel Time (s)		7.7			8.2			13.6			8.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	1473	293	0	1585	10	201	83	84	45	137	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1473	293	0	1595	0	0	284	84	0	186	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA	Perm		NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases			4				2		2	6		
Minimum Split (s)		23.0	23.0		23.0		22.5	22.5	22.5	22.5	22.5	
Total Split (s)		53.0	53.0		53.0		37.0	37.0	37.0	37.0	37.0	
Total Split (%)		58.9%	58.9%		58.9%		41.1%	41.1%	41.1%	41.1%	41.1%	
Maximum Green (s)		48.0	48.0		48.0		32.5	32.5	32.5	32.5	32.5	
Yellow Time (s)		4.0	4.0		4.0		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)		1.0	1.0		1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0			0.0	0.0		0.0	
Total Lost Time (s)		5.0	5.0		5.0			4.5	4.5		4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)		7.0	7.0		7.0		7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		11.0	11.0		11.0		11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)		0	0		0		0	0	0	0	0	
Act Effct Green (s)		48.0	48.0		48.0			32.5	32.5		32.5	
Actuated g/C Ratio		0.53	0.53		0.53			0.36	0.36		0.36	
v/c Ratio		0.78	0.31		0.85			0.65	0.14		0.32	

EXHIBIT 2.1

Lanes, Volumes, Timings
3: SW 87th Ave

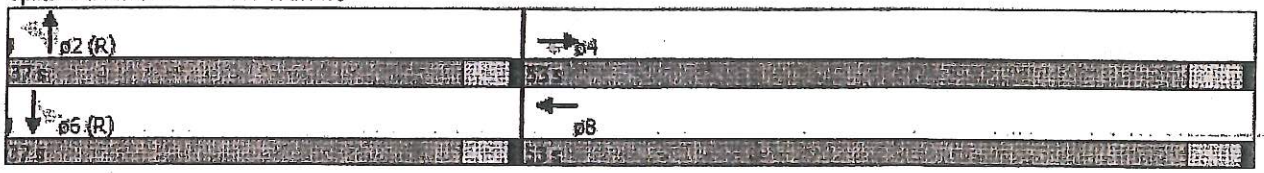
6/22/2016

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		20.5	3.9		23.3			32.1	14.8		22.5	
Queue Delay		0.0	0.0		0.0			0.0	0.0		0.0	
Total Delay		20.5	3.9		23.3			32.1	14.8		22.5	
LOS		C	A		C			C	B		C	
Approach Delay		17.7			23.3			28.1			22.5	
Approach LOS		B			C			C			C	
Queue Length 50th (ft)		332	17		382			132	22		75	
Queue Length 95th (ft)		423	56		488			224	53		129	
Internal Link Dist (ft)		316			343			417			213	
Turn Bay Length (ft)			150						150			
Base Capacity (vph)		1887	950		1886			440	588		586	
Starvation Cap Reductn		0	0		0			0	0		0	
Spillback Cap Reductn		0	0		0			0	0		0	
Storage Cap Reductn		0	0		0			0	0		0	
Reduced v/c Ratio		0.78	0.31		0.85			0.65	0.14		0.32	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 21.2 Intersection LOS: C
Intersection Capacity Utilization 75.6% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 3: SW 87th Ave



Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	0	51	139	2	20	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865		0.998			
Flt Protected						0.992
Satd. Flow (prot)	1611	0	1859	0	0	1848
Flt Permitted						0.992
Satd. Flow (perm)	1611	0	1859	0	0	1848
Link Speed (mph)	25		25			25
Link Distance (ft)	293		534			89
Travel Time (s)	8.0		14.6			2.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	55	151	2	22	120
Shared Lane Traffic (%)						
Lane Group Flow (vph)	55	0	153	0	0	142
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.7%		ICU Level of Service A	
Analysis Period (min) 15			

EXHIBIT 2.1

Lanes, Volumes, Timings
6: SW Canyon Road & Canyon Ln.

6/22/2016

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Volume (vph)	139	1218	1214	4	0	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt					0.865	
Flt Protected	0.950					
Satd. Flow (prot)	1770	3539	3539	0	1611	0
Flt Permitted	0.950					
Satd. Flow (perm)	1770	3539	3539	0	1611	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		970	396		534	
Travel Time (s)		18.9	7.7		12.1	
Confl. Peds. (#/hr)	2			2	2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	151	1324	1320	4	0	120
Shared Lane Traffic (%)						
Lane Group Flow (vph)	151	1324	1324	0	120	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 58.2% ICU Level of Service B
Analysis Period (min) 15

EXHIBIT 2.1

Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	79	25	144	27	5	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.968		0.979			
Flt Protected	0.963					0.998
Satd. Flow (prot)	1736	0	1824	0	0	1859
Flt Permitted	0.963					0.998
Satd. Flow (perm)	1736	0	1824	0	0	1859
Link Speed (mph)	30		30			30
Link Distance (ft)	422		89			543
Travel Time (s)	9.6		2.0			12.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	86	27	157	29	5	140
Shared Lane Traffic (%)						
Lane Group Flow (vph)	113	0	186	0	0	145
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.4%		ICU Level of Service A	
Analysis Period (min) 15			

EXHIBIT 2.1

Lanes, Volumes, Timings
9: SW Canyon Road & SW Canyon Dr.

6/22/2016

Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Volume (vph)	6	1088	1085	98	12	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.988		0.932	
Flt Protected	0.950				0.976	
Satd. Flow (prot)	1770	3539	3497	0	1694	0
Flt Permitted	0.950				0.976	
Satd. Flow (perm)	1770	3539	3497	0	1694	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		423	1406		422	
Travel Time (s)		8.2	27.4		9.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	1183	1179	107	13	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	1183	1286	0	26	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.1%		ICU Level of Service A	
Analysis Period (min) 15			

EXHIBIT 2.1

Lanes, Volumes, Timings
5:

6/22/2016

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	0	51	139	2	20	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865		0.998			
Flt Protected						0.992
Satd. Flow (prot)	1611	0	1859	0	0	1848
Flt Permitted						0.992
Satd. Flow (perm)	1611	0	1859	0	0	1848
Link Speed (mph)	25		25			25
Link Distance (ft)	293		534			89
Travel Time (s)	8.0		14.6			2.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	55	151	2	22	120
Shared Lane Traffic (%)						
Lane Group Flow (vph)	55	0	153	0	0	142
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.7%		ICU Level of Service A	
Analysis Period (min) 15			

EXHIBIT 2.1

Lanes, Volumes, Timings
6: SW Canyon Road

6/22/2016

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Volume (vph)	152	1218	1214	4	0	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt					0.865	
Flt Protected	0.950					
Satd. Flow (prot)	1770	3539	3539	0	1611	0
Flt Permitted	0.950					
Satd. Flow (perm)	1770	3539	3539	0	1611	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		970	396		534	
Travel Time (s)		18.9	7.7		12.1	
Confl. Peds. (#/hr)	2			2	2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	165	1324	1320	4	0	135
Shared Lane Traffic (%)						
Lane Group Flow (vph)	165	1324	1324	0	135	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.8%		ICU Level of Service B	
Analysis Period (min) 15			

EXHIBIT 2.1

Lanes, Volumes, Timings
8: SW Canyon Dr. & SW Canyon Ln.

6/22/2016

Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	98	26	144	43	6	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.972		0.969			
Flt Protected	0.962					0.998
Satd. Flow (prot)	1742	0	1805	0	0	1859
Flt Permitted	0.962					0.998
Satd. Flow (perm)	1742	0	1805	0	0	1859
Link Speed (mph)	30		30			30
Link Distance (ft)	200		89			543
Travel Time (s)	4.5		2.0			12.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	107	28	157	47	7	140
Shared Lane Traffic (%)						
Lane Group Flow (vph)	135	0	204	0	0	147
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 25.3%		ICU Level of Service A	
Analysis Period (min) 15			

EXHIBIT 2.1

Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Volume (vph)	6	1088	1085	105	14	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.987		0.937	
Flt Protected	0.950				0.974	
Satd. Flow (prot)	1770	3539	3493	0	1700	0
Flt Permitted	0.950				0.974	
Satd. Flow (perm)	1770	3539	3493	0	1700	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		423	1406		222	
Travel Time (s)		8.2	27.4		5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	1183	1179	114	15	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	1183	1293	0	28	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.3%		ICU Level of Service A	
Analysis Period (min) 15			

EXHIBIT 2.1

Lanes, Volumes, Timings
10: SW Canyon Dr.

6/22/2016

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Volume (vph)	16	35	111	7	2	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.992		0.876	
Flt Protected		0.985			0.996	
Satd. Flow (prot)	0	1835	1848	0	1625	0
Flt Permitted		0.985			0.996	
Satd. Flow (perm)	0	1835	1848	0	1625	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		200	222		83	
Travel Time (s)		4.5	5.0		1.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	38	121	8	2	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	55	129	0	24	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.4%		ICU Level of Service A	
Analysis Period (min) 15			

EXHIBIT 2.1

Lanes, Volumes, Timings
5:

6/22/2016

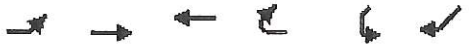
Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	0	69	188	3	27	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865		0.998			
Flt Protected						0.992
Satd. Flow (prot)	1611	0	1859	0	0	1848
Flt Permitted						0.992
Satd. Flow (perm)	1611	0	1859	0	0	1848
Link Speed (mph)	25		25			25
Link Distance (ft)	293		534			89
Travel Time (s)	8.0		14.6			2.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	75	204	3	29	162
Shared Lane Traffic (%)						
Lane Group Flow (vph)	75	0	207	0	0	191
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.7%		ICU Level of Service A	
Analysis Period (min) 15			

EXHIBIT 2.1

Lanes, Volumes, Timings
6: SW Canyon Road

6/22/2016



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Volume (vph)	201	1620	1615	5	0	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt					0.865	
Flt Protected	0.950					
Satd. Flow (prot)	1770	3539	3539	0	1611	0
Flt Permitted	0.950					
Satd. Flow (perm)	1770	3539	3539	0	1611	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		970	396		534	
Travel Time (s)		18.9	7.7		12.1	
Confl. Peds. (#/hr)	2			2	2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	218	1761	1755	5	0	176
Shared Lane Traffic (%)						
Lane Group Flow (vph)	218	1761	1760	0	176	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 76.0%		ICU Level of Service D	
Analysis Period (min) 15			

EXHIBIT 2.1

Lanes, Volumes, Timings
8: SW Canyon Dr. & SW Canyon Ln.

6/22/2016

Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	133	35	192	57	9	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.972		0.969			
Flt Protected	0.962					0.997
Satd. Flow (prot)	1742	0	1805	0	0	1857
Flt Permitted	0.962					0.997
Satd. Flow (perm)	1742	0	1805	0	0	1857
Link Speed (mph)	30		30			30
Link Distance (ft)	200		89			543
Travel Time (s)	4.5		2.0			12.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	145	38	209	62	10	187
Shared Lane Traffic (%)						
Lane Group Flow (vph)	183	0	271	0	0	197
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.6%		ICU Level of Service A	
Analysis Period (min) 15			

EXHIBIT 2.1

Lanes, Volumes, Timings
9: SW Canyon Dr.

6/22/2016

Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Volume (vph)	8	1447	1443	140	18	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.987		0.938	
Flt Protected	0.950				0.974	
Satd. Flow (prot)	1770	3539	3493	0	1702	0
Flt Permitted	0.950				0.974	
Satd. Flow (perm)	1770	3539	3493	0	1702	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		423	1406		222	
Travel Time (s)		8.2	27.4		5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	1573	1568	152	20	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	1573	1720	0	37	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.3%		ICU Level of Service A	
Analysis Period (min) 15			

EXHIBIT 2.1

Lanes, Volumes, Timings
10: SW Canyon Dr.

6/22/2016

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Volume (vph)	23	47	148	10	2	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.991		0.873	
Flt Protected		0.984			0.997	
Satd. Flow (prot)	0	1833	1846	0	1621	0
Flt Permitted		0.984			0.997	
Satd. Flow (perm)	0	1833	1846	0	1621	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		200	222		83	
Travel Time (s)		4.5	5.0		1.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	25	51	161	11	2	33
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	76	172	0	35	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 25.5%		ICU Level of Service A	
Analysis Period (min) 15			

EXHIBIT 2.1

Appendix C

Crash Data

Three Years

EXHIBIT 2.1

CDS150 03/22/2016

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

Canyon Rd (Hwy 029) & Canyon Ln
January 1, 2012 through December 31, 2014

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: 2012														
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2012 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
FINAL TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers 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.

EXHIBIT 2.1

CDS150 03/22/2016

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

Canyon Rd (Hwy 029) & SW 67th Ave
January 1, 2012 through December 31, 2014

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: 2014														
ANGLE	0	1	1	2	0	1	0	2	0	2	0	2	0	0
REAR-END	0	1	0	1	0	1	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	1	1	2	0	1	0	2	0	2	0	2	0	0
2014 TOTAL	0	3	2	5	0	3	0	5	0	5	0	5	0	0
YEAR: 2013														
ANGLE	0	0	2	2	0	0	0	2	0	2	0	2	0	0
2013 TOTAL	0	0	2	2	0	0	0	2	0	2	0	2	0	0
YEAR: 2012														
PEDESTRIAN	0	1	0	1	0	1	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	2	0	2	0	3	0	1	1	0	2	2	0	0
2012 TOTAL	0	3	0	3	0	4	0	2	1	1	2	3	0	0
FINAL TOTAL	0	5	4	10	0	7	0	9	1	8	2	10	0	0

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers 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.

EXHIBIT 2.1

CDS150 03/22/2016

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

Canyon Rd (Hwy 029) & SW Canyon Dr
January 1, 2012 through December 31, 2014

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: 2013														
PEDESTRIAN	0	1	0	1	0	1	0	1	0	1	0	1	0	0
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2013 TOTAL	0	1	1	2	0	1	0	2	0	2	0	2	0	0
YEAR: 2012														
FIXED / OTHER OBJECT	0	0	1	1	0	0	0	0	1	1	0	1	0	1
TURNING MOVEMENTS	0	1	0	1	0	1	0	0	1	0	1	1	0	0
2012 TOTAL	0	1	1	2	0	1	0	0	2	1	1	2	0	1
FINAL TOTAL	0	2	2	4	0	2	0	2	2	3	1	4	0	1

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers 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.

EXHIBIT 2.1

CDS150 03/22/2016

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

SW 57th Ave & SW Canyon Ln /SW Canyon Dr
January 1, 2012 through December 31, 2014

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: 2014														
REAR-END	0	1	0	1	0	2	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	0	1	1	0	1	0	0
2014 TOTAL	0	1	1	2	0	2	0	1	1	2	0	2	0	0
YEAR: 2013														
NON-COLLISION	0	1	0	1	0	1	1	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2013 TOTAL	0	1	1	2	0	1	1	2	0	2	0	2	0	0
YEAR: 2012														
TURNING MOVEMENTS	0	1	0	1	0	2	0	0	1	1	0	1	0	0
2012 TOTAL	0	1	0	1	0	2	0	0	1	1	0	1	0	0
FINAL TOTAL	0	3	2	5	0	5	1	3	2	5	0	5	0	0

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers 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.